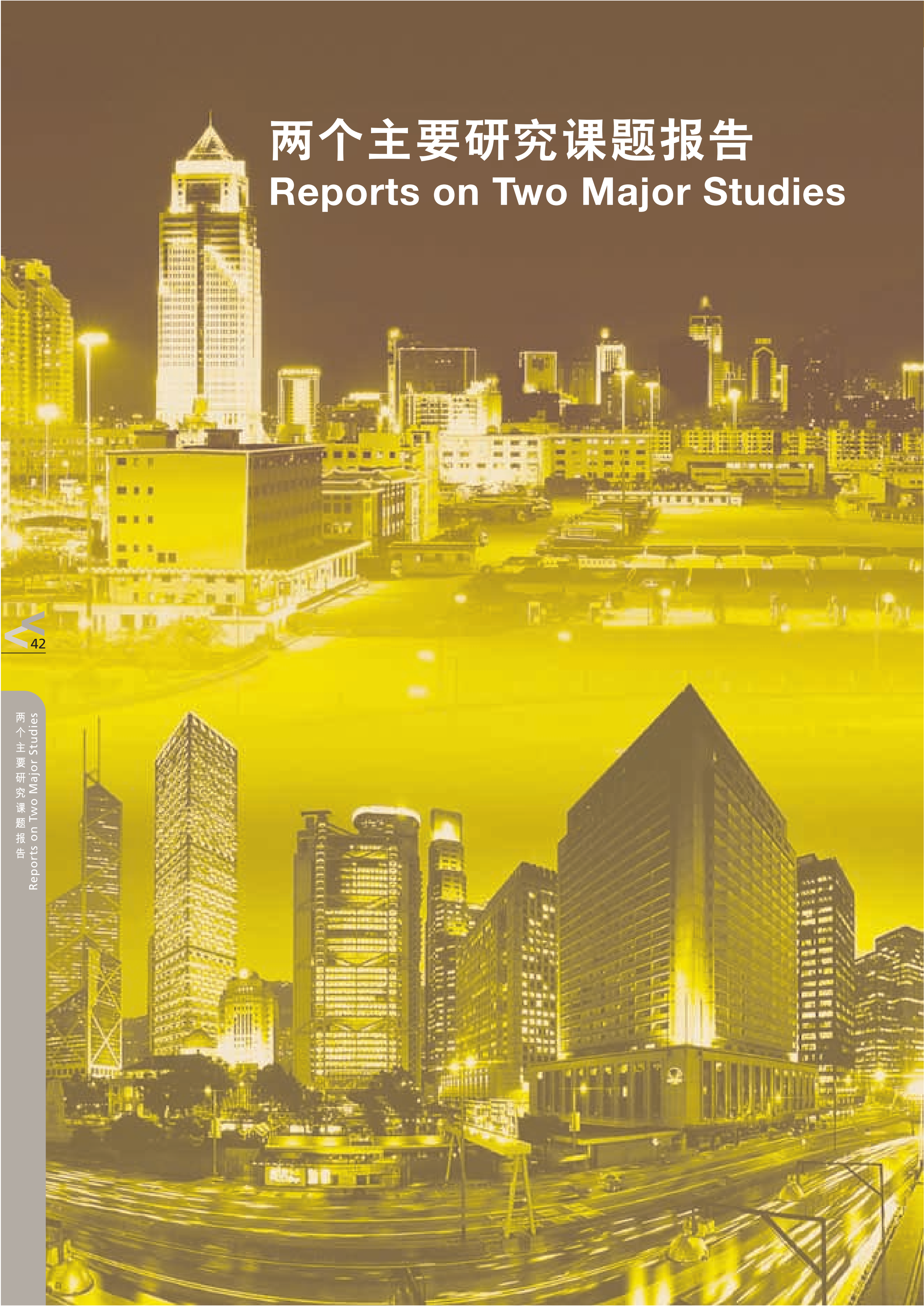
两个主要研究课题报告
Reports on Two Major Studies



广东省产业结构转型为香港带来的机遇和挑战

Guangdong's Economic Restructuring Opportunities and Challenges for Hong Kong

广东经济转型的大方向

广东近年实施一系列经济结构调整措施，致力提升产业结构，重点发展重工业和高增值行业，同时加速发展服务业。

估计在未来五年，省内汽车、石化和信息产业的增长会较其他产业为快。根据广东省政府订下的每年增长目标，上述三个产业在2003至2010年的年均增长分别为25%、20%和21%。到了2010年，信息产业占广东制造业总产值的比率预计将达33.8%，石化和汽车业则合共占16.4%。广东转向重工业发展的趋势十分明显。2005年，重工业总产值超过2万亿元人民币(2,441亿美元)，占全省工业总产值的57%。

为提升珠三角的产业结构，广东不再鼓励劳动密集及／或高能耗的低增值制造业到省内设厂投资，并采取措施鼓励现时已在珠三角发展的工业积极提升和创新科技，或者迁往省内的山区或东西两翼。

服务业在2005年占全省生产总值的43.8%，广东希望在未来五年把这个比率进一步提高。除了全面加速发展服务业外，还会优化服务业结构，把广东发展为华南的金融中心和现代物流枢纽，以及国际商务旅游及购物中心。广东将会加强和鼓励个别行业，如批发零售、物流、金融、会展和商业(专业)服务的发展。

Major Directions of Guangdong's Economic Restructuring

In recent years, Guangdong Province had embarked upon a rigorous economic restructuring programme, focusing on the upgrading of its industries with an emphasis on heavy and high value-added industries; and expediting the development of the services sector.

In the next five years, it was anticipated that there would be faster growth in the development of the automobile, petrochemical and information technology industries, on which the Guangdong government had set an annual growth target of 25%, 20% and 21% respectively between 2003-2010. By 2010, the share of information technology industries in Guangdong's total manufacturing production output was anticipated to reach 33.8%, while that of the petrochemical and automobile industries together will account for 16.4%. The gearing towards heavy industries in Guangdong was evident. In 2005, the output value of heavy industries exceeded RMB 2,000 billion (US$244.1 billion), accounting for 57% of Guangdong's total industrial output value.

