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Research Project on the Socio-Economic Impact of Roads in Sarawak

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SERVICE CENTRES SURVEY

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THE SOCIO-ECONOMIC IMPACT OF ROADS ON SERVICE CENTRES

This section deals with the impact of the roads on the urban settlements. Attention is first focussed on the impact on the residents, through a series of selected indicators, and later, on the settlements themselves.

The focus on the residents as individuals instead of the settlements is necessitated by the fact that changes of size, function and other urban characteristics, in response to the provision or improvement of the transport network, take a much longer time to manifest. The construction or the improvement of the road network in various parts of Sarawak are in most cases of recent origin. It would be unrealistic to expect changes of the urban settlements in these terms to be visible after so short a time span - ranging from a couple months to a few years.

It is possible, however, to identify some changes through the individual's response to the advent or improvement of the roads. Collectively, the response of the individuals residing in various urban settlements in the first, second and fourth divisions would indicate the potential of changes brought about by the provision/improvement of the transport network. It is hoped that the tendency so identified would hint at the shape of the things to come and thus provide some clues with planning implications for future development.

Choice of the Urban Settlements (Service Centres)

The largest cities and the divisional centres, such as Kuching, Simanggang, Sibu and Miri, which although located at the terminal points of the newly constructed highways or

recently improved networks, were excluded for the following reasons: (1) They are well-established with road connections dating back to the early fifties where impact of road would not be easily isolated for identification; (2) They are already in advanced stage of development and their growth are subject to a host of the interplay of factors among which impact of road has long been submerged. In recent past, each of these centres seems to have grown or otherwise, under a set of factors, unique to itself and related less to the development of transportation. Kuching's growth for instance, could be attributed more to its political eminence among others, as the political capital since the formation of Malaysia; Simanggang's strategic importance during 'confrontation' and the Seri Aman campaign earned her a new found impetus; Sibu as a Chinese commercial centre and located in areas of political unrest, could not but render herself into a less favourable position from which to regain her dominating place in the urban hierarchy; the mini oil bonanza which Miri enjoyed for decades had gained momentum during the last few years to place her ahead of other centres in terms of growth. In all these centres, the improvement of transport network, whether within the centres, or those linking themselves with other centres, came more as a result of their growth and development, than as the cause of their growth.

The service centres* selected for identifying the impact of the roads, could be divided into two main categories with varying considerations. The common criteria underlying their inclusion being: that they contribute from different locational, socio-economic aspects/dimensions, to the understanding of the impact imposed by the development or improvement of road network.

Category A includes the 'big' service centres which could in fact be classified by the normal criteria as urban centres. These include Serian Town, Saratok, Betong and Bintulu. Bintulu, located on an estuary along the coast, is the divisional capital and ranks 5th in urban hierarchy in the state. Saratok, Betong and Serian are district capitals, and occupy relatively important position in the urban hierarchy as well.

These centres are chosen as case studies for varied reasons. Bintulu represents the situation of a coastal port at the estuary of a river. It has never been a road junction

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* The term 'service centre' instead of 'urban settlement' is used to avoid the controversy of definition. 'Urban settlement' is used loosely for operational reason. This study is concerned with the impact of the road on development, both in rural areas and 'service nodes' - whether these 'nodes' have qualified in terms of population size or urban functions in the usual urban terminology; some of them perform the basic urban functions in a strictly rural situation and more importantly, and are accepted as such by the population they serve. The service centres or the bazaars are 'not only in the country but of it'. For difficulty in defining the term 'urban' in the context of Sarawak, see Lee Yong Leng (1970), Population & Settlement in Sarawak, Asia Pacific Press, Singapore, pp. 209-210.

town nor has it thrived on the overland transportation. It helps to shed some light on the sort of impact of roads imposed on this category or urban settlement.

Serian typifies a riverside town turned roadside town, an inland town which has 'grown off' riverine days with road transportation providing new lifeline for its prosperity. It would be interesting to see to what extent has the provision/improvement of transport network helped enhance its position as a regional centre? Or has the transportation afforded to other service centres facilitated 'flows' between these centres and Kuching (the capital, a mere 40 miles away) at the expense of Serian?

Saratok and Betong together symbolize what has been described as the most common type of towns in Sarawak - the river-port towns[1]. They are small in terms of size, and located outside the corridor of development. In what manners have the feeder roads and the trunk road affected the development of these centres?

Category B covers service centres which could be described as rural markets or bazaars[2]. The service centres selected for the present study include five (Baki Bazaar, Kg. Tarat, Kg. Baru, Kg. Panchor and Kg. Baki) 'roadside' bazaars along Kuching/Serian road, two (Tebedu and Mongkos) in the interior, close to the Indonesian border, with feeder roads built or improved during the 'confrontation' in the sixties, and one (Tebakang) occupying the midway position

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1. For detail see Lee Yong Leng (1970), Population & Settlement in Sarawak, Asia Pacific Press, Singapore, pp. 214-219.

2. Ibid., p. 209.

between Serian and the interior service centres. Together, the prevailing situation of these rural market service centres would reflect the impact of the main trunk road/feeder roads in area where the weight of the medium-size urban centre and the capital of the state were brought to bear within an integrated spatial structure made possible by the network development.

The situation of the three bazaars (Niah, Batu Niah and Bekenu) on the other hand are likely to signify a different set of factors at work through the network development. They are isolated, away from the main-stream of the economic activities and the established urban centres. With the decline of the importance of the waterways, their growth or otherwise would bear direct relationship with the development of the highway and the feeder roads.

It is also hypothesized that varied locational factors and the varying degrees of dependence upon the waterways traditionally would allow the urban centres and the rural markets to respond to the development of road network differently. In addition, the initial provision of the network and the improvement of established network, which took place at different locations, over varied spans of time, are also expected to provide varying degrees of impact upon the service centres. Lastly, the different, socio-economic conditions of the service centres too should also influence the kind of impact imposed by the spatial network.

Hopefully, a representative picture of the impact of the transportation network on the service centres will be

gained through the selection of the different categories and groups of settlements exposed to a host of factors at work.

Choice of Indicators & Level of Analysis

As mentioned earlier the socio-economic impact of the roads is seen through a series of selected indicators. In most cases, the residents were noted to indicate the changes before and after the provision and improvement of the roads - trunk roads or feeders. The responses were converted into percentages and listed in the tables for easy comparison. As this report is aimed at providing a broad picture of the prevailing situation before and after the provision/improvement of the transport network, for reference by those concerned with policy decision-making, and planning for future development, the choice of indicators (as seen through the tables) was biased towards those 'mundane' but practical items, which concern the daily life of the residents. The analysis too is deliberately kept at a low level; with most of the items presented 'as they are', at times without breakdown or grouping (see tables).

The author is at present (in the process of preparing the present report) contemplating, a series of academic papers, utilizing the data contained in this report. The indicators will be reclassified and grouped and a breakdown will be attempted for a higher level of analysis, with specific aspects of the problems framed as points of reference. For the present report, however, the presentation of 'raw material' may serve better the purpose of 'looking

at the problems as they are', and allow for purposeful interpretation of the situation with implementation of policy tailored to suit the local needs.

Selected indicators

Mobility

One would expect that of all the socio-economic impacts mobility could be enhanced with the provision/improvement of transportation network. This is only partially borne out by the survey (see Tables SC.XII.1 & 2). Migration did not seem to take place on a large scale with the availability of better transportation facilities, although Serian and two border service centres in 1st Division appear to have been at the receiving end of the migrants; the momentum which began in mid-sixties continued into the mid-seventies. It is difficult, however, to assess whether this was stimulated by the network, or as was mostly likely in the mid-sixties, caused by the 'confrontation'. If the place of employment away from the place of residence can be taken as an indication of mobility, the ease of travel afforded by the transport network had not been advantage of. Little change was recorded to indicate a faraway-place-of-employment pattern as a result of the provision of roads (see Table SC.III).

Mode of Transport

Regarding the mode of transport, the impact of the provision of network is more than obvious. The ownership of motor vehicles increased substantially (see Tables SC.XIII.1) and, interestingly, in most places, at the expanse of

bicycles.

The utility of motor car, bus or even truck and landrover for travelling out of town either for shopping (see Tables SC.XIII.2), social visits (Tables SC.XIII.3) or for recreation (Tables SC.XIII.4) increased drastically in the urban centres and rural markets alike. The decline of boat as a mean of transport dropped steeply.

The same trend could be traced in the pattern of children's transport to school (Table SC.I). The 'boat trip' to school in few rural centres had also ceased to exist.

Surprisingly, however, the pattern of journey to work experienced little change except in Serian Town, Niah and Batu Niah where car had been used more frequently. In places, however, boat as a mean of transport for work had become less popular (see Table SC.IV).

Income

The pattern of monthly earning appears complex. In the big urban centre - Serian Town, the trend indicates a visible increase of the earning capacity; to a lesser extent, the same trend shows in Batu Niah and Bintulu. But a rather confused picture, however, emerges elsewhere (Table SC.V). The impact of the network seems difficult to generalize in this aspect.

Employment

However, if the picture of income is seen together with the pattern of employment (Table SC.V.1) and the types of business the residents of service centres under study

were engaged in (Table SC.VII), it is not difficult to discern that the provision or the improvement of transport network had brought about increased business to these centres, and thus helped to increase the general level of earning power of the residents. In all the service centres, both urban and rural, for instance, there were, after the advent of roads, more people engaged in business - businessmen and shopkeepers seem to dominate.

Shopping

The development of roads displays different degrees of impact on the centres in terms of shopping patterns (see diagrams and tables SC.VIII).

Residents of Serian, for example, tend to travel to Kuching more frequently than before to purchase canned food (Table SC.VIII.2), kerosene (SC.VIII.4), shoes (SC.VIII.5), rice (SC.VIII.6.1), cigarettes (SC.VIII.6.2), drinks and (SC.VIII.7), newspaper (SC.VIII.8). On the other hand, for nearly all the items, residents of Saratok depended more on the local shops for supply, and thus travelled less to Kuching for shopping. The impact of the network seems to be stronger in centres located closer to a big centre, where the residents tend to take advantage of ease of travel to make the trip themselves. For centres located far away, the residents now turn to the local shops, assumably the price differential of the items mentioned had narrowed, with the ease of transport. This assumption seems valid as in the case of Betong (which occupies a similar position in terms of distance from Kuching as Saratok), the pattern repeats

itself.

But a conclusion cannot be easily drawn as the pattern of shopping for imported goods presents a complex picture (see Tables SC.IX.1 to SC.IX.4) with no clear-cut indication as to the impact of the transport network. The overall picture seems to be one with more purchase of imported goods now done in 'other towns' - indicating an improvement of travel facilities. There are, however, exceptions. Batu Niah, for instance, shows an opposite trend.

One could perhaps only guess that while the provision and improvement of transport network helped facilitate movement and travel of residents of the service centres favourably located, the shopping pattern as a whole is subject to the interplay of a host of other factors more complex than that imposed by the transport network alone.

This rather unsatisfactory guess is substantiated by the next set of data (Tables SC.X.1 to SC.X.4) focussing on the shopping pattern of the local goods. While the network provision helped Serian Town to acquire more local goods from other towns, the other centres did not show similar pattern, whereas the 'rural' factor seems independent of the network. Again, the transport network cannot be taken as the determinant factor alone.

Business

On the whole, however, the improvement of the roads had, without doubt, positive impact on the business community in all the service centres, with the exception of Mongkos (see Table SC.XI.1). The business of Mongkos appears to

have been siphoned away by the not-too-far-away Serian, as a result of improved transportation.

Although the monthly sale figures (Table SC.XI.2) are not easy to interpret, the general performance after the provision/improvement of the network was better. By the admission of the shopkeepers themselves (see Tables SC.XI.4) the business indeed improved impressively with the improvement of the transport network. The only exception here is Tebakang, which like Mongkos, becomes the victim of the nearby Serian, through, ironically, the improvement of the road.

Impact on Life Pattern

The provision/improvement of transport network invariably makes life easier for the residents as a whole, in addition to the impetus given to the business community. Convenience and time-saving-to shop, to visit friends, to send children to school .... are obvious (see Table SC.XIV.4). However, while social contacts (see Tables SC.XVI.1 to SC.XVI.6) seem to generally increase with the provision of the network, the picture is not a uniform one: the residents in Serian, Saratok and Betong took advantage of the facilities, the kampong folks in the bazaars had yet to show the same degree of enthusiasm. Generalization is not easy - to what extent the transport network alone has contributed to the increase of the social contact in a rural setting is interesting topic for further investigation.

Provision of Services

While the supply of electricity and piped water had

in most cases improved with the advent of transport network, it cannot be ascertained if the services came as a result of the network. The provision of services (see Tables SC.XIX.3 to SC.XX.2) could have been part and parcel of the government policy to improve the standard of living in both the urban and rural residents.

Housing and Other Properties

The same goes for the housing situation: the ownership of house/land/shop, for instance, shows evidence of increase (see Tables SC.XVII.1 to SC.XVII.7), but to what extent this could be associated with the provision of the network is yet to be assessed. The improvement to the houses and other properties too seems to increase with the passing of time, but the degree of association with the transport network is a matter of guess work.

Impact on the Individual Service Centres

Up till now, the socio-economic impact is identified through looking collectively at the residents' response to the provision or improvision of the network in the state as a whole. Attention will, in the following pages, turn to the service centres themselves. As mentioned earlier, the focus has to be directed towards the residents through the same set of indicators, but the individual or a group of service centres will be singled out for a closer look. It is hoped that by so doing, the impact on the service centres, with different locational and socio-economic attributes, will be thrown into bolder relief. This location-centred focus should be able to complement the variables-centred focus attempted in the previous pages in providing us with a fuller understanding of the impact by the network.

Serian Town

The impact of road development on Serian would typify, firstly, the extent to which the convergence of networks, both the trunk roads and the feeder roads, enhanced the importance of a regional centre, presumably at the expense of the smaller service centres. In other words, the impact is likely to indicate a measure of the force of the central place theory at work, reinforced by the improvement of the transport network. Secondly, owing to its close proximity to Kuching (40 miles away), which represents a greater magnetic field in terms of urban sphere, the edge of transport network is likely to cut both ways - to what extent could the advantage thus accrued be siphoned away by Kuching? In other words, the gravity model could be at work in favour of Kuching, detrimental to Serian as a result of the improvement of the

transports network.

The survey returns on the Place of Employment of the residents (Table SC.III) depict a paradoxical picture contrary to one expected of at a centre benefited by the network. It appears that after the improvement of the infrastructure providing better links with other centres, the population has turned "inward" as far as employment is concerned: a 100% "local" employment! This could only be explained by the possibility that due to increased employment opportunities in the town itself, the need for employment elsewhere did not arise and the ease for travel afforded by the network thus became irrelevant.

This explanation could also be substantiated by the Types of Employment (Table SC.VI.1) and the Earning capacity (Table SC.V) of the residents. The category "businessmen" overwhelmingly dominates the employment pattern after the road improvement (the precise correlation of the two could not be ascertained), with the "disappearance" of farmers, planters and other workers (it should be kept in mind that, the survey was carried out in the urban centre, and not on the peripheries of the centre where these categories of employment prevail). The monthly income of the residents has increased substantially, and revealingly, in the higher income bracket ($1000). The higher monthly income earning capacity is accompanied by, or more likely, realized through, a measure of business boom in Serian after the provision and the improvement of road network. There is a cross-the-board increase in the monthly sale, but significantly it was the "big operators", (by local standard) those in the $3500-4000

per month sale brackets, who seem to reap the benefit brought about by the network (see Table SC.XI.2). The percentage of small-timers, with a monthly sale less than $500, also improves substantially. The message seems to be (this was substantiated by the field impression gathered during the survey) that while the business on the whole tended to improve in Serian with the availability of the infrastructure, the lion share went to those who could afford heavy investment. Field surveys done in Serian tends also to identify a few business groups who apparently benefited from the network in "a big way". These include the transport companies, the petrol station, and the import/export merchants among others.

But to what extent has the impact of the network filtered down to the business community and the residents at large in Serian? Tables SC.XI.1, SC.XI.3 and SC.XIV.4 provide some useful clues. The improved transport network has, without exception, made life easier for them and evidently improved their business showing.

To highlight some of the conveniences experienced by the residents in Serian, Tables SC.VII.1 to SC.X.4, and a series of schematic diagrams reflect a rather complex picture. On the whole the residents in Serian were able to avail themselves to the local shops and establishments for the shopping and services after the network improvement; there were a few commodities, however, such as cigarettes, rice and canned food and at least, one type of entertainment - cinema; which the Serian residents now obtained more from outside the town, presumably from Kuching. With the exception of

cinema-going, for which the ease of transport and travel makes it more attractive for the residents to enjoy the up-to-date and more varied performance in Kuching, the increase of the purchase of other commodities in Kuching cannot be easily attributed to the advantage of transport network. Why should the residents purchase these and not other commodities at Kuching if and when they make the trip there? It could be due to a price differential of these commodities or a variety of choices available at Kuching - a factor not directly related to the development of the network at this point of time.

Increasing utility of motor vehicles: There were doubts, even as late as early 1970s, as to whether Serian had grown out of its riverine setting to become a full-fledge road junction town. The field findings indicate a clear-cut picture: the slow boat to Serian is out.

The transport of the daily newspapers (the element of speed is essential) from Kuching is 100% by vehicles, be it car, bus or van (Table SC.XIII.4). Perhaps this is not a good example, for newspapers had always been transported by the motor vehicles. But other indicators also point to the impact of the transport network. The ownership of vehicles (all types) has increased substantially (Table SC.XIII.1), while the use of vehicle transport to work, to school, for recreation and for shopping (Tables SC.I, SC.IV & SC.III.2) too has become common place. Serian, in short, has moved close to the automobile age - although not in terms of private ownership, as a result of the development of the transport network.

Physical growth: Has the socio-economic impact brought about by the transport network resulted in the physical development of the town? Even without a detailed survey, the growth is evidently clear. Areal development, functional diversification and adjustment, and physical modernization expresses themselves forcefully. The overspill of development into the traditional 'rural' surroundings, the addition of the new urban functions to the "bazaar" activities and the pulling down of the old structures and the construction of new all bear witness to the favourable impact imposed by the network development. The growth is also reflected in the increase of the house, land/ property ownership (Tables SC.XVII.1, SC.XVII.4 and SC.XVII.6) and the number of house/room rented (Tables SC.XVII.2 and SC.XVIII.1).

On the whole, the impact of the network on Serian town has been substantial - allowing for the "siphoning off" of some advantages, as a result of its strategic location. It benefits from the improvement of trunk road from Kuching to Simanggang and beyond, and the provision of the feeder roads extending into the numerous interior service centres. The replacement of the waterways is almost complete. Of all the service centres under study, Serian thus presents a picture of a positive impact of the network in transforming a riverine bazaar into a road junction urban centre, with regional significance. It should however be kept in mind that the impact of the network is made effective by a combination of other factors - its strategic location, a midway station between two big centres, its nearness to the state capital, and a group of smaller service centres in a

comparatively rich hinterland. The transport network alone could not have provided the growth impetus enjoyed by Serian.

Bintulu

Within the context of Sarawak, Bintulu could be described as the city of the future. With the construction of the new Bintulu-Miri highway, the largest deepwater port, the multi-million liquified gas refinery and the launching of the numerous large scale agricultural development projects in the Division, Bintulu is in possession of all the ingredients of a "growth pole in the making".

The rosy picture of its future contrasts strongly with the situation prevailing in the sixties - the centre actually declined in terms of population size. Bintulu boasted a population of 5307 in the 1960 census and ranked fifth in the state urban hierarchy, trailing closely behind Simanggang. The 1970 census returned a reduced population of 4791 and there was a drop in position in the urban hierarchy - it took the 7th place, way behind Limbang and Sarekai. Limbang was not in the 2000 person league in the 1960 census returns.

The decline of the town was largely attributed to the isolation it suffered as a result of the non-development of the land transport. Bintulu is therefore an ideal locale to observe the impact of the transport network on an isolated urban development. Caution should however be taken when assessment of the impact is attempted. The Bintulu-Miri highway and the other huge development projects are still under way. The actual impact of the network on the centre is yet to be felt - what was obtained during the field surveys carries at

times perhaps an element of speculation, as a result of the publicity given to the development around the town.

A 100% "local employment" (see Table SC.III), as against 70% before the provision of the land transport network, may in the case of Bintulu reflect the continued isolation of the centre where, unlike Serian, the "pull" factor from other centres, in terms of employment opportunities, does not exist It is not sure where the increase of the % comes from. For although there is a substantial increase of "businessmen" in town and an overall increase (but small in number) of other urban workers, (Table SC.VI) there is no evidence of heavy losses of any category of employment to indicate the impact of the transport network. The earning pattern (Table SC.V) which indicates a moderate increase in the higher income brackets, and a wider spread of increase below $500 income groups is in line with the mild impact felt. Again unlike the Serian residents, few stand to gain in a big way for the moment - the real impact of the network is yet to come.

This is reflected in another return of the survey which indicates that the business community at large is not too happy with impact of the network. While 53.3% of the businessmen thought that business had improved with the network development, the rest (43.4%) thought otherwise - it is a far cry from the clear-cut favourable reaction from the businessmen in Serian. In reply to another question, the business community gave a more confused answer (Table SC.XI.4): 35% against 18.3% thought the business was "very good" after the transport network improvement, a lesser % (46.7% vs. 63.3%) indicated "good" with the road improvement.

The picture of the monthly sale is equally unclear. While the returns show very little increase in most of the sale groups, there are indications of a drop in certain groups ($1001-1500 and $2001-2500). The biggest surprise is the over 30% increase of the $3501-4000 group. Barring any sample errors, the overall picture derived from the data so far discussed, seems to be one reflecting a mixed situation. While the impact of the network is evidently positive on the whole in Serian, Bintulu seems to be "divided" in receiving the benefits brought by the network. It reflects the "initial development frontier" situation, with benefits of the network unevenly meted out to different groups.

The low level of impact of the network is also substantiated by the survey return regarding the type of business (Table SC.VII) which records very little "gain" for the business continuity. With the exception of shops dealing in "general merchandise" and "hardware", there was in fact a proportional drop in other types of business establishments.

With the Miri-Bintulu highway still under construction, Bintulu has to content with its isolation. And being the only big service centre in a vast undeveloped agricultural land, the "inward" tendency (reliance on local shops and establishments) of the shopping pattern (see diagrams and Tables SC.VIII.1 to SC.VIII.8) is not surprising. What begs for an answer is: why should the inward tendency intensified after the improvement of the land transport? Where did the residents (who did not shop at the local shops) do their shopping before the network improvement? The answer seems to

lie in the possibility that over-land transport network being what it is at present has not been effective in breaking the isolation Bintulu has been suffering for years. The mobility by land has not been made any easier by the yet-to-complete-network, which is by and large not relevant to the residents. The "inward" shopping pattern does indicate an increased "availability" of goods and services in town, due probably to the improved seaborne linkages over the years between Bintulu and other big supply centres e.g. Kuching, Sibu and Miri. The intensified interaction between Bintulu and the "big three" has also been effected by the air service in recent years. It is likely that the goods and services are made available, and the price differential reduced, by the improved sea/air link with the outside world. The land transport is yet to make its "presence" felt in this respect.

Table SC.XIII.4 provides some clues to understand the importance of the sea and air service. For recreation, there were more people using boat and plane after the improvement of the land network. For visiting friends (out of town), (see Table SC.XIII.3) the reliance on air service has increased drastically (from 33% to 80%). Newspapers almost depended on air service entirely [93%] (SC.XIV.2), presumably at the expanse of the boat service.

Given the unfavourable location of Bintulu, the lack of impact by road thus far is not at all surprising. This brings us back to what has been mentioned earlier - the element of speculation in the growth potential of the centre. The increase of house renting and house ownership in recent years (see Tables SC.XVII.1) and the answers given by the residents

as regards the "convenience", "easier life" provided by the transport (Table SC.XIV.4) reflect more of the optimism and speculation of Bintulu as a future "growth pole" than the actual or real impact of the transport network on the centre at present.

Saratok & Betong

These two port towns have taken to the "land", as a result of the provision of transport network. Saratok is now linked to the Kuching-Sibu trunk road by a feeder road of 4 miles long, while Betong is linked to the same trunk road by a feeder road of 7 miles long. The roads have drastically reoriented in many aspects the two port towns, which were previously, through the river and the sea, linked to Kuching and, to a much lesser extent, Sibu, and had little spatial interaction with other service centres much nearer than the two largest towns in the state. The trunk road and the feeder links impose a new relationship among all of them, and foster a specific link between two groups of centres: Betong, Simanggang and Kuching on the one hand and Saratok, Sarikei and Sibu on the other. Future development of network is likely to introduce further elements of spatial readjustment.

The development of the road network was instrumental to the growth of the new Saratok. The old Saratok was built by the side of the Krian River as a collecting centre of local products for shipment to Kuching by waterways. It also functioned as a distributing centre for imported goods from the state capital for the Kalaba District. The old town was consumed by fire. The new town was built in 1972, after the

land transport network was already in operation. It was resited away from the river, obviously having overland transport in mind for future functioning.

