

World oil summit starts in Canada amid violence fears

CALGARY, June 12: World oil leaders arrived in Canada's energy capital yesterday for a four-day summit under heavy riot-police guard, amid fears of violent protests by a loose coalition of environmental and human rights activists, reports Reuter.

Demonstrators from Calgary, a gleaming oil-industry city of 850,000 people, and many from elsewhere in North America have said they planned not to spark a repeat of protests that turned violent last year at a world trade conference in Seattle, but bring environmental issues to the fore during

the 16th World Petroleum Congress.

The summit has attracted 2,850 delegates from 95 countries, including members of the OPEC oil-producing cartel. It is one of a series held in various countries since 1933 and the biggest event to hit Calgary since the 1988 Winter Olympics.

Big oil-world names to discuss such issues as surging oil prices and refining technology include OPEC Secretary-General Rilwan Lukman, BP Amoco Plc chief executive Sir John Browne and Texaco Inc chief executive Peter Bijur.

Under sunny skies on Sunday, about 1,500 people, some dressed as dinosaurs and polar bears and others with small children on their shoulders, chanted and banged drums in a noisy march and rally against the oil industry, as officers lined the streets and police helicopters flew overhead.

But the mood as the march wended its way around Calgary's glass-and-steel skyscrapers was more party than protest, as demonstrators called for an end to oil exploration in sensitive areas, fossil-fuel pollution, investment in countries known for human rights abuses and even to sport utility vehicles.

As protesters chanted for more solar and wind power, local elementary school teacher Randy Stokley said he joined the rally because he believed the anti-oil message should be heard, even if it fell on deaf ears among conference delegates.

"It's part of my feeling toward the oil industry," he said. "I'm not saying all individuals within the oil patch are immoral, but there is an immoral element that needs to be addressed and I'm here for my own conscience."



Job-seekers gather to check out the list of available jobs outside an employment centre in China's southwest municipality of Chongqing Saturday. China plans to smash the "iron rice bowl," the system of life-long state-guaranteed employment, at the state institutions ranging from high-tech labs to publishing houses, a decision that will eventually affect 29 million people on government payrolls.

- AFP photo

Beijing's WTO entry Car-makers in China see no big threat from imports

BEIJING, June 12: Jacques Daniel has been wanting to make Renault passenger cars in China for years, and the nation's entry into the World Trade Organisation is not going to change that, says AFP.

Even after accession to the rules-based body, when China has promised to slash import tariffs on autos, foreign makers cannot rely on just shipping vehicles in from abroad, said Daniel, vice president for China and Taiwan at the French company.

There is always the possibility of some kind of non-tariff barriers, he said. "I don't know which ones, but Chinese people are clever."

Once Chinese regulators give the go-ahead, Renault's proposed joint venture with Beijing Automotive Industry Corp., a state-owned enterprise, could be up and running in 18 months.

A mixture of local production and imports of more narrowly targeted products is how a large number of foreign car makers plan to prepare for Chinese WTO membership.

Audi AG, for one, would not dream of giving up its Chinese manufacturing lines. China is the German company's fastest growing market, and the prospect of WTO entry has done nothing to decrease Chinese appetite for its locally produced Audis.

Since the January launch of Audi A6, produced at a joint venture in the northeastern city of Changchun, demand has beaten estimates, despite speculation that Chinese would buy fewer cars as they waited for WTO entry to make them cheaper.

When it introduced the local Audi A6 to the Chinese market, the company thought it would sell 13,000 units at most this year. Already in March, that target had to be revised up to between 15,000 and 16,000, and the company could be selling as many as 30,000 in 2002.

To be sure, some foreign car makers have said WTO entry could force them to import more cars, even if they already have large manufacturing capacity in place in China.

Jean-Martin Folz, the chairman of Peugeot-Citroen, said late last year his group could import its own cars into China even if it meant competing with Dongfeng Citroen Automobile Co. (DCAC), a venture set up in 1992.

