

## CHAPTER IX

# Transport and Communications

### I—INTRODUCTION

409. This chapter covers transport and communications, with special emphasis on those media in which the government has an important role to play. It deals with road, rail, water and air transport and telecommunication, postal, information and broadcasting (radio and television) services.

410. There has been much progress in the development of transport and communication facilities and services in both Malaya and the Borneo States over the past five years. But while in Malaya the basic transport and communication systems are for the most part now well established, they are only partially developed in Sabah and Sarawak. Under the First Malaysia Plan the emphasis in Malaya will be on projects that will enable transport and communications to meet the anticipated demand for services from other sectors of the economy and to raise service standards where this is considered desirable from the standpoint of economic growth. In the Borneo States the emphasis will be on extending basic systems, particularly for roads and telecommunications. Substantial improvements and extension to the transport and communication systems in Sabah and Sarawak form an essential part of the long-term effort to exploit the considerable economic potential of these States. Air services and telecommunications between Malaya and the Borneo States will be improved. Compared with the last five years public development expenditure in Malaya will be notably lower, while there will be a considerable increase in the Borneo States.

411. The success of the transport development programme depends upon how well it serves the requirements of the various sectors of the economy. Since a large portion of development expenditure relates to facilities which have a long life, the programme must be designed to meet the requirements of national development over the long term. Furthermore,

the various transport media must be developed so that each will play its full part in meeting both short and long-term requirements as economically as possible.

412. To assure the development of a co-ordinated transport system that will serve national objectives over the long term, a number of steps will be taken. Two surveys for the purpose of formulating long-term programmes for the development of transport will be undertaken. The first will deal with general economic and related transport development in Malaya; special consideration will be given to the co-ordination of road and rail development. The second will deal with resources and transport development in the Borneo States; the co-ordination of highways, inland water and coastal transport will receive careful consideration. The results of these surveys will serve as a basis for more effective transport development planning in the future.

TABLE 9-1  
MALAYSIA: PUBLIC DEVELOPMENT EXPENDITURE FOR  
TRANSPORT AND COMMUNICATIONS, 1961-70  
(\$ millions)

	1961-65 (estimate)	1966-70 (target)	% change
Total ... ..	877	751	-14
<i>Functional components</i>			
Transport ... ..	747	546	-27
Communications ... ..	130	205	+58
<i>Regional components</i>			
Malaya ... ..	702	522	-26
Borneo States ... ..	175	229	+31

413. Total public development expenditure for transport and communications will amount to \$751 million over the 1966-70 period, which is 14% less than the expenditure for the preceding five years. The allocations for 1966-70, as compared with the preceding five years, are summarised by principal function and territory in Table 9-1. There will be substantial reductions in expenditure for road, rail and air transport in Malaya as these facilities are already relatively well developed. Notable expenditure increases will be made for ports in Sarawak and telecommunication services in both the Borneo States. Expenditures are shown in greater detail in Table 9-6.

414. Under the functional headings that follow, progress up to the present will be discussed, the specific objectives relating to the sector will be stated and the various development programmes and policies required to attain these objectives will be outlined.

## II.—ROADS

415. At the end of 1965 the length of Malaya's road network (excluding urban roads) exceeds 9,200 miles. Over the past five years 2,300 miles of roads were constructed, as compared with about 600 miles during the 1956-60 period. One of the main objectives of the road programme over the past five years was to link rural communities to the road network. The road programme thus complemented the rural development programme and helped bring more prosperous conditions to the communities concerned. At present there are about 6,400 miles of rural and secondary roads under state jurisdiction and 2,800 miles of federal trunk roads. Well over 80% of all Malaya's roads have a bituminous surface.

416. The rapid expansion of the road network has been accompanied by a substantial increase in motor vehicle registrations. At the end of 1965 there are about 400,000 motor vehicles in Malaya, including over 160,000 passenger cars, 3,700 buses, 42,000 lorries and 175,000 motor cycles. Over the last five years motor cycles and other motor vehicles increased at annual rates of about 30% and 10% respectively. As an indication of the increasing mechanization, there are now only 20 persons per vehicle in Malaya, whereas in most other Asian countries the number of persons per vehicle is much higher.

