



DAILY INFORMATION BULLETIN

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Robert Yip

(Robert YIP)

for Director of Information Services

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Tuesday, April 15, 1997

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Agreement on PLA advance personnel

* * * * *

The two sides of the Sino-British Joint Liaison Group have reached an agreement on the arrival of 40 advance personnel of the future Garrison in Hong Kong from April 21, a Government spokesman announced today (Tuesday).

"The group will be led by a Deputy Commander of the future Chinese Garrison who is an officer of the rank of Major General," the spokesman said.

"A liaison group of 28 personnel, led by the Deputy Commander, will be co-located with the British Forces at the Prince of Wales Barracks. The other 12 will be co-located with the British Garrison at Stonecutters Island Barracks," he said.

The duties of advance personnel are to make practical preparations for the People's Liberation Army to take over the responsibility for the defence of Hong Kong, including familiarisation with the military sites, liaison with the British Forces and the Hong Kong Government, and co-ordination of communications support.

"They will not be armed and will not enjoy any special legal status or JLG privileges and immunities," the spokesman said.

"They have to strictly abide by all Hong Kong laws," he added.

In accordance with normal military practice, advance personnel may wear uniforms within barracks but will be in civilian clothing when they are outside the military sites off duty. There will be no display of PRC or PLA flags.

"This agreement provides a firm basis for the smooth transfer of defence responsibilities. Advance personnel will not have any defence or internal security role and their work will not affect the responsibility of the United Kingdom for the administration of Hong Kong up to June 30, 1997," the spokesman said.

End

HK/US agreements signed

* * * * *

Hong Kong and the United States signed two agreements today (Tuesday), one on mutual legal assistance in criminal matters and the other on the transfer of sentenced persons.

The agreements were signed by the Secretary for Security, Mr Peter Lai, on behalf of the Hong Kong Government and the Consul General of the United States to Hong Kong, Mr Richard Boucher, on behalf of the US Government.

The Agreement on the Transfer of Sentenced Persons (TSP Agreement) is the first agreement which Hong Kong has signed on international cooperation in the enforcement of penal sentences.

The Agreement on Mutual Legal Assistance in Criminal Matters (MLA Agreement) is the second agreement which Hong Kong has signed on international cooperation against crime. The first one was signed with Australia in September 1996.

The MLA Agreement contains all the essential features and safeguards for international agreements of this type. The major kinds of assistance comprehended by the Agreement are :

- * taking of evidence;
- * searching for and seizing items which are relevant to criminal matters;
- * producing documentary evidence relevant to criminal matters;
- * transferring persons (including prisoners) between the Hong Kong and the US jurisdictions to provide assistance;
- * confiscating the proceeds of crime; and
- * serving documents.

Speaking at the signing ceremony, Mr Lai said, "Hong Kong is a major law enforcement partner of the US in East Asia and our Government is determined to continue this partnership.

"The MLA Agreement will send a powerful message that we are committed to fighting international crime," he said.

The TSP Agreement contains essential safeguards which are normally found in agreements governing the transfer of sentenced persons. These include :

- * both the receiving and sending jurisdictions as well as the sentenced person must consent to the transfer;
- * the conduct in respect of which the sentenced person is imprisoned must be criminal in both jurisdictions; and
- * any adjustment to the sentence by the sending jurisdiction (for example, by way of pardon, reduction of sentence) must be executed by the receiving jurisdiction.

Mr Lai said that the TSP Agreement would facilitate the rehabilitation of Hong Kong people convicted in the USA by permitting them to serve their sentences in HK.

He added that both agreements had been endorsed by the Sino-British Joint Liaison Group, and would remain in force beyond the handover.

"They will come into force after the enactment in Hong Kong of the relevant Bills, which will provide the necessary legislative backing, and ratification by the President of the US with the advice and consent of the Senate," he said.

The Transfer of Sentenced Persons Bill was introduced into the Legislative Council on April 9 while the Mutual Legal Assistance in Criminal Matters Bill is expected to be introduced into the Legislative Council on April 23 this year.

End

Govt opposes the Member's Bill on deafness compensation

* * * * *

The Government does not support the Occupational Deafness (Compensation) (Amendment) Bill 1997 -- a Member's Bill sponsored by the Hon Leung Yiu-chung which will be introduced into the Legislative Council tomorrow (Wednesday).

The Bill seeks to revise the compensation provisions under the Occupational Deafness Compensation Scheme by:

- a) relaxing the disability requirement for compensation by lowering the minimum level of hearing loss (deafness threshold) from 50dB to 30dB; and
- b) revising upwards the scale of degree of permanent incapacity by reference to noise-induced hearing loss, and increasing the present maximum percentage of permanent incapacity for the purpose of compensation from 60% to 100%.