West Africa pins hopes on single currency by 2003

BASEL, Switzerland, June 12: Forget the euro and ponder for a moment the daunting task facing six West African countries hoping to create a single currency by 2003, reports AFP.

The euro has had its problems since starting life last year. The single currency slid to record lows against major currencies in May. But at least its 11 members have working governments.

That is more than can be said for Sierra Leone, torn by civil war where the average life expectancy is less than 26 years. It is one of the six hoping to set up the new currency alongside Nigeria, Ghana, Gambia, Guinea, and Liberia.

Some officials are optimistic that the deadline will be met, even though it is a target economists see as downright Utopian.

"We are working very hard on that," said Nigerian Central Bank Governor Joseph Sanusi, speaking to Reuters during the annual meeting of the Bank for International Settlements here.

As his European counterparts at the meeting dodged reporters, fearing anything they said could be fodder which could hit the euro, Sanusi was keen to tout the new plan.

"We will have a bigger market, which means there will be free trade between the West African countries. We will be able to have economies of scale," he said.

He hoped it would raise standards of living where per capita GDP in many countries is less than \$400.

But monetary union is what economists call "deep integration" requiring huge trust. In Europe it was built through 50 years of trade and cooperation, the end product of a long process going back to the Treaty of Rome and the European Economic Community (EEC) set up in 1957.

West Africa hopes it can make the process work in reverse: first a currency, then economic union in a region where more than 90 per cent of trade is now with countries outside the area.

It will be difficult, to say the least.

"I think that by the nature of the economies and their products ... it is going to take a very long time before trade in the sub-region actually increases to any significant level," said John Kwakye, deputy director of the research department at the Bank of Ghana.

Ultimately, some believe the new single currency would be merged with that block. But it must be formed first.



Taiwan's President Chen Shui-bian (front C) stands among the international speakers on the opening day of the 2000 World Congress on Information Technology (WCIT) in Taipei on Monday.

- AFP photo

Well-off Indonesians on spending spree — so where's the problem?

Poor sections seen through hard times

JAKARTA, June 12: Shoppers pack the supermarkets in the Indonesian capital these days, car and mobile phone sales are jumping, seven new airlines are ready to hit the skies and companies are reporting solid first quarter profits.

Consumer spending, the government says, will be the main engine behind an up to four per cent growth of Gross Domestic Product (GDP) this year after a dismal zero growth last year and minus almost 14 per cent the year before that.

So what's the problem? And if, as the International Monetary Fund (IMF) says, Indonesia is the country farthest from being able to say it has turned the corner in digging itself out of the dragging regional financial crisis, where is the money coming from?

The first thing to note, analysts caution, is that it is only the few well-off — maybe 20 million people out of the country's 210 million — who are on what can only be described as a spending spree, at least compared to the austerity of 1998-1999.

The rest, the majority, says National Institute of Sciences (Lipi) economist Thee Kian Wie, are still subsisting, hurting just as much as they were two years ago.

Henry Yusuf, managing director of Danatama Securities, agreed. "The ones who are spending now are mostly the middle to upper class who profit from interest rates or the exchange rate," Yusuf told AFP.

Many of the upper crust have US dollar accounts overseas, and are profiting nicely from the fall in the rupiah, he adds.

"On the other side it's the people exporting who earn US dollars, and that's basically it.

"For the lower class people, they hardly spend, they just buy things for their daily needs. It's quite tough for them right now," said Pangestu.

"The rich in Indonesia," Wie says, "are still very rich," and demand which had been deferred at the height of the crisis is showing itself now that people are slightly more confident.

"Rather than sitting on their money, they are spending it on consumer durables," he said, flocking in their thousands to places like Jakarta's new French hypermarket, Carrefour.

Official figures reflect the rapid pick-up in production of such commodities as cars, motorcycles, paper, cement and television sets, video recorders, mobile telephones and other electronic goods to meet demand despite a banking system still in rubble.