In its attempt to upgrade the industrial structure of the Pearl River Delta (PRD), Guangdong discouraged further establishment of low value-added manufacturing industries which were labour and/or energy intensive. Measures had been taken to encourage existing industries in the PRD to engage in technology upgrade and innovation, or relocate to mountainous regions or the eastern/western parts of Guangdong.

As for the services sector which accounted for 43.8% of GDP in 2005, Guangdong aimed to further increase their overall relative share in GDP within the next five years. While development of the services sector would be expedited across the board, their structure would be optimised for Guangdong to develop into a regional financial centre, modern logistics hub in southern China, as well as an international business travel and shopping centre. Development of specific sectors such as wholesale and retail, logistics, finance, convention and exhibitions as well as business (professional) services will be strengthened and encouraged.

为提升经济发展，广东致力吸引跨国企业前来开设业务，又会采取措施吸引人才以落实经济提升计划。此外，广东会进一步改善港口、机场、物流园，以及与泛珠三角相邻省份的交通运输连系，藉以加强广东的区域运输和物流枢纽地位。

对香港服务业和制造业的影响

虽然现时只有少数香港公司有条件借助广东石化工业高速发展的机会拓展业务，但很多香港厂商已作好准备，把握汽车零部件业带来的新商机。广东发展重工业，一方面增加了对先进生产支援服务的需求，另一方面也衍生了一些下游业务的商机。

不过，在珠三角的香港制造业将面临更大的压力，须要提升技术和调整商业模式，方法之一是通过生产技术、设计、品牌、供应链管理等，为产品增值。至于选择迁往偏远地区的厂商，则希望当局能提供足够的基建设施和服务支援，让他们可以在供应链管理方面维持国际竞争力。

