



# DAILY INFORMATION BULLETIN

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TRANSCRIPT OF GOVERNOR'S PRESS CONFERENCE AT AIRPPORT

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FOLLOWING IS A TRANSCRIPT OF WHAT THE GOVERNOR, SIR DAVID WILSON, SAID AT THE AIRPORT THIS MORNING (THURSDAY) ON HIS RETURN FROM A VISIT TO PEKING:

GOOD MORNING, I THOUGHT IT WOULD BE MORE CONVENIENT FOR ALL OF YOU AND MORE CONVENIENT FOR ME IF I SAT DOWN FOR A FEW MINUTES RATHER THAN JUST TALK TO YOU STANDING UP AS I CAME THROUGH.

LET ME FIRST OF ALL JUST SAY A FEW WORDS ABOUT WHAT I'VE BEEN DOING IN PEKING. YOU ALL KNOW WHO I HAVE BEEN SEEING, I'M SURE, THAT I SAW PREMIER LI PENG, THAT MY HOST WAS THE VICE FOREIGN MINISTER, TIAN ZENGPEI, THAT I SAW THE MINISTER OF FOREIGN ECONOMIC RELATIONS AND TRADE, MR LI LANQING, THAT I HAD DISCUSSIONS WITH THE DIRECTOR OF THE HONG KONG AND MACAU AFFAIRS OFFICE, MR LU PING. SO THOSE ARE THE PEOPLE I WAS SEEING. I DISCUSSED A WIDE RANGE OF ISSUES, A LOT OF THINGS WHICH ARE OF COMMON CONCERN WITH, ECONOMIC RELATIONS, QUITE A LOT OF TALK ON THAT, IT WAS AN IMPORTANT PART OF THE BACKGROUND, I'LL COME BACK TO THAT IN A MOMENT.

MATTERS OF MUTUAL CONCERNS TO BOTH OF US LIKE CROSS-BORDER CO-OPERATION, THE PROBLEMS WE FACE AT THE MOMENT WITH SMUGGLING AND SO ON, THE QUESTION OF VIETNAMESE BOAT PEOPLE, SO I DISCUSSED ALL THOSE AS WELL AS THE QUESTION OF THE AIRPORT AND INFRASTRUCTURAL PROJECTS.

I SPENT A GOOD DEAL OF TIME, OF COURSE, DISCUSSING THE AIRPORT AND IT WAS A VERY GOOD OPPORTUNITY TO EXCHANGE VIEWS ON THAT, AGAIN, I'LL COME BACK TO THAT IN A MOMENT.

ON ECONOMIC RELATIONS, AND I SAY THIS AFTER THE BEGINNING BECAUSE SOMETIMES IT TENDS TO BE LOST SIGHT OF, I POINTED OUT TO PEOPLE IN PEKING HOW IMPORTANT IT WAS TO US NOW THAT WE HAVE VERY CLOSE ECONOMIC LINKS WITH THE MAINLAND OF CHINA, PARTICULARLY, OF COURSE, WITH GUANGDONG. AND THAT THESE WERE CONTINUING TO DEVELOP REALLY VERY RAPIDLY, DESPITE WHAT WAS HAPPENING IN THE REST OF THE WORLD. ONE FIGURE BEING THAT IN THE FIRST OF ELEVEN MONTHS OF LAST YEAR, TWO-WAY TRADE WITH CHINA WENT UP BY 14 PERCENT AND THAT'S ALREADY ON A VERY STRONG BASE. AND I WAS POINTING OUT THAT THIS HAS BEEN OF GREAT VALUE TO US IN A TIME WHEN IN THE REST OF THE WORLD THE ECONOMIC SITUATION HAS BEEN SOMEWHAT UNCERTAIN, AND THAT WAS THE BACKGROUND TO A LOT OF THE OTHER PRACTICAL THINGS I WAS TALKING ABOUT.

ON THE AIRPORT, WE HAD A GOOD DISCUSSION ABOUT THE AIRPORT, LAYING OUT ON MY SIDE WHY WE WERE SO KEEN TO GET ON WITH A MAJOR INFRASTRUCTURAL PROJECT LIKE THIS, WHY WE SAW IT AS VERY IMPORTANT IF HONG KONG WAS GOING TO CONTINUE TO BE A PLACE WHICH IS PROSPEROUS NOW AND PROSPEROUS INTO THE FUTURE. BUT ALSO IT WAS GOING TO BE A CENTRE FOR INTERNATIONAL TRADE AND A CENTRE FOR INTERNATIONAL FINANCE AT A TIME WHEN THERE ARE A NUMBER OF OTHER PLACES ROUND THE REGION WHICH WOULD BE ONLY TOO HAPPY TO TRY TO REPLACE HONG KONG IN THAT ROLE. SO I WAS EXPLAINING THAT OBJECTIVE.

/I WAS .....

I WAS ALSO EXPLAINING THAT IT IS OUR WISH TO BUILD AN AIRPORT WHICH IS AS COST-EFFECTIVE AS POSSIBLE. OBVIOUSLY, THAT MUST BE OUR INTENTION. ALSO, VERY MUCH PART OF OUR CONCERN THAT WHEN THE SAR IS ESTABLISHED IN 1997 THAT IT SHOULD BE ESTABLISHED IN AN ALL-ROUND HEALTHY WAY AND THAT MEANT NOT SIMPLY HAVING GOOD INFRASTRUCTURE BUT IT MEANT HAVING A GOOD FINANCIAL BASIS WHEN IT WAS SET UP, THAT WAS VERY MUCH PART OF OUR THINKING. AND I HOPE IT WAS HELPFUL TO EXPLAIN THAT.

I LISTENED TO POINTS OF CHINESE CONCERN AND THEY PUT FORWARD A NUMBER OF POINTS OF CONCERN, PARTICULARLY, THEY ARE INTERESTED IN, CONCERNED ABOUT THE QUESTION OF THE FINANCIAL BACKING FOR THE SAR WHEN IT IS ESTABLISHED IN JULY, 1997 AND I EXPLAINED A NUMBER OF OUR CALCULATIONS ABOUT WHAT THE SITUATION WAS LIKELY TO BE IN 1997.

THIS IS AN OVERALL IMPRESSION BEFORE I TAKE ANY QUESTION YOU'VE GOT. IT WAS, I BELIEVE, VERY WORTHWHILE BEING ABLE TO GO AND TALK DIRECTLY TO A NUMBER OF THE SENIOR PEOPLE IN PEKING WHO ARE CONCERNED WITH OUR AFFAIRS IN HONG KONG. THERE IS NO SUBSTITUTE EVER FOR DIRECT CONTACT TO THAT SORT AND BEING ABLE TO LAY DOWN QUITE CLEARLY ON THE TABLE THE CONCERNS THAT WE HAVE AND TO BE ABLE TO LISTEN TO THE CONCERNS EXPRESSED BY PEOPLE ON THE CHINESE SIDE.

I DON'T BELIEVE THAT WE HAVE SIMPLY BY ONE VISIT DEALT WITH EVERY ISSUE AND SOLVED EVERY PROBLEM. A LOT OF THE ISSUES THAT WE ARE INVOLVED IN ARE LIKELY TO BE ISSUES WHICH GO ON FOR SOMETIME. I WOULDN'T HAVE EXPECTED TO HAVE WRAPPED THEM ALL UP IN ONE MEETING. BUT I DO BELIEVE THAT BY HAVING A MEETING OF THIS SORT, BY BEING ABLE TO TALK FACE-TO-FACE THAT IT HAS BEEN POSSIBLE TO MAKE SOME PROGRESS AND TO LAY A GOOD BASIS FOR A BETTER UNDERSTANDING BETWEEN THE TWO SIDES AND BETTER CO-OPERATION IN THE FUTURE. SO MUCH FOR A FEW WORDS FOR INTRODUCTION, NOW LET ME TAKE ANY QUESTIONS YOU'VE GOT AND I'LL DO IT VERY BRIEFLY, ALLOW ME.

Q.:

AFTER YOUR MEETINGS WITH THE CHINESE OFFICIALS, DID YOU DETECT ANY SAY, SOFTENING OF STAND, FROM THE CHINESE SIDE OVER THE SITE OR THE TIMETABLE OF THE AIRPORT SITE. ARE THEY SATISFIED THAT NOW THAT WE ARE NOT STICKING TO RIGID DEADLINE OF EARLY 1997 FOR THE COMPLETION OF THE FIRST RUNWAY?

GOVERNOR:

WELL, I DON'T WANT TO SPEND MY TIME EXPLAINING WHAT THE CHINESE SIDE THINK, BECAUSE IT MUST BE FOR THEM TO SAY. WHAT IS COMMON GROUND IS THAT HONG KONG NEEDS A NEW AIRPORT, NO DOUBT ABOUT THAT. THE CHINESE SIDE ACCEPT THAT THAT'S NEEDED, WE OF COURSE BELIEVE THAT THAT IS NEEDED TOO. WHAT I HOPE I HAVE GOT IS A BETTER UNDERSTANDING OF THE PLANS THAT WE'VE GOT. I'VE ALSO SAID THAT WE ARE VERY WILLING TO LISTEN TO IDEAS PUT FORWARD BY THE CHINESE SIDE AND WE'VE ARRANGED FOR A FURTHER ROUND OF EXPERT DISCUSSIONS.

Q.:

SO THEY MADE NO INDICATION WHETHER THEY ACCEPT THE SITE OR THE TIMETABLE OF THE PLAN?

/GOVERNOR: WELL .....

GOVERNOR:

WELL, AS I SAY, THERE ARE GOING TO BE FURTHER DISCUSSIONS ON IT. THE THING WHICH IS ABSOLUTELY CLEAR IS AN ACCEPTANCE THAT THERE IS A NEED FOR A NEW AIRPORT. I THINK IF I GO FURTHER AND TRY TO INTERPRET WHAT THEIR POSITION IS I AM PUTTING WORDS INTO THEIR MOUTHS AND THAT'S NOT FAIR TO THEM.

Q.:

SIR, THE VICE-FOREIGN MINISTER EARLIER THIS MORNING REITERATED THAT THERE WERE ISSUES WHICH STRADDLE 1997. THEY WANT THE BRITISH SIDE TO CONSULT WITH THE CHINESE SIDE TO FIND OUT A BETTER SOLUTION. SO WAS THAT REITERATED DURING THE TALKS OR HOW DID THEY EXPRESS THAT THEM DURING THE TALKS.

GOVERNOR:

WELL AGAIN, DON'T LET ME TRY TO PUT WORDS INTO THE MOUTHS OF THE CHINESE SIDE. I WILL GIVE IT FROM MY POINT OF VIEW. THE SITUATION THAT WE FACE AND IT'S ONE WHICH WE ARE GOING TO FACE OVER THE NEXT FEW YEARS, IS THAT ON THE ONE HAND AS WE GET CLOSER TO 1997 THERE IS A NEED TO KEEP THE CHINESE SIDE BETTER INFORMED ABOUT THE THINGS WHICH WE ARE DOING HERE, TO GIVE THEM A BETTER UNDERSTANDING OF HOW HONG KONG IS RUN, AND TO GIVE THEM AN UNDERSTANDING OF MAJOR POLICIES WHICH WILL AFFECT THE LONGER TERM FUTURE OF HONG KONG. THAT'S ONE SIDE OF IT AND THAT IS SOMETHING WHICH I BELIEVE WE OUGHT TO BE DOING, I DEALT WITH THAT IN MY SPEECH TO THE LEGISLATIVE COUNCIL LAST OCTOBER; AND IN THAT PROCESS WE WOULD OF COURSE LISTEN TO VIEWS PUT TO US BY THE CHINESE SIDE. THERE IS THE OTHER SIDE OF IT, WHICH IS ALSO VERY IMPORTANT AND WHICH I WAS EXPLAINING TO THE PEOPLE I SAW IN PEKING; AND THAT IS, IF HONG KONG IS GOING TO BE WELL ADMINISTERED OVER THE NEXT SIX-AND-A-HALF YEARS; IF THE PROSPERITY OF HONG KONG IS GOING TO BE MAINTAINED, THEN THERE MUST BE AN EFFECTIVE HONG KONG GOVERNMENT AND THE GOVERNMENT OF HONG KONG MUST BE SEEN TO BE EFFECTIVE AND TO TAKE DECISIONS; AND I BELIEVE THAT THE CHINESE SIDE UNDERSTAND THAT POINT.

