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Hari Sabtu  
11hb Januari, 1969

# PERBAHATHAN PARLIMEN

## DEWAN RA'AYAT YANG KEDUA

PENGGAL KELIMA

PENYATA RASMI

KANDONGAN-NYA

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MALAYSIA

## DEWAN RA'AYAT YANG KEDUA

### PENGGAL YANG KELIMA

#### *Penyata Rasmi*

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Hari Sabtu, 11hb Januari, 1969

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#### YANG HADHIR :

- Yang Berhormat Tuan Yang di-Pertua, DATO' CHIK MOHAMED YUSUF BIN SHEIKH ABDUL RAHMAN, S.P.M.P., J.P., Dato' Bendahara, Perak.
- „ Timbalan Perdana Menteri, Menteri Pertahanan, Menteri Hal Ehwal Dalam Negeri dan Menteri Pembangunan Negara dan Luar Bandar, Y.A.B. TUN HAJI ABDUL RAZAK BIN DATO' HUSSAIN, S.M.N. (Pekan).
- „ Menteri Pengangkutan, Yang Berbahagia TAN SRI HAJI SARDON BIN HAJI JUBIR, P.M.N. (Pontian Utara).
- „ Menteri Ke'adilan, TUAN BAHAMAN BIN SAMSUDIN (Kuala Pilah).
- „ Menteri Perdagangan dan Perusahaan, Yang Berbahagia TAN SRI DR LIM SWEE AUN, P.M.N., J.P. (Larut Selatan).
- „ Menteri Kerajaan Tempatan dan Perumahan, TUAN KHAW KAI-BOH, P.J.K. (Ulu Selangor).
- „ Menteri Buroh, TUAN V. MANICKAVASAGAM, J.M.N., P.J.K. (Kelang).
- „ Menteri Penerangan dan Penyiaran dan Menteri Kebudayaan, Belia dan Sokan, TUAN SENU BIN ABDUL RAHMAN (Kubang Pasu Barat).
- „ Menteri Pertanian dan Sharikat Kerjasama, TUAN HAJI MOHD. GHAZALI BIN HAJI JAWI (Ulu Perak).
- „ Menteri Kebajikan 'Am, DR NG KAM POH, J.P. (Telok Anson).
- „ Menteri Hal Ehwal Sabah, DATO' GANIE GILONG, P.D.K., J.P. (Sabah).
- „ Menteri Muda Pelajaran, TUAN LEE SIOK YEW, A.M.N., P.J.K. (Sepang).
- „ Menteri Muda Perdagangan dan Perusahaan,  
„ TUAN ABDUL TAIB BIN MAHMUD (Sarawak).
- „ Setia-usaha Parlimen kepada Menteri Kesihatan,  
„ TUAN IBRAHIM BIN ABDUL RAHMAN, J.M.N. (Seberang Tengah).
- „ Setia-usaha Parlimen kepada Menteri Buroh,  
„ TUAN LEE SAN CHOON, K.M.N. (Segamat Selatan).
- „ Setia-usaha Parlimen kepada Menteri Kewangan,  
„ TUAN ALI BIN HAJI AHMAD (Pontian Selatan).
- „ NIK ABDUL AZIZ BIN NIK MAT (Kelantan Hilir).

- Yang Berhormat TUAN HAJI ABDUL GHANI BIN ISHAK, A.M.N. (Melaka Utara).
- .. TUAN ABDUL KARIM BIN ABU, A.M.N. (Melaka Selatan).
- .. WAN ABDUL KADIR BIN ISMAIL, P.P.T. (Kuala Trengganu Utara).
- .. WAN ABDUL RAHMAN BIN DATU TUANKU BUJANG, A.B.S. (Sarawak).
- .. TUAN HAJI ABDUL RASHID BIN HAJI JAIS (Sabah).
- .. TUAN HAJI ABDUL RAZAK BIN HAJI HUSSIN (Lipis).
- .. DATO' ABDULLAH BIN ABDULRAHMAN, S.M.T., Dato' Bijaya di-Raja (Kuala Trengganu Selatan).
- .. Y.A.M. TUNKU ABDULLAH IBNI AL-MARHUM TUANKU ABDUL RAHMAN, P.P.T. (Rawang).
- .. TUAN HAJI ABU BAKAR BIN HAMZAH, J.P. (Bachok).
- .. TUAN AHMAD BIN ARSHAD, A.M.N. (Muar Utara).
- .. TUAN HAJI AHMAD BIN SAAID, J.P. (Seberang Utara).
- .. WAN ALWI BIN TUANKU IBRAHIM (Sarawak).
- .. DR AWANG BIN HASSAN, S.M.J. (Muar Selatan).
- .. TUAN HAJI AZIZ BIN ISHAK (Muar Dalam).
- .. TUAN JONATHAN BANGAU ANAK RENANG, A.B.S. (Sarawak).
- .. PENGARAH BANYANG ANAK JANTING, P.B.S. (Sarawak).
- .. TUAN CHAN CHONG WEN, A.M.N. (Kluang Selatan).
- .. TUAN CHAN SIANG SUN, A.M.N., P.J.K. (Bentong).
- .. TUAN CHEW BIOW CHUON, J.P. (Bruas).
- .. TUAN FRANCIS CHIA NYUK TONG (Sabah).
- .. TUAN CHIN FOON (Ulu Kinta).
- .. TUAN D. A. DAGO ANAK RANDAN *alias* DAGOK ANAK RANDEN, A.M.N. (Sarawak).
- .. TUAN EDWIN ANAK TANGKUN (Sarawak).
- .. DATO' SYED ESA BIN ALWEE, D.P.M.J., J.M.N., P.I.S. (Batu Pahat Dalam).
- .. DATIN HAJJAH FATIMAH BINTI HAJI ABDUL MAJID (Johor Bahru Timor).
- Yang Berbahagia TAN SRI HAJJAH FATIMAH BINTI HAJI HASHIM, P.M.N. (Jitra-Padang Terap).
- Yang Berhormat TUAN S. FAZUL RAHMAN, A.D.K. (Sabah).
- .. TUAN GANING BIN JANGKAT, A.M.N. (Sabah).
- .. TUAN GEH CHONG KEAT, K.M.N. (Pulau Pinang Utara).
- .. TUAN HAJI HAMZAH BIN ALANG, A.M.N., P.J.K. (Kapar).
- .. TUAN HANAFI BIN MOHD. YUNUS, A.M.N., P.J.K. (Kulim Utara).
- .. TUAN HANAFIAH BIN HUSSAIN, A.M.N. (Jerai).
- .. TUAN HARUN BIN ABDULLAH, A.M.N., J.P. (Baling).
- .. WAN HASSAN BIN WAN DAUD, J.P. (Tumpat).
- .. TUAN STANLEY HO NGUN KHIU, A.D.K. (Sabah).
- .. DATO' HAJI HUSSEIN BIN MOHD. NOORDIN, D.P.M.P., A.M.N., P.J.K. (Parit).
- .. TUAN HUSSEIN BIN SULAIMAN, J.P. (Ulu Kelantan).

- Yang Berhormat TUAN HAJI HUSSAIN RAHIMI BIN HAJI SAMAN, S.M.K.,  
(Kota Bharu Hulu).
- „ TUAN ISMAIL BIN IDRIS, J.P. (Pulau Pinang Selatan).
- Yang Berbahagia TAN SRI SYED JA'AFAR BIN HASAN ALBAR, P.M.N.  
(Johor Tenggara).
- Yang Berhormat PENGHULU JINGGUT ANAK ATTAN, K.M.N., Q.M.C., A.B.S.  
(Sarawak).
- „ TUAN KAM WOON WAH (Sitiawan).
- „ TUAN THOMAS KANA, K.M.N. (Sarawak).
- „ TUAN KHOO PENG LOONG, O.B.E. (Sarawak).
- „ TUAN LEE SECK FUN, K.M.N. (Tanjong Malim).
- „ TUAN AMADEUS MATHEW LEONG, A.D.K., J.P. (Sabah).
- „ DR LIM CHONG EU (Tanjong).
- „ DATO' LING BENG SIEW, P.N.B.S. (Sarawak).
- „ TUAN PETER LO SU YIN (Sabah).
- „ DR MAHATHIR BIN MOHAMAD (Kota Star Selatan).
- „ TUAN T. MAHIMA SINGH, J.M.N., J.P. (Port Dickson).
- „ TUAN C. JOHN ONDU MAJAKIL (Sabah).
- „ TUAN JOSEPH DAVID MANJAJI (Sabah).
- „ DATO' DR HAJI MEGAT KHAS, D.P.M.P., J.P., P.J.K.  
(Kuala Kangsar).
- „ DR MOHAMED BIN TAIB (Kuantan).
- „ TUAN MOHD. ARIF SALLEH, A.D.K. (Sabah).
- „ TUAN MOHD. DAUD BIN ABDUL SAMAD (Besut).
- „ TUAN MOHAMED IDRIS BIN MATSIL, J.M.N., P.J.K., J.P.  
(Jelebu-Jempol).
- „ TUAN MOHD. TAHIR BIN ABDUL MAJID, S.M.S., P.J.K.  
(Kuala Langat).
- „ TUAN HAJI MOHAMED YUSOF BIN MAHMUD, A.M.N. (Temerloh).
- „ TUAN MOHD. ZAHIR BIN HAJI ISMAIL, J.M.N. (Sungei Patani).
- „ WAN MOKHTAR BIN AHMAD, P.J.K. (Kemaman).
- „ TUAN HAJI MOKHTAR BIN HAJI ISMAIL (Perlis Selatan).
- „ TUAN MUHAMMAD FAKHRUDDIN BIN HAJI ABDULLAH  
(Pasir Mas Hilir).
- „ TUAN HAJI MUHAMMAD SU'AUT BIN HAJI MUHD. TAHIR, A.B.S.  
(Sarawak).
- „ TUAN MUSA BIN HITAM (Segamat Utara).
- „ DATO' HAJI MUSTAPHA BIN HAJI ABDUL JABAR, D.P.M.S., A.M.N.,  
J.P. (Sabak Bernam).
- „ TUAN MUSTAPHA BIN AHMAD (Tanah Merah).
- Yang Berbahagia TAN SRI HAJI NIK AHMAD KAMIL, D.K., S.P.M.K., S.J.M.K.,  
P.M.N., P.Y.G.P., Dato' Sri Setia Raja (Kota Bharu Hilir).
- Yang Berhormat TUAN NG FAH YAM (Batu Gajah).
- „ TUAN ONG KEE HUI (Sarawak).
- „ TUAN HAJI OTHMAN BIN ABDULLAH (Hilir Perak).
- „ TUAN OTHMAN BIN ABDULLAH, A.M.N. (Perlis Utara).
- „ TUAN QUEK KAI DONG, J.P. (Seremban Timor).

- Yang Berhormat **TUAN HAJI RAHMAT BIN HAJI DAUD, A.M.N.**  
(Johor Bahru Barat).
- „ **TUAN RAMLI BIN OMAR, K.M.N.** (Krian Darat).
- „ **TUAN HAJI REDZA BIN HAJI MOHD. SAID, P.J.K., J.P.**  
(Rembau-Tampin).
- „ **RAJA ROME BIN RAJA MA'AMOR, P.J.K., J.P.** (Kuala Selangor).
- „ **TUAN SEAH TENG NGIAB, S.M.J., P.I.S.** (Muar Pantai).
- „ **TUAN SIM BOON LIANG, A.B.S.** (Sarawak).
- „ **TUAN SIOW LOONG HIN, P.J.K.** (Seremban Barat).
- „ **TUAN SENAWI BIN ISMAIL, P.J.K.** (Seberang Selatan).
- „ **TUAN SNG CHIN JOO** (Sarawak).
- „ **TUAN SOH AH TECK (Batu Pahat).**
- „ **TUAN SULAIMAN BIN ALI** (Dungun).
- „ **TUAN SULAIMAN BIN BULON, P.J.K.** (Bagan Datoh).
- „ **TUAN SULAIMAN BIN HAJI TAIB** (Krian Laut).
- „ **PENGIRAN TAHIR PETRA** (Sabah).
- „ **TUAN TAJUDIN BIN ALI, P.J.K.** (Larut Utara).
- „ **TUAN TAI KUAN YANG, A.M.N.** (Kulim Bandar Bharu).
- „ **TUAN TAMA WENG TINGGANG WAN** (Sarawak).
- „ **DR TAN CHEE KHOON** (Batu).
- „ **TUAN TAN CHENG BEE, A.M.N., J.P.** (Bagan).
- „ **TUAN TAN KEE GAK** (Bandar Melaka).
- „ **TUAN TAN TOH HONG** (Bukit Bintang).
- „ **TUAN TAN TSAK YU, P.B.S.** (Sarawak).
- „ **TUAN TIAH ENG BEE** (Kluang Utara).
- „ **TUAN YEH PAO TZE, A.M.N.** (Sabah).
- „ **TENGGU ZAID BIN TENGGU AHMAD** (Pasir Mas Hulu).
- „ **TUAN HAJI ZAKARIA BIN HAJI MOHD. TAIB, P.J.K.** (Langat).

**YANG TIADA HADHIR :**

- Yang Berhormat **Perdana Menteri dan Menteri Hal Ehwal Luar Negeri, Y.T.M.**  
**TUNKU ABDUL RAHMAN PUTRA AL-HAJ, K.O.M.** (Kuala Kedah).
- „ **Menteri Kewangan, Y.A.B. TUN TAN SIEW SIN, S.S.M., J.P.**  
(Melaka Tengah).
- „ **Menteri Kerja Raya, Pos dan Talikom,**  
**Y.A.B. TUN V. T. SAMBANTHAN, S.S.M., P.M.N.** (Sungai Siput).
- „ **Menteri Pelajaran, TUAN MOHAMED KHIR JOHARI**  
(Kedah Tengah).
- „ **Menteri Kesihatan, Yang Berbahagia TAN SRI HAJI ABDUL**  
**HAMID KHAN BIN HAJI SAKHAWAT ALI KHAN, P.M.N., J.P.**  
(Batang Padang).
- „ **Menteri Hal Ehwal Sarawak, Yang Berbahagia TAN SRI**  
**TEMENGGONG JUGAH ANAK BARIENG, P.M.N., P.D.K.**  
(Sarawak).
- „ **Menteri Hal Ehwal Tanah dan Galian,**  
**DATO' HAJI ABDUL-RAHMAN BIN YA'KUB** (Sarawak).
- „ **Menteri Muda Ta' Berjabatan, TUAN HAJI ABDUL KHALID BIN**  
**AWANG OSMAN** (Kota Star Utara).

- Yang Berhormat Menteri Muda Kebudayaan, Belia dan Sokan, ENSKU MUHSEIN BIN ABDUL KADIR, D.P.M.T., J.M.N., P.J.K. (Trengganu Tengah).
- „ Menteri Muda Hal Ehwal Dalam Negeri, TUAN HAMZAH BIN DATO' ABU SAMAH, S.M.K. (Raub).
- „ Setia-usaha Parlimen kepada Timbalan Perdana Menteri, TUAN CHEN WING SUM (Damansara).
- „ PUAN AJIBAH BINTI ABOL (Sarawak).
- „ TUAN RAFAEL ANCHETA, A.M.N. (Sabah).
- „ TUAN CHAN SEONG YOON (Setapak).
- „ TUAN CHIA CHIN SHIN, A.B.S. (Sarawak).
- „ TUAN C. V. DEVAN NAIR (Bungsar).
- Yang Amat Berbahagia TUN DR ISMAIL BIN DATO' HAJI ABDUL RAHMAN, S.S.M., P.M.N., S.P.M.J. (Johor Timor).
- Yang Berhormat TUAN EDMUND LANGGU ANAK SAGA (Sarawak).
- „ TUAN LIM PEE HUNG, P.J.K. (Alor Star).
- „ DATO' HAJI MOHAMED ASRI BIN HAJI MUDA, S.P.M.K. (Pasir Puteh).
- „ ORANG TUA MOHAMMAD DARAH BIN LANGPAD (Sabah).
- Yang Amat Berbahagia TUN DATU MUSTAPHA BIN DATU HARUN, S.M.N., P.D.K. (Sabah).
- Yang Berhormat TUAN D. R. SEENIVASAGAM (Ipoh).
- „ DATO' S. P. SEENIVASAGAM, D.P.M.P., P.M.P., J.P. (Menglembu).
- „ TUAN TOH THEAM HOCK (Kampar).
- „ TUAN STEPHEN YONG KUET TZE (Sarawak).

## DO'A

(Tuan Yang di-Pertua *mempengerusikan Meshuarat*)

## JAWAPAN<sup>2</sup> MULUT BAGI PERTANYAAN<sup>2</sup>

### PASOKAN SEMPADAN UNTUK KAWALAN DI-SEMPADAN MALAYSIA/NEGERI THAI DAN SEMPADAN MALAYSIA- SINGAPURA

1. Tuan Haji Mokhtar bin Haji Ismail (Perlis Selatan) bertanya kepada Menteri Hal Ehwal Dalam Negeri, memandangkan hal beberapa orang pemimpin Komunis Malaya terlepas dari tangkapan baharu<sup>2</sup> ini, ada-kah dia berchadang hendak menghidup dan menyusun sa-mula:

- (a) pasokan<sup>2</sup> kawalan tempatan atau penjaga kampung (homeguards) berkawal di-sepanjang sempadan Malaysia dengan Negeri Thai dan di-sepanjang Selat Johor;

(b) pasokan sempadan untuk berkawal tetap di-sempadan Malaysia-Negeri Thai dan sempadan Malaysia-Singapura.

**Timbalan Perdana Menteri (Tun Haji Abdul Razak):** Tuan Yang di-Pertua, pada masa ini tidak-lah di-fikirkan perlu hendak mengadakan pasokan<sup>2</sup> tersebut.