It is perhaps worth digressing here to ponder on a pointer or two found in the field survey done in the town, which indicates that the changes brought about by the transport network are not confined to the physical siting. Apart from the rapid growth after the establishment of the new town with more shops, better service facilities (hospital, school, etc.) wider range of commodities, there is a change of the dialect composition of the residents and a greater mobility of the Chinese as well as the native groups - both reflecting interesting impact set off by the network with wider socio-economic ramifications in the state.

It is found that (see Field Surveys, Phase II Report) the domination of a single dialect group - Hokkien has began to give way to other dialect groups. Foochows and Hakka migrants from other towns have come to Saratok and started their business in town. This phenomenon is perhaps not very unusual in the urban centres in the Peninsular Malaysia. In Sarawak, however, where traditionally the domination of one dialect group in one centre has been particularly strong, this change is significant in the socio-economic context of the state. And when this is accompanied by a greater mobility of the residents, involving the different Chinese dialect groups, the Ibans and other native groups, the impact could in the long run result in not only the change of the characters of the service centres, but also the scene at a higher level - the much-hoped-for national integration. If the provision of the

network has positive impact in luring the Ibans and other native groups into the urban setting in areas like Saratok, Betong, Sarikei, etc., the provision of the network should perhaps be looked at in a different light.*

In 1960, Saratok was not listed among the urban centres with over 1000 persons. In 1970, it ranked as the 9th largest centre in the State, with a population of 4057. With the establishment of the new Saratok, the growth of the town was further accelerated. Although the growth could not be entirely attributed to the provision of the road network, it is inconceivable that a river-port town with limited interaction with other centres through the highly inadequate waterway as did the old Saratok could attain a three-to-four fold growth within a decade, without the development of the transport infrastructure.

The growth of Saratok has apparently provided better employment opportunities in town (see Table SC.III). A 100% employment in Saratok as against 80% before the provision of the trunk road, is indicative of the availability of employment locally; the need of seeking for jobs elsewhere, which was made easier by the road, has not arisen. The type of employment (see Table SC.VI.1) on the other hand suggests that the overwhelming majority 93.3% has turned to business, making Saratok a trading centre. The growth is also reflected in the monthly earning (Table SC.V) pattern: 23.3% against 10% of them now earn between $500-$700, and the proportion

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* Unfortunately the present study was not originally intended to focus itself in this phenomenon, data collected in this respect is far from sufficient for a more meaningful analysis.

of income group falling between $300-$500 too has increased by 7%. The better earning capacity after the provision of the road is also accompanied by better monthly sale (Table SC.XI.2). It is not surprising that the trading community as a whole overwhelmingly agreed that the network has helped to improve their business (Table SC.XI.1).

The contributing role of the network to the growth should not perhaps be overemphasised alone, as indicated in the houseownership and renting pattern. The fact that house owning and renting took place almost entirely during 1971-75 period (Table SC.XVII.1 & 2) strongly suggests that the situation was not directly initiated by the network. The trunk road, it may be recalled, was constructed in 1966. The new town of Saratok was built in 1972. It was evident that the establishment of the new town stimulated the housing - owning and renting transactions, although the network as mentioned earlier, was instrumental to the birth and growth of the new town.

The impact of the network on the shopping pattern is also clear. The town is by and large more self-contained, with slightly increasing availability of most of the commodities (see Tables SC.VIII.1 - 5 and Tables SC.VIII.6.1 to SC.X.4). But the most conspicuous feature, as a result of the advent of network, is the closer interaction between Saratok, Sibu and Sarikei on the one hand, and the decrease of interaction between Saratok and Sibu on the other. The network has the effect of restructuring the spatial relationship between the urban centres affected by it. It is also an indication of Saratok taking to the land: the

waterborne relationship between Kuching and Saratok is beginning to give way to a land transport oriented interaction between Saratok, Sarikei and Sibu.

The "land-oriented" tendency is also clearly reflected in the mode of transport used for shopping (Table SC.XIII.2), recreation (Table SC.XIII.4) or social visits (Table SC.XIII.3). In all these cases, the boat is nearly completely "abandoned", and the "bus" has taken over.

Betong

Merely over 30 miles away from Saratok, and located closed to the same trunk road, is Betong, another town similar to Saratok in many aspects. But the impact of the trunk road has not been very encouraging from the residents viewpoint. Betong thus represents a different facit of the network impact.

Betong's history dates back to 1926; for over thirty years, the town made little headway. Although it ranked as the tenth largest urban centre in the State in 1960, it only had a population just under 2000. With the construction of transport network linking it with Simanggang and Kuching by the later half of the sixties it was expected that like Saratok, which was smaller than Betong at the time, it would be given the necessary impetus to develop into a sizable service centre. By 1970, however, it had a population of 2695, and dropped behind Saratok in the urban hierarchy.

Why then had the imposition of the same spatial infrastructure generated different results on two seemingly similar service centres?

Urban Centres (over 2000 persons) in Sarawak, 1960

Centre	Persons
1. Kuching Municipality	50,579
2. Sibu Urban Area	29,630
3. Miri " "	13,350
4. Simanggang Town	5,648
5. Bintulu	5,307
6. Sarikei	4,204
7. Lutong	3,039
8. Marudi	2,663
9. Binatang	2,536

Urban Centres (over 2000 persons) in Sarawak, 1970

Centre	Persons
1. Kuching Municipality	63,491
2. Sibu Urban Area	50,404
3. Miri " "	35,879
4. Simanggang	8,268
5. Limbang	6,500
6. Sarikei	5,763
7. Bintulu	4,791
8. Marudi	4,132
9. Saratok	4,057
10. Bau	3,107
11. Lundu	2,733
12. Betong	2,695
13. Lewas	2,290
14. Binatang	2,289
15. Serian	2,210
16. Kapit	2,015

Source: Chander (1971)

The disparity of the network impact could not easily be attributed to the difference of the social background of the residents. Indeed, the pattern of racial composition (Table SC.1) and birth place of the residents (Table SC.I.4) show striking similarity - the predominance of the Chinese, over 40% of them originated from (presumably representing the older generation of the residents) and over 40% (the younger generation) born locally. If newspaper-reading could be taken to indicate some degree of literacy, the rate of literacy is very high among the residents, with Betong ahead of Saratok (Table SC.I.5). Strangely enough too, although Saratok has since the last decade grown faster than Betong, there were lesser people in the latter (9%) than the former (20%) towns planning to move out of the place (see Table, p. 29). In actual fact, however, there were more families (59%) in Betong whose members had left town (as against 50% in Saratok). The point to be stressed here is, basically, the social situation of these two service centres does not differ much. The related changes initiated by the network do seem more adequate to account for the considerable differential in their growth in population.

The explanation presumably lies in the varied attraction of the two centres to the "outsiders". The increase of the population in Saratok apparently came from elsewhere*, and in this process, seemingly similar, a nearby service centre, Betong, was "bypassed". Two factors become apparent. Firstly, with the establishment of a new Saratok, the service centre has never remained the same - it is new. New in its physical structure and morphology, and thus it

* Some of the new arrivals are settlers in the Government settlement schemes.

Migration Change - Have you any immediate plans to move out of this place

Name of Settlement	HAVE YOU ANY IMMEDIATE PLANS TO MOVE OUT OF THIS PLACE		
1st Division:	Yes	No	N.A.
Serian Town	4.7	95.3	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	94.4	5.6	-
Tebakang	16.7	83.3	-
Tebedu	-	100	-
Mongkos	-	100	-
2nd Division:			
Saratok	20	80	-
Betong	9.1	90.9	-
4th Division:			
Batu Niah	-	87	13
Niah	22.2	77.8	-
Bekenu	3.6	96.4	-
Bintulu	3.3	95	1.7

Migration Change - Member or Family who left this settlement

Name of Settlement	MEMBER OR FAMILY WHO LEFT THIS SETTLEMENT		
1st Division:	Yes	No	N.A.
Serian Town	48.9	51.1	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	41.7	58.3	-
Tebakang	83.3	16.7	-
Tebedu	80	20	-
Mongkos	80	20	-
2nd Division:			
Saratok	50	50	-
Betong	59.1	40.9	
4th Division:			
Batu Niah	17.4	73.9	8.7
Niah	22.2	77.8	-
Bekenu	25	75	-
Bintulu	21.7	76.7	1.6

is functionally more efficient and attractive. More important perhaps is the fact that, as the town was allowed to start "anew", it therefore has the blessing of the authorities and the potential of further development.

If this explanation holds, the impetus provided for by the road network to the service centre is only indirect. However, between the two service centres, Saratok is located about half the distance which separates Betong from the trunk road, 4 miles vs. 7. In the context of Sarawak, where transport has never been easy, a difference of 6 miles (7 - 4 x 2, a "to and fro" distance) could be crucial in the choice of a stopover place for the "passing" traffic using the trunk road. Locationally, Saratok evidently outpaces Betong - a direct impact of the network.

It thus appears that in terms of the direct impact of the road network, Betong from the outset fared worse than Saratok. The "handicapped" or geographical disadvantageous situation then set in motion a chain of reactions, weakening the position of Betong as a competitor to Saratok. The negative effect of the road network also began to set in: (i) as our field interview indicated, there was a drift of the youngsters in the town to the bigger towns (presumably Saratok, Simanggang, Sarikei, Sibu and Kuching); (ii) businessmen taking advantage of the improved trunk and feeder roads, started "ulu" service by going into the hinterland, using vans, lorries, trucks or cars. The dependence of the urban facilities by the rural farmers and Ibans is comparatively reduced.

The indirect impact of the road network as far as these

two river-port service centres are concerned is polarized: Saratok has grown into a road-oriented urban centre as seen earlier, while Betong has to be contented with its agro-based bazaar status. Our field record shows that (in 1976) the shops which did better after the network improvement were those providing services to the ulu areas by vehicles; out of 60 shops in town, 60% of them were of groceries and "general" (possibly providing commodities and services to the farmers) in nature, 50% of them were engaged in pepper planting, 30% were coffee shops - again for an ulu-type of service.

Although the impact of the road network is less strong in Betong than in Saratok in stimulating growth, some of the internal changes presumably brought about by the network could still be felt. Records of monthly earning show slight improvement in the $100-$300, while the $500-$700 group has possibly moved up to $700-$1000 and above (Table SC.V), although the monthly sale figures do not register a constant picture - the increase is confined to the $500-$3000 bracket, the higher sale brackets seem to suffer a substantial drop, about 14% in $3500-$4000 group and 9% in the above $5000 group (see Table SC.XI.2). This tellies with the less enthusiatic reply on question from the business community as to whether the improvement of the road has affected their business (see Table SC.XI.1) as compared with the response obtained in Saratok.

Unlike other service centres, such as Serian and Saratok, there is little change in Betong as regards the shopping pattern of the imported goods (see Tables SC.IX.1 to 4) - most of the items are still acquired elsewhere. While there

are some indications of self-contain in the provision of local (Sarawak) commodities, the impact of the network in this respect too is not as obvious as in other service centres (see Tables SC.X.1 to 4). The impact of the roads in the mode of transportation, however, is as strong as in Saratok - they have both become road-oriented rather than water-borne towns. Bus, instead of boat, is used for shopping (Table SC.XIII.2), visiting friends (Table SC.XIII.3) and recreation (Table SC.XIII.4) as well as for transporting newspapers (SC.XIV.2).

Another area of impact of the roads is again like Saratok but in opposite direction, the reorientation of spatial relation with other centres. Betong has been, after the network improvement, closer to Kuching, Simanggang, for supply, migration flow and services.

The Bazaars

We shall now turn our attention to the service centres category B, the rural markets or the bazaars. The bazaars will not be looked at individually, the way the bigger service centres have been treated. Instead, they will be examined collectively in group, for reason that the impact of the network has on them seems to be similar - the difference being in degree, not in kind. Indeed, for the five bazaars located along the Kuching-Serian road, the data had already been aggregated for purposes of tabulation and analysis.

The Serian Road Bazaars

It is obvious that the Kuching-Serian road has negative effect on the bazaars located along this road. Up to 94.4%

of the residents in these bazaars have plans to move out of the present locations (see Table on Migration Change, p. 27). The reason is not difficult to find; the bazaars (they are spaced on average about 7 miles apart, for the convenience of the farmers in pre-motor vehicle days) have been siphoned off business by the bigger centres, namely, Kuching and Serian, as a result of the road network. Although the percentage of the businessmen (see Table SC.V.1) had increased, there was no corresponding substantial growth of monthly earnings (Table SC.V) or across-the-board monthly sale (Table SC.XI.2), while the shopping patterns of most of the goods and services local (Tables SC.VIII.1 to SC.VIII.8) or imported (Tables SC.IX.1 to 4) invariably indicate an increase of the dependence on other towns, noticeably Kuching. The development of the network between two bigger centres merely 40 miles apart has clearly the effect of undercutting the survival raison d'etre of these bazaars.

The Interior Bazaars

Greater reliance on the bigger towns, although located faraway, has also been the tendency found in the bazaars in the interior: Tebakang, Tebedu and Mongkos, after the improvement of the road network. Residents in Mongkos, for instance, shop entirely in Kuching for clothings (Table SC.VIII.3) and canned food (Table SC.VIII.2) while those in Tebakang share their trips mainly Kuching and Serian. The same pattern repeats itself in the shopping trips for other goods and services. It appears that the network has provided the residents the convenience of mobility and travel but has not

facilitated the growth of business locally. The residents enjoy the ease of travel, the bazaar suffers some measure of business decline. Indeed, 91.7% of the business community in Tebakang complained that business deteriorated badly after the completion of the road. This paradox perhaps explains the rather odd situation of the over-whelming majority of the residents, 83% to 100%, ranging from not wanting to move out of these isolated, backward interial bazaars (see Table on Migration Change, p. 27). The situation is just the opposite of that prevailing in the Serian Road bazaars.

The Niah Bazaars

Batu Niah, Niah and Bekenu, conveniently grouped here as the Niah Bazaars, share the common setback of absolute isolation by land before the coming of road network. One would expect therefore that once the road network were provided for, these bazaars would spring to life as, unlike the other two groups of bazaars mentioned, there are no big towns or service centres nearby (both Miri and Bintulu are faraway) to take advantage of the road transport to siphon off the business. This is borne out in the field survey. Almost all of the residents interviewed gave a positive answer regarding the effect of the road (Tables SC.XI.1 and SC.XIV.4). The monthly sale figures also indicate a positive result. Like the river-port towns of Saratok and Betong, the Niah Bazaars, which previously depended upon the rivers for transport, have now reoriented themselves to the land, and the land transport (see Tables SC.XIII.1 to 3) - the boat is likely to be a thing of the past, for shopping, recreation and social purposes,

thanks to the coming of the road.

However, not all the bazaars are equal. The road network has readjusted the spatial relationship among the bazaars and a new competition for importance has also been introduced. The relationship between Niah and Batu Niah is a case in point. Batu Niah is located nearer to the Miri-Bintulu trunk road, and is thus better off in attracting business to itself, at the expense of Niah. Located merely 6 miles away, a more prosperous centre in the days of the waterways, Niah has now paled into insignificance as compared with Batu Niah, inspite of its status as an administrative centre.

Parting Thought

It has been suggested that "Few forces have been more influential in modifying the earth than transportation"[1], it has yet to be seen in the context of Sarawak that the road network has made such an impact, if the service centres survey is anything to go by. It also seems premature to view transport, at least operating in isolation, as "the formative power of economic growth and the differentiating process"[2], when other negative factors are still at work.

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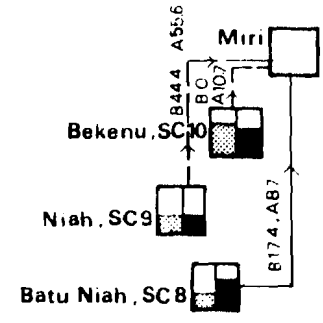
1. E.L. Ullman (1956), 'The Role of Transportation and the Bases for Interaction' in W.L. Thomas (ed.), Man's Role in Changing the Face of the Earth, University of Chicago, Chicago, p. 862.

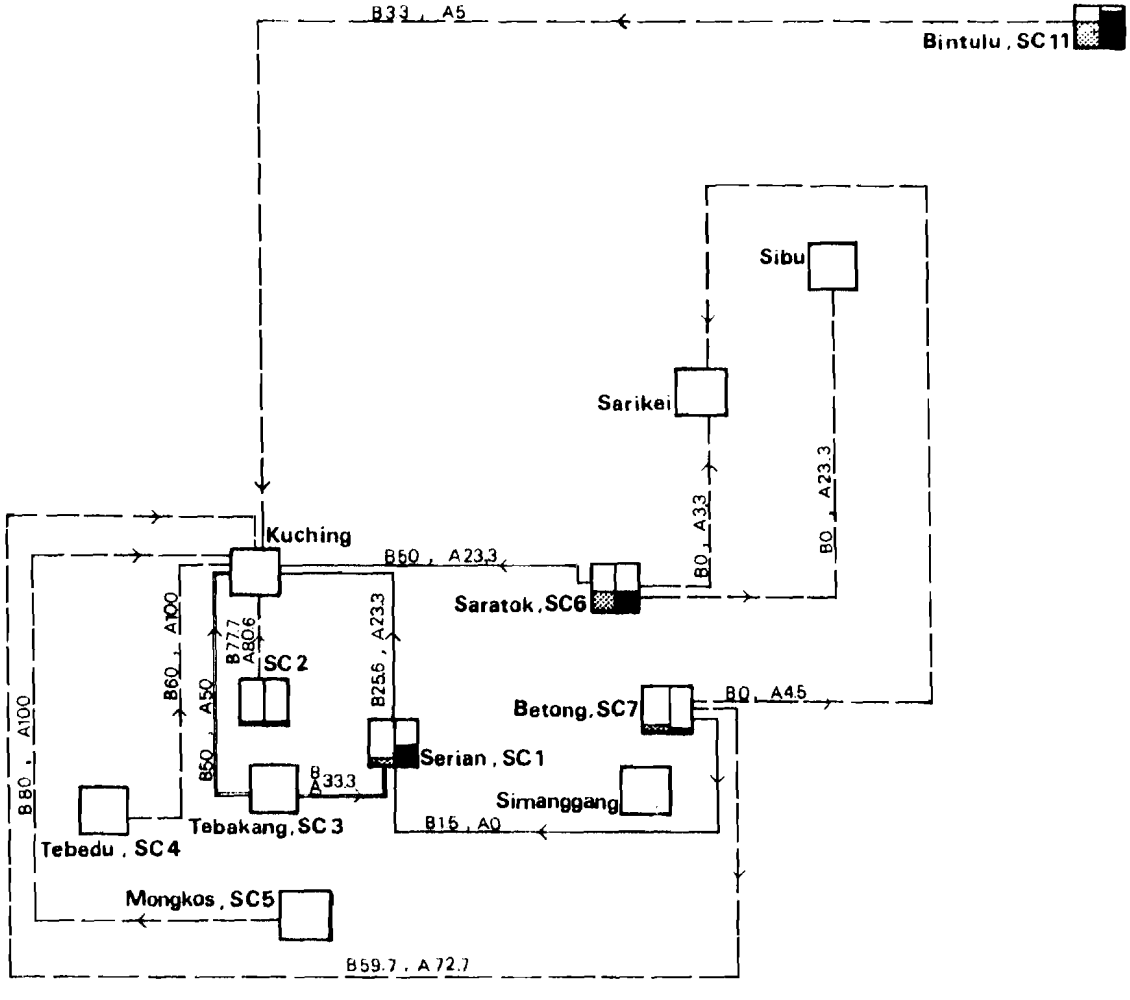
2. Voigt, F. (1967), The Importance of the Transport System for Economic Development Processes, Addis Ababa, UNECA.

WHERE DID YOU PURCHASE YOUR LOCAL PRODUCE / IMPORTED GOODS FROM ?

A. Clothing

B > A
B < A
B = A
% B BEFORE
% A AFTER





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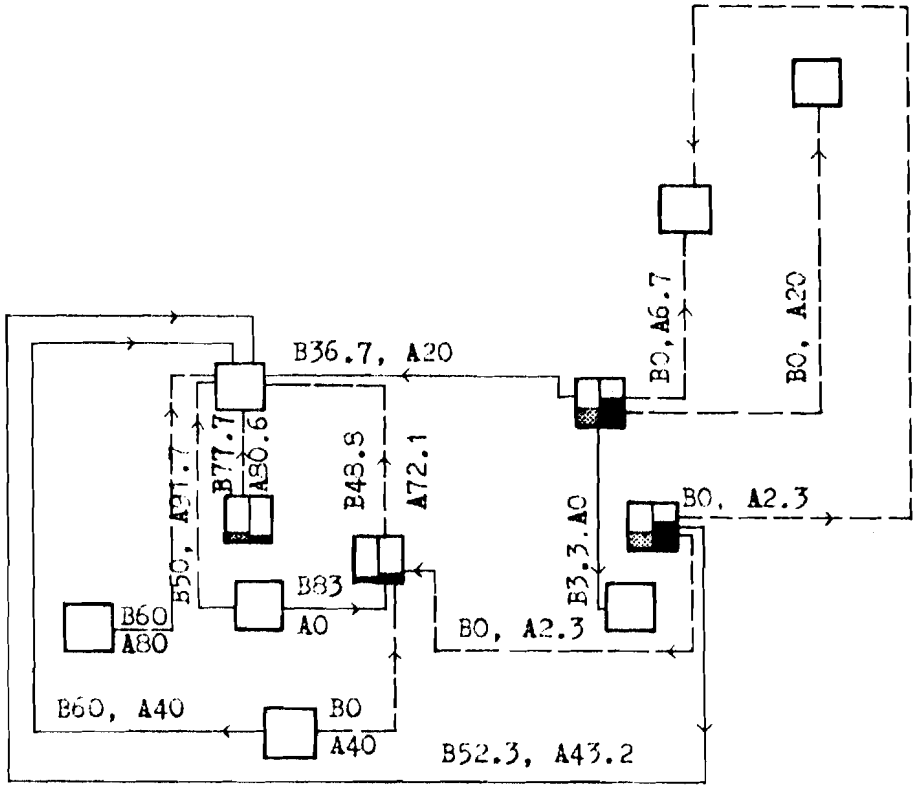
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B77.7
A80.6
B43.8
A72.1
B83
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B60, A40
B0
A40
B52.3, A43.2
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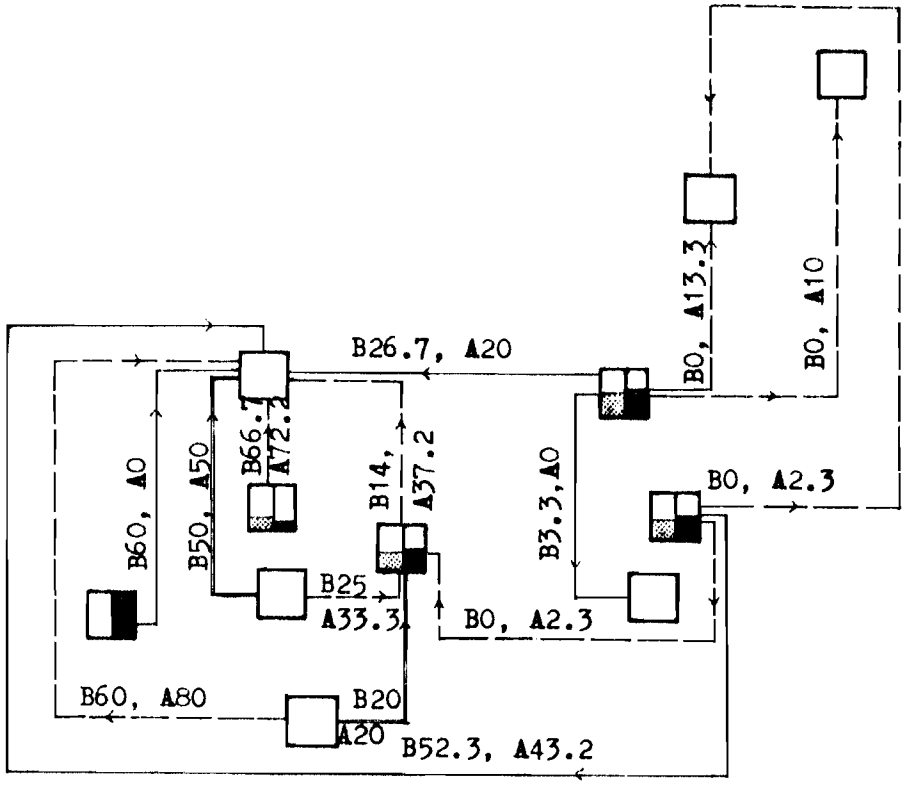
B0, A2.3