A Government spokesman said today (Tuesday): "If implemented, the Bill will exhaust the funds of the Occupational Deafness Compensation Board within one year, and result in a deficit of \$60 million in 1997/98. This is totally unacceptable."

"It would be irresponsible of the Government to allow such a Bill to go forward which will wipe out the financial resources of the Board and put the Scheme in jeopardy," the spokesman stressed.

"Without adequate financial resources, the Board will not be able to discharge its statutory duty to pay compensation to the eligible claimants as payments become due. Ironically, the Bill will cause hardship in the end to the claimants," he said.

The spokesman explained that the Government was conducting a comprehensive review of the Occupational Deafness Compensation Scheme with a view to improving its provisions. "We will take full account of the financial implications of any improvement proposals before drawing up the recommendations. We will also consult extensively on such proposals.

"We see no ground for rushing through the proposals under the Bill at this point in time. Indeed, by drawing the Board's financial resources, the Bill will practically preclude the Board from implementing any improvements arising from the review," he added.

The spokesman pointed out that the Hon Leung Yiu-chung had agreed that the Bill should be considered by the Labour Advisory Board (LAB) before it was taken further at the Legislative Council.

"It is important that the matter be fully deliberated at the LAB amongst Government, labour and employer representatives," the spokesman said.

End

Maritime rescue operation being mounted

* * * * *

The Maritime Rescue Co-ordination Centre (MRCC) is co-ordinating a search and rescue operation for people involving a collision of vessels off the Brothers this (Wednesday) morning.

A Zhuhai-bound catamaran, the Haiyang, collided with a car carrier around 9.20 am off the Brothers.

The catamaran was carrying 121 passengers and eight crew members. Four people on board the catamaran were injured in the collision.

Marine Department and Police launches, fireboats and a Government Flying Service helicopter have been tasked by the MRCC to the scene for assistance.

The people on the catamaran have been transferred to the car carrier.

End

Investigation into collision of vessels being conducted

* * * * *

The Marine Department is investigating a collision involving a catamaran and a vehicular ferry off Tuen Mun this (Tuesday) morning.

Around 9.05 am, a Zhuhai-bound catamaran, the Haiyang, and a vehicular ferry, the Man Boon, collided near the Brothers.

The catamaran was carrying 121 passengers and eight crew members. The vehicular ferry had no passengers and vehicles on board.

After the collision 27 people on board the Haiyang sustained injuries.

The Maritime Rescue Co-ordination of the Marine Department tasked Marine Department launches, police launches, fireboats, and a Government Flying Service helicopter to the scene for the search and rescue operation.

Three seriously injured passengers were then airlifted to Tuen Mun Hospital by the Government Flying Service helicopter.

The other 24 people who sustained various degrees of injuries were ferried to Tuen Mun Hospital by police launches.

Another 69 passengers continued their journey to Zhuhai by another catamaran, the Shunfeng, arranged by the shipping company while the remaining 24 passengers were conveyed to the Macau Ferry Terminal by a police launch.

In the wake of the collision, a gash was torn on the port side of the Haiyang near her stern. The vessel took on water and listed to her port side.

Salvage tugs were tasked to the scene to provide assistance to the Haiyang.

The Man Boon could leave the scene around 4.30 pm for repairs at a shipyard in Tsing Yi.

End

HK will continue to represent its own interests only

* * * * *

The Director-General of Trade, Mr Alan Lai, said on April 14 (Hawaii time) that Hong Kong would continue to represent its own interests only and would not serve as a mouthpiece for any other economic entities including its future sovereign - China - after June 30.

Speaking at the welcome dinner of the Global Partners Forum in Honolulu, Mr Lai said: "As the Chief Trade Negotiator for Hong Kong, I am particularly sensitive to the scepticism expressed or harboured about our autonomy in trade policy by various quarters in this country and elsewhere.

"One of these mistaken themes is that after June 30, Hong Kong, which is a member of the World Trade Organisation (WTO), would act as a mouthpiece for China, which is negotiating to join the body. This is totally unfounded.

"Let me assure you that Hong Kong will continue to represent its own interests only," Mr Lai said.

"I see no problem if our viewpoint on a trade issue is diametrically opposed to that of our future sovereign if that is in our own commercial interests to do so," he added.

He stressed that Hong Kong was not only committed to free trade in its domestic market, it also championed vigorously for global free trade.

