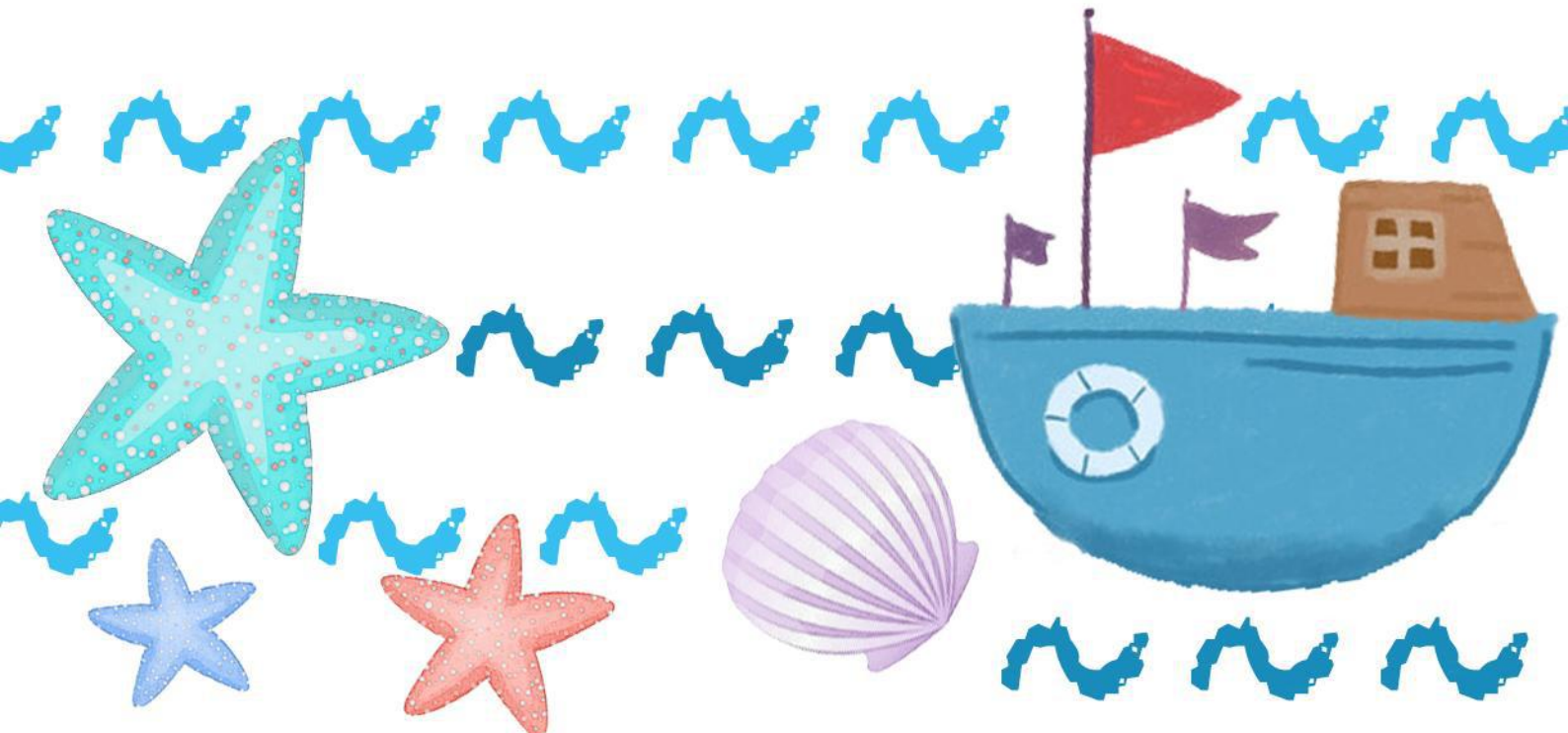
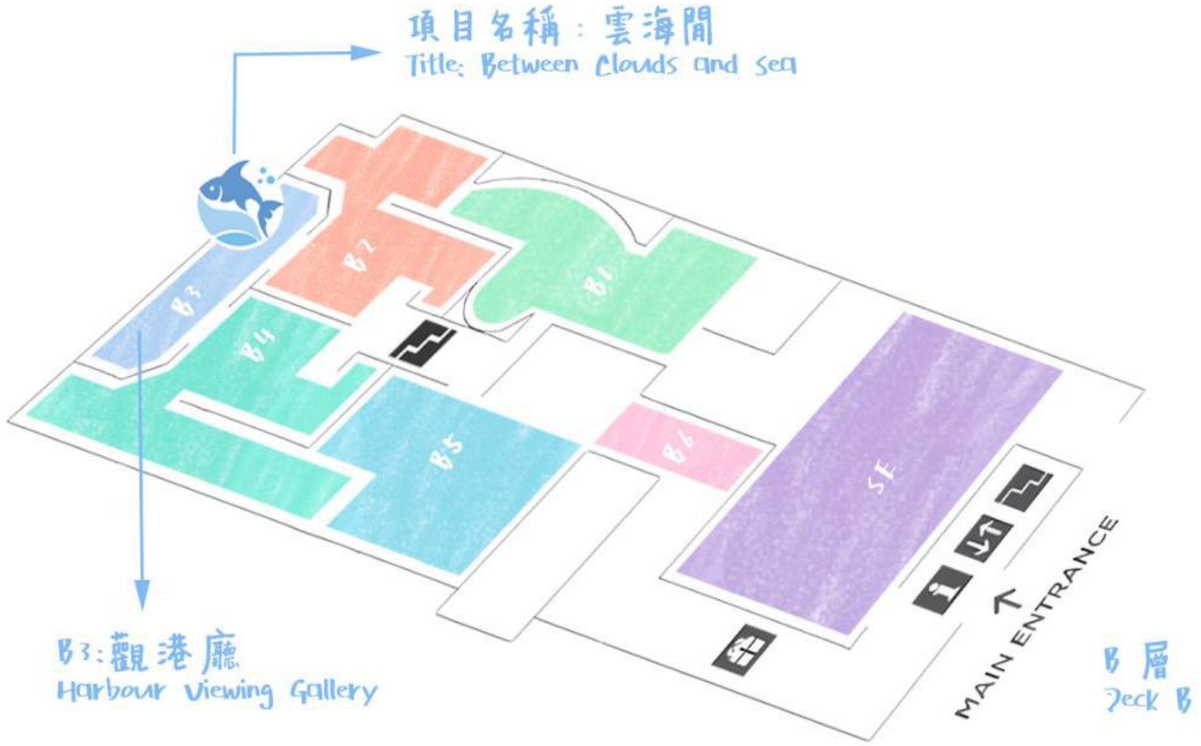
GUIDEBOOK
活動手冊

