



DAILY INFORMATION BULLETIN

ISSUED BY GOVERNMENT INFORMATION SERVICES
BEACONSFIELD HOUSE, HONG KONG. TEL: 5-233191

FRIDAY, APRIL 18, 1980.

<u>CONTENTS</u>	<u>PAGE NO.</u>
EAST ASIA ECONOMIC GROWTH IS OPTIMISTIC - SAYS GOVERNOR	1
EXTERNAL TRADE FOR JANUARY AND FEBRUARY	2
LAW AMENDED TO FACILITATE CHILD CARE SERVICE DEVELOPMENT	7
\$155 MILLION COMPENSATION PAID TO SHA TIN PEOPLE IN TWO YEARS	9
SEMINAR FOR ADULT EDUCATION LECTURERS	10
PLAN TO EXTEND TSIM BEI TSUI PIER	11
CHILD CARE EXHIBITION IN TSUEN WAN	11
FOUR PRE-WAR BUILDINGS IN TAI PO DECLARED DANGEROUS	12
CARGO WORKING AREAS REMAIN OPEN ON MONDAY	12

EAST ASIA ECONOMIC GROWTH IS OPTIMISTIC — SAYS GOVERNOR

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THE GOVERNOR, SIR MURRAY MACLEHOSE SAID TODAY (FRIDAY) HE REMAINED BASICALLY OPTIMISTIC OF ECONOMIC GROWTH OF EAST ASIA DESPITE THE MANY UNCERTAINTIES WHICH OVERHANG WORLD MARKETS.

ADDRESSING THE INTERTANKO SHIPPING ORGANISATION GENERAL MEETING IN MANILA TODAY, SIR MURRAY SAID CHINA'S NEW RELATIONSHIP WITH THE UNITED STATES, JAPAN AND EUROPE, AND ALSO WITH THE COUNTRIES OF SOUTH EAST ASIA, LIFTED A CLOUD OF UNCERTAINTY WHICH HUNG OVER EAST ASIA FOR SO LONG.

+MOREOVER, THE STATESMANSHIP OF ITS GOVERNMENT'S NEW ECONOMIC AND COMMERCIAL POLICIES HAVE AROUSED INTEREST AMONG ALL TRADING NATIONS, AND THEIR IMPLEMENTATION WILL STEADILY INCREASE ECONOMIC ACTIVITY.

+THIS PROSPECT HAS STIMULATED NEW INTEREST IN THE AREA AS A WHOLE, BOTH IN THE COUNTRIES' MARKETS IN THEIR OWN RIGHT, AND IN THEIR VALUE AS PLATFORMS FOR TRADING WITH CHINA AND WITH THE WHOLE EAST AND SOUTH EAST ASIAN GROWTH AREA.

+FOR THESE AND OTHER REASONS, INCLUDING THE POTENTIAL OF CONTINUED FASTER GROWTH IN THIS AREA IN COMPARISON TO MOST OTHERS, I SHOULD EXPECT INDUSTRIAL INVESTMENT AND THE EXPANSION OF THE TERTIARY SECTOR IN THIS AREA TO CONTINUE.

+THE LAST TWO DECADES OF THE TWENTIETH CENTURY ARE LIKELY TO BE THE ERA OF EAST AND SOUTH EAST ASIA,+ HE SAID.

SIR MURRAY NOTED THAT IN THE LAST 15 YEARS THERE HAS BEEN EXTRAORDINARY GROWTH IN MOST OF THE ECONOMIES OF THE FAR EAST, CITING AS EXAMPLES THE EIGHT PER CENT GROWTH RATE IN JAPAN, 11 PER CENT IN THE REPUBLIC OF KOREA, SIX PER CENT IN THE PHILIPPINES, NINE PER CENT IN SINGAPORE, EIGHT PER CENT IN THAILAND AND NINE PER CENT IN HONG KONG, COMPARED WITH THE FOUR PER CENT GROWTH RATE IN EUROPE.

HE ATTRIBUTED SUCH DYNAMIC ECONOMIC GROWTH IN THE REGION TO A GENERAL WILLINGNESS TO WORK AND WORK HARD, TO THE BUSINESS ACUMEN OF SO MANY OF THE PEOPLE WHO LIVE IN THE REGION, AND TO THAT PIONEER SPIRIT WHICH HAS DRIVEN THEM TO ACQUIRE THE EXPERTISE TO ENABLE THEM TO EXPLOIT THE POTENTIAL OF WHEREVER IT IS THEY MAY BE LIVING, AND TO MASTER THE TECHNIQUES NECESSARY FOR THEM TO GO ABROAD AND TO SEARCH OUT MARKETS FOR THEIR PRODUCTS AND THEIR SERVICES AND WHEN NECESSARY FOR THEM TO ACQUIRE INVESTMENT.

+THIS DRIVING ENTERPRISE HAS BEEN AIDED BY DEMOGRAPHIC FACTORS WHICH HAVE TENDED IN SOME CASES TO CAUSE LABOUR FORCES TO GROW AT A HIGHER RATE THAN POPULATIONS AS A WHOLE, A TREND WHICH, AT A CERTAIN STAGE, TENDS TO STIMULATE ECONOMIC GROWTH,+ HE SAID.

SIR MURRAY ALSO POINTED OUT THAT THE RAPID ECONOMIC GROWTH ACHIEVED BY HONG KONG SINCE THE EARLY 1950'S WAS BASED ON THE DETERMINATION OF ITS PEOPLE TO SURVIVE AGAINST ALL ODDS.

HE SAID THE REASONS FOR HONG KONG'S SUCCESS LAY IN A COMBINATION OF MOST OF THE FACTORS LEADING TO THE SUCCESS OF THE EAST ASIA REGION AS A WHOLE BOTH IN ECONOMIC GROWTH AND IN THE DEVELOPMENT OF SHIPPING.

+THE GOVERNMENT ASSISTED BY ADOPTING POLICIES WHICH WE BELIEVED WERE SUITED TO HONG KONG'S CIRCUMSTANCES,+ SIR MURRAY SAID.

+ESSENTIALLY THESE WERE TO DEVELOP A FRAMEWORK IN WHICH EFFORT AND ENTERPRISE COULD FLOURISH IN A LIBERAL FISCAL ENVIRONMENT WITH STATE INTERFERENCE BEING KEPT TO THE MINIMUM, BUT, OF COURSE, THE GOVERNMENT HAS ASSUMED A SUBSTANTIAL RESPONSIBILITY FOR THE DEVELOPMENT OF THE SOCIAL AND ECONOMIC INFRASTRUCTURE.