Q.:

DID THE CHINESE ASK YOU TO DELAY ANY MORE PROGRESS ON THE AIRPORT UNTIL THEY HAVE AGREED TO THE PLANS AND HOW DID YOU REACT TO THAT?

GOVERNOR:

NO.

Q.:

WHAT IS YOUR PLAN, ARE YOU PRESSING AHEAD WITH THE AIRPORT PROGRAMME AS YOU HAD INTENDED TO?

/GOVERNOR: WELL .....

GOVERNOR:

WELL, WHERE WE ARE AT THE MOMENT IS THAT IT'S A VERY LONG PROGRAMME, AS YOU KNOW, IT GOES OVER MANY YEARS (INTERRUPTION)... JUST LET ME FINISH IF I MAY. IT'S A VERY LONG PROGRAMME AND WHERE WE ARE AT PRESENT IS AT SOME PRELIMINARY STAGES OF THAT, AND WE NEED TO GET AHEAD WITH THOSE PRELIMINARY STAGES IF THE AIRPORT IS GOING TO BE BUILT WITHIN A REASONABLE TIME SCALE.

Q.:

BUT WHAT SORT OF DIFFERENCES REMAIN ON THIS AIRPORT ISSUE AND WAS THIS QUESTION OF WHO REPRESENTS HONG KONG EVER BROUGHT UP DURING THE DISCUSSIONS?

GOVERNOR:

WE DIDN'T HAVE TO DEAL WITH THIS QUESTION IN STARK TERMS, WHO REPRESENTS HONG KONG; I WOULDN'T HAVE EXPECTED TO HAVE TO DEAL WITH THAT AND THAT WAS NOT AN ISSUE WHICH CAME UP. THE OUTSTANDING ISSUES ON THE AIRPORT: LET ME PUT IT IN TERMS OF THEIR, AS I UNDERSTANDING IT, THEIR GENERAL CONCERNS AND THAT IS NOT WHETHER HONG KONG NEEDS A NEW AIRPORT; TOTAL ACCEPTANCE THAT HONG KONG NEEDS A NEW AIRPORT, BUT CONCERNS ABOUT HOW EXPENSIVE IS IT GOING TO BE AND WHAT IS THE EFFECT OF THAT ON THE STATE OF THE FINANCES OF THE SAR WHEN IT'S SET UP IN 1997. NOW, I CAN UNDERSTAND THAT SORT OF CONCERN, IT'S A FAIR ENOUGH POINT AND IT'S SOMETHING WE WOULD WANT TO DEAL AND WE WANT TO BE ABLE TO EXPLAIN TO THE CHINESE SIDE HOW WE SEE THE FIGURES WORKING OUT FOR THE FUTURE. ON OUR SIDE, OF COURSE, WE SEE, AND YOU'VE ONLY GOT TO BE IN KAI TAK TO SEE IT, THAT HONG KONG NEEDS A NEW AIRPORT REALLY AS SOON AS WE CAN GET A NEW AIRPORT BECAUSE IF NOT, IT'S GOING TO BE A STRANGLING OF THE POTENTIAL FOR THE ECONOMIC DEVELOPMENT. SO WE SEE A NEED TO GET ON WITH THE PREPARATIONS FOR A NEW AIRPORT AS SOON AS WE CAN, AND I HOPE I GOT THAT POINT ACROSS TOO IN PEKING.

Q.:

YOU SAID THAT YOU ARE VERY WILLING TO LISTEN TO IDEAS OF THE CHINESE SIDE ON THE AIRPORT, AND THAT IS A LOT DIFFERENT THAN JUST SAYING THAT YOU'RE EXPLAINING WHAT YOU'RE DOING WHICH SEEMS TO HAVE BEEN THE PAST POSITION OF THE GOVERNMENT ON PADS. SO DOES THIS SUGGEST THAT YOU'RE OPEN TO ALTERNATIVES ON PADS THAT IF THE CHINESE COME UP WITH OTHER IDEAS ON HOW TO PROCEED?

GOVERNOR:

WE'VE NEVER HAD A RIGID FIXED PICTURE IN OUR MINDS AND IT WOULD NOT BE SENSIBLE TO DO SO. WHEN YOU HAVE A VERY LARGE PROJECT LIKE THIS, YOU'RE LOOKING AT AN OVERALL PICTURE AND THEN YOU WANT TO SEE WITHIN THAT OVERALL PICTURE, WHICH ARE THE BITS YOU SHOULD ADJUST, WHICH ARE THE BITS YOU SHOULD PHASE, I DON'T THINK THERE WOULD BE ANY POINT IN SIMPLY EXPLAINING SOMETHING TO SOMEBODY ELSE AND NOT BEING PREPARED TO LISTEN TO POINTS THAT THEY MAKE IN RETURN, THAT WOULD BE A ONE-WAY DIALOGUE.

/Q.: WAS THE .....

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Q.:

WAS THE FIXED CROSSING OPEN FOR DISCUSSIONS?

GOVERNOR:

WELL, IF YOU'RE GOING TO HAVE A NEW AIRPORT ON LANTAU AT CHEK LAP KOK, YOU'VE GOT TO GET THERE SOMEHOW. THERE IS ABSOLUTELY NO POINT IN GETTING THERE BY BOAT, SO YOU'VE GOT TO HAVE A BRIDGE.

Q.:

I'D LIKE TO WITHDRAW THE QUESTION WHICH I GOT AN ANSWER "NO" AND I ASKED YOU WHETHER THE CHINESE HAD ASKED YOU, REQUESTED THAT YOU SHOULD HALT PROGRESS UNTIL THEY HAD AGREED, WAS THERE ANY SUGGESTION FROM THEM AND HOW DID YOU REACT, WAS THERE ANY SUGGESTION THAT YOU SHOULD SLOW DOWN OR DELAY OR IN SOME WAY, AS WE'VE BEEN HEARING IN THE LAST COUPLE OF WEEKS, NOT GO AHEAD UNTIL YOU GOT THEIR AGREEMENT?

GOVERNOR:

THE STRAIGHT ANSWER TO YOUR STRAIGHT QUESTION WAS "NO".

Q.:

I WAS JUST CHECKING THAT IT WAS THAT SIMPLE. NO SUGGESTION?

GOVERNOR:

THERE WAS NO SUGGESTION TO ME THAT WE SHOULD HALT ALL OUR PROJECTS.

Q.:

OR DELAY, NOT HALT, DELAY?

GOVERNOR:

HALT OR DELAY ALL OUR PROJECTS.

Q.:

ONE MORE IF I MAY, IS THERE ANY QUESTION ABOUT SCALING THE PLAN DOWN?

GOVERNOR:

IN DISCUSSIONS, I'VE JUST BEEN SAYING THAT, I HOPE I'VE MADE IT CLEAR ENOUGH (INTERRUPTION: MAYBE NOT SCALING DOWN BUT CHANGING IT... ANOTHER QUESTION:- DID YOU EXPLAIN....)

/COULD I .....

COULD I JUST ANSWER MR ELLIOTT FIRST WHO IS BEING A VERY CLOSE QUESTIONER. WHEN WE ARE DISCUSSING ANYTHING AT ALL WE ALWAYS ARE LOOKING AND WE ALWAYS HAVE BEEN LOOKING AT VARIOUS ALTERNATIVES AND THAT'S BEEN SOMETHING THAT HAS ALWAYS BEEN THE CASE. WE DON'T HAVE SET IN CONCRETE, ONE PLAN WHICH IS IMMUTABLE. THERE WILL BE NO SENSE IN DOING THAT; THERE IS ALWAYS A QUESTION IN A MAJOR PROJECT LIKE THIS OF LOOKING AT HOW SHOULD YOU BEST PHASE IT. IF YOU TAKE AN EXAMPLE, SIMILAR ONE, THE MTR WAS VERY SIMILAR TO THAT. THERE WAS NO SINGLE BLUEPRINT WHICH WAS THEN PUT INTO EFFECT WITHOUT ANY CHANGE. THE PLANS CHANGED WHILE IT WAS BEING IMPLEMENTED. I HOPE I'VE NOW ANSWERED YOUR QUESTION, (INTERRUPTION: SO SCALING DOWN IS POSSIBLE...) I MUST ANSWER SOMEBODY ELSE AS WELL OTHERWISE IT WILL BE A ONE-MAN PRESS CONFERENCE.

Q.:

DID YOU EXPLAIN THE MISCONCEPTION BETWEEN CONSIDERATION AND  
審議 (EXAMINATION) WHICH IS IN THE JOINT DECLARATION?

GOVERNOR:

WE DID NOT HAVE ONE OF THOSE RATHER OBSCURE ARGUMENTS ABOUT INTERPRETATION OF WORDS. NO WE DIDN'T.

Q.:

YOU'VE MENTIONED THAT THERE IS BLUEPRINT FOR THE AIRPORT BUT DO YOU MEAN THAT THE GOVERNMENT WILL SHELVE THE AIRPORT PLANS IN THE FUTURE?

GOVERNOR:

SORRY, COULD YOU SAY THAT AGAIN?

Q.:

DOES IT MEAN THAT THE AIRPORT PLAN WILL BE SMALLER THAN RIGHT NOW?

GOVERNOR:

WHAT I WAS TRYING TO SAY WAS THAT WITH A VERY BIG PROJECT OF THIS SORT WE ARE ALL THE TIME, AND WE HAVE BEEN ALL THE TIME, LOOKING AT DIFFERENT WAYS OF DOING IT, DIFFERENT WAYS OF PHASING IT. AT THE END OF THE DAY YOU'VE GOT TO FINISH UP WITH AN AIRPORT AND IT'S GOT TO BE AN AIRPORT WHICH EVENTUALLY HAS TWO RUNWAYS, IF IT'S GOING TO BE A WORTHWHILE, WORLD STANDARD AIRPORT. BUT ALL THE TIME WE ARE LOOKING AT THE QUESTION OF HOW SHOULD WE BEST PHASE IT; WHAT IS, IN OTHER WORDS, WHAT IS THE MOST COST EFFECTIVE WAY OF DOING IT. AND THAT IS SOMETHING WE'VE ALWAYS BEEN DOING AND CERTAINLY WE WILL GO ON DOING IT. AND WE WILL GO ON EXPLAINING THESE IDEAS TO THE CHINESE SIDE AND DISCUSSING THEM.

/Q.: SIR, IS .....

Q.:

SIR, IS IT PRACTICAL TO COMPLETE THE WHOLE AIRPORT PROJECT BEFORE 1997 AND TO COMPLETE THE REPAYMENT OF MONEY BEFORE 1997 AS WELL, AND WILL THAT BE AN IDEAL MEASURES TO AVOID ALL THOSE ARGUMENTS FROM CHINA ON WHO REPRESENTS THE HONG KONG PEOPLE BEFORE AND AFTER 1997?

