# DAILY INFORMATION BULLETIN

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PROGRESS ON PROPOSED BRIDGE STUDIES
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THE SECRETARY FOR TRANSPORT TODAY REPORTED PROGRESS ON STUDIES BEING CONDUCTED FOR GOVERNMENT ON THE PROPOSED LEI YUE MUN BRIDGE.

THE COMPREHENSIVE TRANSPORT STUDY OF 1976 RECOMMENDED THAT A SECOND FIXED HARBOUR VEHICULAR CROSSING BE PROVIDED BY THE END OF THE 1980S, IF FEASIBLE IN TRANSPORT AND FINANCIAL TERMS. THE 1981 FOLLOW-UP STUDY +THE STUDY OF ADDITIONAL CROSS HARBOUR FACILITIES+ EXAMINED 17 INITIAL OPTIONS FOR A SECOND CROSSING, REDUCING THESE TO 9 FOR CLOSE EXAMINATION. THAT REPORT RECOMMENDED THAT TAKING TRANSPORT AND FINANCIAL GROUNDS TOGETHER, A BRIDGE AT LEI YUE MUN SUBJECT TO AVIATION REQUIREMENTS WOULD BE THE FIRST CHOICE; THE SECOND CHOICE WOULD BE AN ADDITIONAL TUBE FOR THE CROSS-HARBOUR TUNNEL; AND THE THIRD CHOICE WOULD BE A SUBMERGED TUBE TUNNEL FROM CENTRAL TO KWAI CHUNG.

GOVERNMENT THEREFORE APPOINTED AN AUSTRALIAN CONSULTANT TO EXAMINE THE FEASIBILITY IN TERMS OF AVIATION REQUIREMENTS OF A NUMBER OF BRIDGE DESIGNS IN THREE LOCATIONS AT LEI YUE MUN. THE BRIEF OF THE CONSULTANT WAS TO TEST THE EFFECTS ON THE INSTRUMENT LANDING SYSTEM (ILS)* OF KAI TAK AIRPORT. THIS HE DID BY CONSTRUCTING A SCALE MODEL OF THE AIRPORT, THE LEI YUE MUN CHANNEL, AND THE VARIOUS BRIDGE DESIGNS, AND TESTING THE RESPONSE OF A MODELLED ILS.

THE CONSULTANT FINALLY REPORTED THAT WITH THE PRESENT ILS AT KAI TAK AIRPORT, THE HIGHEST ACCEPTABLE BRIDGE MUST NOT EXCEED AN OVERALL HEIGHT* OF 36.8 METRES ABOVE PRINCIPAL DATUM (P.D.)*, TO ENSURE THE CONTINUING SAFE OPERATION OF THE INSTRUMENT LANDING SYSTEM.

A BRIDGE OF THIS OVERALL HEIGHT (36.8 METRES), HOWEVER, IS UNACCEPTABLE IN MARINE CLEARANCE TERMS BECAUSE IT WOULD MEAN THAT LEI YUE MUN CHANNEL COULD ONLY BE USED BY FISHING JUNKS, SMALL NAVAL PATROL BOATS, SMALL PLEASURE CRAFT AND SMALL TO MEDIUM COMMERCIAL CRAFT. IT WOULD BE NECESSARY TO DIVERT LARGER VESSELS INCLUDING SOME LOCAL FERRIES AND OCEAN-GOING SHIPS, VIA THE WESTERN APPROACHES. THIS WOULD INCREASE THE RISKS TO SHIPPING AND THE PROBLEMS OF PORT MANAGEMENT. FOR EXAMPLE, DURING ADVERSE WEATHER, CRAFT OPERATING IN EASTERN WATERS WOULD BE ABLE TO REACH PORT ONLY BY TAKING THE LONGER AND MORE EXPOSED ROUTE THROUGH THE EAST LAMMA CHANNEL.

VESSELS WOULD HAVE TO TRAVEL FURTHER TO MAKE THE DETOUR, WHICH WOULD REPRESENT A SIGNIFICANT EXTRA COST ON SHORT VOYAGES. THE DIRECTOR OF MARINE POINTS OUT THAT INCREASED TRAFFIC THROUGH THE HARBOUR WOULD INCREASE THE RISK OF COLLISION AND GROUNDINGS.