+ECONOMIC GROWTH WAS BASED ON MANUFACTURING. BUT, WHEREAS ELSEWHERE IN THE REGION, RESOURCES WERE SHIFTED FROM THE PRIMARY SECTOR TO THE SECONDARY SECTOR AND THEN TO THE TERTIARY SECTOR. IN THE CASE OF HONG KONG THE OLD ENTREPOT TRADE HAD ALREADY GIVEN BIRTH TO AN ADVANCED TERTIARY SECTOR WHOSE DEVELOPMENT WAS THEN FURTHER STIMULATED BY THE SUCCESS OF THE MANUFACTURING INDUSTRIES OF THE SECONDARY SECTOR,+ HE ADDED.

NOTE TO EDITORS:

COPIES OF THE GOVERNOR'S SPEECH AT THE INTERTANKO GENERAL MEETING IN BOTH CHINESE AND ENGLISH WILL BE AVAILABLE FOR COLLECTION FROM GIS PRESS BOXES THIS EVENING.

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EXTERNAL TRADE FOR JANUARY AND FEBRUARY

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HONG KONG'S EXTERNAL TRADE FOR THE FIRST TWO MONTHS OF THIS YEAR WAS VALUED AT \$28 219 MILLION, AN INCREASE OF 41 PER CENT OVER THE CORRESPONDING PERIOD OF 1979, ACCORDING TO TRADE FIGURES RELEASED BY THE CENSUS AND STATISTICS DEPARTMENT TODAY (FRIDAY).

BOTH DOMESTIC EXPORTS AND RE-EXPORTS ROSE BY 45 PER CENT TO \$9 128 MILLION AND \$3 835 MILLION RESPECTIVELY, AND IMPORTS BY 38 PER CENT TO \$15 256 MILLION.

DOMESTIC EXPORTS TO 10 MAJOR OVERSEAS MARKETS ARE AS FOLLOWS:

	JAN-FEB 80 (HK\$ MN)	JAN-FEB 79 (HK\$ MN)	INCREASE/ DECREASE (HK\$ MN)	PERCENTAGE CHANGE
USA	2 856	2 042	+ 814	+ 40
WEST GERMANY	1 133	760	+ 373	+ 49
UK	946	709	+ 237	+ 33

/AUSTRALIA

AUSTRALIA	318	245	+ 73	+ 30
JAPAN	315	320	- 5	- 2
NETHERLANDS	241	163	+ 78	+ 48
SINGAPORE	235	171	+ 64	+ 37
CANADA	225	187	+ 38	+ 20
CHINA	187	30	+ 157	+ 523
SWITZERLAND	176	105	+ 71	+ 68

INCREASES IN DOMESTIC EXPORTS TO USA WERE REGISTERED MAINLY IN CLOTHING (BY \$268 MILLION OR 37%), ELECTRICAL MACHINERY, APPARATUS AND APPLIANCES (BY \$75 MILLION OR 45%), TELECOMMUNICATIONS AND SOUND RECORDING AND REPRODUCING APPARATUS AND EQUIPMENT (BY \$68 MILLION OR 56%), OFFICE MACHINES AND AUTOMATIC DATA PROCESSING EQUIPMENT (BY \$60 MILLION OR 50%), AND WATCHES AND CLOCKS (BY \$58 MILLION OR 54%).

INCREASED DELIVERIES TO WEST GERMANY WERE RECORDED CHIEFLY IN CLOTHING (BY \$235 MILLION OR 52%), WATCHES AND CLOCKS (BY \$29 MILLION OR 56%) AS WELL AS TELECOMMUNICATIONS AND SOUND RECORDING AND REPRODUCING APPARATUS AND EQUIPMENT (BY \$29 MILLION OR 35%).

INCREASES WERE ALSO RECORDED IN DOMESTIC EXPORTS TO THE U.K., PARTICULARLY OF CLOTHING (BY \$121 MILLION OR 31%), TELECOMMUNICATIONS AND SOUND RECORDING AND REPRODUCING APPARATUS AND EQUIPMENT (BY \$40 MILLION OR 109%), AND WATCHES AND CLOCKS (BY \$11 MILLION OR 31%). ON THE OTHER HAND, DECLINES WERE REGISTERED IN DELIVERIES OF TEXTILE YARN, FABRICS, MADE-UP ARTICLES AND RELATED PRODUCTS (BY \$2 MILLION OR 2%).

DOMESTIC EXPORTS TO JAPAN SHOWED AN OVERALL DECREASE OF \$5 MILLION OR 2 PER CENT, MAINLY IN FISH, CRUSTACEANS AND MOLLUSCS (BY \$16 MILLION OR 34%), WATCHES AND CLOCKS (BY \$2 MILLION OR 6%), AND CLOTHING (BY \$1 MILLION OR 2%).

AN ANALYSIS OF CHANGES IN DOMESTIC EXPORTS BY MAJOR COMMODITY DIVISION IS PRESENTED AS FOLLOWS:

	<u>JAN-FEB 80</u> <u>(HK\$ MN)</u>	<u>JAN-FEB 79</u> <u>(HK\$ MN)</u>	<u>INCREASE</u> <u>(HK\$ MN)</u>	<u>PERCENTAGE</u> <u>CHANGE</u>
ARTICLES OF APPAREL AND CLOTHING ACCESSORIES	3 234	2 306	+ 928	+ 40
MISCELLANEOUS MANUFACTURED ARTICLES (MAINLY PLASTIC TOYS AND DOLLS)	1 433	987	+ 446	+ 45

PHOTOGRAPHIC APPARATUS, OPTICAL GOODS, WATCHES AND CLOCKS	801	513	+ 288	+ 56
TELECOMMUNICATIONS AND SOUND RECORDING AND REPRODUCING APPARATUS AND EQUIPMENT	734	434	+ 300	+ 69
TEXTILE YARN, FABRICS, MADE-UP ARTICLES AND RELATED PRODUCTS	678	486	+ 192	+ 40
ELECTRICAL MACHINERY, APPARATUS AND APPLIANCES (MAINLY TRANSISTORS AND DIODES AND HOUSEHOLD TYPE APPLIANCES)	560	367	+ 193	+ 53

SUBSTANTIAL INCREASES WERE NOTED IN DOMESTIC EXPORTS OF WATCHES AND CLOCKS (BY \$252 MILLION OR 59%), RADIO BROADCAST RECEIVERS OF ALL KINDS (BY \$170 MILLION OR 81%), MISCELLANEOUS MANUFACTURES OF METAL (BY \$111 MILLION OR 61%), PLASTIC TOYS AND DOLLS (BY \$107 MILLION OR 30%), TRAVEL GOODS, HANDBAGS AND SIMILAR CONTAINERS (BY \$74 MILLION OR 52%) AS WELL AS ELECTRONIC COMPONENTS AND PARTS FOR COMPUTERS (BY \$51 MILLION OR 48%).