### PERJANJIAN<sup>2</sup> MENGENAI PERIKANAN, PERTANIAN, PINJAMAN PENSHARAH<sup>2</sup> INDONESIA DI-ANTARA MALAYSIA DENGAN INDONESIA

2. Tuan Haji Mokhtar bin Haji Ismail bertanya kepada Menteri Pertanian dan Sharikat Kerjasama, berhubung dengan lawatan-nya ka-Republik Indonesia baharu<sup>2</sup> ini, ada-kah apa<sup>2</sup> perjanjian telah di-tanda tangani dengan negeri itu berkenaan dengan:

(a) perikanan;

(b) bertani dan perusahaan; dan

- (c) perkara pensharah<sup>2</sup> Indonesia di-pinjamkan kepada Kementerian ini, dan jika ada, nyatakan butir<sup>2</sup> bagi tiap<sup>2</sup> perkara itu.

**Menteri Pertanian dan Sharikat Kerjasama (Tuan Haji Mohd. Ghazali bin Haji Jawi):** Tuan Yang di-Pertua, tiada apa<sup>2</sup> perjanjian telah di-tanda-tangani dalam lawatan saya ka-Indonesia baharu<sup>2</sup> ini. Tetapi rundingan<sup>2</sup> telah di-adakan berkenaan dengan perikanan, pertanian dan ternakan dan beberapa persetujuan telah di-chapai di-dalam perundingan tersebut dan persetujuan ini telah di-keluarkan di-dalam penyata bersama atau pun *joint communique* yang telah di-keluarkan oleh Menteri Pertanian Indonesia dan saya sendiri.

Berhubung dengan soal perikanan kita telah mengadakan usul untuk kerjasama yang erat di-antara nelayan<sup>2</sup> Malaysia Barat dengan nelayan<sup>2</sup> Sumatra, Indonesia di-Selat Melaka. Usul ini telah di-terima oleh pehak Indonesia dan untuk mengkaji asas<sup>2</sup> kerjasama ini satu Jawatan-kuasa Bersama yang di-anggotai oleh pegawai<sup>2</sup> yang berkenaan daripada Indonesia dan Malaysia, akan di-bentuk dan mengkaji semua masaalah<sup>2</sup> dan rupa bentuk kerjasama yang akan di-jalankan itu. Di-harap Jawatan-kuasa Kerja Bersama ini akan mula bertugas tidak berapa masa lagi dan keputusan<sup>2</sup> akan dapat di-laksanakannya oleh nelayan<sup>2</sup> dari kedua belah pehak sa-lama sa-lepas itu.

Berhubung dengan pertanian, persetujuan berkenaan dengan tukar-menukar beneh<sup>2</sup> tanam<sup>2</sup>an dan pegawai<sup>2</sup> pertanian untuk faedah bersama telah pun di-persetujukan.

Dan berkenaan dengan ternakan, pehak Indonesia dan Malaysia telah bersetuju tukar-menukar pegawai<sup>2</sup> ternakan dan mengadakan pasaran bersama ternakan. Kemungkinan mengadakan kerjasama pembiakan ternakan juga telah di-persetujui. Pehak Malaysia telah bersetuju melateh pegawai<sup>2</sup> ternakan unggas (poultry) daripada Indonesia.

Persetujuan di-atas ini akan di-laksanakannya sa-berapa yang dapat mulai daripadan sekarang.

### PERHUBONGAN DIPLOMATIK DENGAN BULGARIA DAN KELENGKAPAN PADA MENGHANTAR KAKI-TANGAN KEDUTAAN MALAYSIA KA-SOVIET UNION

**3. Tuan Ahmad bin Arshad (Muar Utara)** bertanya kepada Menteri Luar Negeri:

- (a) bila-kah Kerajaan akan menu-buhkan hubungan diplomatik dengan Bulgaria;
- (b) apa-kah mustahak-nya mengadakan hubungan sa-umpama itu;
- (c) kenapa-kah berlaku kelengahan pada menghantar kaki-tangan kedutaan Malaysia ka-Soviet Union.

**Tun Haji Abdul Razak:** Tuan Yang di-Pertua, hubungan diplomatik dengan Bulgaria telah di-tubuhkan baharu<sup>2</sup> ini dan satu kenyataan bersama telah di-keluarkan sa-rentak di-Kuala Lumpur dan di-Sofia.

Penubuhan hubungan diplomatik dengan Bulgaria ada-lah sa-laras dengan dasar Kerajaan untuk mengadakan hubungan dengan negara<sup>2</sup> yang menghormati kedaulatan dan negara kita. Tambahan lagi, hubungan<sup>2</sup> ini akan dapat memajukan perdagangan di-antara Malaysia dengan Bulgaria. Dari segi itu kita dapati Bulgaria telah menunjukkan kehenderongan-nya untuk meluaskan lagi perhubungan perdagangan dengan Malaysia dan bersedia menanda-tangani perjanjian untuk bekerjasama dalam bidang sains dan teknikal dengan Malaysia dan baharu<sup>2</sup> ini satu perjanjian atas "Toto Pool Betting" telah pun di-tanda tangani. Dengan ini hubungan diplomatik dengan Bulgaria akan mewujudkan satu hubungan yang baik dan akan meng-untungkan kedua<sup>2</sup> negara.

Berkenaan dengan penghantaran pegawai<sup>2</sup> ka-Kedutaan di-Moscow, sa-tahu saya tidak ada-lah kelengahan atas perkara ini akan tetapi saya berharap Ahli Yang Berhormat faham bahawa kalau kita menghantar pegawai<sup>2</sup> kepada Kedutaan yang belum di-tubuhkan seperti di-Moscow itu tidak-lah sa-rupa dengan kita menghantarkan pegawai<sup>2</sup> ka-Kedutaan<sup>2</sup> yang telah pun di-tubuhkan. Sa-belum pegawai<sup>2</sup> itu dapat pergi

mustahak-lah di-selesaikan persiapan<sup>2</sup> yang patut untuk menubuhkan satu Kedutaan seperti tempat kediaman, pejabat<sup>2</sup> dan juga kaki-tangan<sup>2</sup> yang lain mustahak-lah di-uruskan dahulu sa-belum pegawai<sup>2</sup> kita dapat pergi ka-Moscow.

**Tuan Ahmad bin Arshad:** Tuan Yang di-Pertua, soal tambahan. Dalam jawapan Yang Berhormat Timbalan Perdana Menteri dalam bahagian (a), apa-kah chorak ideology pemerintahan Kerajaan Bulgaria itu.

**Tun Haji Abdul Razak:** Tuan Yang di-Pertua, Bulgaria ini ia-lah satu negara di-Timor Eropah yang menjalankan pentadbiran boleh di-katakan chara komunis, akan tetapi negara ini tidak menchampori hal<sup>2</sup> negara yang lain dan suka hendak bekerjasama mengadakan perhubungan rapat dengan kita seperti Yugoslavia juga dan Russia juga. Jadi dengan sebab itu kita sedia mengadakan perhubungan dengan Bulgaria.

#### LAPORAN MENGENAI KENDERAAN DALAM MALAYSIA DAN PENUBOHAN SHARIKAT PERKAPALAN MALAYSIA

4. **Tuan Ahmad bin Arshad** bertanya kapada Menteri Pengangkutan:

- (a) sama ada laporan mengenai kenderaan dalam Malaysia, yang di-susun oleh pakar<sup>2</sup> Bangsa<sup>2</sup> Ber-satu telah siap; apa-kah tujuan membuat laporan tersebut; dan
- (b) bila-kah penubohan sa-buah Sharikat Perkapalan Malaysia akan di-umumkan, arah<sup>2</sup> jalan yang akan di-ambil-nya dan barang<sup>2</sup> yang akan di-muatkan.

**Menteri Pengangkutan (Tan Sri Haji Sardon):** Tuan Yang di-Pertua, deraf laporan akhir itu telah siap dan sekarang ini sedang di-kaji oleh Kerajaan. Tujuan mengadakan kajian pengangkutan tersebut ia-lah untuk mem-baiki peranchangan dan penyelarasan seluroh sistem atau chara<sup>2</sup> pengangkutan di-negara ini supaya sa-imbang dengan negara<sup>2</sup>, yang maju kerana pengangkutan ada-lah faktor<sup>2</sup> yang penting bagi kejayaan pembangunan ekonomi negara Malaysia.

(b) Sa-bagaimana Ahli Yang Berhormat itu sedia ma'alum, penubohan Perbadanan Perkapalan Antarabangsa Malaysia Berhad telah di-umumkan oleh Pengerusi Jawatan-kuasa Perkapalan Kebangsaan pada 8hb Disember, 1968. Sharikat ini akan memasoki perkhidmatan perkapalan antarabangsa mengikut jalan<sup>2</sup> yang di-turuti atau di-tetapkan oleh "Far East Freight Conference" ia-itu di-antara Eropah dan Timor Jauh. Apabila kapal<sup>2</sup>-nya siap kelak sharikat perkapalan ini di-jangka akan mengendalikan perdagangan eksport-impot di-negara ini yang berupa bahan<sup>2</sup> mentah dan hasil<sup>2</sup> per-usahaan yang sudah siap.

**Tuan Ahmad bin Arshad:** Soalan tambahan, Tuan Yang di-Pertua, dalam bahagian (b) hingga sa-takat ini sudah-kah Kementerian ini melateh anak<sup>2</sup> kapal bagi menjalankan perkhidmatan bagi Sharikat Perkapalan Kebangsaan yang akan di-tubuhkan itu?

**Tan Sri Haji Sardon:** Tuan Yang di-Pertua, Kerajaan tidak ada melateh, tetapi anak<sup>2</sup> bumiputera negara Malaysia, banyak yang telah pun hari ini masok jadi apprentice atau berlateh dalam perkapalan<sup>2</sup> antarabangsa yang private sa-bagaimana Mansfield, Blue Funnel dan lain<sup>2</sup> lagi dan ada bilangan ratus barangkali dan kita sedang ber-hubong dengan mereka, sa-kira-nya mereka akan layak menjadi kepten<sup>2</sup> tentu-lah kita akan meminta mereka sa-bagai warganegara akan kembali dan mengendalikan kapal kebangsaan kita.

**Tuan Haji Abu Bakar bin Hamzah:** Tuan Yang di-Pertua, kapal<sup>2</sup> yang akan terlibat di-dalam perkapalan ini berapa banyak-kah di-antara-nya yang memakai "steam" dan berapa banyak-kah di-antara-nya yang memakai "kapal layar"?

**Tan Sri Haji Sardon:** Tuan Yang di-Pertua, Ahli Yang Berhormat dari Bachok bertanya kapal layar, jangan-lah hendak usek. Kapal layar isha<sup>2</sup>-Allah akan timbul dan akan maju, tetapi kita akan gunakan kapal yang moden, boleh jadi sa-paroh conventional dan sa-paroh container, tetapi ini

sedang di-reka. Kita menunggu penasihat daripada pakar dunia, tetapi jangan lupa kapal layar insha'Allah akan maju dan mara.

**Tuan Geh Chong Keat (Penang Utara):** Tuan Yang di-Pertua, saya minta izin, soalan tambahan di-dalam bahasa Inggeris.

**Tuan Yang di-Pertua:** Macham mana boleh faham soalan ini?

**Tuan Geh Chong Keat:** Tuan Yang di-Pertua, soalan tambahan di-dalam jawapan Ahli Yang Berhormat Menteri Pengangkutan.

Mr Speaker Sir, supplementary question. The Honourable Minister has informed this House that bumiputras are being trained on the various shipping lines and in time to come they will take over the ships as Malaysians. My supplementary question is this, would the Minister adopt a policy whereby bumiputras and non-bumiputras will be accepted as apprentices for training in these commercial boats to be trained to become officers for this shipping line as Malaysian citizens?

**Tan Sri Haji Sardon:** Tuan Yang di-Pertua, saya tak mengatakan bumiputera, saya katakan Malaysian national, warganegara, yang banyak hari ini bukan Melayu sahaja, China, India, Serani, orang puteh pun—tak jadi soal.

**Tuan Geh Chong Keat:** Mr Speaker, Sir, according to the reply from the Honourable Minister, it appears that there is a line of division. He started off by saying that bumiputras are being trained. So I would request that Malaysian citizens be trained in view of the fact that there are many Malaysian citizens who are still unemployed, and there are many who are qualified for this job and who are intelligent enough to take over this branch of profession.

**Tuan Yang di-Pertua:** Apa itu—soalan tambahan-kah atau apa?

**Tuan Geh Chong Keat:** Tuan Yang di-Pertua, ya, soal tambahan-lah.

**Tuan Yang di-Pertua:** Apa soalan-nya?

**Tuan Geh Chong Keat:** Tuan Yang di-Pertua, minta Ahli Yang Berhormat Menteri boleh-kah timbangkan as a policy ini, kita warganegara Malaysia membuat kerja apprentice di-dalam kapal<sup>2</sup> Sharikat Shipping itu. Terima kaseh.

**Tuan Haji Othman Abdullah (Hilir Perak):** Soalan tambahan, Tuan Yang di-Pertua. Beberapa tahun dahulu ada berlaku satu sharikat perkapalan yang bernama Sharikat Perkapalan Malay-German Shipping Company yang telah di-ketuai oleh sa-orang yang bernama Dr Burhanuddin yang telah mengambil wang yang banyak daripada ra'ayat dan telah di-bawa ka-Mahkamah dan kemudian dia telah di-denda. Ada-kah Sharikat Perkapalan Kebangsaan ini akan meneliti kembali sa-jauh manakah Sharikat Perkapalan yang di-ketuai oleh Dr Burhanuddin ini mengkhianati sharikat perkapalan yang di-kehendaki oleh ra'ayat dalam negeri ini dan adakah sharikat ini akan menanya dan menyelideki tentang perkara<sup>2</sup> sharikat perkapalan Malay-German Shipping Company yang telah mengkhianati.

**Tuan Yang di-Pertua:** Tentang manakah berkaitan-nya dengan soal ini?

**Tuan Haji Othman Abdullah:** Tuan Yang di-Pertua, ada-kah sharikat perkapalan ini akan menyiasat dan menyelideki sharikat perkapalan yang dahulu sa-belum daripada Sharikat Perkapalan ini?

**Tuan Yang di-Pertua:** Itu soalan yang lain.

**Tuan Haji Othman Abdullah:** Betul, Tuan Yang di-Pertua, tetapi ada-kah Sharikat Perkapalan Kebangsaan ini akan menengok kejadian<sup>2</sup> yang telah lalu supaya jangan berlaku lagi, atau bagaimana?

**Tan Sri Haji Sardon:** Tuan Yang di-Pertua, Ahli Yang Berhormat mesti faham sharikat perkapalan yang telah di-tubuhkan itu ia-lah sharikat perkapalan private. Suka hati dia hendak tenggelam timbul, gasak-lah. Kalau dia tak mengikut Undang<sup>2</sup> Company dia kena da'awa mengikut Undang<sup>2</sup> itu, tetapi yang di-soalkan oleh Ahli Yang Berhormat dari Muar Utara ini ada-lah

Sharikat Perkapalan Kebangsaan kita. Kita akui ini Sharikat Perkapalan Kebangsaan, tak boleh main<sup>2</sup>, tak boleh chuai. Kita sebagai Kerajaan ada hak menengok polisi ini kerana ini Sharikat Perkapalan Kebangsaan tak boleh main<sup>2</sup> macham sharikat kapal private.

**Tan Sri Nik Ahmad Kamil:** Tuan Yang di-Pertua, ada-kah sharikat ini berchadang memperuntokkan sa-buah daripada dua buah kapal yang akan tiba kelak bagi memungkah jemaah<sup>2</sup> haji naik ka-Mekah?

**Tan Sri Haji Sardon:** Tuan Yang di-Pertua, saya tak dapat hendak menjawab-nya kerana kapal-nya pun belum di-tempah, dua tahun lagi baharu siap. Soal dasar menjaga kapal haji ini satu soal yang sangat rumit. Saya pulangkan kepada Sharikat Tabong Haji memandang dan memberi fikiran.

**Dr Tan Chee Khoon:** Tuan Yang di-Pertua, sa-belum kapal dari Jepun di-siapkan ada-kah Kerajaan Pusat akan mengadakan kapal layar untuk membuat kerja ini atau Kerajaan Perikatan takut kapal layar akan di-tenggelamkan di-seberang laut.

**Tan Sri Haji Sardon:** Jangan susah, kapal layar pun ada, kapal steam pun ada, kapal moden pun ada. Soal-nya hari ini perbadanan ini, sharikat ini, telah di-tubuhkan dan sharikat ini akan berhubung dengan Far East Shipping Conference memohon chara<sup>2</sup> apa benda sharat<sup>2</sup> jadi ahli-nya. Sementara itu Sharikat Perkapalan ini tentu-lah berusaha tentang kapal<sup>2</sup> yang hendak di-jalankan. Tetapi saya suka menerangkan kepada Ahli Yang Berhormat dari Batu, kapal layar tetap belayar dan tidak ada ketinggalan dengan batu, sebab Ahli Yang Berhormat datang daripada Batu.

**Dato' Dr Haji Megat Khas (Kuala Kangsar):** Soalan tambahan, Tuan yang di Pertua, dengan sebab ada-lah Sharikat Perkapalan yang akan di-kendalikan oleh Kerajaan di-masa yang akan datang ini sudah tentu-lah satu perkara yang kita berharap semua akan menjadi dan berjaya, ada-kah Kerajaan berniat hendak membukakan lapangan di-dalam menjual saham<sup>2</sup>

kapada bumiputra supaya mereka itu bersama<sup>2</sup> mengambil bahagian di-dalam perniagaan Sharikat Perkapalan itu.

**Tan Sri Haji Sardon:** Jawab-nya ya. Sa-benar-nya telah pun di-siarkan. Barang-kali Yang Berhormat itu terlupa membacha.