雲海間

Between Clouds and Sea



活動地圖
Floor Plan



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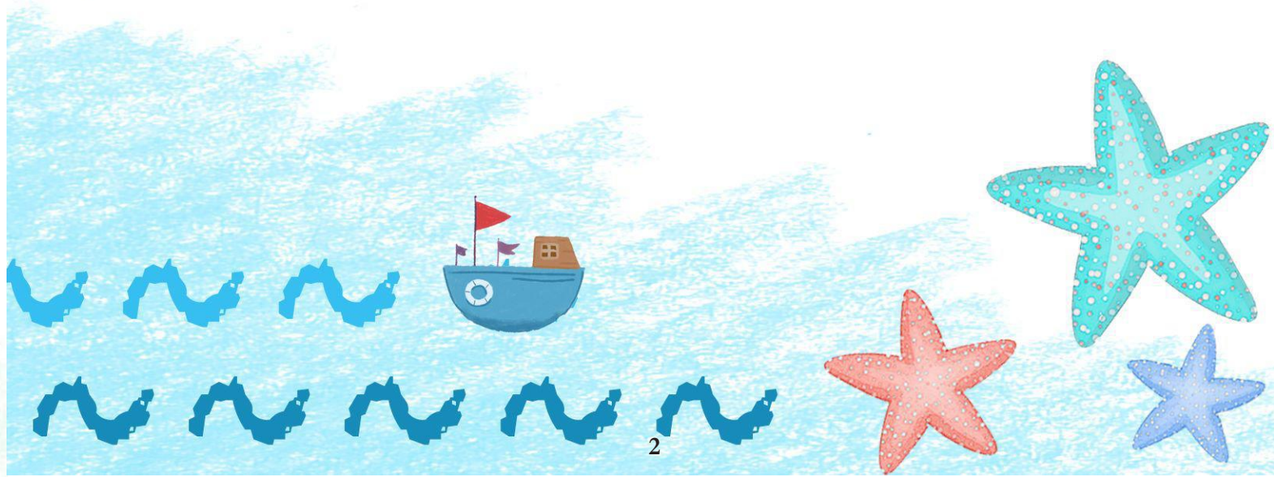