ON THE OTHER HAND, DECLINES WERE RECORDED IN DOMESTIC EXPORTS OF FISH, CRUSTACEANS AND MOLLUSCS (BY \$26 MILLION OR 38%), AND IRON AND STEEL (BY \$6 MILLION OR 54%).

THE CHANGES IN IMPORTS FROM 10 MAJOR SUPPLIERS ARE SUMMARISED AS FOLLOWS:

	JAN-FEB 80 (HK\$ MN)	JAN-FEB 79 (HK\$ MN)	INCREASE (HK\$ MN)	PERCENTAGE CHANGE
JAPAN	3 293	2 422	+ 871	+ 36
CHINA	2 876	1 797	+ 1 079	+ 60
USA	1 823	1 310	+ 513	+ 39
SINGAPORE	1 052	555	+ 497	+ 90
TAIWAN	1 046	784	+ 262	+ 33

UK	708	465	+ 243	+ 52
SOUTH KOREA	523	369	+ 154	+ 42
WEST GERMANY	481	399	+ 82	+ 21
SWITZERLAND	397	366	+ 31	+ 8
THAILAND	284	194	+ 90	+ 46

INCREASES IN IMPORTS FROM JAPAN WERE LARGELY RECORDED IN ROAD VEHICLES (BY \$154 MILLION OR 99%), TELECOMMUNICATIONS AND SOUND RECORDING AND REPRODUCING APPARATUS AND EQUIPMENT (BY \$117 MILLION OR 53%), WATCHES AND CLOCKS (BY \$101 MILLION OR 49%), IRON AND STEEL (BY \$79 MILLION OR 53%), AND ELECTRICAL MACHINERY, APPARATUS AND APPLIANCES (BY \$66 MILLION OR 27%).

IMPORTS FROM CHINA ROSE CONSIDERABLY, MAINLY OF PETROLEUM AND RELATED PRODUCTS (BY \$248 MILLION OR 154%), CLOTHING (BY \$125 MILLION OR 162%), TEXTILE YARN, FABRICS, MADE-UP ARTICLES AND RELATED PRODUCTS (BY \$111 MILLION OR 29%), AND MISCELLANEOUS CRUDE ANIMAL AND VEGETABLE MATERIALS (BY \$43 MILLION OR 50%).

IMPORTS FROM USA ALSO SHOWED SUBSTANTIAL INCREASES IN ARTIFICIAL RESINS AND PLASTIC MATERIALS, AND CELLULOSE ESTERS AND ETHERS (BY \$136 MILLION OR 232%), OFFICE MACHINES AND AUTOMATIC DATA PROCESSING EQUIPMENT (BY \$72 MILLION OR 61%), ELECTRICAL MACHINERY, APPARATUS AND APPLIANCES (BY \$45 MILLION OR 41%) AS WELL AS TOBACCO AND TOBACCO MANUFACTURES (BY \$33 MILLION OR 72%).

MARKED INCREASES WERE ALSO RECORDED IN IMPORTS OF PETROLEUM AND RELATED PRODUCTS (BY \$366 MILLION OR 122%) FROM SINGAPORE, AND ELECTRICAL MACHINERY, APPARATUS AND APPLIANCES (BY \$54 MILLION OR 81%) FROM TAIWAN.

THE FOLLOWING TABLE ILLUSTRATES THE MORE IMPORTANT CHANGES IN IMPORTS BY COMMODITY SECTION:

	<u>JAN-FEB 80</u> (HK\$ MN)	<u>JAN-FEB 79</u> (HK\$ MN)	<u>INCREASE</u> (HK\$ MN)	<u>PERCENTAGE</u> <u>CHANGE</u>
MANUFACTURED GOODS CLASSIFIED CHIEFLY BY MATERIAL (MAINLY TEXTILE PRODUCTS DIAMONDS, IRON AND STEEL, AND PAPER)	4 384	3 639	+ 745	+ 20
MACHINERY AND TRANSPORT EQUIPMENT	3 248	2 365	+ 883	+ 37

MISCELLANEOUS MANUFACTURED ARTICLES (MAINLY WATCHES AND CLOCKS, ARTICLES OF APPAREL)	2 186	1 451	+ 735	+ 51
FOOD AND LIVE ANIMALS CHIEFLY FOR FOOD	1 622	1 326	+ 296	+ 22
CHEMICALS AND RELATED PRODUCTS	1 296	831	+ 465	+ 56
MINERAL FUELS, LUBRICANTS AND RELATED MATERIALS	1 168	500	+ 668	+ 134

BY COMMODITY, INCREASES IN IMPORTS WERE RECORDED MAINLY IN PETROLEUM AND RELATED PRODUCTS (BY \$654 MILLION OR 136%), WATCHES AND CLOCKS (BY \$275 MILLION OR 53%), ELECTRICAL MACHINERY, APPARATUS AND APPLIANCES (BY \$273 MILLION OR 38%), ARTIFICIAL RESINS AND PLASTIC MATERIALS AND CELLULOSE ESTERS AND ETHERS (BY \$236 MILLION OR 92%), TELECOMMUNICATIONS AND SOUND RECORDING AND REPRODUCING APPARATUS AND EQUIPMENT (BY \$219 MILLION OR 52%), ROAD VEHICLES (BY \$196 MILLION OR 75%) AS WELL AS CLOTHING (BY \$165 MILLION OR 95%).

SIGNIFICANT INCREASES WERE RECORDED IN RE-EXPORTS TO CHINA (BY \$259 MILLION OR 244%), U.K. (BY \$185 MILLION OR 620%), U.S.A. (BY \$132 MILLION OR 56%), SWITZERLAND (BY \$86 MILLION OR 186%), AND THE F.R. OF GERMANY (BY \$68 MILLION OR 147%).

THE DEMAND FOR RE-EXPORTS CONTINUED TO RISE, PARTICULARLY FOR NON-FERROUS METALS (BY \$135 MILLION OR 259%), METALLIFEROUS ORES AND METAL SCRAP (BY \$110 MILLION OR 3 456%), WATCHES AND CLOCKS (BY \$105 MILLION OR 72%), ELECTRICAL MACHINERY, APPARATUS AND APPLIANCES (BY \$79 MILLION OR 59%), CLOTHING (BY \$77 MILLION OR 78%), AND TELECOMMUNICATIONS AND SOUND RECORDING AND REPRODUCING APPARATUS AND EQUIPMENT (BY \$76 MILLION OR 113%).