C, Drinks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B66.7
A72.2
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B60, A0
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A37.2
B3.3,A0
B0, A2.3
B25
A33.3
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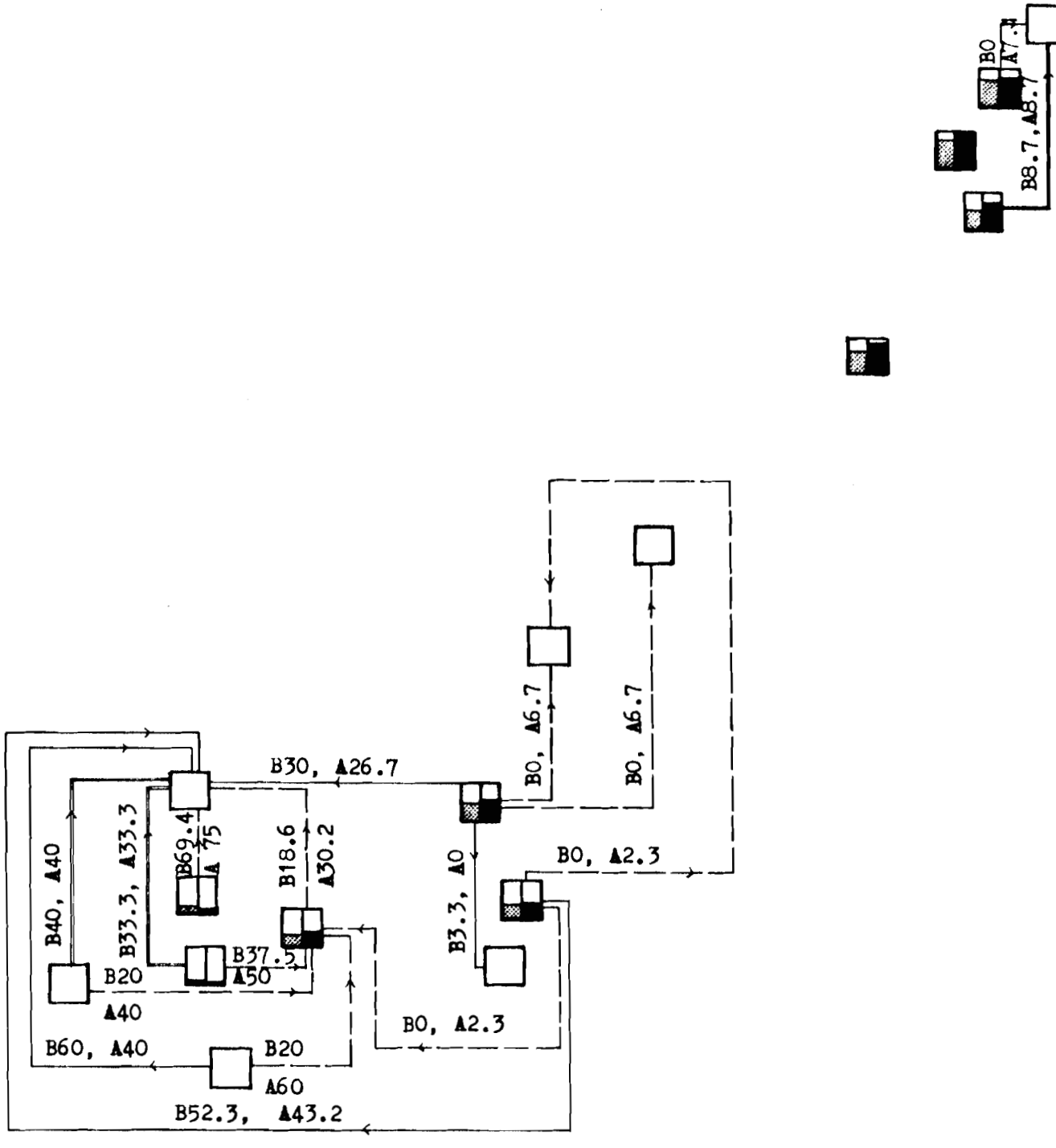
B60, A80
B20
A20
B52.3, A43.2

D. Kerosene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B69.4
A 75
B18.6
A30.2
B40, A40
B33.3, A33.3
B37.5
A50
B20
A40
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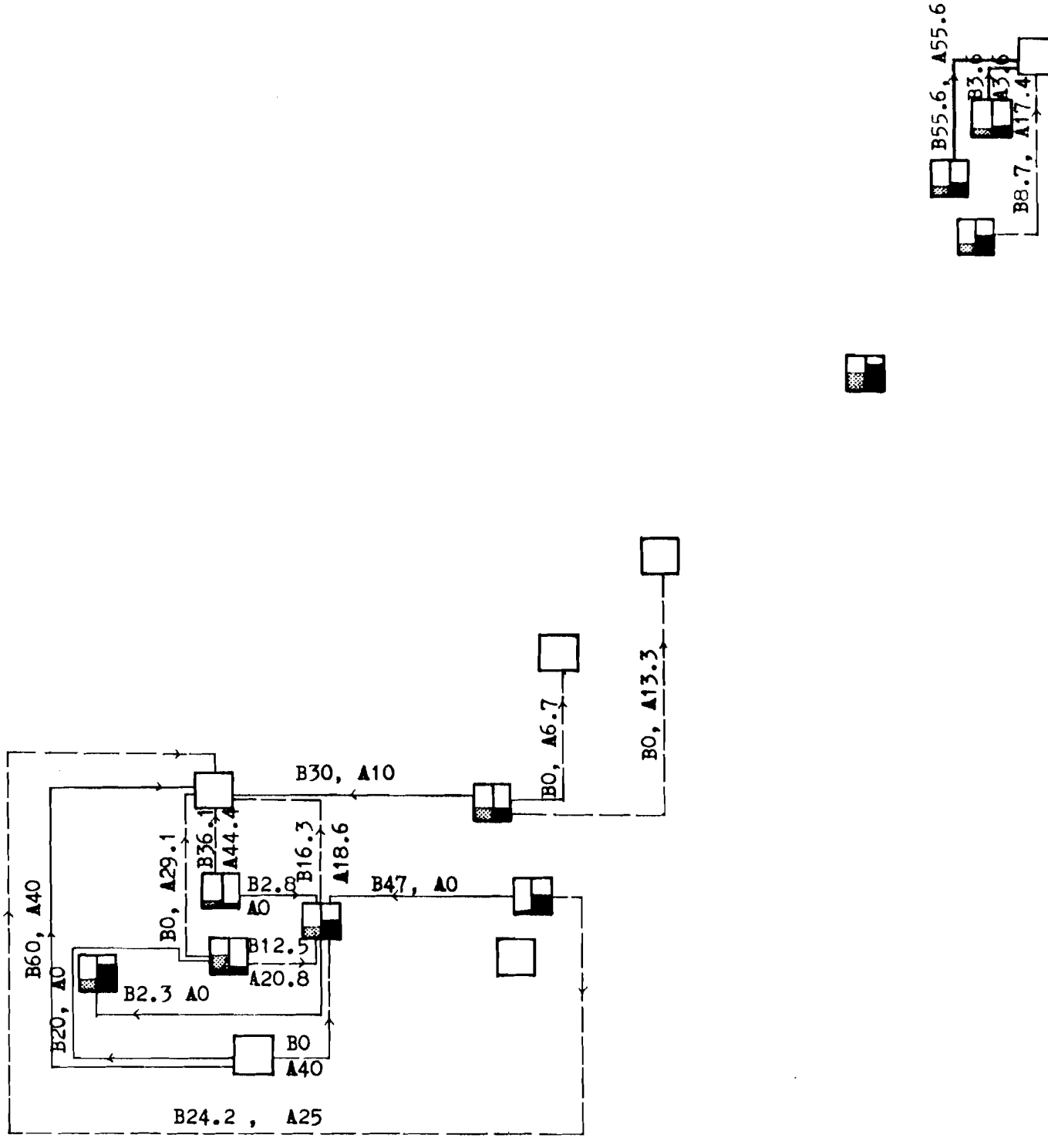
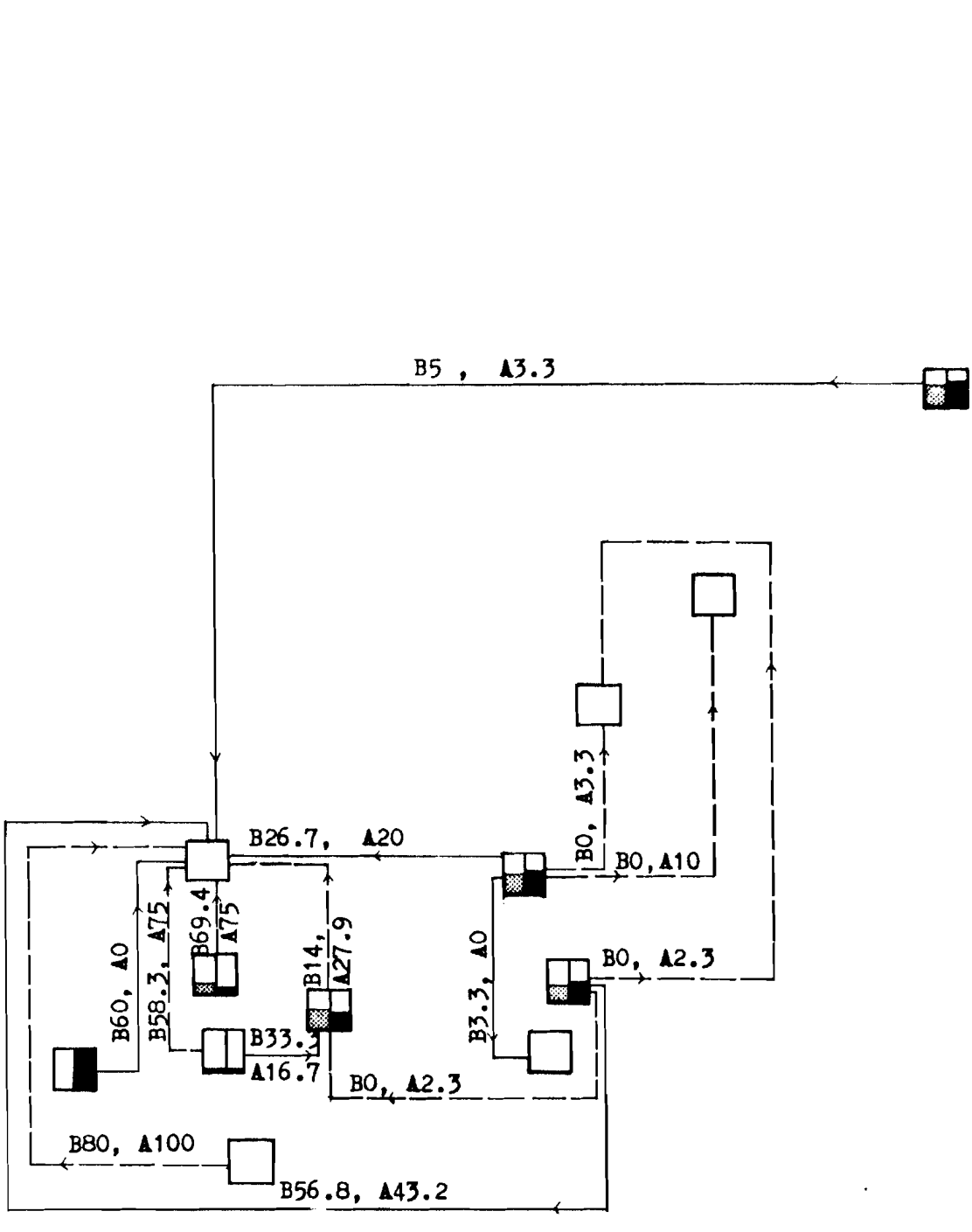
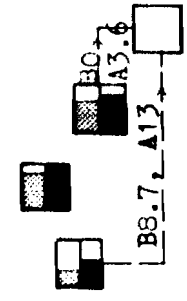
B20
A60
B52.3, A43.2

E. Medical Treatments (Traditional)

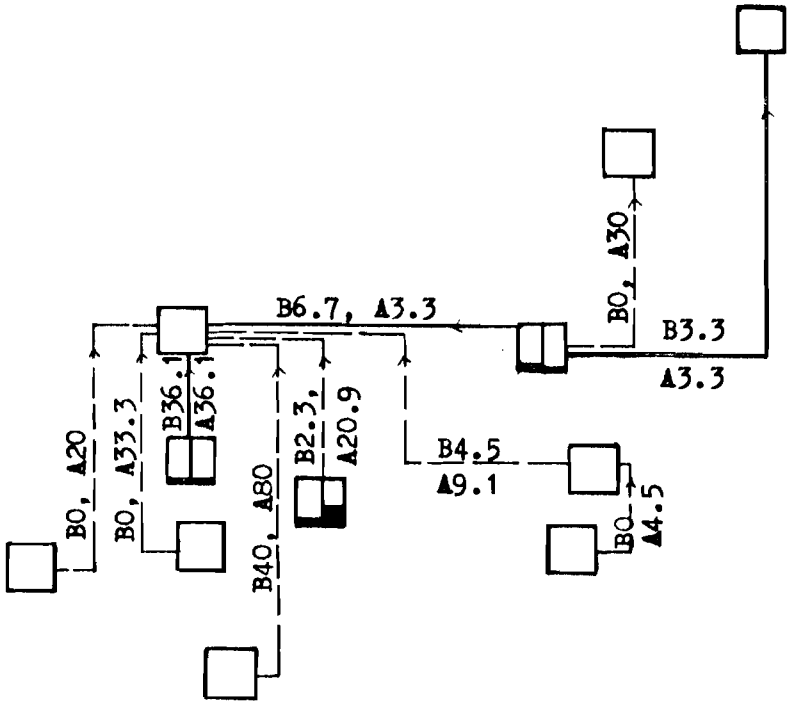


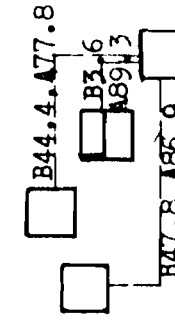
F. Canned Foods



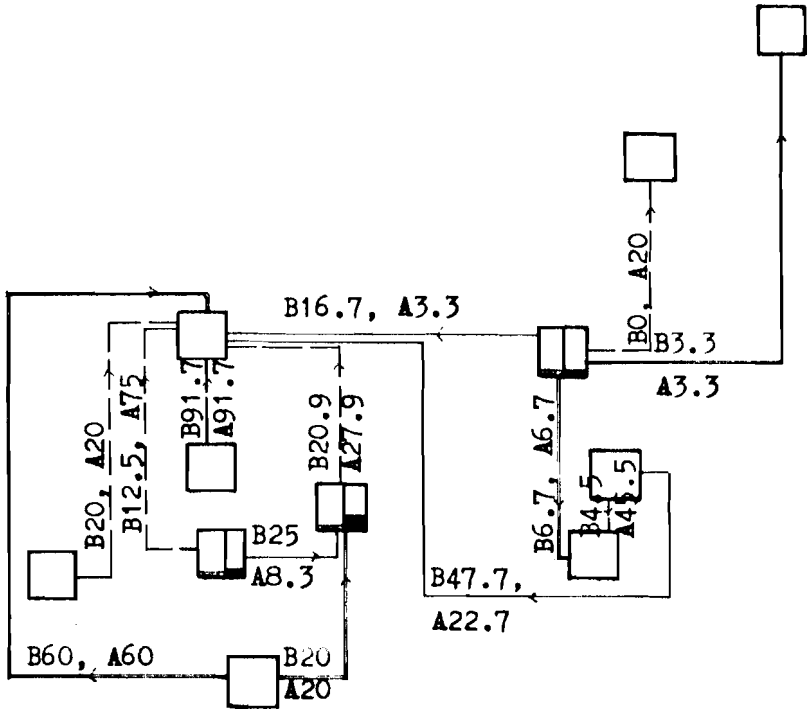


G. Money Lenders Bank





H, Hospital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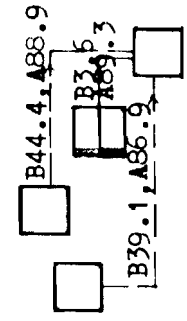
A3.3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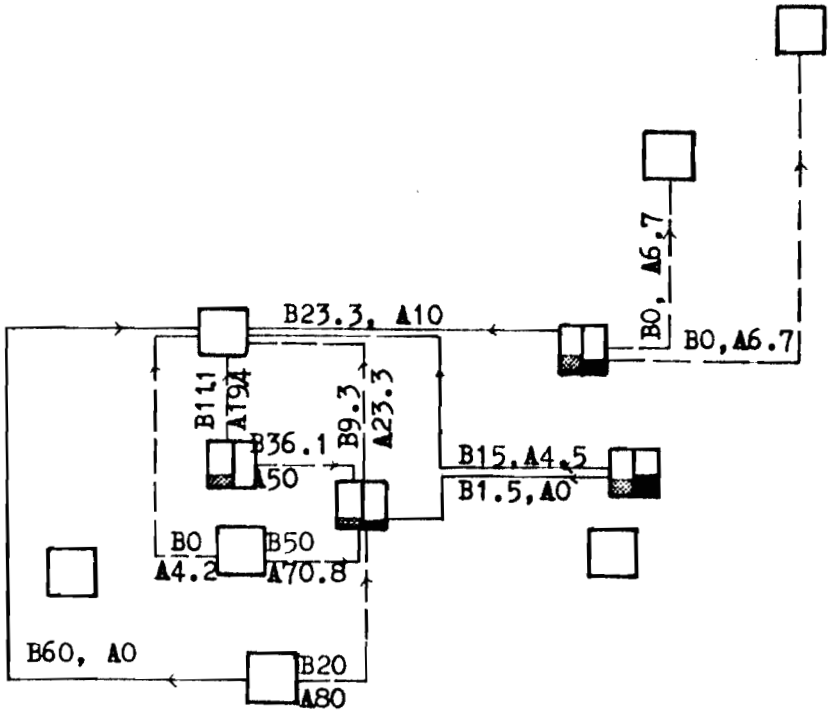
I, Cinema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B36.1
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A23.3
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B50
A70.8
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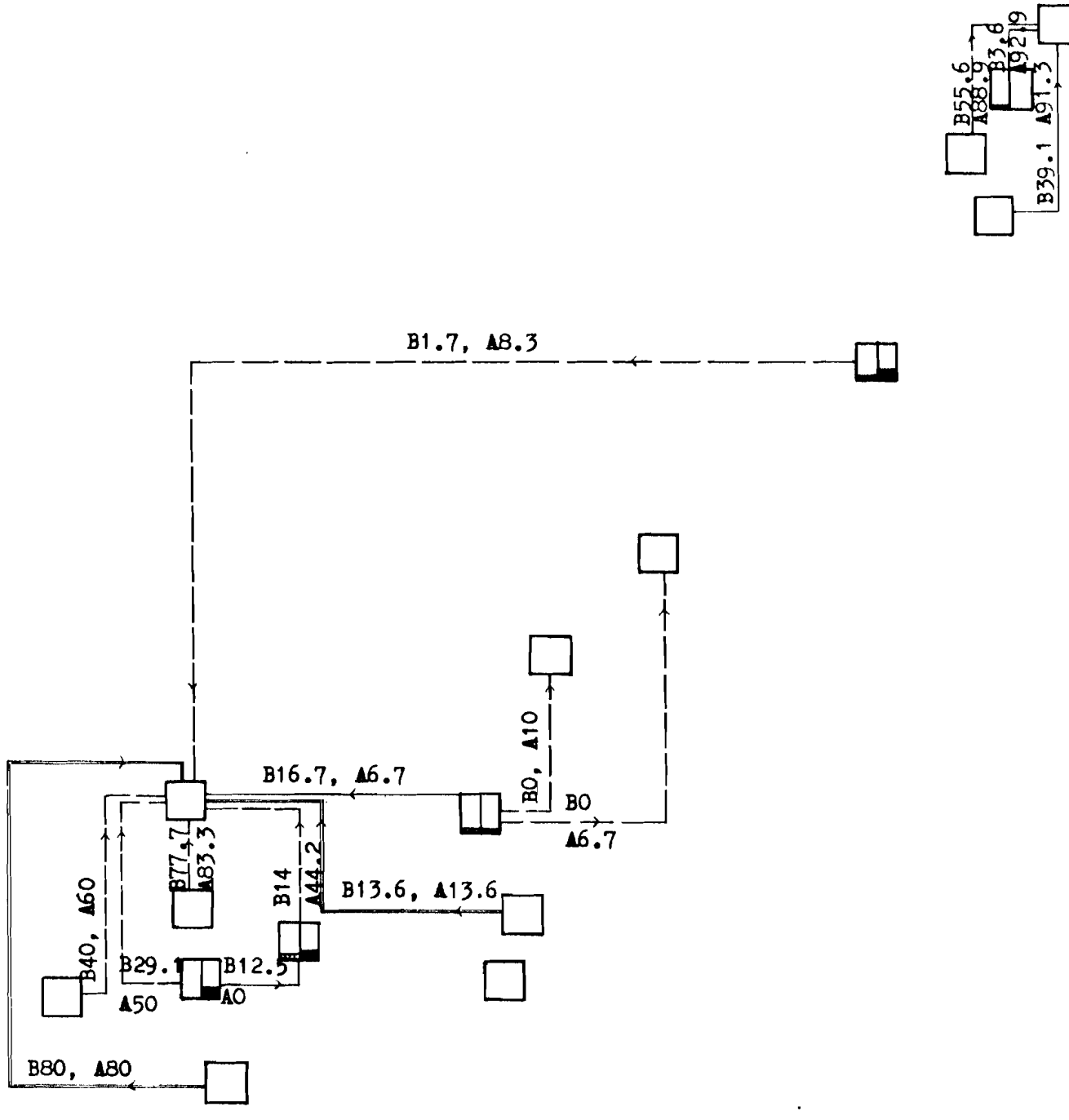
B20
A80

J. Furniture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A6.7
B77.7
A83.3
B14
A44.2
B13.6, A13.6
B40, A60
B29.1
B12.5
A50
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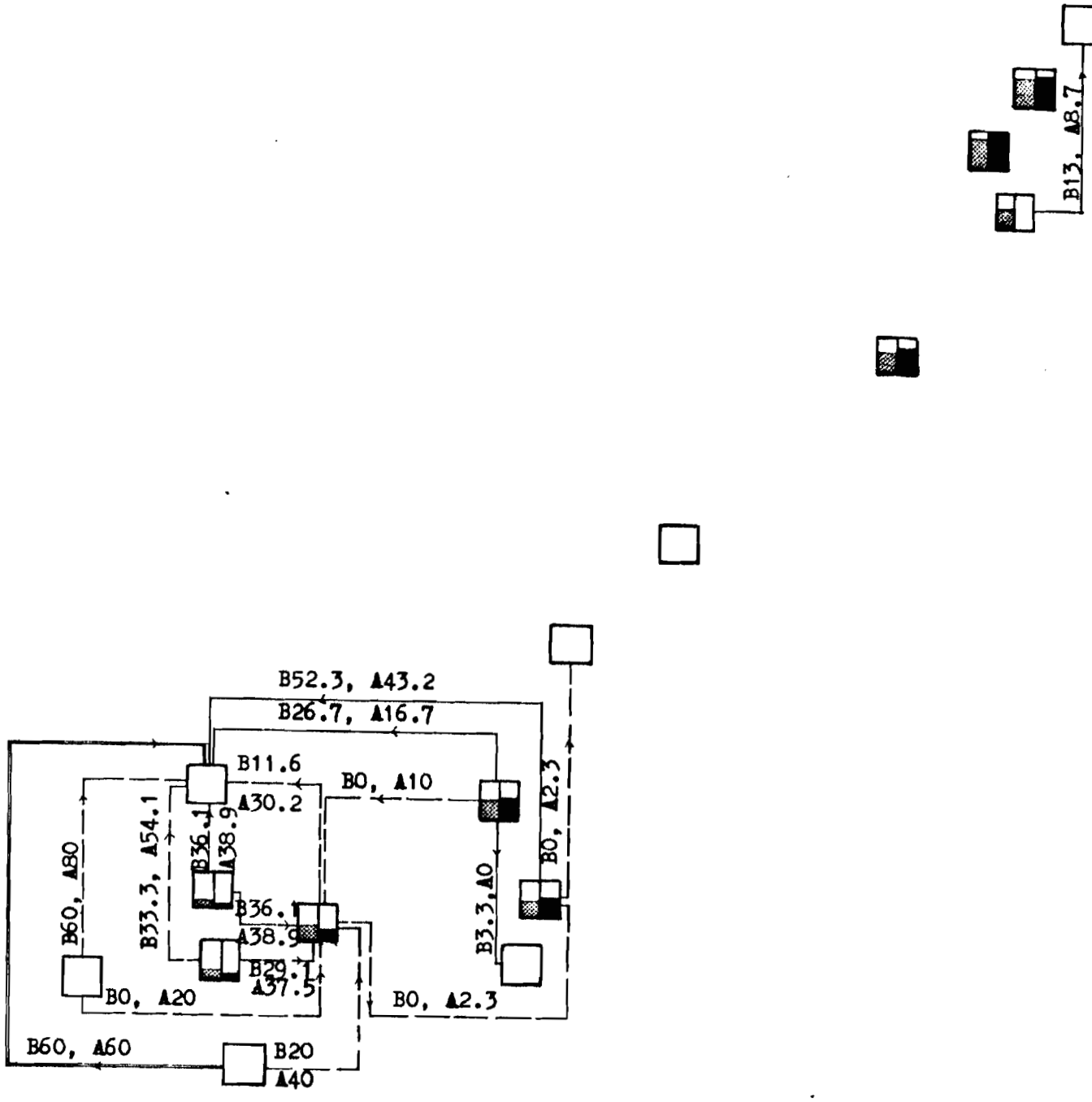
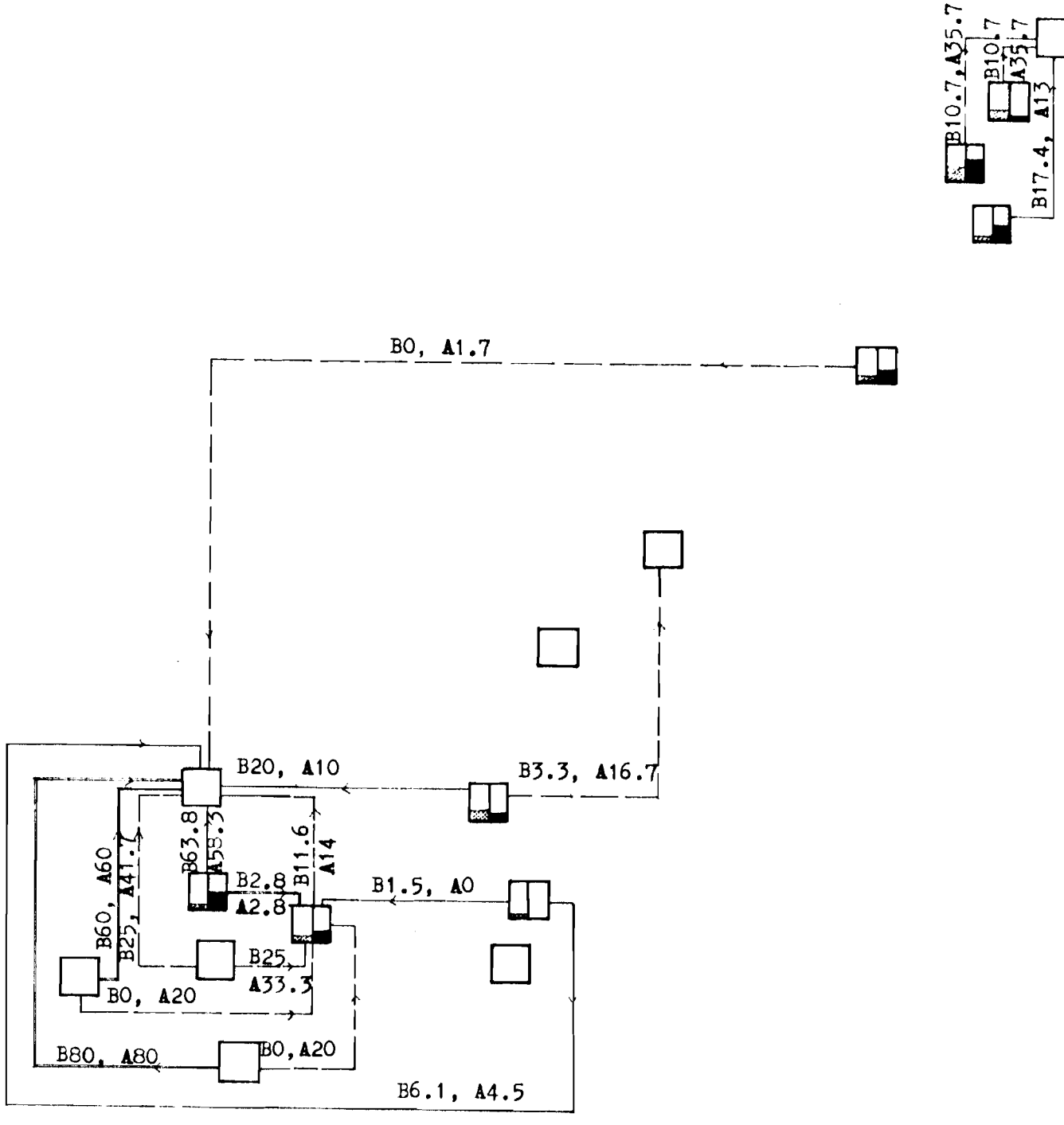
B80, A80

