



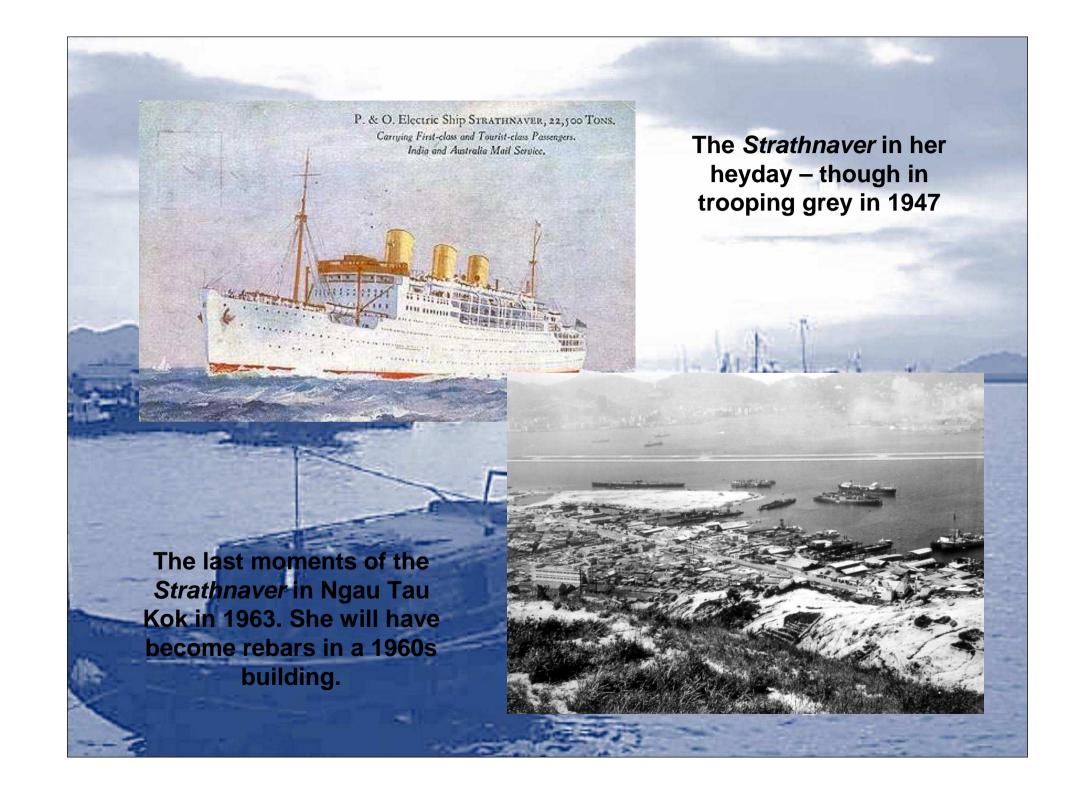
To The Future

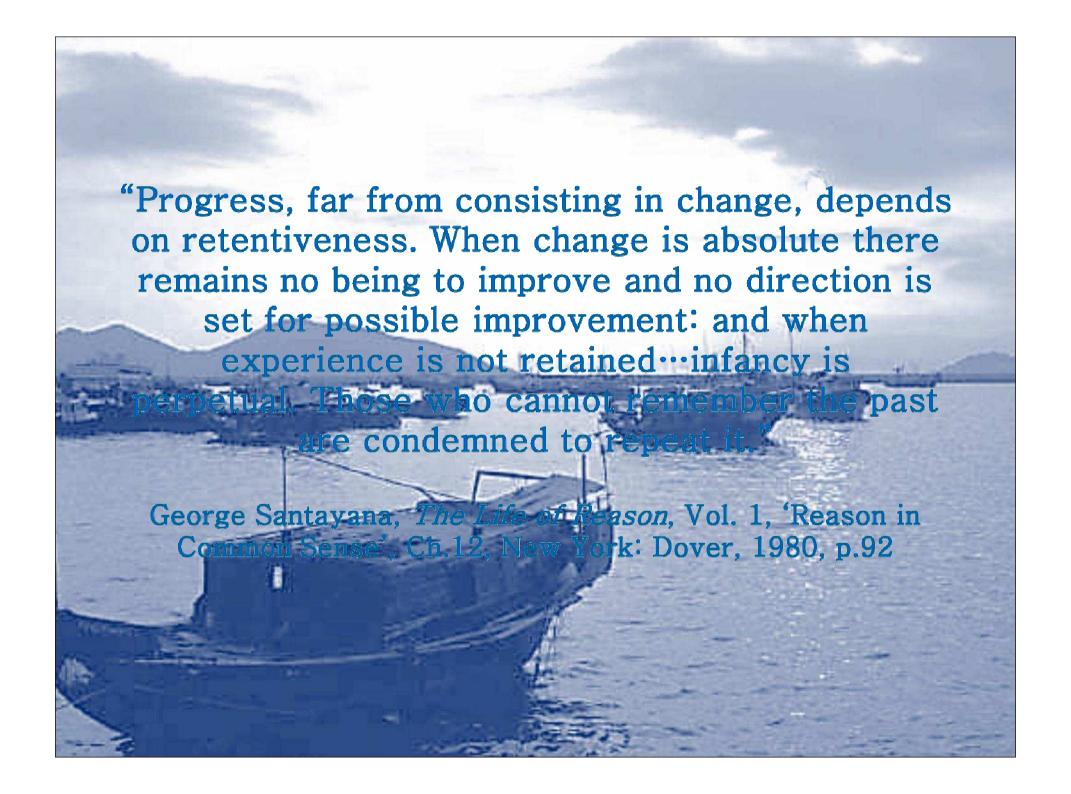
The Outlook for Hong Kong

"Let a hundred flowers bloom. Let a hundred ports contend" 百花齊放, 百港爭鳴

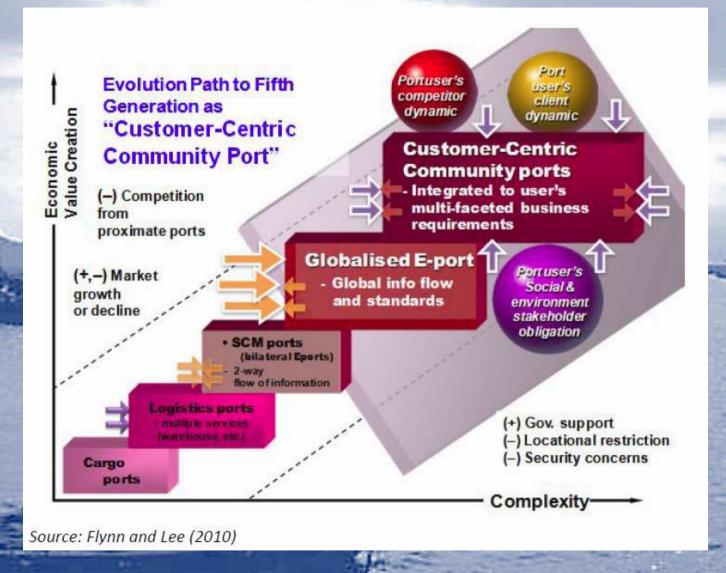
Stephen Davies