THE TRADE INDICES FOR JANUARY 1980 (1973 = 100) WERE AS FOLLOWS:

	VALUE INDEX	UNIT VALUE INDEX	QUANTUM INDEX
DOMESTIC EXPORTS	308	172	179
IMPORTS	336	178	189

THE TERMS OF TRADE INDEX, EXPRESSED AS A RATIO OF UNIT VALUE INDEX FOR DOMESTIC EXPORTS TO THAT FOR IMPORTS, FOR JANUARY 1980 WAS 97.

+THE HONG KONG TRADE STATISTICS-SUMMARY+, A SUMMARY REPORT ON HONG KONG'S EXTERNAL TRADE IN FEBRUARY 1980, WILL SOON BE ON SALE AT \$3 PER COPY AT THE GOVERNMENT PUBLICATIONS CENTRE. A MORE COMPREHENSIVE REPORT, +HONG KONG EXTERNAL TRADE+, WITH DETAILED ANALYSIS OF THE MONTH'S IMPORTS, EXPORTS AND RE-EXPORTS WILL BE PUBLISHED EARLY NEXT MONTH AND WILL ALSO BE AVAILABLE AT THE GOVERNMENT PUBLICATIONS CENTRE AT \$10 PER COPY.

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LAW AMENDED TO FACILITATE
CHILD CARE SERVICE DEVELOPMENT

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LEGISLATION HAS BEEN AMENDED TO FACILITATE BETTER DEVELOPMENT OF CHILD CARE SERVICE AND TO EASE THE DIFFICULTIES EXPERIENCED BY CHILD CARE CENTRES IN RECRUITING AND RETAINING SUITABLE STAFF WHILST ENSURING AN ADEQUATE STANDARD OF SERVICE.

AMENDMENT REGULATIONS, PUBLISHED IN THE GOVERNMENT GAZETTE TODAY (FRIDAY), PROVIDE FOR ALTERNATIVE QUALIFICATION REQUIREMENTS FOR CHILD CARE STAFF, CREATE A CATEGORY OF TRAINEE CHILD CARE WORKERS, RELAX THE STAFF-CHILDREN RATIO AND FLOOR SPACE REQUIREMENTS, AND INTRODUCE ADDITIONAL SAFETY MEASURES FOR CHILDREN UNDER CARE.

A SPOKESMAN FOR THE SOCIAL WELFARE DEPARTMENT SAID THE CHILD CARE CENTRES ORDINANCE AND REGULATIONS CAME INTO OPERATION IN 1976 TO PROVIDE FOR A SYSTEM OF SERVICE CONTROL ON CHILD CARE CENTRES TO ENSURE THAT CHILDREN AGED UNDER SIX YEARS WERE CARED FOR A STANDARD OF POSITIVE BENEFIT PHYSICALLY, SOCIALLY, EMOTIONALLY AND INTELLECTUALLY.

HE SAID THE AMENDMENTS NOW INTRODUCED WERE DERIVED MAINLY FROM THE RECOMMENDATIONS OF A WORKING PARTY, COMPRISING GOVERNMENT AND VOLUNTARY SECTOR REPRESENTATIVES, SET UP IN 1977 TO REVIEW THE LEGISLATION IN THE LIGHT OF EXPERIENCE GAINED AFTER ITS IMPLEMENTATION.

HE SAID THE MAJOR PROVISIONS OF THE AMENDMENT REGULATIONS ARE :

- * TO REQUIRE A SUPERVISOR OF A CHILD CARE CENTRE TO HAVE HONG KONG CERTIFICATE OF EDUCATION WITH TWO SUBJECTS AT GRADE E OR ABOVE, OR THE EQUIVALENT- HAVE THREE YEARS CHILD CARE EXPERIENCE- HAVE SUCCESSFULLY COMPLETED AN APPROVED TRAINING COURSE IN CHILD CARE- AND BE AGED AT LEAST 25 YEARS TO ENSURE A CERTAIN LEVEL OF MATURITY AT THE SUPERVISORY LEVEL. ALTERNATIVELY, CHILD CARE WORKERS WITH FIVE YEARS' SATISFACTORY EXPERIENCE AND AGED 28 YEARS OR OVER MAY BE PROMOTED TO BECOME SUPERVISORS, THUS PROVIDING THEM WITH GOOD CAREER DEVELOPMENT.

/ * TO REQUIRE

- * TO REQUIRE A CHILD CARE WORKER TO HAVE HONG KONG CERTIFICATE OF EDUCATION WITH TWO SUBJECTS AT GRADE E OR ABOVE, OR THE EQUIVALENT- OR ALTERNATIVELY BE A FORM THREE OR JUNIOR MIDDLE THREE GRADUATE AND AGED AT LEAST 18 YEARS. IN BOTH CASES, THE WORKER MUST HAVE SUCCESSFULLY COMPLETED AN APPROVED TRAINING COURSE IN CHILD CARE.
CHILD CARE CENTRES ARE NEVERTHELESS ENCOURAGED TO RECRUIT FORM FIVE GRADUATES AS CHILD CARE WORKERS, AND GOVERNMENT SUBVENTION WILL CONTINUE TO BE PROVIDED FOR CHILD CARE STAFF WITH THE HIGHER QUALIFICATIONS.
- * TO CREATE A CATEGORY OF TRAINEE CHILD CARE WORKERS WHO ARE FORM THREE OR JUNIOR MIDDLE THREE GRADUATES, AGED AT LEAST 18 YEARS, AND WHO ARE REQUIRED TO COMPLETE A TRAINING COURSE IN CHILD CARE WITHIN THEIR FIRST YEAR OF SERVICE.
- * TO REVISE THE STAFF-CHILDREN RATIO FOR RESIDENTIAL CENTRES FROM 1:6 TO 1:8 DURING THE DAY (8 AM - 8 PM) AND TO 1:12 AT NIGHT (8 PM - 8 AM) AS CHILDREN DO NOT REQUIRE AS MUCH ATTENTION AT NIGHT. THE RATIO IN DAY CARE CENTRES FOR CHILDREN AGED UNDER TWO YEARS IS ALSO REVISED TO 1:8.
DESPITE THE CHANGES, THE GOVERNMENT WILL CONTINUE TO PROVIDE SUBVENTION AT THE PREVIOUS RATIO OF 1:6 FOR CHILD CARE CENTRES WISHING TO MAINTAIN THIS RATIO.
- * TO RELAX THE MINIMUM FLOOR SPACE REQUIREMENT PER CHILD, PREVIOUSLY BASED ON NET AREA, BY ALLOWING AN ALTERNATIVE CALCULATION BASED ON THE GROSS AREA OF THE PREMISES, I.E. INCLUDING ANY PASSAGEWAY, STOREROOM, KITCHEN, OFFICE, TOILET FACILITY AND STAFF ROOM. THIS WILL ENABLE MORE CHILD CARE PLACES TO BE PROVIDED.