K. Cigarettes



L. Tools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B63.8
A58.3
B11.6
A14
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B25, A41.7
B2.8
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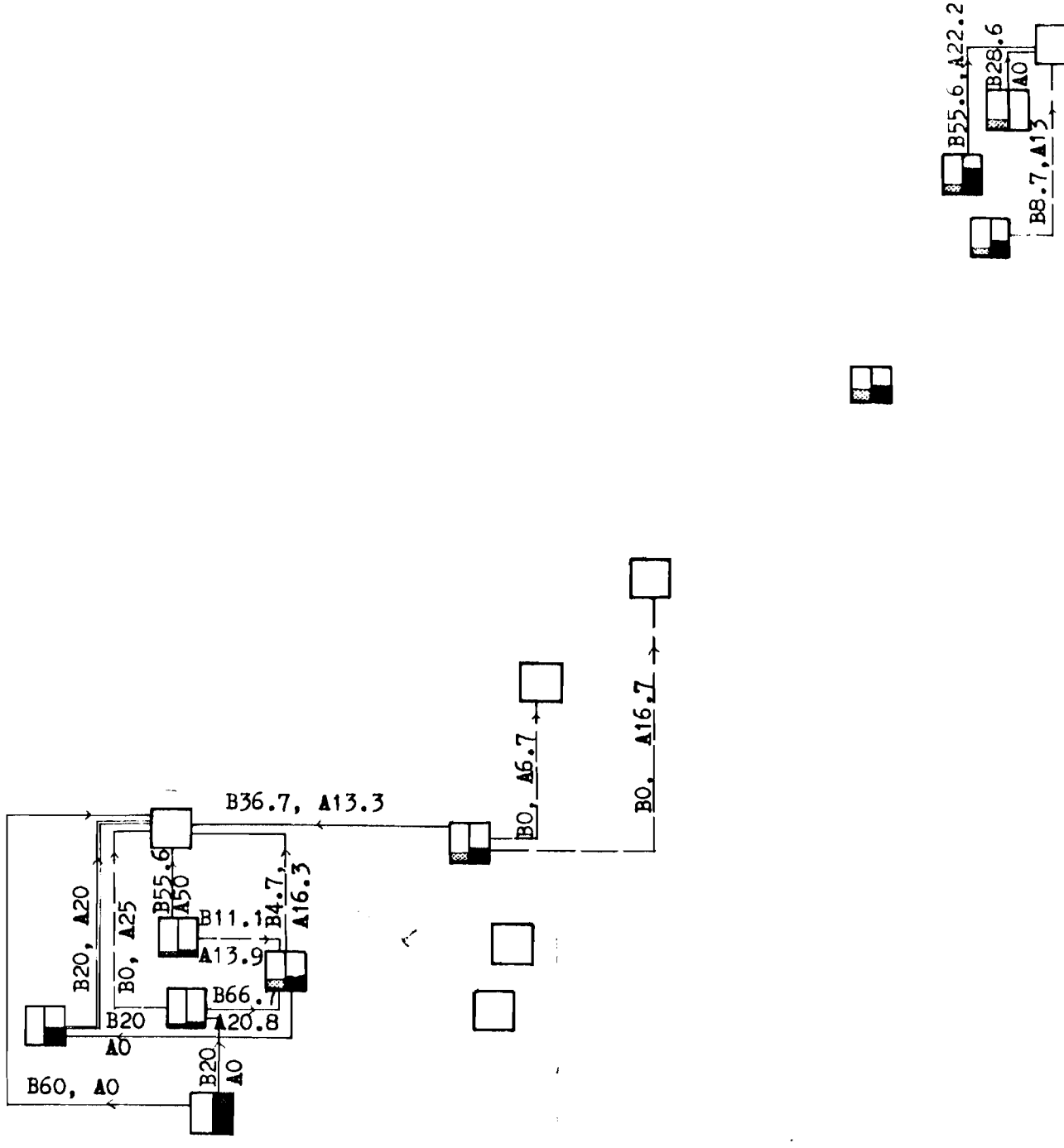
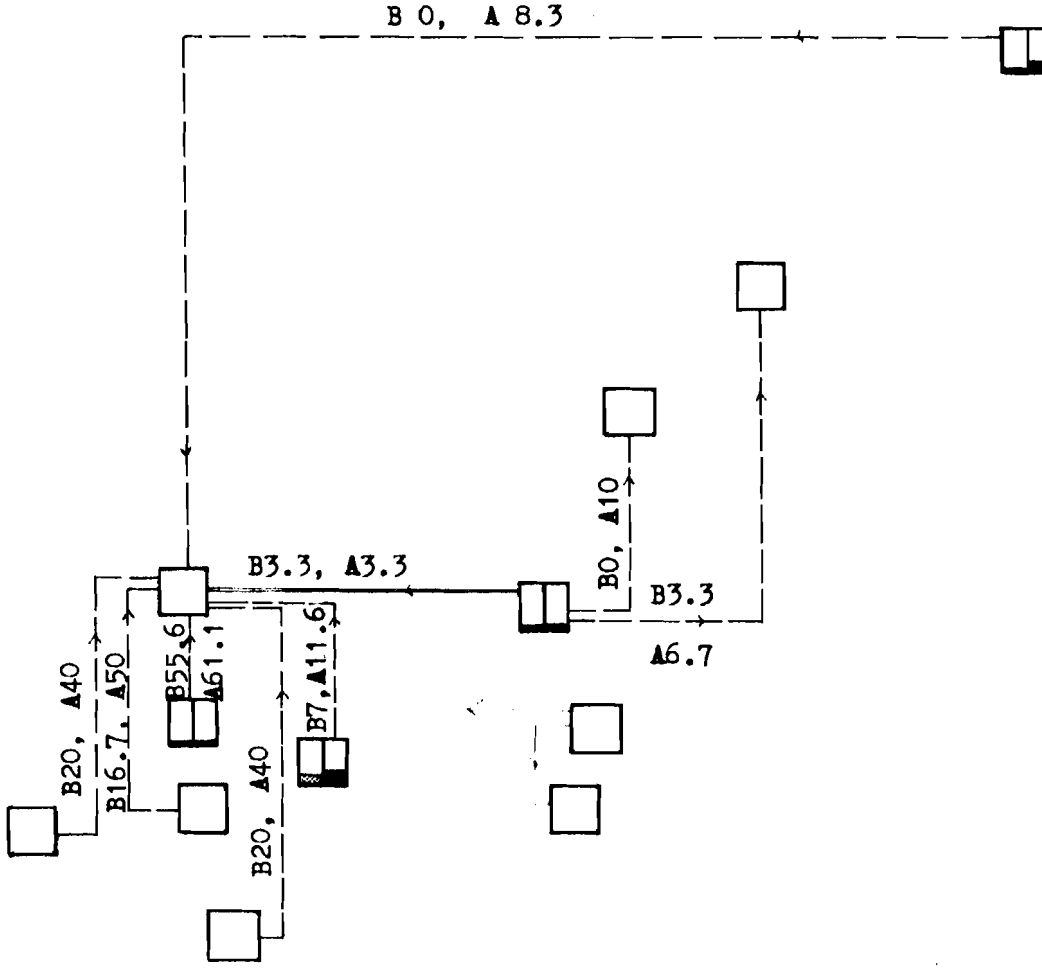
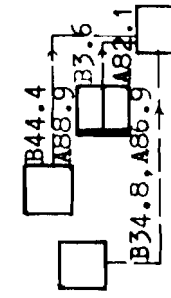
M. Modern Clinic

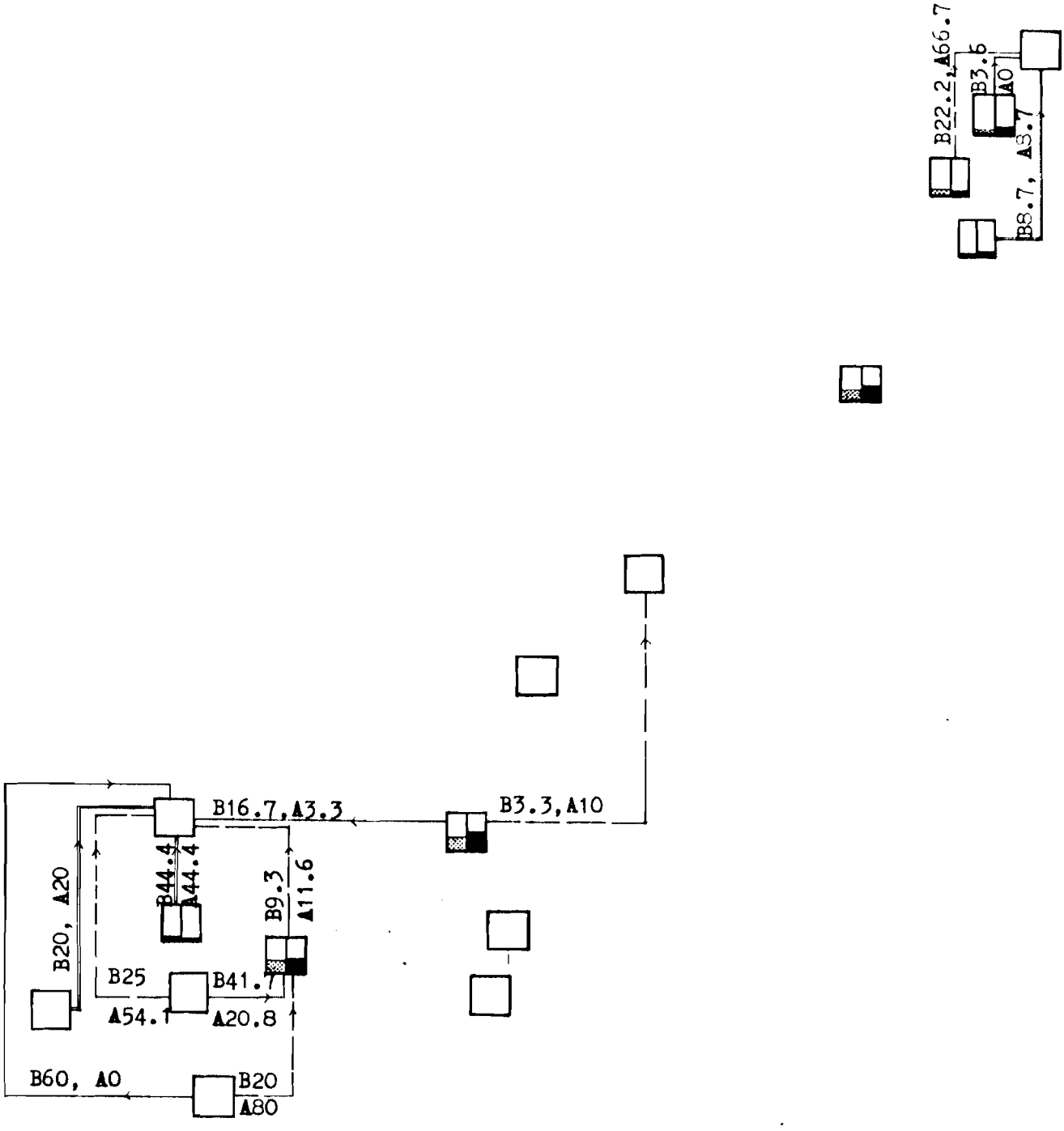


N, Motorcycle / Car

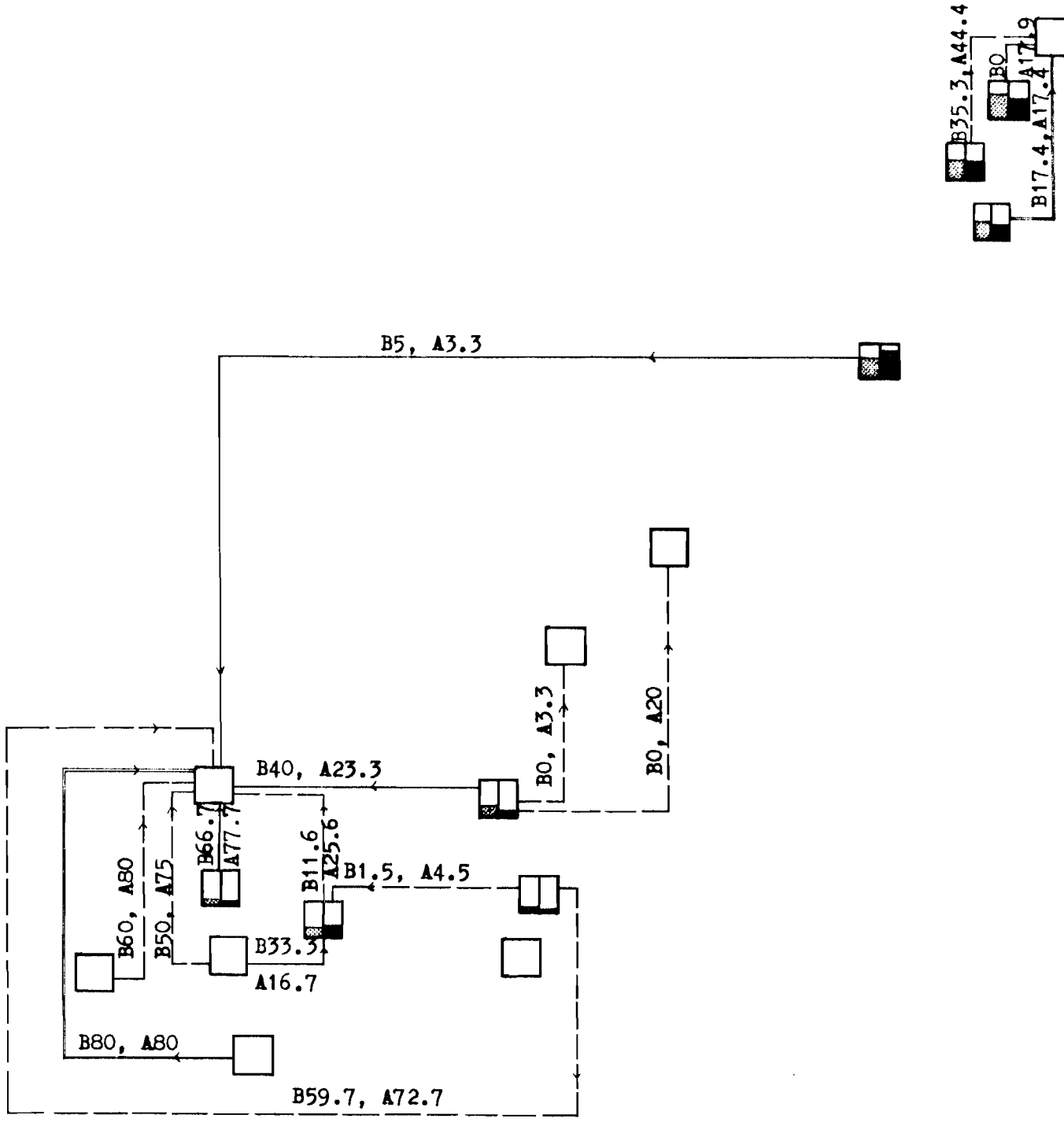




O, School TextBooks



P. Shoes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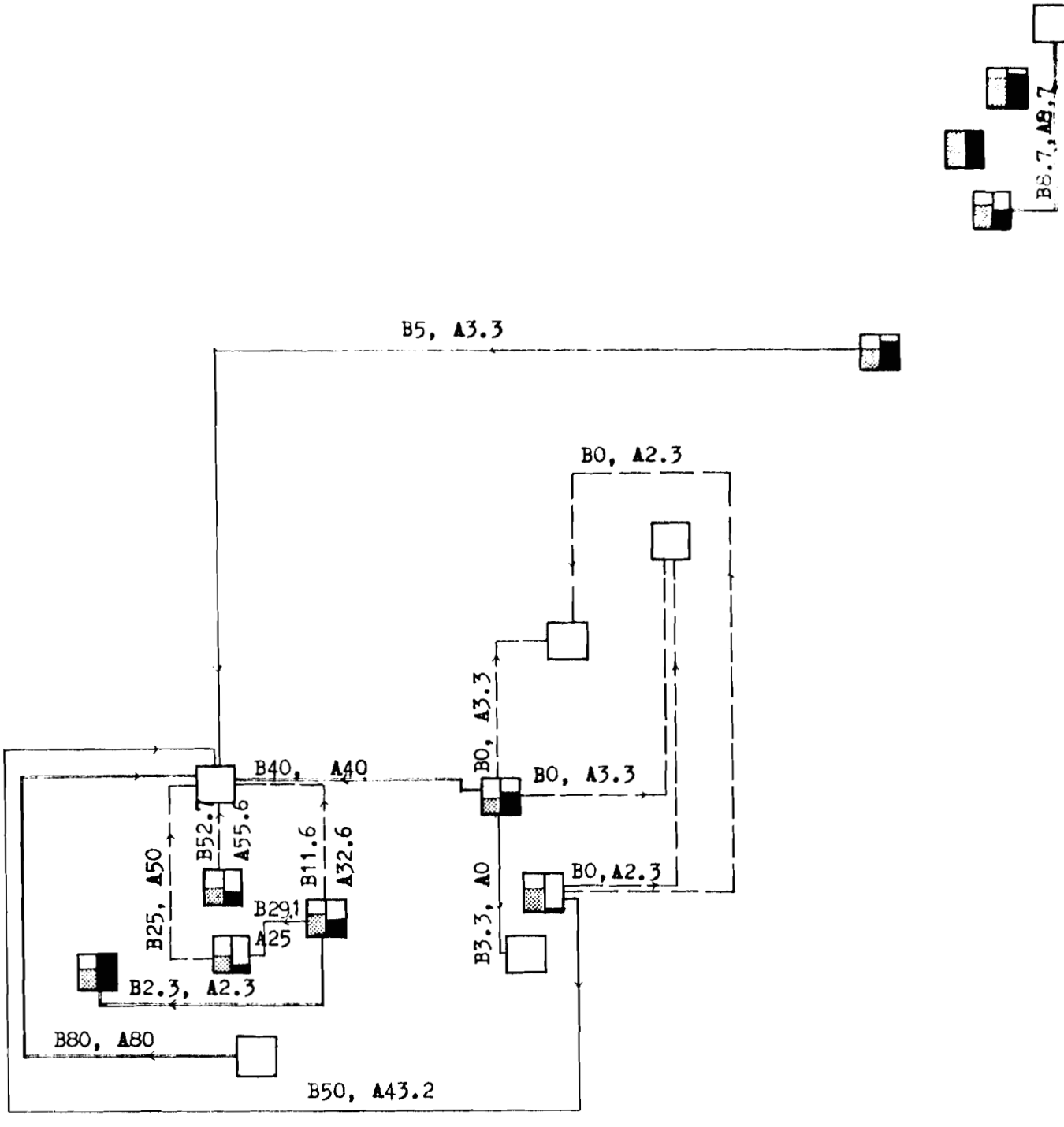
Q , Rice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B29.1
A25
B2.3, A2.3
B0, A2.3
B3.3, A0
B80, A80
B50, A43.2

Service Centre Survey

Name of Service Centre	Sample Size
1st Division:	
Serian Town	43
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	36
Tebakang	12
Tebedu	5
Mongkos	5
Sub-total:	101
2nd Division:	
Saratok	30
Betong	22
Sub-total:	52
4th Division:	
Batu Niah	23
Niah	9
Bekenu	28
Bintulu	60
Sub-total:	120
Total:	273

SCI. 1

Household Information - Race

Name of Settlement	R A C E				
1st Division	Chinese	Javanese	Malay	Indian	Others
Serian Town	90.7	2.3	4.7	2.3	-
Baki Bazaar, Kg. Tarat, Kg. Baru, Kg. Panchor, Kg. Baki	100	-	-	-	-
Tebakang	99.6	-	8.3	-	-
Tebedu	80	-	20	-	-
Mongkos	97.1	-	-	-	2.9

2nd Division	Chinese	Iban
Saratok	96.7	3.3
Betong	100	-

4th Division	Chinese	Malay	Iban	Kebayan
Batu Niah	95.7	-	4.3	-
Niah	100	-	-	-
Bekenu	96.4	-	-	3.6
Bintulu	98.3	1.7	-	-

SCI. 2

Household Information - Age

Name of Settlement	A G E		
1st Division:	Total	Mean	Standard Deviation
Serian Town	1656	38.5	14.6
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	N.A.	N.A.	N.A.
Tebakang	601	54.6	8.9
Tebedu	230	46.0	10.5
Mongkos	209	41.8	3.49
2nd Division:			
Saratok	1431	47.7	11.9
Betong	-	-	-
4th Division:			
Batu Niah	1018	44.3	14.16
Niah	366	40.7	9.39
Bekenu	1441	51.5	14.99
Bintulu	2416	40.3	13.01

SCI. 3

Household Information - Household Size

Name of Settlement	HOUSEHOLD SIZE		
1st Division:	Total members	Mean	Standard Deviation
Serian Town	305	7.09	3.12
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	N.A.	N.A.	N.A.
Tebakang	144	12	2.3
Tebedu	39	7.8	2.78
Mongkos	35	7	1.7
2nd Division:			
Saratok	178	5.9	1.94
Betong	-	-	-
4th Division:			
Batu Niah	147	6.39	2.79
Niah	70	7.7	3.43
Bekenu	172	6.14	3.18
Bintulu	286	4.77	2.89

SCI. 4: Household Information - Birth Place

Name of Settlement	B I R T H P L A C E						
1st Division	China	India	Kuching	Tebedu	Sibu	Serian	Others
Serian Town	20.9	2.3	14	2.3	2.3	48.8	9.3
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	-	-	-	-	-	39
Tebakang	25	-	-	-	-	-	75
Tebedu	40	-	40	-	-	-	20
Mongkos	-	-	60	-	-	-	40

Contd... SCI.4: Household Information - Birth Place

Name of Settlement	B I R T H P L A C E						
2nd Division	China	Sibu	Saratok	Kanowit	Sarikei	Betong	Simanggang
Saratok	40	6.7	46.7	3.3	3.3	-	-
Betong	54.55	-	-	-	-	40.9	4.55

4th Division	China	Kuching	Sibu	Sarikei	Simanggang	Miri	Others
Batu Niah	52.2	-	-	-	4.3	17.4	25.9
Niah	11.1	-	-	-	-	11.1	77.7
Bekenu	42.9	7.1	3.6	-	-	7.1	39.14
Bintulu	25	8.3	31.7	1.7	-	5	28.4

SCI. 5

Do you read newspaper?

