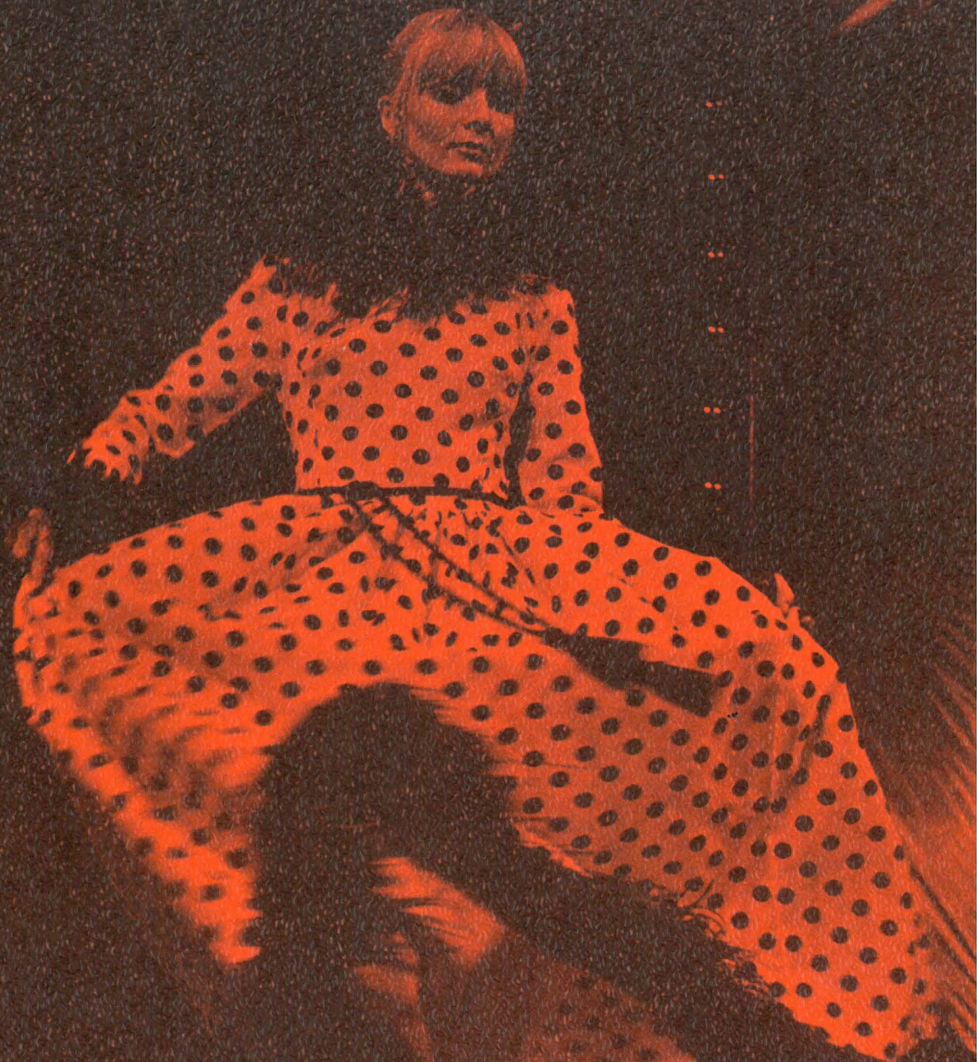




# *The Bulletin*

The Hong Kong General Chamber of Commerce



MARCH 1970

**Cover:** The recent 1970 Hong Kong Ready-to-Wear Festival dramatically emphasises the quality and range of Hong Kong-made garments and accessories. Last year this industry exported goods valueing over US\$600 million, and accounted for 36 per cent of total overseas sales.

## In Brief

### News and announcements from Hong Kong and abroad

□ All members proposing or seconding new companies for **membership** to the Chamber are asked to ensure that these companies have been in business for at least six months before their applications are submitted.

□ Get in on the pick of the crop early. In May of this year 581 students will be completing their studies at Hong Kong University. Members who have vacancies and wish to **recruit graduates** are requested to contact Miss B. K. Wright, Appointments Officer, University of Hong Kong, Pokfulam Road.

□ The Hong Kong Productivity Center in conjunction with the Asian Productivity Organisation will sponsor a **Production Level Engineers' Training Course**. This 12-week course will be held in Japan and will commence some time in August 1970. Two local candidates whose air fare and expenses will be provided for by the participant host country will be selected to attend. Nominations are invited by members and should be in by the end of this month. For more information please contact Mr. A. C. Slater, Executive Director, The Hong Kong Productivity Center, Rooms 512-516, Gloucester Building, Des Voeux Road Central.

□ The Chamber is presently making a study of whether the aligned series of documents, which were worked out by the **Simpler Export Documents** Joint Committee are being used. Replies from members would be greatly appreciated — and should be

addressed to the Chamber's Public Relations Department.

□ Interested in Mauritius? The Mauritius Chamber of Commerce & Industry has notified the Chamber of **incentives to the establishment of industries in Mauritius**. Interested members are invited to contact the Mauritius Chamber of Commerce & Industry, Anglo-Mauritius House, Port-Louis, Mauritius.

□ The new **T.D.C. office in Frankfurt** is now open. The office is headed by Mr. Alan Sanders, a former commercial Vice-Consul at the British Consulate-General in Munich.

□ The **1st-World Packaging Congress** will be held in Utrecht, The Netherlands from the 20th to the 22nd of April this year. Mr. T. K. Ann, Chairman of the Hong Kong Packaging Council will be representing the Colony.