THE SECRETARY FOR TRANSPORT IN A PRESS CONFERENCE TODAY REPORTED THESE RESULTS TO DATE, IN GOVERNMENT'S EFFORTS TO ESTABLISH THE FEASIBILITY OF A SECOND FIXED HARBOUR CROSSING.

/HE SAID .....

HE SAID THAT ALTHOUGH THE RESULTS OF THIS AVIATION CONSULTANCY WERE DISAPPOINTING, THE FIRST DUTY OF GOVERNMENT MUST BE FOR SAFETY BOTH IN THE AVIATION AND THE MARINE CONTEXT. GOVERNMENT HAS BEEN STUDYING ALTERNATIVES, AND THESE INCLUDE THE POSSIBILITY OF A SUBMERGED TUBE TUNNEL IN THE EASTERN HARBOUR, AND THE FURTHER EXAMINATION OF ADVANCED ELECTRONIC AIRCRAFT LANDING SYSTEMS WHICH MIGHT PERMIT A BRIDGE TO BE BUILT AT LEI YUE MUN AT A LATER DATE.

THE SECRETARY SAID THAT THE ACCEPTABILITY OF A BRIDGE AT LEI YUE MUN DEPENDS ON THREE CONDITIONS BEING MET : FIRST, THAT THE INSTRUMENT LANDING SYSTEM SHOULD BE ABLE TO OPERATE SAFELY AND WITHOUT UNDUE INTERFERENCE; SECOND, THAT GOVERNMENT MUST MEET INTERNATIONAL SAFETY AGREEMENTS FOR AIRCRAFT TAKING OFF IN RESPECT OF OBSTACLES IN THE TAKE OFF PLANE; AND THIRD, THAT THE HEIGHT CLEARANCE NECESSARY FOR SHIPPING USING THE LEI YUE MUN CHANNEL TO ENTER THE VICTORIA HARBOUR MUST BE ACCEPTABLE IN MARINE SAFETY AND ECONOMIC TERMS.

THE SECRETARY WENT ON TO EXPLAIN THAT THE TWO MAIN CONSTRAINTS WERE THE PRESENT INSTRUMENT LANDING SYSTEM, WHICH IMPOSES A MAXIMUM OVERALL HEIGHT OF 36.8 METRES ABOVE P.D. FOR ANY BRIDGE= AND THE INTERNATIONAL AVIATION SAFETY REQUIREMENTS FOR THE OBSTACLE LIMITATION SURFACE* INDICATE A MAXIMUM OVERALL HEIGHT FOR THE BRIDGE OF 58 METRES ABOVE P.D. NATURALLY, THE MORE THE BRIDGE IS MOVED TOWARDS THE WEST, THE LOWER WILL BECOME THE PERMISSIBLE HEIGHT FOR SAFETY REASONS.

WHILE THESE STUDIES WERE GOING ON, A FURTHER DEVELOPMENT HAS TAKEN PLACE IN THE FORM OF NEW MARINE INTERNATIONAL CONVENTION REQUIREMENTS WHICH WILL BE INTRODUCED IN OCTOBER 1983. THESE REQUIRE SEGREGATED BALLAST FACILITIES FOR OIL TANKERS, AND WILL INCREASE THE DIMENSIONS OF ALL PETROLEUM PRODUCTS TANKERS OVER 30 000 TONS. THIS WILL INCREASE THE MARINE CLEARANCE REQUIRED FOR SUCH SHIPS FOR ANY BRIDGE AT LEI YUE MUN.

THE DIRECTOR OF MARINE ESTIMATES THAT +THE BRIDGE WOULD REQUIRE A GREATER MARINE CLEARANCE TO ALLOW SAFE PASSAGE OF THESE NEW TANKERS, RESULTING IN AN OVERALL HEIGHT OF AT LEAST 61 METRES, PERHAPS AS MUCH AS 67 METRES ABOVE P.D.+.

IN THE FACE OF THESE PROBLEMS, GOVERNMENT HAS LOOKED INTO THE POSSIBILITY OF MORE ADVANCED INSTRUMENT LANDING SYSTEMS.

TWO SYSTEMS HAVE BEEN CONSIDERED : FIRST, AN M-ARRAY GLIDE PATH SYSTEM (MAGPS); AND SECOND, FOR THE LONGER TERM, A MICROWAVE LANDING SYSTEM (MLS).