虽然广东欢迎香港的服务提供者通过CEPA进入广东市场，但部分有意到省内开业的香港服务提供者遇到一些实施上的问题。在广州设立CEPA落实跟进机制，会有一定的帮助。

随着越来越多厂商迁往珠三角以外的地区，香港的制造业支援服务可藉此机会拓展市场，考虑把握CEPA赋予的先行者优势，进军内地，以便紧贴客户，提供所需服务。

To facilitate its economic upgrading, Guangdong had been keen to attract multinational corporations to set up offices in the province. Measures would be taken to lure talents to support its upgrading plan. To strengthen its positioning as a regional transportation and logistics hub, Guangdong would further improve its ports, airports, logistics parks and transportation links with neighbouring provinces in the Pan-PRD region.

Implications for Hong Kong Services and Manufacturing Industries

At present only a few Hong Kong companies were geared up for the opportunity arising from the rapid development of the petrochemical industry in Guangdong, but many Hong Kong manufacturers were poised to capitalise on the new opportunity in the autoparts industry. The development of heavy industries in Guangdong not only gave rise to demand for sophisticated manufacturing support services, but also generated downstream business opportunities.

However, there would be increasing pressure on Hong Kong's manufacturing industries in the PRD to upgrade their technology and adjust their business models. They could adjust by increasing the value-added component of their products through production technology, design, branding and supply chain management etc. For those which opted to relocate to remote areas, they would likely expect the provision of adequate infrastructure and services so as to maintain their international competitiveness in the supply chain management.

Whilst Hong Kong's service providers were welcomed by Guangdong to establish business under CEPA, some of them still encountered implementation problems in establishing commercial presence there. The establishment of a CEPA follow-up mechanism in Guangzhou would facilitate the process.

The relocation of manufacturing industries beyond PRD may give rise to new opportunities there for Hong Kong manufacturing support services providers. They should consider capitalising on the early entry advantage under CEPA, to firmly establish their presence in close proximity to their customers.

对香港作为大珠三角商业中心的影响

发展重工业和高新科技产业需要一系列支援服务，包括融资、设备租赁、工业及专业支援服务等。这将为香港的服务业创造无限商机。外国企业对于保护自有设计及／或科技的知识产权要求甚高，当会认同香港是设立地区办事处以服务广东以至全国市场的理想地点。

另一方面，香港将要面对新的挑战。香港的港口和物流设施以处理货柜为主，未能应付广东重化工业发展的需要。传统的轻工制造业迁离珠三角后，对香港物流设施的倚赖势将减少，加上广东的港口和机场急速扩张，将会加速货物分流，不经香港付运。2005年，香港货柜吞吐量只微升2%至2 240万标准箱，反观深圳同期的吞吐量则增长19.1%至1 620万标准箱。业界普遍预期深圳的吞吐量将于两、三年内超越香港。

广东省内既有制造业集群，又有大量土地供应，长远而言将有力威胁香港贸易展览之都的地位。事实上，买家直接从内地采购和海外公司把采购办事处由香港迁往内地的情况正不断增加。内地进一步开放贸易后，相信越来越多香港的贸易相关活动会转往珠三角。香港要维持国际贸易中心的地位，就必须汇集更多优质的国际及内地买家和供应商，而自由港亦将继续是香港的独特优势之一。

虽然改善跨境交通、加快清关和降低成本肯定会有帮助，但长远而言香港显然仍难与广东在海运业务上竞争。中期展望，香港在物流方面的优势主要在于空运，特别是针对高增值货品（包括广东工业所需的贵价零部件）的物流运输。

Implications for Hong Kong as the Business Hub of the Greater Pearl River Delta

The development of heavy and high-tech industries required a wide range of supporting services including capital financing, equipment leasing as well as industrial and professional support services. Foreign companies that required good intellectual property protection of their proprietary design and/or technology, would find it advantageous to set up their regional headquarters in Hong Kong to oversee Guangdong and Mainland market. Numerous opportunities would thus be available for the services sector in Hong Kong.

