

ISI  
Institute Sultan  
Iskandar

**The Last  
Corner**

SCRIPT

Videotape Documentary

Version 1-Inception Report

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(CONTAINING INTERVIEW INSERTS)

<i><b>VISION - GRAPHICS</b></i>	<i><b>NARRATION</b></i>
	If this were a perfect world - some parts of Malaysia would be left the way they've been for centuries.

	This is one of those places, in the far south-west corner of the country.
Opening titles <i>Pontian</i> <i>The Last Corner</i>	
	Here, time is measured in planting seasons and phases of the moon.
	The extensive river systems are flanked by lush mangrove forests.
<i>GRAPHIC:- Outline of Pontian with green areas in the southern portion highlighted.</i>	With one stroke of a government pen, this could be the National Mangrove Park of Malaysia.
GRAPHIC: (TUAN D.O. - CORRECT NAME AND TITLE)	<i>"The mangrove forest in particular must be retained because it is one of the major resources that we have. Not only must it be retained, but it must be used in a proper way so that it can be changed into a tourist area as an economic component. So in the study they must make provision for future generations".</i>
	Hidden from view inside the forests are wading birds, resting on their pre-ordained journeys between Siberia, Japan and Australia.

	They're safe - for the moment - from the threat of the urban sprawl.
	About three quarters of this land in the Pontian region of Johor, is still farmed in the traditional family way.
	A quarter of its population till the soil with the hoe.
	To these fishermen, a narrow ribbon of bitumen may have brought them closer to their markets, but did it bring them any closer to prosperity?
	The village on stilts - Kukup - is one of the oddities of the world.
	It has grown organically, without the usual town planning constraints - <u>that</u> is its charm.
	The day trippers come in their thousands.
	But, one by one, the floating fish farms are being polluted out of existence.

<p>GRAPHIC:</p> <p><b>Sebastian Lim 2nd Generation Fisherman</b></p>	<p><i>"Sometimes we have the disposal of oil slush and it affects the water here. It gets polluted. That is illegal. Because this is very busy straits here the Straits of Malacca because it gets many big ships come here and we are not too far away, about two and a half knots away, you know."</i></p>
<p>GRAPHIC: (CHECK NAME AND TITLE)</p> <p><b>Dato' Ahmad Abdullah Assemblyman</b></p>	<p><i>"I think the fishermen suffer a great deal because of sea pollution. This is because of the oil spill and also irresponsible dumping of slush into the sea. Obviously, you are talking about three countries, Singapore, Indonesia and Malaysia. There must be some kind of close cooperation with these three countries in order to stop sea pollution which has affected fishermen for many many years and until now I don't think we have been able to completely address the problem."</i></p>
	<p>Soon, only the bigger boats, looking for catches far offshore, will survive.</p>

	Another claim to fame - Tanjung Piai, or Land's End, is the southern most point of the entire Asian/European continent.
	Out in the Straits of Malacca, sea captains pass by the Pontian coastline - intent on navigating their way through the busiest shipping lane in the world - 30,000 ships in 1996 or more than 80 every day.
	The pressure on the 74 kampongs and their 200,000 inhabitants in this fascinating but <u>largely</u> forgotten region is mounting - at an alarming pace.
	Pontian is hemmed in by feverish activity - a new bridge to Singapore, a new seaport, highways, cities, industry.
	<b>The time is right for Pontian to have <u>its</u> own vision - or at the very least, share in the State's vision.</b>

	Unless a far reaching strategy is forthcoming, Pontian risks losing its identity and any control over its destiny.
<p>GRAPHIC: (CHECK NAME AND TITLE)</p> <p><b>Dato' Ahmad Abdullah Assemblyman</b></p>	<p><i>"People like to see the place develop. They don't want to be left out of the mainstream of development and obviously their lifestyle will change if the place is opened up for development with a more aggressive program of industrialisation. More big factories would open up and there would be more abundant job opportunities for the people there."</i></p>
	It could be swamped by the over-flow of nearby mega-projects, or completely forgotten as a poor relation.
	Pontian has, literally, been "backed into a corner."
	When the second crossing from Singapore to Johor, at Tanjung Kupang, is open late in 1997, things are going to change instantly for the surrounding regions.
	A new city will spring up at Nusa Jaya to take advantage of the proximity to the Singapore markets.