CSSC Maritime Heritage Research Fellow Hong Kong Maritime Museum



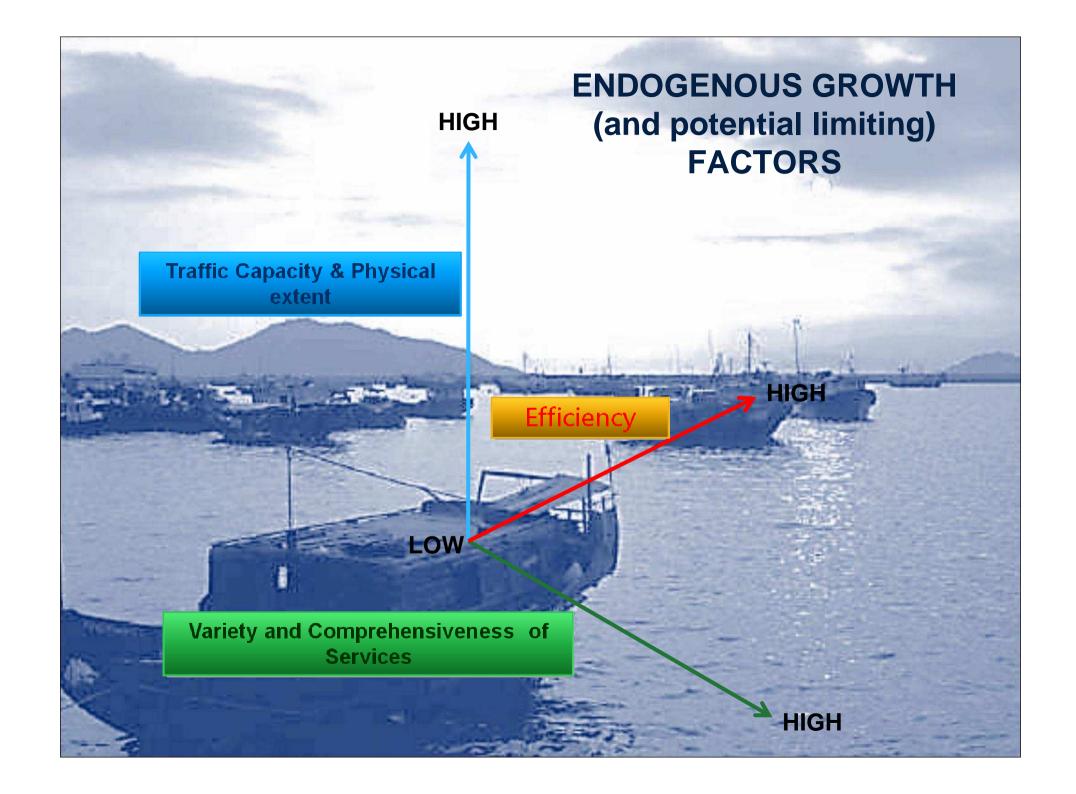


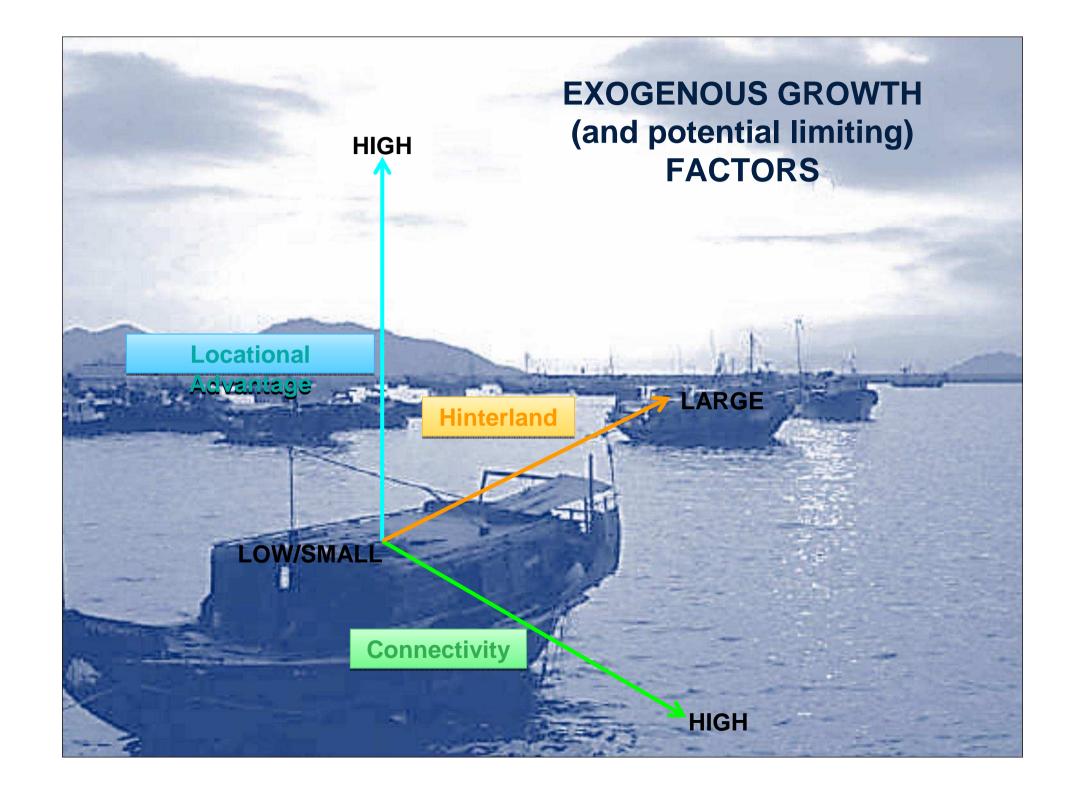
Modern theory offers a 'natural' evolutionary path for port development through five generations. Hong Kong has reached what is thought of as 4th generation status.

