

Hong Kong The Servicing Economy

Urban Planning for a World City

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Urban Planning in an Information Age

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In an information age as we are now, new technologies of computing and communications are changing the way we live and work, including the practice of urban planning. This article highlights two major IT advancements, Geographic Information System and the Internet, that have profoundly changed the work of the Planning Department (PlanD) of the HKSAR Government. These innovative ways of working have contributed to increased productivity and provision of more effective, efficient, participative and responsive services.

Geographic Information System (GIS)

2. GIS was first employed in PlanD 15 years ago. At that time, GIS was a novel word as most computer systems were developed to manipulate only numbers and words. The key data of planning, however, are plans and maps showing locations, land uses and buildings. This called for an information system that could handle graphical data and be capable of describing the spatial dimension of the place under planning.

3. In its early stage, GIS was used in PlanD as a plan-making tool. It streamlined the process of plan preparation and shortened the updating cycle by replacing the traditional manual method of ink-and-paper. Not only enhancing productivity, the adoption of this new technology also encouraged our staff to work and think differently, as well as raising their general receptiveness to changes ahead.

4. The value of the GIS data produced in the plan preparation process was evident when later applied in various fields of urban planning. The GIS data could be overlaid or linked with related textual data to perform sophisticated spatial analysis and to help decision making. Today, GIS is widely used in PlanD from local neighbourhood planning to long-term strategic planning (e.g. Hong Kong 2030: Planning Vision and Strategy), and in special assessments like forecasts of future land supply and projections of population distribution.

5. We are venturing into the three-dimensional (3-D) world of GIS. As planners are concerned

about the townscape, landscaping, buildings and public spaces, using 3-D GIS modelling enables us to visualise and assess dynamically the built form and juxtaposition of the existing and proposed developments. Combined with remote sensing and other techniques, realistic virtual surroundings can also be simulated. In our public consultation on the proposed pedestrianisation schemes of Causeway Bay and Tsim Shai Tsui, the 3-D modelling has proved to be a very effective tool in engaging the public and soliciting their feedback.

Statutory Planning Portal

6. PlanD provides planning information, advice and other services to the general public and the business sector. Riding on the Internet wave, we have placed a rich collection of planning information, guidelines and reports in our web sites that can be accessed easily by the public at any time from any location. It is, however, a formidable task to make available our town plans and records of planning submissions on the Internet. Scanning the plans and records could be the easy way but the resulting data carry no intelligence and have no scope of adding value in future. After extensive research and testing, the web GIS is identified as the answer. It allows dissemination of dynamic GIS data through the web browser and provides users with powerful search and view functions.

7. The "e-Statutory Plans" was released in 2002 while the "ePlanninginfo" containing records of planning submissions was launched a year later. The new services have been built upon our long-established GIS infrastructure and the accumulated knowledge of our staff. They greatly facilitate consultation with the general public and help companies search for planning information conveniently. The services have been well received with average "hit rates" of over three million per month.

8. In March 2005, we will release the "Statutory Planning Portal" (<http://www.ozp.tpb.hk>) that consolidates the services of the current "e-Statutory Plans" and "ePlanninginfo". The new

Portal is designed to suit customer needs with new features and functions. It will provide a unified platform and a simple-to-use interface for users to access various statutory planning information maintained by PlanD. The Portal takes on the latest technology of web and map services that permit direct system-to-system interchange of up-to-date planning information, and will open up new opportunities for joined-up service.

Looking Forward

9. Hong Kong people are mature and avid users of IT. We shall make the best use of this favourable environment and continue to apply new technology to improve efficiency and service delivery. In the years to come, we shall develop further IT applications to enhance the access of the public and the business sector to planning information and services, and to facilitate our engagement with them in the planning process.



Street level view of a digital 3-D model for the proposed pedestrianisation scheme in Tsim Shai Tsui



The Statutory Planning Portal to be launched in March 2005

Regenerating a Formula One City

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Executive Director, Urban Renewal Authority

On some 200 square kilometers of developed land, Hong Kong has housed its 6.9 million population and established an economic state on par, and surpassing, many leading industrialised economies of the world. To keep almost half of its 1,100 square kilometers of territory as country parks, Hong Kong has accommodated its growth through harbour reclamation, new town development in the rural area, and urban renewal.

With a brief history of some 160 years, urban renewal in Hong Kong can be said to have started in the late 19th century through massive slum clearance and elimination of temporary and inadequate housing. On the other hand, clear and stable planning and land administration legislations and policies has enabled private developers to be involved in renewal of major obsolete and underutilized sites. For example, the 20 hectares Taikoo dockyard was redeveloped in the 70s and now houses 50,000 people, a regional shopping centre and four office blocks. Until recently, much has been achieved with a seemingly effortless approach.