前言

「雲海間」是一個來自香港城市大學創意媒體學院策展實踐課程的學生項目。我們期待，孩子們可以因此加深對香港作為海港城市的印象。同時亦都可以思考，在象徵經濟繁榮的數據背後，如何保持城市的可持續發展。

「雲海間」是一個親子活動，歡迎家長帶同8-10歲孩童參與。我們希望能夠通過此次活動為家庭提供一段共處的快樂時光：家長陪同孩童閱讀學習航運知識，並一起完成手工。

FOREWORD

"Between Clouds and Sea" is a curatorial project presented by Art Muses group in Curatorial Project class from School of Creative Media, City University of Hong Kong. Through this programme, we hope that children can deepen their impression on the uniqueness of Hong Kong as a seaport city. At the same time, regardless of the inspiring data that reveals the economic status of Hong Kong, this programme also aims to trigger reflection on sustainable urban development.

The target audiences are families with children, especially the children between the ages of 8 and 10. "Between Clouds and Sea" has been especially designed into an interactive activity between families.We expect that this programme can create an opportunity that families can read and do some hands-on activities together.

我們首先一起探索航運的基本知識吧，香港是一個依靠航運的國際化海港城市。自 90 年代初以來，香港貨運的平均年增長率為 7%。2005 年，進出口貨物總量達到 2.7 億噸，**其中 95% 需要依靠海運**。在這個過程中，貨櫃碼頭起著至關重要的作用。

香港貨櫃碼頭的發展也分為多個階段。香港的前三個貨櫃碼頭興建於 1970 年的葵涌區西南海岸，它們於 1972 年投入使用。隨著需求的迅速增長，在接下來的 1975 至 2005 年的三十年間，4 號至 9 號碼頭也開始投入建設。目前，位於葵涌及青衣島的葵青貨櫃碼頭共設有 24 個大型貨櫃船泊位，每個泊位水深 16.5 米，平均長度 350 米。**葵青貨櫃碼頭每年可處理近 1400 萬個標準貨櫃，加上本地區其他陸上支援及運輸設施，為世界第一**。

儘管相關數據表明了航運業的繁榮，但貨櫃碼頭存在的問題不可忽視，因為它為環境帶來的問題往往與人們的日常生活息息相關。究其根本，主要有以下兩個方面：**海岸線的變遷和自身污染。**

一．海岸線的變遷——破壞原有生態環境

香港海岸線綿長，海港區段各具特色。如維多利亞港南北兩岸人口密集，香港島南部天然風貌良好，而在維港西北部的葵青貨櫃碼頭則擔當著香港與國際航運聯繫的重要角色。長達 55 公里的維港兩岸海岸線，大部分被政府或其他提供公共設施的機構所佔用。

維港海域當中的**葵青貨櫃碼頭**，是香港最主要的貨櫃物流處理中心，並且是目前全球第八大貨櫃港。葵青貨櫃碼頭為香港帶來可觀的經濟收益，然而建設 9 號碼頭的填海工程以及貨櫃船來往帶來的污染備受爭議。香港海岸線範圍及維港水質等也因此改變。雖然飽受爭議，但是香港本地的填海行動從未停止。每當填海方案一出，也總會引起討論。