**Tuan Haji Mohamed Yusof bin Mahmud (Temerloh):** Boleh tidak Yang Berhormat Menteri menerangkan ia-itu beberapa masa yang telah lampau ada berita dalam surat khabar sharikat itu akan bergabung dengan satu sharikat Conference Line, satu sharikat yang besar dalam dunia ini, yang mana sharikat ini telah di-tentang hebat oleh pedagang<sup>2</sup> dalam negeri ini. Ada-kah Yang Berhormat Menteri akan memikirkan keadaan kedudukan tentangan<sup>2</sup> daripada pedagang<sup>2</sup> dalam negeri berkenaan dengan pergabungan sharikat ini.

**Tan Sri Haji Sardon:** Saya dapat tahu sharikat ini ia-lah sharikat independent, atau berdiri di-atas kakinya sendiri, tidak bergabung, tidak berpandu kepada sa-siapa. Ini sharikat baharu yang di-tubuhkan. Barangkali ada sharikat<sup>2</sup> lain yang hendak bekerjasama, itu lain kesah.

**Tuan Ahmad bin Arshad:** Soalan terakhir. Saya ingin tahu ada-kah sharikat Perkapalan Kebangsaan ini hanya sa-takat kapal laut sahaja, tidak meliputi kapal udara.

**Tan Sri Haji Sardon:** Kapal laut hendak bergerak dahulu, kalau kapal udara itu sudah ada—M.S.A.

#### HASIL PENYELIDEKAN MENGENAI TANAMAN PADI DI-KAWASAN<sup>2</sup> DI-SARAWAK

**5. Tuan Ahmad bin Arshad** bertanya kepada Menteri Pertanian dan Sharikat Kerjasama apa-kah hasil penyelidikan yang di-buat mengenai tanaman padi di-kawasan<sup>2</sup> sa-luas 200,000 ekar di-Malaysia Timor (Sarawak) dan 250,000 ekar di-Sabah, demikian juga ura<sup>2</sup> hendak mengambil petani<sup>2</sup> dari Indonesia untuk projek tersebut.

**Tuan Haji Mohamed Ghazali bin Haji Jawi:** Tuan Yang di-Pertua, Jabatan Pertanian Sarawak ini membuat

penyelidekan<sup>2</sup> yang rapi di-kawasan<sup>2</sup> bakal sawah di-negeri itu. Laporan bagi penyelidekan<sup>2</sup> itu telah di-kaji dengan halus-nya oleh Pegawai<sup>2</sup> di-Kementerian Pertanian dan Kerjasama Malaysia Barat dan penyelidekan<sup>2</sup> yang lanjut telah juga di-buat oleh satu rombongan Ahli Sains Tanah dan Jurutera<sup>2</sup> Parit dan Tali Ayer di-Kementerian ini. Sunggohpun sa-takat ini belum lagi boleh di-beri ulasan yang tepat bahawa kawasan 200,000 ekar itu boleh ditanam dengan padi, tetapi pendapat<sup>2</sup> Pegawai<sup>2</sup> yang membuat penyelidekan itu menunjukkan bahawa kawasan sa-luas 40,000 ekar boleh di-mulakan dengan menanam padi di-Bahagian Pertama.

Tindakan sedang di-ambil membuat penyiasatan yang teliti dan jika boleh, di-jalankan kerja permulaan bagi ranchangan itu.

Di-Sabah keadaan-nya, nampak-nya ada-lah lebih baik daripada Sarawak dan tindakan sedang di-ambil bagi menguntokkan 250,000 ekar tanah di-Limbah Kinabatangan bagi menanam padi 2 kali sa-tahun. Buat pemulaan ranchangan<sup>2</sup> perintis sa-luas 200 sahingga 1,000 ekar bagi tiap<sup>2</sup> satu kawasan akan di-jalankan sedikit masa lagi, oleh kerana ranchangan<sup>2</sup> di-Sarawak dan di-Sabah ada dalam tingkatan permulaan dan banyak kerja<sup>2</sup> yang berkaitan dengan-nya akan di-jalankan. Soal pekerja<sup>2</sup> menanam padi di-kawasan tersebut belum lagi di-kaji dengan halus, maka ulasan<sup>2</sup> tidak-lah dapat di-beri berkenaan dengan pengambilan pekerja<sup>2</sup> daripada Indonesia bagi ranchangan ini.

#### **ORANG YANG BERASAL DARI INDONESIA MENJADI PENASIHAT<sup>2</sup> URUSAN LUAR NEGERI**

**6. Tuan Haji Abu Bakar bin Hamzah** bertanya kepada Menteri Luar Negeri ada-kah benar bahawa Kerajaan Malaysia maseh menggaji beberapa orang yang berasal dari Indonesia sa-bagai "penasihat" urusan luar negeri, jika ya, berapa ramai-kah orang itu.

**Tun Haji Abdul Razak:** Tuan Yang di-Pertua, ini tidak benar, Kerajaan

tidak ada menggaji sa-siapa pun, baik dari Indonesia atau negara<sup>2</sup> yang lain sa-bagai Penasihat Hal Luar Negara kita.

#### **BAYARAN BAGI TANAH YANG DI-AMBIL OLEH KEMENTERIAN PENGANGKUTAN UNTUK PERHENTIAN KERETAPI DI-WAKAF BAHRU KELANTAN**

**7. Tuan Haji Abu Bakar bin Hamzah** bertanya kepada Perdana Menteri ada-kah beliau akan menawarkan jasa baik-nya bagi menyelesaikan bayaran tanah yang telah di-ambil oleh Kementerian Pengangkutan bagi perhentian keretapi di-Wakaf Bahru, Kelantan.

**Tun Haji Abdul Razak:** Tuan Yang di-Pertua, mengikut keterangan yang saya terima, tanah<sup>2</sup> ini sa-benar-nya belum-lah di-ambil lagi oleh Pentadbiran Keretapi kerana Peguam tuan<sup>2</sup> punya tanah itu belum mengesahkan lagi pendaftaran pindahan milek kepada Peguam Pentadbiran Keretapi.

Bayaran sa-penoh bagi 17 daripada 29 lot yang hendak di-ambil itu telah di-serahkan kepada peguam tanah<sup>2</sup> tuan yang punya tanah dengan syarat tidak di-serahkan kepada tuan<sup>2</sup> punya tanah sa-hingga pindahan milek tanah telah di-daftarkan. Ada-lah di-ketahuī Pentadbiran Keretapi sedang menguruskan perkara itu dengan peguam orang<sup>2</sup> yang punya tanah itu untuk menyelesaikan dengan segera. Oleh yang demikian tidak-lah di-fikirkan perlu bagi Perdana Menteri menggunakan jasa baik-nya untuk menyelesaikan perkara ini.

#### **PERTUKARAN DR NG KAM POH DARI KEMENTERIAN KESIHATAN KEPADA KEMENTERIAN KEBAJIKAN 'AM**

**8. Tuan Haji Abu Bakar bin Hamzah** bertanya kepada Perdana Menteri:

(a) ada-kah benar bahawa Y.B. Dr Ng Kam Poh telah bertukar jawatan daripada Menteri Kesihatan kepada Menteri Kebajikan 'Am kerana Dr Ng telah tidak bersetuju dengan pembenaan rumah sakit besar di-Seremban; dan

(b) berapa-kah jumlah wang yang di-belanjakan bagi rumah sakit itu.

**Tun Haji Abdul Razak:** Tuan Yang di-Pertua, sa-saorang Menteri dari satu Kementerian kepada satu Kementerian yang lain ada-lah di-buat oleh Perdana Menteri menurut timbangan dan kuasa-nya sendiri. Kuasa-nya sa-mata<sup>2</sup> dalam tangan Perdana Menteri dan dia tidak di-kehendaki memberi apa<sup>2</sup> sebab.

**Dr Tan Chee Khoo:** Soalan tambahan. Nampak-nya Timbalan Perdana Menteri tidak menjawab soalan (b) di-sini berkenaan dengan expended on the General Hospital.

**Tun Haji Abdul Razak:** Tuan Yang di-Pertua, ini tidak ada kena mengena dengan soalan yang pertama itu. Ini hanya kaitan sahaja.

**Tuan Yang di-Pertua:** Benar.

**BILANGAN MURID<sup>2</sup> SEKOLAH<sup>2</sup> RENDAH KERAJAAN DI-SABAH YANG LULUS PEPERIKSAAN DARJAH 6 MELAYU 1963-1966 LANJUTAN PELAJARAN DI-SEKOLAH<sup>2</sup> MENENGAH**

**9. Pengiran Tahir Petra** bertanya kepada Menteri Pelajaran berapa bilangan murid<sup>2</sup> Sekolah<sup>2</sup> Rendah Kerajaan di-Sabah yang telah lulus peperiksaan Darjah 6 Melayu dalam tahun 1963, 1964, 1965 dan 1966 dan berapa ramai di-antara mereka :

- (a) melanjutkan pelajaran ka-Sekolah<sup>2</sup> Menengah;
- (b) tidak menyambung pelajaran menengah dan apa sebab-nya;
- (c) maseh menuntut di-Sekolah<sup>2</sup> Menengah;
- (d) telah berhenti sekolah dan apa<sup>2</sup> sebab<sup>2</sup>-nya.

**Menteri Muda Pelajaran (Tuan Lee Siok Yew):** Tuan Yang di-Pertua,

Tahun 1963—1,201

Tahun 1964—1,564

Tahun 1965—2,098

Tahun 1966—2,515

Dukachita-nya bahawa perangkaan<sup>2</sup> bagi (a), (b), (c) dan (d) tidak ada.

**PINGAT PERINGATAN MALAYSIA—PERBELANJAAN DAN PEMBAHAGIAN**

**10. Dr Tan Chee Khoo** bertanya kepada Perdana Menteri berapa banyak wang yang telah di-belanjakan bagi membuat P.P.M. ia-itu Pingat Peringatan Malaysia dan berapa bilangannya yang telah di-bahagi<sup>2</sup>kan. Ada-kah Perdana Menteri sedar bahawa samseng<sup>2</sup> dan mereka yang telah di-hukum kerana rompakan telah juga di-anugerahkan dengan P.P.M. Jika sedar, apa-kah langkah<sup>2</sup> yang telah di-ambil oleh Kerajaan bagi meluchutkan gelaran itu daripada mereka.

**Tun Haji Abdul Razak:** Tuan Yang di-Pertua, ringkasan berkenaan dengan perbelanjaan membuat Pingat Peringatan Malaysia berjumlah sa-banyak \$235,139. Bagi satu 110 pingat emas harga-nya \$ 1,221. (2) 4,000 pingat perak harga-nya \$40,400. Yang ketiga, 45,000 pingat gangsa harga-nya \$195,500 dan 10 ela ribbon harga-nya \$18. Jumlah \$235,139. Butir<sup>2</sup> berkenaan dengan pembahagian ia-lah seperti berikut :

Pingat emas—101 ada lagi baki 9,

Pingat Perak—1,353 ada baki 2,647,

Pingat gangsa—40,429 ada baki 4,571.

Tuan Yang di-Pertua, Kerajaan telah menetapkan ia-itu Pingat Peringatan yang di-kurniakan kepada Pegawai<sup>2</sup> Kerajaan, Anggota<sup>2</sup> Pasokan polis dan pasokan Tentera dan orang awam yang telah berjasa dan berkhidmat kepada Malaysia dan pembahagian ini ada-lah mengikut pengakuan<sup>2</sup> yang di-timbangkan oleh Jawatan-kuasa Tetap Darjah Kebesaran dan bintang<sup>2</sup> bagi tiap<sup>2</sup> kurniaan itu.

Kerajaan berasa sangat kesal di-atas tuduhan Ahli Yang Berhormat ini yang konon-nya mengatakan ada di-antara pingat<sup>2</sup> ini telah di-kurniakan kepada penjahat<sup>2</sup> dan orang<sup>2</sup> telah di-hukum penjara kerana rompakan. Bagaimana pun, Tuan Yang di-Pertua, pingat ini di-kurniakan menurut peratoran yang sa-benar-nya dan Kerajaan ada-lah berpuas hati di-atas pembahagian<sup>2</sup> pingat ini.

**Dr Tan Chee Khoon** (*dengan izin*): Mr Speaker, Sir, can the Honourable the Deputy Prime Minister tell us why this P.P.M., Pingat Peringatan Malaysia, although it was meant to commemorate the Tenth Anniversary of Merdeka, that is August 1967, is still being distributed by the fistful, even in late 1968 and even in 1969, as opposed to what he said of a careful examination. Can he explain why long after the event, that is the Tenth Anniversary of Malaysia, this P.P.M. is still being distributed?

**Tun Haji Abdul Razak**: The P.P.M. was created in commemoration of the establishment of Malaysia, but it took some time to have them made, and after they were made it took some time again to get the names and all that. So, the distribution, of course, took a long time because there were about 50,000 or 60,000 *pingat*<sup>2</sup> which had to be distributed and the Government had to take a little bit of time to scrutinise the recommendations made to the Government.

**Dr Tan Chee Khoon**: Supplementary question, Mr Speaker, Sir, I think the Honourable the Deputy Prime Minister's memory is a little at fault here because, if I remember rightly, the P.P.M. was distributed to Members of Parliament. It was laid on the table in September, 1967 and therefore there was no question of it taking time to make and taking time to distribute. But whatever it is, Mr Speaker, Sir, the supplementary question that I wish to pose to the Honourable the Deputy Prime Minister is this: that this has been distributed to so many people; and I can if the Honourable the Deputy Prime Minister wants, give him names of the people that I have stated—thugs and people convicted of robbery. I can give him names. This is well-known; I mean he may not know, but this is wellknown to people outside, so much so that, is he aware that the P.P.M. instead of standing for "Pingat Peringatan Malaysia" is now said in the coffee-shops to stand for "Pelahan Pelahan Mati". (*Ketawa*).

**Tuan Haji Abu Bakar bin Hamzah**: Soalan tambahan, Tuan Yang di-Pertua.

**Tuan Yang di-Pertua**: Macham mana? Soalan yang mula pun tak berjawab lagi.

**Tun Haji Abdul Razak**: Mr Speaker, Sir, as I said we received recommendations for the award of this "pingat" and the recommendations had been properly scrutinised. If the Honourable Member has any name where he considers that the person who has received this award is of dubious character, I am quite happy to receive any information from him, because as far as we in the Government are concerned, we have distributed this to people who have done service to the country because this award was made in commemoration of the establishment of Malaysia.

**Dr Tan Chee Khoon**: Mr Speaker, Sir, can the Honourable Deputy Prime Minister tell us whether there is a policy on the part of the Central Government on this matter, that in the matter of awards, whether it is of the P.P.M. or of the Tan Sriship or Dato-ship, it should be a matter of the Government giving the award and it should be given by the Yang di-Pertuan Agong himself in the case of big awards, in the case of the small awards, by a person representing the Government?

**Tun Haji Abdul Razak**: Sir, the honours and awards of the country are distributed in accordance with Statutes, but these medals are what we call commemoration medals. So, they are being distributed freely, because there are about 50,000 of them and it would not be possible for His Majesty to make the award personally, or through His Majesty's representatives. Indeed, it is not the practice of other countries to do that. This commemorative award is given to people sometimes by post, sometimes by any Member of Parliament or anybody else of some standing. This is different from the honours and awards created by Statutes.

**Dr Tan Chee Khoon:** Is the Honourable Deputy Prime Minister aware that lots of these awards, by the fistful, you literally take it from a chest and then you pin it on, are given not by what the Honourable Deputy Prime Minister says distinguished people or Members of Parliament, but by party functionaries and therefore it is an attempt to buy votes in advance? (*Ketawa*).

**Tun Haji Abdul Razak:** Sir, these recommendations are approved by me as Chairman of the Committee and I am responsible for the final approval for all these awards. The distribution, of course, can be done by anybody. As I said, it can be done by post, it could be handed over by anyone, so long as the names have been approved and the names have been approved by me as Chairman of this Committee.

**Tuan Haji Abu Bakar bin Hamzah:** Soalan tambahan, Tuan Yang di-Pertua :

Yang pertama, berapa banyak-kah Pingat P.P.M. ini yang di-beri kepada sateengah<sup>2</sup> pehak dan pehak<sup>2</sup> itu tidak mahu menerima;

Yang kedua, berapa banyak-kah Pingat P.P.M. ini yang di-tarek balek daripada orang yang sudah di-beri;

Yang ketiga, boleh-kah orang yang terlampau gemar kepada Pingat P.P.M. ini di-bagi dua—tiga, mithal-nya saya sendiri dapat satu sahaja, anak saya ada dua, dia bising, dia minta satu, boleh-kah saya dapat satu? (*Ketawa*).

**Tun Haji Abdul Razak:** Tuan Yang di-Pertua, saya tidak dapat hendak memberi keterangan ini tetapi kalau Ahli<sup>2</sup> Yang Berhormat dari pehak Parti PAS berkehendakkan Pingat ini, boleh-lah buat permintaan kepada saya, ada lagi baki medal ini. (*Ketawa*).

### SPLITTING OF THE MALAYSIA/ SINGAPORE STUDENTS' ASSOCIATION IN AUSTRALIA

**11. Dr Tan Chee Khoon** (*dengan izin*): asks the Minister of Foreign Affairs if he is aware that the suggestion by Dato' Donald Stephens that the Malaysia Singapore Students Association in Australia and New Zealand should be split into national groups has started a controversy where none existed before.

**Tun Haji Abdul Razak** (*dengan izin*): Sir, as far as the Government is aware, no serious controversy has arisen over the suggestion made by our High Commissioner in Australia that the Malaysia and Singapore Students Association should split into two distinct national groups. The Government feels that since Malaysia and Singapore are now two independent sovereign States, it is only logical that the students of both countries in Australia and New Zealand should organise themselves into two separate associations. This will not only conform to political reality but will also obviate any administrative inconvenience which may arise. In the circumstances, therefore, our High Commissioner's suggestion should not, in my view, provoke any controversy at all. Whatever controversy may have arisen must be the result of misunderstanding or misinterpretation of the objective on the part of some of the students.