Name of Settlement	DO YOU READ NEWSPAPER?	
1st Division:	Yes	No
Serian Town	97.7	2.3
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	97.2	2.8
Tebakang	100	-
Tebedu	100	-
Mongkos	100	-
2nd Division:		
Saratok	83.3	16.7
Betong	90.9	9.1
4th Division:		
Batu Niah	95.7	4.3
Niah	100	-
Bekenu	89.3	10.2
Bintulu	95	5

Education

Name of Settlement	E D U C A T I O N			
1st Division:	Illiterate	Primary	Secondary	Tertiary
Serian Town	7	39.5	53.5	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	25	61.1	13.9	-
Tebakang	9.1	81.8	9.1	-
Tebedu	20	80	0	-
Mongkos	0	60	40	-
2nd Division:				
Saratok	0	70	30	-
Betong	N.A.	N.A.	N.A.	-
4th Division:				
Batu Niah	8.7	47.8	43.4	-
Niah	-	88.8	11.0	-
Bekenu	3.6	85.7	10.7	-
Bintulu	-	70	26.7	3.3

SCII.

Transport to school

Name of Settlement	TRANSPORT TO SCHOOL													
1st Division	Walk		Bus		Bicycle		Car		N.A.		Boat		Truck	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	55.6	55.6	3.7	11.1	3.7	29.6	3.7	3.7	33.3	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	55.6	34.7	22.2	38.9	8.3	1.4	-	-	11.1	22.2	2.8	-	-	2.8
Tebakang	91.7	75	-	8.3	-	-	-	8.3	8.3	8.3	-	-	-	-
Tebedu	20	20	20	40	20	20	-	20	-	-	40	-	-	-
Mongkos	60	40	-	-	-	-	-	-	40	40	-	-	-	20

..Contd.. SC1.

Transport to school

Name of Settlement	TRANSPORT TO SCHOOL											
2nd Division	Walk		Bus		Bicycle		N.A.		Boat		don't know	
	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	53.3	16.7	3.3	36.7	3.3	3.3	-	-	-	10	40	33.3
Betong	95.5	93.2	-	6.8	-	-	4.5	-	-	-	-	-

4th Division	Walk		Bicycle		Car		Boat		don't know	
	b	a	b	a	b	a	b	a	b	a
Batu Niah	34.8	43.5	-	21.7	-	4.3	8.7	-	56.5	30.4
Niah	100	100	-	-	-	-	-	-	-	-
Bekenu	7.1	39.3	-	-	-	7.1	-	-	92.9	53.6
Bintulu	51.7	45	3.3	8.3	6.7	5	-	-	38.3	41.7

SCIII: Place of Employment

Name of Settlement	PLACE OF EMPLOYMENT											
1st Division	Kuching		Serian		Sibu		Samarahan		Panku		Tebakang	
	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	9.3	0	34.9	100	2.3	0	2.3	0	2.3	0	2.3	0
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	2.8	-	-	-	-	-	-	-	-	-	-	-
Tebakang	-	-	-	-	-	-	-	-	-	-	100	100
Tebedu	20	-	-	-	-	-	-	-	-	-	20	-
Mongkos	20	-	-	-	-	-	-	-	-	-	-	-

1st Division	Nonok		Tebedu		Not available		Kg. Baki		Baki Bazaar		24 miles	
	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	2.3	0	2.3	0	41.9	0	-	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	-	-	-	-	-	16.7	11.1	22.2	25	2.8	-
Tebakang	-	-	-	-	-	-	-	-	-	-	-	-
Tebedu	-	-	40	100	-	-	-	-	-	-	-	-
Mongkos	-	-	-	-	40	-	-	-	-	-	-	-

..Contd..SCIII. Household Information - Place of Employment

Name of Settlement	PLACE OF EMPLOYMENT											
1st Division	29 miles		32 miles		36 miles		Kg. Baru		Kg. Bukap		Tarat	
	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	-	-	-	-	-	-	-	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	2.8	2.8	13.9	19.4	2.8	2.8	13.9	13.9	2.8	2.8	8.3	11.1
Tebakang	-	-	-	-	-	-	-	-	-	-	-	-
Tebedu	-	-	-	-	-	-	-	-	-	-	-	-
Mongkos	-	-	-	-	-	-	-	-	-	-	-	-

1st Division	Kg. Panchor		Not applicable		Kg. Tiang		Parkela sorak		Tebakang Bazaar		Mongkos	
	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	-	-	-	-	-	-	-	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	5.6	8.3	5.6	-	-	2.8	-	-	-	-	-	-
Tebakang	-	-	-	-	-	-	-	-	-	-	-	-
Tebedu	-	-	-	-	-	-	20	-	-	-	-	-
Mongkos	-	-	-	-	-	-	-	-	20	20	20	80

..Contd.. SCIII. Household Information - Place of Employment

Name of Settlement	PLACE OF EMPLOYMENT															
2nd Division	Not available		Saratok		Kanowit		Miri		Dalat		Simanggang		Pusa		Betong	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	3.3	-	80	100	3.3	-	3.3	-	3.3	-	3.3	-	3.3	-	-	-
Betong	13.6	4.5	-	-	-	-	-	-	-	-	-	-	-	-	86.7	95.5

4th Division	Not available		Miri		Batu Niah		Bintulu		Niah		Bekeru		Kampung Satap	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	21.7	4.3	4.3	-	69.6	95.7	4.3	-	-	-	-	-	-	-
Niah	-	-	-	-	-	-	-	-	100	100	-	-	-	-
Betenu	7.1	-	7.1	-	-	-	-	-	-	-	82.4	100	3.6	-
Bintulu	30	-	-	-	-	-	70	100	-	-	-	-	-	-

SC IV.

Mode of transport to work

Name of Settlement	MODE OF TRANSPORT TO WORK													
1st Division	Lorry		Walk		Truck		Van		Bus		Motor-cycle		Car	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	2.3	2.3	14	9.3	4.7	2.3	2.3	-	2.3	2.3	2.3	2.3	2.3	18.6
Baki Bazaar, Kg. Tarat, Kg. Baru, Kg. Panchor, Kg. Baki	-	-	11.1	5.6	-	-	-	-	5.6	-	-	-	2.8	8.3
Tebakang	-	-	70	50	-	-	-	-	-	-	-	-	-	10
Tebedu	20	40	40	-	-	-	-	-	-	-	-	-	-	-
Mongkos	-	20	-	-	-	-	-	-	-	-	-	-	20	20

1st Division	Not available		Stay in shop		Bicycle		Landover		Boat		Sampan	
	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	69.8	62.8	-	-	-	-	-	-	-	-	-	-
Baki Bazaar, Kg. Tarat, Kg. Baru, Kg. Panchor, Kg. Baki	55.6	61.6	2.8	5.6	19.4	19.4	2.8	-	-	-	-	-
Tebakang	10	40	-	-	-	-	-	-	20	-	-	-
Tebedu	-	-	20	60	-	-	-	-	20	-	-	-
Mongkos	20	40	-	-	20	-	-	20	20	-	20	-

..Contd..SCIV.

Mode of transport to work

Name of Settlement	MODE OF TRANSPORT TO WORK			
2nd Division	Bus		Not available	
	b	a	b	a
Saratok	-	-	100	100
Betong	-	4.5	100	95.5

4th Division	Lorry		Walk		Motor-cycle		Car		Not available		Bicycle		Boat	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	-	20.1	13.0	-	-	-	39.1	34.8	39.1	17.4	8.7	21.7	-
Niah	-	-	22.2	11.1	-	-	-	33.3	-	-	-	11.1	77.7	44.4
Bekenu	-	-	85.7	96.4	-	-	-	-	14.3	3.6	-	-	-	-
Bintulu	-	1.7	55	56.7	-	5	-	10	35	13.3	10	13.3	-	-

SCV.

Average Monthly Earnings

Name of Settlement	AVERAGE MONTHLY EARNINGS													
1st Division	Below 100		101-300		301-500		501-700		701-1000		1000		Not available	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	4.7	-	18.6	18.6	11.6	28	-	4.7	-	2.3	11.6	37.2	53.5	9.3
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	5.56	11.1	30.56	30.56	13.89	13.89	2.78	5.56	2.78	8.33	8.33	8.33	36.11	22.22
Tebakang	10	-	50	50	-	-	-	-	10	20	-	10	30	20
Tebedu	-	-	20	20	20	20	-	-	-	20	-	20	60	20
Mongkos	-	-	60	-	20	80	-	20	-	-	-	-	20	-

...Contd.. SCV.

Average Monthly Earnings

Name of Settlement	AVERAGE MONTHLY EARNINGS													
2nd Division:	Below 100		101-300		301-500		501-700		701-1000		1000		Not available	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	-	-	40	23.3	26.7	33.3	10	23.3	6.7	6.7	13.3	13.3	3.3	-
Betong	4.5	-	31.8	40.9	40.9	40.9	13.6	-	-	9.1	-	9.1	9.1	-
4th Division:														
Batu Niah	30.4	39.1	8.7	13.0	21.7	4.3	8.7	8.7	-	13.0	-	-	30.4	21.7
Niah	22.2	11.1	55.5	55.5	22.2	11.1	-	11.1	-	-	-	-	-	11.1
Bekenu	10.7	-	14.3	14.3	3.6	10.7	-	-	-	-	3.6	7.1	67.9	67.9
Bintulu	3.3	6.7	35	43.3	20	26.7	3.3	5	1	1.7	-	10	35	6.7

SCVI.1: Employment

Name of Settlement	E M P L O Y M E N T															
1st Division	Business -man		Farmer		Pepper planter		Gardener		Worker		Foodstuff cook		Shop-keeper		Hair-dresser	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	41.7	90.7	7	-	4.7	-	2.3	-	2.3	7	2.3	2.3	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	19.4	36.1	13.9	2.8	-	-	-	-	-	-	-	-	55.6	58.3	2.8	2.8
Tebakang	-	-	-	-	-	-	-	-	-	-	-	-	75	66.6	-	-
Tebedu	-	-	-	-	-	-	-	-	-	-	-	-	60	100	-	-
Mongkos	20	40	-	-	-	-	-	-	-	-	-	-	20	40	-	-

1st Division	Help in the farm		Student		Hand-craft		Unemployed		Rubber tapper		Travelling trader		Canteen owner	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	2.8	-	5.6	-	-	-	-	-	-	-	-	-	-	-
Tebakang	-	-	-	-	8.3	-	16.7	16.7	-	-	-	-	-	-
Tebedu	-	-	-	-	-	-	-	-	20	-	20	-	-	-
Mongkos	-	-	20	-	-	-	-	-	-	-	-	-	40	-

..CONTD... SCVI.1:

Employment

Name of Settlement	E M P L O Y M E N T											
2nd Division	Business -man		Govt. servant		Restaurant worker		Sago Factory worker		Timber worker		Sundry shop worker	
	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	76.7	93.3	3.3	-	6.7	6.7	3.3	-	3.3	-	3.3	-
Betong	-	-	-	-	-	-	-	-	-	-	-	-

2nd Division	Not available		General worker		Grocer		Tin-smith		Dentist		Teacher	
	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	3.3	-	-	-	-	-	-	-	-	-	-	-
Betong	4.5	-	18.2	22.7	36.4	40.9	4.5	4.5	4.5	4.5	4.5	-

2nd Division	Restaurant owner		Taxi driver		Photo studio owner		Bus conductor		Hotel manager	
	b	a	b	a	b	a	b	a	b	a
Saratok	-	-	-	-	-	-	-	-	-	-
Betong	13.6	18.2	4.5	-	4.5	4.5	4.5	-	-	4.5

..Contd... SCVI.

Employment

Name of Settlement	E M P L O Y M E N T													
4th Division	Business -man		Farmer		Worker		Rubber tapper		Not available		Taxi driver		Sailor	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	43.5	95.7	21.7	-	-	-	-	-	21.7	-	-	-	8.7	-
Niah	66.6	66.6	22.2	11.1	-	-	-	-	-	-	-	-	-	11.1
Bekenu	85.7	92.9	-	-	-	-	-	-	10.7	3.6	-	-	-	-
Bintulu	55	76.7	-	-	1.7	1.7	-	1.7	31.7	-	-	3.3	-	-

4th Division	Rubber planter		Saleride babbr		Sunday shop assistant		Barber		Fisherman		Tailor	
	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	4.3	4.3	-	-	-	-	-	-	-	-	-	-
Niah	11.1	11.1	-	-	-	-	-	-	-	-	-	-
Bekenu	-	-	3.6	-	-	3.6	-	-	-	-	-	-
Bintulu	-	-	-	-	-	-	3.3	3.3	3.3	3.3	3.3	5

4th Division	Mee shop		Office in charge of vehicle		Manager of company		Manager of finance company	
	b	a	b	a	b	a	b	a
Batu Niah	-	-	-	-	-	-	-	-
Niah	-	-	-	-	-	-	-	-
Bekenu	-	-	-	-	-	-	-	-
Bintulu	-	1.7	-	1.7	-	1.7	-	1.7

Name of Settlement	OTHER EMPLOYMENT					
1st Division:	Yes		No		Not available	
	b	a	b	a	b	a
Serian Town	7	14	93	86	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	30.6	27.8	69.4	72.2	-	-
Tebakang	-	8.3	100	91.7	-	-
Tebedu	40	20	60	80	-	-
Mongkos	-	40	-	-	-	-
2nd Division:						
Saratok	-	-	-	-	100	100
Betong	22.7	40.9	77.3	59.1	-	-
4th Division:						
Batu Niah	82.6	30.4	17.4	69.6	-	-
Niah	55.5	44.4	44.4	55.5	-	-

SCVII. Business

Name of Set.	B U S I N E S S																	
1st Div.	Coffee shop		Tailor		Vegetable seller		Shop-keeper		Service owner		Trader		Photo-grapher		Clinic		General Merchant	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
S. Town	5.6	8	11.1	5.1	5.6	2.6	11.1	33.3	5.6	2.6	11.1	8	5.6	5.1	5.6	2.6	5.6	2.6
B. Bazaar) Kg. Tarat) Kg. Baru) Kg. Pan.) Kg. Baki)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tebakang	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tebedu	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mongkos	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

1st Div.	Business not mentioned		Grocery		Watch maker		Radio service		Hotel owner		Hawker		Beauty saloon		Book-store		Food		Not available	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
S. Town	27.8	10.3	5.6	2.6	-	2.6	-	5.1	-	2.6	-	2.6	-	2.6	-	2.6	-	-	-	-
B. Bazaar) Kg. Tarat) Kg. Baru) Kg. Pan.) Kg. Baki)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tebakang	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tebedu	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mongkos	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	40	-	60	100

..Contd..SCVII.

Business

Name of Settlement	B U S I N E S S											
2nd Division	Coffee shop		Tailor		Photographer		Grocery		Tin-smith		Sundry shop	
	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	4.3	14.3	8.7	7.1	4.3	3.6	34.8	28.6	4.3	3.6	8.7	10.7
Betong	-	-	-	-	-	-	-	-	-	-	-	-

2nd Division	General merchandise		Water and electronic goods		Medical shop		Hard-wares		Book store and electronic goods	
	b	a	b	a	b	a	b	a	b	a
Saratok	13.0	14.3	8.7	7.1	4.3	3.6	4.3	3.6	4.3	3.6
Betong	-	-	-	-	-	-	-	-	-	-

..Contd.. SCVII.

Business

Name of Settlement	B U S I N E S S															
4th Division	Coffee shop		Vegetable seller		Shop-keeper		Business not mentioned		Grocery		Book-store		General merchandise		Restaurant owner	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	30	22.7	-	-	-	-	20	31.8	40	22.7	-	-	-	9.1	-	4.5
Niah	-	-	-	-	-	-	-	-	-	83.3	-	-	-	-	-	-
Bekenu	16.7	23.1	4.2	3.8	-	-	-	-	41.7	42.3	-	-	4.2	3.8	4.2	3.8
Bintulu	9.1	8.7	-	-	21.2	19.6	-	-	18.2	17.4	3	2.2	3	8.7	3	2.2

4th Division	Hardware store		Accessories sales		Rice miller		Watershop dealer		Stationery dealer		Gold-smith		Watch repairer	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	4.5	10	-	-	4.5	-	-	-	-	-	-	-	-
Niah	-	-	-	-	-	-	-	16.6	-	-	-	-	-	-
Bekenu	-	-	-	-	4.2	-	-	-	4.2	3.8	4.2	3.8	4.2	3.8
Bintulu	-	-	-	-	-	-	-	-	-	-	6.1	4.3	-	-

...Contd.. SCVII.

Business

Name of Settlement	B U S I N E S S													
4th Division	Dentist		Machineries		Petty trader		Selling clothes		Proprietor of bicycle shop		Photo studio		Hardware shop	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Niah	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bekenu	4.2	3.8	4.2	3.8	4.2	-	-	3.8	-	-	-	-	-	-
Bintulu	6.1	4.3	-	-	-	-	3	-	3	4.3	3	2.2	3	6.5

4th Division	Watch dealer		Medicine		Cinema proprietor		Selling overboarn engline		Electrical goods		Selling sweets		Rubber dealer	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Niah	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bekenu	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bintulu	6.1	4.3	6.1	4.3	-	2.2	-	2.2	3	4.3	3	2.2	3	-

SCVIII.1 Where did you receive your medical treatments (traditional)

Name of Settlement	MEDICAL TREATMENTS RECEIVED AT															
1st Division	Serian		Kuching		Tebedu		N.A.		Baki Bazaar Kg. Tarat Kg. Baru Kg. Panchor		Tebekang		Not required		Mongkos	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	34.9	55.8	16.3	18.6	2.3	-	46.5	25.6	-	-	-	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	2.8	-	36.1	44.4	-	-	41.7	38.9	19.4	16.7	-	-	-	-	-	-
Tebakang	12.5	20.8	-	29.1	-	-	33.3	33.3	-	-	54.1	16.7	-	-	-	-
Tebedu	-	-	-	-	40	80	40	-	-	-	-	-	10	20	-	-
Mongkos	-	40	60	40	-	-	20	-	-	-	20	-	-	-	-	20

..Contd.. SCVIII.1

Where did you receive your medical treatments (traditional)

Name of Settlement	MEDICAL TREATMENTS RECEIVED AT													
2nd Division	Serian		Kuching		N.A.		Saratok		Sibu		Sarikei		Betong	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	-	-	30	10	33.3	33.3	36.7	36.7	-	13.3	-	6.7	-	-
Betong	47	-	24.2	25	27.2	18.2	-	-	-	-	-	-	1.5	56.8

4th Division	N.A.		Batu Niah		Miri		Niah		Bekenu		Bintulu	
	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	52.2	21.7	39.1	60.9	8.7	17.4	-	-	-	-	-	-
Niah	11.1	-	-	-	55.6	55.6	33.3	44.4	-	-	-	-
Bekenu	71.4	67.9	-	-	3.6	3.6	-	-	25	28.6	-	-
Bintulu	38.3	15	-	-	-	-	-	-	-	-	61.7	85

SCVIII.2 Where did you purchase your canned foods from?

Name of Settlement	C A N N E D F O O D S													
1st Division	Serian		Kuching		N.A.		Baki Bazaar Kg. Tarat Kg. Baru Kg. Panchor		Tebakang		Not required		Tebedu	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	44.2	41.9	14	27.9	41.9	30.2	-	-	-	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	-	69.4	75	5.6	5.6	25	19.4	-	-	-	-	-	-
Tebakang	33.3	16.7	58.3	75	-	-	-	-	8.3	8.3	-	-	-	-
Tebedu	-	-	60	-	20	-	-	-	-	-	20	-	-	100
Mongkos	-	-	80	100	20	-	-	-	-	-	-	-	-	-

..Contd.. SCVIII.2 Where did you purchase your canned foods from?

Name of Settlement	C A N N E D F O O D S															
2nd Division	Serian		Kuching		N.A.		Saratok		Simanggang		Sibu		Sarikei		Betong	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	-	-	26.7	20	16.7	10	53.3	56.7	3.3	-	-	10	-	3.3	-	-
Betong	-	2.3	56.8	43.2	4.5	-	-	-	-	-	-	-	-	2.3	38.6	52.3

4th Division	Kuching		N.A.		Batu Niah		Miri		Niah		Bekenu		Bintulu	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	-	60.9	30.4	30.4	56.5	8.7	13	-	-	-	-	-	-
Niah	-	-	11.1	-	-	-	-	-	88.9	100	-	-	-	-
Bekenu	-	-	14.3	7.1	-	-	-	3.6	-	-	85.7	89.3	-	-
Bintulu	5	3.3	30	13.4	-	-	-	-	-	-	-	-	65	83.3

SCVIII.3 Where did you purchase your clothings from?

Name of Settlement	C L O T H I N G S									
1st Division	Serian		Kuching		N.A.		Baki Bazaar Kg. Tarat Kg. Baru Kg. Panchor		Not required	
	b	a	b	a	b	a	b	a	b	a
Serian Town	16.3	37.2	25.6	23.3	58.1	39.5	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	-	77.7	80.6	19.4	16.7	2.8	2.8	-	-
Tebakang	33.3	33.3	50	50	16.7	16.7	-	-	-	-
Tebedu	-	-	60	100	-	-	-	-	40	-
Mongkos	-	-	80	100	20	-	-	-	-	-

..Contd. SCVIII.3 Where did you purchase your clothings from?

Name of Settlement	C L O T H I N G S													
2nd Division	Serian		Kuching		N.A.		Saratok		Sibu		Sarikei		Betong	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	-	-	50	23.3	16.7	16.7	33.3	33.3	-	23.3	-	3.3	-	-
Betong	1.5	-	59.7	72.7	13.6	9.1	-	-	-	-	-	4.5	15	13.6
4th Division	Kuching		- N.A.		Batu Niah		Miri		Niah		Bekenu		Bintulu	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	-	43.5	21.7	39.1	69.6	17.4	8.7	-	-	-	-	-	-
Niah	-	-	11.1	-	-	-	44.4	55.6	44.4	44.4	-	-	-	-
Bekenu	-	-	28.6	21.4	-	-	-	10.7	-	-	71.4	67.9	-	-
Bintulu	3.3	5	28.3	3.3	-	-	-	-	-	-	-	-	68.3	91.7

SCVIII.4 Where did you purchase your kerosene from?

Name of Settlement	K E R O S E N E											
1st Division	Serian		Kuching		N.A.		Baki Bazaar Kg. Tarat Kg. Baru Kg. Panchor		Tebakang		Not required	
	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	39.5	44.2	18.6	30.2	41.9	25.6	-	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	-	69.4	75	8.3	5.6	22.2	19.4	-	-	-	-
Tebakang	37.5	50	33.3	33.3	16.7	8.3	-	-	12.5	8.3	-	-
Tebedu	20	40	40	40	20	-	-	-	-	-	20	20
Mongkos	20	60	60	40	20	-	-	-	-	-	-	-

..Contd... SCVIII.4 Where did you purchase your kerosene from?

Name of Settlement	K E R O S E N E															
2nd Division	Serian		Kuching		N.A.		Saratok		Simmanggang		Sibu		Sarikei		Betong	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	-	-	30	26.7	13.3	3.3	53.3	56.7	3.3	-	-	6.7	-	6.7	-	-
Betong	-	2.3	52.3	43.2	4.5	4.6	-	-	-	-	-	-	-	2.3	43.2	47.7

4th Division	N.A.		Batu Niah		Miri		Niah		Bekenu		Bintulu	
	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	34.8	8.7	56.5	82.6	8.7	8.7	-	-	-	-	-	-
Niah	11.1	-	-	-	-	-	88.9	100	-	-	-	-
Bekenu	14.3	3.6	-	-	-	7.1	-	-	85.7	89.3	-	-
Bintulu	30	8.3	-	-	-	-	-	-	-	-	70	91.7

SCVIII.5 Where did you purchase your shoes from?

Name of Settlement	S H O E S									
1st Division	Serian		Kuching		N.A.		Baki Bazaar Kg. Tarat Kg. Baru Kg. Panchor		Not required	
	b	a	b	a	b	a	b	a	b	a
Serian Town	20.9	27.9	11.6	25.6	67.4	46.5	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	-	66.7	77.7	16.7	13.9	16.7	8.3	-	-
Tebakang	33.3	16.7	50	75	16.7	8.3	-	-	-	-
Tebedu	-	-	60	80	-	-	-	-	40	20
Mongkos	-	-	80	80	20	20	-	-	-	-

..Contd. SCVIII.5 Where did you purchase your shoes from?