GOVERNOR:

IF YOU'RE TALKING ABOUT A WHOLE AIRPORT, MEANING THE MAXIMUM AIRPORT, I JUST SAID AT SOME STAGE YOU NEED TO HAVE TWO COMPLETE RUNWAYS AND YOU WOULD NEED EVERYTHING IN PLACE; THEN TO FINISH THE WHOLE OF THAT BEFORE 1997 WAS NEVER SOMETHING WHICH WAS ON THE CARDS. THE INTENTION WAS TO TRY TO GET THE FIRST RUNWAY IN PLACE DURING 1997 BUT A LARGE PROJECT TO THAT SORT, TWO RUNWAYS AND EVERYTHING CONNECTED WITH IT, THAT COULDN'T AND NEVER COULD HAVE BEEN COMPLETED BY 1997. THERE ARE CERTAIN THINGS, OF COURSE, PROVIDING WE CAN GET ON WITH IT, THERE ARE A LARGE NUMBER OF THINGS THAT WE CAN COMPLETE BY 1997.

Q.:

SIR, YOU SAID IN BEIJING THAT YOU WILL ADJUST THE PHASES OF THE AIRPORT, BUT YOU TOLD THIS GENTLEMAN THAT IT'S NOT ASKED BY THE CHINESE OFFICIAL, WHY DO YOU ADJUST THE PHASES OF THE AIRPORT?

GOVERNOR:

I THINK YOU MAY HAVE MISUNDERSTOOD WHAT MR ELLIOTT SAID.

Q.:

OF THE PHASES? YOU'RE TALKING ABOUT...

GOVERNOR:

I'M GOING HAVE TO GIVE YOU TWO, TWO NEGATIVES. I DIDN'T SAY THAT NOBODY HAVE EVER ASKED ABOUT PHASING. WHAT I DID SAY JUST NOW WAS WE HAVE ALWAYS BEEN LOOKING OURSELVES AT THE QUESTION OF HOW BEST TO PHASE DIFFERENT COMPONENT PARTS OF THE AIRPORT, THERE ARE ALL SORTS OF DIFFERENT COMPONENT PARTS, RAILWAYS, ROADS, RUNWAYS AND SO ON, AND WE'VE ALWAYS BEEN LOOKING AT HOW SHOULD WE BEST PHASE THOSE, HOW SHOULD WE DO IT MOST COST-EFFECTIVELY.

Q.:

YOU MEAN THAT ALL THE ADJUSTMENT IS TO DEPEND ON THE DECISION OF THE HONG KONG GOVERNMENT, IT'S NOT THE CHINESE PART?

GOVERNOR:

WHAT I SAID WAS THAT WE ARE ALWAYS LOOKING AT HOW TO PHASE THE PROGRAMME, HOW WE CAN BEST PHASE IT, AND THAT'S SOMETHING WHICH WE WILL GO ON DOING.

/Q.: SIR, ARE .....

Q.:

SIR, ARE YOU LOOKING AT SOME MORE COST-EFFECTIVE PROGRAMMES NOW?

GOVERNOR:

IN PORT AND AIRPORT? OR OTHER THINGS?

Q.:

THE AIRPORT?

GOVERNOR:

I'LL GO BACK TO WHAT I WAS SAYING BEFORE. WE ARE ALL THE TIME TRYING TO LOOK AT WHAT IS THE MOST COST-EFFECTIVE WAY OF DOING IT. BUT...

Q.:

MORE, YOU KNOW, COST-EFFECTIVE PROGRAMMES, YOU ALWAYS SAID THAT YOU'RE LOOKING AT COST-EFFECTIVE PROGRAMMES BUT HAVE YOU LOOK...

GOVERNOR:

I THINK I HAVE TO REPEAT THE POINT BECAUSE IT'S ABSOLUTELY THE SIMPLE TRUTH THAT ALL THE TIME ONE IS LOOKING TO SEE WHAT IS THE MOST COST-EFFECTIVE WAY OF DOING IT. IT'S NOT A QUESTION OF PULLING A RABBIT OUT OF A HAT. IT'S A QUESTION OF ALWAYS LOOKING HOW SHOULD YOU BEST PHASE IT, WHAT IS THE MOST EFFICIENT WAY OF DOING IT AND THAT'S WE'VE BEEN DOING IT AND THAT'S WHAT WE'LL GO ON DOING IT. AND, I WOULD LIKE TO TRY TO GET THIS POINT ACROSS BECAUSE WE TEND TO GET OBSESSED WITH THE AIRPORT. ONE WOULD DO THE SAME THING IF YOU WERE DOING ANOTHER BIG PROJECT, I MENTIONED THE MTR, AS YOU KNOW I'M SURE THE MTR WAS PHASED AND AT DIFFERENT TIMES, THERE WERE PROBABLY DIFFERENT PLANS OF HOW THAT SHOULD BE PHASED.

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#### HK PLAYS VITAL INTERMEDIARY ROLE

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HONG KONG WILL PLAY A VITAL INTERMEDIARY ROLE AS THE VAST POTENTIAL OF THE CHINESE ECONOMY IS GRADUALLY REALISED, AS THE ECONOMIES OF THE ASIAN-PACIFIC REGION EXPAND, AND AS OTHER ECONOMIES IN ASIA BECOME MORE IMPORTANT, THE CHIEF SECRETARY, SIR DAVID FORD, SAID TODAY (THURSDAY).

SIR DAVID WAS SPEAKING AT THE OPENING OF THE THREE-DAY INTERNATIONAL AIRPORT, PORT AND TRANSPORTATION DEVELOPMENT EXHIBITION AND CONFERENCE - APEX '91 - BEING STAGED AT THE HONG KONG CONVENTION AND EXHIBITION CENTRE.

/HE TOLD .....

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HE TOLD THE 440 LOCAL AND INTERNATIONAL DELEGATES AND EXHIBITORS HONG KONG COULD NOT STAND STILL AND MUST CONTINUE TO GROW AND TO ADAPT.

HONG KONG'S PLANS FOR A SOPHISTICATED AND EFFICIENT TRANSPORTATION AND COMMUNICATIONS INFRASTRUCTURE ARE BASED ON A CLEAR AND PRAGMATIC VISION OF WHAT IS NEEDED FOR THE TERRITORY TO POSITION ITSELF FOR THE NEXT CENTURY, HE SAID.

"IT IS AN IMPORTANT PART OF THE ARRANGEMENTS FOR THE TERRITORY'S FUTURE THAT HONG KONG CONTINUES TO HAVE AN IMPORTANT REGIONAL AND INTERNATIONAL ROLE, AS AN ENTREPOT, A MAJOR FINANCIAL AND SERVICES CENTRE, ALSO THAT THAT IT SHOULD CONTINUE TO BE A MANUFACTURING CENTRE FOR SOPHISTICATED GOODS AND A BASE FROM WHICH TO MANAGE TRANS-NATIONAL OPERATIONS," HE SAID.

SIR DAVID SAID THE DECISION TO BUILD A NEW AIRPORT AND THE RELATED PORT AND ROAD FACILITIES WAS A STRATEGIC ONE, FIRSTLY IN INTERNAL PLANNING TERMS AS A WHOLE SERIES OF OTHER DEVELOPMENTS RESTED ON THE DECISION TO MOVE THE AIRPORT.

"SECONDLY THERE IS ALSO AN EXTERNAL DIMENSION: OUR LONG-TERM VIEW OF HONG KONG'S POSITION IN THE WORLD ECONOMY, WITHIN THE REGION AND IN RELATION TO CHINA," HE SAID.

SIR DAVID SAID THAT MAJOR TRENDS IN THE DEVELOPMENT OF INTERNATIONAL TRADE WERE HIGHLY SIGNIFICANT.

WITHIN THE LAST DECADE, HE NOTED, TRADE ACROSS THE PACIFIC HAD OVERTAKEN AND SURGED AHEAD OF TRADE ACROSS THE ATLANTIC. A SMALL GROUP OF ASIAN ECONOMIES HAD FOLLOWED JAPAN'S EXAMPLE IN RAPIDLY ABSORBING THE TECHNICAL ADVANCES OF THE WEST AND REFINING PRODUCTION METHODS IN AN EXPORT LED DRIVE TOWARDS GREATER PROSPERITY.

LATTERLY, AND PERHAPS MOST IMPORTANT OF ALL, PROSPERITY HAD LED TO THE EMERGENCE OF A REGIONAL MARKET WHICH IS SIGNIFICANTLY REDUCING DEPENDENCE ON TRADITIONAL MARKETS IN EUROPE AND NORTH AMERICA.

"ALL OF THESE INDICATORS SUGGEST THAT GROWTH IN THIS PART OF THE WORLD WILL CONTINUE TO OUTSTRIP OTHERS, AND THAT A NUMBER OF COUNTRIES IN THE REGION, WHICH HAVE PREVIOUSLY LAGGED BEHIND, ARE ABOUT TO EXPERIENCE SUBSTANTIAL GROWTH.

"ABOVE ALL DESPITE GLOOMY PREDICTIONS IN THE REST OF THE WORLD ECONOMIES, THIS REGION IS PROVING SURPRISINGLY RESILIENT."

HONG KONG'S TRADE WITH ITS ASIAN NEIGHBOURS CONTINUED TO INCREASE RAPIDLY, WITH DOMESTIC EXPORTS TO ASIAN COUNTRIES HAVING MULTIPLIED NINE TIMES SINCE 1979.

JAPAN AND SOUTH KOREA WERE PARTICULARLY IMPORTANT MARKETS. IMPORTS FROM THE SAME COUNTRIES HAVE SHOWN A SIMILARLY DRAMATIC RISE. STILL MORE SIGNIFICANT FROM A PLANNING POINT OF VIEW HAS BEEN THE SURGE IN RE-EXPORTS TO ASIAN COUNTRIES: UP 14 TIMES OVER THE SAME PERIOD.

/SIR DAVID .....

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SIR DAVID SAID THE SAME REGIONAL BIAS WAS EVIDENT IN AIR TRAVEL, WITH OVER 80 PER CENT OF HONG KONG'S AIR TRAFFIC NOW BEING GENERATED FROM WITHIN THE REGION.

HE NOTED THAT THE INTERNATIONAL CIVIL AVIATION ORGANISATION FORECAST THAT AIR TRAFFIC GROWTH IN THE ASIAN-PACIFIC REGION WOULD EXCEED THAT OF ALL OTHER REGIONS OVER THE NEXT DECADE.

NOT SURPRISING, HE SAID, THAT JAPAN, THAILAND, KOREA, SINGAPORE AND INDONESIA WERE ALL EITHER COMPLETING NEW FACILITIES OR PLANNING TO CONSTRUCT NEW AIRPORTS TO CAPTURE THE PREDICTED GROWTH. "THUS A NEW AIRPORT IS BEING BUILT AT OSAKA, WHILE SINGAPORE HAS JUST COMPLETED A SECOND AIR TERMINAL AND IS PLANNING TO CONSTRUCT A THIRD RUNWAY. IN SEOUL, THE AUTHORITIES ARE PLANNING TO BUILD A SECOND AIRPORT FOR COMMISSIONING WITHIN THE NEXT FIVE YEARS," HE SAID.

"IF WE WERE TO BE COMPLACENT WITH OUR EXISTING FACILITIES AND IGNORE THE EVIDENCE OF INCREASING CAPACITY CONSTRAINTS, WE WOULD STAND TO LOSE SUBSTANTIAL BUSINESS OPPORTUNITIES. BUSINESS VISITORS MAKE UP ABOUT 25 PER CENT OF ALL VISITORS TO HONG KONG, APPROXIMATELY 1.4 MILLION BUSINESS PEOPLE LAST YEAR. NOR SHOULD WE OVERLOOK THE IMPORTANCE OF TOURISM WHICH CONTRIBUTES OVER SEVEN PER CENT OF HONG KONG'S GDP. IT WOULD BE FOOLISH TO TURN OUR BACKS ON THE POTENTIAL FOR GROWTH IN THIS AREA."

SIR DAVID SAID AN IMPORTANT ELEMENT IN HONG KONG'S TRANSFORMATION WAS ITS CHANGING ECONOMIC RELATIONSHIP WITH CHINA IN PARTICULAR AS A GATEWAY FOR THOSE SEEKING TO DO BUSINESS WITH THAT VAST COUNTRY.