TABLE 9-2

### MALAYA: ROAD DEVELOPMENT EXPENDITURE, 1961-70 (\$ millions)

	1961-65 (estimate)	1966-70 (target)
<b>Federal roads</b>		
Improvements to existing roads* ... ..	104	64
New communication roads ... ..	15	48
New development roads† ... ..	20	45
<b>Other roads</b>		
State and rural roads ... ..	204	63
Municipal roads* ... ..	7	23
Road and traffic surveys ... ..	1	1
P.W.D. plant and equipment ... ..	64	10
All other expenditure ... ..	2	1
<b>TOTAL</b> ... ..	<b>417</b>	<b>255</b>

\* Improvements to roads within the Federal Capital area are provided for under municipal roads.

† Roads in this category have been or will be designated as federal or state roads.

417. The road development programme for Malaya under the First Malaysia Plan will serve a number of objectives. Communication roads will be extended so that important population centres in the northeast and in the central west coast areas will have more direct access to important commercial centres. Development roads will be constructed as required for FLDA and other land development programmes to give access to areas with agricultural potential. Existing trunk roads will be improved where this is warranted by traffic congestion. Rural road extension will continue for the purpose of meeting urgent requirements. Urban road development will be accelerated, particularly in Kuala Lumpur, in order to cope with the rapid growth in traffic. The road development expenditures for the 1961-65 and 1966-70 plan periods are summarised in Table 9-2.

418. About 25% of road development expenditure is for the improvement of existing federal roads, particularly Routes I, II and III. These improvements include by-passes and throughways adjacent to the Federal Capital area and an alternative route with a more suitable alignment for Route II between Kuala Lumpur and Karak. The bulk of expenditure, however, will be for numerous small projects involving road realignment, widening and strengthening. All these projects are intended to bring the more heavily used sectors of the federal road system up to certain minimum standards relative to anticipated future traffic volume. These improvements will help prevent maintenance costs from becoming unduly high and will reduce accident rates.

419. The biggest single new road construction project will be the Northern East-West Highway connecting Kota Bahru and Butterworth via Grik. It will give northern Kelantan, which is the most densely populated area on the East Coast, more direct access to the major market and industrial areas of Penang and Perak and to the deep-water port at Butterworth. About three-quarters of a million people live in Kota Bahru and the northern Kelantan area. The nearest major market by road at present is Kuala Lumpur, 400 miles away. When the highway is completed, the nearest major market areas will be Penang/Butterworth and Ipoh, each of which will be about 200 miles from Kota Bahru. The highway will therefore result in substantial savings in transport costs. It will also help stimulate economic growth in both northeast and northwest Malaya and help assure the success of other economic development programmes in these areas. Roads already exist between Kota Bahru and Batu Melintang, Butterworth and Grik and Ipoh and Grik. This leaves a gap of about 60 miles between Grik and Batu Melintang. During the next five years engineering surveys will be undertaken and some of the improvements to the existing roads that make up the route will be carried out. About \$32 million will be spent on this \$73 million

project during 1966-70. The project will be completed during the Second Malaysia Plan period.

20. The allocation of \$45 million for the construction of new development roads will meet the requirements for road access to development projects in the First Malaysia Plan. These include FLDA, irrigation and privately sponsored land development projects as well as industrial projects.

21. A sum of \$63 million has been allocated for rural road development during the 1966-70 period. The bulk of this expenditure will be for new rural roads linking the more important villages that are not yet connected to the road network. The allocation to each state is based on the rural population of the state, land alienated for agriculture, total land area, the number of motor vehicles and the mileage of existing rural roads.

22. Road development expenditure for the Federal Capital of Kuala Lumpur will amount to \$19 million. This includes \$11 million for Route I and II by-passes and throughways within the Federal Capital area. The priority for the projects involved will follow closely the recommendations arising out of the municipal transport survey completed in 1963. Expenditure for road development in the municipalities of Penang, Ipoh and Malacca will amount to nearly \$4 million.