"Hong Kong will, in concert with other economies, continue to build on the achievements in the WTO and the Asia-Pacific Economic Co-operation (APEC) so far with a view to realising the vision envisaged by the Trade Ministers of the 128 WTO Members meeting in Singapore last December - 'a world where trade flows freely'," Mr Lai said.

In his keynote speech entitled "Hong Kong's Responses to Challenges of the Times", Mr Lai observed that the challenge presented by the change of sovereignty was unprecedented for Hong Kong.

He noted that challenge had never been absent or far removed from the life of Hong Kong people.

"We have seen Hong Kong managing its risks as well as opportunities successfully throughout its history.

"And we are determined to prove through our acts that Hong Kong will continue to thrive and prosper after 1997 by upholding and defending vigorously the autonomy of our policies.

"It will not be easy times for Hong Kong in the months ahead but we do not seek nor expect any benevolence or special treatment from any of our trading partners.

"What we want is merely a fair chance to prove ourselves in an environment unsaddled with preconceptions and prejudices," Mr Lai said.

Mr Lai reassured the Forum that institutional arrangements provided for by the Joint Declaration and the Basic Law promised that life and business in Hong Kong could go on exactly as before.

"Those of you who do business with us can be confident that after June 30 it will be business as usual," he added.

During his visit to Hawaii, Mr Lai will also talk to faculty and students of the University of Hawaii and give a speech at a luncheon meeting of the Hong Kong Business Association of Hawaii on April 16.

The Global Partners Forum is presented by the Anderson School at University of California (Los Angeles Division) (UCLA) in partnership with the East-West Centre, Honolulu, Hawaii from April 14 to 16. The theme of the forum is "Challenges Facing the Asia-Pacific in the 21st Century".

End

\$1,818 million water treatment works contract signed

* * * * *

The Director of Water Supplies, Mr Hu Man-shiu today (Tuesday) signed a \$1,818 million contract with Aoki Corporation for the construction of the Ngau Tam Mei Treatment Works in Yuen Long.

This is the largest contract ever awarded by the Water Supplies Department.

The Ngau Tam Mei Treatment Works will have an initial daily output of 230,000 cubic metres and has been designed for further expansion to an ultimate capacity of 450,000 cubic metres per day to become the third largest treatment facility in the territory.

It will serve existing and projected housing and industrial developments in the Western New Territories.

The contract covers the construction of all civil engineering structures and electrical and mechanical equipment for the treatment works, including a service reservoir with a storage capacity of 40,000 cubic metres and five kilometres of interconnecting pipelines.

Works will begin on April 18 for completion in August 1999.

End

More proactive role in port management by Marine Dept

* * * * *

There is a common desire within the marine community for the Marine Department to take a more proactive role in the overall management and operation of the port of Hong Kong, the Director of Marine, Mr Ian Dale, said.

Announcing the findings of the Comprehensive Study on Marine Activities, Associated Risk Assessment and Development of a Future Strategy for the Optimum Usage of Hong Kong Waters (MARAD Strategy Study) today (Tuesday), Mr Dale said that the study was to establish the existing and forecast marine risk levels and provide a strategy for the future usage of Hong Kong water areas.

The MARAD Strategy Study concluded that the safety of Hong Kong waters is comparable to other major ports in the world.

"Blueprint drawings had been prepared to illustrate the MARAD Strategy Study findings and to provide a first point of reference for the evaluation of future development plans, and the need to reserve water areas to meet future port development needs and growth in marine traffic," Mr Dale added.

Mr Dale said, "One of the main issues is to recognise the shift in marine based activities to the west to support the continued growth in operations.

"Equally in the north west New Territories, port development opportunities may well develop as a result of the possible creation of the Tonggu Channel."

He further noted that the MARAD Strategy Study summarised the derived MARAD Strategy centring on the Marine Department to take a more proactive role in the operation and management of Hong Kong waters by working towards five directions.

These include an optimisation of the throughput at existing facilities to provide more flexibility in cargo allocation and reduced travel distances and the decentralisation of marine traffic away from the core areas to reduce risk and the congestion of marine traffic.

Mr Dale said: "The third one is the training of staff at all levels within the Vessel Traffic Control Centre including the officers of patrol launches proposed under the strategy and the retention of the trained personnel with the section.

"Control of vessel movement by taking a more proactive role in the planning of vessel routing, monitoring of anchorages and direction of patrol craft features another direction.

"Last but not the least, it is the enforcement through, if necessary increased prosecution, but generally by increased presence on the waters and the offering of advice and direction by the suitably trained patrol launch officers."