MAGPS SYSTEM - IN ORDER TO TEST WHETHER AN MAGPS SYSTEM WOULD BE COMPATIBLE WITH A BRIDGE AT LEI YUE MUN, IT WOULD BE NECESSARY TO INSTALL THE ACTUAL SYSTEM ON A TEMPORARY BASIS. THE SYSTEM WOULD HAVE TO BE FLIGHT-TESTED UNDER REAL CONDITIONS. IN ADDITION, A STUDY WOULD HAVE TO BE CARRIED OUT ON THE POSSIBLE EFFECTS OF VARIOUS BRIDGE DESIGNS BY MEANS OF A MODEL, AS WAS DONE FOR THE EXISTING INSTRUMENT LANDING SYSTEM.

THE DIRECTOR OF CIVIL AVIATION CONCLUDED AFTER CONSIDERING EXPERT ADVICE, THAT +IT IS NOT AT ALL CLEAR THAT THE MAGPS SYSTEM WOULD BE A SUITABLE OR EFFECTIVE SOLUTION, AND WE COULD ONLY SPEAK IN TERMS OF REASONABLE PROBABILITY THAT IT WOULD IN FACT WORK+. IN THE LIGHT OF THIS, THE GOVERNOR IN COUNCIL RULED THAT FURTHER WORK ON THE MAGPS POSSIBILITY SHOULD NOT BE CONTINUED BECAUSE OF :

(A) THE LEVEL OF COST INVOLVED, OF UP TO $90 MILLION;

(B) THE FURTHER TIME REQUIRED TO PROVE ITS WORKABILITY OR OTHERWISE, OF TWO YEARS; AND

(C) THE UNCERTAINTY OF SUCCESS.

MLS SYSTEM - THE MICROWAVE LANDING SYSTEM IS AT PRESENT UNDERGOING INTERNATIONAL TESTING AND INTERNATIONAL AUTHORITIES FORESEE THAT IT SHOULD BE IN USE WORLDWIDE IN ABOUT TWELVE YEARS. IT WOULD REPLACE EXISTING INSTRUMENT LANDING SYSTEMS SUCH AS THE ONE AT KAI TAK. THE ACTUAL PROCESS OF REPLACEMENT IS EXPECTED TO BEGIN AROUND THE END OF THIS DECADE. MORE INFORMATION ON PROGRESS SHOULD BE AVAILABLE OVER THE NEXT TWO YEARS.

A MICROWAVE LANDING SYSTEM WOULD NOT BE AFFECTED BY THE PRESENCE OF A BRIDGE. THAT IS, WITH AN MLS SYSTEM A BRIDGE LIMITED ONLY BY THE OBSTACLE LIMITATION SURFACE TO AN OVERALL HEIGHT OF 58 METRES, WOULD BE POSSIBLE. BUT THERE ARE POSSIBLE MARINE DIFFICULTIES WITH SUCH A BRIDGE, BECAUSE CERTAIN LARGER SHIPS, INCLUDING THE NEW GENERATION OF TANKERS OF OVER 30 000 TONS, WOULD NOT BE ABLE TO USE THE LEI YUE MUN PASSAGE. THE MARINE AND ECONOMIC IMPLICATIONS OF THIS WILL BE FURTHER STUDIED.

THE SECRETARY FOR TRANSPORT NOTED THE VERY COMPLEX PROBLEMS INVOLVED, WHEN A THIRD TRANSPORT SYSTEM (ROAD) IS TO BE ADDED TO TWO EXISTING SYSTEMS (AIR AND SEA), WITHIN A VERY CONFINED SPACE.

HE SAID +ALTHOUGH IT MUST BE ACCEPTED THAT AT PRESENT IT IS NOT TECHNICALLY FEASIBLE TO PROCEED WITH THE DESIGN AND CONSTRUCTION OF A BRIDGE AT LEI YUE MUN, IN THE MANNER AND TIMING WHICH HAD BEEN HOPED, GOVERNMENT WILL CONTINUE TO EXAMINE THE DEVELOPMENT OF AN IMPROVED ELECTRONIC LANDING SYSTEM FOR THE AIRPORT, AND WILL IDENTIFY THE POSSIBLE PROBLEMS OF DENYING ACCESS TO LARGER SHIPS THROUGH THE LEI YUE MUN PASSAGE+.