23. A Highway Planning Unit will be established in the Malayan Public Works Department. The Unit's prime responsibilities will be to plan for co-ordinated road maintenance and improvement and to assure that these activities are conducted economically. The Unit's tasks will be to initiate and supervise the compilation of the detailed road inventory which is required for attaining its planning objective, to undertake the necessary traffic surveys and to recommend standards for the various segments of roads and to formulate the plans for attaining and maintaining these standards. A sum of \$1.4 million has been allocated for the Highway Planning Unit.

24. To improve the inspection and registration facilities of the Road Transport Department a sum of \$1.0 million has been provided in the Plan.

25. In view of the rapid expansion in motor vehicle registrations and traffic on the one hand and the need for additional government revenue on the other, the possibility of increasing revenues from motor vehicle licensing, truck and bus route franchises and fuel taxes will be investigated. The possibility of obtaining additional revenues from toll road arrangements will also be considered.

26. Lorry, bus and taxi transport all come within the private sector. In keeping with the present policy regarding the use of goods vehicles, any trader or businessman who has an established business with a genuine need will warrant the economic use of a motor vehicle for the carriage of his own

goods can obtain the necessary licence. The number of goods vehicles in this category has increased substantially. However, the increase in the number of goods vehicles providing common carrier services to the general public has been negligible because of the need for applicants to satisfy the Road Transport Licensing Board that existing facilities in the area to be serviced are inadequate or unsuitable. In respect of taxi cabs and hire cars, the number to be authorised in any locality in Malaya is subject to review periodically. There has been fairly rapid growth in the bus and the taxi industries. The government through MARA has done much to stimulate the growth of the bus industry, particularly in the rural areas.

427. In Sarawak there are now 657 miles of road outside municipal areas. About half of this mileage consists of trunk roads but the greater part has only a gravel surface. Nearly two-thirds of the total mileage were constructed since 1960. Meanwhile, the number of motor vehicles is expanding rapidly and is now in excess of 17,000. Excluding motorcycles, motor vehicles number about 10,000 and have been increasing at the rate of more than 15% per annum.

428. The objectives of the road development programme in Sarawak under the First Malaysia Plan are threefold. Trunk roads will be extended, consistent with both development requirements and the co-ordination of road, inland water and coastal transport. Feeder roads will be extended to meet the requirements of agricultural development and land settlement. Roads will be given a bituminous surface wherever traffic is sufficiently great to give economic justification to the improvement. Road development expenditure for 1966-70 is summarised in Table 9-3.

TABLE 9-3  
SARAWAK: ROAD DEVELOPMENT EXPENDITURE, 1966-70  
(\$ millions)

New road construction:										
Trunk roads	...	...	...	...	...	...	...	...	...	35
Feeder roads	...	...	...	...	...	...	...	...	...	26
Major road improvements, including bituminous surfacing	...	...	...	...	...	...	...	...	...	12
Road surveys	...	...	...	...	...	...	...	...	...	2
P.W.D. plant and equipment	...	...	...	...	...	...	...	...	...	5
									TOTAL	80

429. By the end of 1970 the road network will have been extended by about 435 miles. There will be a trunk road paralleling the coast of Sarawak with the exception of a 100-mile gap in the Sibu-Bintulu sector and another

gap in the Fourth and Fifth Divisions. The programme will complete the trunk roads from Kuching to Sibu, Kuching to Lundu and Miri to Bintulu. A portion of the trunk road will be given a bituminous surface.

430. In Sabah there are about 1,400 miles of road, including urban roads. Most of the non-urban roads have either a gravel or earth surface only and some of them are less than 12 ft wide. Over the past five years the number of motor vehicles has been expanding rapidly and there are now about 7,000 motor cycles and 12,000 other motor vehicles.