THE SPOKESMAN EXPLAINED THAT THE NEW PROVISIONS WERE AIMED AT EASING THE DIFFICULTIES FACED BY CHILD CARE CENTRES IN RECRUITING AND RETAINING SUITABLY QUALIFIED STAFF, AS EXPERIENCE HAD SHOWN THAT THE PREVIOUS REQUIREMENTS WERE UNREALISTICALLY HIGH.

HE POINTED OUT THAT OF THE 1 500 CHILD CARE STAFF NOW EMPLOYED, ONLY 840 MET THE QUALIFICATIONS REQUIRED, WHILST THE REST WERE EITHER UNTRAINED OR LACKING IN THE STIPULATED ACADEMIC QUALIFICATIONS.

+THE DIFFICULTIES IN RECRUITING STAFF HAVE BEEN COMPOUNDED BY A HIGHER TURNOVER RATE OF ABOUT 30 PER CENT PER YEAR - A TOTAL OF 237 CHILD CARE STAFF HAVE RESIGNED IN THE SIX MONTHS ENDING FEBRUARY THIS YEAR,+ HE SAID.

HE SAID THE STAFF PROBLEM, IF UNHEEDED, COULD BE AGGRAVATED BY THE PLANNED EXPANSION OF CHILD CARE FACILITIES - AN ESTIMATED TOTAL OF 1 970 CHILD CARE STAFF WOULD BE REQUIRED IN 1982-83, INCREASING TO 3 280 BY 1985-86.

THE SPOKESMAN STRESSED THAT THE AMENDMENT REGULATIONS HAD TAKEN INTO ACCOUNT THE NEED TO CONTINUE ENSURING AN ACCEPTABLE STANDARD OF SERVICE AND PROVISIONS HAD BEEN MADE TO THIS EFFECT.

CHILD CARE CENTRES, HE SAID, ARE PROHIBITED FROM EMPLOYING MORE THAN ONE-THIRD OF THE TOTAL NUMBER OF STAFF AS TRAINEE CHILD CARE WORKERS.

TRAINEE WORKERS WILL NORMALLY BE REQUIRED TO COMPLETE THEIR TRAINING WITHIN ONE YEAR OF APPOINTMENT, FAILING WHICH THEIR NAMES MAY BE STRUCK OFF THE STAFF REGISTER, HE SAID.

TO ENSURE THAT ANY EMERGENCY SITUATION MAY BE ADEQUATELY HANDLED, A NEW PROVISION REQUIRES AT LEAST ONE QUALIFIED STAFF MEMBER AND ONE OTHER PERSON AGED AT LEAST 18 YEARS TO BE PRESENT IN A RESIDENTIAL CENTRE, HE ADDED.

THE SPOKESMAN SAID THE MINIMUM EDUCATIONAL QUALIFICATION OF FORM THREE, COUPLED WITH A MINIMUM AGE OF 18 YEARS AND PROPER CHILD CARE TRAINING, SHOULD ALSO ENSURE AN ADEQUATE STANDARD OF SERVICE.

+SINCE EDUCATION IS NOW FREE AND COMPULSORY UP TO FORM THREE, IT IS HOPED THAT YOUNG PEOPLE WITH FORM THREE QUALIFICATION WILL BE ATTRACTED TO BECOME A GROUP OF BETTER MOTIVATED CHILD CARE WORKERS WHO WOULD BE PREPARED TO MAKE A CAREER OF IT,+ HE SAID.

HE SAID OTHER PROVISIONS INCLUDE REQUIRING THOSE CHILD CARE WORKERS, WITH FORM TWO QUALIFICATION AND ALREADY EMPLOYED AT THE TIME THE CHILD CARE LEGISLATION WAS FIRST ENACTED, TO OBTAIN THE REQUIRED THREE YEARS' CHILD CARE EXPERIENCE BEFORE SEPTEMBER 1, 1981.

THE SPOKESMAN SAID THE CHILD CARE LEGISLATION WOULD BE FURTHER REVIEWED IN TWO YEARS' TIME TO SEE IF ANY FURTHER AMENDMENTS WERE REQUIRED.

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\$155 MILLION COMPENSATION PAID TO SHA TIN PEOPLE IN TWO YEARS
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COMPENSATION PAID BY THE GOVERNMENT TO PEOPLE AFFECTED BY DEVELOPMENT PROJECTS IN SHA TIN DISTRICT HAS AMOUNTED TO MORE THAN \$155 MILLION IN THE PAST TWO YEARS.

DISTRICT OFFICER, SHA TIN, DR PATRICK HASE, REVEALED THIS TODAY (FRIDAY) WHEN OFFICIATING AT THE 22ND INAUGURATION OF SHA TIN RURAL COMMITTEE.

COMPENSATION PAID FOR LAND WAS A +VERY HIGH+ \$103 MILLION AND OTHER COMPENSATION AMOUNTED TO \$52 MILLION, HE SAID.

AFTER MANY YEARS OF DISCUSSION BETWEEN THE HEUNG YEE KUK AND THE GOVERNMENT, AND A STUDY BY A SPECIAL INDEPENDENT COMMITTEE, A REASONABLE COMPENSATION RATE FOR LAND RESUMPTION HAD BEEN WORKED OUT, DR HASE SAID.

RATES WERE REVIEWED TWICE A YEAR.

/OTHER COMPENSATION

OTHER COMPENSATION RATES HAD ALSO BEEN INCREASED, HE ADDED.

+IN ANY DEVELOPING PLACE, INCONVENIENCE WILL BE CAUSED TO LOCAL PEOPLE DURING THE COURSE OF DEVELOPMENT,+ HE SAID.

SHA TIN DISTRICT OFFICE WAS AWARE OF THIS AND HAD JOINED HANDS WITH THE NEW TERRITORIES DEVELOPMENT OFFICE TO INTRODUCE MEASURES TO REDUCE INCONVENIENCE AND PROBLEMS TO A MINIMUM.