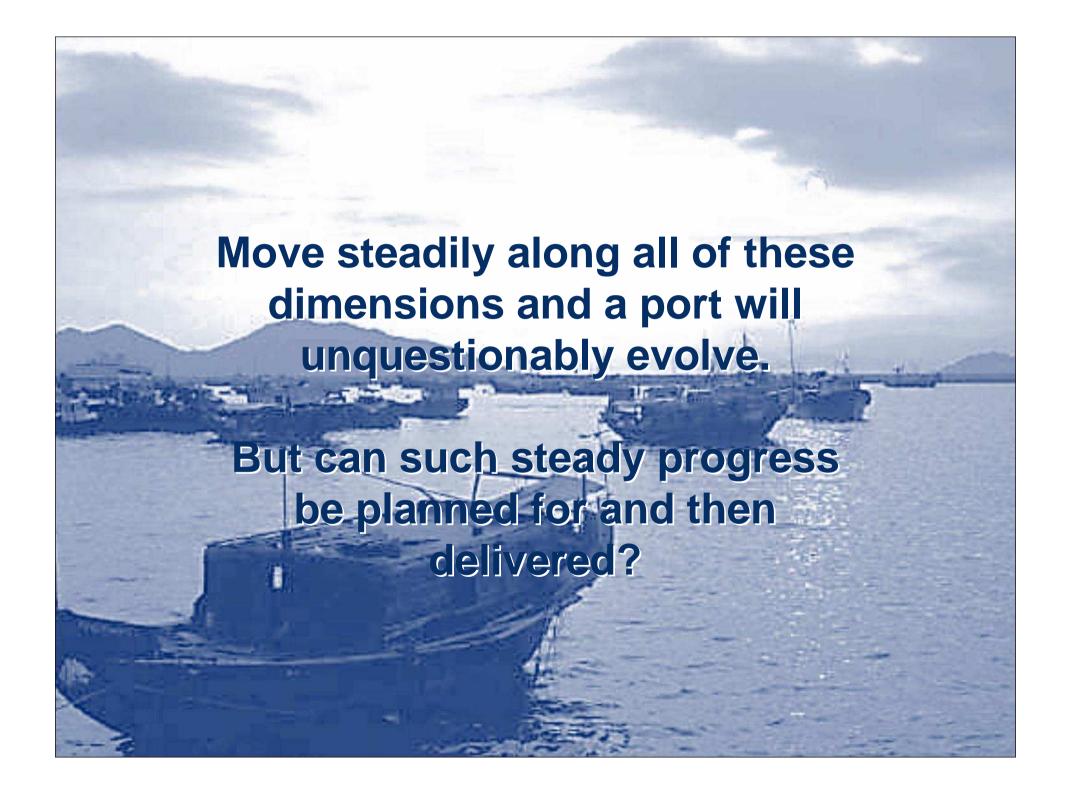


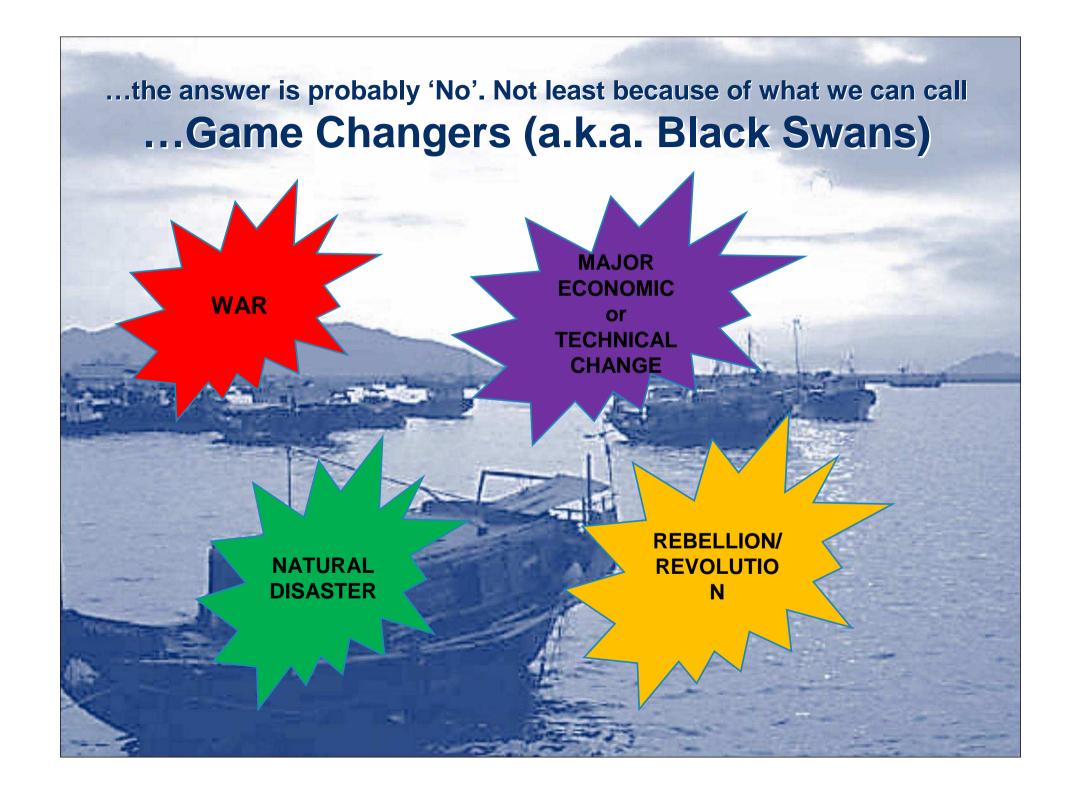
Is all that is needed a set of appropriate policies and – KAPOW – the 5th generation 'Customer-Centric Community Port of Hong Kong will be with us?