□ The Chamber has been informed that **Mondo Publishing International**, 14222 Bligh Houston, Texas 77045, U.S.A. will accept and print in pictorial and editorial form at no cost, product information from any members who are interested in having their product/products featured.

Members should send *full* details direct to Mondo.

□ **Hong Kong trade statistics** for the years of 1965 to 1969 analysed from the published figures of the Census and Statistics Department are now available to members. These include H.K.

# Continued

Overall Trade, H.K. trade with U.K., U.S.A., Canada, West Germany, Japan, Australia and all other significant markets.

□ A limited number of copies of **Toy Reports on the U.S. and other Major Markets** published by the Hong Kong Trade Development Council is available to members at the Chamber on a first-come-first-served basis. Members interested please apply in writing to Mr. W. S. Chan, Business Promotion Department, Room 936, Union House, Hong Kong.

□ "Multiple" **Certificates of Origin.** The Committee has had under consideration the question of the excessive numbers of declaration being submitted in support of applications for Certificates of Origin and has concluded that for maintenance of efficient processing a limit must be set on the number of different suppliers whose goods can be covered by a single application for a certificate.

As from 1st March 1970, therefore, applications for Certificates of Origin will not be accepted where more than ten joint Manufacturer/Exporter Declaration forms are submitted in support thereof.

For example: Where a shipment requires more than ten and up to twenty separate joint Declarations, two applications will be submitted, one for ten and the other for the balance.

Twenty-one to thirty Declarations will require three Certificates and so on in units of not more than ten Declarations.

□ Work is going ahead rapidly on arrangements for the **Federation of Commonwealth Chambers of Commerce Congress**, to be held at City Hall, 4th-8th May. Large delegations from Australia, New Zealand, Canada and the UK together with representatives from Hong Kong will make this one of the largest FCCC congresses ever held. Members of the Chamber are now being registered as delegates. Any member wishing to attend is asked to get in touch with Clement Tsang at the Chamber.



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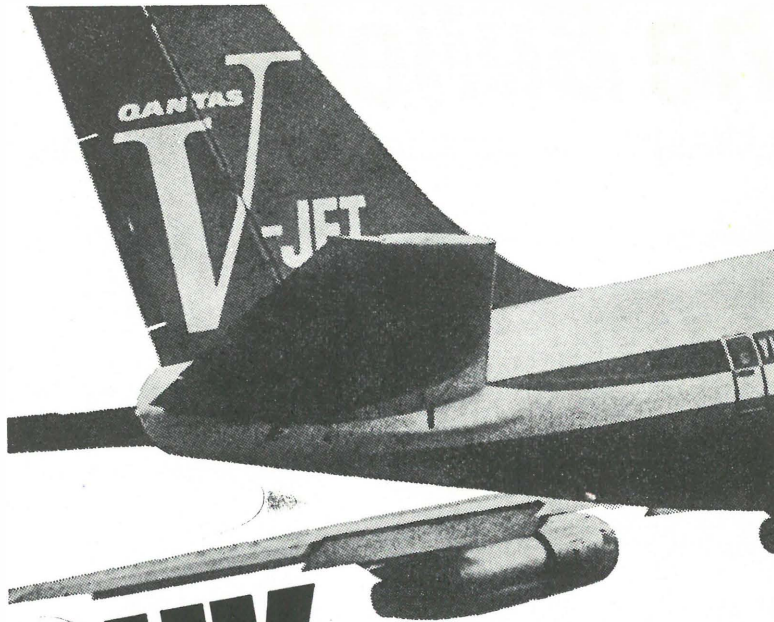
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# The Bulletin

The Hong Kong General Chamber of Commerce

Everyone is in favour of spending public money to support this, that or the other pet project or cause. Virtually no-one is in favour of paying taxes. Given this elementary impasse in human behaviour, the job of a Financial Secretary must always be a thankless one.

This seems largely to sum up the way in which Hong Kong reacted to Sir John Cowperthwaite's recent budget. Faint praise salted and peppered with a pinch of criticism appeared to be the general attitude. Few commentators were exactly dizzy with enthusiasm.

Sir John is widely recognised as one of the most incisive intellects in government. His sense of fair play — exercised in circumstances where there is no electorate to keep happy — is not perhaps so often remarked upon.

For example, in putting forward his reasons for not increasing allowances, Sir John embarked upon a thorough and closely reasoned case which occupied some six pages of a 27-page speech. One got the impression that if justice were done, an excellent case exists to reduce Hong Kong allowances.

Taking the content of the budget, the Chamber believes that at least three moves worthy of support arose.

*Chairman:* Hon. Michael Herries, O.B.E., M.C.; *Vice Chairman:* G. M. B. Salmon; *Secretary:* J. B. Kite; *Assistant Secretary:* R. T. Griffiths; *Business Promotion:* S. L. Chung, W. S. Chan, P. Choy, Miss C. Fung; *Certification:* A. C. C. Stewart, F. M. Castro, H. Cheng, W. K. F. Wang, C. T. Wu; *Public Relations:* Harry Garlick, Lee Sherard; *Membership:* K. Tsang; *Office Supervisor:* V. Wong.

In the interests of continued commercial prosperity, the decisions on Kwai Chung, Kai Tak and estate duty are steps in the right direction.

The Chamber has long supported both the Kai Tak and Kwai Chung projects and urged their importance on Government. Of the two, Kwai Chung is perhaps of more immediate concern, since containerisation is probably proceeding at a more rapid pace throughout the world than was originally anticipated.