The sheer compactness of Hong Kong has given rise to a unique skyline familiar world wide with its ever changing scale and motif, and a net population density of well over 7,000 persons per hectare in some parts of the urban area which has earned a place in the Guinness Records. The city literally pulsates with the flow and ebb of traffic and people: in the busiest junctions some 10,000 pedestrians crossing per hour at peak time are experienced, and the peak can last for 14 hours a day. Regeneration in Hong Kong is not about oiling the chain of a bicycle but tuning the engine of a formula-one racing car.

Whilst Hong Kong is not faced with the scale of socio-economic, physical and environmental deprivation experienced in many large modern cities, there are still urban pockets of unsatisfactory living conditions. Thousands of people are residing in a rapidly deteriorating post-World War II housing stock with fragmented and strata ownership for which the private sector has not shown, and are unlikely to show, any interest in redeveloping. Yet Hong Kong is unique, and fortunate, that there is still a strong private sector interest in land, and economic development. The issue is not how to generate demand but how to channel and nurture it effectively. The fuel is available, we only need to tweak the engine to convert it to momentum. Some form of more visionary and structured intervention is required to further enhance the competitiveness of the city as a whole and to address the needs of the local community from both macro and micro perspectives.

Facing the needs and demands of a highly aspired population in the 21st Century, Hong Kong cannot adopt a 20th Century approach towards its

urban regeneration agenda. The key words are “Sustainable Development” or “Smart Growth”, whichever one prefers. It is about urban management within which redevelopment and other measures including building rehabilitation, heritage conservation, place making and marketing are all part and parcel of the overall portfolio.

Proper maintenance and management of buildings is essential in addressing the issue of physical decay of our 20th Century reinforced-concrete housing stock. Without infringing on private property right, voluntary schemes that provide interest free loan, hardship grant, material-based incentives, building insurance subsidy, mortgage link, professional and technical assistance are ways in which to help promote sustainable building rehabilitation. Yet there is limit to how long the life span of reinforced concrete buildings can be economically sustained and extended.

Whilst the intention is to plan action on a holistic manner, to be truly effective community support is necessary. It should be seen as the anchor for sustainable public policies and actions in a pluralistic society as ours. In Hong Kong, local communities are being engaged through a variety of measures.

Community aspiration surveys with focused group interviews are conducted to provide a solid information base and reference. District advisory bodies are established to strengthen dialogue and enhance transparency. Project based social impact assessment is an institutionalized requirement through which the needs of affected residents, and possible mitigation measures are identified and used as reference to monitor specific actions. District based social service teams are employed to provide assistance to individuals in need, particularly those with special needs or particular hardship cases

In the course of planning and design, workshops and forum will also be held to involve interested parties and individuals to generate interest and suggestions on the form and uses to be adopted. Where appropriate, design competition will be held to stimulate thinking and awareness in an open manner.

To keep Hong Kong running smoothly in this ever changing social, economic and political environment requires a highly sophisticated urban management mechanism, including that for urban regeneration. Although the results of our actions are often exhibited in forms quite different from those achieved in other cities, the language adopted as good practices that helps to sustain the process is by large universally applicable and understood. ●



Moving Towards Sustainable Urban Planning

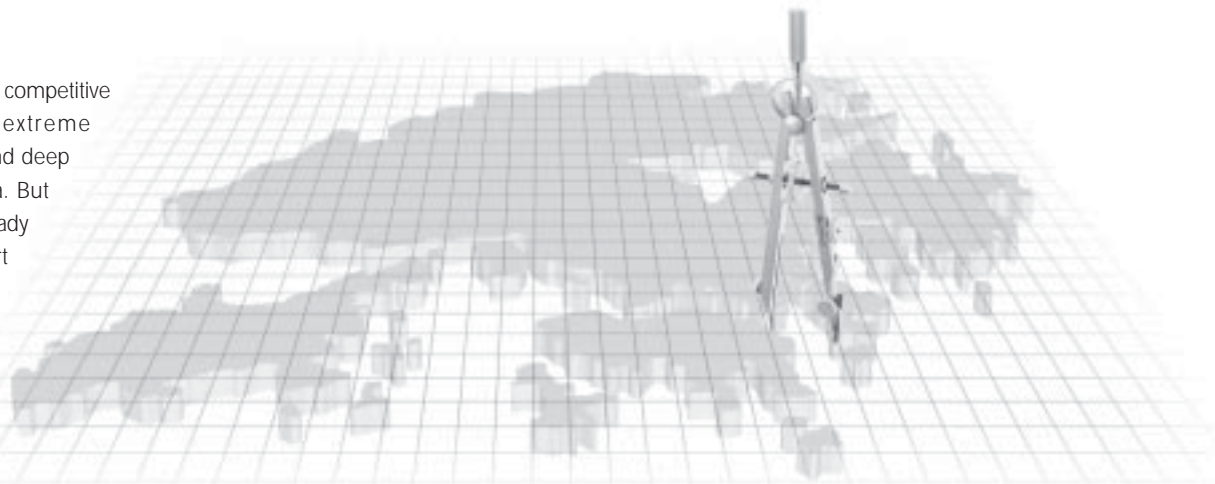
Paul J Zimmerman
Executive Director, MF Jebsen