**Dr Tan Chee Khoon:** Is the Honourable Deputy Prime Minister or Acting Minister of Foreign Affairs aware that he has already stated that in the matter of defence, defence is indivisible as between the two countries, Singapore and Malaysia? Is the Deputy Prime Minister also aware that it is to the interest of both Malaysia and Singapore to work much closer together than they are doing now? As such, would not this close intermingling of the students who represent the hope of our future go a long way towards better relationship between Singapore and Malaysia and, as such, viewed in that light, would not he agree that this separation of this Association into two national bodies would be a retrograde step?

**Tun Haji Abdul Razak:** It is true that our policy here is to try and work with Singapore closely in many fields, in defence, in the economic field and in finance, as we are very close neighbours. But the Honourable Member should be aware that while we would encourage students to mingle closely in the interests of closer co-operation between the two countries, there are administrative difficulties to have the students under one association, because we are

two separate independent States and our High Commissioner will find it difficult to look after our students if they are grouped together with Singapore students.

After all, our High Commission cannot be held responsible for looking after the students from Singapore. So, it would be better, and I think it would be more practical from the administrative point of view, to have separate organisations. While they can work closely together, the students can mingle closely together, because Singapore and Malaysia are two separate independent countries, they should group themselves into two separate associations so that we know where we are, the High Commissioner would know that he is responsible for looking after our students and that he can work through our student association and not mix up with the students in Singapore because, as I said, he has no responsibility towards the Singapore Government.

**Dr Tan Chee Khoon:** Mr Speaker, Sir, the main burden of the Honourable Deputy Prime Minister's answer is that there have been administrative difficulties, and admittedly there are administrative difficulties. The question I wish to ask the Honourable Deputy Prime Minister is this: does he not regard closer relationship, both now and in the future, worth far more than the administrative difficulties that will and may occur, and that this administrative difficulty will be a small price to pay for the closer relationship between Singapore and us, now and in the future?

**Tun Haji Abdul Razak:** As I said, our policy is to work together with Singapore, but we must be alive to the present reality. At the moment we are two separate independent countries and it is very difficult for the students of the two countries to belong to one association, and for our High Commissioner to be responsible for students from Singapore when he is not a representative of the Singapore Government. In the same way, the High Commissioner for Singapore in Australia and New Zealand will find it difficult to work through the association

because he is not responsible to the Malaysian Government. Sir, as I said, we must be practical in this thing. There are considerable administrative difficulties and our High Commissioner must have found this and he has taken this step, and I think this move, which I feel is a right move, is in the interests of the smooth running of the Students' Union and also in the interests of the students themselves. As I said, there is no objection, indeed it would be a good thing if the students mingle closely while at the same time they belong to separate associations.

**Dr Mahathir bin Mohamed:** Tuan Yang di-Pertua, soal tambahan. Adakah Kerajaan Malaysia menerima protest daripada Kerajaan Singapura atau pun wakil<sup>2</sup> ra'ayat di-Singapura tentang pemecahan association ini seperti Kerajaan yang menerima bantahan daripada Ahli<sup>2</sup> Yang Berhormat parti Pembangkang?

**Tun Haji Abdul Razak:** Tuan Yang di-Pertua, sa-tahu saya kita tidak ada menerima apa<sup>2</sup> bantahan daripada pehak Singapura.

#### TEXTILE CORPORATION OF MALAYSIA—FORGED SHARE APPLICATION FORMS

**12. Dr Tan Chee Khoon** (*dengan izin*): asks the Minister of Commerce and Industry if he is aware of the recent forged forms being used for application for shares of Textile Corporation of Malaysia. If so, what plans has the Minister to beat the forgers. Has the Minister considered the plan propounded by Mr Kok Ah Too, the Chairman of the Stock Exchange?

**Menteri Perdagangan dan Perusahaan (Tan Sri Dr Lim Swee Aun)** (*dengan izin*): Tuan Yang di-Pertua, the police are now investigating into the matters and we have received a number of plans which have been suggested by members of the Stock Exchange and the general public. Appropriate action will only be taken pending the outcome of police investigation.

**Dr Tan Chee Khoon:** Mr Speaker, Sir, the Honourable Minister of

Commerce and Industry has been very short and sweet in his answer, but he must know that this is a matter of great concern, not to me, because I do not ever put in a bid for any share, but amongst a large section of people who have ample funds to invest in industry in this country, and the sooner an equitable way is found to solve this question of forgeries of forms the better it is for confidence in the share market. Consequently, will he tell us what are some of the suggestions that have been made to him? The suggestion that I have put down here is one that has been propounded by Mr Kok Ah Too. Will he give his comments on the proposal by Mr Kok Ah Too, Chairman of the Stock Exchange?

**Tan Sri Dr Lim Swee Aun:** Mr Speaker, Sir, whilst the Ministry is quite aware that there is plenty of money hanging around in this country and would like to see it channelled into industrialisation, but I do hope that the investing public will not only buy shares but will themselves invest actively in the setting up of factories themselves, thus helping us promote industrial development rather than buying shares only. Sir, on the question of the shortage of forms, this has been looked into by my Ministry and the M.I.D.F.L. who usually handle these share issues, and we have agreed from what we have found as a result of experience through the numerous issues, that the number of forms has always been increasing from 50,000 to 100,000 in the last issue, and it is possible that we will probably have to issue more than 100,000 forms; 100,000 forms are quite a lot considering the amount of shares that are available for sale.

Mr Kok Ah Too's suggestion is that if any stockbroker or any bank requires extra share forms they would write to the authority handling the stock issue and they would pay for these extra forms required; this is being looked into; the question is whether the stockbroker should pay for them or whether the issuing company should pay for them. This matter is still being studied, so as to cut down the cost, both to the

investor as well as to the promoting company. There are, of course, other suggestions like bank drafts and, as Honourable Members will know, these have been replied to in the papers that they are not practical. There is also the question of making forms available much more freely and distributing them through Government facilities, like through the post offices, instead of through banks and brokers, who would of course get a commission for doing so.

**Dr Tan Chee Khoon:** Mr Speaker, Sir, will the Honourable Minister of Commerce and Industry consider this proposal that these forms should be freely available to all and sundry, but in order to prevent it reaching gigantic sizes—I believe now it is in the order of 100,000 or 200,000 forms—in order to prevent it snowballing to absurd proportions, the issuing authority should charge a price, let us say, one dollar or two dollars per form, so that people will not take this form because it is free, and then make it freely available through whatever channels that are available through the sharebrokers, stockbrokers, banks and post offices, for example, because not everybody knows where a bank is, but he knows where a post office is. Not everybody thinks in terms of 50,000 or 100,000 block of shares; he may want to buy fifty dollars or a hundred. So, the point I wish to make is that it should be freely available, and although this may mean that the forms will snowball, if you place a price to it and recover cost or even make a profit on it, that will deter people from making frivolous applications.

**Tan Sri Dr Lim Swee Aun:** Mr Speaker, Sir, the Honourable Member has made some sort of suggestion that forms should be charged. Now, we have been very chary about this one because the moment we start allowing the brokers, or whoever it is, to charge for the forms, it is going to be legalising blackmarketing, because the people who cannot get the forms are prepared to pay two dollars to five dollars each, and then the Government will be charged for aiding and abetting

blackmarketing or creating a new source of blackmarketing. That is why it is not as simple as it looks.

**Dr Tan Chee Khoon:** Is the Honourable Minister aware—I do agree it is not as simple as it looks—that blackmarketing only will occur if there is any difficulty in getting a thing? If there is no difficulty in getting a thing, it will not occur; it does not pay to pay for a thing that is freely available. That is my point.

**Tuan Yang di-Pertua:** Is that a supplementary question?

**Dr Tan Chee Khoon:** Yes. Is the Honourable Minister aware that the easiest way to prevent blackmarketing that he talks of is to make it very freely available?

**Tan Sri Dr Lim Swee Aun:** I fully accept that point, that if there is no limit to the number of forms, there would not be any blackmarketing and there would be no need for forging. But we also have to look to the other side of the picture, and that is, the company offering to sell shares to the public that has to pay for the cost of this public issue. It has to pay for all the forms it prints—never mind about that; it has to pay a commission to the banks or the brokers or the agents, whoever it is who distribute these forms and who get successful awards; and all this adds up to the cost and the greater the expense in promoting a public issue means less will be charged back to the income of the company and less dividend.

## RANG UNDANG<sup>2</sup> DI-BAWA KA-DALAM MESHUARAT

### THE CONSTITUTION (AMENDMENT) BILL

Rang Undang<sup>2</sup> an Act to amend the Constitution of the Federation di-bawa ka-dalam Meshuarat oleh Timbalan Perdana Menteri di-bachakan kali yang pertama; akan di-bachakan kali yang kedua pada persidangan akan datang dalam meshuarat kali ini.

## RANG UNDANG<sup>2</sup>

### RANG UNDANG<sup>2</sup> TUGAS<sup>2</sup> MENTERI

#### Bachaan Kali Yang Kedua dan Ketiga

**Menteri Kerajaan Tempatan dan Perumahan (Tuan Khaw Kai-Boh)** (*dengan izin*): Mr Speaker, Sir, I beg to move that the Ministerial Functions Bill be read a second time.

Sir, in 1951, a law entitled “the Members of the Federal Government (Transfer of Functions) Ordinance, 1951” was passed containing provisions relating to the appointment of Members of the Government of the Federation of Malaya and providing for the style and title of each such Member and the vesting, transfer and the distribution of certain functions into and between such Members. This law was enacted when the High Commissioner, by virtue of Clause 14 of the Federation Agreement of 1948, constituted the Public Office of Member of the Government of the Federation of Malaya. Upon Merdeka, that Ordinance was amended so as to confine the power of the Yang di-Pertuan Agong in that Ordinance to make from time to time orders to confer any functions on any Minister, to transfer such functions from one Minister to another and to confer or change the style or title of the office of any Minister. In parliamentary system of Government, it has been accepted as a convention in constitutional law that the Prime Minister, being the *primus inter pares*, that is to say, the first among equals, assigns the functions of individual Ministers. In our written Constitution, there is no direct reference to this power of the Prime Minister, but Article 39 of the Federal Constitution provides that the executive authority of the Federation is vested with the Yang di-Pertuan Agong and exercisable by him or by the Cabinet or any Minister authorised by the Cabinet. What is clear, therefore, is that without any legislation whatsoever, the Prime Minister is perfectly empowered to allocate and distribute functions among

his Ministers. Consequently any legislation if made will either merely restate this power or provide for some procedures whereupon this power is to be exercised.

Although section 4 of the 1951 Ordinance would appear to confer on the Yang di-Pertuan Agong the power to allocate and distribute the functions of the Ministers, that Ordinance should be construed merely as setting out the procedure of gazetting the allocation and distribution of functions of the Minister. The 1951 Ordinance has been heavily amended and a substantial portion of it has been repealed as being no longer consistent with the Federation Constitution. It is, therefore, desirable that a new law be enacted to replace the 1951 Ordinance and that this new law will only deal with the procedure for the exercise of the power of allocating and distributing functions of the Ministers; hence this Bill which is now before the House.

Mr Speaker, Sir, further explanation regarding this Bill is given in the Explanatory Statement to the Bill, and I need not, therefore, waste the valuable time of this House by repeating it.

Sir, I beg to move.

**Tan Sri Haji Sardon:** Tuan Yang di-Pertua, saya menyokong.

**Tuan Haji Abu Bakar bin Hamzah (Bachok):** Tuan Yang di-Pertua, dalam menyokong Rang Undang<sup>2</sup> ini saya sedikit sahaja hendak memberi perhatian ia-itu maksud yang utama daripada Rang Undang<sup>2</sup> ini ia-lah bagi menggantikan Undang<sup>2</sup> yang sudah ada lama ia-itu yang di-buat pada tahun 1951 sa-belum kita mencapai kemerdekaan. Pada tiap<sup>2</sup> tahun kita tidak sunyi daripada mengemukakan Rang Undang<sup>2</sup> baharu yang sa-mata<sup>2</sup> dimaksudkan hendak repeal atau pun memansokhkan Rang Undang<sup>2</sup> yang lama. Ini, Tuan Yang di-Pertua, menunjukkan bahawa maseh banyak lagi kerja<sup>2</sup> kita yang tidak di-semak, lain-lah kalau kita hendak menyelaraskan Undang<sup>2</sup> yang banyak atau pun hendak menyesuaikan seperti akibat perpisahan Singapura atau sa-bagai-

nya. Ini, Tuan Yang di-Pertua, terkadang<sup>2</sup> orang ramai boleh memikir bahawa sa-kali kita terlanggar dengan keadaan baharu sa-kali itu-lah Kerajaan chuba mengelokkan kedudukan Undang<sup>2</sup>. Berbangkit daripada itu apabila telah kita luluskan Rang Undang<sup>2</sup> ini dan ada-lah kuasa<sup>2</sup> Yang di-Pertuan Agong untuk mengishtiharkan pertukaran Menteri dan nama<sup>2</sup>-nya, saya suka-lah mengeshorkan kepada Kerajaan supaya di-adakan beberapa Kementerian baharu lagi dalam negara kita ini sesuai dengan rancangan<sup>2</sup> pembangunan negara kita. Salah satu daripada Kementerian yang saya shorkan ia-lah Kementerian Akhlak ia-itu satu Kementerian yang mengawal perangai<sup>2</sup> warga negara kita ia-itu tugas-nya menjaga, mengawal dan memberi pengajaran tentang akhlak. Saya kata begitu, di-ketika negara kita ini maju dengan pembangunan luar bandar, pembangunan material, perusahaan, tetapi sudut<sup>2</sup> akhlak kita telah tinggalkan. Saya tidak fikir kemajuan luar bandar, industry dan sa-bagai-nya itu akan menjadikan negeri ini aman ma'amor dan sentosa kalau akhlak<sup>2</sup> masyarakat kita tidak baik. Jadi, ini saya mengeshorkan supaya Kerajaan mengambil pertimbangan.

**Tuan Khaw Kai-Boh (dengan izin):** Mr Speaker, Sir, I would like to thank the Member for Bachok for supporting this Bill.

As for his very novel proposal to create a new portfolio to look after the morals of the citizens of this country, I personally think that we have not gone to that stage of moral standards to require a Minister to look after our morals; unless the Honourable Member has very good reasons to think that it is necessary to do so for some personal reasons, I do not know. But at any rate I think there are more pressing affairs of State and of far greater priority in this modern era when we have to strive to improve the standard of living of our country, to increase our G.N.P., to establish a better place in the world and in this society for our people and for our nation. On the question of priority, I do not think that there is a

case for a new portfolio to look after the morals of our people. At any rate, I think our morals are quite high in every respect. Anyway, I thank him for his support of this Bill.

Usul di-kemuka bagi di-putuskan, dan di-setujukan.

Rang Undang<sup>2</sup> di-bachakan kali yang kedua dan di-serahkan kepada Dewan sa-bagai Jawatan-kuasa.

Dewan bersidang sa-bagai Jawatan-kuasa.

(Tuan Yang di-Pertua  
*mempengerusikan Jawatan-kuasa*)

Fasal 1 hingga 5 di-perentahkan menjadi sa-bahagian daripada Rang Undang<sup>2</sup>.

Rang Undang<sup>2</sup> di-laporkan dengan tidak ada pindaan: di-bachakan kali yang ketiga dan di-luluskan.

## THE CIVIL AVIATION BILL

### Bachaaan Kali Yang Kedua dan Ketiga

**Menteri Pengangkutan (Tan Sri Haji Sardon bin Haji Jubir)** (*dengan izin*): Mr Speaker, Sir, I beg to move that the Bill intituled the Civil Aviation Act, 1968 be now read a second time.

Sir, it is with considerable pleasure that I rise to introduce the Bill intituled the Civil Aviation Act, 1968 which as the preamble indicates is "an Act to make better provision in the law relating to Civil Aviation and for matters connected therewith and ancillary thereto". The Civil Aviation Act, 1968 is the culmination of a considerable amount of research and effort by officers of my Ministry and the Attorney-General's Department and, basically, it is intended to consolidate the multiplicity of laws which has been in force since independence. The Civil Aviation Act is in keeping with the legislature adopted in most advanced aviation-minded countries overseas. The Civil Aviation Act is divided into ten parts and I do not propose to commend in detail on all of them but to confine myself to pointing out some of the

salient features of the Act and the reasons for their inclusion.

Part II of the Bill deals with the Regulation of Civil Aviation. It is, of course, most important in civil aviation to have common rules and regulations for the control of the aircraft. With the aircraft now flying at the speed of sound and shortly with the ability to fly at two and a half times that speed, uniformity of rules, regulations and procedures for the control of such aircraft is absolutely essential. One international body, the International Civil Aviation Organisation, has long devoted its attention to this problem and has published standards and recommended practices in the form of Annexes to the Convention which cover practically every aspect of the operation and control of international civil aviation. Malaysia is a member of the International Civil Aviation Organisation and as such is obliged to give effect within Malaysia to the Convention and the Annexes thereto insofar as civil aviation is concerned. The Civil Aviation Act provides a proper legal basis for this to be done. Apart from giving effect to Malaysia's obligations in respect of international civil aviation, the Act empowers the Minister to make regulations as he deems necessary and expedient for the control of civil aviation within Malaysia. In particular, the Act empowers the Minister to make regulations concerning the licensing of aircraft and personnel and prescribing the conditions under which aircraft may enter and leave Malaysia or fly from one part of Malaysia to another. Details of the powers to be exercised by the Minister in this regard are contained in Part II of the Act entitled "Regulation of Civil Aviation".

Part III of the Act details the authority of the Minister to establish and maintain aerodromes including the power to acquire land for this purpose. The authority given to the Minister in this regard contains no extraordinary provisions and the process by which land may be acquired for the establishment of aerodromes is the same as that which already applies in the acquisition of land for other purposes.