431. The objectives for further road development over the next five years are similar to those in Sarawak. Expenditure totals \$54 million and is distributed as shown in Table 9-4. This development programme will upgrade the road connections to the principal towns along the west coast. It will also connect Jesselton with Ranau via Tambunan. The programme includes provision for road development in the Sandakan, Lahad Datu and Tawau areas.

TABLE 9-4

SABAH: ROAD DEVELOPMENT EXPENDITURE, 1966-70

(\$ millions)

Trunk roads	...	...	...	...	...	...	...	...	...	26
Feeder roads	...	...	...	...	...	...	...	...	...	16
Urban roads	...	...	...	...	...	...	...	...	...	5
Road surveys	...	...	...	...	...	...	...	...	...	2
P.W.D. plant and equipment	...	...	...	...	...	...	...	...	...	5
									TOTAL	54

### III.—RAILWAYS

432. The principal role of the railways is to provide rapid, regular and relatively cheap freight services between the major industrial and market centres, where distances are sufficiently great. In order to fulfil this role, the volume of traffic the railway handles between these centres must be substantial. It is also necessary that the plant and equipment the railway uses is suitable for low unit transport cost operations and that operating and managerial techniques and railway organisation are oriented towards this end.

433. Over the past five years the Malayan Railway has not been sharing in Malaya's economic growth to any large extent. Freight traffic has shown no increase during most of this period, although there has been some improvement recently. Passenger traffic has declined. Railway operating expenditures have exceeded revenues over the past three years.

434. During the early part of the 1966-70 period the railway will be reorganised as a public enterprise. This will provide railway management with the authority as well as the responsibility to manage its day-to-day affairs as a commercial enterprise. More effective managerial and operating techniques will continue to be introduced. These changes, together with improvements to plant and equipment and development of a co-ordinated system, will help the railway compete more effectively with road transport. Development expenditure over the next five years will total \$20 million. Completion of the Prai/Butterworth extension will cost over \$5 million. Continuation of the dieselization programme and purchases of additional rolling stock to meet the requirements of the timber and other industries will cost nearly \$8 million. Improvements to the right-of-way and signalling will amount to \$4 million. The remainder of the allocation is intended for other projects such as commercial sidings, yards and stations.

435. The survey of long-term transport development needs in Malaya will give special attention to rail transport. The study will indicate the volume and type of traffic that the railway should be carrying between major centres. On the basis of this study, a long-term railway development programme will be formulated.

436. The long-term prospects for Sabah's 96-mile railway do not appear bright, since this railway is a relatively small-scale operation and a highway paralleling most of its route has been recently completed. Nevertheless, it is expected to play a useful role for some years to come and \$1.3 million will be spent on new rolling stock and other improvements so that it will continue to meet user requirements.

#### **IV.—PORTS AND MARINE SERVICES**

437. Traffic through Malayan ports has doubled over the past five years. This growth is almost entirely attributable to international trade, especially trade in iron-ore and petroleum products. Excluding these two commodities, however, international trade has been confined mainly to Port Swettenham and Penang. At these ports over the past five years the annual growth rate (excluding iron ore and petroleum products) was about 5%. For the next five years the annual growth rate will rise to 7% or 8%. The higher growth rate will be primarily due to the export of rubber, timber and palm oil and to the import of raw and semi-finished materials and capital goods needed for Malaysia's expanding industries.

438. Adequate port capacity and the development of related services are essential prerequisites to export expansion and economic growth. With the object of promoting orderly development and utilisation of domestic port capacity and related services, public development expenditure for port and marine services over the next five years in Malaya will amount to \$81



million. In addition, government policies relating to port charges, transport services and rates, as well as storage, handling and processing facilities will be directed towards attaining this objective.

439. Under the First Malaysia Plan the major portion of development expenditure for ports and marine services in Malaya will be used for the continuation of the Penang/Butterworth port expansion programme. Three new berths will be completed in 1968 and another three in 1971. Total cost of the project during 1966-70 will be \$48 million. At Port Swettenham a sum of \$4 million will be spent for the reconstruction of two berths at the old section of the port and \$23 million will be spent on land reclamation and the construction of two additional berths in the North Klang Straits. The Marine Department will spend over \$6 million, mainly at minor ports on dredging and other improvements that will enable operations at these ports to proceed satisfactorily.