CHINA'S ADOPTION OF THE OPEN DOOR POLICY OVER 10 YEARS AGO, HE SAID, PROVIDED THE OPPORTUNITY FOR HONG KONG'S MANUFACTURERS TO EXPAND INTO OFF-SHORE PRODUCTION AND THE RESULTS HAD BEEN QUITE EXTRAORDINARY.

"THEIR INVESTMENT, ESTIMATED TO TOTAL 11.7 BILLION U.S. DOLLARS, ACCOUNTS FOR SOME TWO-THIRDS OF DIRECT EXTERNAL INVESTMENT IN CHINA. THEY HAVE CREATED EMPLOYMENT FOR BETWEEN 1.5 AND TWO MILLION WORKERS IN GUANGDONG PROVINCE ALONE."

HOWEVER, THE EQUATION WAS NOT SIMPLY A CASH ONE, HE SAID. ROUGHLY 50,000 TECHNICAL AND MANAGERIAL STAFF FROM HONG KONG WORK ROUTINELY IN CHINA AND THERE WAS A SPREADING OUTWARD FROM HONG KONG OF CAPITAL, OF TECHNICAL SKILLS, OF MANAGERIAL AND COMMERCIAL KNOW HOW.

SIR DAVID SAID HONG KONG AND CHINA HAD BECOME EACH OTHER'S LARGEST TRADING PARTNER, EACH ACCOUNTING FOR MORE THAN 30 PER CENT OF THE OTHER'S TOTAL TRADE. CHINA IS THE SECOND LARGEST MARKET FOR HONG KONG PRODUCTS AND THE LARGEST MARKET FOR HONG KONG'S RE-EXPORTS. MORE THAN 80 PER CENT OF THE GOODS RE-EXPORTED THROUGH HONG KONG ARE DESTINED FOR, OR ORIGINATED FROM, CHINA.

SIR DAVID SAID HONG KONG WAS TO SOUTH CHINA WHAT ROTTERDAM IS TO CONTINENTAL EUROPE, OR NEW YORK TO THE EAST COAST OF USA.

/"SINCE CHINA .....

"SINCE CHINA REOPENED ITS DOOR, MUCH HAS BEEN DONE TO IMPROVE COMMUNICATIONS. ROAD CONNECTIONS HAVE BEEN IMPROVED. AIR SERVICES NOW LINK HONG KONG WITH MANY CHINESE CITIES. AND A VARIETY OF FERRIES, HOVERCRAFT AND SEAGOING VESSELS PLY REGULAR ROUTES UP RIVER AND ALONG THE COAST TO MAJOR CITIES. BUT MORE NEEDS TO BE DONE, PARTICULARLY IN HONG KONG TO COPE WITH THE EXTRAORDINARY GROWTH IN DEMAND.

"OUR INFRASTRUCTURAL PLANS MUST BE DESIGNED TO CATER NOT SIMPLY FOR OUR OWN DOMESTIC EXPORTS, BUT ALSO RE-EXPORTS COMING FROM OR DESTINED FOR THE MAINLAND. WE BELIEVE THAT THE AVAILABILITY TO CHINA OF SUCH FACILITIES IN HONG KONG WILL BE OF MUTUAL BENEFIT TO HONG KONG AND THE DEVELOPMENT OF SOUTHERN CHINA."

SIR DAVID TOLD THE DELEGATES THAT THE INFRASTRUCTURE PROJECTS OFFERED EXCITING OPPORTUNITIES FOR PARTICIPATION BY BOTH LOCAL FIRMS AND OTHERS FROM ALL OVER THE WORLD.

MANY ELEMENTS OF THE PROJECT WOULD BE VERY ATTRACTIVE TO THE PRIVATE SECTOR, HE SAID, AND "TRUE TO OUR TRADITION OF FREE AND OPEN COMPETITION, THE PLAYING FIELD WILL BE A LEVEL ONE AND THE REFEREE INTERESTED ONLY IN THE QUALITY OF PLAY."

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#### EXPANSION OF HIGHWAY AND RAILWAY NETWORK NECESSARY

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HONG KONG MUST CONTINUE TO UPGRADE AND EXPAND ITS TRANSPORT INFRASTRUCTURE IN ORDER TO SUSTAIN ITS ECONOMIC GROWTH AND TO BUILD THE FOUNDATION IT NEEDS TO MAINTAIN ITS FUTURE PROSPERITY AND STABILITY, THE SECRETARY FOR TRANSPORT, MR MICHAEL LEUNG, SAID TODAY (THURSDAY).

SPEAKING ON "TRANSPORT INFRASTRUCTURE DEVELOPMENT IN HONG KONG" AT THE APEX '91 CONFERENCE, MR LEUNG SAID: "WE MUST PLAN NOT ONLY FOR THE NEEDS OF TODAY, BUT ALSO FOR THE CONTINUED ECONOMIC DEVELOPMENT AND WELL-BEING OF HONG KONG IN THE FUTURE."

A BROAD STRATEGIC PLAN WAS CONTAINED IN THE GOVERNMENT WHITE PAPER ON TRANSPORT POLICY PUBLISHED IN 1990 AFTER WIDE PUBLIC CONSULTATION.

MR LEUNG SAID THE TRANSPORT LINKS THE GOVERNMENT PLANNED FOR THE PORT AND AIRPORT DEVELOPMENT ON LANTAU FORMED AN INTEGRAL PART OF AN OVERALL TRANSPORT STRATEGY HONG KONG DEFINITELY NEEDED IN THE NEXT 10 TO 20 YEARS.

ONE OF THE KEY TRANSPORT LINKS WAS ROUTE 3 -- A 30 KILOMETRE-LONG NORTH-SOUTH EXPRESSWAY ON THE WESTERN PART OF THE TERRITORY. IT WOULD EXTEND FROM THE SAI YING PUN RECLAMATION ON HONG KONG ISLAND VIA THE THIRD CROSS HARBOUR TUNNEL, WEST KOWLOON AND THE NEW TERRITORIES TO THE LOK MA CHAU BORDER CROSSING.

ITS STRATEGIC IMPORTANCE WAS NOT ONLY TO MEET THE INTERNAL TRAFFIC NEEDS OF HONG KONG, BUT ALSO IN MOVING GOODS AND PEOPLE TO AND FROM ACROSS THE HONG KONG/CHINA BORDER.

IN ADDITION TO THE NORTH-SOUTH ROUTE 3 LINK, AN EAST-WEST LINK WAS REQUIRED TO PROVIDE GOOD ACCESS TO AND FROM THE NEW AIRPORT AT CHEK LAP KOK ON LANTAU ISLAND, MR LEUNG SAID.

THIS LINK COMPRISED THE LANTAU FIXED CROSSING AND A NORTH LANTAU EXPRESSWAY - A 19 KILOMETRE BRIDGE-AND-ROAD SYSTEM EXTENDING FROM LANTAU TO KOWLOON.

TSING YI ISLAND PROVIDED A LOGICAL POINT FOR THE NORTH-SOUTH (ROUTE 3) ROUTE TO INTERCHANGE WITH THE EAST-WEST ROUTE.

"THUS, THE TRANSPORT NEEDS OF THE ENTIRE TERRITORY AND THE NEED TO SERVE THE NEW AIRPORT AND PORT ON LANTAU COINCIDE, AND ARE WELDED INTO ONE.

"THE TWO ROUTES TOGETHER PROVIDE A FAST, EFFICIENT AND DIRECT ACCESS SOUTHWARDS TO CONNECT WITH URBAN KOWLOON AND HONG KONG ISLAND, AND NORTHWARDS TO CONNECT WITH THE CHINA BORDER, SHENZHEN AND OTHER PARTS OF GUANGDONG."

MR LEUNG SAID AN AIRPORT RAILWAY WAS ALSO INCLUDED IN THE PRESENT PLAN FOR TWO REASONS -- FIRST, THE ROADS WOULD NOT BE ABLE TO COPE WITH THE TRAFFIC GENERATED BY THE PORT AND AIRPORT DEVELOPMENTS IN THE LONGER TERM.

SECONDLY, THE EXISTING TSUEN WAN LINE OF THE MASS TRANSIT RAILWAY WAS HEAVILY CONGESTED IN THE KOWLOON CORRIDOR, AND SOMETHING MUST BE DONE QUICKLY TO RELIEVE THIS CONGESTION ANYWAY, HE SAID.

THE RAILWAYS, NOW CARRYING ABOUT 29 PER CENT OF THE DAILY PUBLIC TRANSPORT PASSENGER TRIPS, SERVED AN IMPORTANT POLICY OBJECTIVE BY PROVIDING OFF-ROAD MODE OF TRANSPORT WHICH GREATLY REDUCES ROAD CONGESTION.

MR LEUNG ADDED THAT THERE WAS A NEED TO PLAN OTHER ROAD LINKS IN THE LONG TERM.

THESE INCLUDED THE GREEN ISLAND LINK BETWEEN THE FUTURE PORT PENINSULA ON LANTAU AND HONG KONG ISLAND, VIA AN UNDER-SEA TUNNEL AND THE PROPOSED GREEN ISLAND RECLAMATION.

THIS WOULD PROBABLY BE REQUIRED BY 2004-6, BUT WOULD DEPEND VERY MUCH ON THE STATE OF PORT DEVELOPMENT THEN.

IN THE MORE DISTANT FUTURE, A SHAM TSENG LINK BETWEEN LANTAU AND THE WEST COAST OF THE NEW TERRITORIES MIGHT BE REQUIRED BY ABOUT 2011, WHEN THE CAPACITY OF THE LANTAU FIXED CROSSING WAS EXPECTED TO HAVE REACHED SATURATION.

"WHEN ALL THESE ARE PROVIDED, THERE WILL BE A COMPLETE CIRCULAR LOOP LINKING HONG KONG ISLAND, LANTAU AND THE NEW TERRITORIES MAINLAND," MR LEUNG SAID.

"THIS ROAD AND RAIL NETWORK HAS BEEN CAREFULLY PLANNED TO ENSURE THAT THE NEW DEVELOPMENTS, WHICH WILL CONCENTRATE IN THE NORTHWEST NEW TERRITORIES, LANTAU, WEST KOWLOON AND WESTERN HONG KONG ISLAND, WILL BE PROVIDED WITH ADEQUATE ACCESS WELL INTO THE BEGINNING OF THE NEXT CENTURY," HE ADDED.

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HK WELCOMES INT'L PARTICIPATION IN INFRASTRUCTURAL DEVELOPMENT

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HONG KONG WARMLY WELCOMES INTERNATIONAL PARTICIPATION IN ALL ASPECTS OF ITS INFRASTRUCTURAL DEVELOPMENT: AND THE PORT AND AIRPORT DEVELOPMENT PROGRAMME WILL BE NO EXCEPTION, THE SECRETARY FOR ECONOMIC SERVICES, MRS ANSON CHAN, SAID THIS (THURSDAY) EVENING.

IN HER REMARKS MADE AT A DINNER GIVEN BY THE COMMISSIONER FOR CANADA FOR CANADIAN PARTICIPANTS AT THE APEX '91 HONG KONG, MRS CHAN POINTED OUT THAT HONG KONG'S PARAMOUNT CONCERN HAD BEEN, AND WOULD CONTINUE TO BE TO SELECT THOSE WHOM THE HONG KONG GOVERNMENT CONSIDERED WOULD DO THE JOB BEST, ON TIME, AND WITHIN A REASONABLE BUDGET.

"IN THIS REGARD I THINK THE HONG KONG GOVERNMENT'S TRACK-RECORD IN THE AWARD OF MAJOR CONTRACTS SPEAKS FOR ITSELF," SHE SAID.

MRS CHAN NOTED THAT THE HONG KONG GOVERNMENT WAS ALREADY BENEFITTING FROM CANADIAN EXPERIENCE AND EXPERTISE IN THE DEVELOPMENT OF NEW AIRPORT FACILITIES.