Hong Kong enjoys a great competitive advantage with an extreme topography of mountains and deep seas on the shore of China. But there is more. To ensure a steady water supply, the greater part of the territory was converted into country parks with an ingenious water collection system leading to numerous water reservoirs. To this date, these country

parks and reservoirs covering over half of Hong Kong are left unspoiled and protected from development. The core urban area on Hong Kong Island and Kowloon started with marine facilities and has grown over 150 years into a dynamic city of high-rises, forming the dramatic and world renowned backdrop to Victoria harbour.

The original coastal lands forming the city were mere small strips of land at the foot of the mountain. Over the years, large stretches of man made land have been added to support the growing community needs. The first development was the replacement of squatter areas with public housing estates to cater for large waves of immigrants from across the border. Next, industrial estates and marine facilities were converted by private developers into commercial buildings and residential estates. With the growing ownership of cars by an increasingly wealthier middle class, roads were added. A series of Government facilities for culture, education and healthcare were built in rapid succession. New towns were developed in the new territories along new rail lines. And finally, the airport was moved supported with massive new road and rail infrastructure. Each of these rounds of development moved the shoreline. Today, reclamation is no longer an option in the inner harbour as the community has decided that Victoria Harbour is a precious asset which is to be preserved for future generations.

Albeit at a slower pace, this restriction on new land in the urban area does not mean Hong Kong is running out of steam for further development. The community is calling for investment in harbour-front enhancement and a re-provisioning of facilities and infrastructure to create space for places to enjoy the harbour and the views. With the shift of the manufacturing industry across the border, large swaths of industrial estates are ready for conversion. The Government has decided to develop a new logistics zone through reclamation in the outer harbour, close to the Pearl River estuary shipping lanes and in the vicinity of the new airport. To support and enhance the financial services industry, a debate has started about the location of a second business district with large-floor plate office facilities. To support tourism, new facilities such as Disney Land are added and a new cultural district is being debated.



However, these new projects are smaller and slower than the development and infrastructure projects which dominated the conversion of Hong Kong into a sprawling metropolis between 1950 and 1997. At the same time, the aspirations of the local community have changed. Those who made Hong Kong a temporary home where they earned themselves a passage to America, Canada or Australia have gone. The succession of economic challenges faced by Hong Kong since 1997, including the Asian financial crisis, the IT stock market collapse, the Gulf wars, 9/11 and SARS, have driven out everyone except for those truly committed to Hong Kong. These residents are getting very vocal today about their expectations for a 'quality of life' living environment.

This change in pace of development, the limitations on the available land, and the increasingly demanding community is a challenge for the Administration and the engineering and construction industry. It is forcing a new style of urban planning to emerge - shifting from growth oriented cost effective and utilitarian engineering solutions developed in parallel to each other, to value enhancement and integrated 'quality of life' planning solutions based on sustainable development principles. The hardest part now is finding mechanisms for making legitimate choices between conflicting land uses, and to control the development of new facilities, infrastructure and property within the capacity constraints of the final remaining land. Without a mature system of political parties, the debate over urban planning issues is only now beginning in earnest and is led by academics, professionals and green groups. Prior to the most recent elections, none of the candidates for the Legislative Council presented urban planning concepts or issues in their platform. This is now expected to change quickly. Recent arguments over roads, rail, reclamation and property developments are increasingly dominating the headlines. This healthy battle of ideas will reshape Hong Kong's urban planning policies, procedures and institutions. Changes which will help ensure that Hong Kong retains its position as the most exciting, most beautiful and most convenient city in Asia. ●

(Paul Zimmerman is convenor of Designing Hong Kong Harbour District, principal of The Experience Group, a policy and strategy consultancy, and Executive Director of MF Jebsen International)

Governance beyond Government: Hong Kong Moving towards Tripartite Partnership in Harbour Planning

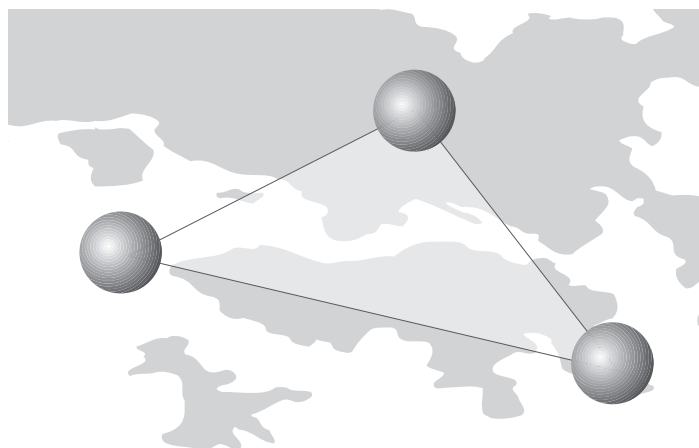
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Multi-stakeholder planning processes are nothing new in world class cities: New York has ULURP (Uniform Land Use Review Procedure) which involves the review of land use development applications by the planning authorities, the Borough Boards, Community Boards, the City Council, the Borough Presidents and the Mayor within 150 days. The London Plan which outlines a Sustainable World City vision had a public engagement period for three months resulting in over 600 submissions with more than 12,000 specific comments or suggestions. With keen aspiration to be Asia's world city, Hong Kong is also experimenting with innovative ways to plan its renowned Victoria Harbour, after much controversial debates.