+IN ORDER TO DEVELOP SHA TIN INTO AS PERFECT A NEW TOWN AS POSSIBLE, SHA TIN RESIDENTS HAVE NATURALLY TO PAY A PRICE,+ HE SAID, ADDING THAT +SOME YEARS LATER, WHEN SHA TIN IS DEVELOPED INTO AN IDEAL NEW TOWN, YOU WILL FEEL PROUD BECAUSE YOU HAVE TAKEN PART IN ITS DEVELOPMENT FROM THE VERY BEGINNING.+

HE POINTED OUT THAT SHA TIN HAD DEVELOPED AT A FAST PACE DURING THE PAST FEW YEARS. ITS POPULATION HAD INCREASED FROM A FIGURE OF 20 000 - 30 000 THREE YEARS AGO TO THE PRESENT 80 000 - 90 000 AND IT WOULD BE INCREASED TO 700 000 - 800 000 IN SEVEN YEARS' TIME.

+OWING TO THE RAPID DEVELOPMENT AND THE HUGE AMOUNT OF WORK, IT IS INEVITABLE THAT SOME GOVERNMENT DEPARTMENTS HAVE FACED DIFFICULT PROBLEMS IN CERTAIN AREAS.

+THE GOVERNMENT HAS TAKEN NOTE OF THIS AND THAT IS WHY SOME DEPARTMENTS HAVE UNDERGONE REGIONALISATION TO FACILITATE IMPLEMENTATION OF GOVERNMENT POLICIES.

+AS FAR AS THE NEW TERRITORIES IS CONCERNED, THE NEW TERRITORIES SERVICES DEPARTMENT, THE SOCIAL WELFARE DEPARTMENT AND THE PUBLIC WORKS DEPARTMENT HAVE SET UP LOCAL OFFICES TO COPE WITH THE NEED OF DEVELOPMENT IN VARIOUS DISTRICTS,+ HE SAID.

HE ADDED THAT DISTRICT ADVISORY BOARDS, COMPRISING OFFICIAL AND UNOFFICIAL MEMBERS, HAD BEEN SET UP TWO YEARS AGO TO ENSURE GOVERNMENT AND PEOPLE COULD EXCHANGE VIEWS IN IMPLEMENTING POLICIES AND THAT UNOFFICIAL REPRESENTATIVES COULD POINT OUT AREAS REQUIRING IMPROVEMENTS.

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SEMINAR FOR ADULT EDUCATION LECTURERS

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A SEMINAR ON TEACHING METHODS WILL BE HELD THIS SUNDAY (APRIL 20) AT SIR ROBERT BLACK COLLEGE OF EDUCATION FOR 400 PART-TIME ADULT EDUCATION LECTURERS.

THE SEMINAR WILL PROVIDE PARTICIPANTS ALL FROM EDUCATION DEPARTMENT'S ADULT EDUCATION SECTION WITH THE OPPORTUNITY TO KEEP UP WITH MODERN TRENDS OF DEVELOPMENT IN TEACHING TECHNIQUES, UPDATE SPECIALISED SKILLS, EXCHANGE VIEWS, DISCUSS PROBLEMS AND SHARE EXPERIENCES.

IN ADDITION THERE WILL BE GROUP DISCUSSIONS AND TALKS BY SPECIALISTS IN THE FIELDS OF ENGLISH, CHINESE, MATHEMATICS, SCIENCE, ECONOMIC AND PUBLIC AFFAIRS, GEOGRAPHY AND HISTORY.

/MR LAU

MR LAU PING-CHUNG, CHAIRMAN OF THE ORGANISING COMMITTEE OF THE SEMINAR WILL ADDRESS THE GATHERING AT THE OPENING CEREMONY.

MR S.G. WONG, ACTING SENIOR EDUCATION OFFICER (ADULT EDUCATION) WILL SPEAK ON +THE GENERAL TREND OF THE MIDDLE SCHOOL COURSE FOR ADULTS AND SECONDARY SCHOOL COURSE.+

MR WONG WILL ALSO DISTRIBUTE CERTIFICATES OF COMMENDATION AND SOUVENIRS TO PART-TIME LONG-SERVING STAFF IN THE ADULT EDUCATION SECTION.

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PLAN TO EXTEND TSIM BEI TSUI PIER
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THE GOVERNMENT INTENDS TO EXTEND THE EXISTING TSIM BEI TSUI PIER BY ABOUT 40 METRES INTO DEEP BAY TO OBTAIN SUFFICIENT DEPTH OF WATER FOR THE BERTHING OF GOVERNMENT VESSELS.

THE EXTENT OF THE AREA OF FORESHORE AND SEABED INVOLVED IN THE PROJECT WAS DESCRIBED IN A NOTICE IN TODAY'S GOVERNMENT GAZETTE.

PEOPLE HAVING OBJECTIONS TO THE PROPOSAL OR ANY CLAIM OF PRIVATE RIGHT SHOULD SUBMIT SUCH OBJECTIONS OR CLAIMS IN WRITING TO THE DIRECTOR OF PUBLIC WORKS WITHIN A PERIOD OF TWO MONTHS, FROM THE DATE OF THE NOTIFICATION.

THE NOTICE, IN BOTH CHINESE AND ENGLISH, WITH ITS RELATED PLAN CAN BE SEEN ON NOTICE BOARDS POSTED NEAR THE SITE.

THE PLAN SHOWING THE AREA OF FORESHORE AND SEABED INVOLVED MAY ALSO BE SEEN AT THE PORT WORKS DIVISION, FIRST FLOOR, MURRAY BUILDING, GARDEN ROAD, HONG KONG OR THE CROWN LANDS AND SURVEY OFFICE, 19TH FLOOR, MURRAY BUILDING, OR THE DISTRICT OFFICE (YUEN LONG), YUEN LONG DISTRICT BRANCH OFFICE, NEW TERRITORIES.

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CHILD CARE EXHIBITION IN TSUEN WAN
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RESIDENTS IN THE NEW TERRITORIES WILL HAVE A CHANCE TO SEE HOW A CHILD CAN BE BROUGHT UP HEALTHILY WHEN THEY VISIT AN EXHIBITION IN TSUEN WAN CITY HALL THIS WEEKEND.

THE +HEALTHY NEW GENERATION+ EXHIBITION WITH THE THEME ON MATERNAL AND CHILD HEALTH, IS MOUNTED BY THE MEDICAL AND HEALTH DEPARTMENT AS PART OF THIS YEAR'S FAMILY HEALTH CAMPAIGN.

A SPOKESMAN FOR THE DEPARTMENT SAID THAT TSUEN WAN IS THE FIRST OF MANY DISTRICTS CHOSEN FOR STAGING THE MOBILE EXHIBITION.

THE MAIN CHILD CARE EXHIBITION WAS HELD IN CITY HALL LAST MONTH WITH ABOUT 40 000 VISITORS.