Taking into account of the present heavy use of Hong Kong waters for commercial and trading activities as well as the high growth rates in cargo throughput and vessel movements, the Marine Department commissioned Au Posford Consultants Ltd. to conduct the MARAD Strategy Study in September 1995 in association with the port of Rotterdam, Risk Control Analysts and Axis Environmental. It was completed in January this year.

The main focus of the study was to consider the overall risk assessment and the predicted growth in incident levels, the marine community survey, and the results of the analysis of alternative development scenario or 'what if' cases.

Mr Dale noted that taking fully into consideration the views of port users, the marine community survey received an exceptionally high response which commonly requested progressive role from the Marine Department in managing and operating the port.

He said, "The extensive data collection exercises and analysis were also performed to establish the existing and forecast movements of all types of vessels up to the year 2011."

On the Marine Risk Assessment, Mr Dale noted that the results indicated an likely increase by 42 per cent in the number of marine incidents on the basis of the existing management procedures, representing a rise from a level of 233 in 1994 to some 333 by 2011.

"However, the number of vessel arrivals has almost doubled during the corresponding period," Mr Dale pointed out.

"It is also projected that there could be a significant increase in ship to ship incidents from 2006 onwards due to increase in traffic density and capacity constraints unless alternative measures are taken," he added.

In this regard, the study indicates that the forecast marine traffic should be distributed over as much of the available water areas as possible, thus reducing the level of potential conflict.

The indications also point out that there is an urgent need to implement the proposed strategy as the marine traffic can reach a level where the incidence will rise significantly around 2006.

"With the MARAD Strategy in place, it is considered that a significant reduction could be obtained in the projected level of all types of ship to ship collisions," Mr Dale said.

"I am now considering the implementation of the measures outlined within the study," he added.

End

Star Ferry fare increase approved by ExCo

* * * * *

The Governor in Council today (Tuesday) approved a fare increase of 7.52 per cent for the "Star" Ferry Company Limited (SF) to take effect on 1 June 1997.

SF last revised its fares in March 1996. With rising operating costs, the company is expected to incur losses in 1997 and 1998 if fares remained unchanged.

In approving the fare increase, the Governor in Council took a number of factors into account, including the financial position of Star Ferry, its standard of service and public affordability.

The impact of the fare increase on inflation would be negligible. The approved rate of increase is below the forecast inflation rate between SF's last fare increase and June 1997 when the new fares are to take effect.

Details of the fare increase are as follows -

<u>Services</u>	<u>Range of % increase</u>	<u>Increase in money terms</u>
Edinburgh Place - Kowloon Point	6.64%	10 to 20 cents
Edinburgh Place - Hung Hom	8.46%	10 to 20 cents
Wan Chai - Kowloon Point	10.01%	10 to 20 cents

The approved rate of increase was considered necessary to offset rising operating costs, particularly on refurbishment of its vessels. In overall terms, about 99% of the passengers would have to pay no more than 20 cents more per trip.

End

HYF fare increase approved by ExCo

* * * * *

The Governor in Council today (Tuesday) approved a fare increase of 8.35 per cent for Hongkong & Yaumati Ferry Company (HYF) to take effect on 1 June 1997.

HYF last revised its fares in January 1996. With falling patronage and rising operating costs, HYF is expected to incur a sizable loss in 1996 and a substantial loss in 1997.

In approving the fare increase, the Governor in Council took a number of factors into account, including the financial position of HYF, public affordability, and the fact that HYF had been providing an acceptable level of service and had introduced a number of service improvements despite its financial difficulties.

"The approved rate of increase is below the forecast inflation rate between HYF's last fare increase and June 1997 when the new fares are to take effect," a Government spokesman said. "The impact of the fare increase on the Consumer Price Index (A) is only 0.01%."

Details of the fare increase are as follows -

	<u>Range of % increase</u>	<u>Increase in money terms</u>
(a) Passenger services		
- cross harbour	8.6% - 14.3%	20 cents - \$1
- new town	7.1% - 13.6%	30 cents - \$2.5
- outlying districts weekdays	4.3% - 9.6%	20 cents - \$2
weekends and holidays	6.1% - 9.6%	20 cents - \$2
(b) vehicular service	5.3% - 12.5%	50 cents - \$15
(c) freight	10.0% - 14.3%	50 cents - \$2

Overall, about 85.8% of the passengers would have to pay no more than \$1 more per trip.

The spokesman said that HYF's pier development package on its own would not be adequate to finance HYF's planned service improvements and to maintain its ferry operations without annual fare adjustments. Even with a fare increase of 8.35%, HYF was expected to incur substantial losses in the next few years, the spokesman added.

End

Business Receipts Indices for Service Industries released

* * * * *

The business receipts in most of the service industries showed increases of various magnitudes in value terms in 1996 over 1995.