填海方案一出，也總會引起討論。

二．海洋污染——無法阻擋的航運產業

據統計，全球 90% 貨物都采用海運方式運送，由於海運效益高且成本低，因此成為主流。船舶每年耗用 3.2 億噸燃料，排放約 10 億噸二氧化碳，因此碳排放量也引起高度關注。同時，隨著航運發展的需要，全世界漏油事故頻發，重油泄漏不僅會導致海洋生態和沙灘的污染，還有可能引起大規模的有毒氣體擴散。2017 年 8 月 5 日，香港附近有船隻因碰撞和漏油，導致香港多個海域漂浮起大量凝固的白色油脂。根據報道，此次事故中沈沒的貨船上約有 9000 噸棕櫚油外泄，這些棕櫚油隨洋流飄入香港水域，影響海域的水廠養殖戶。

在 2017 年，**「綠色船舶」**建成，**該集裝箱成為世界上最大的集裝箱**。這艘船的設計用來減少環境造成的沖擊。相比較於 2004 年的設計，該船的排放量已經減少排放多於 45% 二氧化碳。2018 年 6 月，作為航運業法規監管機構之國際海事組織（IMO）采納了一項以政策來倡導「綠色航運」，務求在 2100 年前將溫室氣體排放量降為 0。

綜上，無論是填海造陸、工業建設導致的海岸線變遷，還是貨運發展帶來的污染危機，依然隨時可能會發生在我們身邊。雖然已有「綠色航運」之類的措施投入市場，**我們也不應該忽略工業化進程中產生的與我們切身相關的污染問題**，香港的孩子們更應該了解這一個嚴峻的現狀。

Let's first learn some knowledge together. Hong Kong is an international harbour city supported by the shipping industry. For Hong Kong, since early 1990s, the amount of cargo has increased with an average annual rate of 7%. In 2005, the aggregate in both imported and exported cargoes reached 0.27 billion tons and eventually 95% of them needed maritime transportation. In this process, container terminals play a vital role.

The development of container terminals in Hong Kong is also divided into multiple phases and stages. The first three container terminals were built by reclamation in 1970 on the southwest coast of Kwai Chung District. They were put into use in 1972. With the rapid increase in demand, the subsequent container terminals (Piers 4 to 9) have also been under construction from 1975 to 2005 for almost 30 years. At present, Kwai Tsing Container Terminal, which occupies Kwai Chung and Tsing Yi Island, provides a total of 24 large container ship berths, each with a water depth of 16.5 meters and an average length of 350 meters. Together with other onshore support and transportation facilities in this area, Kwai Tsing Container Terminal can handle nearly 14 million standard containers each year. It ranks the first worldwide.

Although the data indicates the prosperity of the shipping industry, the problems of container terminals shouldn't be ignored as it's closely connected with humans' daily life. The reflection origins from two aspects: the change of coastline and the pollution by itself.

A. The Change of Coastline: Breaking the Original Ecology

Hong Kong's coast line is long and its function of harbour is distinctive from one section to another. For example, Victoria Harbour is densely populated on the north and south sides, and the southern part of Hong Kong Island has a good natural appearance.

The Kwai Tsing Container Terminal in the northwest of Victoria Harbour plays an important role in linking Hong Kong with international shipping.The 55-kilometer coastline of Victoria Harbour is mostly occupied by the government or other public facilities. The Kwai Tsing Container Terminal is the main port facilities in Hong Kong and the eighth-busiest container port in the world. The Kwai Tsing container terminal has brought considerable economic benefits to Hong Kong. However, the pollution caused by the reclamation at Terminal 9 and containerships are controversial. As a result, the coastline of Hong Kong and the water quality of Victoria Harbour have changed.

Although controversial, Hong Kong's local reclamation has never stopped. Every time a reclamation plan comes out, it will always cause discussion.