HE WENT ON TO SAY THAT +GOVERNMENT WILL FURTHER DEVELOP ITS STUDIES OF OTHER POSSIBLE FIXED CROSSING OPTIONS, INCLUDING AN ADDITIONAL TUBE NEAR THE CROSS-HARBOUR TUNNEL AND A SUBMERGED TUBE TUNNEL IN THE EASTERN HARBOUR AREA+.

* DEFINITIONS

INSTRUMENT LANDING SYSTEM (ILS) : THE RADIO BEAM SYSTEM WHICH GUIDES AIRCRAFT LANDING AT KAI TAK AIRPORT (FROM THE LEI YUE MUN APPROACH).

OVERALL HEIGHT OF BRIDGE : THE HEIGHT AT THE TOP OF A DOUBLE-DECKER BUS, ON THE BRIDGE, FROM P.D.

PRINCIPAL DATUM (P.D.) : THE BASELINE FOR MEASURING VERTICAL HEIGHTS ESTABLISHED FOR HONG KONG, BY WHICH HEIGHTS ABOVE IT AND BELOW IT ARE DEFINED.

OBSTACLE LIMITATION SURFACE : THE GRADIENT EXTENDING FOR A CERTAIN DISTANCE FROM THE RUNWAY WHICH RESTRICTS OBSTRUCTION HEIGHT.

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MONETARY STATISTICS FOR JUNE 1983

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MONETARY STATISTICS FOR JUNE 1983 WERE PUBLISHED TODAY.

THE MONTH MARKS THE END OF THE TWO-YEAR TRANSITIONAL PERIOD FOR THE ESTABLISHMENT OF THE THREE-TIER FINANCIAL STRUCTURE.

DURING THE MONTH, FOUR REGISTERED DEPOSIT-TAKING COMPANIES TOOK UP LICENSED STATUS AND SIX HAD THEIR REGISTRATIONS REVOKED AT THEIR OWN REQUEST, MOSTLY DUE TO INABILITY TO MEET THE MINIMUM PAID-UP CAPITAL REQUIREMENT OF $10 MILLION.

THERE WAS THUS A SUBSTANTIAL SHIFT OF DEPOSITS FROM REGISTERED DEPOSIT-TAKING COMPANIES TO BANKS AND LICENSED DEPOSIT-TAKING COMPANIES.

DURING THE MONTH, FOREIGN CURRENCY DEPOSITS, WHICH INCLUDE +SWAP+ DEPOSITS, CONTINUED TO INCREASE RAPIDLY.

BUT UNLIKE THE SITUATION IN MAY, ONLY A SMALL PART OF THE INCREASE REFLECTED THE EXCHANGE RATE VALUATION EFFECT AS THE EXCHANGE VALUE OF THE HONG KONG DOLLAR HAD STABILISED IN THE SECOND HALF OF JUNE.

HONG KONG DOLLAR DEPOSITS REMAINED VIRTUALLY UNCHANGED OVER THE MONTH.

TOTAL MONEY SUPPLY ON ALL DEFINITIONS INCREASED IN JUNE. THE NARROWEST DEFINITION, TOTAL M1, RECORDED THE BIGGEST RISE, AS SUBSTANTIAL FOREIGN CURRENCY TIME DEPOSITS WHICH MATURED AT THE END OF THE MONTH WERE LEFT ON DEMAND.

WITH THE EXCEPTION OF HK$M3, WHICH CONTINUED TO DECREASE, ALTHOUGH ONLY MARGINALLY, HK$ MONEY SUPPLY INCREASED, REVERSING THE DECREASING TREND IN THE PREVIOUS FOUR OR FIVE MONTHS.

TOTAL LOANS AND ADVANCES GREW ONLY MARGINALLY IN JUNE.

HONG KONG DOLLAR MONEY SUPPLY

THE HK$ MONEY SUPPLY ON THE BROADEST DEFINITION, HK$M3, DROPPED BY 0.2 PER CENT, FOLLOWING THE 1.1 PER CENT FALL IN MAY.