APART FROM STATIC DISPLAYS ON ALL ASPECTS OF MATERNAL AND CHILD HEALTH, VISITORS TO THE TSUEN WAN SHOW WILL SEE EDUCATIONAL MOVIES AND SLIDE SHOWS. NURSES WILL BE PRESENT TO ANSWER QUERIES FROM VISITORS ON HEALTH CARE.

THE THREE-DAY EXHIBITION WILL BE OPEN TO THE PUBLIC BETWEEN 10 AM AND 4 PM EVERY DAY FROM TOMORROW (SATURDAY) TO MONDAY (APRIL 21).

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FOUR PRE-WAR BUILDINGS IN TAI PO DECLARED DANGEROUS

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THE BUILDING AUTHORITY TODAY (FRIDAY) DECLARED THREE PRE-WAR BUILDINGS AT 62, 66 AND 68 FU SHIN STREET IN TAI PO TO BE IN A DANGEROUS CONDITION AND THE ONE AT 64 LIABLE TO BECOME DANGEROUS.

A SPOKESMAN FOR THE BUILDING AUTHORITY SAID THESE SINGLE-STOREY BUILDINGS, CONSTRUCTED OF LOAD BEARING WALLS AND TIMBER PITCHED ROOFS, WERE IN A POOR CONDITION GENERALLY.

HE SAID, +THE LOAD BEARING WALLS AND PIERS OF THE THREE BUILDINGS AT 62, 66 AND 68 HAVE NUMEROUS CRACKS AND OUTWARDS MOVEMENT HAS BEEN DETECTED.+

+AS THERE IS A SERIOUS RISK OF COLLAPSE IT IS NECESSARY TO CLOSE AND DEMOLISH THESE BUILDINGS,+ HE SAID.

+ALTHOUGH THE BUILDING AT 64 FU SHIN STREET IS IN A SLIGHTLY BETTER CONDITION, IT WILL NOT WITHSTAND THE DEMOLITION OF THE ADJACENT BUILDINGS AND CONSEQUENTLY IT MUST BE CLOSED AND DEMOLISHED,+ HE ADDED.

NOTICES OF INTENTION TO APPLY FOR CLOSURE ORDERS IN KOWLOON DISTRICT COURT AT 9.30 AM ON MAY 16 WERE POSTED TODAY.

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CARGO WORKING AREAS REMAIN OPEN ON MONDAY

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THE MARINE DEPARTMENT ANNOUNCED TODAY (FRIDAY) THAT ITS PORT COMMUNICATIONS CENTRE AND PUBLIC CARGO WORKING AREAS IN WAN CHAI, YAU MA TEI, KWUN TONG AND TSUEN WAN WILL REMAIN OPEN AS USUAL ON MONDAY (APRIL 21) WHICH IS A PUBLIC HOLIDAY.

ON MONDAY THE VICTORIA SMALL CRAFT LICENSING SECTION WILL OPERATE FROM 9 AM TO 11 AM AND THE MACAU FERRY WHARF UNIT FROM 7.30 AM TO 1.30 AM THE FOLLOWING DAY.

ALL OTHER OFFICES OF THE DEPARTMENT WILL BE CLOSED ON THAT DAY.

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DAILY INFORMATION BULLETIN – SUPPLEMENT

ISSUED BY GOVERNMENT INFORMATION SERVICES
BEACONSFIELD HOUSE, HONG KONG. TEL: 5-233191

FRIDAY, APRIL 18, 1980

GOVERNOR ADDRESSES INTERTANKO MEETING

Following is the speech by the Governor, Sir Murray MacLehose, to the Annual General Meeting of Intertanko in Manila on April 18, 1980.

INTRODUCTION

I would like today to survey briefly the economic growth of East Asia and how it has been paralleled by a growth of shipping in the region, and with particular reference to the dramatic growth in the tonnage owned by shipowners in Hong Kong.

THE ECONOMIC GROWTH OF THE REGION

Within the last 15 years there has been extraordinary growth in most of the economies of the Far East. For the majority, the growth started even earlier. But to avoid an accusation that the high growth rates were merely the product of a very low starting point, I prefer to ignore what happened more than 15 years ago for the purpose of what I have to say today.

/In terms

In terms of the growth rates of world economies, there has been a sharp movement away from the developed nations of Europe and North America to this region. In the last 15 years, the growth of the former group, as indicated by the growth rate of the economies of the OECD countries averaged 4% a year at constant prices. I have no consolidated figures for the Far East region. But, to pick some examples: over the same period, the economy of Japan grew annually by 8%, the Republic of Korea by 11%, the Philippines by 6%, Singapore by 9%, Thailand by 8% and Hong Kong by 9%.

The reasons why the East Asia region has become an area of such dynamic economic growth are complex and diverse. But I would certainly attribute much to a general willingness to work and work hard, to the business acumen of so many of the people who live in the region, and to that pioneer spirit which has driven them to acquire the expertise to enable them to exploit the potential of wherever it is they may be living, and to master the techniques necessary for them to go abroad and to search out markets for their products and their services and when necessary to acquire investment. This driving enterprise has been aided by demographic factors which have tended in some cases to cause labour forces to grow at a higher rate than populations as a whole, a trend which, at a certain stage, tends to stimulate economic growth.

Yet nowhere in the region has the population been so heavy or the poverty so intense that the thrust of economic activity has been blunted by the sheer effort necessary to achieve subsistence. There has not been that awful and totally frustrating problem of finding the point of take-off, that firm base from which economic progress can effectively be achieved. And, of course, some nations have been fortunate enough to be

/endowed with

endowed with a richness of natural resources which has greatly helped them to move into an era of intense and steady growth. By no means all have been so fortunate. Hong Kong has not, for example, except in respect of its port which is relevant to what I shall have to say later.

So the character, growth and size of the populations of the region have contributed markedly to create an environment in which manpower could be used effectively. At the same time, although you could hardly have a greater diversity in the types of governments in the region or in the philosophies and policies they have adopted, they have suited the varied circumstances and characteristics of the people. In some places, governments have played a major part in the state-led economic growth. In others, the governments have adopted a less obtrusive role, simply creating an environment to enable people to develop their own capabilities on **their** own initiatives. If there is an economic factor common to them all, I suspect it is the attention they have devoted to developing education and skills so that each society has been able to grow steadily in sophistication.

A consequence of all these aspects taken together is that the populations concerned have been highly productive and have been able to exploit the rapid expansion of world trade that has been such a feature of the past 15-20 years. In consequence, despite the productivity of the labour force, in most but not all countries, there was a relative shortage of labour, particularly skilled labour. So wages rose rapidly, providing the incentive to substitute capital for labour. The **annual** growth rate of capital stock in the region has been noteworthy, in some cases sustained at between 5% and 10% for long periods of time. Though these features have been uneven, they have characterised the region as a whole.