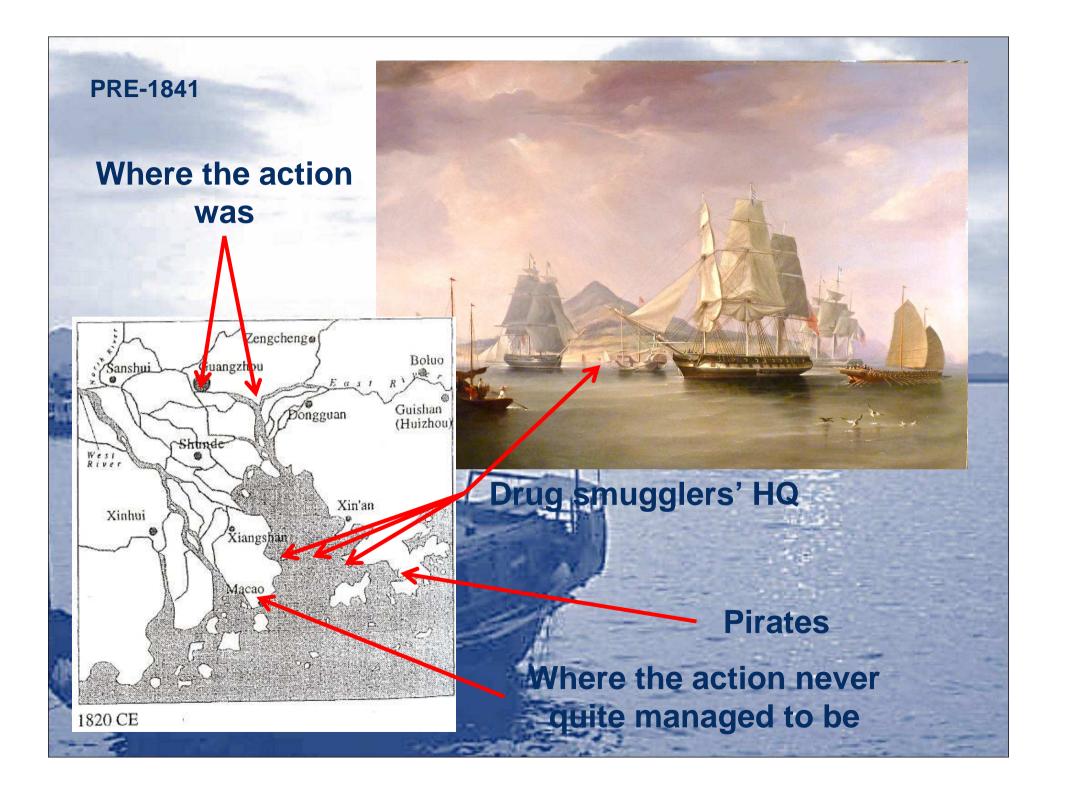






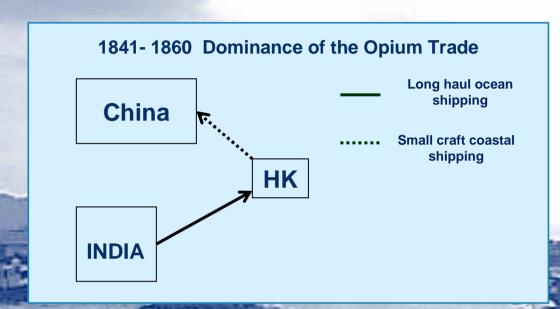








1841- 1860 - Hong Kong gets a chance to up its profile in the world of China's ports.



But despite some endogenous factors in its favour

•free port
•low taxes,

•excellent access

Other endogenous factors:

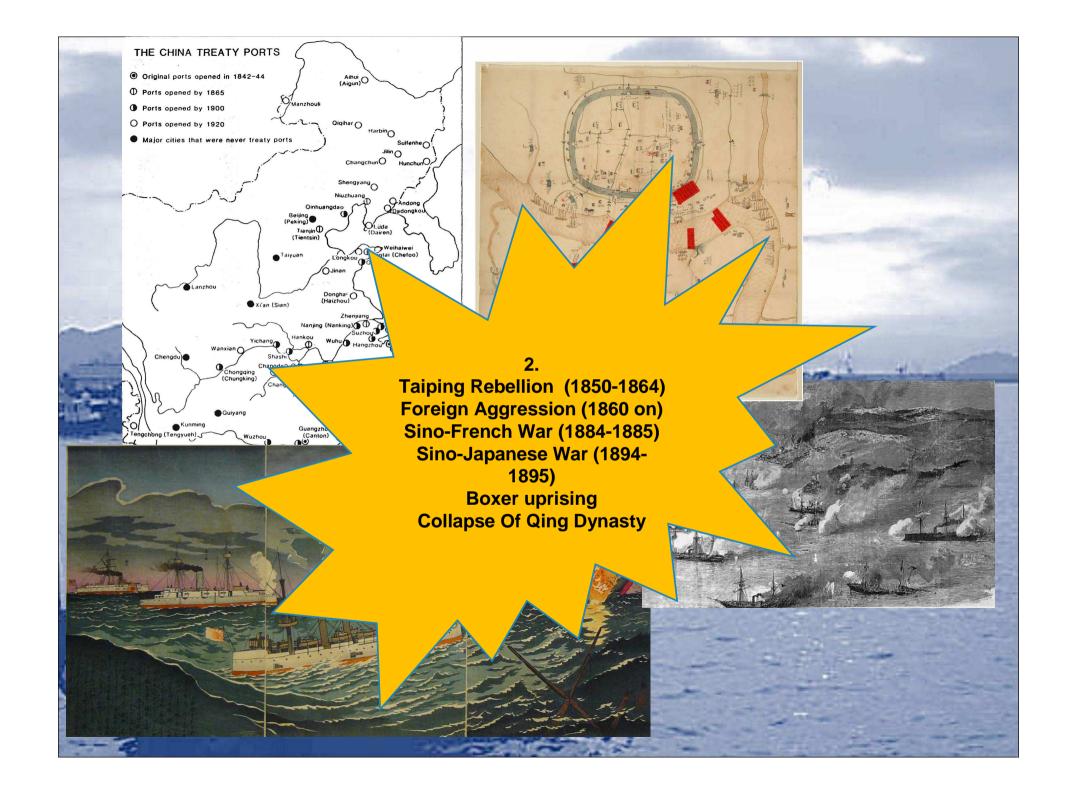
- poor infrastructure
- obstructive duopoly