It will require the utmost expedition on the part of Government and others concerned to see that the scheme assumes tangible form within the shortest possible time. And as a first step this will call for a rapid decision on which of the alternative forms of tender is to be taken up. A good move has been made, but we have yet to see the real outcome.

Estate duty is the most voluntary of all taxes. Since it is reasonably simple to avoid paying large amounts in estate duty, the tax rarely achieves its objective. What does happen in the case of Hong Kong is that large sums of capital that might otherwise be invested here, and put to work for the whole community, go overseas. As this is the second reduction in recent budgets, Sir John now presumably accepts the logic of this.

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## CAFEA - ICC Conference

*In February 1969 the Chamber was admitted as a direct member of the International Chamber of Commerce. Our General Committee considers that we now have a greater responsibility and opportunity to contribute to the work of this increasingly important and influential organisation. Mr. R. T. Griffiths who attended the recent Bangkok conference reports:—*

The 28th Session of the Commission on Asian and Far Eastern Affairs of the International Chamber of Commerce was held in Bangkok from 18th-20th February, and was attended by over 180 delegates and observers from 35 countries and international organisations.

The general theme of the Session was *towards closer regional economic cooperation* and Mr. Griffiths presented a paper on *Implications of Containerisation in International Trade* (see p. 9. of this issue).

Present at the Opening Ceremony were His Excellency Field Marshall Thanom Kittikachorn, Prime Minister of Thailand; His Excellency Mr. Bunchana Atthakorn, Minister of Economic Affairs of Thailand; U Nyun, Executive Secretary of ECAFE and Dr. Bharat Ram, ICC President. This was followed by the first of four Working Sessions, which took as its theme "Economic and Business Conditions in CAFEA Countries". During this session, representatives reported on their particular countries.

### Themes

The themes of the three following sessions were, respectively: *trade ex-*

*pansion through diversification of trade and industry on a regional or sub-regional basis; promotion of investment for economic growth; and standardisation of practices and simplification of procedures to facilitate trade, banking, shipping and other services in the region.*

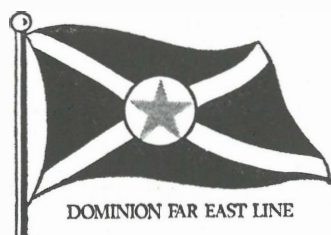
A full list of the papers given — which are available at the Chamber for study by members — appears on p. 17.

At the Closing Session the Chairman of the Steering Committee, Mr. Mohammed Ali Rangoonwala, presented his report and the Session adopted a Statement of Conclusions. Mr. Walter Hill, Secretary General of the ICC, proposed a vote of thanks to the host country.

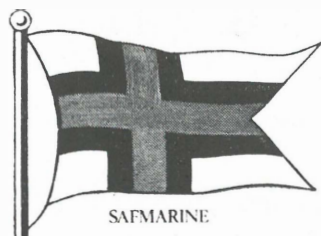
### Exchange of Views

CAFEA-ICC meetings offer occasions on which to hold broad exchanges of views on the economic problems of the region, taken in their world context. In addition they provide unique opportunities to meet the outstanding figures of private business in a geographical area of utmost importance, stretching from Iran to Australia and Japan.

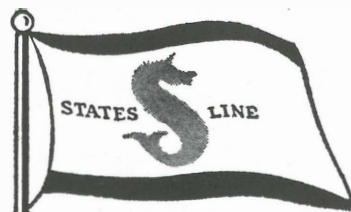
Hong Kong can make useful and valuable contributions to meetings of this important regional Commission of the International Chamber of Commerce. Many valuable and enduring business contacts can be made outside the conference hall. Attendance is well worth the investment in time and relatively small expense.



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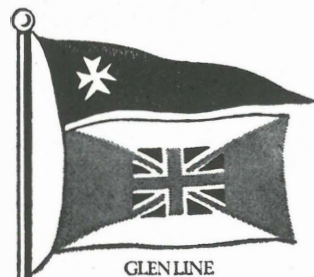
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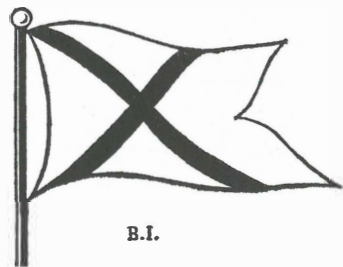
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# The containers are coming

by R.T. Griffiths

*The arrival of purpose built container ships on scheduled service to Hong Kong and the announcement that a container terminal is to be built at Kwai Chung, underlines the need for both importers and exporters to give urgent thought to the changes which must be made in commercial practice and procedures as a result of this radical alternation in transportation of goods by sea.*

*The Chamber has been studying this question in considerable detail and, for the information of members, below is printed a shortened version of a paper on the Implications of Containerisation in International Trade which was presented by Mr. R. T. Griffiths, our Assistant Secretary, at the recent CAFE/ICC Conference.*

Containerisation is not just a loading method. It is a revolutionary concept of transport which will enforce the associated commercial and banking world major changes in customs and practice.

The need to recognise this fact is urgent since it is projected that by 1975, 75 per cent of shipments, approximating 26 million tons, on major trade routes will be containerised.

### Single System

Unitization, palletization, etc. are not alternatives to containers but should be seen as forming part of the container loading system. There is a need to ensure compatibility between the dimensions of pallets, packages

and freight containers in order to derive one of the principal economies of containerisation i.e. a reduction in handling of goods. Manual handling will eventually be the least efficient method and will disappear.