440. At the ports of Kuching, Sibul, Jesselton and Sandakan the volume of traffic has been expanding at the rate of between 8% and 10% per annum. Both exports and imports have contributed to this growth. Congestion is now apparent at Kuching, Sibul and Sandakan and if present trends continue it will soon develop at Jesselton. To meet requirements over the next five years, wharf capacity will be added to Kuching and Sibul at a cost of \$21 million. At Sandakan lighterage capacity will be increased, pending the construction of a new wharf which is currently scheduled to begin in 1970. At Sibul, Jesselton and Sandakan administrative changes will be introduced to increase the efficiency of port operation. While these measures should enable these ports to handle anticipated traffic over the next five years, traffic prospects and port capacity, particularly at the Sabah ports, will be subject to further detailed study.

441. Other improvements to ports and marine services will cost \$5.0 million in Sabah and \$4.6 million in Sarawak. The possibility of developing Tanjong Baram in Sarawak for the export of palm oil is now under study. Improvements in administration for some of the minor ports and new regulations governing river and coastal traffic will be introduced.

## V.—CIVIL AVIATION

442. Over the past five years the number of persons embarking and disembarking at Malaysian airports has been increasing at the rate of nearly 20% per year and this rapid rate of growth is expected to continue. This rate of expansion is about the same in Malaya, Sabah and Sarawak. Malaysian Airways and Borneo Airways (now incorporated with Malaysian Airways) have expanded their traffic in terms of passenger miles at an even more rapid rate.

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443. With the completion of the new Kuala Lumpur International Airport, civil aviation expenditure in Malaya will drop sharply to \$9 million for the next five years. The bulk of this expenditure will be accounted for by additional electronic equipment for Kuala Lumpur and testing equipment for the Department of Civil Aviation. Improvements will be made at the Penang and Kuala Trengganu airports.

444. In the Borneo States it is expected that F27 aircraft services between the cities of Kuching, Sibul, Bintulu, Miri, Jesselton, Sandakan, Lahad Datu and Tawau will be extended. Prior to the inauguration of this service, new or longer runways will be completed at Bintulu, Miri and Lahad Datu. To prevent érosion of the existing runway at Jesselton and preliminary to its further expansion at a later date, the Patagas river will be diverted; expansion to the airport at Jesselton will become necessary when heavier aircraft for long-distance services are introduced by Malaysian Airways. The allocations for Sabah and Sarawak are \$6.0 million and \$6.5 million respectively.

445. To accommodate anticipated increases in both domestic and international services, as well as to replace aircraft that will have to be taken out of service, Malaysian Airways may spend as much as \$125 million over the next five years. Malaysian Airways will continue to expand its services between Malaya and the Borneo States. There are now daily direct flights between Kuala Lumpur, Kuching and Jesselton. Internal services in both Malaya and the Borneo States will continue to increase.

#### VI.—TELECOMMUNICATION SERVICES

446. Telephone installations have been increasing at an annual rate of 10% in Malaya and at a much higher rate in Sarawak and Sabah. Details are given in Table 9-5.

TABLE 9-5  
MALAYSIA: NUMBER OF TELEPHONES INSTALLED,  
1960 AND 1964

						<i>As at December 31</i>		
						<i>1960</i>	<i>1964</i>	<i>% increase</i>
Malaya	...	...	...	...	...	76.2	107.6	41
Sabah	...	...	...	...	...	3.3	6.2	88
Sarawak	...	...	...	...	...	4.6	7.2	57
TOTAL						84.1	121.0	44

Despite the higher rate of growth in the Borneo States, the ratio of telephones to population is still much higher in Malaya. Malaya's ratio of one telephone for every 13 household is well above that for most developing countries.