A LEADING CANADIAN CONSULTANCY FIRM, MARSHALL MACKLIN MONAGHAN, WAS CURRENTLY ASSISTING FINANCIAL CONSULTANTS, WARDLEY CAPITAL LIMITED, IN ADVISING THE HONG KONG GOVERNMENT ON WAYS OF OPTIMISING THE FINANCIAL VIABILITY OF THE NEW AIRPORT, MRS CHAN ADDED.

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THURSDAY, JANUARY 24, 1991

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METROPLAN HELPS MANUFACTURERS OPERATE AT MAXIMUM EFFICIENCY

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METROPLAN HELPS REMOVE MANY INFRASTRUCTURAL CONSTRAINTS ON THE MANUFACTURING SECTOR AND PROVIDES A FAR MORE FLEXIBLE ENVIRONMENT WITHIN WHICH MANUFACTURERS CAN OPERATE AT MAXIMUM EFFICIENCY, THE DIRECTOR OF INDUSTRY, MR T.H. BARMA, SAID THIS (THURSDAY) EVENING.

SPEAKING AT A DINNER OF THE HONG KONG MANAGEMENT ASSOCIATION'S CHINESE EXECUTIVES CLUB, MR BARMA SAID THE METROPLAN AREA COVERED HONG KONG ISLAND, THE KOWLOON PENINSULA AND KWUN TONG, AND THE TSUEN WAN AREA, INCLUDING KWAI CHUNG AND TSING YI, WITHIN WHICH MUCH OF HONG KONG'S MANUFACTURING CAPACITY WAS FOUND.

"ONE OF THE BASIC ASSUMPTIONS OF METROPLAN IS THAT IT WILL INVOLVE A DRAMATIC RELOCATION OF MANUFACTURING INDUSTRIES FROM WITHIN THE URBAN AREA TO THE NEW TOWNS AND TO AREAS CLOSE TO THE NEW AIRPORT AND WEST HARBOUR PORT FACILITIES.

"THE 700,000 OR SO MANUFACTURING JOBS WHICH NOW EXIST IN THE METRO AREA ARE EXPECTED TO FALL TO A FIGURE OF BETWEEN 290,000 AND HALF A MILLION BY 2011," HE SAID.

NOT ONLY WOULD THE NUMBER OF FACTORIES IN THE METRO AREA FALL, HE SAID, BUT THEIR DISTRIBUTION WOULD BE SUBSTANTIALLY DIFFERENT FROM NOW.

"ONE OF THE MOST ATTRACTIVE FEATURES OF METROPLAN IS THE OPPORTUNITY IT OFFERS FOR THE REDEVELOPMENT AND ENVIRONMENTAL IMPROVEMENT OF OLD INDUSTRIAL AREAS SUCH AS SAN PO KONG AND KWUN TONG.

"EXISTING INDUSTRIAL AREAS WILL BE THINNED OUT AND NEW LAND FOR INDUSTRY PROVIDED ON RECLAMATION AND ON WHAT IS NOW KAI TAK AIRPORT," HE SAID.

MR BARMA STRESSED THAT, WHILE METROPLAN ENVISAGED TRANSFORMATION OF EXISTING INDUSTRIAL AREAS IN THE METRO AREA, THE PLAN WAS IN NO SENSE AN ATTACK ON MANUFACTURING.

WHILE THE NUMBER OF WORKERS EMPLOYED IN THE SERVICE SECTOR WERE EXPECTED TO RISE SIGNIFICANTLY, METROPLAN ALSO FORECAST THAT THE NUMBER EMPLOYED IN MANUFACTURING IN THE TERRITORY AS A WHOLE IN 2011 WOULD BE AROUND 800,000, ROUGHLY THE SAME NUMBER EMPLOYED TODAY.

"IN OTHER WORDS, A CONTINUING, VERY IMPORTANT ROLE IS FORECAST FOR MANUFACTURING INDUSTRIES AS WE MOVE INTO THE 21ST CENTURY.

"INDEED, METROPLAN'S FIRST MAJOR OBJECTIVE IS TO 'ENHANCE HONG KONG'S ROLE AS AN INTERNATIONAL PORT AND AIRPORT; AS A CENTRE FOR A DIVERSE RANGE OF LIGHT MANUFACTURING INDUSTRY; AND AS THE CENTRE OF GOVERNMENT FOR THE TERRITORY'," HE SAID.

MR BARMA SAID THE INDUSTRY DEPARTMENT HAD LONG BEEN AWARE THAT SMALL, INADEQUATELY-SERVICED MULTI-STOREY BUILDING PREMISES HAD BEEN A MAJOR CONSTRAINT ON THE DEVELOPMENT OF MANUFACTURING, AND ON THE SCOPE FOR ENVIRONMENTAL IMPROVEMENT.

/"IT HAS .....

"IT HAS BECOME INCREASINGLY EVIDENT THAT OUR MANUFACTURING SECTOR IS POLARISING INTO A SMALL GROUP OF ABOUT 2,500 LARGE, MODERN COMPANIES OPERATING EFFICIENTLY OUT OF SENSIBLY-DESIGNED PREMISES IN OUR INDUSTRIAL ESTATES AND ELSEWHERE, AND ACCOUNTING FOR OVER HALF OUR MANUFACTURED EXPORTS; AND A RELATIVELY INEFFICIENT SWARM OF SMALL COMPANIES OPERATING MOSTLY IN INADEQUATE PREMISES IN THE OLD INDUSTRIAL AREAS IN KWAI CHUNG, KWUN TONG AND SAN PO KONG.

"METROPLAN RECOGNISES THE PROBLEM AND OFFERS THE SOLUTION WHICH CALLS FOR BETTER-DESIGNED, MORE SPACIOUS INDUSTRIAL AREAS AND THE REDEVELOPMENT AND 'THINNING OUT' OF OUR OLDER, CONGESTED INDUSTRIAL ZONES.

"THE INDUSTRY DEPARTMENT WELCOMES THE PROPOSALS NOT ONLY FOR THE UNIQUE OPPORTUNITY THEY PROVIDE FOR REMOVING A BASIC CONSTRAINT ON THE DEVELOPMENT OF OUR MANUFACTURING INDUSTRIES BUT BECAUSE THEY WILL ALSO PROVIDE A FAR BETTER ENVIRONMENT," HE SAID.

MR BARMA SAID THE INDUSTRY DEPARTMENT DISLIKED FACTORIES WHICH POLLUTED THE ENVIRONMENT EVERY BIT AS MUCH AS OTHER GOVERNMENT BRANCHES AND DEPARTMENTS.

"WHERE WE DIFFER, IT IS NORMALLY ON THE PACE OF CHANGE TOWARDS A LESS-POLLUTED ENVIRONMENT.

"WE HAVE A RESPONSIBILITY TO ENSURE, AS A DEPARTMENT, THAT THE ABILITY OF THE MANUFACTURING SECTOR TO CONTRIBUTE TO OUR ECONOMY IS NOT SUBSTANTIALLY IMPAIRED BY ENVIRONMENTAL MEASURES WHICH, HOWEVER LAUDABLE IN PRINCIPLE, PLACE TOO SUDDEN OR TOO LARGE A BURDEN ON THE SHOULDERS OF MANUFACTURERS.

"WE WANT TO SEE A BETTER ENVIRONMENT; BUT WE ALSO WANT TO SEE THE TRANSITION SENSIBLY-MANAGED, AND WITHOUT AVOIDABLE CASUALTIES AMONG MANUFACTURERS.

"METROPLAN'S OBJECTIVE IN THIS RESPECT, TO 'SORT OUT LAND USE PATTERNS TO CREATE A MORE ACCEPTABLE URBAN ENVIRONMENT, BY RELOCATING ACTIVITIES WHICH CREATE SEVERE ENVIRONMENTAL PROBLEMS', IS WHOLE-HEARTEDLY ENDORSED BY THE INDUSTRY DEPARTMENT," HE SAID.

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PROVISIONAL TRADE FIGURES FOR DECEMBER 1990

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THE VALUE OF RE-EXPORTS CONTINUED TO RISE SUBSTANTIALLY, ALTHOUGH THE VALUE OF DOMESTIC EXPORTS SHOWED ONLY A SMALL INCREASE, ACCORDING TO THE PROVISIONAL TRADE FIGURES FOR DECEMBER 1990 RELEASED TODAY (THURSDAY) BY THE CENSUS AND STATISTICS DEPARTMENT.

MEANWHILE, THE FIGURES ALSO SHOWED IMPORTS AND RETAINED IMPORTS ROSE MARKEDLY IN VALUE TERMS.

/THE VALUE .....

THE VALUE OF DOMESTIC EXPORTS IN DECEMBER 1990, AT \$20,212 MILLION, WAS \$297 MILLION OR 1.5 PER CENT HIGHER THAN IN DECEMBER 1989.

THE VALUE OF RE-EXPORTS INCREASED BY \$7,174 MILLION OR 24.2 PER CENT TO \$36,761 MILLION.

TAKING DOMESTIC EXPORTS AND RE-EXPORTS TOGETHER, THE VALUE OF TOTAL EXPORTS ROSE BY \$7,471 MILLION OR 15.1 PER CENT OVER A YEAR EARLIER, TO \$56,973 MILLION IN DECEMBER 1990.

THE VALUE OF IMPORTS GREW BY \$11,918 MILLION OR 25.1 PER CENT OVER A YEAR EARLIER, TO \$59,362 MILLION IN DECEMBER 1990.

AS THE VALUE OF IMPORTS WAS LARGER THAN THAT OF TOTAL EXPORTS, A VISIBLE TRADE DEFICIT OF \$2,389 MILLION, EQUIVALENT TO 4.0 PER CENT OF THE VALUE OF IMPORTS, WAS RECORDED IN DECEMBER 1990.

THIS COMPARED WITH A SURPLUS OF \$2,058 MILLION, EQUIVALENT TO 4.3 PER CENT OF THE VALUE OF IMPORTS, RECORDED IN DECEMBER 1989.

FOR 1990 AS A WHOLE, THE VALUE OF TOTAL EXPORTS AMOUNTED TO \$639,874 MILLION, MADE UP OF DOMESTIC EXPORTS OF \$225,875 MILLION AND RE-EXPORTS OF \$413,999 MILLION.

COMPARED WITH 1989, TOTAL EXPORTS GREW BY \$69,365 MILLION OR 12.2 PER CENT IN VALUE TERMS, WITH DOMESTIC EXPORTS RISING BY \$1,771 MILLION OR 0.8 PER CENT AND RE-EXPORTS BY \$67,594 MILLION OR 19.5 PER CENT.

OVER THE SAME PERIOD, THE VALUE OF IMPORTS ROSE BY \$79,753 MILLION OR 14.2 PER CENT, TO \$642,534 MILLION.

FOR 1990 AS A WHOLE, THERE WAS A VISIBLE TRADE DEFICIT OF \$2,660 MILLION, EQUIVALENT TO 0.4 PER CENT OF THE VALUE OF IMPORTS.

THIS COMPARES WITH A SURPLUS OF \$7,728 MILLION, EQUIVALENT TO 1.4 PER CENT OF THE VALUE OF IMPORTS, RECORDED IN 1989.

COMMENTING ON THE DECEMBER TRADE FIGURES, A GOVERNMENT SPOKESMAN SAID THE PERFORMANCE OF RE-EXPORTS IN DECEMBER, THOUGH NOT AS STRONG AS IN THE PREVIOUS TWO MONTHS, WAS STILL HIGHLY ROBUST.

THIS WAS ATTRIBUTABLE TO RAPID INCREASES IN BOTH RE-EXPORTS OF CHINA ORIGIN AND RE-EXPORTS TO CHINA.