And exogenous factors:

- •Article XIII of the Treaty of the Bogue
- •Piracv
- Growth of Shanghai

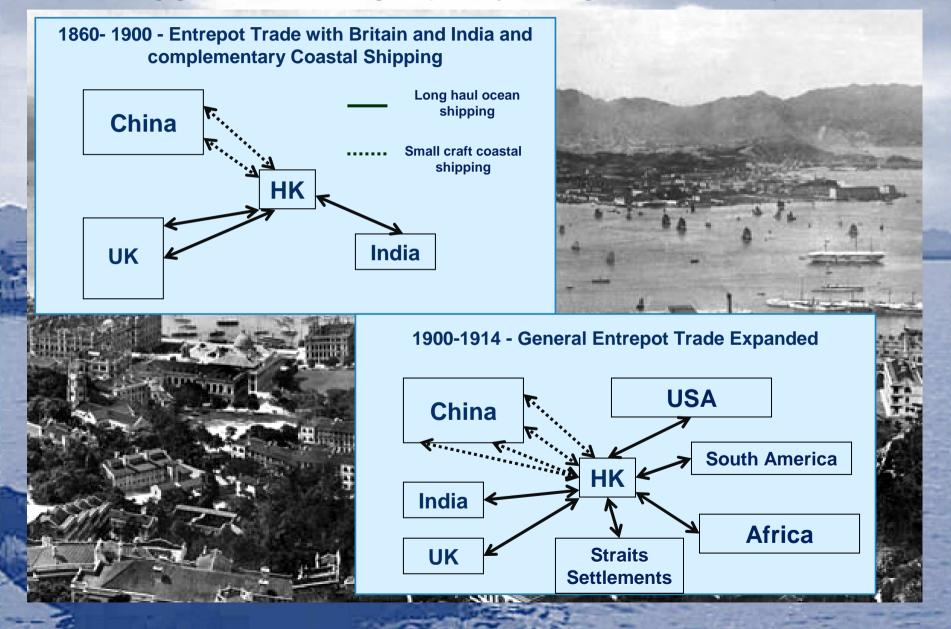
..held up progress







1860-1914 - Thanks to absence of competition from Canton/Guangzhou, Hong Kong grew to be the largest port by tonnage in the world by 1900



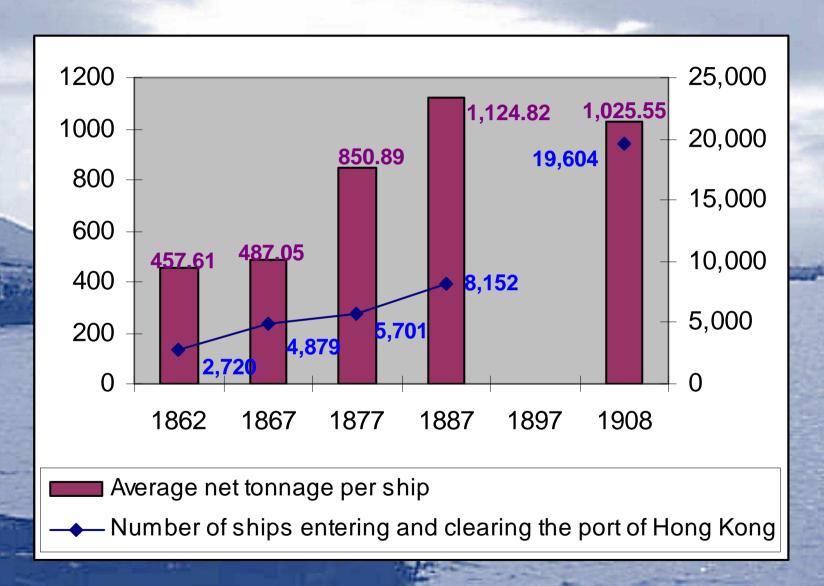
Helpful endogenous factors steadily gained HK competitive advantage...