Part IV deals with the control of obstructions in the vicinity of aerodromes and the establishment of controlled areas. It will be appreciated that aircraft landing and taking off from aerodromes follow defined flight patterns and there is a necessity to ensure that no obstructions such as radio masts or high buildings which cause or which could cause a hazard to safety are permitted to be erected along these flight paths. Again, provision has been made for compensation to be made to persons affected by any restriction imposed. The Minister has power to establish controlled areas which generally comprise the air space around airports and the air space between one aerodrome to another in which aircraft are separated either vertically or laterally from one another.

The remaining parts of the Act deal with liability for damage caused by aircraft, the detention of aircraft, wreck and salvage and restriction on claims for damages and compensation, all of which follow established practice.

Part X of the Act provides for the repeal of the Civil Aviation Act, 1949 and the Colonial Civil Aviation (Application of Act) Order, 1952 and also subsidiary legislation, which is listed in the Schedule (Section 28 (1) of the Act).

The passage of this Act will permit the Minister and the Civil Aviation Administration within the Ministry of Transport to properly control the development of civil aviation within Malaysia in accordance with well established principles and in the best interest of the civil aviation industry as a whole.

Sir, I beg to move.

**Menteri Hal Ehwal Sabah (Dato' Ganie Gilong):** Sir, I beg to second the motion.

**Dr Tan Chee Khoon (Batu)** (*dengan izin*): Mr Speaker, Sir, I am glad that the Honourable Minister of Transport has brought this Bill, having consolidated all the previous legislations on the matter of civil aviation into one.

The Minister in his short address has stated, amongst other things, that this is necessary because of the technological advance in civil aviation. Of course, in the matter of aircraft and the speed of aircraft he has talked about planes flying at the speed of sound; he knows also that airplanes of the very near future will fly at Mach 2, Mach 2½ or Mach 3, which means that an airplane can take off from Subang and arrive in London in a matter of two or three hours. As such, it is very important where technological advance is so very rapid and so very great that our staff should be trained to cope with these technological advances. I would be grateful if the Minister will tell us what steps has his Ministry and the Department of Civil Aviation taken to cope with this technological advance in civil aviation, because, as he himself has pointed out, this is advancing at such a rapid rate that if we do not take steps now to train our young chaps in the technological advances that have taken place in civil aviation, then we will be left so far behind that, quite probably, we can never hope to catch up with other countries. There is no use thinking in terms of buying the Jumbo Jets or buying the Concorde when you do not have the staff trained to cope with such aircraft.

The Alliance Government has made a big noise about the Subang Airport, how it is one of the most modern in this part of the world, how the most modern equipment has been installed in that Airport. Mr Speaker, Sir, I regret to say that from my own personal experience I find that it is antiquated instead of being modern. One morning I was in Singapore and I was due to take off from Singapore at 5.30 a.m. (one of the earliest flights) and I had to get up at about 4.30 a.m. in order to catch that airplane and when I arrived at the Airport I was told, "Look here, sorry, chum, the plane cannot take off. There is a fog around Kuala Lumpur." Now if the Civil Aviation authorities or an airport cannot cope with a fog which is only temporary, I wonder what the Government has to boast about. Think of London, of New York, or of

any of these airports which are fog-bound perhaps twenty-four hours of the day, and yet planes land and planes take off. So, Mr Speaker, Sir, I would like the Minister to pay greater attention to equipping our airports, not with the latest that the Kennedy Airport or the Heathrow in London can provide, but at least let us not postpone the flight of an aircraft merely because there is a temporary fog around an airport, and particularly around the Subang, which is proclaimed to be a show-piece of this country, one of the most modern. I wasted three hours down in Singapore kicking my heels in the airport merely because the Captain of the aircraft would not want to take off.

Now, while we are on the matter of Subang Airport, Mr Speaker, Sir, I do hope that the Minister will bear in mind the facilities of Subang Airport and this is not a matter that is new to him. I believe on many occasions I have brought to his attention that Subang Airport, while it may be proclaimed to be the most modern in this part of the world, is totally inadequate to cope with the increase in air traffic, particularly when the Jumbo Jets come into operation. Now, we know that when the Fokker Friendship and all these small aircraft which take about 40-50 passengers land in Subang, I myself find that sometimes it takes more than half-an-hour to clear Immigration and Customs and get out of the airport. If you think in terms of 30-40 passengers and that it takes such a long time, think of the Jumbo aircraft which comes not in 30-40 passengers but in 300-400 passengers. Now, I say that the facilities in Subang Airport are totally inadequate. You have two wings at the Airport and each wing has got two Immigration Officers and how can these Immigration Officers take care of 300-400 air passengers landing or leaving, for that matter, the Subang Airport. The Minister knows that if you go to Hong Kong, Japan or London you see rows of them, perhaps 10-12 rows, and you pass through these formalities—health, immigration and customs—in a matter of ten minutes. Now I submit

that the facilities in Subang Airport are totally inadequate for the aircraft industry of the future and the sooner the Minister takes active steps to improve and enlarge these facilities the better it is, because otherwise aircraft will just merely overfly Kuala Lumpur and land in Singapore and there they are thinking in terms of increasing such facilities.

Mr Speaker, Sir, the other thing that I wish to bring to the attention of the Minister is whether his Ministry has thought in terms of the aircraft of the future where you have a vertical take-off and then you do not have to spend so much money, as \$50 million over on the Subang Airport, where the airport can be much smaller. I am thinking of this vertical take-off aircraft of the future, particularly for domestic use, where in Pontian, for example, the constituency of the Honourable Minister, he can have a small airport there with facilities for vertical take-off and then he can fly off there in comfort instead of having either to fly to Singapore or take a long train ride to Johore Bahru and then go over to Pontian. I commend this idea to him because vertical take-off aircraft will be with us in the very near future, and again we must not be caught flat-footed. We must think actively of this and this is what I meant when I earlier stated about the training of staff. Your staff must be able to cope with these technological advances that are being made, perhaps almost every minute of the day.

Mr Speaker, Sir, Clause 20 of the Bill talks about nuisance from noise and vibration and here I wish to bring to the attention of the Minister that the University Hospital is very close to the Subang Airport as the crow flies, and therefore this matter of nuisance from noise and vibration is a very serious matter to the Hospital authorities there, and I do hope that the Minister will get the Civil Aviation Department to think in terms of whether the aircraft of the future will affect the patients and staff of the University Hospital, not to talk about the new Golf Club. The Government has spent about \$4 million now on

the Subang Golf Club and I think far from being a sound investment it will be a white elephant, because it is so very close to the Subang Airport that if one of these Jumbo Jets were to land or take off your ear-drums might well burst and therefore you will not have any more of these 'heaven-born' going to the Subang Golf Club to play a game of golf there because of its very close proximity to the Airport. If I heard the Honourable Prime Minister rightly, he has time and again stated that this is a sound investment and that we are going to build huge hotels down there to take care of the aircraft passengers who land in Subang. I have yet to see big, tall buildings so very close to an International Airport because as the Minister has quite rightly pointed out, of the danger of airplane crashes, but I am thinking in terms more of the danger from noise and vibration to the golfers of the Subang Golf Club.

Now, Mr Speaker, Sir, while we are on the matter of Civil Aviation I wish to draw the attention of the Honourable Minister of Transport, not that he does not know, of the perennial problems that are being ventilated in the Press regarding M.S.A. Now, Mr Speaker, Sir, if the Minister has read the *Straits Times* today he would have seen how one Mrs. Wallace has complained about the casual way that the M.S.A. has treated her, how when her flight was postponed, and perhaps it was legitimately postponed, the M.S.A. staff did not bother to inform her and therefore made her lose time in Kuala Lumpur and lose time in Singapore, because she was due to go to Singapore and catch a connecting flight down there. Now, these are things that are very serious matters, because it means that confidence in our own National Airlines will be lost and these people may well want to fly Air Thai, Air France or B.O.A.C. instead of M.S.A.

Now, from time to time as I said, there are complaints about the short-comings of the M.S.A. and from time to time one sees a person by the name of Mrs. Soh, I think, who replies on behalf of M.S.A. Regrett-

ably, Mrs. Soh and the M.S.A. takes the position, 'M.S.A. is always right, the customer is always wrong'. I cannot understand how such logic will work. I venture to say that if there were a rival airline, M.S.A. will go bankrupt very soon. Because it is a National airline, there are no competitors in the field, the M.S.A. can afford to be so indifferent to the needs of its passengers. I do hope that the Minister will exert his influence, in conjunction with his colleague the Minister for Communications in Singapore, and after all they met only very recently in Kuala Lumpur, to see that the M.S.A. should pay greater attention to the complaints made by the passengers. I can say that almost every day the aircraft flight is cancelled, the flight is postponed. I do see the need of a postponement if there is a mechanical fault, but not when there is fog around Singapore, or make the postponement and not inform the passenger. Let the passenger kick his heels up in his hotel room. That does not concern the M.S.A.

Mr Speaker, Sir, I do hope that the Honourable Minister will bear in mind these points that I have made to him to see that the Civil Aviation in this country will meet with the technological advances that are rapidly being made outside of Malaysia. Thank you.

**Tuan Haji Abu Bakar bin Hamzah:**

Tuan Yang di-Pertua, saya turut berchakap sedikit berkenaan Rang Undang<sup>2</sup> ini. Saya ada tiga perkara sahaja yang saya hendak berchakap dengan ringkas. Yang pertama, saya telah membaca di-dalam beberapa majallah dan akhbar<sup>2</sup> berkenaan dengan penerbangan 'awam dan saya telah juga chuba membuang sedikit sa-banyak masa saya membaca berkenaan dengan apa yang di-katakan penerbangan 'awam ini. Saya per-chaya-lah Yang Berhormat Menteri itu tentu lebih pandai daripada saya, tetapi yang saya hendak cheritakan ini ia-lah sudah menjadi kerunsingan bagi pakar<sup>2</sup> ilmu penerbangan 'awam bahawa tidak banyak negeri<sup>2</sup> yang menyiasat berkenaan dengan 'karan'

criteria for the future, of which one is tourism. Now, it is known also that development of tourism in the State of Penang is an important one. It is known also that Jumbo Jets, as I said, are going to be the main means of transport for tourists within the next two years. Therefore, Sir, it is foreseeable that we must extend the length of the runway in Penang Airport. Under those circumstances, Sir, if the Government does not see it possible to legislate otherwise than what is now provided for in Clause 5 sub-sections (1) and (2), that is to acquire land in anticipation of possible needs, then I urge the Honourable the Minister now to declare it publicly necessary to acquire surrounding lands adjacent to the Airport of Penang in anticipation of what must come, unless the Honourable the Minister could then go into different arguments on tourism, which is outside his own portfolio. But as far as we understand it, Sir, the discussions of international airlines and the discussion of tourist associations on the promotion of tourism, both regionally and on an international basis, have talked of the possibility of Penang as one of the stopovers for tourism purposes. Whilst I appreciate that the Alliance Government as such is still unable to make up its mind whether this stopover should be in Kuala Lumpur or elsewhere, it is a fact that internationally it is now recognised that the possibility of a package flight with a stopover in Penang alternating between Singapore and Bangkok is far greater than that of a stopover in Kuala Lumpur itself.

Under those circumstances, Sir, I think this question of acquisition of land is an important one and the Minister can play a great part to help ensure the future confidence in the development of tourism in the State of Penang if he sticks by this provision of law to declare that he intends to acquire land for public purposes for the extension of the airport in Penang. But if he is not able at this present moment to make up his mind, then I suggest he should look into the possibility of making a proviso in this clause

whereby it will enable him to acquire land in anticipation rather than for the immediate purpose.

Sir, the Honourable the Minister who is in charge of civil aviation, is also in charge of road transport. He understands very well that one of the beautiful pieces of Government development in Penang had been the diversification of an existing road to another site in order to extend the Penang airport to its present size. Now, it will not be long before a further such exercise will be required unless the Minister now specifies the entire area surrounding the Penang Airport as necessary land adjacent to the site of the aerodrome and I think in Clause 5, subsection (3), in the next page, the Minister in actual fact has that facility because the Bill as it provides states that the land adjacent to the site of an aerodrome which the Minister has established, or is about to establish, shall not be used in such manner as to cause interference with, etc. Sir, this provision shows clearly that the legal draftsman has anticipated a situation whereby the Minister might have to think in terms of forward planning, but this is only in reference to establishment. I do not see why a similar sub-clause could not be made with regard to aerodromes already established but for further extension. So, Sir, I hope that the Minister will realise that I am only trying to give him greater powers of foresight and ability to put his foresight into action, if he considers modifying Clause 5 in such a manner whereby he can acquire land for purposes not only for the establishment or about to establish but to extend an aerodrome—to add the words “or extend” to Clause 5 subsection (3). I do not know, Sir, whether this will meet the legal requirements, but I commend the Honourable Minister to look into this matter.

**Tan Sri Haji Sardon:** On a point of clarification. If the Member from Tanjong wants to suggest any amendment, it is suggested that he put it down on a slip of paper so that we can check it up with the legal draftsman, but for my purposes for all these years and I

bom-kah, kita tidak tahu. Ini saya harap Menteri akan timbangkan—di-perketatkan, sebab kita tengok baharu<sup>2</sup> ini cerita di-Athens apa sudah jadi? Ini satu perkara yang kita patut ingat<sup>2</sup> sedikit.

Sa-lain daripada itu saya tidak adalaha apa<sup>2</sup> yang saya hendak membuat apa<sup>2</sup> pandangan lagi, melainkan saya menyokong dengan sa-penoh-nya Rang Undang<sup>2</sup> ini.

**Tuan Amadeus Mathew Leong (Sabah):** Mr Speaker, Sir, in supporting this Bill, I feel very happy to note that our Honourable Minister of Transport is entitled to consider provisions for the convenience of travel by air from one place to another in Malaysia. On behalf of Sabah, I wish to extend our appreciation for the improvement of the main airstrips in Sabah which enable Comets to land, besides the more convenient and efficient services from East to West Malaysia.

Sir, I wish also to bring a few facts to the attention of the Minister. Quite a lot of people in Sabah are keen to travel to West Malaysia, but due to the fact that the rate of passage is rather high, or it is a bit too expensive for them to travel from Sabah to West Malaysia, they are unable to do so. Since this Bill entitles the Minister to consider provisions to make it convenient for the people or to make it possible for these people to travel from Sabah to Malaya, i.e. from East to West Malaysia, I make this appeal to the Minister of Transport to allow a special concession rate for families, wife and dependents of a person, travelling from East to West Malaysia, or at least 50%. Especially, when M.Ps. wish to bring their wives along to attend this Budget Session, they feel it is a bit too difficult to bring their wives along, because of the high rate of passage. I appeal to the Minister to allow M.Ps. who wish to bring their wives to pay at 50% rate. That is all I have to say.

**Tuan Ahmad bin Arshad (Muar Utara):** Tuan Yang di-Pertua, saya bangun bersama<sup>2</sup> juga dengan rakan<sup>2</sup> saya menyokong Rang Undang<sup>2</sup> yang

ada di-hadapan ini. Chuma saya hendak berchakap, Dato' Yang di-Pertua, dalam Bahagian 4, fasal 17—Kuasa kapada Menteri membuat kaedah<sup>2</sup>. Satu perkara yang saya hendak terek perhatian Yang Berhormat Menteri ia-itu dalam masaalah Lapangan Subang Antara Bangsa yang saya hajatkan supaya di-potong perkataan “Subang” dan di-gantikan dengan satu kalimah yang di-gazettekan “Lapangan Terbang Antara Bangsa Kuala Lumpur atau Malaysia”. Atas nama ini, saya perchaya akan memperkenalkan Pengkalan Terbang Antara Bangsa kita kapada sharikat<sup>2</sup> penerbangan di-dunia. Kalau kita tengok pada masa ini kita kata-lah perkataan “Subang” itu kalau di-potong “Su” di-gantikan “Ku” jadi “Kubang”. Jadi, mutu pada sa-tengah<sup>2</sup> pandangan atas nama Subang itu rendah, dengan sebab itu kita tengok banyak sharikat<sup>2</sup> penerbangan di-dunia suka singgah di-Lapangan Terbang Kuala Lumpur atau Bangkok, bagitu juga pelanchong<sup>2</sup>. Ini-lah satu perhatian saya di-potong perkataan “Subang” itu di-gantikan dengan satu perkataan yang sempurna. Terima kaseh.

**Tan Sri Haji Sardon:** Tuan Yang di-Pertua, saya akan menjawab sa-tengah<sup>2</sup>-nya dalam bahasa Ingeris dan sa-tengah<sup>2</sup> dalam bahasa Melayu mengikut keadaan<sup>2</sup> yang di-beri keterangan<sup>2</sup> oleh Ahli<sup>2</sup> Yang Berhormat.

Since the Honourable Member for Batu has gone out of this House, I better reply first to the Honourable Member for Tanjong, who is pleading and pleading. I know what he wants, but I am not a juggler. However, I can state that the Military Airport on the mainland can take Jumbo jets or any other planes just across the Straits in Mata Kuching. The Honourable Member is always thinking of Penang Island, but he must remember that Penang State consists not only of the Island, but also of the mainland. In fact, I am very grateful to the Honourable Member for his kind words and all the observations given. Had it not been for me who stood up firm, with all the requests and the pleas from the Island, the Bayan

Lepas Airport, which is now there, should have already been eliminated, and he would have to use the Mata Kuching Airport. I think he will remember that when we did the extension at the first stage, all the planes had to land at Mata Kuching. For that purpose, we had spent for the first extension a sum of \$2 million. In fact, we did ask for \$4 million to have a longer runway extending to 7,000 feet, but at that time the money was not available. So, we were happy with the \$2 million . . . .