SHIPPING AND THE REGION

Characteristics of most of the region has been a steady shift of resources from the primary sector, to the secondary sector (that is to say manufacturing) to the tertiary sector. Shipping, of course, is a telling example of the move into this last sector. Just as the area of fastest economic growth has tended to move from Western Europe and North America to the Far East, so has the growth of ownership of shipping. In the last 15 years the tonnage registered in Europe doubled (from 80 million gross tons to 159 million gross tons) and that registered in the USA actually declined (from 21 million gross tons to 18 million gross tons), but the tonnage registered in the Far East increased $4\frac{1}{2}$ times (from 16 million gross tons to 72 million gross tons). Getting on for a fifth of the world's tonnage is now registered in this region. Japan now has the second largest registered fleet in the world. And at least four countries in the region, the Republic of Korea, Singapore, the Philippines and the People's Republic of China, have built up respectable fleets in the last 15 years from virtually nothing.

Of course in terms of beneficial ownership, the picture is infinitely more complex. But if Hong Kong is anything to go by - and I shall be returning to Hong Kong's role later - the movement into the Far East appears to be much more marked than simply national registers would indicate.

In common with their counterparts in other maritime countries which have developed sizeable fleets from scratch, most Far East shipowners started business as secondhand shipowners in the late 1940s. They enjoyed a number of advantages over shipowners elsewhere in the world. In the first place, available to them was an ample supply of seamen who were ready and willing to go to sea. Secondly, insurance premiums were generally reasonable and at that time to obtain insurance for secondhand ships was not difficult. Thirdly,

/repair costs

repair costs in the region were reasonable. Fourthly, there was easy access to flags of convenience with their low registration fees and tax advantages.

At the same time there was an urgent demand for ships to move the growing exports and imports of the region. Meanwhile, the economic prosperity of the region created capital, so that when the insurance of old secondhand ships became prohibitively expensive in the mid-1960s, as underwriters suffered heavy losses on them, shipowners had access to the funds necessary to buy modern vessels.

This development coincided with the expansion of Japan's highly efficient shipbuilding industry. Shipowners of the region were only too ready to take full advantage of the shikumisen deals, too well known to all of you to need describing here.

SHIPOWNING IN HONG KONG

You would expect me to say that Hong Kong has been outstanding in taking full advantage of these developments; and I shall! So much so that your Chairman, who started his shipowning career in the mid-1950s with a secondhand freighter of 7 800 tons now controls the largest commercial fleet in the world adding up to 20 million tons. Shipowners with Hong Kong connections now own or control as much tonnage as the United Kingdom, about 45 million tons dead weight.

The reasons for Hong Kong's success lie in a combination of most of the factors leading to the success of the region as a whole both in economic growth and in the development of shipping. The determination of the people of Hong Kong to survive against all odds was the foundation of the rapid economic growth achieved since the early 1950s. The Government assisted by adopting policies which we believed were suited to Hong Kong's

/circumstances.

circumstances. Essentially these were to develop a framework in which effort and enterprise could flourish in a liberal fiscal environment with state interference being kept to the minimum, but, of course, the Government has assumed a substantial responsibility for the development of the social and economic infrastructure. Economic growth was based on manufacturing. But, whereas elsewhere in the region, resources were shifted from the primary sector to the secondary sector and then to the tertiary sector, in the case of Hong Kong the old entrepot trade had already given birth to an advanced tertiary sector whose development was then further stimulated by the success of the manufacturing industries of the secondary sector.

Hong Kong's total dependence on imports and exports coupled with its one great natural asset, the port, and its position on major shipping routes, must have given the development of shipping within this tertiary sector an inevitability. Other factors helped. Proximity to Japan helped Hong Kong shipowners to avail themselves of shikumisen arrangements. The well developed complex of financial services in Hong Kong enabled them to find the additional finance necessary to supplement these arrangements; and latterly, with the fall in the number of shikumisen deals, Hong Kong's finance houses have come to play a more significant role in financing the purchase of ships. Hong Kong shipowners could also draw on a substantial seafaring population, an asset developed by proper training facilities in Hong Kong. Of great significance was the determination of the shipowners themselves. They persevered until they had overcome the technical difficulties shipowners must face. They then maintained a dynamic attitude to their work, developing their fleets in ways consistent with the changing requirements of world trade. I believe that Hong Kong's shipowners have a reputation for being among the most responsible in the world in their attitude towards the fleets under their control.

/My guess.....

My guess is that, for as long as Hong Kong shipowners maintain this responsiveness to demand and this sense of responsibility to what is under their charge, their prospects for the future are excellent. Hong Kong, the background for their operations, will continue to prosper and I think the capital markets will be able to continue to provide the funds for them to acquire more ships. They will still have access to the efficient shipyards of Japan and also Korea and probably eventually China. They will still work to improve the quality of Hong Kong's seamen. I see little prospect of the Hong Kong Government being forced by changing circumstances to modify significantly its fiscal and economic policies. So I can see no reason why our shipowners should not continue to develop and to operate their fleets successfully.

I realise that all of us are preoccupied about the many uncertainties which overhang world markets. Inflation, oil prices, tension between great powers, threat of instability in the Middle East, the destabilising effect of the policies of Vietnam, and finally fear of that recession in the United States of America which has long been predicted but has so far fortunately not really materialised. Nevertheless in spite of all these factors, and this is an area which has always lived with difficulties, I remain basically optimistic. I believe that what I have said about Hong Kong applies also to the prosperity of this whole area. The developed countries of Europe and America have been extraordinarily slow to appreciate its potential. But they are beginning to do so now. And if I had to name only one of the many factors that have brought this about, I would unhesitatingly refer to the situation of the People's Republic of China. Its new relationship with the United States, Japan, Europe and also with the countries of South East Asia, lifted a cloud of uncertainty which hung over East Asia for so long. Moreover the statesmanship of its government's new economic and commercial policies have aroused intense interest among all trading nations, and their implementation will

steadily increase economic activity. This prospect has stimulated new interest in the area as a whole, both in the countries' markets in their own right, and in their value as platforms for trading with China and with the whole East and South East Asian growth area. For these and other reasons, including the potential of continued faster growth in this area in comparison to most others, I should expect industrial investment and the expansion of the tertiary sector in this area to continue. The last two decades of the twentieth century are likely to be the era of East and South East Asia.

There is no industry so dependent on the general level of trade as shipping. It is therefore reasonable to expect that as prosperity of this whole area continues to expand so will the shipping services which carry its exports and imports no doubt to the profit of my hosts - to whom my thanks for this opportunity to address you.