Name of Settlement	S H O E S													
2nd Division	Serian		Kuching		N.A.		Saratok		Sibu		Sarikei		Betong	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	-	-	40	23.3	26.7	26.7	33.3	26.7	-	20	-	3.3	-	-
Betong	1.5	4.5	59.7	72.7	13.6	9.1	-	-	-	-	-	-	15	13.6
4th Division	Kuching		N.A.		Batu Niah		Miri		Niah		Bekenu		Bintulu	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	-	43.5	52.2	39.1	30.4	17.4	17.4	-	-	-	-	-	-
Niah	-	-	11.1	-	-	-	35.3	44.4	55.6	55.6	-	-	-	-
Bekenu	-	-	17.9	14.3	-	-	-	17.9	-	-	82.1	67.9	-	-
Bintulu	5	3.3	26.7	3.3	-	-	-	-	-	-	-	-	68.3	93.3

SCVIII.6.1

Where did you purchase your rice from?

Name of Settlement	R I C E															
1st Division	Serian		Kuching		Tebedu		Baki Bazaar Kg. Tarat Kg. Baru Kg. Panchor		Tebakang		N.A.		Not required		Mongkos	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	51.2	46.5	11.6	32.6	2.3	2.3	-	-	-	-	-	-	-	-	-	-
Baki Bazaar Kg. Tarat Kg. Baru Kg. Panchor Kg. Baki	-	-	52.7	55.6	-	-	47.2	44.4	-	-	-	-	-	-	-	-
Tebakang	29.1	25	25	50	-	-	-	-	45.8	25	-	-	-	-	-	-
Tebedu	-	-	-	-	60	100	-	-	-	-	20	-	20	-	-	-
Mongkos	-	-	80	80	-	-	-	-	-	-	20	-	-	-	-	20

2nd Division	Kuching		N.A.		Saratok		Simanggang		Sibu		Sarikei		Betong	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	40	40	13.3	-	43.3	53.3	3.3	-	-	3.3	-	3.3	-	-
Betong	50	43.2	45.4	-	-	-	-	-	-	2.3	-	2.3	4.5	52.3

..Contd. SCVIII.6.1 Where did you purchase your rice from?

Name of Settlement	R I C E													
4th Division	Kuching		N.A.		Batu Niah		Niah		Bekenu		Bintulu		Miri	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	-	30.4	39.1	60.9	52.2	-	-	-	-	-	-	8.7	8.7
Niah	-	-	-	-	-	-	100	100	-	-	-	-	-	-
Bekenu	-	-	14.3	10.7	-	-	-	-	85.7	89.3	-	-	-	-
Bintulu	5	3.3	30	11.7	-	-	-	-	-	-	65	85	-	-

SCVIII.6.2: Where did you purchase your cigarettes from?

Name of Settlement	C I G A R E T T E S													
1st Division	Serian		Kuching		N.A.		Baki Bazaar Kg. Tarat Kg. Baru Kg. Panchor				Tebakang		Not required	
	b	a	b	a	b	a	b	a			b	a	b	a
Serian Town	34.9	27.9	11.6	30.2	53.5	41.9	-	-			-	-	-	-
Baki Bazaar, Kg. Tarat, Kg. Baru, Kg. Panchor, Kg. Baki	36.1	38.9	36.1	38.9	13.9	11.1	13.9	11.1			-	-	-	-
Tebakang	29.1	37.5	33.3	54.1	25	-	-	-			12.5	8.3	-	-
Tebedu	-	20	60	80	20	-	-	-			-	-	20	-
Mongkos	20	40	60	60	20	-	-	-			-	-	-	-

..Contd.. SCVIII.6.2: Where did you purchase your cigarettes from?

Name of Settlement	C I G A R E T T E S													
2nd Division	Serian		Kuching		N.A.		Sarikei		Simanggang		Saratok		Betong	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	-	10	26.7	16.7	20	13.3	-	-	3.3	-	50	60	-	-
Betong	-	2.3	52.3	43.2	4.5	-	-	2.3	-	-	-	-	43.2	52.3

4th Division	N.A.		Batu Niah		Miri		Niah		Betenu		Bintulu	
Batu Niah	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	34.8	91.3	52.2	-	13	8.7	-	-	-	-	-	-
Niah	11.1	-	-	-	-	-	88.9	100	-	-	-	-
Bekenu	14.3	7.1	-	-	-	-	-	-	85.7	92.9	-	-
Bintulu	43.3	26.7	-	-	-	-	-	-	-	-	56.7	73.3

SCVIII.7 Where did you purchase your drinks from?

Name of Settlement	D R I N K S											
1st Division	Serian		Kuching		N.A.		Baki Bazaar Kg. Tarat Kg. Baru Kg. Panchor		Not required		Tebedu	
	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	46.5	53.5	14	37.2	39.5	9.3	-	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	-	66.7	72.2	5.6	5.6	27.8	22.2	-	-	-	-
Tebakang	25	33.3	50	50	25	16.7	-	-	-	-	-	-
Tebedu	-	-	60	-	20	-	-	-	20	-	-	100
Mongkos	20	20	60	80	20	-	-	-	-	-	-	-

Contd..SCVIII.7 Where did you purchase your drinks from?

Name of Settlement	D R I N K S															
2nd Division	Serian		Kuching		N.A.		Saratok		Simanggang		Sibu		Sarikei		Betong	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	-	-	26.7	20	16.7	-	53.3	56.7	3.3	-	-	10	-	13.3	-	-
Betong	-	2.3	52.3	43.2	4.5	-	-	-	-	-	-	-	-	2.3	43.2	52.3

4th Division	N.A.		Batu Niah		Miri		Niah		Bekenu		Bintulu	
	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	34.8	47.8	56.5	43.5	8.7	8.7	-	-	-	-	-	-
Niah	11.1	-	-	-	-	-	88.9	100	-	-	-	-
Bekenu	14.3	10.7	-	-	-	-	-	-	85.7	89.3	-	-
Bintulu	30	5	-	-	-	-	-	-	-	-	70	95

SCVIII.8 Where did you purchase your newspaper from?

Name of Settlement	N E W S P A P E R													
1st Division	Serian		Kuching		N.A.		Baki Bazaar Kg. Tarat Kg. Baru Kg. Panchor		O		Not required		Lebakong	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	11.6	20.9	48.8	72.1	39.5	7	-	-	-	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	-	77.7	80.6	5.6	2.8	16.7	13.9	-	2.8	-	-	-	-
Tebakang	83	-	50	91.7	41.7	8.3	-	-	-	-	-	-	-	-
Tebedu	-	-	60	80	20	-	-	-	-	-	20	20	-	-
Mongkos	-	40	60	40	20	-	-	-	-	-	-	-	20	20

Contd.SC.VIII.8 Where did you purchase your newspaper from?

Name of Settlement	N E W S P A P E R															
2nd Division	Serian		Kuching		N.A.		Saratok		Simanggang		Sibu		Sarikei		Betong	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	-	-	36.7	20	13.3	-	46.7	53.3	3.3	-	-	20	-	6.7	-	-
Betong	-	2.3	52.3	43.2	4.5	-	-	-	-	-	-	-	-	2.3	43.2	52.3

4th Division	N.A.		Batu Niah		Miri		Niah		Bekenu		Bintulu	
	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	34.8	8.7	56.5	82.6	8.7	8.7	-	-	-	-	-	-
Niah	11.1	-	-	-	-	-	88.9	100	-	-	-	-
Bekenu	14.3	10.7	-	-	-	-	-	-	85.7	89.3	-	-
Bintulu	33.3	8.3	-	-	-	-	-	-	-	-	66.7	91.7

SC.IX.1 Where did you purchase your imported goods?

Name of Settlement	WHERE DID YOU PURCHASE YOUR IMPORTED GOODS? (MEDICINE)						
1st Division	Before			After			
	Local	Other towns	N.A.	Local	Other towns	Not required	N.A.
Serian Town	4.7	7	88.4	4.7	34.9	-	60.4
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	27.8	50	22.2	31.9	54.2	-	13.9
Tebakang	-	41.7	58.3	-	41.7	-	58.3
Tebedu	-	20	80	-	40	60	-
Mongkos	-	80	20	-	100	-	-

Contd. SC.IX.1 Where did you purchase your imported goods?

Name of Settlement	WHERE DID YOU PURCHASE YOUR IMPORTED GOODS? (MEDICINE)						
2nd Division	Before				After		
	Local	Other towns	Not required	N.A.	Other towns	Not required	N.A.
Saratok	6.7	13.3	-	80	16.7	-	83.3
Betong	-	18.2	72.1	9.1	18.2	72.7	9.1

4th Division	Before			After		
	Local	Other towns	N.A.	Local	Other towns	N.A.
Batu Niah	8.7	47.8	43.5	-	21.7	78.3
Niah	38.9	61.1	-	33.3	55.6	11.1
Bekenu	21.4	64.3	14.3	3.6	35.7	60.7
Bintulu	-	3.3	96.7	-	6.7	93.3

SC.IX.2 Where did you purchase your imported goods?

Name of Settlement	WHERE DID YOU PURCHASE YOUR IMPORTED GOODS? (FOOD)						
1st Division	Before			After			
	Local	Other towns	N.A.	Local	Other towns	Not required	N.A.
Serian Town	7	20.9	72.1	16.3	34.9	-	48.8
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	62.5	31.9	5.6	44.4	52.7	-	2.8
Tebakang	16.7	50	33.3	8.3	50	-	41.7
Tebedu	-	40	60	20	40	40	-
Mongkos	-	80	20	-	100	-	-

Contd. SC.IX.2 Where did you purchase your imported goods?

Name of Settlement	WHERE DID YOU PURCHASE YOUR IMPORTED GOODS? (FOOD)						
2nd Division	Before				After		
	Local	Other towns	Not required	N.A.	Local	Other towns	N.A.
Saratok	3.3	36.7	-	60	3.3	60	36.7
Betong	-	68.2	18.2	13.6	-	63.6	36.4

4th Division	Before			After		
	Local	Other towns	N.A.	Local	Other towns	N.A.
Batu Niah	8.7	47.8	43.5	4.3	52.2	43.5
Niah	38.9	61.1	-	33.3	55.6	11.1
Bekenu	21.4	64.3	14.3	10.7	67.9	21.4
Bintulu	5	5	90	3.3	5	91.7

SC.IX.3 Where did you purchase your imported goods?

Name of Settlement	WHERE DID YOU PURCHASE YOUR IMPORTED GOODS? (HOUSEHOLD GOODS)						
1st Division	Before			After			
	Local	Other towns	N.A.	Local	Other towns	Not required	N.A.
Serian Town	7	18.6	74.4	16.3	44.2	-	39.5
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	23.6	68.1	8.3	26.4	70.8	-	2.8
Tebakang	16.7	41.7	41.7	8.3	50	-	41.7
Tebedu	-	20	80	20	60	20	-
Mongkos	-	80	20	-	100	-	-

Contd. SC:IX.3 Where did you purchase your imported goods?

Name of Settlement	WHERE DID YOU PURCHASE YOUR IMPORTED GOODS? (HOUSEHOLD GOODS)						
2nd Division	Before				After		
	Local	Other towns	Not required	N.A.	Local	Other towns	N.A.
Saratok	3.3	40	-	56.7	3.3	66.7	30
Betong	-	72.7	22.7	4.5	-	72.7	27.3

4th Division	Before			After		
	Local	Other towns	N.A.	Local	Other towns	N.A.
Batu Niah	8.7	47.8	43.5	8.7	78.3	13
Niah	38.9	61.1	-	33.3	66.7	-
Bekenu	21.4	64.3	14.3	14.3	64.3	21.4
Bintulu	1.7	10	88.3	1.7	10	88.3

SC.IX.4 Where did you purchase your imported goods?

Name of Settlement	WHERE DID YOU PURCHASE YOUR IMPORTED GOODS? (CLOTHING)					
1st Division	Before			After		
	Local	Other towns	N.A.	Local	Other towns	N.A.
Serian Town	14	18.6	67.4	14	41.9	44.2
Baki Bazaar, Kg. Tarat, Kg. Baru, Kg. Panchor, Kg. Baki	6.9	59.7	33.3	8.3	61.1	30.6
Tebakang	-	50	50	-	50	50
Tebedu	20	40	40	20	80	-
Mongkos	-	60	40	-	80	20

Cont. SC.IX.4 Where did you purchase your imported goods?

Name of Settlement	WHERE DID YOU PURCHASE YOUR IMPORTED GOODS? (CLOTHING)						
2nd Division	Before				After		
	Local	Other towns	Not required	N.A.	Other towns	Not required	N.A.
Saratok	3.3	33.3	-	63.3	53.3	-	46.7
Betong	-	40.9	45.5	13.6	40.9	50	9.1

4th Division	Before			After		
	Local	Other towns	N.A.	Local	Other towns	N.A.
Batu Niah	8.7	43.5	47.8	8.7	4.3	86.9
Niah	38.9	61.1	-	33.3	55.6	11.1
Bekenu	21.4	64.3	14.3	7.1	10.7	82.1
Bintulu	6.7	8.3	85	-	10	90

SC.X.1 Where did you purchase your local goods

Name of Settlement	WHERE DID YOU PURCHASE YOUR LOCAL GOODS? (PEPPER)								
1st Division	Before				After				
	Local	Other towns	Rural	N.A.	Local	Other towns	Rural	Not required	N.A.
Serian Town	-	7	-	93	4.7	9.3	-	-	86
Baki Bazaar, Kg. Tarat, Kg. Baru, Kg. Panchor, Kg. Baki	35.98	32.5	4.4	44.4	31.9	1.39	16.7	-	50
Tebakang	-	16.7	25	58.3	-	16.7	41.7	-	41.7
Tebedu	30	-	10	60	50	10	20	20	-
Mongkos	-	-	-	100	80	-	-	-	20

Cont. SC.X.1 Where did you purchase your local goods?

Name of Settlement	WHERE DID YOU PURCHASE YOUR LOCAL GOODS? (PEPPER)							
2nd Division	Before				After			
	Local	Other towns	Not required	N.A.	Local	Other towns	Not required	N.A.
Saratok	26.7	-	-	73.3	20	-	-	80
Betong	45.5	4.5	40.9	9.1	36.4	4.5	50	9.1

4th Division	Before			After		
	Local	Other towns	N.A.	Local	Other towns	N.A.
Batu Niah	17.4	-	82.6	21.7	-	78.3
Niah	66.7	-	33.3	66.7	33.3	-
Bekenu	-	-	100	-	-	100
Bintulu	-	3.3	96.7	1.7	1.7	96.6

SC.X.2 Where did you purchase your local goods?

Name of Settlement	WHERE DID YOU PURCHASE YOUR LOCAL GOODS? (CLOTHING)								
1st Division	Before					After			
	Local	Other towns	Rural	Not required	N.A.	Local	Other towns	Not required	N.A.
Serian Town	4.7	14	-	-	81.4	4.7	37.2	-	58.1
Baki Bazaar, Kg. Tarat, Kg. Baru, Kg. Panchor, Kg. Baki	1.4	54.2	-	-	44.4	5.6	47.3	-	47.2
Tebakang	8.3	25	-	-	66.7	16.7	16.7	-	66.7
Tebedu	10	-	10	40	40	20	-	80	-
Mongkos	-	60	-	-	40	20	20	-	60

Contd. SC.X.2 Where did you purchase your local goods?

Name of Settlement	WHERE DID YOU PURCHASE YOUR LOCAL GOODS? (CLOTHING)				
2nd Division	Before		After		
	Local	N.A.	Local	Other towns	N.A.
Saratok	-	100	3.3	3.3	93.3
Betong	4.5	95.5	-	-	100

4th Division	Before			After		
	Local	Other towns	N.A.	Local	Other towns	N.A.
Batu Niah	4.3	4.3	91.3	8.7	4.3	86.9
Niah	11.1	-	88.9	11.1	-	88.9
Bekenu	-	-	100	-	-	100
Bintulu	-	1.7	98.3	-	-	100

SC.X.3 Where did you purchase your local goods?

Name of Settlement	WHERE DID YOU PURCHASE YOUR LOCAL GOODS? (RICE)								
1st Division	Before				After				
	Local	Other towns	Rural	N.A.	Local	Other towns	Rural	Not required	N.A.
Serian Town	2.3	14	-	83.7	7	37.2	-	-	55.8
Baki Bazaar) Kg. Tarat)) Kg. Baru) Kg. Panchor) Kg. Baki)	45.8	26.3	19.4	8.3	16.7	27.8	13.9	-	13.9
Tebakang	27.8	19.4	36.1	16.7	12.5	37.5	-	-	25
Tebedu	20	-	20	60	60	10	10	20	-
Mongkos	20	40	20	20	40	20	40	-	-

Contd. SC.X.3 Where did you purchase your local goods?

Name of Settlement	WHERE DID YOU PURCHASE YOUR LOCAL GOODS? (RICE)					
2nd Division	Before			After		
	Local	Other towns	N.A.	Local	Other towns	N.A.
Saratok	23.3	3.3	73.3	16.7	6.7	76.6
Betong	43.2	11.4	45.5	34.1	11.4	54.5
4th Division	Before			After		
	Local	Other towns	N.A.	Local	Other towns	N.A.
Batu Niah	26.1	-	73.9	26.1	-	73.9
Niah	44.4	-	55.6	44.4	-	55.6
Bekenu	-	-	100	-	-	100
Bintulu	-	1.7	98.3	-	1.7	98.3

SC.X.4 Where did you purchase your local goods?

Name of Settlement	WHERE DID YOU PURCHASE YOUR LOCAL GOODS? (OTHERS)								
1st Division	Before				After				
	Local	Other towns	Rural	N.A.	Local	Other towns	Rural	Not required	N.A.
Serian Town	4.7	11.6	-	83.7	9.3	25.6	-	-	65.1
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	10.2	8.8	8.8	72.2	18.1	6.9	2.8	-	72.2
Tebakang	16.7	29.1	12.5	41.7	19.4	23.6	6.9	-	50
Tebedu	30	-	10	60	30	10	-	60	-
Mongkos	-	-	20	80	-	-	40	-	-

Contd. SC.X.4 Where did you purchase your local goods?

Name of Settlement	WHERE DID YOU PURCHASE YOUR LOCAL GOODS? (OTHERS)					
2nd Division	Before			After		
	Local	Not required	N.A.	Local	Not required	N.A.
Saratok	23.3	-	76.7	20	-	80
Betong	45.5	45.5	9.1	36.4	59.1	4.5

4th Division		After	
	Local	Other towns	N.A.
Batu Niah	-	-	-
Niah	-	-	-
Bekenu	-	-	-
Bintulu	10	5	85

SC.XI.1 Did the improvement of the road affect your business?

Name of Settlement	DID THE IMPROVEMENT OF THE ROAD AFFECT YOUR BUSINESS?		
1st Division:	Yes	No	N.A.
Serian Town	90.6	4.7	4.7
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	58.3	36.1	5.6
Tebakang	83.3	8.3	8.3
Tebedu	80	20	-
Mongkos	40	60	-
2nd Division:			
Saratok	86.7	13.3	-
Betong	54.5	36.4	9.1
4th Division:			
Batu Niah	95.7	4.3	-
Niah	100	-	-
Bekenu	92.9	-	7.1
Bintulu	53.3	43.4	3.3

SC.XI.2 Monthly Sale

Name of Settlement	M O N T H L Y S A L E											
1st Division	Less than 500		501-1000		1001-1500		1501-2000		2001-2500		2501-3000	
	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	16.3	27.9	2.3	7	-	4.7	7	7	-	4.7	4.7	9.3
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	8.3	16.7	8.3	11.1	2.8	-	5.6	5.6	-	-	8.3	8.3
Tebakang	25	33.3	41.7	41.7	-	8.3	-	-	-	-	-	-
Tebedu	20	40	20	20	-	-	-	20	-	-	-	-
Mongkos	20	20	-	20	-	-	-	20	-	-	20	-

1st Division	3001-3500		3501-4000		4001-4500		4501-5000		5000		N.A.	
	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	-	-	4.7	32.6	-	-	-	-	-	-	65.1	7
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	2.8	5.6	2.8	5.6	-	-	8.3	5.6	13.9	13.9	38.9	27.8
Tebakang	-	-	8.3	-	-	-	-	-	-	-	25	16.7
Tebedu	-	-	-	-	-	-	-	-	-	-	60	20
Mongkos	-	-	-	20	-	20	-	-	-	-	60	-

Contd. SC.XI.2 Monthly Sale

Name of Settlement	M O N T H L Y S A L E											
2nd Division	Less than 500		501-1000		1001-1500		1501-2000		2001-2500		2501-3000	
	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	10	6.7	-	3.3	10	6.7	6.7	10	3.3	6.7	20	13.3
Betong	4.5	4.5	4.5	9.1	-	4.5	13.6	18.2	-	-	4.5	22.7

2nd Division	3001-3500		3501-4000		4501-5000		5000		N.A.	
	b	a	b	a	b	a	b	a	b	a
Saratok	-	10	36.7	43.3	-	-	-	-	13.3	-
Betong	-	-	18.2	4.5	-	9.1	36.4	27.3	18.2	-

SC.XI.2 Monthly Sale

Name of Settlement	M O N T H L Y S A L E									
4th Division	Less than 500		501-1000		1001-1500		1501-2000		2001-2500	
	b	a	b	a	b	a	b	a	b	a
Batu Niah	4.3	-	-	-	4.3	-	-	-	8.7	-
Niah	11.1	11.1	22.2	22.2	-	-	22.2	-	-	-
Bekenu	-	3.6	3.6	14.3	14.3	-	10.7	3.6	14.3	10.7
Bintulu	5	6.7	5	5	3.3	1.7	6.7	8.3	1.7	-

4th Division	2501-3000		3001-3500		3501-4000		N.A.	
	b	a	b	a	b	a	b	a
Batu Niah	-	-	4.3	8.7	26	86.9	52	4.3
Niah	-	22.2	-	-	33.3	22.2	11.1	22.2
Bekenu	7.1	25	-	-	25	42.9	25	-
Bintulu	6.7	8.3	1.7	1.7	35	66.7	35	1.7

SC.XI.3 - How was/is your business before and after the road is completed?

Name of Settlement	HOW WAS/IS YOUR BUSINESS BEFORE AND AFTER THE ROAD IS COMPLETED?									
1st Division	Very good		Good		Bad improving		Bad deterioration		N.A.	
	b	a	b	a	b	a	b	a	b	a
Serian Town	2.3	18.6	11.6	60.5	4.7	11.6	-	-	81.4	9.3
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	-	-	-	-	-	-	-	-	-
Tebakang	41.7	8.3	50	-	-	-	-	91.7	8.3	-
Tebedu	-	-	-	-	-	-	-	-	-	-
Mongkos	-	-	-	-	-	-	-	-	-	-

.SC.XI.4 How was/is your business before and after the road is completed?

Name of Settlement	HOW WAS/IS YOUR BUSINESS BEFORE AND AFTER THE ROAD IS COMPLETED?											
2nd Division	Not applicable		Very good		Good		Bad improving		Bad deterioration		N.A.	
	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	13.1	-	20	20	53.3	66.7	-	3.3	3.3	10	10	-
Betong	-	-	-	-	-	-	-	-	-	-	-	-

4th Division	Not applicable		Very good		Good		Good improving		Bad deterioration		N.A.	
	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	34.8	4.3	4.3	-	52.2	-	8.7	-	-	-	-	-
Niah	-	-	11.1	-	88.9	44.4	-	33.3	-	22.2	-	-
Bekenu	-	-	-	57.1	75	32.1	3.6	10.7	-	-	21.4	-
Bintulu	-	-	18.3	35	63.3	46.7	-	15	1.7	3.3	16.7	-

SC.XII.1 Migration Change - When did you shift to your present residence?

Name of Settlement	WHEN DID YOU SHIFT TO YOUR PRESENT RESIDENCE?							
1st Division	Before 1950	1951-55	1956-60	1961-65	1966-70	1971-75	1976	N.A.
Serian Town	9.3	4.7	7	2.3	16.3	18.6	11.6	30.2
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	41.7	8.3	16.7	5.6	5.6	8.3	2.8	11.1
Tebakang	91.7	-	-	-	-	-	-	8.3
Tebedu	40	-	20	-	20	20	-	-
Mongkos	-	20	20	-	40	20	-	-

SC.XII.2 Migration Change - When did you shift to your present residence?