**Dr Lim Chong Eu:** On a point of clarification, Sir, I am not concerned only for Penang Island but also for the Penang State. Now that the Honourable Minister has brought in Mata Kuching, which is now used by the R.A.A.F., if the Honourable Minister can assure us that Mata Kuching will be converted to a Civil Airport, we will be very happy to accept Mata Kuching.

**Tan Sri Haji Sardon bin Haji Jubir (Menteri Pengangkutan):** Thank you. Now the Penang people will realise that the Minister of Transport after all is very, very much interested to get the tourism business to Penang and to Butterworth or Seberang Prai. As you know the withdrawal of the British and Commonwealth Forces will take place in 1971, and we do not know what will happen after that; but talking about Jumbo jets 747 will not come in, leave alone to Penang and even Kuala Lumpur, until 1975 or 1976. I do not know for sure, it is just guess work, but there is an alternative and I am glad that you are happy with this. So, I have replied to your plea and please, when you go back to Penang, convey to all the people of Penang that the Alliance Government and the Minister of Transport are giving every support, facility and co-operation not only to tourism but to all businesses in Penang Island and the mainland of Seberang Prai, which is part of the State of Penang.

Now, your other plea about Clause 5 (2), I think I am happy because according to the Legal Draftsman—I got a note here—the power is very extensive. It does not mean that

because the word “extension” is not mentioned there, I cannot acquire land for the purpose of extension, I can. However, the point is not because I can or I cannot. I would like to reserve the whole of Penang for Jumbo Jets, if possible, but the land price in Penang is much higher than gold. In Penang town one square foot costs—this is not a laughing matter—\$50. (*Interruption*) Well, I do not know exactly, I was told so. That is the problem but all the same I am very happy that the Member for Tanjong is much concerned as I am. Please give me full support whenever I bring up any bill or any additional expenditure, (*Laughter*), instead of just blasting me up as you will never get what you want. Anyway, I am very grateful for all your observations and I am glad to say that this Bill has created a lot of interest in this House. I am very grateful too to all Members who have given observations.

The other matter which you have raised, I take note of that, and we will see that we finish this extension to 7000 feet with another duplicate of internal building that will cost over \$2 million; and you will soon have your 737 stopping there which will take about 100 passengers—I think that is good enough. If there are more tourists, we can give more frequencies—to have five 737 not just one Fokker or the Comet, which is obsolete as you know, and I think the Penang people should be happy for the first phase. We are not satisfied with only that, but money cannot be tied down to any scheme, or any project, when we do not know definitely how many years more we need the whole extension for the Jumbo Jets and for the other bigger aircraft which are to be operated in this part of the world.

Referring to the Honourable Member for Batu, he gave a lot of observations, and I am very grateful to him. It is usual that the Honourable Member for Batu always barks at me, but I had moved ahead of him. In fact, I had given instructions two years ago about looking ahead to the Jumbo Jet and Concorde. Because of that, we are proud to say now—it is not the

Subang—but the Kuala Lumpur International Aerodrome is the only one of its kind in this part of the world that can take Jumbo Jet or Concorde as far as the runway is concerned, of course, with few modifications to the Customs and Immigration and the Health facilities. I have already instructed my Director of Civil Aviation and Committee of the Airport to look into these and we are calling a special expert on all the Jumbo Jets and Concorde to advise us as to how we are going to proceed with the extension and the other facilities. I must deny that the facilities at the Airport now is not sufficient. They are more than sufficient for the time being with the number of international airlines and for the domestic services we have. But, of course, looking ahead to the Jumbo and Concorde, we are now planning and we are not going to be left behind and we hope we are ahead of any other country for that matter.

We are proud to say also—you forget that—that we are the only one of the international airports in this part of the world which is installed with I.L.S. which cost half a million dollars and it is working perfectly well. Many of the airlines when they want to get practice for their new pilots of new planes Boeing 707 or DC 8 they get special permission from us to train in landing and taking off from our International Airport, that is the Kuala Lumpur International Airport.

Now, he was complaining about the fog. The fog is not of human creation. I think the Honourable Member for Batu should realise this, irrespective of whether he is in the Opposition or whether he is blasting at me, as the Minister of Transport, Malaysia, my first concern is safety in the air. And the man who gives that guidance is the officer in the Metereological Department, who takes all the records every moment, every minute, every second, and also the controller of the tower who gives instructions as to visibility; you cannot expect the pilot just to take off when he cannot see anything because of the fog and then crash down. I hope the Honourable Member for Batu is not

looking for trouble. So, this is where we should pray to God for better condition, for better climate, because that is beyond human control, but the I.L.S. can give guidance if the fog is not so thick—there are so many stages of fog. I was caught up while flying in London airport in the fog. They allowed us to fly in a small plane but the pilot was called to land completely in the thick fog and we could not see a clear path in the sky. I would like to mention here that recently in London a 727 Boeing crashed on the top of a house because of the fog, and we cannot take chances here, we cannot risk in spite of the fact that our fog is not as thick as that in England, or in any other European countries.

Coming to this matter of M.S.A. delays, I am sorry as Minister of Transport, Malaysia, and so is my colleague the Minister of Communication, Singapore. We both had a long discussion over how to advise our officers and all those concerned in the M.S.A.; we could only put in the press saying, “We are very, very sorry indeed for what is happening, but it is beyond the control of human being—that is weather”. Secondly, if there is a technical defect, you know the Comet is not a new aircraft it is not our fault, we should have got our Boeing 737 a year earlier; but because of the separation, because of the discussions between the Singapore and Malaysia Governments, that has put back one year behind time; and I want the Honourable Member to understand that we are doing our best, I am pushing everything through to see that we get Boeing 737 as early as July, that is to start with the first one and then follow up until December, when all the five will be coming in.

Now, we always advise, not only in respect of Civil Aviation but also the Railway, that in catering for passengers, the customers must always be right—we must admit first and then explain, so that a member of the public is well aware of the cause of delay. Here I should not like to defend anybody, but I say to Honourable Members of this House that we are

proud of our M.S.A. For over 21 years as regards safety in the air, we are the first among the international airlines. So let us keep up that record and the Flag of Malaysia flying high in respect of safety in the air.

Now, I can assure the Honourable Members of this House the moment we have Boeing 737 from July onwards, I hope, the services will be more satisfactory more comfortable and more speedy, especially to travel to East Malaysia.

He also mentioned about other proposals. I will take note of them. About this playing golf and the hospital and other suggestions, I would like to have the Honourable Member to come with me at the Airport one day to see the direction of the plane taking off on a different path in a different area from the Teaching Hospital. It does not affect the hospital which is on the other side. About playing golf, this is about three or four miles away. I know that if you were to play golf with the noise probably, you cannot concentrate but one can stop for a while before putting his ball into the hole. I do not know, but still our Tengku and everybody who plays golf is happy. I played golf there and I was not distracted by all these noises. Once again, I would like to thank the Honourable Member for Batu. One day I will take him round the golf course to see how much noise and how much distraction there is: then probably, we can recommend to the Tengku to see whether the path of the jet go the other way round—but this is all decided by my technical officers who will look into it.

Now, I am also very pleased to hear my Honourable friend from Sabah, speaking for the Sabah people, that we are giving them better facilities, and I think that they should know that there is a Committee looking into this fare structure. I am all with the people from Sabah and our friend there to bring their wives and children, and I will look into it. However, M.S.A. should be run on a commercial basis, and we are not running it alone; we are running it

jointly with Singapore. This is where we have to take a decision jointly with the Singapore Government as regards the facility of husband-and-wife and five or six children travelling at the same time—probably to give a special concession to encourage more travel between these two points.

**Tan Sri Nik Ahmad Kamil:** Tuan Yang di-Pertua, untuk penjelasan. Sekarang ini pihak M.S.A. jikalau bawa isteri sa-kali dengan anak<sup>2</sup>, dia beri concession rate 3/4. Yang di-minta oleh Ahli Yang Berhormat daripada Sabah itu sa-paroh, kalau boleh—saya sokong dia.

**Tan Sri Haji Sardon:** Saya pun setuju itu semua sa-kali kalau boleh jangan menjadikan rugi, kerana ini sa-buah sharikat yang berkehendakkan, beliau kata, tidak merugikan kedua<sup>2</sup> buah Kerajaan. Saya akan menyiasat perkara itu dan saya akan desak juga macham mana keadaan begitu macham mana dengan Kerajaan Singapura. kerana kedua<sup>2</sup> directors dalam negeri ini hendak-lah bersetuju satu<sup>2</sup> perkara yang kita hendak buat.

I am also pleased to mention to our friends from Sabah and Sarawak that tomorrow I am flying to Kota Kinabalu to inaugurate the first small plane (Norman Islander) which will fly passengers from Kota Kinabalu to Miri and after that to declare officially open the terminal building in Miri; M.S.A. had purchased three Norman Islanders and M.S.A. will give better service to the rural people in Sabah and Sarawak.

Ahli Yang Berhormat dari Bachok tadi ada membangkitkan berkenaan dengan udara panas—hot current—saya pun tahu juga. Selalu-nya dekat padang pasir tempat yang panas<sup>2</sup>—air current—tetapi di-sini tidak jumpalah, tetapi walau macham mana pur kita ucapkan terima kasih kepada Ahli Yang Berhormat mengingatkan dan kita mempunyai ahli meteorologis yang menjaga chuacha ini chukup di aku<sup>2</sup> oleh dunia. Baharu<sup>2</sup> ini kita mengadakan conference di-sini dan kita bawa pakar<sup>2</sup> pun pergi ka-Kelantan supaya dapat menchari jalan macham

mana hendak mengelakkan daripada bah<sup>2</sup>, supaya pegawai kaji chuacha boleh memberi amaran terlebih dahulu, supaya kalau bah sampai dia tidak-lah tergendala dan barang<sup>2</sup> tidak akan hanyut sa-bagaimana yang biasa<sup>2</sup>, tetapi macham mana pun kita berterima kaseh-lah atas pandangan beliau itu.

Yang kedua-nya tadi berkenaan dengan ganti rugi untok tanam'an ini tidak ada sa-balek-nya. Yang sa-benarnya kalau lapangan terbang itu sudah ada di-situ sa-siapa hendak menaikkan rumah yang tinggi atau dia hendak menanam pokok yang tinggi<sup>2</sup>, itu kita akan tahan kerana tidak boleh di-buat jika tidak ada kebenaran. Tetapi apabila kita buat lapangan terbang lebeh kemudian daripada yang sudah ada di-situ, tentu-lah kita kena mengganti rugi yang berpatutan. Kita buat untok menjaga keselamatan kapal<sup>2</sup> terbang Malaysia sa-buah negara yang berdasarkan chara demokrasi, yang ada peratoran<sup>2</sup> Perlembagaan kena-lah berbuat demikian. Maka kalau hendak mengamankan, hendak menyelamatkan kapal<sup>2</sup> terbang, ada bukit, pokok rambutan tinggi<sup>2</sup>, ada pokok<sup>2</sup> durian, kita kena potong, kita tentu-lah beri sagu hati bagaimana di-buat dalam negara<sup>2</sup> lain, negara<sup>2</sup> lain ada buat sa-macham itu.

**Tuan Haji Abu Bakar bin Hamzah:** Tuan Yang di-Pertua, untok penjelasan. Yang saya maksudkan bukan kita pergi potong pokok<sup>2</sup> itu, pokok<sup>2</sup> itu tumbuh di-tanah kita. Ini bukan hendak menjadi perbahathan, Tuan Yang di-Pertua, dari segi undang<sup>2</sup>-nya. Jadi sekshen 12. . . . .

**Tan Sri Haji Sardon:** Ya.

**Tuan Haji Abu Bakar bin Hamzah:** Jadi, Tuan Yang di-Pertua, kalau kita nerendahkan bangunan atau pun pokok<sup>2</sup> kita kena bayar, kechuali kalau bangunan dan pokok itu di-dirikan dengan sa-chara haram, jadi erti-nya . .

**Tan Sri Haji Sardon:** Bagaimana hli Yang Berhormat kata itu betul ta pun tidak membayar kepada mereka yang gunakan tanah haram

(squatters), kita tidak bayar. Chuma mereka yang ada legal right, itu kita kena timbangkan tuntutan-nya itu. Saya setuju bagaimana penerangan itu dan itu-lah tujuan undang<sup>2</sup> kita.

Berkenaan dengan televishen tadi, saya juga ucapkan terima kaseh. Saya kalau hendak sekarang pun hendak ada televishen. Kita sudah minta. Tetapi dengan keadaan bilangan penumpang<sup>2</sup> dan kewangan kita hari ini kita sabar-lah dahulu, tetapi macham mana pun kita akan majukan lagi soal ini, Ahli Yang Berhormat dari Bachok tengok kata-nya juru-hebah-nya itu kadang<sup>2</sup> menarek. Jangan<sup>2</sup> pula Ahli Yang Berhormat selalu pergi ka-sana kerana juru-hebah-nya pula cherah muka-nya sadikit, susah saya (*Ketawa*).

Berkenaan dengan chadangan Ahli Yang Berhormat D tukar menjadi C itu tidak apa-lah. Soal-nya sekarang bagini—saya pun loyar, Ahli Yang Berhormat dari Bachok pun kalau tidak loyar berjijazah ia pun barangkali lawyer agama juga. Pandangan itu baik, tetapi dari segi legal draftsman susah itu procedure yang di-petek daripada peratoran<sup>2</sup> perkapalan antara-bangsa apabila bichara di-Mahkamah Tinggi. Maka sebab itu perkataan "vessel" pun di-ma'anakan sama juga dengan kapal terbang, kapal terbang vessel, sama-lah procedure-nya atau chara<sup>2</sup>-nya. Legal Draftsman telah mengator chara yang mengikut bagaimana yang ada di-dalam, international law chara<sup>2</sup>-nya bagitu tinggalkan-lah bagitu tidak menjadi satu hal yang mengelirukan. Kalau ada dia punya lebeh baik, tidak apa, tetapi ini tidak ada mengubahkan ma'ana-nya, dan walau macham mana pun saya ucapkan terima kaseh kepada Ahli Yang Berhormat dari Bachok oleh kerana ucapan<sup>2</sup>-nya yang Kementerian Pengangkutan dan pehak kapal terbang telah menjalankan kewajipan-nya dalam tempoh beberapa lama dengan lancar dan segala<sup>2</sup>-nya. Saya hendakkan pehak<sup>2</sup> Pembangkang ini begitu-lah hendak-nya kalau perkara itu hak dan benar, walau pun ia Pembangkang, ia mesti menerima dan mengakui. Inilah kerja Kerajaan Perikatan. Kita hendak memajukan negara, hendak

menyenangkan rakyat dan membaikkan perniagaan di-antara negara kita dengan negara<sup>2</sup> yang lain.

Berkenaan dengan Ahli Yang Berhormat dari Melaka Selatan, saya pun tahu juga-lah lapangan terbang Melaka, kerana Fokker Friendship dahulu chuma kapal terbang Dakota sahaja. Landasan 3,000 kaki panjang lebeh sudah di-panjangkan pada 4,500 untuk Fokker dan ini saya akan merojokkan-lah kepada Yang Berhormat Menteri Kewangan yang juga memang dari Melaka. Apabila statistik penumpang<sup>2</sup>-nya bertambah, tourist bertambah, barangkali pun akan menimbangkan. Saya kalau boleh Boeing 737 pun boleh turun, tetapi ini barangkali memakan waktu, menengok keadaan statistik-nya.

Dan berkenaan dengan berhenti empat lima minit—bukan fasal M.S.A. hendak berhenti empat lima minit. Penumpang<sup>2</sup>-nya kadang<sup>2</sup> dua orang, 3 orang, kadang<sup>2</sup> tidak ada penumpang, chuma turun surat<sup>2</sup> mail. Saya sendiri telah menengok sendiri. Macham mana, bukan fasal dia tidak mahu berhenti lama, tidak ada sebab, dan tidak ada fasal, kerana kapal terbang berhenti 5 minit berapa banyak belanja-nya, satu jam lagi banyak beribu<sup>2</sup> ringgit belanja-nya. Maka tidak usah-lah fasal empat lima minit—kalau banyak lagi penumpang<sup>2</sup> turun naik, banyak perniagaan, sa-tengah jam pun boleh di-tunggu kalau ada perniagaan, atau penumpang<sup>2</sup> dan barang<sup>2</sup>.

Berkenaan dengan Ahli Yang Berhormat dari Kota Bharu Hilir yang juga menyokong Ahli Yang Berhormat dari Melaka Selatan tetapi hendak juga adakan pembesaran aerodrome di-Kota Bharu. Kota Bharu itu ada harapan baik, fasal Pantai Timor kerana dengan ada-nya Boeing 737 nanti barangkali kalau dari Kuala Lumpur Kota Bharu, Phnom Phen, Vietnam, Hong Kong, itu memang ada harapan kerana di-Pantai Timor aerodrome yang di-Kota Bharu itu sangat<sup>2</sup> di-gunakan bukan sahaja oleh penumpang<sup>2</sup>, sa-benar-nya itu-lah pusat menyampaikan segala bahan<sup>2</sup> pertolongan pada waktu bah. Kalau tidak ada airport itu wallah-hualam, apa hendak jadi Kelantan pada masa<sup>2</sup>

bah (*Ketawa*). Kerana apa, segala kapal terbang yang membawa barang, segala helikopter semua turun tempat tinggi-lah di-situ, fasal parit besar ayer segera mengalir itu lalu. Barangkali Ahli Yang Berhormat dari Kota Bharu Hulu maseh ingat sa-waktu saya pergi melawat di-madrasah-nya pun saya turun dengan helikopter dekat padang Kota Bharu itu. Maka sangat<sup>2</sup> berguna Lapangan Terbang Kota Bharu bukan sahaja pada waktu<sup>2</sup> bah, membawa penumpang<sup>2</sup> tetapi pada waktu banchana negara, masa bah. Kita menunggu statistik, kita harap boleh-lah di-panjangkan barangkali sampai 7,000 kaki boleh turun Boeing 737, tetapi tidak-lah ini untuk satu dua tahun, kita tunggu statistik penumpang dan barang<sup>2</sup> muatan.