The value of business receipts in the communications industry registered the fastest annual growth, by 18%. This was followed by those in the financing (except banking) and the business services industries, which grew by 16% and 13% respectively.

These are the provisional figures on business receipts indices for service industries released today (Tuesday) by the Census and Statistics Department.

The strong growth in business receipts in the communications industry was mainly related to the rapid expansion of mobile telephone services.

The significant increase in business receipts in the financing (except banking) industry was due to markedly higher stock market turnover; while the increase in business receipts in the business services industry was due to greater demand for legal services and various miscellaneous business services along with a more active property market.

Meanwhile, considerable increases in business receipts were also registered in the following service industries: banking (+12%); hotels (+11%) and transport(+8%).

On the other hand, business receipts in the wholesale industry decreased slightly, by 1% in value terms. This was mainly due to the decrease in business receipts in the wholesaling of raw materials and semi-manufactures.

Comparing the fourth quarter of 1996 with the same quarter of 1995, strong growth in business receipts was recorded in the financing (except banking)(+23%); business services (+17%) and communications industries (+17%).

Considerable increases in business receipts were also registered in the following service industries: hotels (+11%); insurance (+11%); banking (+10%); restaurants (+9%) and retail (+8%).

On the other hand, business receipts in the import/export industry remained virtually unchanged, while those in the wholesale industry dropped by 4%.

Compared with the third quarter of 1996, and bearing in mind that this comparison might be affected by seasonal factors, significant increases in business receipts of 29% and 20% were recorded in the hotels and financing (except banking) industries. Business receipts in the banking industry rose by 12%.

Table 1 presents provisional business receipts indices for service industries for the fourth quarter of 1996 and revised indices for the third quarter of 1996, with the quarterly average of business receipts in 1992 taken as 100. Also tabulated are comparisons of the results of the fourth quarter of 1996 with those of the third quarter of 1996 and the fourth quarter of 1995. Comparisons of total business receipts in 1996 with 1995 are also given.

Table 2 shows the time series of quarterly business receipts indices. Annual indices are also included.

Statistics on banking are obtained from the Hong Kong Monetary Authority; and those on retail and restaurants businesses are obtained from two existing surveys regularly conducted by the Census and Statistics Department.

The report "Quarterly Business Receipts Indices for Service Industries, Fourth Quarter 1996" is now on sale at \$8 per copy at the Government Publications Centre of the Information Services Department, Queensway Government Offices, Low Block, Ground Floor, 66 Queensway, Hong Kong. It can also be purchased from the Publications Unit of the Census and Statistics Department, 19th floor, Wanchai Tower, 12 Harbour Road, Wan Chai, Hong Kong.

Enquiries about the survey results may be directed to the Business Services Statistics Section of the Census and Statistics Department at Tel. 2894 8120.

Table 1 : Business Receipts Indices for Service Industries for 3rd Quarter and 4th Quarter 1996
表一：一九九六年第三季及第四季服務行業業務收益指數

(Quarterly average of 1992 = 100)
(一九九二年按季平均指數 = 100)

Service Industry 服務行業	3rd Quarter 1996 (Revised figures) 一九九六年 第三季 (修訂數字)	4th Quarter 1996 (Provisional figures) 一九九六年 第四季 (臨時數字)	4th Quarter 1996 compared with 3rd Quarter 1996 一九九六年第四季與 一九九六年第三季比較		4th Quarter 1996 compared with 4th Quarter 1995 一九九六年第四季與 一九九五年同季比較		1st to 4th Quarters 1996 compared with 1st to 4th Quarters 1995 一九九六年第一至第四季與 一九九五年同期比較	
	Points (點)	Points (點)	Points (點)	% (百分率)	Points (點)	% (百分率)	Points (點)	% (百分率)
Wholesale 批發	119.6	130.7	+ 11.1	+ 9.3	- 5.5	- 4.0	- 1.7	- 1.3
Import / Export 進出口貿易	146.6	157.1	+ 10.5	+ 7.1	- 0.7	- 0.4	+ 3.9	+ 2.7
Retail ⁽¹⁾ 零售	142.1	149.8 #	+ 7.7	+ 5.4	+ 11.0	+ 7.9	+ 8.4	+ 6.4
Hotels 酒店	157.4	203.8	+ 46.4	+ 29.5	+ 19.9	+ 10.8	+ 16.4	+ 10.7
Restaurants ⁽²⁾ 食肆	123.4	128.7	+ 5.3	+ 4.3	+ 11.0	+ 9.4	+ 6.3	+ 5.5
Transport 運輸	169.8	165.9	- 3.9	- 2.3	+ 11.2	+ 7.2	+ 12.0	+ 8.2
Storage 倉庫	139.8	137.2	- 2.6	- 1.9	+ 6.9	+ 5.3	+ 8.9	+ 7.1
Communications 通訊	186.9	198.9	+ 12.0	+ 6.4	+ 28.9	+ 17.0	+ 28.4	+ 18.4
Banking ⁽³⁾ 銀行	158.4	177.9	+ 19.5	+ 12.3	+ 16.7	+ 10.4	+ 17.1	+ 11.9
Financing (except banking) ⁽⁴⁾ 金融(銀行除外)	150.6	181.0	+ 30.4	+ 20.2	+ 34.2	+ 23.3	+ 23.0	+ 16.3
Insurance 保險	180.3	187.6	+ 7.3	+ 4.0	+ 18.0	+ 10.6	+ 12.1	+ 7.2
Business services 商用服務	157.9	166.6	+ 8.6	+ 5.5	+ 24.3	+ 17.1	+ 17.4	+ 12.6