ON THE OTHER HAND, DOMESTIC EXPORTS GREW MORE SLOWLY IN DECEMBER THAN IN OCTOBER AND NOVEMBER, PROBABLY REFLECTING THE EARLIER COMPLETION OF ORDERS FOR CHRISTMAS AND NEW YEAR SALES OVERSEAS.

AS REGARDS RETAINED IMPORTS, THE GROWTH RATE REMAINED SIGNIFICANT IN DECEMBER, AT AROUND 26 PER CENT IN VALUE TERMS (AFTER ADJUSTING FOR THE RE-EXPORT MARGIN).

THE SUSTAINED INCREASES IN RETAINED IMPORTS IN RECENT MONTHS SHOULD HAVE FAVOURABLE IMPLICATIONS FOR BOTH LOCAL DEMAND AND DOMESTIC EXPORTS IN THE IMMEDIATE FUTURE.

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PRESS RELEASE  
TRADE FIGURES FOR DECEMBER, 1990

The Census and Statistics Department has released the following provisional merchandise trade figures for December:-

MERCHANDISE:	Domestic Exports :	\$20,212 million	
	Re-exports :	\$36,761 million	
	Total Exports :	\$56,973 million	
	Imports :	\$59,362 million	
	Trade balance :	\$2,389 million	[in deficit]

## COMPARATIVE FIGURES

Latest 3 months	Oct 90 to	Oct 89 to	Increase	
	Dec 90	Dec 89	HK\$ Mn.	%
	HK\$ Mn.	HK\$ Mn.		
Domestic Exports	64,275	60,176	4,099	6.8
Re-exports	121,305	91,618	29,687	32.4
Total Exports	185,580	151,794	33,786	22.3
Imports	186,666	142,551	44,115	30.9
Trade balance	-1,086	9,243	-10,329	

  

Same month last year	December	December	Increase	
	1990	1989	HK\$ Mn.	%
	HK\$ Mn.	HK\$ Mn.		
Domestic Exports	20,212	19,915	297	1.5
(% of Total Exports)	(35.5%)	(40.2%)		
Re-exports	36,761	29,587	7,174	24.2
Total Exports	56,973	49,502	7,471	15.1
Imports	59,362	47,444	11,918	25.1
Trade balance	-2,389	2,058	-4,447	

  

Last month	December	November	Increase	
	1990	1990	HK\$ Mn.	%
	HK\$ Mn.	HK\$ Mn.		
Domestic Exports	20,212	21,878	-1,666	-7.6
(% of Total Exports)	(35.5%)	(33.9%)		
Re-exports	36,761	42,705	-5,944	-13.9
Total Exports	56,973	64,583	-7,610	-11.8
Imports	59,362	64,096	-4,734	-7.4
Trade balance	-2,389	487	-2,876	

  

Last 12 months	Jan-Dec	Jan-Dec	Increase	
	1990	1989	HK\$ Mn.	%
	HK\$ Mn.	HK\$ Mn.		
Domestic Exports	225,875	224,104	1,771	0.8
(% of Total Exports)	(35.3%)	(39.3%)		
Re-exports	413,999	346,405	67,594	19.5
Total Exports	639,874	570,509	69,365	12.2
Imports	642,534	562,781	79,753	14.2
Trade balance	-2,660	7,228	-10,388	

24th January, 1991  
CENSUS AND STATISTICS DEPARTMENT

## CONSUMER PRICE INDEXES FOR DECEMBER PUBLISHED

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THE CPI(A) (OCT. 84 - SEP. 85 = 100) FOR DECEMBER 1990, AT 148.6 WAS 11.3 PER CENT HIGHER THAN IN DECEMBER 1989 WHILE THE CPI(B), AT 148.2, WAS 11.1 PER CENT HIGHER, ACCORDING TO THE CONSUMER PRICE INDEXES FOR DECEMBER 1990 PUBLISHED TODAY (THURSDAY) BY THE CENSUS AND STATISTICS DEPARTMENT.

THE CORRESPONDING RATES OF INCREASE IN OCTOBER AND NOVEMBER WERE 10.4 PER CENT AND 10.9 PER CENT RESPECTIVELY FOR CPI(A) AND 10.4 PER CENT AND 10.8 PER CENT RESPECTIVELY FOR CPI(B).

THE MORE RAPID INCREASES IN RECENT MONTHS REFLECTED THE CUMULATIVE IMPACT OF HIGHER OIL PRICES, HIGHER HOUSING RENTALS, TAXI FARES AND CHARGES FOR MEALS IN RESTAURANTS AND OTHER EATING PLACES, AS WELL AS A RELATIVELY LOW BASE OF COMPARISON IN THE LATTER PART OF 1989.

THE AVERAGE CPI(A) AND AVERAGE CPI(B) FOR THE WHOLE YEAR OF 1990, AT 142.0 AND 141.5 RESPECTIVELY, WERE 9.8 PER CENT AND 9.7 PER CENT RESPECTIVELY HIGHER THAN THAT IN 1989.

THE ANNUAL RATE OF INCREASE FOR CPI(A) IN 1990 AT 9.8 PER CENT WAS SLIGHTLY LOWER THAN THAT IN 1989 AT 10.1 PER CENT WHILE THE ANNUAL RATES OF INCREASE FOR CPI(B) IN BOTH 1990 AND 1989 WERE AT 9.7 PER CENT.

ON A YEAR-ON-YEAR COMPARISON, FASTER RATES OF INCREASE IN CPI(A) IN DECEMBER 1990 WERE RECORDED IN THE INDEXES FOR FUEL AND LIGHT (19.0 PER CENT), TRANSPORT AND VEHICLES (15.1 PER CENT), ALCOHOLIC DRINKS AND TOBACCO [FOR HOME CONSUMPTION] (14.9 PER CENT), SERVICES (13.1 PER CENT) AND HOUSING (12.2 PER CENT).

THE CORRESPONDING RATES OF INCREASE FOR THE SAME COMPONENTS IN THE CPI(B) WERE 17.8 PER CENT, 15.8 PER CENT, 15.1 PER CENT, 12.3 PER CENT AND 11.5 PER CENT RESPECTIVELY.

THE INDEX FOR FOODSTUFFS, WHICH HAS THE LARGEST WEIGHTING IN THE INDEX, INCREASED BY 11.0 PER CENT IN CPI(A) AND BY 11.1 PER CENT IN CPI(B).

THESE SIX COMPONENTS TOGETHER ACCOUNTED FOR 90 PER CENT OF THE OVERALL INCREASE IN THE CPI(A) AND 88 PER CENT OF THE INCREASE IN THE CPI(B).

COMPARING DECEMBER 1990 WITH NOVEMBER 1990, THE CPI(A) AND THE CPI(B) BOTH INCREASED BY 0.9 PER CENT, LARGELY BECAUSE OF HIGHER RENTS FOR SOME PUBLIC AND PRIVATE HOUSING UNITS, HIGHER CHARGES FOR MEALS IN RESTAURANTS AND OTHER EATING PLACES, HIGHER TAXI FARES, AND HIGHER PRICES OF FRESH FRUIT, OUTERCLOTHING AND CIGARETTES.

DURING THE THREE-MONTH PERIOD ENDED DECEMBER 1990, THE SEASONALLY ADJUSTED CPI(A) AND CPI(B) BOTH INCREASED AT AN AVERAGE RATE OF 0.9 PER CENT PER MONTH.

/THE CPI(A) .....

THE CPI(A) AND THE CPI(B) ARE BASED ON THE EXPENDITURE PATTERNS OF .50 PER CENT AND 30 PER CENT, RESPECTIVELY, OF URBAN HOUSEHOLDS IN HONG KONG, WHICH WERE DERIVED FROM THE 1984/85 HOUSEHOLD EXPENDITURE SURVEY.

THE CPI(A) REFERS TO HOUSEHOLDS SPENDING BETWEEN \$2,000 AND \$6,499 A MONTH AT THAT TIME AND THE CPI(B) BETWEEN \$6,500 AND \$9,999 A MONTH.

CHANGES IN THE INDEXES FOR DECEMBER 1990 IN RESPECT OF THE NINE COMMODITY/SERVICE SECTIONS IN THE TWO CONSUMER PRICE INDEXES, AS COMPARED WITH NOVEMBER 1990 AND DECEMBER 1989, ARE GIVEN BELOW.

(OCTOBER 1984 TO SEPTEMBER 1985 AVERAGE = 100)  
CPI(A) CPI(B)

SECTION	CPI(A)			CPI(B)		
	INDEX FOR DEC. 90	% CHANGE OVER NOV. 90	% CHANGE OVER DEC. 89	INDEX FOR DEC. 90	% CHANGE OVER NOV. 90	% CHANGE OVER DEC. 89
FOODSTUFFS	148.5	+0.7	+11.0	150.7	+0.7	+11.1
HOUSING	140.7	+1.8	+12.2	134.1	+1.1	+11.5
FUEL AND LIGHT ALCOHOLIC DRINKS AND TOBACCO (FOR HOME CONSUMPTION)	116.8	+1.0	+19.0	115.6	+1.1	+17.8
CLOTHING AND FOOTWEAR	162.9	+2.4	+14.9	164.0	+2.2	+15.1
DURABLE GOODS	154.0	+2.0	+8.8	158.0	+2.4	+9.7
MISCELLANEOUS GOODS	128.6	+0.5	+4.7	127.4	+0.5	+4.6
TRANSPORT AND SERVICES	145.7	+0.1	+7.0	144.8	-0.0*	+6.5
VEHICLES	160.7	+0.7	+15.1	160.7	+0.8	+15.8
SERVICES	170.9	+0.3	+13.1	169.5	+0.5	+12.3
ALL ITEMS	148.6	+0.9	+11.3	148.2	+0.9	+11.1

\* LESS THAN 0.05 PER CENT

COMPARING DECEMBER 1990 WITH NOVEMBER 1990, THE INDEX FOR FOODSTUFFS INCREASED BY 0.7 PER CENT IN BOTH CPI(A) AND CPI(B). THIS WAS MAINLY DUE TO INCREASES IN THE CHARGES FOR MEALS IN RESTAURANTS AND OTHER EATING PLACES AND IN THE RETAIL PRICES OF FRESH FRUIT AND LIVE POULTRY.

THE INDEX FOR HOUSING INCREASED BY 1.8 PER CENT IN CPI(A) AND BY 1.1 PER CENT IN CPI(B) AS A RESULT OF HIGHER RENTS FOR SOME PRIVATE HOUSING UNITS AND FOR SOME FLATS IN HOUSING AUTHORITY ESTATES.

THE INDEX FOR FUEL AND LIGHT INCREASED BY 1.0 PER CENT IN CPI(A) AND BY 1.1 PER CENT IN CPI(B) DUE TO HIGHER CHARGES FOR ELECTRICITY AND TOWNGAS AS WELL AS THE EFFECT OF THE RECENT INCREASE IN THE PRICES OF LIQUEFIED PETROLEUM GAS.

THE INDEX FOR ALCOHOLIC DRINKS AND TOBACCO (FOR HOME CONSUMPTION) INCREASED BY 2.4 PER CENT IN CPI(A) AND BY 2.2 PER CENT IN CPI(B) BECAUSE OF HIGHER PRICES OF CIGARETTES.

THE INDEX FOR CLOTHING AND FOOTWEAR INCREASED BY 2.0 PER CENT IN CPI(A) AND BY 2.4 PER CENT IN CPI(B) AS A RESULT OF HIGHER PRICES OF WINTER OUTERCLOTHING.

THE INDEX FOR TRANSPORT AND VEHICLES INCREASED BY 0.7 PER CENT IN CPI(A) AND BY 0.8 PER CENT IN CPI(B) BECAUSE OF HIGHER TAXI FARES ARISING FROM THE FUEL SURCHARGE AND THE RECENT INCREASE IN THE FERRY FARES OF THE HONG KONG AND YAUMATI FERRY CO. LTD.