Since the 1980s, planners within the executive-led polity have put forward reclamation plans on both sides of Victoria Harbour to cope with urban growth and rising demand of centrally located land for the growing tertiary sector. During the early 1990s, reclamation was the order of the day: West Kowloon (340 ha), Tseung Kwan O II (62 ha), Central Reclamation Phase I (20 hectares), Phase II (5.3 hectares) and Wan Chai Reclamation Phase I (7 hectares), etc. This spree of reclamation coincided with the rise of a more vocal society whose political appetite was whetted by discussions on Hong Kong's future as 1997 approached. In 1995, the Society for Protection of the Harbour was established with the primary aim to oppose reclamation in Victoria Harbour. In 1997, the Legislative Council passed the Protection of the Harbour Ordinance which was amended in 1999, two years after Hong Kong became a Special Administrative Region. Since the late 1990s, the anti-reclamation movement has gathered momentum.

In a significant judgment by the Court of Final Appeal on a local statutory zoning plan with reclamation as a component, it is ruled that "the



presumption against reclamation specified in the Protection of the Harbour Ordinance can only be rebutted by establishing an overriding public need for reclamation". As a result, the government has to revisit all the plans which involve harbour reclamation. To facilitate the replanning process, a multi-stakeholder committee which deviates from the traditional advisory committee was formed. In this Harbourfront Enhancement Committee (HEC), invited professional bodies, business and civil society organisations were allowed to nominate their own representatives and its members include government officials, businessmen, professionals, academics and local council representatives. Unlike many advisory committees, meetings of the HEC are open to public and all the agenda, papers and minutes of meetings are accessible through the web. As a result, the HEC has become a de facto learning ground for moving beyond a mode of governance by government.

The learning experience is not a smooth one. In the very first meeting, after much heated debates about the need to move beyond traditional consultation in replanning the harbourfront, the chairman, a respected Pro Vice Chancellor of the University of Hong Kong, remarked that there was "a cultural gap between the official and unofficial members". While world class cities elsewhere have actively engaged their citizens in envisioning and planning their urban spaces, citizens in Hong Kong are less fortunate. With little experience in having

a say in the city's future, it is not surprising that concepts such as citizen participation, engagement or envisioning are alien to Hong Kongers. Nevertheless, the hard work by the tripartite partnership in HEC seems to be paying off as can be seen in some of its ongoing projects.

In replanning the old Kai Tak airport site, a three-stage public participation process was introduced. In a first ever government-initiated workshop, over one hundred citizens from different

walks of life worked in charrettes and expressed their aspirations for the redevelopment of the old airport site. Unlike past consultation exercises where gathered viewpoints were consolidated by government officials, HEC will organise a public forum to engage the general public in an advanced stage of consensus building based on views gathered. When Kai Tak replanning is moving to its second stage, HEC is launching the Wanchai Review which is related to the earlier mentioned court case. The Wanchai Review had caused major controversy when it first started as the "public engagement kit" (consultation digest) had made the mistake of outlining three trunk road linkages cum reclamation concepts for illustrative purposes. To a general public unfamiliarised with the concept of envisioning and sceptical of the government's real intention to consult, the "kit" was perceived as a proposal to justify further reclamation. HEC made a decisive move to withdraw the "kit" and is now producing a new one so that the general public can be engaged meaningfully in envisioning the future of the harbourfront.

As Hong Kong aspires to be Asia's world city, let us also aspire to a tripartite mode of governance beyond government. Such a mode would demand a government with an open mind and courage to play an enabling role; a business sector conscientious of its social and environmental responsibilities; and a citizenry willing to contribute to public affairs and share the burden of responsibilities for the unfolding future. ●

Town Planning Board's Vision and Goals for Victoria Harbour

This Vision Statement sets out the Town Planning Board's vision and goals for the Victoria Harbour, and its statement of intent on reclamation.



Vision

*To make Victoria Harbour attractive, vibrant, accessible and symbolic of Hong Kong
- a harbour for the people and a harbour of life.*

Goals

1. To bring the people to the Harbour and the Harbour to the people.
2. To enhance the scenic views of the Harbour and maintain visual access to the harbour-front.
3. To enhance the Harbour as a unique attraction for our people and tourists.
4. To create a quality harbour-front through encouraging innovative building design and a variety of tourist, retail, leisure and recreational activities, and providing an integrated network of open space and pedestrian links.
5. To facilitate the improvement of the water quality of the Harbour.