Insurers require to be satisfied that consignments are properly packed and stored in containers, since they have learned from experience that the problem of inexpert packing is second only to the number of water damage claims experienced by underwriters. Insurers prefer containers which are packed at the factory or warehouse of the manufacturer and shipped direct to consignee.

### Total Responsibility

A container is a unit of transport for which the operator accepts responsibility for the *total* journey, not simply responsibility for the ship journey. Since one operator is required to assume overall responsibility, we can expect to see within the ECAFE region, as elsewhere, a consolidation of separate interests.

There has already occurred a horizontal integration of many shipping firms, necessitated by the need to layout vast amounts of capital in custom-built container ships. The need for one operator is now producing vertical integration of firms at different stages in the transport process — e.g. of shipping firms integrating with trucking firms and freight forwarding companies — to provide one transport service over sea and land.

# Trade & Industry Advisory Board

While standard containers may not be suitable for certain categories of goods as, for example, heavy machinery, long iron, steel and, perhaps, timber, they can be used for many staple export products of the region.

An all-India Shippers' Council Seminar on containerisation in 1969 agreed that cashew, pepper and other spices could be shipped in standard containers. Presumably, rubber and tin and agricultural products of the region can similarly be transported, although refrigeration or airconditioning may be necessary for some agricultural goods. Malaysia may have been influenced by this consideration when a review of the Butterworth deep water wharf project was made to provide berths designed to handle containers.

## Few Ports

Container ships will concentrate on few ports. For example, in Australia, container ships will call at only three ports — Sydney, Fremantle and Melbourne. This will allow container ships to move around the coast quickly. As a result, they will make five-to-six trips a year compared with about two for a conventional general cargo ship.

It is understood that feeder services to the three ports will be undertaken by coastal container ships. So there appears to be no escape from the need for ports to make some provision for containers whether on main line or feeder services. The question appears to be not whether, but only to what extent, container facilities should be

provided.

In selecting any port for container ships, the following must be considered

- easy and short approach channels from main sea routes
- deep water at quay
- lifting and traversing gear of the gantry type capable of transferring 35 ton containers between ship and shore
- berths capable of withstanding the heavy axle loading imposed by the mobile equipment used for handling the heavy containers
- adequate land area adjacent to the quay at a ratio of at least 12 acres for each 600 ft. of quay
- a system of electronically controlled operation and computerised documentation to ensure orderly and quick assembly and disposal of containers
- allocation of an area, preferably within the port area, for packing and unpacking containers (in addition to any inland assembly depots required) to facilitate custom control
- good road and rail communications to give uninterrupted movement of containers to and from the port
- the need for road transport to work over a broad spread of hours to make full use of the capacity of container ships

These facilities should be so organised

*Continued on p. 15*

'Dialogue' is one of the key words of our era. Trade union leaders stress the need for dialogue with employers: disgruntled students seek for greater dialogue with University administration: those seeking a solution to national hostilities — be they in Vietnam or the Middle East — call for dialogue between both sides.

Dialogue — or two-way conversation — is in fact the basis of democratic government. In London, Her Majesty employs a Government and an Opposition. In Washington, Democrats ensure that Republicans hear the other side of the case, and vice versa.

The political status of Hong Kong does not permit the full flow of party debate found in self-governing communities. But Government here has gone some way to establishing the Democratic principle in the system of appointments to Unofficial Membership of the Legislative and Executive Councils.

## Specialists

The system of Unofficial Membership cannot however cover the whole range of activities that affect the welfare and prosperity of Hong Kong. Decisions must also be prepared on a groundwork of specialised knowledge and experience and few areas are more specialised than the workings of commerce and industry.

It was with this in mind that a Trade and Industry Advisory Committee was set up in 1954. On 1st January, 1959 HE Sir Robert Black

re-constituted this as the Trade and Industry Advisory Board.

The TIAB originally consisted of ten members, representing commerce, industry, and services such as banking and accountancy, with the Director of Commerce and Industry as ex-officio Chairman. More recently, in April 1969, the Board was enlarged to twelve members, but still covering the basic representation of commerce, industry and services.

The Board meets once a month and its function is to advise the Director of Commerce and Industry on matters affecting Hong Kong manufacturing and trade — both internal and external — other than labour matters.

## Chamber Consulted

Appointments to the Board are made by H.E., but since early days one member is conventionally appointed after consultation with the chairman of the Chamber. At present this is Mr. P. G. Williams. However, two other General Committee members — the Hon. H. J. C. Browne and Mr. T. K. Ann, O.B.E., also sit on the Board.

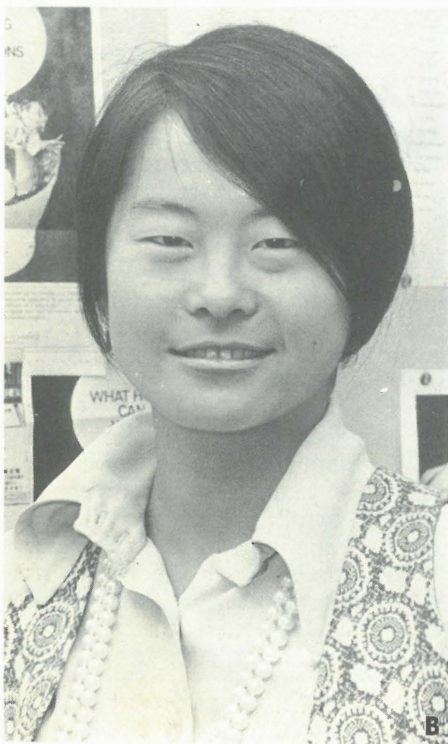
Appointment to the Board is for one year although members are usually re-appointed and serve for three to six years. All recent chairmen and two-thirds of the present General Committee of the Chamber have been members of the Board, as at one time or another have all current members of Legislative Council who take an interest in commercial and industrial matters.