REVERSING THE DECLINING TREND, HK$ MONEY SUPPLY ON THE NARROWER DEFINITIONS, HK$M1 AND HK$M2, ROSE BY 1.4 PER CENT AND 1.3 PER CENT RESPECTIVELY, FOLLOWING THE CORRESPONDING FALLS OF 0.8 PER CENT AND 0.6 PER CENT IN MAY.

IN THE THREE MONTHS TO JUNE, HK$M1 FELL BY 1.0 PER CENT, HK$M2 BY 0.5 PER CENT AND HK$M3 BY 2.5 PER CENT. OVER THE TWELVE MONTHS, HOWEVER, INCREASES OF 11.2 PER CENT, 14.9 PER CENT AND 2.1 PER CENT RESPECTIVELY WERE RECORDED.

/TOTAL MONEY .....

## TOTAL MONEY SUPPLY

TOTAL MONEY SUPPLY ON ALL DEFINITIONS INCREASED. TOTAL M1 ROSE BY 5.9 PER CENT, COMPARED WITH A FALL OF 0.1 PER CENT IN MAY. TOTAL M2 ROSE BY 2.8 PER CENT FOLLOWING A RISE OF 2.3 PER CENT IN MAY. TOTAL M3 ROSE BY 1.9 PER CENT, SAME AS IN MAY.

IN THE THREE MONTHS TO JUNE, TOTAL M1 GREW BY 4.7 PER CENT, TOTAL M2 AND TOTAL M3 BY 5.2 PER CENT AND 3.9 PER CENT RESPECTIVELY. OVER THE TWELVE MONTHS, THE CORRESPONDING INCREASES WERE 15.2 PER CENT, 40.3 PER CENT AND 28.1 PER CENT.

## DEPOSITS

HONG KONG DOLLAR DEPOSITS FELL BY 0.1 PER CENT, FOLLOWING A FALL OF 0.9 PER CENT IN MAY.

FOREIGN CURRENCY DEPOSITS GREW BY 4.5 PER CENT COMPARED WITH 6.0 PER CENT IN MAY.

OVER THE THREE MONTHS, HONG KONG DOLLAR DEPOSITS FELL BY 1.7 PER CENT WHILE FOREIGN CURRENCY DEPOSITS GREW BY 12.6 PER CENT. OVER THE TWELVE MONTHS, THE CORRESPONDING INCREASES WERE 1.0 PER CENT AND 80.4 PER CENT.

MUCH OF THE INCREASE IN FOREIGN CURRENCY DEPOSITS REPRESENTS AN ADDITION TO THE TOTAL DEPOSIT BASE, BUT SOME REFLECTS A SHIFT AWAY FROM HONG KONG DOLLAR DEPOSITS, PART OF WHICH REFLECTS, IN TURN, THE INCREASING POPULARITY OF SO-CALLED +SWAP+ DEPOSITS.

THESE INVOLVE CUSTOMERS BUYING SPOT FOREIGN CURRENCY AND PLACING IT ON DEPOSIT WITH FINANCIAL INSTITUTIONS, BUT AT THE SAME TIME ENTERING INTO A CONTRACT TO SELL FORWARD SUCH FOREIGN CURRENCY BACK TO THE FINANCIAL INSTITUTIONS ON THE MATURITY OF THE DEPOSIT.

THESE +SWAPS+ HINDER INTERPRETATION OF THE MONETARY STATISTICS, SINCE FOR CERTAIN ANALYTICAL PURPOSES THEY SHOULD BE REGARDED AS HONG KONG DOLLAR DEPOSITS: FOR EXAMPLE, A SWAP TRANSACTION DOES NOT ITSELF EXERT PRESSURE ON THE EXCHANGE RATE IN THE WAY THAT AN OUTRIGHT FOREIGN EXCHANGE TRANSACTION MAY.

## LOANS AND ADVANCES

TOTAL LOANS AND ADVANCES EXTENDED BY BANKS AND DEPOSIT-TAKING COMPANIES GREW BY A MARGINAL 0.7 PER CENT AGAINST A 2.3 PER CENT RISE IN MAY.

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IN THE THREE MONTHS TO JUNE, THEY GREW BY 4.4 PER CENT AND OVER THE TWELVE MONTHS BY 23.5 PER CENT.