6. To maintain a safe and efficient harbour for the transport of people and goods and for the operation of an international hub port.

Statement of Intent on Reclamation

The Harbour is to be protected and preserved as a special public asset and a natural heritage of the people of Hong Kong. Reclamation in the Harbour should only be carried out to meet essential community needs and public aspirations. It has to be environmentally acceptable and compatible with the principle of sustainable development and the principle of presumption against reclamation in the Harbour.

For more information please visit
http://www.info.gov.hk/tpb/index_e.htm

Geographical Distribution of Population and Domestic Households in Hong Kong

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Introduction

Information on the geographical distribution of the population and domestic households is useful for various planning and business purposes. For example, a private business organization may devise its marketing strategies with due regard to the demographic profile of people in a particular district. This article provides salient observations on the population and domestic households analysed by District Council (DC) district. While population estimates for mid-2004 have been released already, their distribution by DC district will not be available until around April 2005. For the present purpose, this article thus has to refer to the position in mid-2003.

Geographical Distribution of Population (Table 1)

As at mid-2003, the total population of Hong Kong was 6 803 100. Among them, 3 516 000 (51.7%) were living in the New Territories, 2 019 600 (29.7%) in Kowloon and 1 262 900 (18.6%) on Hong Kong Island.

Among all DC districts, Sha Tin had the largest population, accommodating about 9.2% of the total population. Eastern was the next largest district in terms of population, accommodating about 8.7% of the total population.

» » »

The population of Hong Kong increased from 6 489 300 in 1997 to 6 803 100 in 2003, by around 313 800 or at an average growth rate of 0.8% per annum. The greatest increase in population was observed in Sai Kung and Yuen Long, being 147 500 and 143 200 respectively. This was mainly attributed to the large-scale new town developments in these districts in recent years. The improvement of external connectivity in these districts via development of highways and railway systems was also a contributing factor.

Analysed by age, the population of Yuen Long had the largest proportion of persons aged below 25 (34.5%) among all DC districts, followed by Tuen Mun (33.9%), Tai Po (33.9%) and North (33.5%). These districts are all in the New Territories. In fact, the population in the New Territories was younger than that on Hong Kong Island and in Kowloon. The median age of the population in the New Territories was 36, as compared to 39 for both Hong Kong Island and Kowloon. In comparison, the proportion of persons aged 65 and over was the largest in Wong Tai Sin (16.7%), followed by Sham Shui Po (15.8%), Kwun Tong (14.9%), Wan Chai (14.7%) and Yau Tsim Mong (14.6%).

Geographical Distribution of Domestic Households (Table 2)

There were 2 170 700 domestic households in Hong Kong as at mid-2003. Of them, 192 300 were in Sha Tin, which accommodated the largest number of domestic households among all DC districts. This was

Table 1 Mid-year Population by District Council District

District Council District	1997	1998	1999	2000	2001	2002	2003
	No. ('000)						
Hong Kong Island	1 391.4	1 370.2	1 371.6	1 348.4	1 326.9	1 296.5	1 262.9
Central & Western	287.1	279.7	276.7	271.1	260.3	245.9	236.4
Wan Chai	191.0	193.2	191.8	185.1	165.4	156.5	149.9
Eastern	621.4	613.8	617.5	611.9	614.4	610.0	595.3
Southern	291.9	283.4	285.5	280.2	286.8	284.2	281.4
Kowloon	2 012.5	2 022.0	2 032.6	2 038.2	2 023.0	2 026.5	2 019.6
Yau Tsim Mong	273.6	272.0	289.8	289.7	281.8	282.8	278.9
Sham Shui Po	372.0	364.4	364.8	363.9	351.1	360.2	355.6
Kowloon City	391.2	392.3	397.4	402.9	379.1	365.9	366.2
Wong Tai Sin	399.3	413.5	413.7	424.8	446.3	448.3	446.2
Kwun Tong	576.4	579.8	566.9	557.0	564.8	569.4	572.7
New Territories	3 073.1	3 141.3	3 192.8	3 271.2	3 369.3	3 458.8	3 516.0
Kwai Tsing	470.2	453.1	454.4	461.9	479.6	494.7	501.7
Tsuen Wan	285.3	290.7	290.7	282.0	272.0	268.9	271.5
Tuen Mun	475.6	477.9	480.1	471.7	493.6	502.7	506.5
Yuen Long	383.1	395.4	401.4	440.4	459.5	504.6	526.3
North	265.6	273.8	272.5	287.9	298.8	290.5	296.4
Tai Po	294.2	308.0	305.7	317.3	309.5	306.3	302.7
Sha Tin	606.0	612.2	613.7	610.7	626.4	633.7	629.0
Sai Kung	223.4	245.0	287.4	313.7	334.2	358.1	370.9
Islands	69.8	85.1	86.9	85.5	95.6	99.5	111.0
Land total	6 477.1	6 533.4	6 596.9	6 657.8	6 719.2	6 781.8	6 798.4
plus: Marine population	8.9	8.0	7.1	6.4	5.7	5.1	4.6
plus: Vietnamese migrants ⁽¹⁾	3.3	2.3	2.4	0.7	-	-	-
Total Population	6 489.3	6 543.7	6 606.5	6 665.0	6 724.9	6 787.0	6 803.1