*Con't on p. 19*



A

- A. The Japanese Design and Trade Marks Mission called on the Chamber to be briefed on design in Hong Kong
- B. Lee Sherard, newly recruited executive assistance in the Chamber's P.R. Department
- C. The team of Information Officers who will man Hong Kong's pavilion at Expo attended a 'working lunch' at the Chamber
- D. British M.P.s P. Jenkin (left) and E. Moonman met Committee members to seek their advice on Hong Kong's industrial problems
- E. The Acting Chairman greets Dr. Bharat Ram, President of the I.C.C.
- F. Robert R. Barkeding (left) and Allen V. Junkin, of the Port of New Orleans, visited the Chamber to discuss cargo movements to the U.S.A.



B



C



E



D



F



# Chamber News

□ The Chamber is in touch with other local organisations to consider a joint recommendation to Government suggesting that Hong Kong should standardise on a fixed time throughout the year. Suggestions at present are that Hong Kong standard time should be either 8½ or 9 hours ahead of Greenwich Mean Time.

□ The Committee has agreed that the Chamber should sponsor a dinner at the 19th Annual Assembly of the International Press Institute, to be held in Hong Kong, 17th-20th May. This conference has been described as 'one of the most influential ever to visit Hong Kong'.

□ Book prizes were again awarded to students at local schools for entries in the 1969/70 Royal Commonwealth Society Essay Competition. Prize winners attend St. Mary's Canossian College, Sacred Heart Canossian College and St. Francis Canossian College.

□ The Chamber, together with the Federation of Hong Kong Industries and the Chinese Manufacturers' Association, is acting as sponsor of a new directory of Hong Kong commerce and industry to be published late in 1970 by Kompass. Kompass is a world-wide organisation of the highest reputation that publishes, among other directories, the Confederation of British Industries directory. Chamber members will qualify for a free entry in the new directory, and will be approached by Kompass shortly.

□ Twenty companies joined the Chamber as new members during February.

□ During February, Business Promotion Department dealt with 1186 overseas enquiries for importers or exporters. Trade enquiries received from the USA continue to rise strongly — 194 enquiries were received, in comparison with 52 during February 1969. There was also a welcome revival in enquiries from the UK, which in recent months has given the impression of being one of the quieter markets. The Department also issued 157 letters of introduction for members to overseas trade organisations.

□ The Credit Information Bureau reported on a volume of trade in excess of \$26 million and covering 10,770 different accounts during February. A drive to recruit new members for the Bureau is now underway, and is showing results.

□ A total of 139 applicants for employment were registered with the Chamber during February, and their details published in the Employment Register.

□ A total of 9,893 applications for Certificates of Origin were received during January. Once again, demand for the services of the Kowloon office continued to grow and applications were 114.8 per cent up on 1969.

The Department's inspectorate carried out spot checks on 12.9 per cent of all consignments.

# Containers - continued

that the whole operation between despatch and dispersal of containers is under one control.

Who is to own the containers? Owing to the existence of substantial imbalances of cargo movements between regions there appears to be much economic sense in container-leasing.

It has been estimated, for example, that at least five times more cargo is moved from Hong Kong to the West than vice versa. Imbalances means excess capacity in one direction if full capacity is provided for the cargo flowing in the other. A shipowner does not want idle containers on his hands and he may be reluctant to lease out containers for storage purposes.

## Regional Pool

A leasing company on the other hand can operate a regional pool, and, perhaps, specially constructed vessels in order to transport containers where and when they are needed. Goods can be taken direct from the production line and put into containers to await despatch. On arrival at destination the container becomes the consignee's warehouse. Thus, the cycle of multiple handling can be reduced and also the need for expensive storage.

The role of the freight forwarder in containerisation is to see that small consignments are made part of a consolidated full container load.

It has been said that containerisation presents some of the most difficult problems ever faced by marine

lawyers, the main problem being the wide difference between two systems of liability, one for inland transport and the other for marine transport.

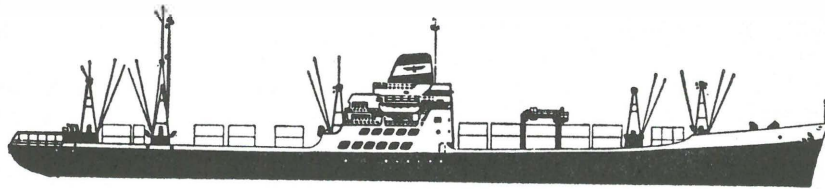
## Round Table

This problem became evident during the June 1969 Round Table Conference sponsored by the International Institute for the Unification of Private Law (UNIDROIT), when maritime and commercial interests on the one hand and the interests of land operators on the other appeared difficult to reconcile.

A second Round Table was held in Rome in January of this year. The International Chamber of Commerce delegation was led by Mr. B. S. Wheble, Chairman of the I. C. C. Commission on Banking Technique and Practice and Chairman of the I. C. C. Joint Committee on Containerisation.