FIGURES HEREIN REFER TO CPI SERIES NOT SEASONALLY ADJUSTED UNLESS OTHERWISE SPECIFIED. ALL PERCENTAGE CHANGES ARE DERIVED FROM CPI FIGURES TAKEN TO MORE THAN ONE DECIMAL PLACE.

MORE DETAILS ARE GIVEN IN THE "CONSUMER PRICE INDEX REPORT" FOR DECEMBER 1990, WHICH IS AVAILABLE AT \$5 PER COPY FROM THE GOVERNMENT PUBLICATIONS CENTRE, GROUND FLOOR, GPO BUILDING, CONNAUGHT PLACE, CENTRAL; OR FROM THE CENSUS AND STATISTICS DEPARTMENT, 19TH FLOOR, WANCHAI TOWER 1, 12 HARBOUR ROAD, WAN CHAI, OR FROM THE INFORMATION SERVICES DEPARTMENT, FRENCH MISSION BUILDING, 1 BATTERY PATH, CENTRAL FOR LOCAL AND OVERSEAS MAILINGS.

FOR ENQUIRIES ABOUT THE INDEXES, PLEASE TELEPHONE THE CONSUMER PRICE INDEX SECTION OF THE CENSUS AND STATISTICS DEPARTMENT ON 805 6403.

THE HANG SENG CPI WAS 158.5 IN DECEMBER 1990, UP BY 0.3 PER CENT OVER NOVEMBER 1990 AND BY 11.5 PER CENT OVER DECEMBER 1989. THE AVERAGE HANG SENG CPI FOR THE WHOLE YEAR OF 1990, AT 150.9, WAS 11.2 PER CENT HIGHER THAN THAT IN 1989.

THE HANG SENG CPI IS BASED ON THE EXPENDITURE PATTERN OF THE 10 PER CENT OF URBAN HOUSEHOLDS IN HONG KONG THAT SPENT \$10,000-24,999 A MONTH DURING THE 1984/85 HOUSEHOLD EXPENDITURE SURVEY.

FURTHER DETAILS REGARDING THIS INDEX ARE INCLUDED IN THE HANG SENG CPI REPORT ISSUED BY THE ECONOMIC RESEARCH DEPARTMENT OF HANG SENG BANK LTD.

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#### DETAILS OF UNLEADED PETROL PUBLICITY CAMPAIGN ANNOUNCED

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THE GOVERNMENT TODAY (THURSDAY) ANNOUNCED ITS PUBLICITY PLANS CONCERNING THE INTRODUCTION OF UNLEADED PETROL (ULP) TO HONG KONG ON APRIL 1 THIS YEAR.

SPEAKING AT A PRESS CONFERENCE, AN ASSISTANT DIRECTOR OF ENVIRONMENTAL PROTECTION, MR FRED TROMP, SAID THE AIM OF THE CAMPAIGN WAS TO MAKE ALL MOTORISTS AWARE OF ULP AND THE BENEFITS IT WOULD BRING TO HONG KONG'S ENVIRONMENT.

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"WE HAVE BEEN PLANNING THE PROGRAMME FOR SOME MONTHS IN CLOSE LIAISON WITH THE OIL INDUSTRY, MOTOR MANUFACTURERS AND DISTRIBUTORS," HE SAID.

"WE CONSIDER THE RESULTING ADVERTISING CAMPAIGN TO BE INFORMATIVE AND WILL ENCOURAGE MOTORISTS TO TAKE OUR ULP MESSAGE LITERALLY AND 'JOIN THE DRIVE TOWARDS A CLEANER HONG KONG'."

THE TERRITORY-WIDE CAMPAIGN COMPRISES SEVERAL KEY ELEMENTS INCLUDING A MOTORISTS GUIDE TO ULP, POSTERS, WALLCHARTS, AN INQUIRY HOTLINE, PLUS TELEVISION, RADIO AND NEWSPAPER ADVERTISEMENTS.

THE BILINGUAL "MOTORISTS GUIDE TO UNLEADED PETROL" IS THE CORNERSTONE OF THE CAMPAIGN AND IS BEING MAILED TO MORE THAN 180,000 REGISTERED OWNERS OF PETROL-ENGINE-DRIVEN VEHICLES FROM TODAY THROUGH MID-FEBRUARY.

THE HANDBOOK CONTAINS A ULP COMPATIBILITY RATING OF MORE THAN 400 CAR MODELS CURRENTLY AVAILABLE IN HONG KONG, PLUS A QUESTION-AND-ANSWER SECTION ON ULP AND ITS SUITABILITY FOR MOTORCYCLES AND OUTBOARD MOTORS.

CAMPAIGN POSTERS AND WALLCHARTS WILL BE DISPLAYED AT FILLING AND SERVICE STATIONS, MOTOR TRADER SHOWROOMS, GARAGES AND GOVERNMENT DISPLAY LOCATIONS FROM LATER THIS MONTH.

AN INQUIRY HOTLINE - 183 8383 - ENABLING THE PUBLIC TO GAIN INFORMATION ON ULP, WILL COME INTO EFFECT FROM FEBRUARY 1.

THE HOTLINE IS CO-SPONSORED AND OPERATED BY HONG KONG TELECOM WHICH RECENTLY INTRODUCED AN UP-MARKET TELEPHONE ANSWERING SYSTEM AT ITS PROFESSIONAL TELEMARKETING CENTRE IN SUN HUNG KAI CENTRE, WAN CHAI.

THE SYSTEM WILL BE MANNED BY TEAMS OF PROFESSIONALLY TRAINED OPERATORS FROM 9 AM TO 5 PM, MONDAY TO FRIDAY AND FROM 9 AM TO 1 PM ON SATURDAY. RECORDED MESSAGES WILL BE AVAILABLE OUTSIDE THESE HOURS, INCLUDING SUNDAYS AND PUBLIC HOLIDAYS.

THE PRINTED MATERIALS AND ULP HOTLINE WILL BE FURTHER SUPPORTED BY A THREE-MONTH ADVERTISING CAMPAIGN TO BE RUN IN THE CHINESE AND ENGLISH-LANGUAGE MEDIA FROM NEXT MONTH.

"THE EXTENSIVE MEDIA CAMPAIGN, A JOIN EFFORT OF THE GOVERNMENT AND THE OIL INDUSTRY, EFFECTIVELY GOES 'LIVE' ON FEBRUARY 1 WITH THE LAUNCHING OF A 30-SECOND TELEVISION API (ANNOUNCEMENT IN THE PUBLIC INTEREST)," MR TROMP SAID.

"BY THAT STAGE, MOTORISTS WILL HAVE ALREADY STARTED TO RECEIVE THEIR ULP HANDBOOKS. THE POSTERS AND NEWSPAPER ADVERTISEMENTS WILL ALSO BE MUCH IN EVIDENCE", HE ADDED.

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123 VBP RETURN TO VIETNAM

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A GROUP OF 123 VIETNAMESE BOAT PEOPLE TODAY (THURSDAY) RETURNED TO VIETNAM UNDER THE UNHCR'S VOLUNTARY REPATRIATION PROGRAMME.

COMPRISING 42 MEN, 38 WOMEN, 23 BOYS AND 20 GIRLS, THEY WERE THE 48TH BATCH TO GO BACK UNDER THE PROGRAMME.

THIS GROUP BROUGHT TO 6,633 THE TOTAL NUMBER OF VIETNAMESE BOAT PEOPLE WHO HAVE RETURNED VOLUNTARILY.

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'OPPORTUNITIES FOR YOUTH SCHEME EXHIBITION' ON SATURDAY

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AN OPPORTUNITIES FOR YOUTH SCHEME (OYS) EXHIBITION AND A BEST PROJECT AWARD PRESENTATION CEREMONY WILL BE HELD AT CITY PLAZA, TAIKOO SHING IN QUARRY BAY ON SATURDAY (JANUARY 26).

THE CHAIRMAN OF THE ORGANISING COMMITTEE OF THE OYS OF THE SOCIAL WELFARE DEPARTMENT, MISS MAY CHUNG, TODAY (THURSDAY) SAID THE TERRITORY-WIDE SCHEME WAS INTRODUCED IN 1974 TO PROMOTE PERSONAL AND SOCIAL DEVELOPMENT OF YOUNG PEOPLE.

"IT ENCOURAGES PARTICIPATION IN COMMUNITY ACTIVITIES IN A BID TO PROMOTE SOCIAL CONSCIOUSNESS AND RESPONSIBILITY AND TO DEVELOP THE SPIRIT OF CO-OPERATION AND MUTUAL HELP AMONG RESIDENTS.

"THE SCHEME ENABLES YOUNG PEOPLE TO IMPLEMENT THEIR PLANNED PROJECTS WHICH ARE CONDUCIVE TO THEIR PERSONAL AND SOCIAL DEVELOPMENT AS WELL AS TO THE BENEFIT OF THE COMMUNITY," MISS CHUNG ADDED.

UNDER THE SCHEME, PARTICIPANTS WILL BE GRANTED FUNDS FOR IMPLEMENTING THE PROJECTS THEY DESIGNED.

A TOTAL OF 19 BEST PROJECTS FROM VARIOUS DISTRICTS WILL COMPETE FOR THE HONG KONG BEST OYS AWARD.

"THESE 19 BEST PROJECTS HAVE BEEN SELECTED FROM 125 INNOVATIVE COMMUNITY SERVICE PROJECTS, WHICH WERE GRANTED FUNDS TO A MAXIMUM OF \$5,000 EACH FROM THE OYS SCHEME," MISS CHUNG EXPLAINED.

OFFICIATING AT THE OPENING CEREMONY OF THE EVENT WILL BE THE VICE-CHANCELLOR OF THE UNIVERSITY OF HONG KONG, DR WANG GUNGWU; CHAIRMAN OF THE COMMISSION ON YOUTH, MRS ROSANNA TAM; AND THE ACTING DIRECTOR OF SOCIAL WELFARE, MRS ROSE GOODSTADT.

IN ADDITION TO AN EXHIBITION OF THE BEST PROJECTS, A 20-MINUTE VIDEO EXPLAINING THE OBJECTIVES OF THE OYS WILL BE SHOWN. THERE WILL ALSO BE DISPLAYS AND GAMES TO PROMOTE THE OYS.

/A BUS .....

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A BUS WILL TRAVEL IN TAIKOO SHING AREA TO PUBLICISE THE EVENT ON SATURDAY MORNING.

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ATTENTION NEWS EDITORS:

THE OPPORTUNITIES FOR YOUTH SCHEME EXHIBITION AND AN AWARD PRESENTATION CEREMONY, ORGANISED BY THE SOCIAL WELFARE DEPARTMENT, WILL BE HELD AT CITY PLAZA, TAIKOO SHING, QUARRY BAY ON SATURDAY (JANUARY 26), BEGINNING AT 10.30 AM.

MEDIA REPRESENTATIVES ARE INVITED TO COVER THE EVENT. SOCIAL WELFARE DEPARTMENT INFORMATION OFFICERS WILL BE ON HAND TO ASSIST.

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'BUILD A CLEANER HK' CONTEST  
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AN OUTDOOR ACTIVITY TO PROMOTE THE KEEP HONG KONG CLEAN SPECTACULAR WILL BE HELD IN THE PIAZZA OF THE HONG KONG CULTURAL CENTRE, TSIM SHA TSUI NEAR THE CLOCK TOWER STARTING 3 PM TOMORROW (FRIDAY).

THE PROMOTIONAL ACTIVITY, ENTITLED "BUILD A CLEANER HONG KONG" CONTEST, WILL MARK THE JOINT PITCHING-IN EFFORTS OF THE COMMUNITY.

IT WILL COMPRISE GAMES BETWEEN ARTISTES OF ASIA TELEVISION LIMITED AND REPRESENTATIVES FROM SIX COMMUNITY ORGANISATIONS, AS WELL AS A QUIZ AMONG SPECTATORS.