	A quarter of a million people will live here within the next two decades.
	Nearby, at the mouth of Sungai Pulai, a new port will be developed at Tanjung Pelepas in five stages up till the year 2020.
	The port, and the industrial areas which will surround it, are expected to create almost 50,000 new jobs.
	The 10,000 Pontian families currently eking out a living with small, but uneconomical farms, may well be the nucleus of this new workforce.
	A freeway linkage will connect the second crossing, the new port and Nusa Jaya to the north-south expressway.
	The pressures on Pontian will come from the sea as well as the land.
	The synergy of the old Johor empire is still there - a brotherhood link across the Straits of Malacca to the Indonesian Islands of Riau.

	Fast ferries have already made the connection from Kukup to Tanjung Balai in the nearby Karimun Islands.
GRAPHIC: (TUAN D.O. - CORRECT NAME AND TITLE)	<i>"The complement is very important because we know that on our own we can't do much. There must be some form of integration must be done with the Indonesian Islands to benefit both them and Pontian."</i>
	Large scale industrial and port developments on the nearby islands of Batam and Bintan show great trading promise with Malaysia.
	The linkages between Pontian and these islands are strong - and getting stronger for both trade and human resources.
	Then there's Singapore, already the largest single source of supply of tourists on day packages to the quaint fishing village of Kukup.
	With the new bridge connection, this flow can only get stronger.



	<p>The combination of these projects - the trading and tourism connections - represent the most dynamic collection of economic drivers seen in Malaysia this century.</p>
	<p>.....but as the State Government of Johor so often reminds its entrepreneurs - no single person should be disadvantaged by progress.</p>
	<p>There are two sides to progress, as explained by Menteri Besar of Johor, <b>Datuk Haji Abdul Ghani Othman.</b></p>

	<p><i>"We're happy with the momentum for high and consistent growth by virtue of its strategic location plus the infrastructure that is found in the state. But there is always the other aspect of development that one has to take into account but I believe that Johor shouldn't be in a hurry for its search for the vision 2020 it should move along with the rest of Malaysia. We would be able to optimise ourselves by virtue of being located at the southern growth triangle, we have strong complementarity with Sumatra as well as Singapore so that would add additional momentum to growth, but I have already adopted what I would call a holistic approach of development, that we would want to prosper economically but at the same time it has to be a balanced development that takes care of social aspects within the society as well as preserving our environment."</i></p>
	<p>....and balance implies protection of the people's lifestyle and protection of those environmental, cultural and traditional farming practices worth preserving for future generations.</p>

	<p>The most searching study of the Pontian region, commissioned by the Johor Government, notes, in its terms of reference, that "environmental consequences of large scale development are the area's biggest single threat".</p>
	<p>It goes on to say that if environmental safeguards are ignored by the industrial builders, the Pontian region stands to lose any prospect it might have had for eco-tourism on a grand scale.</p>
<p>GRAPHIC: (CHECK NAME AND TITLE)</p> <p><b>Dato' Ahmad Abdullah Assemblyman</b></p>	<p><i>"Obviously if there is no control there would be conflict between the environmental situation and industrial development in Johor. Therefore we need to be very careful about development, full development."</i></p>
	<p>The study, being managed by the Institute Sultan Iskandar, aims to determine just how the State's vision of balance and economic prosperity for all can be expressed in the Pontian region.</p>

	Reflecting the State's view, the study aims to make the Pontian region an active participant in progress - not a passive by-stander.
GRAPHIC: (TUAN D.O. - CORRECT NAME AND TITLE)	<i>"It is important for the administrators to have some guideline for systematic development of the whole district. ....so the study is very important to set up our strategic thinking...what we are going to do for the future."</i>
	To achieve this will require some bold initiatives.
	Among the possibilities are:-
	Farm amalgamation and more efficient agricultural methods.
	A more marketable mix of farm produce, to ensure better economic return - perhaps the application of the "one village, one product" concept.