Note: ⁽¹⁾Starting from 2001, separate figure for Vietnamese migrants is not available.

followed by Eastern and Kwun Tong with 190 400 and 186 900 domestic households respectively. The average household size for the domestic households in Hong Kong was 3.1 persons. Among the DC districts, the average household size was the lowest in Wan Chai and Yau Tsim Mong (2.7 persons), while that for Tai Po was the highest (3.3 persons).

In terms of living conditions, the proportion of domestic households living in whole flat was the largest in the New Territories, probably due to the large-scale new town developments in the region over the past two decades. For those relatively old districts such as Yau Tsim Mong, Sham Shui Po, Central and Western, and Kowloon City, the corresponding proportion was substantially lower.

On home ownership, around 53% of the domestic households in Hong Kong owned the flats which they occupied (owner-occupier households). The proportion of owner-occupier households was the largest in Wan Chai, followed by Tai Po and Eastern. The corresponding proportion was significantly lower in Wong Tai Sin, Kwun Tong and Kwai Tsing.

The median monthly household income was the highest in Central and Western DC district (\$22,900), followed by Wan Chai (\$22,100), Eastern (\$20,000) and Tsuen Wan (\$20,000). Generally, the median monthly household income of domestic households on Hong Kong Island was higher than that in Kowloon and the New Territories.

Table 2 Household Characteristics by District Council District

District Council District	Number of domestic households	Average household size	Proportion of households living in whole flat	Proportion of owner-occupier households	Median monthly household income
		(Persons)	(%)	(%)	(HK\$)
Hong Kong Island					
Central & Western	83 700	2.8	92.3	62.1	22,900
Wan Chai	55 100	2.7	95.9	64.5	22,100
Eastern	190 400	3.1	97.3	63.2	20,000
Southern	84 100	3.2	98.9	43.3	19,300
Kowloon					
Yau Tsim Mong	100 500	2.7	83.5	61.0	11,300
Sham Shui Po	119 800	2.9	91.6	40.7	11,000
Kowloon City	116 500	3.0	93.9	56.8	16,000
Wong Tai Sin	139 400	3.1	97.4	39.9	13,000
Kwun Tong	186 900	3.0	97.2	39.6	12,500
New Territories					
Kwai Tsing	154 400	3.2	98.0	35.3	13,000
Tsuen Wan	88 000	3.0	97.6	60.7	20,000
Tuen Mun	161 800	3.1	99.6	55.3	14,700
Yuen Long	164 800	3.1	99.6	50.9	12,500
North	91 300	3.2	98.1	62.3	13,800
Tai Po	91 300	3.3	97.7	63.4	15,000
Sha Tin	192 300	3.2	99.1	59.9	18,000
Sai Kung	113 900	3.2	99.6	63.4	19,400
Islands	36 700	2.9	99.5	50.8	15,000
Overall	2 170 700	3.1	96.8	53.1	15,000