It is a matter of great satisfaction to the International Chamber of Commerce that, to quote from Mr. Wheble's report, "the broad outcome of that meeting was agreement on a single draft for submission to a Diplomatic Conference. This draft provides for optional application of the Convention by the issue of a clearly identified combined transport document on the part of the combined transport operator, who thereby accepts responsibility for arranging the whole of the through transport and liability on a network basis from start to finish of that combined transport, it being possible, according to the wishes of the shipper, and the

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agreement of the combined transport operator, for such document to be issued either as a negotiable document in title or as a non-negotiable simple receipt."

This has the advantage of being capable of immediate application in practice by combined transport operators wishing to use it as a set of rules.

Finally, the Secretary of the Hong Kong Shippers' Council has asked me to sound a word of caution against any general assumption that containers will necessarily bring about a reduction in freight rates. Economies there may be, but this is not likely to be one of them.

Shipping companies have stated that although mechanized handling and a quicker turn-round of fewer ships may reduce costs, the capital outlay involved in the building of container ships and associated equipment is so great that the most that can be expected is a greater stabilization of freight rates.

If it is considered that the ideal container ship in five or ten years may be totally different from that of today, investment will have to be written off over a shorter period. Capital costs will then form the largest item in the ship's cost structure and may be twice as high as running costs.

### **Other Conference Papers**

#### **Second Session**

ECAFE efforts in fostering regional trade and monetary co-operation  
External trade and balance of payments problems in developing

the economies of CAFE countries

Trade liberalization in the CAFE region

Ways and means of increasing finance for trade expansion in the CAFE region

Bilateral payments and clearing arrangements

#### **Third Session**

The respective roles of the public and the private sectors in investment in the CAFE region

Ways and means of developing capital and security markets for improving the investment climate in the CAFE region

The relative importance of agriculture and industry in the economic development of CAFE countries

Ways and means by which commercial and development banks can assist the private sector more actively in the economic development of CAFE countries

Incentives for encouraging investment in the CAFE region

#### **Fourth Session**

The significance of law and practice in international trade, banking and shipping

Implications of containerisation in international trade

Users' freedom of choice in transportation

Bank guarantees

ATA Carnet System

*(Members wishing to study these papers are invited to apply to Mr. R. T. Griffiths at the Chamber.)*

## Not everyone would go for our fabulous food

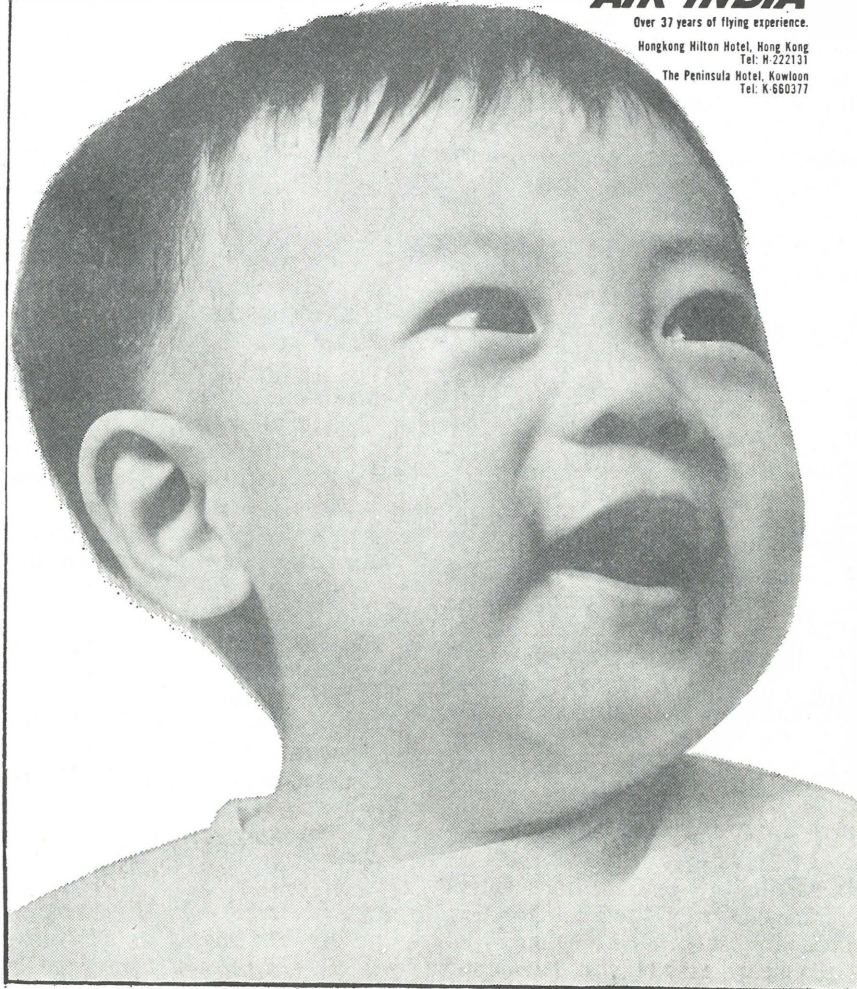
Everyone loves babies, and we're no exception. We take great care of them before, during and after the flight. But we don't expect them to appreciate the fact that Air-India offers exciting food for the grown-ups. What they want is a nice mushy beef dinner followed by strained prunes and a hefty drink of milk.

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## TIAB - continued

The Commercial Relation Division of the Commerce and Industry Department provides the Secretary for the Board.

It does not have executive powers, and the Director of Commerce and Industry is not bound to accept its advice. It is, however, D. C. & I. practice to consult the Board on all major policy matters.

Nor should the role of the Board be confused with the role of other specialist bodies, set up by Government to consider a particular area, such as the Textiles Advisory Board.