Berkenaan dengan security, saya berterima kaseh banyak<sup>2</sup> ia-itu apabila tetamu agong atau pun Yang Amat Berhormat Perdana Menteri hendak berangkat ka-mana<sup>2</sup>, saya sa-bagai Menteri Pengangkutan sama<sup>2</sup> saya tengok muka, muka siapa yang pergi menghantar-nya. Pegawai<sup>2</sup> Keselamatan saya semua-nya memakai pakaian biasa, dan mereka pun tahu muka siapa, muka MP, muka orang jahat, muka sabersif dan ahli<sup>2</sup> daripada unit kita ini memang ada belajar ilmu saikoloji juga—ilmu jiwa, dia tengok mata dan gerak geri orang<sup>2</sup> itu (*Ketawa*). Tetapi walau macham mana pun saya setuju-lah tentang security measure di-mana<sup>2</sup> lapangan terbang antarabangsa, ini mesti-lah hendakkan ketat, tetapi ma'alum sahaja-lah kadang<sup>2</sup> sa-tengah<sup>2</sup> Ahli Parlimen tidak boleh pergi dekat tarmac atas soal keselamatan mereka tidak senang hati. Maka kadang<sup>2</sup> saya pun sama-lah dengan M.Ps kerana saya bertanggong-jawab pada mereka itu. Saya berterima kaseh atas chadangan itu, dan saya akan berhubung dengan pehak manager airport, hanya orang<sup>2</sup> yang berkenaan sahaja boleh pergi ka-tarmac supaya tidak mengganggu keselamatan dan pekerja<sup>2</sup> yang ada di-tarmac itu.

Ahli Yang Berhormat dari Muar Utara membangkitkan berkenaan dengan Subang, atau pun Kubang; yang sa-benar-nya saya sudah beri

penerangan. Lapangan terbang kita ini bertempat di-sabua kampung ia-itu Kampong Subang, tetapi nama yang sa-benar-nya itu Kuala Lumpur International Airport, kerana dahulu kita ada Kuala Lumpur International Airport yang lama telah pun di-tutup bagi civil, tetapi di-gunakan bagi military sahaja, tetapi malang-nya surat<sup>2</sup> khabar, orang ramai hendak ingat Subang, Subang tak tau-lah barangkali apa benda yang berhubung dengan Subang itu, tak tau-lah. Tetapi dunia lebeh mengenal Kuala Lumpur sa-bagai Ibu Kota Malaysia dan di-dalam *gazette* dan segala apa juga dalam buku<sup>2</sup> memang-lah Kuala Lumpur International Airport. Maka saya minta-lah nama Kuala Lumpur International Airport tempat itu di-Subang boleh-lah di-kekalkan. Tinggalkan-lah Subang. Itu-lah sahaja ucapan saya, dan saya ucapkan terima kasih kepada mereka<sup>2</sup> yang mengambil bahagian dan memberi pandangan<sup>2</sup> dan segala<sup>2</sup>-nya saya ucapkan terima kasih dan insha'Allah kemajuan Civil Aviation atau Penerbangan 'Awam dalam Malaysia akan menjadi hanya nombor dua sahaja daripada sa-belah sini sa-lain daripada Negeri Jepun. Terima kasih.

Usul di-kemuka bagi di-putuskan, dan di-setujukan.

Rang Undang<sup>2</sup> di-bachakan kali yang kedua dan di-serahkan kepada Dewan sa-bagai Jawatan-kuasa.

Dewan bersidang sa-bagai Jawatan-kuasa.

Rang Undang<sup>2</sup> di-timbangan dalam Jawatan-kuasa.

(Tuan Timbalan Yang di-Pertua  
*mempengerusikan Jawatan-kuasa*)

*Fasal 1 hingga 6—*

**Tuan Haji Abu Bakar bin Hamzah:** Tuan Pengerusi, saya hendak berchakap sedikit dalam Fasal 4 (2) bagi maksud sekshen ini "pemunya" berhubung dengan sa-sabua kapal udara, termasuk-lah mana<sup>2</sup> orang yang menyewa kapal udara itu pada masa berlaku-nya kesalahan itu. Ini, Tuan Pengerusi, kalau sa-sabua kapal terbang itu telah di-lancharkan dengan

chara yang merbahaya, atau pun penerbangan-nya itu menyebabkan kerugian kepada orang lain, atau kesusahan yang akan di-da'awa itu ia-lah pehak yang membawa kapal terbang termasuk penyewa-nya dan tuan punya yang kena da'awa, penyewa-nya pun kena da'awa. Mithalnya kalau saya hendak sewa sa-bua kapal terbang pergi ka-Bangkok dan kapal terbang itu melakukan sa-suatu yang boleh di-adukan di-bawah Undang<sup>2</sup> ini, maka saya pula terlibat di-da'awa sama di-situ. Jadi ini, Tuan Pengerusi, bukan sahaja boleh membantutkan kemajuan penerbangan 'awam, tetapi menakutkan orang menyewa sama. Saya kira biar-lah kapal terbang yang punya itu yang kena hukum, atau pun di-adu, atau pun pemandu-nya, bukan orang yang menyewa-nya kechuali kalau orang yang menyewa itu terlibat dalam perkara criminal atau pemandu kapal terbang, atau tuan punya kapal terbang itu boleh menjadi saksi dalam mahkamah menunjukkan orang penyewa itu telah buat salah. Ada pun sa-chara otomatik hendak memasokkan orang yang menyewa itu ka-dalam orang yang di-tudoh, saya rasa ini amat-lah tidak patut, Tuan Pengerusi.

**Tan Sri Haji Sardon:** Tuan Pengerusi, ini tentu-lah bersangkut-paut dengan undang<sup>2</sup> dan penyiasatan, undang<sup>2</sup> ini umum. Sekarang Ahli Yang Berhormat bersetuju mengambil Boeing 737 dia bayar dengan beransor<sup>2</sup> dan jadi hire-purchaser yang punya kapal terbang itu. Dia hendak menggunakan, menggaji pemandu yang murah, sudah tak lulus, chuai, tak ada experience, maka ia kena juga menyelideki tanggung-jawab dia itu dan tentang kesalahan itu memang satu kesalahan, tetapi walau pun dia kena da'awa boleh-lah dia terangkan: saya telah mengambil segala precautionary measure dan siasat bahawa ini kesalahan hanya tumpah pada orang yang bawa sahaja, tak ada sebab-nya. Tetapi tak di-sangkutkan itu, kerana apa, kalau tak macham itu nanti orang yang hire-purchaser kapal terbang itu ia ambil orang yang tak ada pengalaman walau pun dia telah lulus dan mempunyai sijil kelulusan, tetapi tak chukup pengalaman bagitu bagini,

chuai, menyebabkan kemalangan. Ini juga menjaga keselamatan di-udara, tetapi tidak mesti apabila sa-saorang itu di-da'awa tidak mesti kena hukum, tidak. Mahkamah ada-lah adil.

**Tuan Haji Abu Bakar bin Hamzah:** Tuan Pengerusi, saya kurang faham dalam perkara ini. Kalau sa-kira-nya sa-orang itu mempunyai certificate boleh membawa kapal terbang, maka dia sama-lah dengan orang yang lain. Ada pun masaalah pengalaman atau pun pandai itu tidak termasuk di-dalam sijil itu termasuk dalam perkhidmatan. Jadi yang saya maksudkan di-sini ia-lah orang yang menyewa itu tidak patut-lah di-tudoh dengan sa-chara langsung ia-itu dia ini di-anggap sa-bagai pemunya. Ada pun dari segi undang<sup>2</sup> mengatakan bukan-lah tiap<sup>2</sup> orang kena tudoh dalam mahkamah itu di-da'awa, di-pandang salah saya rasa ini ada-lah satu perkara yang baharu dalam pentafsiran undang<sup>2</sup> dalam negara kita. Orang yang di-tudoh dalam Mahkamah, tetapi dia itu tidak di-pandang salah, jadi membawa orang ka-dalam mahkamah itu pun sudah satu kedzaliman dalam negeri ini.

**Tan Sri Haji Sardon:** Tuan Pengerusi, saya sudah terangkan kepada Ahli Yang Berhormat dari Bachok, loyar ugama, tetapi saya loyar sudah lama tak buka berniaga loyar, maka jangan kata saya loyar burok. Saya loyar ada ijazah juga. Soal-nya bagini: Chabutan ini telah di-selideki oleh International Civil Aviation Organisation, ini dia punya standard code, sebab kejadian<sup>2</sup> kalau tak jadi di-Malaya ini bagus juga, tetapi lain<sup>2</sup> negeri sudah jadi, maka sebab itu di-kenakan syarat macham ini, tetapi apabila ada kemalangan, di-siasatkan dan dengan siasatan itu akan di-ketahui sama ada charterer ada-lah bertanggung-jawab atau pun dia sudah terangkan keadaan-nya ta' bertanggung-jawab, maka tidak-lah di-bawa dia ka-mahkamah, tetapi dia kena bertanggung-jawab sama, maka ini bukan perbuatan Malaysia. Ini perbuatan antara bangsa sesuai dengan amalan antara bangsa bagi mengadakan undang<sup>2</sup> sa-macham ini.

**Tuan Haji Abu Bakar bin Hamzah:** Saya tidak mengatakan Rang Undang<sup>2</sup>

ini mutu-nya rendah, tetapi apabila Rang Undang<sup>2</sup> ini di-bawa ka-dalam Dewan ini, maka berhak-lah sa-siapa juga yang menjadi Ahli Dewan ini membahathkan, walau dia datang daripada langit sa-kali pun. Ada pun menjadikan hujah bahawa ini soal international hendak menakut<sup>2</sup>kan orang yang boleh berhak berchakap itu . . . . .

**Tan Sri Haji Sardon:** Tuan Pengerusi, saya tak ada menakut<sup>2</sup>kan semua Ahli<sup>2</sup> Yang Berhormat segala-nya bebas, tak ada takut-menakut, maka perkataan takut kalau saya hendak takutkan tadi, saya kata berhenti, saya tak stop pun. Saya kata ia minta penjelasan dari saya sudah beri penjelasan dan penerangan. Undang<sup>2</sup> kita yang hendak di-luluskan di-Rumah Yang Berhormat ini telah di-siasat dan di-ator di-samakan kepada Undang<sup>2</sup> Perkhidmatan Awam seluruh dunia yang di-aku<sup>2</sup> oleh International Civil Aviation Organisation, itu sahaja. Apa perkara-nya yang saya pula hendak menakut<sup>2</sup>kan, kalau hendak menakut<sup>2</sup>kan bukan di-sini, keluar-lah! (*Ketawa*).

**Tuan Haji Abu Bakar bin Hamzah:** Tuan Pengerusi, yang saya maksudkan bagini: saya tidak puas hati bahawa orang yang menyewa itu di-samakan ta'arif-nya dengan orang yang pemunya. Jadi, Yang Berhormat Menteri kita ini tidak menjawab di-mana dudok-nya baik orang yang menyewa itu. Kalau di-masokkan ka-dalam ta'arif pemunya itu sendiri. Dia hanya mencheritakan ini soal International buat ini, itu, ini. Itu sa-bagai sa-orang loyar, Tuan Pengerusi, dia kena proof orang minta, bukan mencheritakan sa-balek itu.

**Tan Sri Haji Sardon:** Saya sudah terangkan di-dalam undang<sup>2</sup> ini . . . . .

**Tuan Haji Abu Bakar bin Hamzah:** Sa-lain daripada Rang Undang<sup>2</sup>, undang<sup>2</sup> yang berlaku di-dalam negeri, mana ada satu undang<sup>2</sup> penyewa di-samakan dengan pemunya. There is one law.

**Tan Sri Haji Sardon:** Saya boleh tunjukkan sa-bagai Menteri Pengangkutan. Jangan nanti lari. Saya juga selalu di-tanya orang apabila saya memberi penjelasan sa-saorang yang mempunyai teks, katakan-lah Ahli

Yang Berhormat dari Bachok ini ada mempunyai teksi dan dapat teksi dengan syarat segala<sup>2</sup>-nya. Tiba<sup>2</sup> Ahli Yang Berhormat, mana hendak pegang setering. Konon beri gaji-lah driver teksi. Driver teksi langgar syarat<sup>2</sup> itu. Apabila di-siasat di-dapati betul—potong kebenaran-nya. Atau pun kalau da'awa Mahkamah kena charge dalam Mahkamah. Yang kena da'awa dalam Mahkamah, pemandu teksi-nya pun kena da'awa, Ahli Yang Berhormat dari Bachok sa-bagai tuan teksi walau pun dia tidak bawa pun kena da'awa juga. Itu undang<sup>2</sup> kita hari ini dalam Tanah Melayu. Maka saya bandingkan kapal terbang harga-nya mahal. Kadang<sup>2</sup> dia pakai charter dan ada-kah ia mencharter plane itu tidak dengan pilot-nya, tentu merbahaya mempunyai pilot sendiri yang tidak cukup experience. Maka kalau kita tak ikatkan orang yang mencharter kapal terbang tentu tidak dapat menjaga keselamatan di-udara. Maka ini sudah diselidiki dari segi seluruh dunia. Di-Tanah Melayu pun ada pembawa<sup>2</sup> teksi yang buat salah, tuan yang punya teksi juga kena denda dan barangkali kena sadikit, boleh jadi kena amaran, tetapi yang pemandu teksi buat salah itu, berat denda-nya. Itu pertimbangan Mahkamah. Apa pula zalim-nya. Ada undang<sup>2</sup>.

**Tuan Haji Abu Bakar bin Hamzah:** Saya maseh tidak berpuas hati lagi, ia-itu kalau pemandu teksi dengan tuan punya berlainan dengan apa yang saya sebutkan ini. Yang saya maksudkan ini orang yang menyewa. Jadi tidak boleh di-samakan penyewa dengan pemunya, sebab pemunya di-sini, orang yang punya teksi. Yang menyewa-nya passenger. Yang membawa itu orang yang mempunyai lesen. Jadi kalau sakra-nya Menteri ini boleh buktikan penyewa itu pernah di-samakan dengan tuan punya dalam mana<sup>2</sup> law di-negeri ini, saya akan berpuas hati.

**Tan Sri Haji Sardon:** Tuan Pengerusi, Ahli Yang Berhormat dari Bachok itu faham perkataan penyewa. Ini charterer juga penyewa. Jika penyewa menjadi passenger. Dengan charterer of the aircraft, kadang<sup>2</sup> orang charter aircraft sahaja tidak dengan pilot-nya. Maka perkataan ini sa-bagaimana saya

telah di-beritahu ia-itu ta'arif-nya apabila owner it tidak ada kontrol sa-bagaimana hire purchaser, yang kontrol itu charterer kapal terbang itu. Macham mana owner itu hendak kena salah, kalau ia owner tidak ada kontrol tetapi charterer, sebab itu di-kenakan charterer, tetapi charterer bukan ma'ana-nya passenger. Jangan keliru. Itu charterer punya tanggung-jawab.

Ahli Yang Berhormat dari Bachok ini jadi charterer atau pun ia beli kapal terbang dengan hire purchase di-sini, tentu saya senang pegang Ahli Yang Berhormat kerana ia di-Malaysia sebab ia kuasa menguasai kapal terbang itu. Faham chakap saya ini? Kalau tak faham lagi, saya minta Tuan Pengerusi, tidak guna membuang waktu, kena ambil undi. Kalau hendak pinda, pinda.

**Tuan Haji Abu Bakar bin Hamzah:** Dalam masaalah ini masaalah membahathkan Rang Undang<sup>2</sup> bukan masaalah hendak undi. Kalau undi tentu-lah Kerajaan menang. Ada pun masaalah charter dengan kesemua saka-li atau pun sewa bersaorangan itu bukan masaalah fact. It is a matter of degree. Ada yang charter kesemua. Ada yang charter sadikit. Saya minta Menteri memberi penerangan dari segi undang<sup>2</sup> menyamakan penyewa dengan tuan punya, di-mana dudok-nya baik, itu yang saya minta, bukan saya hendak challenge. Saya minta penerangan tetapi oleh kerana Menteri kechewa memberi penerangan itu, dia minta undi, dia hendak marah-lah bagitu bagini.

**Tan Sri Haji Sardon:** Saya ta' marah kerana sudah sa-tengah jam . . . . .

**Tuan Haji Abu Bakar bin Hamzah:** Tuan Pengerusi, kalau masok ka-dalam Dewan ini sampai empat hari saya tunggu (*Ketawa*).

**Tan Sri Haji Sardon:** Tak apa, boleh.

**Tan Sri Nik Ahmad Kamil:** Tuan Pengerusi, saya hendak masok champor sadikit, kebimbangan atau pun keraguan Ahli Yang Berhormat dari Bachok kata-nya tak ada undang<sup>2</sup> lain dalam negara kita yang melibatkan orang yang menyewa dengan kesalahan. Jadi telah di-terangkan oleh Menteri, berkenaan dengan undang<sup>2</sup> kapal

terbang ini kita ikut apa undang<sup>2</sup> yang maseh ada di-serata dunia. Berkenaan dengan undang<sup>2</sup> itu, saya tahu sendiri boleh, kita pergi sewa satu kapal terbang bagaimana ada di-Kuala Lumpur dan harus boleh kita gunakan sa-orang pilot, atau pemandu yang tak berlesen pun dengan jalan sulit mithalkan, jika hendak jimatkan duit, itu-lah sebab diadakan syarat ini, tetapi kerana hendak memelihara keadilan undang<sup>2</sup>, Clause 4 telah mensyaratkan, saya rasa supaya memelihara orang itu tidak teraniaya. melainkan jika ia membuktikan hingga memuaskan hati mahkamah bahawa kapal terbang itu telah di-terbangkan sa-chara demikian bukan-lah sa-benarnya dengan kesalahan-nya, atau sa-benarnya ia ada kena mengena dengan-nya. Saya fikir memadai-lah hendak memelihara apa keadilan yang di-anggap boleh terjatoh kepada penyewa-nya itu.