Motorcycle sales are predicted to rise by 39 per cent this year to 800,000 units, car sales are expected to follow. Per capita paper consumption has increased to its pre-crisis level of around 16.5 kilograms a year from 5.5 kilograms, according to the Paper Producers Association (APKI).

In a country where the banking system is still in tatters though, small businesses are keeping enough working capital

to keep their operations running, he says.

In addition, 90 per cent of all consumer spending in Indonesia is in cash, Visa International country manager Elyana Fuad told the Jakarta Post this week — a fact that residents joke helps the corruption and counterfeiting industries.

Marie Pangestu of the center for Strategic and International Studies, one of the country's leading economists, says there are still "a lot of people with cash."

In addition many of them reaped comfortable profits from astronomically high interest rates introduced during the crisis.

"As soon as the (October 1999) elections came about and interest rates started coming down, people started spending," she told AFP.

Official figures reflect the rapid pick-up in production of such commodities as cars, motorcycles, paper, cement and television sets, video recorders, mobile telephones and other electronic goods to meet demand despite a banking system still in rubble.

But in their cases, she said, there is "a lot of foreign investment, new investment, including domestic capital, either joint venture partners putting more in shares, and in the case of South Korea mergers and acquisitions."

"That's obviously driving their growth into a more sustainable path ... they have made more progress ... they have more room" than Indonesia, where, she said confidence is still very low.

The Ramayana supermarket chain plans six new outlets, and electronics sales have jumped.

But Pangestu says not to be fooled, and that she is worried.

"Companies are using excess capacity, they do need working capital but they are using retained earnings and suppliers' credits," Pangestu said.

In addition small and medium sized businesses which had very little debt with the banks are managing.

"Growth based on those variables (is good for) only one or two years. Eventually you will get to where the investment restrictions will be felt."

"We are not out of the woods. There is a real worry about complacency setting in — unless the government can push through the reforms, banking and corporate."

"We may be able to get growth, but is not sustainable," she says pointing to similar earlier patterns of recovery in South Korea and Thailand which were led by a return of consumer spending.

"But in their cases, she said, there is "a lot of foreign investment, new investment, including domestic capital, either joint venture partners putting more in shares, and in the case of South Korea mergers and acquisitions."

"That's obviously driving their growth into a more sustainable path ... they have made more progress ... they have more room" than Indonesia, where, she said confidence is still very low.

Garuda Indonesia's vice president for corporate communications, Pudjoroto, said it was admitting past mistakes that convinced customers that it was making a concerted effort to improve service.

the Ramayana supermarket

chain plans six new outlets,

and electronics sales have jumped.

But Pangestu says not to be

fooled, and that she is worried.

"Companies are using excess

capacity, they do need working

capital but they are using re-

tained earnings and suppliers'

credits," Pangestu said.

In addition small and

medium sized businesses

which had very little debt

with the banks are managing.

"Growth based on those

variables (is good for) only

one or two years. Eventually

you will get to where the

investment restrictions will be

felt," she said.

JAKARTA: For years air

travellers have complained

about lousy service offered by

Garuda Indonesia airlines.

"Now, the state-owned carrier

is thanking disgruntled custom-

ers for telling them so.

"We may be able to get

growth, but is not sustainable,"

she says pointing to similar

earlier patterns of recovery in

South Korea and Thailand

which were led by a return of

consumer spending.

"But in their cases, she said,

there is "a lot of foreign

investment, new investment,

including domestic capital,

either joint venture partners

putting more in shares, and in

the case of South Korea mergers

and acquisitions," Pangestu said.

"But in their cases, she said,

there is "a lot of foreign

investment, new investment,

including domestic capital,

either joint venture partners

putting more in shares, and in

the case of South Korea mergers

and acquisitions," Pangestu said.

"But in their cases, she said,

there is "a lot of foreign

investment, new investment,

including domestic capital,

either joint venture partners

putting more in shares, and in

the case of South Korea mergers

and acquisitions," Pangestu said.

"But in their cases, she said,

there is "a lot of foreign

investment,