Notes :

- (1) Based on the survey results of the Monthly Survey of Retail Sales
- (2) Based on the survey results of the Quarterly Survey of Restaurant Receipts and Purchases
- (3) Business receipts data are obtained from the Hong Kong Monetary Authority
- (4) Excluding investment and holding companies

Revised figure

註釋：

- (1) 根據零售業銷貨額按月統計調查的結果
- (2) 根據食肆的收入及購貨額按季統計調查的結果
- (3) 業務收益數據由香港金融管理局提供
- (4) 不包括投資及控股公司

修訂數字

Table 2 : Time Series of Quarterly Business Receipts Indices for Service Industries
表二：服務行業按季業務收益指數的時間數列

(Quarterly Average of 1992 = 100)
(一九九二年按季平均指數 = 100)

Year Quarter 年 季	Wholesale 批發		Import/Export 進出口貿易		Retail 零售		Hotels 酒店		Restaurants 食肆		Transport 運輸	
	Indices 指數	Compared with preceding year/same quarter a year ago 與上年/上年同季比較	Indices 指數	Compared with preceding year/same quarter a year ago 與上年/上年同季比較	Indices 指數	Compared with preceding year/same quarter a year ago 與上年/上年同季比較	Indices 指數	Compared with preceding year/same quarter a year ago 與上年/上年同季比較	Indices 指數	Compared with preceding year/same quarter a year ago 與上年/上年同季比較	Indices 指數	Compared with preceding year/same quarter a year ago 與上年/上年同季比較
	%		%		%		%		%		%	
1993	106.3	+ 6.3	108.8	+ 8.8	112.7	+ 12.7	112.5	+ 12.5	106.1	+ 6.1	111.8	+ 11.8
1994	121.0	+ 13.8	123.7	+ 13.6	126.1	+ 11.9	131.1	+ 16.5	110.1	+ 3.7	123.1	+ 10.1
1995	125.0	+ 3.3	142.5	+ 15.2	132.0	+ 4.7	154.2	+ 17.6	115.2	+ 4.7	145.6	+ 18.3
1996 *	123.4	- 1.3	146.3	+ 2.7	140.4 #	+ 6.4	170.7	+ 10.7	121.6	+ 5.5	157.6	+ 8.2
1994 4	134.8	+ 17.7	142.7	+ 24.0	133.2	+ 10.6	158.8	+ 15.9	111.2	- 3.7	134.9	+ 17.6
1995 1	123.9	+ 14.2	128.7	+ 19.1	131.8	+ 6.8	142.8	+ 17.7	116.1	+ 1.6	128.6	+ 14.6
2	117.5	+ 5.3	138.8	+ 22.2	124.0	+ 4.2	145.3	+ 17.1	110.8	+ 5.4	141.5	+ 27.4
3	122.4	- 5.3	144.6	+ 11.0	133.4	+ 3.6	144.9	+ 20.6	116.4	+ 6.2	157.4	+ 17.3
4	136.2	+ 1.0	157.7	+ 10.5	138.8	+ 4.1	183.9	+ 15.8	117.6	+ 5.8	154.7	+ 14.7
1996 1	122.7	- 1.0	138.9	+ 8.0	138.9	+ 5.4	159.9	+ 12.0	119.9	+ 3.2	143.5	+ 11.6
2	120.4	+ 2.5	142.7	+ 2.9	130.8	+ 5.4	161.5	+ 11.1	114.2	+ 3.1	151.0	+ 6.7
3	119.6	- 2.3	146.6	+ 1.4	142.1	+ 6.5	157.4	+ 8.6	123.4	+ 6.0	169.8	+ 7.9
4 *	130.7	- 4.0	157.1	- 0.4	149.8 #	+ 7.9	203.8	+ 10.8	128.7	+ 9.4	165.9	+ 7.2