Major Statistics of Hong Kong

	2001	2002	2003	Q3 03	Q4 03	Q1 04	Q2 04	Q3 04
1. Labour Force								
Total employed persons (a)	3 256 400	3 235 200	3 222 300	3 201 100	3 253 500	3 260 000	3 285 500	3 285 600
Unemployment rate (%)	5.1	7.3	7.9	8.3	7.4	7.2	6.9	6.8
2. Sectoral Employment (%) (a)								
Manufacturing	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Services (b)	6.5	6.0	5.4	5.4	5.2	5.2	5.2	5.1
Others	83.5	84.1	85.3	85.3	85.5	85.7	85.6	85.6
Others	10.0	9.9	9.3	9.3	9.3	9.1	9.2	9.3
3. Gross Domestic Product (GDP)								
GDP at current market prices (HK\$ million)	1,269,896	1,247,381	1,220,023	313,859	326,860	302,898	309,836	327,805
Per capita GDP at current market prices (HK\$)	188,835	183,790	179,333	N.A.	N.A.	N.A.	N.A.	N.A.
Year-on-year growth rate of GDP in real terms (%)	0.5	1.9	3.2	4.0	4.9	7.0	12.1	7.2
Trade balance - goods (HK\$ million)	-68,235	-39,406	-44,970	-1,386	-17,788	-32,814	-29,432	-8,512
Trade balance - services (HK\$ million) (c)	115,204	135,736	155,810	42,386	50,195	42,055	38,460	49,703
4. Value of Trade in Goods								
Year-on-year growth rate of total exports (%)	-5.8	5.4	11.7	7.1	11.4	13.0	17.8	17.2
Year-on-year growth rate of imports (%)	-5.4	3.3	11.5	6.1	13.8	15.7	22.1	18.4
5. Tourism								
Visitor arrivals	13 725 332	16 566 382	15 536 839	4 415 405	5 173 775	4 935 200	5 077 418	5 745 474
Tourism expenditure associated to inbound tourism (HK\$ million) (d)	61,797	76,821	70,235	N.A.	N.A.	N.A.	N.A.	N.A.
6. Finance								
Best lending rate (%)	7.00	5.11	5.00	5.00	5.00	5.00	5.00	5.13
Effective exchange rate index for HK\$ (e)	104.7	104.0	100.7	100.8	99.5	98.4	98.8	98.7
7. Consumer Prices								
Year-on-year rate of change in the Composite CPI (%)	-1.6	-3.0	-2.6	-3.6	-2.3	-1.8	-0.9	0.8
Year-on-year rate of change in the CPI(A) (%)	-1.7	-3.2	-2.1	-3.3	-1.7	-1.2	-0.7	1.4
8. Commercial Performance								
Business receipts indices (2000=100) (f)								
Wholesale/Retail	96.0	90.6	87.9	88.2	92.9	96.3	95.1	94.6
- Wholesale	88.0	78.6	74.7	76.0	81.0	77.4	75.1	78.5
- Retail	98.8	94.7	92.6	92.4	97.1	103.0	102.2	100.2
Import/Export trade	85.9	83.5	89.0	98.2	97.4	85.9	98.4	109.6
Restaurants	97.5	92.2	83.2	85.9	87.4	90.0	88.5	92.9
Hotels	92.4	90.2	72.5	72.7	102.8	93.3	92.9	92.2
Transport	97.6	99.9	100.3	105.9	116.6	105.2	117.4	130.8
- Air transport	88.5	98.9	96.0	99.6	120.0	101.8	112.9	129.5
- Land transport	102.4	99.5	94.6	97.7	99.5	98.2	100.0	102.7
- Maritime transport	110.4	107.2	120.5	129.6	134.2	124.3	146.2	160.7
Storage	85.1	68.4	65.3	66.6	70.9	74.0	75.7	77.6
Communications	86.8	84.6	82.5	81.5	84.1	80.6	82.2	83.8
- Telecommunications	85.4	81.1	78.0	76.9	78.1	75.0	75.0	76.5
Banking	102.7	101.8	101.8	102.7	107.6	105.8	102.5	99.9
Financing (except banking)	87.4	74.9	87.8	93.7	110.1	123.0	107.5	107.8
- Financial markets and fund management services	80.1	68.7	85.8	95.8	109.7	128.9	104.8	103.0
Insurance	114.2	126.0	150.1	152.6	170.7	172.0	184.7	176.5
Real estate	83.1	81.0	86.0	90.7	98.8	96.0	82.1	97.6
Business services	90.4	85.2	85.6	84.7	90.8	89.6	92.2	90.2
- Professional services	98.8	92.9	96.3	96.0	100.2	99.3	102.5	97.6
Film entertainment	115.2	104.8	107.2	114.2	113.5	109.2	110.3	116.5
Tourism, convention and exhibition services (c)	96.2	107.3	104.0	117.5	140.4	118.4	118.7	134.6
Computer and information services	88.4	93.4	98.7	101.5	109.4	107.4	114.4	124.5

Notes : 'N.A.' denotes not available.

(a) Figures are based on a set of composite employment estimates derived by reconciling under a designated statistical framework the employment estimates obtained from the General Household Survey and the Quarterly Survey of Employment and Vacancies.

(b) Services sector covers the wholesale, retail and import/export trades, restaurants and hotels; transport, storage and communications; financing, insurance, real estate and business services; and community, social and personal services.

(c) Figures have been revised to incorporate the data released by the Hong Kong Tourism Board (HKTB) in November 2003 on destination consumption expenditure of incoming visitors and travellers.

(d) Figures from 2002 to 2003 have been revised to incorporate the revised data on destination consumption expenditure of incoming visitors and travellers released by the Hong Kong Tourism Board in March 2005.