B. Marine Pollution: The Unstoppable Shipping Industry

According to statistics, 90% of the world's goods are transported by sea due to its high efficiency and low cost. Shipping has become the mainstream of freight transport. Whereas ships consume 320 million tons of fuel each year and emit about 1 billion tons of carbon dioxide. Meanwhile, with the development of shipping, oil spills occur frequently all over the world. Heavy oil leaks will not only cause pollution of the shoreline ecology and beaches, but may also cause large-scale people to inhale toxic gases. On August 5, 2017, due to collisions and oil leaks from ships near Hong Kong, a large amount of solidified white oil floated in many sea areas in Hong Kong. It is reported that about 9,000 tons of palm oil was leaked from the sunken cargo ship during the accident. These palm oil drifted into the waters of Hong Kong with the ocean current, affecting farmers relying on aquatic economics.

In 2017, the "greenships" was completed, making the container the biggest one in the world. The ship is designed to reduce pollution in the environment. Compared with its design in 2004, the ship's emission has been reduced by more than 45%. In June 2018, the international maritime organization (IMO), which regulates the shipping industry, adopted a policy to promote "green ship". The policy aims to reduce greenhouse gas emission to zero by 2100.

To sum up, no matter the coastline changes caused by land reclamation and industrial construction, or the pollution crisis caused by the development of freight transport, it may still happen around us at any time. Although the "greenship" and other measures have been put into the market, we should not ignore the pollution problems related to us in the process of industrialization. Children in Hong Kong should understand this grim situation too.

約 1925 年從太平山俯瞰灣仔及銅鑼灣一帶
圖中可見灣仔正進行填海工程
Aerial view of Wanchai and Causeway Bay from the Peak in 1925.
It can be seen that Wanchai was carrying out reclamation works.

1980 年代初的葵涌貨櫃碼頭
香港海事博物館館藏
Kwai Chung container port in the early 1980s
HKMM Collection

2000 年後，大型填海工程於西九龍一帶進行
After 2000, large reclamation projects were carried out in West Kowloon

第2章

CHAPTER 2

EXHIBITS PROFILE

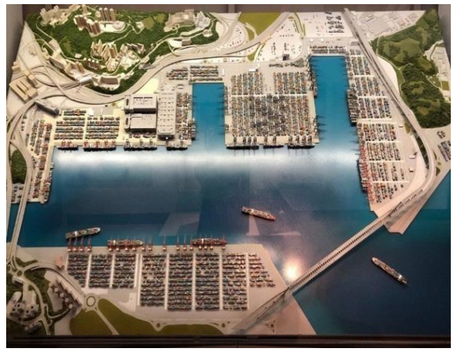
展品介紹

第一部分

關於海岸線的變遷

自一八四一年開埠以來，香港通過填海新造了大量的土地，香港海岸線也發生了巨大的變化。以灣仔為例，皇后大道東原屬於海邊，與原址相比，現海岸線縱向延伸超過一公里。香港填海工程對香港的城市規劃發展以至整個香港社會的發展都有著深遠的影響。與此同時，填海造地帶來的負面影響也不可忽略。如今的維多利亞港經過多次填海造地後，由港變河，面積大幅減少。海岸線拉直，海水流動速度變急，加上海上交通日益頻繁，海浪因而比往日大，體積較小的船隻在海上航行會搖曳不定。此外，大興土木、填海和運輸建築材料時，亦對水質造成影響。海水中的大腸桿菌含菌量偏高，氧含量偏低，也容易令魚類及其他海洋生物窒息。

此外，**貨運碼頭的發展還帶來了土地被工業化生產侵佔問題**。維多利亞港的海岸線長 55 公里，但大部分海岸線被政府或其他公共設施合法佔用，例如各個政府部門的工作場所，公共或渡輪碼頭私人住宅，不同類型的私人碼頭泊位或倉庫，各種類型的物料處理場，碼頭或船舶維護、掩蔽的泊位以及支持航空和貨運運營的各種設施。這些設施令到沿岸的珍貴土地無法得到充分利用，大大降低了土地的整體利用效率，並令大多數市民遠離海岸，無法享受香港獨特的優質城市海岸環境。值得一提的是，這些污染設施將長期破壞港口的自然環境，並違反可持續發展原則。香港空氣污染物的一個主要來源是船舶的排放。曾有報道指出，葵青區一帶空氣污染問題嚴重（例如空氣中的二氧化硫濃度超出香港空氣質素指標所訂標準），而空氣污染物主要來自停泊在葵涌貨櫃碼頭的貨櫃船。



Model of Kwai Chung Container Terminal

Fortescue International Co., Ltd. Reinforced fiberglass and other materials in 2005.