AMONG THOSE OFFICIATING AT THE CONTEST WILL BE MEMBERS OF THE JOINT URBAN COUNCIL/REGIONAL COUNCIL KEEP HONG KONG CLEAN STEERING COMMITTEE TO BE LED BY ITS CHAIRMAN AND VICE-CHAIRMAN, MR TONG KAM-BIU AND DR PANG HOK-TUEN RESPECTIVELY.

THE SPECTACULAR IS THE HIGHLIGHT OF THE STEERING COMMITTEE'S PUBLICITY AND COMMUNITY INVOLVEMENT PROGRAMMES FOR THE YEAR 1990/91.

IT WILL BE PRODUCED BY ATV AND STAGED AT THE HONG KONG COLISEUM ON SUNDAY (JANUARY 27) EVENING.

MEDIA REPRESENTATIVES ARE INVITED TO COVER.

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/24 .....

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LAISEE PACKETS FOR EASTERN RESIDENTS  
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THE EASTERN DISTRICT BOARD HAS PREPARED LUNAR NEW YEAR LAISEE PACKETS FOR RESIDENTS TO HERALD THE YEAR OF THE RAM AND TO PUBLICISE THE COMING DISTRICT BOARD ELECTIONS.

A TOTAL OF 80,000 LAISEE PACKETS WILL BE AVAILABLE FROM TOMORROW (FRIDAY) AT THE DISTRICT OFFICE'S PUBLIC ENQUIRY COUNTERS AT SAI WAN HO, HENG FA CHUEN AND CAUSEWAY BAY.

THE RED PACKETS CARRY TWO PROMINENT CHINESE CHARACTERS MEANING GOOD LUCK, AS WELL AS THE EASTERN DISTRICT BOARD'S LOGO AND A SLOGAN REMINDING THE PUBLIC TO VOTE IN THE ELECTIONS.

ANOTHER ACTIVITY ORGANISED BY THE BOARD TO CELEBRATE THE LUNAR NEW YEAR IS THE SETTING UP OF A GIANT LIGHTING SIGNBOARD AT VICTORIA PARK.

THE LIGHTS WILL BE TURNED ON DAILY FROM 6 PM TO 11 PM FROM FEBRUARY 12 TO MARCH 3. THEY WILL BE TURNED ON OVERNIGHT DURING THE THREE NIGHTS BEFORE LUNAR NEW YEAR'S DAY.

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UNAUTHORISED BUILDING WORKS TO BE CLOSED  
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THE BUILDING AUTHORITY IS SEEKING TO CLOSE AN UNAUTHORISED STRUCTURE ON THE ROOF OVER THE EIGHTH FLOOR OF 93 FUK WA STREET IN SHAM SHUI PO SO THAT IT CAN BE DEMOLISHED WITHOUT DANGER TO THE OCCUPIER AND THE PUBLIC.

NOTICE OF INTENTION TO APPLY FOR A CLOSURE ORDER FROM THE TSUEN WAN DISTRICT COURT ON MARCH 26 HAD BEEN POSTED ON THE BUILDING TODAY (THURSDAY).

MEANWHILE, A NOTICE OF INTENTION TO APPLY FOR A CLOSURE ORDER FROM THE TSUEN WAN DISTRICT COURT ON MARCH 6 FOR THE CLOSURE OF UNAUTHORISED BUILDING WORKS ON THE ROOF OVER NOS. 23-29 YEN CHOW STREET AND 219B YEE KUK STREET IN THE SAME DISTRICT WAS ALSO POSTED ON THE AFFECTED PREMISES TODAY.

UNDER THE BUILDING ORDINANCE, A CLOSURE ORDER IS REQUIRED BEFORE DEMOLITION CAN BE CARRIED OUT.

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BUILDINGS IN TO KWA WAN AND TAI PO DECLARED DANGEROUS

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THE BUILDING AUTHORITY TODAY (THURSDAY) DECLARED THE BUILDINGS AT NOS. 99 AND 101 PAU CHUNG STREET, TO KWA WAN TO BE DANGEROUS AND THE BUILDINGS AT NOS. 103 AND 105 LIABLE TO BECOME DANGEROUS.

IN A STATEMENT ISSUED THIS MORNING, THE PRINCIPAL GOVERNMENT BUILDING SURVEYOR (PGBS) SAID THE BUILDINGS CONSTRUCTED IN 1955 WERE FIVE-STOREY REINFORCED CONCRETE STRUCTURES WITH BRICK INFILL PANEL WALLS.

THE BUILDINGS AT NOS. 99 AND 101 PAU CHUNG STREET WERE AT AN ADVANCED STAGE OF DETERIORATION WITH SEVERELY SPALLED AND CRACKED REINFORCED CONCRETE MEMBERS AND WERE LIABLE TO COLLAPSE.

IT WAS CONSIDERED TO BE BEYOND REASONABLE ECONOMIC REPAIR AND SHOULD BE CLOSED AND DEMOLISHED.

THE PGBS POINTED OUT THAT NOS. 103 AND 105 OF PAU CHUNG STREET WERE ALSO IN A MARKED STATE OF DETERIORATION AND COULD NOT WITHSTAND THE DEMOLITION OF THE BUILDINGS AT NOS. 99 AND 101 OF THE SAME STREET.

THESE BUILDINGS SHOULD ALSO BE CLOSED AND DEMOLISHED BECAUSE THEY WERE LIABLE TO BECOME DANGEROUS, HE SAID.

NOTICES OF INTENTION TO APPLY FOR CLOSURE ORDERS FROM THE HONG KONG DISTRICT COURT ON MARCH 21 WERE POSTED ON THE BUILDINGS.

MEANWHILE, THE AUTHORITY HAS ALSO DECLARED THE BUILDING AT NO. 10 YAN HING STREET IN TAI PO TO BE DANGEROUS AND NOS. 4 AND 6 OF THE SAME STREET LIABLE TO BECOME DANGEROUS.

THE PGBS SAID THE VACANT STRUCTURES WERE TWO-STOREY PRE-WAR BUILDINGS CONSTRUCTED OF LOADBEARING BRICK AND MASONRY WALLS, WITH TIMBER FLOORS AND TILTED PITCHED-ROOFS FOR THE MAIN BLOCKS, AND WITH REINFORCED CONCRETE FLOORS AND ROOFS FOR THE REAR BLOCKS.

THE BUILDING AT NO. 10 YAN HING STREET WAS IN AN ADVANCED STAGE OF DILAPIDATION. THE STRUCTURAL TIMBERS FOR THE COCKLOFTS AND THE FIRST FLOOR HAD PARTIALLY COLLAPSED.

THE MASONRY WALL FACING THE REAR LANE WAS IN POOR CONDITION. IT WAS DANGEROUS AND SHOULD BE CLOSED AND DEMOLISHED.

NOS. 4 AND 6 OF YAN HING STREET WERE ALSO SHOWING SIGNS OF DETERIORATION. THE STRUCTURAL TIMBERS FOR THE COCKLOFTS AND ROOFS HAD PARTIALLY COLLAPSED.

THERE WERE AREAS OF EXTENSIVE SPALLED CONCRETE. THE BUILDINGS WERE LIABLE TO BECOME DANGEROUS AND SHOULD BE CLOSED AND DEMOLISHED.

THE STRUCTURE AT NO. 8 YAN HING STREET HAD BEEN RENDERED DANGEROUS AS A RESULT OF A FIRE AND WAS CLOSED UNDER EMERGENCY POWERS IN OCTOBER LAST YEAR.

/HE SAID .....

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HE SAID DUE TO THE METHOD OF CONSTRUCTION OF THESE BUILDINGS, THE STABILITY OF EACH BUILDING DEPENDED ON THE STRUCTURAL CONDITION OF THE NEIGHBOURING BUILDINGS, IT WAS NECESSARY TO CLOSE AND DEMOLISH THESE BUILDINGS IN ONE OPERATION.

NOTICES OF INTENTION TO APPLY FOR CLOSURE ORDERS FROM THE SHA TIN DISTRICT COURT ON FEBRUARY 21 WERE POSTED TODAY ON THE BUILDINGS.

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CENSUS MOBILE EXHIBITION IN TSIM SHA TSUI

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A THREE-DAY EXHIBITION ON THE 1991 POPULATION CENSUS WILL BEGIN TOMORROW (FRIDAY) AT THE ATRIUM, UPPER GROUND FLOOR OF THE CHINA HONG KONG CITY.

ORGANISED BY THE CENSUS AND STATISTICS DEPARTMENT AND DESIGNED BY THE GOVERNMENT INFORMATION SERVICES, THE EXHIBITION IS AIMED AT REMINDING THE PUBLIC OF THE FORTHCOMING POPULATION CENSUS AND TO CALL FOR THEIR CO-OPERATION.

APART FROM SETTING OUT THE OBJECTIVES OF THE PROJECT, THE EXHIBITION ELUCIDATES THROUGH ATTRACTIVE PHOTOGRAPHS AND DESIGN THE ENUMERATION METHODS TO BE USED IN THE CENSUS AND HOW THE DATA COLLECTED WILL BE KEPT IN STRICT CONFIDENCE.

"THE SELF-ENUMERATION METHOD, IN PARTICULAR, IS THE FIRST TIME TO BE USED IN HONG KONG," A SPOKESMAN FOR THE CENSUS AND STATISTICS DEPARTMENT SAID.

THE SPOKESMAN SAID SIX OUT OF SEVEN HOUSEHOLDS WOULD BE ENUMERATED THIS WAY WHILE THE OTHER ONE-SEVENTH HOUSEHOLDS WOULD BE ENUMERATED BY THE TRADITIONAL INTERVIEWING METHOD.

THOSE SELECTED FOR SELF-ENUMERATION WOULD BE ENUMERATED ONLY ON A FEW BASIC CHARACTERISTICS OF THEIR MEMBERS. THEY WOULD RECEIVE A SIMPLE QUESTIONNAIRE MAILED TO THEM BY THE CENSUS AND STATISTICS DEPARTMENT PRIOR TO THE COMMENCEMENT OF THE CENSUS.

THE HOUSEHOLDS HAVE TO COMPLETE THE QUESTIONNAIRE ACCORDINGLY AND THE COMPLETED QUESTIONNAIRE WOULD BE COLLECTED BY THE CENSUS OFFICER PERSONALLY DURING THE CENSUS.

THE OTHER ONE-SEVENTH HOUSEHOLDS WOULD NOT RECEIVE A CENSUS QUESTIONNAIRE BUT WOULD BE ENUMERATED BY THE CENSUS OFFICER TO ANSWER MORE DETAILED QUESTIONS.

"IT IS THEREFORE IMPORTANT FOR THE GENERAL PUBLIC TO GAIN A FAIR KNOWLEDGE OF THE DIFFERENT METHODS THROUGH VISITING THE EXHIBITIONS," HE ADDED.

/THE EXHIBITION .....

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THE EXHIBITION AT CHINA HONG KONG CITY IS THE SIXTH IN A SERIES OF 11 MOBILE EXHIBITIONS TO BE HELD IN PROMINENT LOCATIONS SUCH AS SHOPPING ARCADES OF POPULATED TOWN AREAS AND MTR STATIONS WHERE THE MESSAGE CAN BE EFFECTIVELY CONVEYED TO THE LARGEST POSSIBLE NUMBER OF PEOPLE.

THE EXHIBITION IS OPEN TO THE PUBLIC FROM 11 AM TO 7 PM DAILY UNTIL JANUARY 27. AFTER THAT, THE EXHIBITS WILL BE MOVED TO THE YUEN LONG PLAZA IN YUEN LONG ON JANUARY 30.

THE 1991 POPULATION CENSUS WILL BE CONDUCTED BETWEEN MARCH 15 AND 24.

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