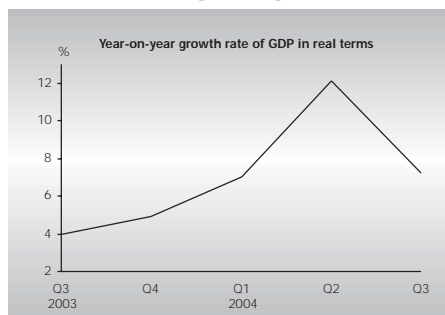
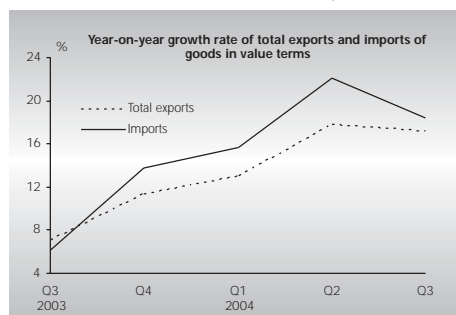
(e) The Effective Exchange Rate Index for the Hong Kong Dollars have been revised since 2000 with new currency weights.

(f) As from the first quarter of 2004, the base year of the whole series of business receipts indices has been changed from 1996 to 2000.

Source : Census and Statistics Department, Hong Kong

Enquiries : Logistics and Producer Prices Statistics Section, Census and Statistics Department
23/F., Chuang's Hung Hom Plaza, 83 Wuhu Street, Hung Hom, Kowloon, Hong Kong, China.
Tel. : (852) 2123 1038 Fax : (852) 2123 1048

Charts : Key Economic Statistics of Hong Kong



Summary of Key Statistics of Hong Kong and Other Economies

Economies	Q1 04	Q2 04	Q3 04	Q1 04	Q2 04	Q3 04
1. Labour Force	<u>Total employed persons ('000)</u>			<u>Unemployment rate (%)</u>		
Japan	62 363	63 723	63 790	5.0	4.8	4.7
Republic of Korea	22 104	22 744	22 647	3.3	3.5	3.6
Singapore	N.A.	N.A.	N.A.	4.5	4.3	3.6
USA	138 408	138 883	139 608	5.7	5.6	5.4
Hong Kong	3 260	3 286	3 286	7.2	6.9	6.8
2. Sectoral Employment (%)	<u>Manufacturing</u>			<u>Services</u>		
Japan	18.4	17.9	18.3	66.4	66.4	66.1
Republic of Korea	19.4	18.9	18.9	65.3	64.1	64.6
USA	10.3	10.3	10.3	78.6	78.8	78.6
Hong Kong	5.2	5.2	5.1	85.7	85.6	85.6
3. Gross Domestic Product (GDP)	<u>Year-on-year rate of change in real terms (%)</u>					
Japan	+4.3	+3.0	+2.6			
Republic of Korea	+5.3	+5.5	+4.6			
Singapore	+7.5	+12.5	+7.5			
USA	+5.0	+4.8	+4.0			
Hong Kong	+7.0	+12.1	+7.2			
4. External Trade	<u>Trade balance - goods</u>			<u>Trade balance - services</u>		
China, mainland of (US\$100 Mn)	-84.4	16.2	107.5	N.A.	N.A.	N.A.
Japan (Bn Yen)	3,554.6	3,743.4	3,625.8	-796.2	-1,131.7	-1,113.6
Republic of Korea (US\$ Mn)	8,606.4	10,411.9	9,688.4	-1,882.0	-1,505.5	-2,745.7
Singapore (S\$ Mn)	11,825.1	13,179.6	14,995.7	582.4	5.8	735.9
USA (US\$ Bn)	-150.8	-163.6	-166.7	12.2	12.5	11.4
Hong Kong (HK\$ Bn)	-32.8	-29.4	-8.5	42.1	38.5	49.7
5. Finance and Consumer Prices	<u>Lending rate (%)</u>			<u>Year-on-year rate of change (%) in Consumer Price Index</u>		
China, mainland of	5.31	5.31	5.31	+2.8	+4.4	+5.3
Japan	1.38	1.38	1.38	-0.1	-0.3	-0.1
Republic of Korea	N.A.	N.A.	N.A.	+3.2	+3.4	+4.3
Singapore	5.30	5.30	5.30	+1.4	+1.8	+1.7
USA	4.00	4.00	4.75	+1.8	+2.9	+2.7
Hong Kong	5.00	5.00	5.13	-1.8	-0.9	+0.8

Notes : 1. 'N.A.' denotes not available.

2. Statistics on labour force, employment and gross domestic product for the mainland of China are available on a yearly basis.

3. Statistics on employment for Singapore are available on a yearly basis.

4. For Hong Kong, the rates of change in consumer prices shown above are based on the Composite Consumer Price Index. It has been rebased with new expenditure weights.

5. Some figures for periods before Q3 04 are revised based on updated data available.

Sources : Customs General Administration, People's Republic of China

National Bureau of Statistics, People's Republic of China

Statistics Bureau, Japan

National Statistical Office, Republic of Korea

The Bank of Korea

Department of Statistics, Singapore

Ministry of Manpower, Singapore

Ministry of Trade and Industry, Singapore

The Joint Economic Committee by the Council of Economic Advisers, USA

Census and Statistics Department, Hong Kong

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