Year Quarter 年 季	Storage 倉庫		Communications 通訊		Banking 銀行		Financing (except banking) 金融(銀行除外)		Insurance 保險		Business services 商用服務	
	Indices 指數	Compared with preceding year/same quarter a year ago 與上年/上年同季比較	Indices 指數	Compared with preceding year/same quarter a year ago 與上年/上年同季比較	Indices 指數	Compared with preceding year/same quarter a year ago 與上年/上年同季比較	Indices 指數	Compared with preceding year/same quarter a year ago 與上年/上年同季比較	Indices 指數	Compared with preceding year/same quarter a year ago 與上年/上年同季比較	Indices 指數	Compared with preceding year/same quarter a year ago 與上年/上年同季比較
	%		%		%		%		%		%	
1993	98.5	- 1.5	118.8	+ 18.8	116.6	+ 16.6	148.7	+ 48.7	119.3	+ 19.3	117.3	+ 17.3
1994	106.6	+ 8.2	136.1	+ 14.5	122.5	+ 5.1	169.4	+ 13.9	146.9	+ 23.1	127.4	+ 8.7
1995	125.1	+ 17.4	154.5	+ 13.5	143.4	+ 17.0	140.7	- 16.9	167.0	+ 13.6	137.6	+ 8.0
1996 *	134.0	+ 7.1	182.9	+ 18.4	160.4	+ 11.9	163.7	+ 16.3	179.0	+ 7.2	155.0	+ 12.6
1994 4	110.3	+ 15.3	149.7	+ 14.4	137.0	+ 10.9	154.3	- 30.3	149.1	+ 21.7	130.3	- 8.3
1995 1	105.8	+ 11.2	141.9	+ 9.6	129.3	+ 10.6	154.7	- 29.6	169.4	+ 12.8	146.5	+ 16.6
2	127.0	+ 19.7	149.6	+ 15.7	138.8	+ 20.4	139.2	- 4.5	160.3	+ 12.9	123.8	+ 0.7
3	137.4	+ 19.7	156.5	+ 15.3	144.1	+ 19.5	122.2	- 22.6	168.5	+ 15.1	137.9	+ 5.4
4	130.3	+ 18.1	170.0	+ 13.5	161.2	+ 17.7	146.8	- 4.9	169.6	+ 13.8	142.3	+ 9.2
1996 1	122.1	+ 15.4	165.5	+ 16.6	151.4	+ 17.1	172.7	+ 11.7	172.6	+ 1.9	151.4	+ 3.3
2	136.9	+ 7.8	180.3	+ 20.5	153.9	+ 10.9	150.5	+ 8.1	175.5	+ 9.5	144.2	+ 16.4
3	139.8	+ 1.8	186.9	+ 19.4	158.4	+ 9.9	150.6	+ 23.2	180.3	+ 7.0	157.9	+ 14.5
4 *	137.2	+ 5.3	198.9	+ 17.0	177.9	+ 10.4	181.0	+ 23.3	187.6	+ 10.6	166.6	+ 17.1

Notes : * : Provisional figure
: Revised figure

註釋： * : 臨時數字
: 修訂數字

HAB's Trust Funds Section moves to new office

* * * * *

The Home Affairs Branch's Trust Funds, Temples and Cemeteries Section will move to Wu Chung House, Wan Chai on Thursday (April 17).

The new address is room 2202, 22nd floor, Wu Chung House, 213 Queen's Road East. The telephone numbers and fax line number of the Section remain unchanged.

For enquiries, please call the Section at 2519 9133.

End

Air quality report for March released

* * * * *

The Environmental Protection Department today (Tuesday) released air quality information for March 1997.

The information shows no violation of air quality objective values in the month.

The report includes the monitoring results from Mong Kok, Central/Western and Kwai Chung, which represent three important land use types in the territory:

- * locations close to road traffic in built-up urban areas;
- * combined commercial and residential districts; and
- * districts close to industrial areas.

Air pollutants reported include sulphur dioxide, nitrogen dioxide, total suspended particulates, and the respirable suspended particulates. All these pollutants can affect respiratory health in sufficient concentration.

Air pollution originated from various sources, including combustion, industrial and construction processes. In terms of impact on local air quality, motor vehicle exhaust is the most important source of nitrogen dioxide and airborne particulate matter, especially the smaller respirable particles.