447. While the number of telephones installed has been increasing, trunk lines have been extended into new areas and the quality and capacity of existing trunk lines have been raised, particularly in Malaya. The most notable projects have been the extension of the micro-wave systems to the major Malayan west coast towns and the SEACOM connection linking Malaya and Jesselton with each other and with other countries. Automatic exchanges have been installed at many centres in Malaya and the capacity of manual installations increased. Direct dialling between some of the major cities in Malaya is now possible. Improvements have been made to the telegraph system and telex services have been extended. Improvements in the Borneo States have been for the most part limited to the extension of the local systems and to high frequency radio services for long distance communication.

448. During the period 1966-70 a sum of \$143 million will be spent on the further development of telecommunication services in Malaysia. Communications between Malaya and Kuching will be greatly improved with the installation of a tropo-scatter system. This will improve the quality and reliability of communications to a level almost as high as that between Malaya and Jesselton via the SEACOM cable. The microwave system linking the principal East Coast towns of Malaya with the rest of the peninsula will be completed. The capacity of the Kuala Lumpur-Singapore microwave trunk line will be doubled and many spurs linking the main system with important centres will be added. In Sabah the principal west coast towns will be linked with Jesselton by microwave and some of the high frequency radio telephone services linking other centres in the Borneo States will be improved. Throughout Malaysia more automatic exchanges will be installed and existing manual exchange capacity at other centres extended. Telegraph, telex and other commercial services will be expanded and improved. Training facilities will be increased and the administrative services will be improved to meet the requirements of an expanded network. The Plan provides for an increase of about 35% in the number of telephone subscribers in Malaysia over the next five years.

## VII.—POSTAL SERVICES

449. About \$10 million will be spent on the improvement and extension of facilities and services for handling the increasing volume of mail during the next five years. In Malaya the largest project will be the establishment of a

new general post office and headquarters in Kuala Lumpur. A government building will be renovated for this purpose. Forty-four branch post offices in Malaya will be improved or extended. The use of mobile post offices will be expanded. As post offices are usually housed in buildings used for telecommunication purposes in the Borneo States, development expenditure for postal services in this region is understated in Table 9-6.

#### **VIII.—INFORMATION AND BROADCASTING**

450. Most of Malaya's population is now within range of medium-wave broadcasting stations and the major West Coast urban areas all have T.V. coverage. In addition, Radio Malaysia has regular broadcasting services to other countries in South-east Asia.

451. In Malaya over the next five years, \$42 million will be spent to extend and improve information and broadcasting services. The largest allocation will be for the completion of the Pantai Valley Broadcasting Centre, now under construction. When completed, the Broadcasting Centre will enable substantial improvements to be made in the quality and variety of radio and T.V. programmes. For domestic services, additional radio transmitters will be installed at Johore Bahru and Kajang, work on new or additional transmitters at Kuantan and Ipoh will be completed and transmitting and studio facilities at Kuala Trengganu will be extended. New high frequency transmitters will be purchased to broadcast to African, Middle East and Caribbean countries with a view to promoting Afro-Asian solidarity. An additional 40 mobile units will enable the Department of Information Services to increase the services it provides to rural areas. A national civic centre will be established at Petaling Jaya for the purpose of promoting national consciousness and unity.

452. In the Borneo States about \$11 million will be spent to improve and extend radio broadcasting facilities. Studios and transmitting facilities will be expanded, principally at Kuching and Jesselton, and some improvements will be made to regional broadcasting facilities.

#### **IX.—METEOROLOGICAL SERVICES**

453. Development expenditure for meteorological services will amount to \$272,000. Facilities for the reception of satellite weather data will account for the major part of this expenditure. Some of the other projects of the programme will improve short-term weather forecasting and tropical weather research.

#### **X.—FINANCING PUBLIC DEVELOPMENT EXPENDITURE FOR TRANSPORT AND COMMUNICATIONS**

454. The financing for the various development projects will be provided from three sources. These are the internal resources of the agencies



concerned, the revenues and other resources of Federal and State Governments and external assistance. While efforts will be made to increase the first two sources of financing through raising charges and taxes relating to transport and communication facilities and services, foreign assistance on a large scale will still be necessary if the programmes in the Plan are to be implemented. International financing is particularly important in this sector since the foreign exchange component of transport and communication development expenditure is relatively high.