LOANS TO FINANCE VISIBLE TRADE OF HONG KONG FELL BY 0.2 PER CENT AFTER A RISE OF 4.7 PER CENT IN MAY.

IN THE THREE MONTHS TO JUNE, THEY GREW BY 8.4 PER CENT AND OVER THE TWELVE MONTHS, 13.1 PER CENT.

OTHER LOANS FOR USE IN HONG KONG GREW BY 1.1 PER CENT AFTER A RISE OF 1.2 PER CENT IN MAY. IN THE THREE MONTHS TO JUNE, THEY ROSE BY 2.3 PER CENT AND OVER THE TWELVE MONTHS, BY 18.3 PER CENT.

## QUARTERLY ANALYSIS OF LOANS AND ADVANCES FOR USE IN HONG KONG

IN THE SECOND QUARTER OF 1983, LOANS AND ADVANCES EXTENDED BY BANKS AND DEPOSIT-TAKING COMPANIES TO WHOLESALE AND RETAIL TRADE FELL BY 4.1 PER CENT, REFLECTING PRESUMABLY SLACK CONSUMER DEMAND.

LOANS EXTENDED TO BUILDING, CONSTRUCTION AND PROPERTY DEVELOPMENT ALSO FELL BY 2.1 PER CENT.

LOANS TO PURCHASE FLATS IN THE HOME OWNERSHIP SCHEME AND PRIVATE SECTOR PARTICIPATION SCHEME AS WELL AS TO PURCHASE OTHER RESIDENTIAL PROPERTY, HOWEVER, CONTINUED TO RECORD A RAPID INCREASE OF 7.4 PER CENT.

LOANS TO THE MANUFACTURING SECTOR RECORDED A MODEST GROWTH OF 1.8 PER CENT.

## FOREIGN CURRENCY POSITIONS

THE SPOT FOREIGN CURRENCY ASSETS AND LIABILITIES OF THE MONETARY SECTOR INCREASED FURTHER DURING JUNE.

THE NET POSITION AT THE END OF JUNE WAS A LIABILITY OF $26.8 BILLION, COMPARED WITH $23.7 BILLION AT THE END OF MAY.

BANKS AND DEPOSIT-TAKING COMPANIES HAD NET LIABILITIES OF $18.1 BILLION AND $8.7 BILLION RESPECTIVELY.

STATISTICS COLLECTED (ON THE BASIS OF SLIGHTLY DIFFERENT DEFINITIONS) BY THE COMMISSIONER OF BANKING AND DEPOSIT-TAKING COMPANIES SHOWED THAT AT THE END OF JUNE, THE MONETARY SECTOR HAD NET FORWARD FOREIGN CURRENCY ASSETS AMOUNTING TO $48.9 BILLION, WHICH MORE THAN COVERED THE NET SPOT FOREIGN CURRENCY LIABILITIES OF $27.3 BILLION.

/LIQUIDITY RATIOS .....

LIQUIDITY RATIOS

THE AVERAGE LIQUIDITY RATIO (AS DEFINED IN S.18 OF THE BANKING ORDINANCE) FOR ALL BANKS ROSE IN JUNE TO 49.1 PER CENT FROM 48.3 PER CENT IN MAY. THE AVERAGE LIQUIDITY RATIO (AS DEFINED IN S.24A OF THE DEPOSIT-TAKING COMPANIES ORDINANCE) FOR ALL DEPOSIT-TAKING COMPANIES WAS 61.5 PER CENT IN JUNE, COMPARED WITH 62.8 PER CENT IN MAY.

NUMBER OR REPORTING INSTITUTIONS

THE NUMBER OF REPORTING LICENSED BANKS REMAINED UNCHANGED AT 132. THE NUMBER OF LICENSED DEPOSIT-TAKING COMPANIES ROSE BY 4 TO 26 WHILE THE NUMBER OF REGISTERED DEPOSIT-TAKING COMPANIES FELL BY 10 TO 326.

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GOVERNOR RETURNS FROM PEKING TOMORROW

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THE GOVERNOR, SIR EDWARD YOUDE, RETURNS FROM PEKING TOMORROW (THURSDAY) ON FLIGHT CA 101 ETA 11.45 AM, AFTER ATTENDING ANOTHER TWO DAYS OF TALKS ON THE FUTURE OF HONG KONG.