- Free port
- Low taxes
- Excellent access



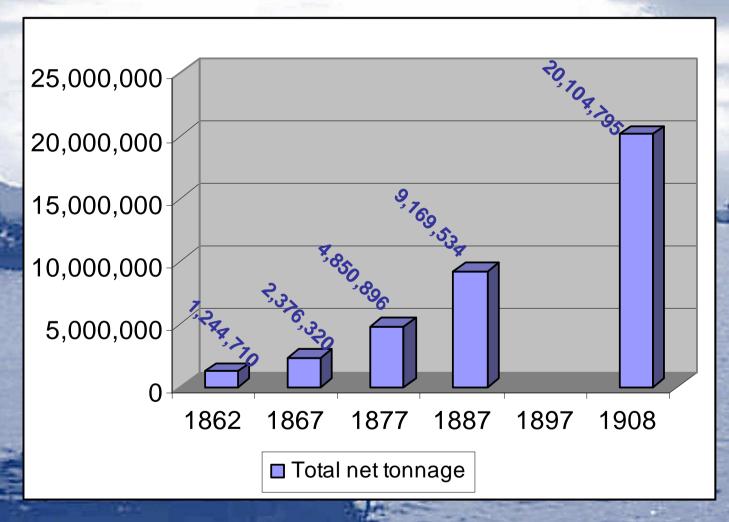
- Excellent dockyards (Aberdeen, Union (HWD), Cosmopolitan, Taikoo)
- Vastly improved port facilities (e.g. HK & Kowloon Wharf & Godown Co.)
- Rapidly improving communications (first submarine cable 1872)
- Coaling facilities for increasing numbers of steamers
- Simple emigration system with fairly well-regulated passenger carriers
- Banking and insurance (e.g. HSBC, Union Insurance)
- Relatively corruption free government and improved public health
- Significant shipping industry (ICSNC, CNC, HCMSC, Douglas...)
- Significant international presence
- Increasingly improved maritime security:
- ✓ Suppression of piracy
- ✓ Aids to navigation and quality charting

The port grew exponentially 1...



Increase in number and size of ships calling at HK: 1862-1908

The port grew exponentially 2...



Total net tonnage calling in Hong Kong 1862-1908





HINESE LABOURERS ON THE BRITISH FRONT: TIMBER-SAWING; A TOY JUNK AND ITS BUILDS

Chiannen have not forgetten the Kalser's historic message to his roops in their country hidding them semistate the Huns of Attila. To-day, China is at war with Germany, and the Chinese Fresident recently sent a message to President Forceast senior animated by a very different spirit; "The Central Powers," he main, "having winted as entirely senior of international laws, and contraversed the cuts."

humanity, have become the common enemy of the world. To Chiese Government, hoping in regions the horizon of war and hasten the restriction of peace, has resolved spontaneously are the struggle against them. Common victory will sawre to world the triumph of the ideas of right and liberty."—[6]. Photocrachs soften on the Bristian Proof to Englander:



FIRST

WORLD

WAR

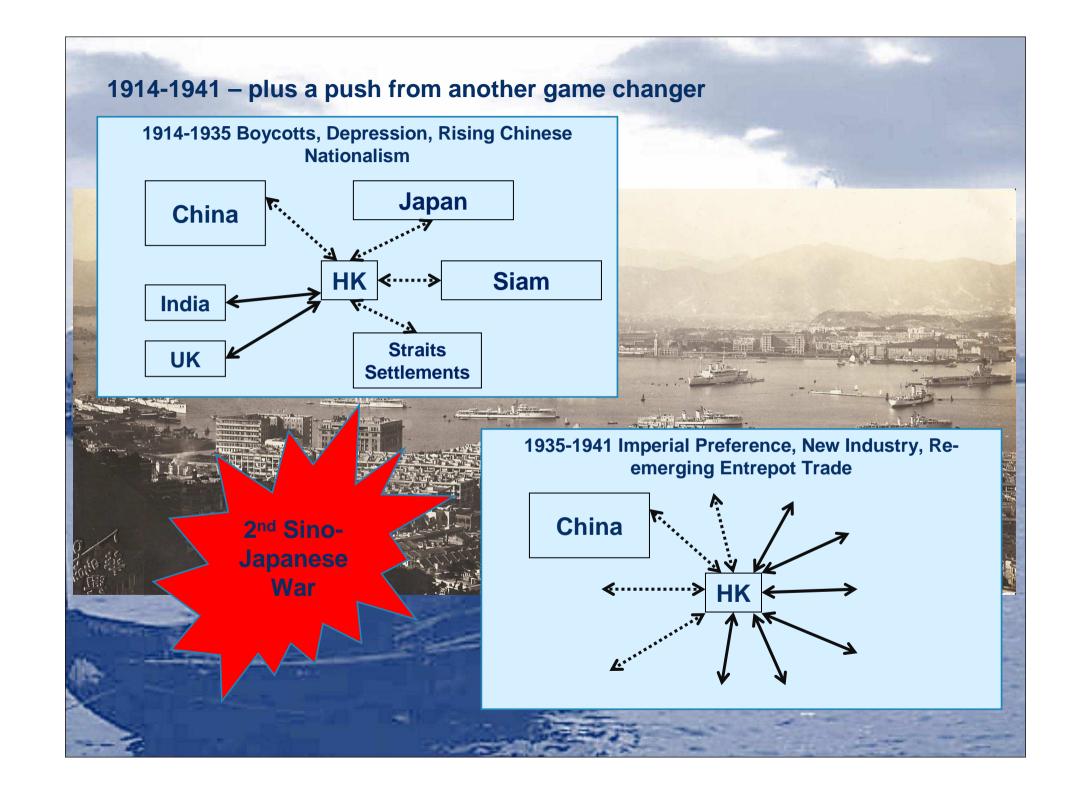
Lighter Moments that Lessen War's Heavy Strain