455. Transport and communication projects that are justifiable in terms of high net benefits to the economy are usually eligible for external financing. This is particularly true if they have a large import content. Several such projects are included in the Plan. The largest is the Northern East-West Highway, which will cost \$73 million, of which \$32 million will be required over the 1966-70 period. The \$10 million by-pass on Route II between Kuala Lumpur and Karak is another possibility for foreign financing. A \$16 million loan already obtained from the Government of the Federal Republic of Germany will help pay for the port expansion at Penang/Butterworth. It should be possible to obtain additional loans for port expansion projects at Port Swettenham, Kuching and Sibul; the cost of these projects totals \$48 million. Another project is the tropo-scatter communication system between Johore Bahru and Kuching. Much of the railway equipment and electronic equipment requirements for telecommunications and broadcasting are also amenable to external finance. In addition, assistance will be sought for some of the development roads in Malaya and the trunk roads in the Borneo States. Altogether, it is hoped that international financing will meet as much as one-third of the financial requirements for the \$751 million transport and communications development programme.

TABLE 9-6

MALAYSIA: PUBLIC DEVELOPMENT EXPENDITURE FOR  
TRANSPORT AND COMMUNICATIONS, 1961-70

		(\$ millions)			
		<i>Malaya</i>	<i>Sabah</i>	<i>Sarawak</i>	<i>Malaysia</i>
<i>Roads:</i> *					
1961-65	...	417.0	50.3	76.2	543.5
1966-70	...	255.5	54.2	79.8	389.5
<i>Railways:</i>					
1961-65	...	50.9	1.4	—	52.3
1966-70	...	20.0	1.3	—	21.3

\* Includes P.W.D. Plant and Equipment and Road Transport Department.

						<i>Malaya</i>	<i>Sabah</i>	<i>Sarawak</i>	<i>Malaysia</i>			
<i>Ports:†</i>												
1961-65	...	...	...	...	...	61.0	7.8	9.3	78.1			
1966-70	...	...	...	...	...	80.8	7.3	25.6	113.7			
<i>Civil Aviation:</i>												
1961-65	...	...	...	...	...	59.6	8.4	5.1	73.1			
1966-70	...	...	...	...	...	9.0	6.0	6.5	21.5			
<i>Total Transport:</i>												
						1961-65	...	...	588.5	67.9	90.6	747.0
						1966-70	...	...	365.3	68.8	111.9	546.0
<i>Telecommunication Services:</i>												
1961-65	...	...	...	...	...	84.9	5.0	7.0	96.9			
1966-70	...	...	...	...	...	105.0	19.0	18.5	142.5			
<i>Postal Services:</i>												
1961-65	...	...	...	...	...	4.9	0.4	‡	5.3			
1966-70	...	...	...	...	...	9.0	0.6	‡	9.6			
<i>Information and Broadcasting:§</i>												
1961-65	...	...	...	...	...	23.0	2.8	1.3	27.1			
1966-70	...	...	...	...	...	42.3	6.0	4.8	53.1			
<i>Meteorological Services:</i>												
1961-65	...	...	...	...	...	0.5	—	—	0.5			
1966-70	...	...	...	...	...	0.3	—	—	0.3			
<i>Total Communications:</i>												
						1961-65	...	...	113.3	8.2	8.3	129.8
						1966-70	...	...	156.6	25.6	23.3	205.5
<i>Total Transport and Communications:</i>												
1961-65	...	...	...	...	...	701.8	76.1	98.9	876.8			
1966-70	...	...	...	...	...	521.9	94.4	135.2	751.5			

† Includes Marine Department.

‡ Allocation for Postal Services is included under that provided for Telecommunications.

§ Includes Radio, T.V. and Information Departments.