A PRESS PHOTOGRAPHIC FACILITY WILL BE ARRANGED AT KAI TAK INTERNATIONAL AIRPORT.

PHOTOGRAPHERS AND CAMERAMEN ASSIGNED TO COVER THE ARRIVAL OF THE GOVERNOR SHOULD ASSEMBLE AT THE PRESS CONFERENCE ROOM ON THE GROUND FLOOR OF THE AIRPORT TERMINAL BUILDING NOT LATER THAN 10.45 AM.

GIS OFFICERS WILL BE ON HAND TO ASSIST.

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EXAMINATION AUTHORITY NEW CHAIRMAN APPOINTED

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MR GRAHAM C.H. CHENG, A PROMINENT HONG KONG INDUSTRIALIST, HAS BEEN APPOINTED BY THE GOVERNOR AS CHAIRMAN OF THE INDEPENDENT HONG KONG EXAMINATION AUTHORITY WITH IMMEDIATE EFFECT.

MR CHENG, AGED 46, IS CHAIRMAN OF THE TACHING PETROLEUM CO LTD AND DOWDA ENTERPRISES CO LTD AND IS DIRECTOR FOR HONG KONG OF THE ASIAN PRODUCTIVITY ORGANISATION AND VICE CHAIRMAN OF THE HONG KONG PRODUCTIVITY COUNCIL.

HE IS ALSO CURRENTLY AN UNOFFICIAL MEMBER OF THE EXAMINATION AUTHORITY AND CHAIRMAN OF THE TECHNICAL EDUCATION COMMITTEE OF THE VOCATIONAL TRAINING COUNCIL.

MR CHENG TAKES OVER FROM THE CURRENT CHAIRMAN, THE DIRECTOR OF EDUCATION, MR COLVYN HAYE, WHO HAS BEEN CHAIRMAN SINCE 1980.

A GOVERNMENT SPOKESMAN SAID THAT MR CHENG'S APPOINTMENT MEANT THAT THE AUTHORITY WOULD NOW BE CHAIRED BY AN UNOFFICIAL.

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## SHORT-TERM LAND TENANCIES OFFERED

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THE LANDS DEPARTMENT IS INVITING TENDERS FOR THE SHORT-TERM TENANCY OF TWO PIECES OF CROWN LAND.

THE LARGER SITE IS IN SHA TIN NEW TOWN NEAR SHA KOK ESTATE. IT COVERS ABOUT 4 340 SQUARE METRES AND IS FOR OPEN FEE-PAYING PUBLIC CAR PARK AND OPEN STORAGE FOR GOODS OF A GENERAL NATURE.

THE TENANCY OF THE SITE IS FOR TWO YEARS AND QUARTERLY THEREAFTER.

THE OTHER SITE, COVERING ABOUT 1 370 SQUARE METRES, IS SITUATED AT CARMEL VILLAGE STREET, HOMANTIN. IT IS FOR THE STORAGE OF GOODS, INCLUDING VEHICLES.

THE TENANCY OF THIS SITE IS FOR ONE YEAR AND QUARTERLY THEREAFTER.

THE DEADLINE FOR ACCEPTANCE OF TENDERS FOR BOTH SITES IS 12 NOON ON AUGUST 19.

TENDER FORMS, NOTICES AND CONDITIONS MAY BE OBTAINED FROM, AND TENDER PLANS INSPECTED AT THE LANDS DEPARTMENT, MURRAY BUILDING, 5TH FLOOR, GARDEN ROAD, HONG KONG, THE DISTRICT LANDS OFFICE (KOWLOON WEST), KOWLOON GOVERNMENT OFFICES, 10TH FLOOR, 405 NATHAN ROAD, KOWLOON; AND FOR THE SHA TIN SITE AT THE DISTRICT LANDS OFFICE (SHA TIN), 2 TUNG LO WAN HILL ROAD, SHA TIN.

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## SHAM SHUI PO EYESORE TO GO

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DETAILS OF AN OPERATION TO REMOVE A LONG-STANDING EYESORE -- 120 ILLEGAL STRUCTURES -- ON KING LAM STREET IN SHAM SHUI PO WILL BE DISCUSSED AT THE LOCAL DISTRICT BOARD MEETING ON FRIDAY (AUGUST 5).