### Entry to EEC

On the other hand, during 1969, for example, the Board turned its attention to a variety of matters including Britain's entry to the EEC, policy vis-a-vis the United Nations Conference on Trade and Development, the standardisation of Certification documents, the draft Import and Export Bill, and policy on the dissemination of information derived from trade statistics. The Board is also concerned in advising on official attitudes at meetings of international economic organisations.

Another example of how the Board helps shape policy is its recent deliberations on what, if any, penalties should be imposed on late Trade Declarations, and how such penalties should be calculated. Other important subjects to come before the Board in recent months include foreign participation in Hong Kong industry, industrial promotion policy and the likely effects on Hong Kong of metri-

cation.

In order to assist members to reach a point-of-view on more complex matters, it has the power to appoint Committees and to co-opt appropriate people to these committees. The responsibilities of a Committee are restricted to a particular specialist area, and its role is purely to report back to members of the Board. For example, in 1968, the Board set up a specialist Committee to consider the provision of loans to small industries.

### Export Promotion

The functions of the Board have changed over the years with the growth and character of the economy. For instance, one of its principal functions was to advise the Department of Commerce and Industry on preparation and execution of its export promotion programme, which has now been absorbed into the autonomous Trade Development Council.

This does not mean of course that the T.I.A.B. is no longer interested in export promotion but it confines its work to the consideration of overall policy matters affecting overseas trade promotion. The present Executive Director of the TDC, Mr. Jack Cater, is a member of the Board.

Critics of the Board have sometimes suggested that its usefulness is hampered by what to the outsider must seem artificial divisions arising from the structure of Government departments. Matters affecting land and labour, for instance, are dealt with outside D. C. & I., and these do not properly come within the brief of the

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T.I.A.B. However, labour and land are both vital parts of any economic 'mix', and to pre-empt its being taken into consideration by the Board must sometimes give rise to an air of unreality.

Other critics have suggested that the combination of both commercial and industrial representation on the Board prevents either group from being as forthcoming in discussion as might otherwise be the case. A division of the Board into two sections, one to represent commerce and the other to represent industry, might, it has been suggested, result in more direct discussion.

Be this as it may, through its close link with the T.I.A.B., the Chamber is nonetheless able to contribute positively to the Department's thinking. A recent example is the case of the Board's discussions on metrication. The Director of D. C. & I. was keen that a study should be undertaken to assess the effects on Hong Kong commerce and industry of the option of metrication in the Colony. The Chamber was able to help materially in the composition of this study.

#### **Continuing Dialogue**

To sum up, in addition to providing the Director of Commerce and Industry with advice on matters of both internal and external commercial and industrial policy and its implementation, the T.I.A.B. offers a formal opportunity for a continuing dialogue between Government and Commerce, permitting an exchange of views with a representative cross-section of informed and influential

opinion. Members of the Chamber who are also members of the Board are in a position to raise matters within the terms of reference of the Board and frequently do so at the request of the Chamber.

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### WORLD-WIDE CORRESPONDENTS

# 中文簡摘

## 如何促進地區經濟合作

### 本屆亞遠事務委會會議主題

國際總商會亞洲及遠東事務委會第廿八屆會議，經於本年二月十八至二十日在曼谷舉行，參加者包括來自卅五國之代表與觀察

。今次會議的主題是「促進地區經濟合作」問題。本會之代表為格里菲先生，他的論文主題是：「標準貨箱制度在國際貿易上之意義。」

出席會議開幕儀式的嘉賓有泰國總理、泰國經濟部長、亞遠經委會執行秘書、和國際總商會主席等。

跟着開幕儀式的第三次工作會議之主題是「亞洲及遠東經濟和商業情況」其他三次工作會議主題包括：「經由貿易與工業分散化之地區性貿易發展」、「促進經濟成長之投資」、「和本區貿易、銀行、航運及其他服務之手續簡化和經營標準化」等問題。

會員如欲索閱上述會議之論文，請與本會助理秘書格里菲先生 (Mr. R. T. Griffiths) 接洽。

### 短訊

△ 一九六五至六九年香港貿易統計分析，統計處發表，會員可到本會索閱。此項統計分析包括本港對外全部貿易，計有：英國、美國、加拿大、西德、日本、澳洲、及其他重要市場。

△ 會員如提名或附議新公司加入本會，須保證該等公司作此項申請時，營業時間最少已達六個月。

△ 本年五月，香港大學將有五百八十一名學生畢業。會員如欲僱用他們，請與香港大學職業輔導主任胡麗德小姐接洽。

△ 香港生產力中心與亞洲生產力組織將聯合舉辦一項「生產水平工程師訓練課程」。此項課程約於本年八月開始，為期十二週，

地點為日本。主辦國家將負責本地兩名參加者之機票及費用。會員如欲提名，請在本月底前送達本會。至於其他詳情，可向香港生產力中心執行董事 Mr. A. C. Slates 接洽，或函本港郵政信箱一六一三二號。

△ 本會正在研究由「簡化出口文件手續聯合委員會」所製之文件是否已獲運用。會員請將答覆送交本會公共關係部，地址是於仁行十樓。

△ 毛里求斯島工商業總會會告知本會在該島建設工業有優待條件。會員欲知詳情者，請函：Mauritius Chamber of Commerce & Industry, Anglo-Mauritius House, Port-Louis, Mauritius.