On the other hand, there would be new challenges to Hong Kong. Hong Kong's ports and logistics facilities were primarily developed for containers and cannot cater for the logistics needs of heavy and petrochemical industries. The relocation of traditional light manufacturing industries from the PRD would reduce their reliance on Hong Kong's logistics facilities. This, coupled with the rapid expansion of ports and airports in Guangdong, would accelerate cargo diversion from Hong Kong. In 2005, the total container throughput handled by Hong Kong ports rose by only a modest rate of 2% to 22.4 million TEUs, while that of Shenzhen rose by 19.1% to 16.2 million TEUs. It was anticipated that Shenzhen's throughput would surpass Hong Kong's in 2-3 years' time.

Guangdong, as the home to manufacturing clusters together with abundant land supply, might also challenge Hong Kong's status as trade fair capital in the long run. Direct sourcing from the Mainland and the relocation of overseas companies' buying offices from Hong Kong to the Mainland had been on the rise. With the enhanced liberalisation of trade in the Mainland, it was expected that more and more trade-related activities in Hong Kong would be drawn to the PRD. Hong Kong must therefore, expand its critical mass of quality international as well as Mainland suppliers and buyers, so as to maintain its position as the international trading hub. A free port would remain one of our distinct advantages.

Notwithstanding the above, it was apparently difficult for Hong Kong in the long run to compete in the maritime cargo business, though improvements in cross-boundary traffic, customs clearance and costs would definitely be helpful. Hong Kong's key advantage in logistics in the medium term would lie with its air cargo business, particularly in handling high value items (including high-value parts and components for industries in Guangdong).

对香港长远发展的影响

广东加快发展高档工业和重工业，推动生产低增值消费品的厂户迁出珠三角，对香港的经济转型有深远影响。假如香港的制造业未能提升和转型，服务业又不能应付广东产业结构转型所产生的新需求，香港的主要经济支柱(如港口、贸易平台等)长远可能会被边缘化。

建议

为配合广东的经济转型和把握由此衍生的商机，香港的制造业厂商、服务提供者和有关方面应探讨和密切留意：香港有何专门知识可转移成为广东新产业生产链中的一环，以及广东需要何种新服务以支援产业结构转型。

为协助香港的制造业和服务业调整，并支援广东的经济转型，本研究建议广东省政府：

a. 在转型过程中，给予香港企业与广东企业同等的政策支援和市场机会；
b. 优先鼓励现存企业提升科技水平和创新能力；
c. 在转型过程中，加强与香港在人才培训和研发方面的合作；以及
d. 在海外推广上，与香港合作推广大珠三角相对于内地其他区域所具备的竞争力。

体制和人力资本是香港两项最宝贵的资源，因此本研究建议香港特区政府：

a. 吸引更多人才：
除加强和提升香港的教育和培训外，香港特区政府应采取下列措施，增加香港对海外专才和高级管理人员的吸引力：
 • 进一步提高生活质素，包括改善空气质素、增加国际学校学位等；
 • 简化海外和内地专才到香港工作和居留的出入境手续；
 • 简化拥有香港居留权的外国雇员进出广东的过境手续；
 • 加快兴建运输网络，接驳广东的快速客运铁路及其他跨境运输服务；以及
 • 与广东商讨增发粤港私家车牌照。

Long Term Impact on Hong Kong's Future

Guangdong's latest move to expedite development of the higher-end and heavy industries and to push production of low value-added consumer goods out of PRD would have a significant long term impact on Hong Kong's economic restructuring. Should Hong Kong's manufacturing industries fail to upgrade or transform, and Hong Kong's services industries fail to adapt to the new demand arising from Guangdong's restructuring, key support of Hong Kong economy, such as its ports and trade platform etc. could be marginalised in the long run.