Name of Settlement	WHEN DID YOU SHIFT TO YOUR PRESENT RESIDENCE?							
2nd Division	Before 1950	1951-55	1956-60	1961-65	1966-70	1971-75	1976	N.A.
Saratok	30	3.3	-	6.7	-	16.7	3.3	40
Betong	40.9	4.5	4.5	-	4.5	-	-	45.5
4th Division	Before 1950	1951-55	1956-60	1961-65	1966-70	1971-75	1976	N.A.
Batu Niah	39.1	8.7	4.3	4.3	17.4	8.7	4.3	13
Niah	11.1	-	-	-	-	-	-	88.9
Bekenu	14.3	35.7	3.6	7.1	25	3.6	7.1	3.6
Bintulu	11.4	5.7	11.4	20	20	28.6	2.9	-

SC.XII.3 Migration Change - Previous residence

Name of Settlement	PREVIOUS RESIDENCE							
1st Division	Serian	Kuching	Tebedu	Pakai	Tarat	Samarahan	Sarlong	Nonok
Serian Town	48.9	21	4.7	2.3	2.3	2.3	2.3	2.3
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	5.6	13.9	-	-	-	-	-	-
Tebakang	-	8.3	-	-	-	-	-	-
Tebedu	-	40	-	-	-	-	-	-
Mongkos	-	20	-	-	-	-	-	-

1st Division	Zedon	Tebakang	China	Sibu	N.A.	Kuching Simanggang Rd.	Baki Bazaar	Kg. Baki
Serian Town	2.3	2.3	2.3	2.3	2.3	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	-	13.9	-	2.8	8.3	13.9	11.1
Tebakang	-	-	16.7	-	41.7	-	-	-
Tebedu	-	-	-	-	-	-	-	-
Mongkos	-	-	-	-	-	-	-	-

Contd. SC.XII.3 Migration Change - Previous residence

Name of Settlement	PREVIOUS RESIDENCE							
1st Division	Kg. Panchor	Tarat Bazaar	Kg. Baru	Bau	Kuching Serian Rd.	34 miles Serian Rd.	Serian Rd.	Tebakang
Serian Town	-	-	-	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	2.8	2.8	5.6	2.8	2.8	2.8	11.1	-
Tebakang	-	-	-	-	-	-	-	25
Tebedu	-	-	-	-	-	-	-	20
Mongkos	-	-	-	-	-	-	-	-

1st Division	Indonesia	Serak	Batu Kawa	Tebakang Bazaar	Serian Bazaar	Lebak	Matang	Kapit
Serian	-	-	-	-	-	-	-	2.3
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	-	-	-	-	-	-	-
Tebakang	8.3	-	-	-	-	-	-	-
Tebedu	-	20	20	-	-	-	-	-
Mongkos	-	-	-	20	20	20	20	-

Contd. SC.XII.3 Migration Change - Previous residence

Name of Settlement	PREVIOUS RESIDENCE					
2nd Division	Kuching	China	Sibu	N.A.	Saratok	Sarikei
Saratok	10	13.3	10	23.3	20	3.3
Betong	-	54.5	-	36.4	-	-
2nd Division	Miri	Dalat	Kanowit	Kabong	Simanggang	Miri
Saratok	3.3	3.3	3.3	3.3	3.3	-
Betong	-	-	-	-	4.5	4.5

Contd. SC.XII.3 Migration Change - Previous residence

Name of Settlement	PREVIOUS RESIDENCE						
4th Division	Kuching	China	Sibu	N.A.	Miri	Rumah Gambang Batu Niah	Bintulu
Batu Niah	8.7	17.4	-	-	34.8	4.3	4.3
Niah	-	11.1	-	55.6	-	-	-
Bekenu	10.7	7.1	-	-	17.9	-	3.6
Bintulu	11.7	-	33.3	41.7	10	-	-

4th Division	Batu Niah	Baram	Niah	Singapore	Somewhere near Niah	Bakong
Batu Niah	17.4	4.3	4.3	4.3	-	-
Niah	-	-	11.1	-	22.2	-
Bekenu	-	3.6	-	-	-	3.6
Bintulu	-	-	-	-	-	-

4th Division	Bekenu	Old Town	Sibuti	Kg. Satap	Binatang	Sebauh
Batu Niah	-	-	-	-	-	-
Niah	-	-	-	-	-	-
Bekenu	10.7	21.4	17.9	3.6	-	-
Bintulu	-	-	-	-	1.7	1.7

SC.XIII.1 What vehicles did you own?

Name of Settlement	WHAT VEHICLES DID YOU OWN											
1st Division	Trucks		Cars		Jeeps		Motor-cycles		Bicycles		Others	
	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	4	12.9	20	32.9	-	-	12	17.1	64	37.1	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	13.9	47.2	25	36.1	13.9	19.4	8.3	13.9	69.4	58.3	5.6	2.8
Tebakang	-	33.3	8.3	41.7	-	-	-	-	8.3	8.3	-	8.3
Tebedu	20	40	-	20	-	20	-	-	-	40	-	-
Mongkos	40	40	-	40	-	-	-	-	60	-	-	-

Contd. SC.XIII.1 What vehicles did you own?

Name of Settlement	WHAT VEHICLES DID YOU OWN											
2nd Division	Trucks		Cars		Motor-cycles		Bicycles		Others			
	b	a	b	a	b	a	b	a	b	a		
Saratok	-	3	-	3	4	6.1	92	87.9	4	3		
Betong	-	27.3	-	13.6	-	13.6	59.1	68.2	-	9.1		
4th Division	Trucks		Cars		Jeeps		Motor-cycles		Bicycles		Others	
	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	15	-	25	-	-	-	-	100	60	-	-
Niah	-	12.5	-	12.5	-	-	-	-	80	62.5	20	12.5
Bekenu	50	31.8	-	40.9	-	-	-	-	-	27.2	50	-
Bintulu	4.7	5.3	1.6	15.9	3.1	-	3.1	15.9	87.5	62.8	-	-

SC.XIII.2 Transport out of town (shopping)

Name of Settlement	TRANSPORT OUT OF TOWN (SHOPPING)											
1st Division	Lorry		Car		Bus		Van		N.A.		Walk	
	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	2.3	7	14	37.2	18.6	25.6	7	-	58.1	30.2	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	-	8.3	19.4	36.1	25	-	-	-	-	13.9	11.1
Tebakang	-	-	-	16.7	-	50	-	-	16.7	-	8.3	-
Tebedu	-	-	-	-	-	60	-	-	20	-	-	-
Mongkos	-	-	20	40	-	-	-	-	-	-	60	-

1st Division	Boat		Bicycle		Truck		Land-rover and van		Others	
	b	a	b	a	b	a	b	a	b	a
Serian Town	-	-	-	-	-	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	2.8	-	2.8	2.8	22.2	25	13.9	16.7	-	-
Tebakang	66.7	-	-	-	-	33.3	-	-	8.3	-
Tebedu	60	-	-	-	20	40	-	-	-	-
Mongkos	-	-	20	-	-	60	-	-	-	-

Contd. SC.XIII.2 Transport out of town (shopping)

Name of Settlement	TRANSPORT OUT OF TOWN (SHOPPING)											
2nd Division	Car		Bus		N.A.		Walk		Boat		Taxi	
	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	-	3.3	-	76.7	10	10	-	-	90	3.3	-	6.7
Betong	-	-	-	100	-	-	4.5	-	95.5	-	-	-

4th Division	Car		N.A.		Boat		Ship		Plane	
	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	95.7	34.8	-	60.9	-	4.3	-	-	4.3
Niah	-	-	-	-	100	-	-	-	-	-
Bekenu	-	100	-	14.3	82.1	-	3.6	-	-	-
Bintulu	3.3	6.7	88.3	91.7	6.7	-	-	-	1.7	1.7

SC:XIII.3 Transport out of town (Visiting of friends)

Name of Settlement	TRANSPORT OUT OF TOWN (VISITING OF FRIENDS)													
1st Division	Lorry		Car		Bus		Van		N.A.		Walk		Boat	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	-	4.7	20.9	37.2	18.6	25.6	2.3	-	58.1	32.6	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	-	8.3	19.4	44.4	30.6	-	-	-	-	8.3	8.3	2.8	-
Tebakang	-	-	-	33.3	-	50	-	-	16.7	-	8.3	-	66.7	-
Tebedu	-	-	-	20	-	60	-	-	20	-	-	-	60	-
Mongkos	-	-	40	40	-	-	-	-	-	-	40	-	20	-

1st Division	Bicycle		Motor-cycle		Taxi		Truck		Land-rover and van		Others	
	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	-	-	-	-	-	-	-	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	5.6	5.6	-	2.8	2.8	-	13.9	16.7	13.9	16.7	-	-
Tebakang	-	-	-	-	-	-	-	16.7	-	-	8.3	-
Tebedu	-	-	-	-	-	20	20	-	-	-	-	-
Mongkos	-	-	-	-	-	-	-	60	-	-	-	-

Contd. SC.XIII.3 Transport out of town (Visiting of friends)

Name of Settlement	TRANSPORT OUT OF TOWN (VISITING OF FRIENDS)											
2nd Division	Car		Bus		N.A.		Walk		Boat		Taxi	
	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	-	3.3	-	73.3	10	3.3	-	-	90	-	-	20
Betong	-	100	-	-	-	-	4.5	-	95.5	-	-	-

4th Division	Car		N.A.		Walk		Boat		Ship		Plane	
	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	91.3	34.8	-	-	4.3	60.9	-	4.3	-	-	4.3
Niah	-	-	-	-	-	-	100	-	-	-	-	-
Bekenu	-	100	14.3	-	-	-	82.7	-	3.6	-	-	-
Bintulu	6.7	6.7	55	13.3	-	-	5	-	-	-	33.3	80

SC.XIII.4 Transport out of town (recreation)

Name of Settlement	TRANSPORT OUT OF TOWN (RECREATION)													
1st Division	Lorry		Car		Bus		Van		N.A.		Walk		Boat	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	2.3	4.7	18.6	34.9	11.6	16.3	2.3	-	65.1	44.2	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	-	8.3	22.7	50	41.7	-	-	-	-	5.6	-	2.8	-
Tebakang	-	-	-	33.3	-	50	-	-	16.7	-	8.3	-	66.7	-
Tebedu	-	-	-	20	-	60	-	-	20	-	-	-	60	-
Mongkos	-	-	20	40	-	-	-	-	-	-	60	-	20	-

1st Division	Bicycle		Motor-cycle		Taxi		Truck		Land-over and van		Others	
	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	-	-	-	-	-	-	-	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	2.8	-	-	2.8	2.8	-	13.9	16.7	13.9	16.7	-	-
Tebakang	-	-	-	-	-	-	-	16.7	-	-	8.3	-
Tebedu	-	-	-	-	-	20	20	-	-	-	-	-
Mongkos	-	-	-	-	-	-	-	60	-	-	-	-

Contd. SC.XIII.4 - Transport out of town (recreation)

Name of Settlement	TRANSPORT OUT OF TOWN (RECREATION)											
2nd Division	Car		Bus		N.A.		Walk		Boat		Taxi	
	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	-	3.3	-	80	10	3.3	-	-	90	3.3	-	10
Betong	-	-	-	100	-	-	4.5	-	95.5	-	-	-
4th Division	Car		N.A.		Walk		Boat		Ship		Plane	
	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	91.3	34.8	-	-	4.3	60.9	-	4.3	-	-	4.3
Niah	-	-	-	-	-	-	100	-	-	-	-	-
Bekenu	-	100	14.3	-	-	-	82.1	-	3.6	-	-	-
Bintulu	6.7	-	83.3	78.3	-	-	6.7	11.7	-	-	3.3	10

SC.XIV.1 How many days did the newspaper take to get here?

Name of Settlement	HOW MANY DAYS DID THE NEWSPAPER TAKE TO GET HERE?									
1st Division	Daily		Weekly		N.A.		After one day		3-4 days	
	b	a	b	a	b	a	b	a	b	a
Serian Town	47.6	97.6	-	-	47.6	-	2.4	2.4	2.4	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	88.9	97.2	-	-	11.1	2.8	-	-	-	-
Tebakang	33.3	100	8.3	-	58.3	-	-	-	-	-
Tebedu	-	100	-	-	100	-	-	-	-	-
Mongkos	80	100	-	-	-	-	20	-	-	-

Contd. SC.XIV.1 How many days did the newspaper take to get here?

Name of Settlement	HOW MANY DAYS DID THE NEWSPAPER TAKE TO GET HERE?							
2nd Division	Daily		N.A.		3 days		7 or more days	
	b	a	b	a	b	a	b	a
Saratok	-	80	50	20	13.3	-	36.7	-
Betong	-	100	50	-	50	-	-	-

4th Division	Daily		N.A.		After one day		3 days		7 or more days		2 days		6 days	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	78.3	60.9	8.7	-	13	17.4	-	17.4	-	4.3	-	-	-
Niah	-	66.7	11.1	-	-	-	33.3	-	33.3	-	22.2	33.3	-	-
Bekenu	-	85.7	35.7	10.7	-	3.6	46.4	-	-	-	14.3	-	3.6	-
Bintulu	1.7	11.7	98.3	88.3	-	-	-	-	-	-	-	-	-	-

SC.XIV.2

How was the newspaper transported?

Name of Settlement	HOW WAS THE NEWSPAPER TRANSPORTED?									
1st Division	Bus		Car		Van		N.A.		Boat	
	b	a	b	a	b	a	b	a	b	a
Serian Town	19	7.1	26.2	90.5	7.1	2.4	47.6	-	-	-
Baki Bazaar, Kg. Tarat, Kg. Baru, Kg. Panchor, Kg. Baki	11.1	-	66.7	88.9	13.9	8.3	8.3	2.8	-	-
Tebakang	33.3	91.7	-	8.3	-	-	58.3	-	8.3	-
Tebedu	-	-	-	-	-	-	-	-	-	-
Mongkos	-	-	-	-	-	-	-	-	-	-

2nd Division	Bus		Car		N.A.		Boat	
	b	a	b	a	b	a	b	a
Saratok	-	70	-	6.7	50	23.2	50	-
Betong	-	100	-	-	50	-	50	-

4th Division	Car		N.A.		Boat		Taxi		Plane	
	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	73.9	56.5	17.4	43.5	-	-	8.7	-	-
Niah	-	100	11.1	-	88.9	-	-	-	-	-
Bekenu	-	89.3	35.7	10.7	64.3	-	-	-	-	-
Bintulu	-	-	36.7	6.7	-	-	-	-	63.3	93.3

SC.XIV.3 Where was the newspaper transported from?

Name of Settlement	WHERE WAS THE NEWSPAPER TRANSPORTED FROM?							
1st Division	Kuching		N.A.		Serian		Tebakang	
	b	a	b	a	b	a	b	a
Serian Town	52.4	97.6	47.6	2.4	-	-	-	-
Baki Bazaar, Kg. Tarat, Kg. Baru, Kg. Panchor, Kg. Baki	88.9	97.2	11.1	2.8	-	-	-	-
Tebakang	41.7	91.7	58.3	-	-	8.3	-	-
Tebedu	40	80	60	-	-	20	-	-
Mongkos	100	60	-	-	-	20	-	20

2nd Division	Kuching		N.A.		Sibu	
	b	a	b	a	b	a
Saratok	43.3	30	50	16.7	6.7	53.3
Betong	65	100	35	-	-	-

4th Division	Kuching		N.A.		Sibu		Miri	
	b	a	b	a	b	a	b	a
Batu Niah	-	4.3	56.5	4.3	-	8.7	43.5	82.6
Niah	-	-	11.1	-	-	11.1	88.9	88.9
Bekenu	-	-	35.7	10.7	-	-	64.3	89.3
Bintulu	16.7	18.3	36.7	13.3	40	56.7	6.7	11.7

SC.XIV.4

Did the provision of transport make life easier?

Name of Settlement	DID THE PROVISION OF TRANSPORT MAKE LIFE EASIER?		
1st Division:	Yes	No	N.A.
Serian Town	93	7	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	100	-	-
Tebakang	100	-	-
Tebedu	100	-	-
Mongkos	100	-	-
2nd Division:			
Saratok	93.3	6.7	-
Betong	81.8	9.1	9.1
4th Division:			
Batu Niah	100	-	-
Niah	88.9	11.1	-
Bekenu	85.7	3.6	10.7
Bintulu	83.3	16.7	-

Contd. SC.XIV.4

How did the provision of transport make life easier?

Name of Settlement	HOW DID THE PROVISION OF TRANSPORT MAKE LIFE EASIER?				
1st Division	Convenient	Easy to move, convenient, saves time.	Children can go to school easily.	Easy to go to town	Saves time
Serian Town	100	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	97.2	2.8	-	-
Tebakang	-	-	-	-	-
Tebedu	100	-	-	-	-
Mongkos	20	-	-	20	20

2nd Division	Convenient	Easier to order food	Easier to to visit friends	Easier to go to other places	Easier to sell food	N.A.
Saratok	100	-	-	-	-	-
Betong	-	13.6	9.1	50	9.1	18.2

4th Division	Convenient	N.A.
Batu Niah	69.6	30.4
Niah	100	-
Bekenu	100	-
Bintulu	100	-

SC.XV.1 Service Facilities - Where did you shop? (Within settlement)

Name of Settlement	WHERE DID YOU SHOP? (WITHIN SETTLEMENT)									
1st Division	Serian		Tebedu		N.A.		Baki Bazaar		4½ miles	
	b	a	b	a	b	a	b	a	b	a
Serian Town	55.8	95.3	2.3	-	41.9	4.7	-	-	-	-
Baki Bazaar, Kg. Tarat, Kg. Baru, Kg. Panchor, Kg. Baki	-	-	-	-	25	22.2	26.4	25	2.8	-
Tebakang	-	-	-	-	75	83.3	-	-	-	-
Tebedu	-	-	40	80	60	20	-	-	-	-
Mongkos	20	-	-	-	60	-	-	-	-	-

1st Division	36 miles		29 miles		Kg. Baru		Baru Bazaar Bukap		Kg. Baki	
	b	a	b	a	b	a	b	a	b	a
Serian Town	-	-	-	-	-	-	-	-	-	-
Baki Bazaar, Kg. Tarat, Kg. Baru, Kg. Panchor, Kg. Baki	2.8	2.8	2.8	2.8	5.6	5.6	-	2.8	5.6	-
Tebakang	-	-	-	-	-	-	-	-	-	-
Tebedu	-	-	-	-	-	-	-	-	-	-
Mongkos	-	-	-	-	-	-	-	-	-	-

Contd. SC.XV.1 Service Facilities - Where did you shop? (Within settlement)

Name of Settlement	WHERE DID YOU SHOP? (WITHIN SETTLEMENT)									
1st Division	Kg. Panchor		Tarat Bazaar		24 miles		Kg. Bazaar		Bara Bazaar	
	b	a	b	a	b	a	b	a	b	a
Serian Town	-	-	-	-	-	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	5.6	5.6	2.8	5.6	2.8	5.6	2.8	2.8	5.6	5.6
Tebakang	-	-	-	-	-	-	-	-	-	-
Tebedu	-	-	-	-	-	-	-	-	-	-
Mongkos	-	-	-	-	-	-	-	-	-	-

1st Division	32 miles		Tebakang		Tebakang Bazaar		Mongkos	
	b	a	b	a	b	a	b	a
Serian Town	-	-	-	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	9.7	13.9	-	-	-	-	-	-
Tebakang	-	-	25	16.7	-	-	-	-
Tebedu	-	-	-	-	-	-	-	-
Mongkos	-	-	-	-	20	-	-	100

Contd. SC.XV.1 Service Facilities - Where did you shop? (Within settlement)

Name of Settlement	WHERE DID YOU SHOP? (WITHIN SETTLEMENT)			
2nd Division	N.A.			
	b	a		
Saratok	100	100		
Betong	100	100		
4th Division	N.A.		Bekenu	
	b	a	b	a
Batu Niah	100	100	-	-
Niah	100	100	-	-
Bekenu	96.4	96.4	3.6	3.6
Bintulu	100	100	-	-

SC.XV.2 Service Facilities - Where did you shop? (Outside settlement)

Name of Settlement	WHERE DID YOU SHOP? (OUTSIDE SETTLEMENT)									
1st Division	Serian		N.A.		Kuching		Kg. Baki		Samarahan	
	b	a	b	a	b	a	b	a	b	a
Serian Town	-	-	48.8	14	48.8	86	-	-	2.3	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	81.9	79.2	-	-	5.6	8.3	12.5	12.5	-	-
Tebakang	37.5	20.8	-	-	62.5	4.2	-	-	-	-
Tebedu	10	10	20	20	70	70	-	-	-	-
Mongkos	20	20	-	-	80	80	-	-	-	-

Contd. SC.XV.2 Service Facilities - Where did you shop? (Outside settlement)

Name of Settlement	WHERE DID YOU SHOP? (OUTSIDE SETTLEMENT)			
2nd Division	N.A.			
	b	a		
Saratok	100	100		
Betong	100	100		
4th Division	N.A.		Miri	
	b	a	b	a
Batu Niah	100	100	-	-
Niah	100	100	-	-
Bekenu	96.4	96.5	3.6	3.6
Bintulu	100	100	-	-

SC.XVI.1 Social Contacts - Frequency of your visit

Name of Settlement	FREQUENCY OF YOUR VISIT													
1st Division	N.A.		Daily		Alternative Day		Weekly		Twice weekly		Monthly		Less often	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	26.7	23.3	1.2	23.7	8.9	3.5	11.1	14.8	4.9	10.5	18.1	17.8	29.3	6.6
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tebakang	-	-	-	-	4.2	4.2	17.4	9.6	8.3	41.7	34.1	14.6	35.1	29.2
Tebedu	61.7	-	-	-	5	5	-	-	-	6.7	6.67	50	20	38.4
Mongkos	10	-	-	-	10	-	40	50	-	20	40	20	-	10

Contd. SC.XVI.1 Social Contacts - Frequency of your visit

Name of Settlement	FREQUENCY OF YOUR VISIT													
2nd Division	N.A.		I have not been where		Twice weekly		Monthly		Less often					
	b	a	b	a	b	a	b	a	b	a				
Saratok	49.5	19.9	-	-	-	3.4	-	20.9	50	55.15				
Betong	48.9	-	-	4.5	-	-	2.2	36.7	4.99	59.8				
4th Division	N.A.		Daily		Alternative day		Weekly		Twice weekly		Monthly		Less often	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	4.3	6.9	-	-	-	1.1	-	-	-	2.4	21.7	18.2	73.7	71
Niah	2.2	-	6.7	1.1	1.1	-	-	1.1	2.2	11.1	1.1	-	86.6	86.6
Bekenu	18.6	16.8	-	8.2	-	8.2	-	3.6	-	5	-	9.3	81.4	48.8
Bintulu	37.9	29.3	-	-	-	-	-	0.8	-	-	9.2	6.4	52.9	63.5

SC.XVl.2 Social Contacts - How often did your friends from your place of origin visit you?

Name of Settlement	HOW OFTEN DID YOUR FRIENDS FROM YOUR PLACE OF ORIGIN VISIT YOU?															
1st Division	Have not been there		Daily		Alternative day		Weekly		Twice weekly		Monthly		Less Often		N.A.	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	2.8	2.8	13.9	13.9	-	5.6	13.9	30.6	13.9	-	13.9	2.8	41.7	44.4	-	-
Tebakang	-	-	8.3	25	25	16.7	-	8.3	8.3	-	-	16.7	50	25	8.3	8.3
Tebedu	-	-	-	20	20	20	40	20	-	-	-	-	20	-	20	40
Mongkos	-	-	-	-	-	-	-	-	-	-	-	-	20	60	80	40

Contd. SC.XVI.2 Social Contacts - How often did your friends from your place of origin visit you?

Name of Settlement	HOW OFTEN DID YOUR FRIENDS FROM YOUR PLACE OF ORIGIN VISIT YOU?											
2nd Division	Daily		Alternative day		Twice weekly		Monthly		Less often		N.A.	
	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	3.3	3.3	-	-	-	-	3.3	6.7	26.7	36.7	66.7	53.3
Betong	-	-	13.6	4.5	4.5	9.1	9.1	13.6	68.2	68.2	4.5	4.5

4th Division	Daily		Weekly		Twice weekly		Monthly		Less often		N.A.	
	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	-	-	-	-	-	-	13	43.5	65.2	56.5	21.7
Niah	-	-	-	-	11.1	-	-	11.1	88.9	88.9	-	-
Bekenu	-	3.6	-	3.6	-	-	-	28.6	89.3	57.1	7.1	7.1
Bintulu	-	-	-	-	-	-	8.3	4	70	47	21.7	9

SC.XVI.3 Social Contacts - How often did your relatives from your place of origin visit you?

Name of Settlement	HOW OFTEN DID YOUR RELATIVES FROM YOUR PLACE OF ORIGIN VISIT YOU?													
1st Division	Daily		Alternative day		Weekly		Twice weekly		Monthly		Less often		N.A.	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	11.1	13.9	2.8	2.8	27.8	41.7	13.9	5.6	13.9	2.8	30.6	33.3	-	-
Tebakang	-	16.7	-	-	8.3	-	-	-	-	16.7	83.3	58.3	8.3	8.3
Tebedu	-	20	-	20	40	20	-	-	-	-	20	40	40	20
Mongkos	-	-	-	-	-	-	-	-	-	20	20	60	80	20

Contd. SC.XVI.3 Social Contacts - How often did your relatives from your place of origin visit you?