This is the model of terminal 9, which is an extension of the Kwai Chung Container Terminal.

葵涌貨櫃碼頭模型

富創國際有限公司，2005 年強化玻璃纖維及其他物料

此為葵涌貨櫃碼頭擴充的九號碼頭。

River Boat

Fortescue International Co., Ltd.Reinforced fiberglass and o ther materials.

River vessels are the main means of transport for port activities in Hong Kong,2- 3 times more than ocean-going cargo ships.

內河船

富創國際有限公司，2007 年強化玻璃纖維及其他物料製。

內河船是香港港口活動的主要運輸工具，數量比遠洋貨船多 2-3 倍。

Midstream Job Model

Fortescue International Co., Ltd. Reinforced fiberglass and other materials

Before the container revolution in 1970, most of Hong Kong's container delivery operated in a medium-stream operating system. Mid-stream operations may be cheaper and faster than using the berthing position of the container terminal.

中流作業模型

富創國際有限公司，2007 年強化玻璃纖維及其他物料製

在 1970 年貨櫃革命前，香港的貨櫃交收大部分都以中流作業系統運作。相比使用貨櫃碼頭的停泊位，中流作業可能更為便宜和快捷。

Part 1

About the Change of Coastline

Since 1841, the coastline of Hong Kong has changed dramatically through the reclamation, which brought with it a large amount of new land. In Wan Chai, for example, Queen's Road East originally located by the sea, but nowadays coastline has extended more than one kilometer vertically compared with the past. Hong Kong's reclamation project has had a profound impact on both urban planning and the development of society in Hong Kong. Besides, the negative effects brought by reclamation cannot be ignored. Nowadays Victoria Harbour has been narrowed down into rivers after several times of land reclamations. The coastline has been straightened. The speed of the seawater is increasing, and maritime traffic is becoming more frequent. As a result, the waves are larger than in the past, and smaller ships will sway at sea. Furthermore, the construction of civil engineering, reclamation and the transport of construction materials also affect water quality. High-level of E. coli in seawater will lower oxygen content, which can easily suffocate fish and other marine life.

Moreover, **the development of cargo terminals also brings a lot of problems such as the land occupation by industrial productions**. The coastline of Victoria Harbour is 55 km long, but most of the coastline is legally occupied by government or other public facilities, such as workplaces of government departments, public or ferry terminals, private residences, private dock or warehouses, waste yards, maintenance depot, sheltered berths and facilities supporting air and cargo operations. These facilities make it impossible to make full use of the precious land along the coast, which greatly reduces the overall efficiency of the land and keeps the majority of the public away from the port and the unique harbour environment of Hong Kong. It is worth mentioning that these polluting facilities will destroy the port's natural environment and violate the principle of sustainable development. One of the main sources of air pollutants in Hong Kong is emission from ships. It has been reported that air pollution in the Kwai Tsing District is a serious problem (e.g. the concentration of sulfur dioxide in the air exceeds the standard set by the Hong Kong Air Quality Objectives), and the air pollutants mainly come from container ships moored at Kwai Chung Container Terminals.