△ 第一屆「世界包裝會議」將於荷蘭島特烈治市舉行，日期是本年四月二十至廿二日。香港包裝委員會主席安子介先生將代表本港出席該會議。

△ 香港貿易發展局的佛蘭克福辦事處經已開始服務工作，該處之主任為前英國駐悉尼副商務領事山打士先生。

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全部運輸過程。但根據付貨人之意願和綜合運輸經營者的同意，該項文件可作「可協商文件」或「非協商文件」方式發出。

最後，香港船運商聯會秘書會表示，標準貨箱運輸未必可以減低運費。

船運公司認為，雖然機械化操縱工作和迅速的航程可減低成本，但由於建造標準貨箱貨船和有關設備所需的資金龐大，最多只能希望穩定運費。

假如五或十年之後的標準貨箱貨船與目前的完全不同，則所投資的便要在更短的時期內賺回。貨船的成本中，最大的部份將是資金的成本，它可能兩倍於管理的成本。

## 標準貨箱制度之含義

(本文乃本會助理秘書格里菲先生出席國際總商會亞洲及遠東事務委員會會議中所發表論文之撮要。)

標準貨箱制度並非僅是一種備運方式，它實在代表一項革命性的運輸概念，可大大改變商業和銀行界的作風與經營實務。

吾人亟須認識此項需要，因為根據估計，到一九七五年時，世界上主要貿易航綫的貨物；有百份之七十五（約二千六百萬噸）會用標準貨箱運輸的。

使用標準貨箱之一項主要目的在減輕處理貨物的工作；用人力搬運貨物終會遭受淘汰。

保險商又認為其所保險之貨物最好用標準貨箱包裝，因為經驗告訴他們，不熟練的包裝問題僅次於貨物遭海水損壞的問題。

一個標準貨箱就是一個運輸單位，運輸者對其全部旅程（不僅是船程）負起全責。

為了集中資金以建造標準貨箱船隻，許多船運公司都實行聯營。但為了統一經營，便產生各運輸程序之公司底合併，譬如船運公司與貨車公司及付貨公司合併，以建立一種海陸運輸服務系統。

雖然有些貨物像重型機器、長形鋼鐵製品及木材等或用不着標準貨箱，但許多主要輸出品（包括農產品）都用標準箱裝運。

標準貨箱船將集中來往一些海港，例如在澳洲，該等貨船只會到訪雪梨、佛利曼特爾及墨爾本三地；這樣貨船在航程上便覺迅速。結果，他們每年可以航行五六次，而舊式貨船則只能每年航行兩次左右。

當然，那三個海港會有海岸標準貨箱貨船負責輔助運輸服務。因此，所有海港都要有一些應付標準貨箱的設備。問題不在要不要那些設施，而是該有多少那些設施。

在選擇地方做標準貨箱海港，應考慮以下一些條件：（一）距離主要海道很近便；（二）有深水碼頭；（三）置有運輸和起重

機設備以輸送重達卅五噸的標準貨箱；（四）泊船位應能抵受裝卸標準貨箱時所產生的重壓；（五）碼頭附近應有寬敞陸地，一百呎碼頭地區最少要有十二畝敞地毗連；（六）應有電子控制工作和電腦控制文件手續等系統，以便迅速收發標準貨箱；（七）最好在海港區域內有裝卸標準貨箱的地方，以方便征稅；（八）良好公路和鐵路交通系統；（九）公路交通應能長時間運用，以儘量利用標準貨箱貨船的能力。以上設備，亦須有一中央控制系統。

由於地區性貨物來往有很大差別，以租賃方式來運用標準貨箱是較為經濟的。

例如，根據估計，由香港運往西方的貨物數量，比由後者運至本港的大五倍。

身為船主的不會願意看見其標準貨箱丟空不用，或僅租出作貯貨之用。

另一方面，向其租賃貨箱之公司可建立地區性工作系統，甚至建造特別船隻以運輸貨箱。當標準貨箱到達目的地時，它便成為收貨人之倉庫，從而減少貯倉的需要。

負責運輸標準貨箱者之責任，在迅速使細小貨物集中裝載在貨箱內，並運往海目的地。

標準貨箱運輸制度在法律上有一難題，就是海陸運輸兩方面所負責任有很大距離，此點曾在一九六九年六月「統一私法國際學院」圓桌會議中提出過，但難獲協議。於是本年一月在羅馬又舉行第二次圓桌會議。國際總商會的代表團領隊係該會銀行技術及實務委員會主席和標準貨箱聯合委員會主席。會議結果，大家同意起草一項協議以呈交「外交會議」。該項協議可使綜合運輸經營者發出一項文件，聲明負責由起點至終點之

(下轉第 23 頁)

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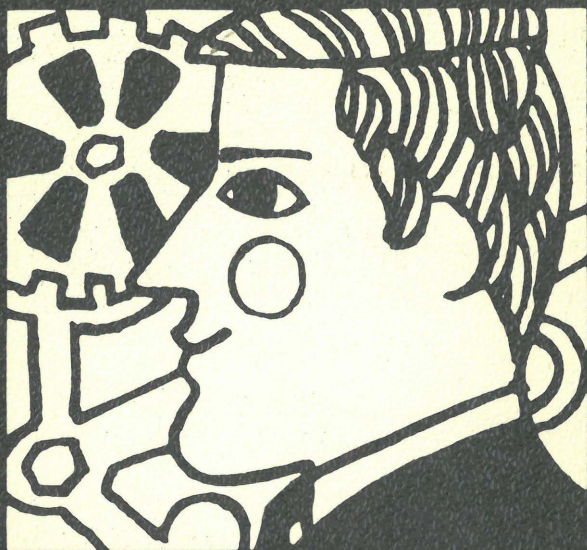
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