THESE STRUCTURES WHICH ARE USED AS GARAGES, WORKSHOPS, KITCHENS AND DOMESTIC UNITS HAVE BEEN POSING SERIOUS ENVIRONMENTAL HAZARDS TO NEARBY RESIDENTS.

AT THE MEETING, THE FINDINGS OF A SURVEY ON THE NOISE NUISANCE AT THE KWAI CHUNG ROAD FLYOVER NEAR MEI FOO SUN CHUEN, TOGETHER WITH COMMENTS BY THE MEDICAL AND HEALTH DEPARTMENT AND THE ENVIRONMENTAL PROTECTION AGENCY, WILL ALSO BE TABLED FOR DISCUSSION.

MEMBERS WILL ALSO CONSIDER COMMENTS BY THE DISTRICT BOARD'S AD HOC COMMITTEE ON THE REPORT +A PERSPECTIVE ON EDUCATION IN HONG KONG+.

/OTHER TOPICS .....

OTHER TOPICS FOR DISCUSSION WILL INCLUDE THE PROPOSED URBAN COUNCIL SHAM SHUI PO COMPLEX, THE TAXI POLICY AND A PROPOSAL OF SETTING UP A SECURITY FUND FOR WORKERS BY AN UNOFFICIAL.

THE MEETING WILL BE HELD AT 2 PM IN THE CONFERENCE ROOM OF THE SHAM SHUI PO DISTRICT OFFICE, 39 TONKIN STREET.

TEN SEATS HAVE BEEN RESERVED FOR LOCAL RESIDENTS WHO WISH TO ATTEND AS OBSERVERS, AND ADVANCE BOOKINGS COULD BE MADE BY TELEPHONING MRS JANICE HO AT 3-704251 DURING OFFICE HOURS.

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NOTE TO EDITORS:

YOU ARE WELCOME TO COVER THE MEETING.

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## SEMINAR TO DISCUSS LOCAL PROBLEMS

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OFFICE-BEARERS OF MUTUAL AID COMMITTEES, OWNERS CORPORATIONS AND KAIFONG ASSOCIATIONS IN SOUTHERN DISTRICT WILL BE ABLE TO EXCHANGE VIEWS WITH DISTRICT BOARD MEMBERS ON LOCAL PROBLEMS AT A SEMINAR TOMORROW (THURSDAY).

IT IS PART OF A SERIES OF SEMINARS ORGANISED FOR VARIOUS TARGET GROUPS BY THE DISTRICT BOARD.

A SEMINAR FOR REPRESENTATIVES FROM THE COMMERCIAL SECTOR WAS HELD RECENTLY WHILE SEMINARS FOR MANUFACTURERS, FISHERMEN, TEACHERS, SECONDARY SCHOOL STUDENTS AND CLERGYMEN ARE BEING PLANNED FOR LATER THIS YEAR.

THE SEMINARS WILL TAKE THE FORM OF PANEL DISCUSSION AND A REPORT WILL BE SUBMITTED TO THE BOARD AND ITS COMMITTEES CONCERNED FOR CONSIDERATION AND ACTION.

+SIMILAR SEMINARS HELD LAST YEAR HAD PROVED TO BE VERY USEFUL AND A NUMBER OF FEASIBLE AND APPROPRIATE SUGGESTIONS MADE WERE ADOPTED AND IMPLEMENTED BY VARIOUS GOVERNMENT DEPARTMENTS,+ THE DISTRICT OFFICER, MR K.C. KWONG SAID.

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## TRAFFIC CURBS AT MAN WA LANE

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FROM 10 AM ON FRIDAY (AUGUST 5), A 20-METRE SECTION OF MAN WA LANE FROM ITS JUNCTION WITH CONNAUGHT ROAD CENTRAL WILL BE DESIGNATED AS URBAN CLEARWAY BETWEEN 7 AM AND 7 PM DAILY.

AT THE SAME TIME, THE REMAINING SECTION OF MAN WA LANE, BETWEEN CONNAUGHT ROAD CENTRAL AND DES VOEUX ROAD CENTRAL, WILL BE DESIGNATED AS GOODS VEHICLES CLEARWAY DAILY FROM 7 AM TO 7 PM.

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