<p>GRAPHIC: (CHECK NAME AND TITLE)</p> <p><b>Dato' Ahmad Abdullah Assemblyman</b></p>	<p><i>"The farmers would be happy to retain the present lifestyle as farmers and fishermen provided they are able to improve farming methods and fishing methods, or by the introduction of say, for example, mechanism on the farm so that the yield would be better and the income of the people would improve. ....the government should look into the establishment of a marine park where fish can be, where they can breed fish in large quantities."</i></p>
	<p>Tourism and its many service off-shoots could be a major economic generator. It is already acknowledged that the Pontian region has a surprising range of tourist resources - all of them currently under-promoted, poorly presented and marketed.</p>
	<p>Prime resources include the unique fishing villages, the mangrove forests, the traditional agricultural and handicrafts industries, the bird life and Land's End.</p>

<p>(GRAPHIC)</p> <p><b>B.K. Tang</b>  <b>Johor Tropical</b>  <b>Plantation</b></p>	<p><i>"As far as I experienced the growth is not good enough. We have to depend on the Singapore travel agencies. I suppose the government has to take some action on that. It means our company has to attract more foreign travel instead of depending on the Singapore travel agents. "</i></p>
<p>GRAPHIC -</p> <p><b>Md. Ismail Bin</b>  <b>Abdullah</b>  <b>Penghulu Mukim</b>  <b>Sungai Karang</b></p>	<p><i>"The development that shouldn't take place is the industrialised factories, heavy industries that can pollute the air that destroys the present environment. The only solution for this development, the development of this area is eco tourism. Develop the place without destroying most parts of the jungle, the mangrove jungle."</i></p>
	<p>Pontian is the geographical front line of Malaysia's position within the growth triangle.</p>
	<p>New manufacturing industries are needed, especially in the depressed Benut area. Industries will need to be involved in higher value added activity in future.</p>

	Infrastructure such as road linkages will need to be examined.
	While a bridge connection across Sungai Pulai to the southern peninsula might appear to be feasible, the study will need to consider its impact on the very industry which could be Pontian's future, eco-tourism.
	Pontian must now take its place as a distinctive region in Malaysia's front-line state.
	Better to follow a well-researched master plan than to submit to the inevitable pressures of urbanisation and industrialisation.
	Pontian does have a uniqueness which is marketable.
	Its lifestyle and its natural resources are worth preserving.
	The State of Johor is accepting the challenge to provide the people of Pontian with a comprehensive, forward looking strategic development plan.

	Pontain may be the <u>last</u> corner of Malaysia, but it is no longer the <u>forgotten</u> corner.
CLOSING TITLES <b>PONTIAN</b> <b>THE LAST CORNER</b>	
STATE OF JOHOR LOGO	



# PRONUNCIATION SCHEDULE

In Bahasa - there is equal stress on all syllables, giving the language a mono-tone effect.

One can almost get the right effect from reading phonetically, in a staccato fashion, applying equal stress and pace.

In general most a's are soft as in ah, with few exceptions such as Abdul which is a sharp A although even then, it is not reproduced as sharply as an Australian "A".

(IN ORDER OF APPEARANCE IN SCRIPT)

<b>Pontian</b>	<b>= PONT - EE - ARN</b>
<b>Kukup</b>	<b>= KOO - KOOP (KOOK AS IN LOOK)</b>
<b>Tanjung Piai</b>	<b>= TAHN - JOONG PEE - EYE</b>
<b>Malacca</b>	<b>= MAH - <u>L</u>ACK - AH (Sharp <u>A</u>)</b>
<b>Tanjung Kupang</b>	<b>= TAHN - JOONG KOO - PARNG</b>
<b>Nusa Jaya</b>	<b>= NOOSA JAI - AH</b>
<b>Sungai Pulai</b>	<b>= SOONG - EYE PULL- EYE</b>
<b>Tanjung Pelepas</b>	<b>= TAHN - JOONG PER - LE - PARS</b>
<b>Riau</b>	<b>= REE - OW</b>
<b>Tanjung Balai</b>	<b>= TAHN - JOONG BAH - LIE</b>
<b>Karimun</b>	<b>= KAR - REE - MOON (Short OO)</b>
<b>Batam</b>	<b>= BA - TARM</b>
<b>Bintan</b>	<b>= BIN - TARN</b>

**Menteri Besar Datuk Haji Abdul Ghani Othman =**

**MEN-TREE BE-SAR**

**DAH-TOOK HAH-GEE ABDUL GHARNEE OTH-MAN**

**Sultan Iskandar = SOOL-TARN ISS-KAHN-DAR**

**Benut = BE - NOOT (SHORT OO AND "T"  
ALMOST SILENT)**