Name of Settlement	HOW OFTEN DID YOUR RELATIVES FROM YOUR PLACE OF ORIGIN VISIT YOU?									
2nd Division	Daily		Twice weekly		Monthly		Less often		N.A.	
	b	a	b	a	b	a	b	a	b	a
Saratok	3.3	-	-	-	3.3	10	30	30	63.3	60
Betong	-	-	4.5	-	45	9.1	86.4	86.4	45	4.5

4th Division	Daily		Weekly		Twice weekly		Monthly		Less often		N.A.	
	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	-	-	4.3	-	-	-	4.3	43.5	69.6	56.5	21.7
Niah	-	-	-	-	11.1	-	-	11.1	88.9	88.9	-	-
Bekenu	3.6	3.6	-	7.1	-	3.6	-	14.3	92.9	67.9	3.6	3.6
Bintulu	-	-	-	-	-	-	6.7	4	68.3	46	25	10

SC.XVI.4 Social Contacts - Year in which your relatives moved in

Name of Settlement	YEAR IN WHICH YOUR RELATIVES MOVED IN							
1st Division	Before 1950	1951-55	1956-60	1961-65	1966-70	1971-75	1976	N.A.
Serian Town	6.9	6.9	3.4	3.4	3.4	6.9	3.4	65.5
Baki Bazaar, Kg. Tarat, Kg. Baru, Kg. Panchor, Kg. Baki	33.3	14.3	9.5	4.8	4.8	9.5	-	23.8
Tebakang	-	-	-	-	-	-	-	-
Tebedu	-	-	-	-	-	-	-	-
Mongkos	-	20	-	-	40	20	-	20

Contd. SC.XVI.4 Social Contacts - Year in which your relatives moved in

Name of Settlement	YEAR IN WHICH YOUR RELATIVES MOVED IN				
2nd Division	Before 1950	1966-70	1971-75	N.A.	Since birth
Saratok	15.8	5.3	10.5	68.4	-
Betong	27.3	-	-	50	22.7

4th Division	Before 1950	1951-55	1956-60	1961-65	1966-70	N.A.	Not applicable	Cannot recall
Batu Niah	29.4	5.9	5.9	-	5.9	52.9	-	-
Niah	33.3	-	-	-	-	55.6	11.1	-
Bekenu	5.6	11.1	-	-	5.6	77.8	-	-
Bintulu	-	-	-	2	2	57.1	-	38.8

SC.XVI.5 Social Contacts - How frequent did you visit each other? (friends)

Name of Settlement	HOW FREQUENT DID YOU VISIT EACH OTHER? (FRIENDS)															
1st Division	Have not been there		Daily		Alternative day		Weekly		Twice weekly		Monthly		Less often		N.A.	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	-	-	5.8	21.2	6.9	5.5	6.9	14.6	1.7	2.3	13.6	14.9	29.4	26	35.5	15.6
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tebakang	-	-	-	11.2	27.8	16.1	-	2.8	8.4	8.2	5.6	11.1	58.4	49.4	-	-
Tebedu	-	-	-	20	-	10	40	30	-	-	40	40	20	-	-	-
Mongkos	4	-	-	-	-	-	48	44	-	-	20	20	28.01	36.01	-	-

Contd. SC.XVI.5 Social Contacts - How frequent did you visit each other? (friends)

Name of Settlement	HOW FREQUENT DID YOU VISIT EACH OTHER? (FRIENDS)											
2nd Division	Monthly				Less often				N.A.			
	b		a		b		a		b		a	
Saratok	-		14.36		63.2		52.6		36.7		33	
Betong	-		75		80.2		75.7		19.7		16.7	
4th Division	Daily		Weekly		Twice weekly		Monthly		Less often		N.A.	
	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	-	-	-	-	-	1.1	1.1	47.2	45.2	51	52.3
Niah	3.3	3.3	-	-	-	-	-	10.2	74.4	64.2	22.2	22.2
Bekenu	-	-	-	5.6	-	1.1	-	8.4	62.5	57.6	37.5	27.5
Bintulu	-	-	0.8	0.8	-	-	4.9	7.5	50.9	79.9	43.25	11.8

SC.XVI.6 Social Contacts - How frequent did you visit each other? (relatives)

Name of Settlement	HOW FREQUENT DID YOU VISIT EACH OTHER?(RELATIVES)															
1st Division	Have not been there		Daily		Alternative day		Weekly		Twice weekly		Monthly		Less often		N.A.	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	-	-	-	19	1.9	5.3	13.9	7	5.5	4.3	12	15.9	18.6	20.9	48.3	27.5
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tebakang	-	16.7	-	2.8	-	-	-	2.8	8.4	-	2.8	8.3	72.2	70.3	16.7	-
Tebedu	-	-	-	20	20	20	40	40	-	-	20	-	-	20	20	20
Mongkos	-	-	-	-	-	-	23.34	16.67	-	-	30	30	46.67	-	-	-

Contd. SC.XVI.6 Social Contacts - How frequent did you visit each other? (relatives)

Name of Settlement	HOW FREQUENT DID YOU VISIT EACH OTHER? (RELATIVES)					
2nd Division	Monthly		Less often		N.A.	
	b	a	b	a	b	a
Saratok	-	20.7	78.9	59.7	22.1	19.6
Betong	-	16.6	90.9	78.8	8.9	4.5

4th Division	Daily		Alternative day		Weekly		Twice weekly		Monthly		Less often		N.A.	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	-	2.2	2.2	2.2	6.5	-	-	2.2	8.7	39.3	47.7	54.4	34.8
Niah	5.5	5.5	-	-	-	-	-	-	-	-	83.3	83.3	11.1	11.1
Bekenu	-	-	-	-	-	5.4	-	3.6	-	16.5	78.3	75	21.7	-
Bintulu	-	-	-	-	-	1.7	-	1.7	2.5	15.5	45.2	68.05	51.4	13.1

SC.XVI.7

Social Contacts - Relatives in this settlement

Name of Settlement	RELATIVES IN THIS SETTLEMENT		
1st Division:	Yes	No	N.A.
Serian Town	67.4	30.2	2.5
Baki Bazaar) Kg. Tarat) Kg. Baru) Kg. Panchor) Kg. Baki)	58.3	41.7	-
Tebakang	-	-	-
Tebedu	-	100	-
Mongkos	80	20	-
2nd Division:			
Sarattok	63.3	36.7	-
Betong	50	50	-
4th Division:			
Batu Niah	73.9	26.1	-
Niah	88.9	11.1	-
Bekenu	64.3	35.7	-
Bintulu	81.7	16.7	1.7

SC.XVII.1

Housing - Year of Ownership

Name of Settlement	YEAR OF OWNERSHIP															
1st Division	Before 1950		1951-1955		1956-1960		1961-1965		1966-1970		1971-1975		1976		Not Available	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	50	5.3	25	5.3	12.5	15.8	-	10.5	-	10.5	-	21.1	-	31.6	12.5	-
Baki Bazaar) Kg Tarat) Kg Baru) Kg Panchor) Kg Baki)	38.9	38.9	11.1	11.1	19.4	19.4	5.6	8.3	8.3	8.3	2.8	5.6	-	-	2.8	2.8
Tebakang	36.4	36.4	-	-	9.1	9.1	-	-	-	-	-	-	-	-	94.5	54.5
Tebedu	33.3	25	33.3	25	33.3	25	-	-	-	-	-	25	-	-	-	-
Mongkos	40	-	-	33	20	-	40	57	-	-	-	-	-	-	-	-

2nd Division	Before 1950		1951-1955		1956-1960		1961-1965		1966-1970		1971-1975		Not Available	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	55.6	-	11.1	-	5.6	-	16.7	-	5.6	-	-	100	5.6	-
Betong	47.1	-	5.9	-	29.4	-	5.9	5.3	5.9	73.7	-	-	5.9	21.1

Contd./SC.XVII.1

Housing - Year of Ownership

Name of Settlement	YEAR OF OWNERSHIP															
4th Division	Before 1950		1951-1955		1956-1960		1961-1965		1966-1970		1971-1975		1976		Not Available	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	53.8	38.9	23.1	16.7	15.4	16.7	-	-	-	-	-	16.7	-	-	7.7	11.1
Niah	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bekenu	-	-	41.7	33.3	33.3	26.7	8.3	-	8.3	13.3	-	13.3	-	-	8.3	13.3
Bintulu	10	-	-	-	-	-	-	-	10	-	-	20	-	10	80	70

SC.XVII.2

Housing - Year of Rent

Name of Settlement	YEAR OF RENT															
1st Division	Before 1950		1951-1955		1956-1960		1961-1965		1966-1970		1971-1975		1976		Not Available	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	14.3	-	-	-	-	-	28.6	-	-	9.1	28.6	45.5	-	41	28.6	4.5
Baki Bazaar, Kg Tarat, Kg Baru, Kg Panchor, Kg Baki	100	50	-	-	-	-	-	-	-	-	-	50	-	-	-	-
Tebakang	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Tebedu	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mongkos	40	-	-	20	20	-	40	40	-	-	-	-	-	-	-	-

2nd Division	Before 1950		1951-1955		1956-1960		1961-1965		1971-1975		Not Available	
	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	40	-	-	-	10	-	40	-	-	91.7	10	8.3
Betong	25	33.3	50	-	25	-	-	-	-	33.3	-	33.3

Contd./SC.XVII.2

Housing - Year of Rent

Name of Settlement	YEAR OF RENT													
4th Division	1951-1955		1956-1960		1961-1965		1966-1970		1971-1975		1976		Not Available	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	-	-	-	-	-	-	80	-	20	-	-	-	-
Niah	-	-	11.1	11.1	-	-	11.1	11.1	-	-	-	-	77.1	77.1
Bekenu	23	15.4	-	-	23	15.4	23	23.1	-	23.1	-	7.7	30.8	15.4
Bintulu	-	-	-	-	10.7	6.1	3.6	-	7.1	30.3	-	-	78.6	63.6

SC.XVII.3

Housing - Rent per Month

Name of Settlement	RENT PER MONTH									
1st Division	below $100		$101-200		$201-300		$301-400		Not Available	
	b	a	b	a	b	a	b	a	b	a
Serian Town	71.4	18.2	14.3	45.5	-	18.2	-	9.1	14.3	9.1
Baki Bazaar) Kg Tarat) Kg Baru) Kg Panchor) Kg Baki)	-	-	-	-	-	-	-	-	-	-
Tebakang	-	100	-	-	-	-	-	-	-	-
Tebedu	-	-	-	100	-	-	-	-	-	-
Mongkos	-	40	-	-	-	-	-	-	-	-

2nd Division	below $100		$101-200		$201-300		$401-500		Not Available	
	b	a	b	a	b	a	b	a	b	a
Saratok	36.7	6.7	-	10	-	20	-	3.3	63.3	60
Betong	75	67	-	33	-	-	-	-	25	-

Contd./SC.XVII.3

Housing - Rent per Month

Name of Settlement	RENT PER MONTH																	
4th Division	below $100		$101-200		$201-300		$301-400		$401-500		$501-600		$601-700		Above $700		Not Available	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	-	-	-	-	4.3	-	8.7	-	8.7	-	8.7	-	-	-	-	100	69.6
Niah	44.4	55.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	55.5	44.4
Bekenu	17.9	-	17.9	10.7	3.6	21.4	-	14.3	-	-	-	-	-	-	-	-	60.7	53.6
Bintulu	7.1	3.03	28.6	21.2	17.9	24.2	7.1	9.1	14.3	15.2	3.6	15.2	-	9.1	-	3.03	21.4	-

SC.XVII.4

Housing - Ownership of Land

Name of Settlement	OWNERSHIP OF LAND							
1st Division	Self		State Government		Private Owner		Not Available	
	b	a	b	a	b	a	b	a
Serian Town	14	39.5	7	14	37.2	46.5	41.9	-
Baki Bazaar, Kg Tarat, Kg Baru, Kg Panchor, Kg Baki	55.6	61.1	33.3	36.1	8.3	2.8	2.8	-
Tebakang	16.7	33.3	66.7	58.3	16.7	8.3	-	-
Tebedu	20	40	40	40	20	20	20	-
Mongkos	20	20	40	40	40	40	-	-

2nd Division	Self		Private Owner		Not Available	
	b	a	b	a	b	a
Saratok	53.3	60	36.7	36.7	10	3.3
Betong	86.4	86.4	9.1	13.6	4.5	-

4th Division	Self		State Government		Private Owner		Others		Not Available	
	b	a	b	a	b	a	b	a	b	a
Batu Niah	8.7	21.7	4.3	-	47.8	69.6	-	-	39.1	8.7
Niah	-	-	55.5	88.9	33.3	11.1	-	-	11.1	-
Bekenu	3.6	-	-	-	53.5	64.3	-	-	42.9	35.7
Bintulu	15	15	-	-	53.3	61.7	-	21.7	31.7	1.6

SC.XVII.5

Housing - Own & Rent (Shophouse)

Name of Settlement	OWN & RENT (SHOPHOUSE)					
1st Division	Own		Rent		Not Available	
	b	a	b	a	b	a
Serian Town	16.3	51.1	18.6	44.2	65.1	4.7
Baki Bazaar, Kg Tarat, Kg Baru, Kg Panchor, Kg Baki	88.9	94.4	2.8	5.6	8.3	-
Tebakang	91.7	91.7	8.3	8.3	-	-
Tebedu	60	80	-	20	40	-
Mongkos	100	60	-	40	-	-

2nd Division	Own		Rent		Not Available	
	b	a	b	a	b	a
Saratok	60	60	33.3	40	-	-
Betong	77.3	86.4	18.2	13.6	4.3	-

4th Division	Own		Rent		Not Available		Other	
	b	a	b	a	b	a	b	a
Batu Niah	56.5	78.3	-	21.7	43.5	-	-	-
Niah	44.4	44.4	55.5	55.5	-	-	-	-
Bekenu	42.9	53.6	46.4	46.4	10.7	-	-	-
Bintulu	16.7	16.7	46.7	55	36.6	8.3	-	20

SC.XVII.6

Housing - Year of Ownership of Land & Properties

Name of Settlement	YEAR OF OWNERSHIP OF LAND & PROPERTIES							
1st Division	Before 1950	1951-1955	1956-1960	1961-1965	1966-1970	1971-1975	N.A.	Do not own
Serian Town	13.9	8.3	-	8.3	5.6	13.9	5.6	-
Baki Bazaar								
Kg Tarat								
Kg Baru	10	10	40	5	10	25	-	-
Kg Panchor								
Kg Baki								
Tebakang	16.7	-	8.3	-	16.7	-	8.3	50
Tebedu	-	-	33.3	-	-	33.3	33.3	-
Mongkos	50	-	-	50	-	-	-	-

2nd Division	Before 1950	1951-1955	1956-1960	1961-1965	1966-1970	1971-1975	N.A.
Saratok	16.7	3.3	10	-	6.7	6.7	56.7
Betong	20	-	40	10	20	-	20

4th Division	Before 1950	1951-1955	1956-1960	1961-1965	1966-1970	1971-1975	1976	N.A.
Batu Niah	14.3	14.3	7.1	-	21.4	42.9	-	-
Niah	50	-	16.7	-	-	16.7	-	16.7
Bekenu	10.5	5.3	15.8	-	10.5	42.1	-	15.8
Bintulu	-	-	-	7.6	7.6	7.6	7.6	69.2

SC.XVII.7

Housing - Ownership of Land and Other Properties

Name of Settlement	OWNERSHIP OF LAND AND OTHER PROPERTIES	
1st Division	Yes	No
Serian Town	46.5	53.5
Baki Bazaar, Kg Tarat, Kg Baru, Kg Panchor, Kg Baki	55.6	44.4
Tebakang	50	50
Tebedu	60	40
Mongkos	40	60
2nd Division	Yes	No
Saratok	46.7	53.3
Betong	45.5	54.5
4th Division	Yes	No
Batu Niah	60.9	39.1
Niah	66.7	33.3
Bekenu	67.9	32.1
Bintulu	21.7	78.3

SC.XVIII.1

Housing - No. of Rooms

Name of Settlement	NO. OF ROOMS															
1st Division	1		2		3		4		5		Above 5		Not Available		No room	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	4.7	25.6	2.3	7	9.3	16.3	2.3	9.3	2.3	4.7	-	-	79.1	37.2	-	-
Baki Bazaar, Kg Tarat, Kg Baru, Kg Panchor, Kg Baki	13.9	8.3	16.7	11.1	47.2	55.6	11.1	13.9	2.8	5.6	-	-	5.6	2.8	2.8	2.8
Tebakang	8.3	8.3	16.7	8.3	33.3	41.7	16.7	33.3	-	-	16.7	-	8.3	8.3	-	-
Tebedu	-	20	60	40	-	20	-	-	20	20	-	-	20	-	-	-
Mongkos	-	-	20	40	60	60	-	-	-	-	-	-	-	-	-	-

2nd Division	1		2		3		4		5		Above 5		Not Available	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Saratok	10	10	16.7	60	20	16.7	26.7	-	-	-	3.3	6.7	23.3	6.7
Betong	9.1	9.1	31.8	18.2	40.9	50	9.1	13.6	-	4.5	-	4.5	9.1	-

Contd./SC.XVIII.1

Housing - No. of Rooms

Name of Settlement	NO. OF ROOMS													
4th Division	1		2		3		4		5		Above 5		Not Available	
	b	a	b	a	b	a	b	a	b	a	b	a	b	a
Batu Niah	8.7	-	4.3	26.1	21.7	26.1	8.7	30.4	8.7	4.3	4.3	8.7	43.5	4.3
Niah	-	11.1	44.4	44.4	11.1	11.1	22.2	22.2	-	-	-	-	22.2	11.1
Bekenu	10.7	10.7	28.6	21.4	25	14.3	14.3	39.3	3.6	10.7	-	-	17.9	3.6
Bintulu	8.3	23.3	6.7	5	13.3	8.3	6.7	10	1.7	1.7	-	-	63.3	51.7

SC.XVIII.2

Housing - Location of Land/Properties

Name of Settlement	LOCATION OF LAND/PROPERTIES													
1st Division	Serian	Kuching	Samaharahan	Sarlong	Kg. Cina	Tebakang	Not Available	Kg. Baki	Baki Bazaar	Kg. Bukap	Kg. Baru	Do not own	Tebedu	Tebakang Bazaar
Serian Town	25.6	7	2.3	2.3	7	2.3	53.5	-	-	-	-	-	-	-
Baki Bazaar) Kg Tarat) Kg Baru) Kg Panchor) Kg Baki)	11.1	11.1	-	-	-	-	-	11.1	13.9	2.8	5.6	44.4	-	-
Tebakang	-	-	-	-	-	50	-	-	-	-	-	50	-	-
Tebedu	33.3	-	-	-	-	-	-	-	-	-	-	-	66.6	
Mongkos	-	50	-	-	-	-	-	-	-	-	-	-	-	50

Contd./SC.XVIII.2

Housing - Location of Land/Properties

Name of Settlement	LOCATION OF LAND/PROPERTIES			
2nd Division	Not Available	Saratok	Sanbas	Feedle Road
Saratok	53.3	46.7	-	-
Betong	60	-	10	30

4th Division	Kuching	Batu Niah	Sibuti	Niah	Lubok Satu	Bekenu	Bintulu	Sibu	Miri	Binatang
Batu Niah	-	92.8	7.1	-	-	-	-	-	-	-
Niah	-	-	-	83.3	16.7	-	-	-	-	-
Bekenu	-	-	5.3	-	-	94.7	-	-	-	-
Bintulu	15.4	-	-	-	-	-	15.4	30.8	30.8	7.7

SC.XIX.1

Housing - Improvement Made Since

Name of Settlement	IMPROVEMENT MADE SINCE								
1st Division	Before 1950	1951-1955	1956-1960	1961-1965	1966-1970	1971-1975	1976	N.A.	No Improvement
Serian Town	-	3.6	21.4	3.6	10.7	35.7	3.6	21.4	-
Baki Bazaar Kg Tarat Kg Baru Kg Panchor Kg Baki	-	2.8	-	8.3	2.8	25	-	2.8	58.3
Tebakang	25	-	16.7	-	-	25	8.3	-	25
Tebedu	-	-	-	-	50	50	-	-	-
Mongkes	-	-	-	-	-	25	75	-	-

Contd./SC.XIX.1

Housing - Improvement Made Since

Name of Settlement	IMPROVEMENT MADE SINCE	
2nd Division	1971-1975	N.A.
Saratok	13.3	86.7
Betong	18.2	81.8

4th Division	1961-1965	1966-1970	1971-1975	1976	N.A.	No Improvemen
Batu Niah	30.4	-	-	4.3	65.2	-
Niah	-	-	-	-	100	-
Bekenu	-	-	10.7	-	-	89.3
Bintulu	-	13.6	72.7	13.6	-	-

SC.XIX.2

Housing - Improvement Made To The House

Name of Settlement	IMPROVEMENT MADE TO THE HOUSE			
1st Division	Erection	Repairs	No Improvement	Not Available
Serian Town	32.6	32.6	-	34.8
Baki Bazaar) Kg Tarat) Kg Baru) Kg Panchor) Kg Baki)	-	41.7	58.3	-
Tebakang	-	75	25	-
Tebedu	-	100	-	-
Mongkos	25	75	-	-

2nd Division	Erection	Repairs	Others	No Improvement	Not Available
Saratok	-	-	13.3	-	86.7
Betong	13.6	4.5	-	81.8	-

4th Division	Erection	Repairs	No Improvement	Not Available
Batu Niah	39.1	-	60.9	-
Niah	-	-	-	100
Bekenu	-	10.7	89.3	-
Bintulu	30	6.7	-	63.3

SC.XIX.3

Housing - Electricity

Name of Settlement	ELECTRICITY					
1st Division	Yes		No		N.A.	
	b	a	b	a	b	a
Serian Town	14	-	28	100	58	-
Baki Bazaar, Kg Tarat, Kg Baru, Kg Panchor, Kg Baki	50	69.4	50	30.6	-	-
Tebakang	-	100	100	-	-	-
Tebedu	20	40	80	60	-	-
Mongkos	40	-	60	100	-	-
2nd Division	Yes		No		N.A.	
	b	a	b	a	b	a
Saratok	10	100	60	-	30	-
Betong	100	100	-	-	-	-
4th Division	Yes		No		N.A.	
	b	a	b	a	b	a
Batu Niah	4.3	8.7	82.6	91.3	13	-
Niah	-	-	100	100	-	-
Bekenu	-	3.6	92.9	92.9	7.1	3.6
Bintulu	65	96.6	1.7	1.7	33.3	1.7

SC.XIX.4

Housing - Year with Electricity

Name of Settlement	YEAR WITH ELECTRICITY								
1st Division	Before 1950	1951-1955	1956-1960	1961-1965	1966-1970	1971-1975	1976	N.A.	Without Electricity
Serian Town	9.3	4.7	7	2.3	16.3	18.6	11.6	30.2	-
Baki Bazaar, Kg Tarat, Kg Baru, Kg Panchor, Kg Baki	-	11.1	41.7	-	2.8	13.9	-	-	30.6
Tebakang	-	-	-	-	-	100	-	-	-
Tebedu	-	-	-	-	-	50	50	-	-
Mongkos	-	-	-	-	50	50	-	-	-

2nd Division	Before 1950	1951-1955	1956-1960	1961-1965	1966-1970	1971-1975	1976	N.A.
Saratok	-	-	-	3.3	-	83.3	3.3	10
Betong	31.8	54.5	4.5	-	9.1	-	-	-

4th Division	1951-1955	1966-1970	1971-1975	1976	N.A.
Batu Niah	50	50	-	-	-
Niah	-	-	-	-	100
Bekenu	-	-	100	-	-
Bintulu	-	-	3.3	1.7	95

SC.XX.1

Water for Drinking, Cooking

Name of Settlement	WATER FOR DRINKING, COOKING											
1st Division	Piped Water		Rain Water		River		Well		Others		N.A.	
	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	7	100	-	-	-	-	18.6	-	9.3	-	65.1	-
Baki Bazaar, Kg Tarat, Kg Baru, Kg Panchor, Kg Baki	8.3	88.9	2.8	-	11.1	2.8	77.7	8.3	-	-	-	-
Tebakang	-	-	-	-	100	100	-	-	-	-	-	-
Tebedu	-	-	-	-	60	60	-	-	-	-	40	-
Mongkos	20	40	-	-	-	-	-	-	80	60	-	-

2nd Division	Piped Water		Rain Water		Well		N.A.	
	b	a	b	a	b	a	b	a
Saratok	10	100	86.7	-	3.3	-	-	-
Betong	-	-	-	-	95.5	100	4.5	-

4th Division	Piped Water		Rain Water		Well		N.A.	
	b	a	b	a	b	a	b	a
Batu Niah	100	100	-	-	-	-	-	-
Niah	-	-	100	100	-	-	-	-
Bekenu	-	-	92.9	92.9	3.6	-	3.6	7.1
Bintulu	51.7	100	-	-	-	-	48.3	-

SC.XX.2

Water for Washing

Name of Settlement	WATER FOR WASHING											
1st Division	Piped Water		Rain Water		River		Well		Others		N.A.	
	b	a	b	a	b	a	b	a	b	a	b	a
Serian Town	7	100	-	-	-	-	9.3	-	18.6	-	65.1	-
Baki Bazaar, Kg Tarat, Kg Baru, Kg Panchor, Kg Baki	8.3	88.9	2.8	-	11.1	2.8	77.7	8.3	-	-	-	-
Tebakang	-	-	-	-	66.7	66.7	-	-	-	-	33.3	33.3
Tebedu	-	-	-	-	100	100	-	-	-	-	-	-
Mongkos	40	100	60	-	-	-	-	-	-	-	-	-

2nd Division	Piped Water		Rain Water		Well		Others		N.A.	
	b	a	b	a	b	a	b	a	b	a
Saratok	6.7	100	70	-	10	-	10	-	3.3	-
Betong	-	-	-	-	95.5	100	-	-	4.5	-

4th Division	Piped Water		Rain Water		Well		Others		N.A.	
	b	a	b	a	b	a	b	a	b	a
Batu Niah	-	-	4.3	4.3	-	-	95.7	95.7	-	-
Niah	-	-	-	-	-	-	100	100	-	-
Bekenu	-	-	7.1	3.6	8.6	-	89.3	96.4	-	-
Bintulu	51.7	100	-	-	-	-	-	-	48.3	-