**Tuan Haji Abu Bakar bin Hamzah:** Kalau macham itu ada cherah sadikit. Ini dapat-lah saya faham (*Ketawa*).

*Fasal 1 hingga 6* di-perentahkan menjadi sa-bahagian daripada Rang Undang<sup>2</sup>.

*Fasal 7 hingga 18* di-perentahkan menjadi sa-bahagian daripada Rang Undang<sup>2</sup>.

*Fasal 19-28—*

**Dr Lim Chong Eu (Tanjong)** (*dengan izin*): Mr Chairman, Sir, by virtue of the fact the Honourable Minister has brought up reference to the Mata Kuching Airport, which is at the present moment a military airport, and also by virtue of the fact that he has suggested that, if Jumbo Jets come into operation earlier, the possibilities are that some kind of arrangements would be made to allow tourists choosing Jumbo Jets landing in the military airport. May I ask the Honourable Minister whether the Government has any intention to make subsidiary legislation to this present Bill, in order to foresee or provide for the use of the Mata Kuching Airport before the evacuation or the withdrawal of the Australian Air Force from that airport?

**Tan Sri Haji Sardon:** Mr Chairman, Sir, I would like to assure the Hon-

ourable Member for Tanjong that if he is asking whether there is an alternative I have given an indication. I thank him for reminding me. When the time comes, I will look into it and will certainly see whether the strength is there the length is there. We will look into it and whatever legislation is necessary we will get it through.

*Fasal 19 hingga 28* di-perentahkan menjadi sa-bahagian daripada Rang Undang<sup>2</sup>.

*Jadual* di-perentahkan menjadi sa-bahagian daripada Rang Undang<sup>2</sup>.

Rang Undang<sup>2</sup> di-laporkan dengan tidak ada pindaan: di-bachakan kali yang ketiga dan di-luluskan.

### THE PORT AUTHORITIES (AMENDMENT) BILL

#### Bachaaan Kali Yang Kedua dan Ketiga

**Tan Sri Haji Sardon** (*dengan izin*): Mr Speaker, Sir, I beg to move that a Bill entitled "An Act to repeal Section 16 of the Sabah Port Authorities Consequential Provisions Act No. 25 of 1968" be now read a second time.

Section 16 of the Sabah Port Authorities Consequential Provisions Act No. 25 of 1968 provides that the police duties within the limits of any area declared to be a port under the Sabah Port Authority Enactment No. 9 of 1967 of the State of Sabah shall be performed by the Port Police composed of members of the Royal Malaysian Police. The police authorities are however unable to spare members of the regular police force for the purpose and have arranged to hand over the duties to the port authority as from the 1st of December 1968. The Bill seeks to repeal the Section so as to enable policing of the port areas under the Sabah Port Authority to be done by servants of the Authority invested with police powers under the Police Act, No. 41 of 1967. The police force permanently employed by the Port Authority is likely to achieve greater efficiency because of its continuity and specialisation in the police problems pertaining to ports. Further, a direct employer/employee relationship is also a factor commonly conducive to the effective and smooth

policing of the port. At its meeting on 18th December, 1968, Cabinet has approved that this Bill be introduced at the coming session of Parliament commencing 9th January, 1969, and it was also agreed that the Bill be taken through all its stages at this session. In order to enable the Sabah Port Authority's own police force to exercise police powers under the Police Act, No. 41 of 1967, it is necessary that Section 16 of the Sabah Port Authorities Consequential Provisions Act, No. 25 of 1968 be repealed. Sir, I beg to move.

**Dato' Ganie Gilong:** Sir, I beg to second.

**Tuan Haji Abu Bakar bin Hamzah:** Tuan Yang di-Pertua, apabila saya membaca Rang Undang<sup>2</sup> ini terbayang-lah kepada saya niat Kementerian yang berkenaan hendak menjaga keselamatan pelabohan, tetapi satu perkara yang patut kita fikir ialah menubuhkan pasokan pengawal atau pun pasokan keselamatan yang menjaga keselamatan pelabohan yang mana akan di-tuboh atau di-lantek di-bawah Port Authorities itu sendiri. Saya rasa ini akan menimbulkan banyak masalah dan problem yang pada satu masa kita tidak ingini.

Tuan Yang di-Pertua, mithal-nya di-dalam Clause 2 ia-itu sub-clause (3) sa-orang ahli anggota security force itu boleh menangkap dengan tidak ada waran sa-siapa yang di-pandang bersalah di-dalam kawasan itu dan terkandang<sup>2</sup>, Tuan Yang di-Pertua, terpaksa-lah anggota ini menggunakan senjata dan boleh kita katakan senjata api. Bagaimana, Tuan Yang di-Pertua, kalau orang ini tidak mendapat latehan yang chukup dalam tentera atau pun polis dapat menangkap dengan tidak waran dan dapat menggunakan senjata api sebab kita tahu dalam pelabohan itu terkadang<sup>2</sup>-nya lanun ada dan perompak ada, penchuri, penyamun, maka tentu-lah kita menggunakan senjata api itu berhajat kepada latehan<sup>2</sup> yang tertentu. Ini, Tuan Yang di-Pertua, lama kelamaan di-merata tempat kita akan melantek pegawai<sup>2</sup> security yang sa-macam ini yang tidak mempunyai kelayakan yang

chukup untuk menggunakan senjata<sup>2</sup> api.

Tuan Yang di-Pertua, kalau kita tengok di-sini pula lagi bahawa tiap<sup>2</sup> orang yang di-tangkap itu hendak-lah di-bawa kepada Police Station yang paling hampir sekali secepat<sup>2</sup> yang boleh. Jadi di-sini, Tuan Yang di-Pertua, kalau Police Station itu tidak ada dekat dan kita juga yang menangkap, ini tidak mempunyai kuasa melainkan kita serahkan kepada polis, lebeh baik-lah kita minta khidmat daripada Pasokan Polis menjaga pelabohan daripada kita mengadakan sendiri Pasokan Security Force ini.

Sa-lain daripada itu, Tuan Yang di-Pertua, mengadakan pasokan<sup>2</sup> yang baharu akan melibatkan lagi perbelanjaan, sedang kita sekarang ini hendak menchantumkan beberapa jabatan dalam negara kita ini supaya memudahkan perbelanjaan dan perhubungan antara satu jabatan dengan satu jabatan. Mengadakan Security Force ini atau pun pegawai-nya ada bermacam<sup>2</sup> tingkatan lagi dan erti-nya kita menimbulkan lagi beberapa jawatan baharu. Ini kesemua-nya akan melibatkan lagi perbelanjaan negara dan melibatkan lagi tenaga<sup>2</sup> kita dalam perkara ini.

Tuan Yang di-Pertua, sa-lain daripada itu kita sudah lama menjalankan pelabohan<sup>2</sup> kita ini dengan tidak mempunyai Security Force yang khas yang di-tubuhkan di-bawah Undang<sup>2</sup> Pelabohan. Apa yang kita ada ia-lah kita minta tolong daripada Pasokan Polis Laut ia-itu Marine Police dan mereka telah menjalankan kerja dengan elok.

Sa-lain daripada itu kalau pegawai yang menjaga keamanan ini pegawai polis, saya perchaya mereka itu bukan sahaja sa-kadar hendak menjaga kawasan pelabohan, tetapi mereka juga mengerti dan ketahui undang<sup>2</sup> yang lain yang bersangkutan paut dengan Undang<sup>2</sup> Jenayah dan Undang<sup>2</sup> Civil. Pegawai Polis yang ada yang sa-macam ini lebeh berguna kepada pelabohan daripada pegawai<sup>2</sup> yang kita hendak adakan. Dalam keterangan yang di-beri oleh Yang Berhormat Menteri langsung Menteri kita ini

tidak mencheritakan mustahak-nya diadakan security force yang bersendirian sa-macam ini. Maka saya rasa adalah membazir sahaja, Tuan Yang di-Pertua, kalau kita mengadakan force yang baharu untuk menjaga pelabohan<sup>2</sup> itu. Chukup kalau kita ada pegawai<sup>2</sup> yang lama yang menjaga pelabohan seperti Port Swettenham atau pun Pulau Pinang atau pun di-Sabah dan sa-bagai-nya.

Lagi pula, Tuan Yang di-Pertua, Undang<sup>2</sup> yang hendak mengawal pelabohan yang di-beri kepada force atau pun beri kepada pasokan keselamatan tidak ada chontoh di-negara<sup>2</sup> yang lain sekurang<sup>2</sup>-nya di-dalam negara<sup>2</sup> Commonwealth dapat-lah Menteri ini menunjukkan kalau dari segi penerbangan awam-nya kita ikut International, kita ikut convention di-Chicago dan bermacam<sup>2</sup>, tetapi berkenaan dengan mengadakan security force ini Menteri kita langsung tidak menunjukkan satu chontoh. Ini kesemua-nya, Tuan Yang di-Pertua, membawa kepada ra'ayat memandang Menteri ini sahaja hendak mengada<sup>2</sup>-kan peratoran<sup>2</sup> baharu dan ini juga menunjukkan kelemahan Menteri kita dalam hendak mengawal pelabohan<sup>2</sup>.

**Tuan Timbalan Yang di-Pertua:** Sekarang sudah pukul satu.

### WAKTU MESHUARAT DAN URUSAN YANG DI-BEBASKAN DARIPADA PERATORAN (USUL)

**Tan Sri Haji Sardon:** Tuan Yang di-Pertua, saya mohan menchadangkan:

Bahawa sungguh pun telah ada sharat<sup>2</sup> yang di-tetapkan dalam Peratoran Meshuarat 12 Majlis ini tidak akan di-tanggohkan pada pukul satu petang hari ini sa-hingga telah selesai perbincangan di-atas semua sa-kali urusan Kerajaan yang di-bentangkan dalam Atoran Urusan Meshuarat bagi hari ini.

**Dato' Ganie Gilong:** Tuan Yang di-Pertua, saya mohan menyokong.

Usul di-kemuka bagi di-putuskan, dan di-setujukan.

Di-putuskan,

Bahawa sungguh pun telah ada sharat<sup>2</sup> yang di-tetapkan dalam Peratoran Meshuarat 12 Majlis ini tidak akan di-tanggohkan pada pukul satu petang hari ini sa-hingga telah selesai perbincangan di-atas semua sa-kali urusan Kerajaan yang di-bentangkan dalam Atoran Urusan Meshuarat bagi hari ini.

### THE PORT AUTHORITIES (AMENDMENT) BILL

**Bacaan Kali Yang Kedua dan Ketiga**

*Perbahathan di-sambong sa-mula.*

**Tuan Haji Abu Bakar bin Hamzah:**

Tuan Yang di-Pertua, yang saya maksudkan di-sini bukan-lah saya hendak membangkang bagitu sahaja, sebab saya memandang mengadakan Security Force di-bawah Penguasa Pelabohan ini tidak bijak pada masa ini. Yang pertama kita mengadakan pos yang baharu, yang kedua polis kita yang menjaga pun sudah berjalan elok, dan yang ketiga pegawai<sup>2</sup> yang baharu ini tentu-lah tidak sama kebolehan dan pengalamannya dengan Pegawai Polis Marin kita yang telah pun menjalankan kerja itu. Sebab itu, Tuan Yang di-Pertua, saya memandang perkara ini jika ada jalan yang lain saya mahu-lah Security Force yang hendak di-tubuhkan ini, bukan-lah di-bawah Port Authority Act tetapi dalam mana<sup>2</sup> Act yang Menteri itu memikirkan patut.

**Tan Sri Haji Sardon:** Tuan Yang di-Pertua, saya ucapkan terima kasih kepada Ahli Yang Berhormat dari Bachok yang telah memberikan pandangan, dia berhak, saya pun ucapkan terima kasih atas pandangan itu. Tetapi dia barangkali salah lari atau salah jalan, kerana saya gunakan bahasa Inggeris, bahasa Melayu sudah saya terangkan: waktu di-buka Pelabohan Sabah itu memang-lah polis menolong dan kemudian oleh kerana military buat hal itu ini, hendak jaga polis pun tak chukup kakitangan. Maka kata polis, "Elok-lah tuan pakai orang tuan sendiri, kerana dapat di-lateh mereka itu lebeh baik daripada polis, kerana ini specialisation dalam port hendak tahu bacha form segala<sup>2</sup>-nya; ini bukan sama dengan kerja polis." Maka sebab itu telah di-rujukkan kepada Kementerian yang berkenaan dalam negeri, sudah bersetuju dengan Kabinet, saya bawa-lah ka-mari. Apa benda pula Menteri yang lemah, bahkan Menteri yang lebeh laju lagi sa-berapa segera hendak menolong pelabohan itu daripada huru-hara di-Sabah. Hendak selamatkan Port Sabah ini, dan Ahli Yang Berhormat patut menyokong-nya. Kalau Ahli Yang

Berhormat dari Bachok, daripada Parti PAS tak menyokong Kerajaan, orang yang layak memang banyak patut bekas<sup>2</sup> S.C., bekas<sup>2</sup> ashkar<sup>2</sup> itu boleh di-lateh lagi, dapat bekerja dalam Port Authority. Dia tak mahu menyokong Rang Undang<sup>2</sup> ini, bagus betul, saya bersetuju. Orang tak undi-lah PAS. Saya ucapkan terima kasih tentang pandangan itu, tetapi kami telah semak dan ini ada-lah kehendak daripada pehak<sup>2</sup> yang menghantar barang<sup>2</sup> kapal yang selalu hilang di-sana, hilang sini, berapa banyak petition yang ada di-Port Swettenham. Ini dekat Port Swettenham pun kita hendak pinda juga. Ini kehendak pedagang<sup>2</sup> yang menghantar barang<sup>2</sup> dalam kapal yang sa-lama ini banyak yang chichir sana, chichir sini, ma'alom-lah tak ada specialisation. Orang itu tak ada pun hubungan dengan Manager Port. Ma'alom dia di-bawah polis. Maka kalau kita kerja anak beranak, lebeh rapat lagi, lebeh rapi lagi, lebeh baik lagi. Ini bapa tiri, tentu-lah susah. Terima kasih.

**Tuan Haji Abu Bakar bin Hamzah:** Tuan Yang di-Pertua, ada-kah Rang Undang<sup>2</sup> ini di-buat dengan desakan daripada pedagang<sup>2</sup> maka Menteri buat, atau pun Menteri membuat untuk faedah orang itu?

**Tan Sri Haji Sardon:** Tuan Yang di-Pertua, ini untuk keselamatan port, tetapi keselamatan port itu ia-lah dengan sebab ada banyak rayuan<sup>2</sup> dan telah di-timbang oleh Jawatan-kuasa dan telah di-persetujui oleh pehak polis dan pehak Kerajaan.

**Tan Sri Nik Ahmad Kamil:** Tuan Yang di-Pertua, saya mohon penjelasan daripada Yang Berhormat Menteri. Tidak-kah ada pelabohan lain, bukan kata dalam dunia, yang berhampiran dengan kita, polis khas bagi pelabohan seperti Singapore Harbour Board. Tidak-kah ada seperti Singapore Harbour Board Police?

**Tan Sri Haji Sardon:** Sudah ada lama. Sa-masa saya di-Singapura dahulu sudah ada Harbour Board Police.

**Tuan Haji Abu Bakar bin Hamzah:** Tuan Yang di-Pertua, apabila sebut

polis, saya terpaksa bangun minta izin ia-itu kita ada polis bagi railway dan ada polis bagi port, tetapi orang itu asal-nya daripada polis, dia dapat training di-polis sendiri, tidak di-bawah Port Authority yang sa-macam ini. Ini yang saya argue tadi. Kalau sa-kiranya Menteri itu membangkitkan Singapura di-masa itu sama dengan Malaysia, maka apa yang di-bangkitkan itu erti-nya tidak berassas.

**Tan Sri Haji Sardon:** Tuan Yang di-Pertua, tentu-lah sa-belum orang itu di-terima maka ia di-beri latehan kecekapan specialisation, takkan-lah Port Authority dan Kerajaan bagitu chuai ambil orang yang tak tahu untuk menjaga keselamatan pelabohan itu. Bagitu sa-kali Ahli Yang Berhormat itu berkata bahawa Kerajaan Perikatan berjalan dengan tidak ada peratoran<sup>2</sup>. Mereka akan di-lateh, bukan di-lateh kerana security, tetapi specialisation, bagaimana hendak mengenal form itu form ini, segala<sup>2</sup>-nya-lah. Itu-lah sebab-nya hendak di-lateh. Tetapi kalau tak ada undang<sup>2</sup>, bagaimana hendak melateh, kuasa tak ada.

Usul di-kemuka bagi di-putuskan, dan di-setujukan.

Rang Undang<sup>2</sup> di-bachakan kali yang kedua dan di-serahkan kapada Dewan sa-bagai Jawatan-kuasa.

Dewan bersidang sa-bagai Jawatan-kuasa.

Rang Undang<sup>2</sup> di-timbangkan dalam Jawatan-kuasa.

(Tuan Timbalan Yang di-Pertua *mempengerusikan Jawatan-kuasa*)

*Fasal 1 dan 2* di-perentahkan menjadi sa-bahagian daripada Rang Undang<sup>2</sup>.

Rang Undang<sup>2</sup> di-laporkan dengan tidak ada pindaan: di-bachakan kali yang ketiga dan di-luluskan.

**Tuan (Timbalan) Yang di-Pertua:** Meshuarat ini di-tanggohkan pada pukul 10 pagi, hari Ithnin, 13 haribulan Januari, 1969.

*Meshuarat di-tanggohkan pada pukul 1.10 tengah hari.*