End

AFD seizes endangered species items

* * * * *

The Agriculture and Fisheries Department (AFD) seized a quantity of cloth suspected to contain highly endangered species ingredients in a series of raids in Kowloon yesterday (Monday).

Acting on information, AFD officers raided six shops in Tsim Sha Tsui and seized a total of 11 pieces of cloth claiming to contain vicuna fabric from four of them.

The seized items are valued at about \$421,000.

An AFD spokesman said that apart from the population of Peru and part of that of Chile, all vicuna are listed as Appendix I (highly endangered species) under the Convention on International Trade in Endangered Species of Wild Fauna and Flora.

Also, the spokesman stressed that trade in endangered species is strictly regulated under the Animals and Plants (Protection of Endangered Species) Ordinance. Anyone convicted of illegal import, export or possession of a highly endangered species for commercial purpose would be liable to a maximum fine of \$5 million and two year's imprisonment. In 1996, there were 455 prosecutions under the ordinance with a total fine of \$9 million.

He took the opportunity to appeal to members of the public to refrain from buying endangered species items.

He also urged the public to report any illegal activities on endangered species to AFD by calling 2733 2144.

End

VMs depart on Orderly Repatriation Flight

* * * * *

A group of 73 Vietnamese migrants (VMs) returned by air to Hanoi, Vietnam today (Tuesday) on the 100th flight under the Orderly Repatriation Programme (ORP).

The majority of the returnees, comprising 47 men, 15 women, seven boys and four girls, are from North Vietnam. Thirteen of the returnees are from Central and South Vietnam.

Most of the returnees arrived in Hong Kong in 1989, with the remaining in 1988, 1990, 1991, 1995 and 1996.

The group brought to 10,136 the total number repatriated on ORP flights since November 1991.

End

Monitors' Report submitted to CS

* * * * *

The monitors appointed to observe the Orderly Repatriation Programme operation this (Tuesday) morning have submitted their report to the Chief Secretary.

The two monitors comprised a non-official Justice of the Peace, Mr Fan Kam-ping, and representative from a non-government organisation, Mr Edward Chan from Oxfam, Hong Kong.

End

Weak water pressure in Tsim Sha Tsui

* * * * *

Owing to alteration works on watermains, all premises to the south of Austin Road in Tsim Sha Tsui will experience a weaker pressure to their fresh water supply from 11 pm on Friday (April 18) to 6 am the following day.

End

Hong Kong Monetary Authority tender results

* * * * *

Tender date	:	15 April 1997
Paper on offer	:	EF Bills
Issue number	:	Q076
Issue date	:	16 April 1997
Maturity date	:	14 May 1997
Amount applied	:	HK\$13,090 MN
Amount allotted	:	HK\$5,000 MN
Average yield accepted	:	5.32 PCT
Highest yield accepted	:	5.35 PCT
Pro rata ratio	:	About 93 PCT
Average tender yield	:	5.36 PCT
Tender date	:	15 April 1997
Paper on offer	:	EF Bills
Issue number	:	Q716
Issue date	:	16 April 1997
Maturity date	:	16 July 1997
Amount applied	:	HK\$5,260 MN
Amount allotted	:	HK\$2,000 MN
Average yield accepted	:	5.44 PCT
Highest yield accepted	:	5.45 PCT
Pro rata ratio	:	About 44 PCT
Average tender yield	:	5.47 PCT

Tender date	:	15 April 1997
Paper on offer	:	EF Bills
Issue number	:	Y788
Issue date	:	16 April 1997
Maturity date	:	15 April 1998
Amount applied	:	HK\$3,960 MN
Amount allotted	:	HK\$500 MN
Average yield accepted	:	5.99 PCT
Highest yield accepted	:	6.00 PCT
Pro rata ratio	:	About 21 PCT
Average tender yield	:	6.03 PCT

Hong Kong Monetary Authority

Tender to be held in the week beginning - 21 April 97 :

Tender date	:	22 April 1997
Paper on offer	:	EF Bills
Issue number	:	Q077
Issue date	:	23 April 1997
Maturity date	:	21 May 1997
Tenor	:	28 Days
Amount on offer	:	HK\$5,000 MN

Tender date : 22 April 1997
Paper on offer : EF Bills
Issue number : Q717
Issue date : 23 April 1997
Maturity date : 23 July 1997
Tenor : 91 days
Amount on offer : HK\$2,000 + 500 MN
Tender date : 22 April 1997
Paper on offer : EF Bills
Issue number : H763
Issue date : 23 April 1997
Maturity date : 22 October 1997
Tenor : 182 days
Amount on offer : HK\$1,000 + 300 MN
End