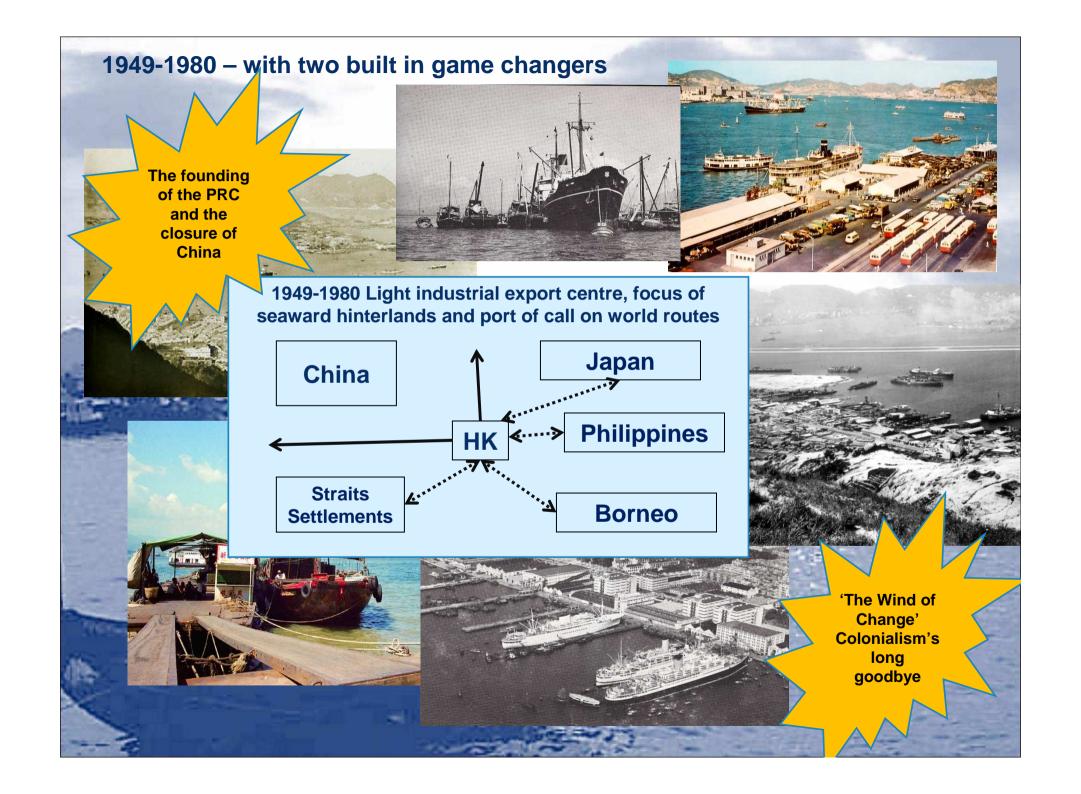


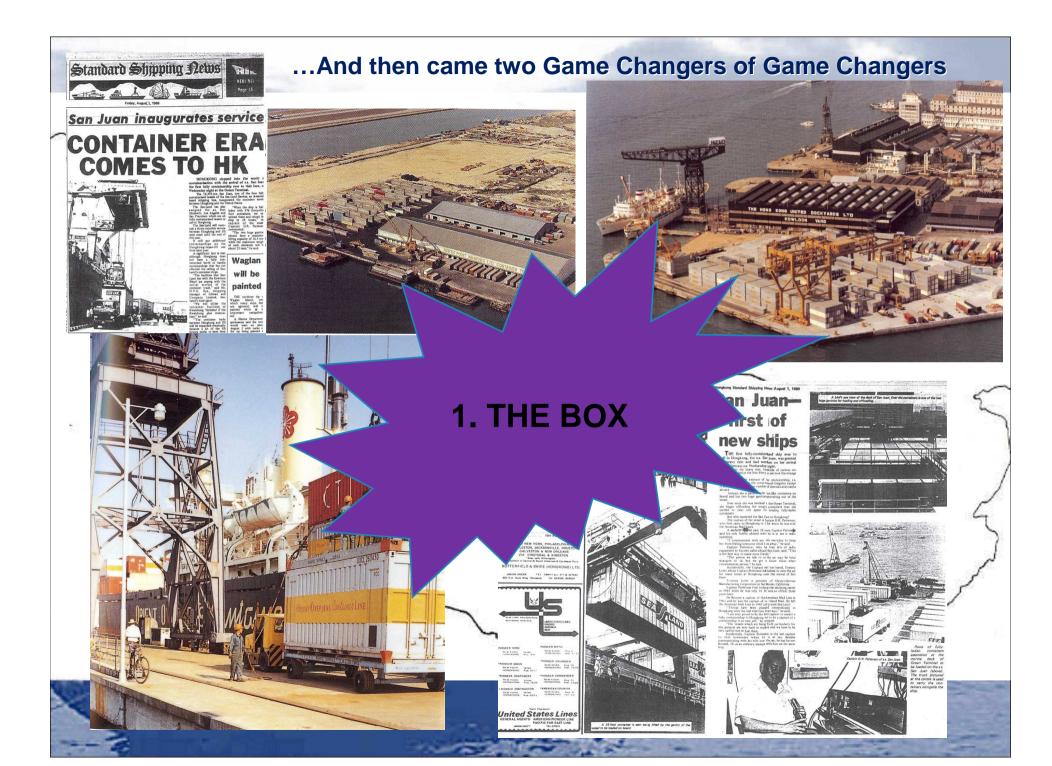




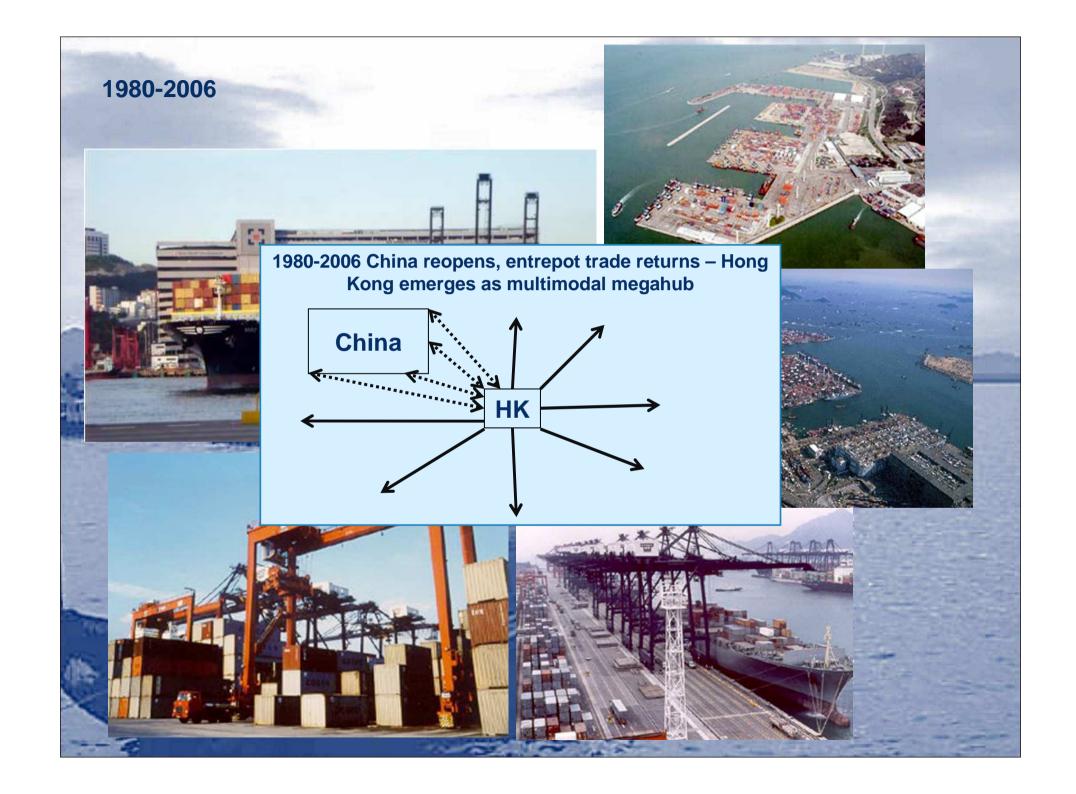






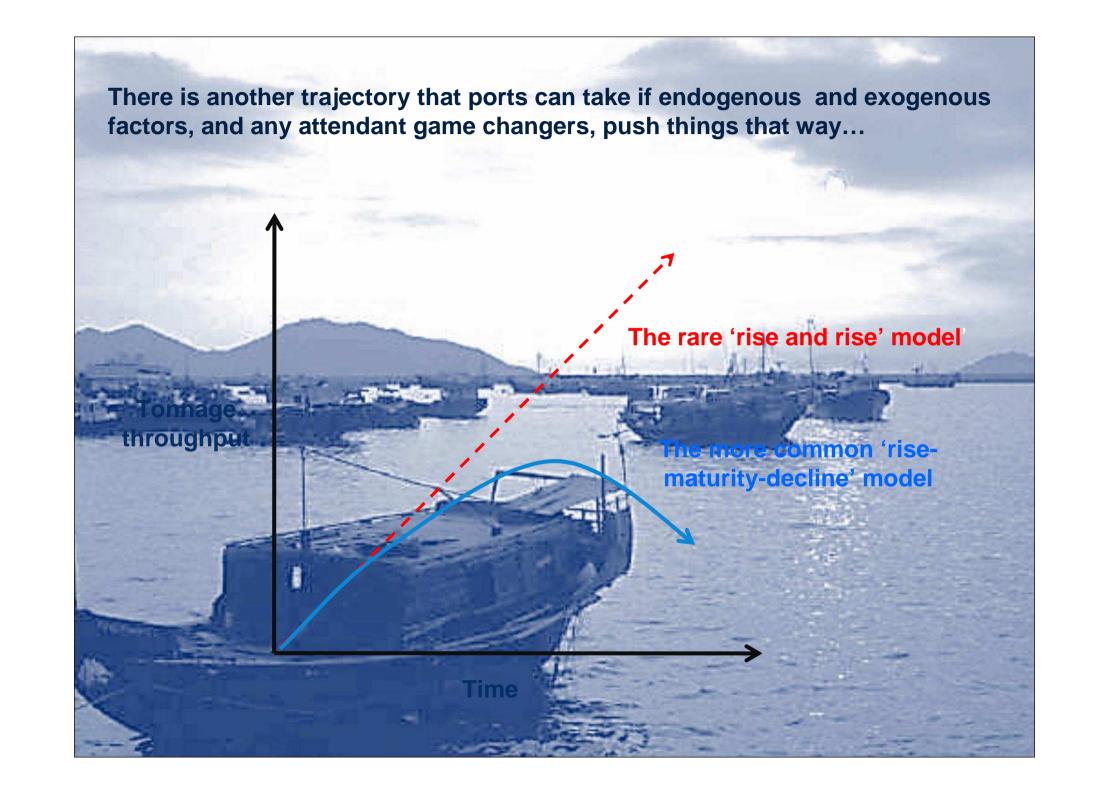












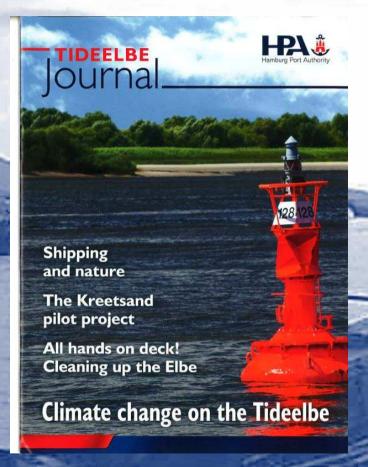
To reach 5th generation status and avoid the 'rise-maturity-decline' trajectory, there are endogenous hurdles to clear...

- a property development driven dominant economic sector that will sacrifice anything for short term gain
- a more reactive than proactive government system
- an administration too anxious to second guess Beijing
- zero-sum mentality elements to the logistics cluster "what they get I lose"
- a 'sea blind' society and culture
- potential physical capacity constraints
- rapidly building environmental awareness and its demands

And there are potential exogenous obstacles...

- 'winner takes all' mentalities in SEZ and regional subadministrations
- huge disparities in relative HDIs meaning hard-to-beat competition on price
- possible major policy shifts in national priorities
- possible significant realignments of national production centres and logistics corridors
- possible decreasing 'pull' with regional and national decision makers as 2047 nears
- Guangzhou's critical mass (political, demographic and economic) leading it to reclaim its pre-1841 regional stature

In planning dreamland the Pearl River Delta will become a single socio-economic planning entity like Hamburg and the Elbe.





It's 115km from Hamburg to the North Sea. The Hamburg Port Authority looks after all of it – for commercial and recreational users, for the flora and fauna, for maritime heritage.