Recommendations

To cater for the restructuring of Guangdong and to capitalise on new opportunities arising therefrom, it would be worthwhile for Hong Kong's manufacturers, service providers and relevant parties to explore and monitor which and how Hong Kong's expertise could be transferred as part of the production chain in Guangdong's new industries, and what new services would be needed to support Guangdong's restructuring.

To facilitate adjustment of Hong Kong manufacturing and services sector, and to support Guangdong's economic restructuring, we proposed the following suggestions to the Guangdong government:

a. to provide Hong Kong enterprises and their Guangdong counterparts with parity treatment in policy support and market opportunities in the course of restructuring;
b. to accord priority to upgrade existing enterprises' technology level and innovation capability;
c. to increase cooperation with Hong Kong in manpower training and R&D in the restructuring process; and
d. to collaborate with Hong Kong in overseas promotions on the competitiveness of the Greater PRD vis-à-vis other regions in the Mainland.

Institutional strengths and human capital were considered as the two most valuable resources of Hong Kong. In this connection, we recommended the following to the HKSAR Government:

a. *Attracting more human resources:*
Besides strengthening and enhancing Hong Kong's education and training, the HKSAR government should enhance our attractiveness for overseas professionals and senior managers by:
 • improving the quality of life including air quality and availability of international school places;
 • simplifying immigration procedure for overseas and Mainland experts to work and reside in Hong Kong;
 • simplifying immigration procedure for foreign employees with right of abode in Hong Kong to enter Guangdong;
 • speeding up the construction of transportation networks with links to Guangdong's express passenger railway as well as other cross-boundary transportation services; and
 • working with Guangdong on issuing more cross-boundary private vehicle licences.

b. 整合技术：
借助香港在保护知识产权、资讯流通和金融服务的优势，把香港发展为技术整合中心，即吸引高科技企业来港，并推动把新科技应用在工业上。

本研究促请香港的商会：

a. 向会员解释广东产业结构转型带来的挑战和需要适应转变(包括提升技术水平)；及
b. 鼓励会员积极制定策略，以改革经营模式，提升生产力和产品档次，为产品增值。

要维持香港作为服务平台和物流枢纽的地位，必须提高跨境货流、人流和资金流动的效率，同时降低有关成本。在海关合作检查跨境货物方面，现时香港与内地个别城市(如深圳和东莞)已有特定安排，已于香港港口检查的货物无须在香港╱内地的边境管制站再次检查。这个"直通"的概念既省时，又能提高效率和降低成本。

此外，要扩大本港商业的规模，增强香港成为地区总部的吸引力，我们必须借助内地的"走出去"政策，吸引内地(特别是广东)公司来港进行国际采购和集资等活动。

b. *Technology integration:*
To develop Hong Kong as a technology integration hub by leveraging on Hong Kong's advantages in IPR protection, information flows and financial services, i.e. to attract high-tech enterprises to Hong Kong and to promote the conversion of new technology to application solutions.

We urged the trade associations of Hong Kong to:

a. communicate with their members on the challenges arsing from Guangdong's industrial transformation and their need to adapt to the changes, including to upgrade their level of technology; and
b. encourage their members to actively develop strategies to revamp their business models, increase productivity, upgrade their products and increase the value-added component in their products.

To maintain Hong Kong's position as a service platform and logistics hub, it was important to increase the efficiency and reduce the costs of cross-boundary flow of goods, people and capital. One area of customs cooperation was cargo inspection. Arrangements had been in place between Hong Kong and several cities in the Mainland (such as Shenzhen and Dongguan) where goods inspected in Hong Kong ports need not be further inspected at the Hong Kong/Mainland boundary control points. This concept of "through transportation service" would increase efficiency and reduce costs and time.

To expand the critical mass of businesses in Hong Kong and strengthen its attractiveness as a preferred location of regional headquarters, it was also necessary to capitalise on the Mainland's "Going Out" policy to attract Mainland companies (in particular those from Guangdong) to set up operations in Hong Kong to conduct international sourcing and raise funds etc.