第二部分

關於貿易與海洋環境污染

航運是海洋的主要活動，**貨輪輸送超過 80% 的世界貿易貨物**。每年有超過五萬艘海運船舶穿梭于各大海洋之間，運載著人們所需的貨物，包括商品、燃料、原材料和消費品。海運業依照貨載項目，主要可分為「**乾貨」貿易和「濕貨」貿易**。「乾貨」主要包括水泥、鐵礦砂、焦煤、肥料及穀物等：而「濕貨」則是指以桶或罐承載的原油、石油產品和液化氮。承載貨物的船舶由於事故或不良作業會導致海洋污染，如海上石油洩漏，造成不可挽回的影響。

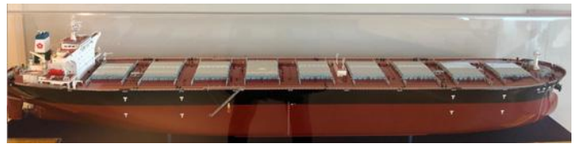
過去 50 年，船舶數量不斷增加、船隻尺寸不斷擴大，貨運量不斷增加。除了傳統運輸的貨物外，通過海洋運輸的化學品數量逐年增加，這也增加了海洋污染的潛在風險。為了減少船舶造成的石油污染、有毒有害物品的洩露以及船舶產生的垃圾，香港始終遵守由國際海事組織海上安全委員會組織制定的**《國際防止船舶造成污染公約》、《國際海運危險品準則》**等協議來應對由船舶造成的水質污染和大氣污染。此外，香港政府还成立污染控制小組為防止及清理海上溢油及海港清潔服務。他們在香港水域巡查船隻輸油運作，**並**定期到油碼頭檢查以確保其防油污設備狀況良好。

Part 2

About the Bulk trade and Marine environmental pollution

Shipping is the main activity of the ocean, **with freighters carrying more than 80 percent of the world traded goods.** Every year, more than 50,000 sea-going ships shuttle between the major oceans, carrying goods that people need, including commodities, fuel, raw materials, and consumer goods. The shipping industry can be mainly divided into **"dry bulk cargo" and "liquid bulk cargo".** Dry bulk goods mainly include cement, iron ore, coke coal, fertilizers, nd cereals, etc., while liquid bulk goods refer to crude oil, petroleum products and liquefied nitrogen carried in barrels or tanks. Ships carrying cargo can cause marine pollution, such as offshore oil spills, due to accidents or poor operations, causing irreversible effects.

Over the past 50 years, the number of ships has been increasing, the size of ships has been expanding, and the volume of freight has been increasing. In addition to traditionally transported goods, the amount of chemical transported by sea is increasing year by year, which also increases the potential risk of marine pollution. In order to reduce oil pollution, leakage of toxic and hazardous materials, and garbage generated by ships, Hong Kong has always complied with the International Convention for the Prevention of Pollution from Ships, ***the International Maritime Dangerous Goods Code*** **and other agreements formulated by the** ***International Maritime Organization.*** Besides, the Hong Kong government has set up a pollution control team to prevent and clean up oil spills and to provide a harbor cleansing service. They inspect the oil transport operations of ships in Hong Kong waters and regularly visit oil terminals to ensure that their anti-oil installations are in good condition.



China Peace Wheel' Model

Unknown Model Craftsman, 2012 Glass Fiber

The 289-meter-long, 174,413-ton vessel is a large bulk carrier built in 2005 by Shanghai Takahashi Ship-building Company. The vessel 's main feature is to place the fuel tank in the side compartment of the cargo hold area and it also has double-deck compartments, which can avoid environmental pollution caused by oil leakage in Marine accidents.

「中華和平輪」模型

佚名模型工匠，2012 年玻璃纖維

此船長 289 米，載重量 174，413 噸，是上海外高橋造船於 2005 年建造的大型散裝船。此船的最大特點是將燃油艙安置在貨艙區邊艙內，並且帶有雙層隔離空艙，可避免在海損事故中因燃油洩漏而污染環境。

Panama Extreme Bulk Carriers

Built in 2000, the vessel was a bulk carrier with no handling equipment.

This vessel is a Capesize ship, which is a kind of merchant ship specialized in transporting grain, coal, ore, cement and other bulk goods. And its carrying capacity was 74,837 tons.

巴拿馬極限型散裝貨船

此船為 2000 年建造的無裝卸設備散裝貨船

此船屬於海岬型船，是一種專門運輸穀物、煤、礦砂、水泥等大宗貨物的商船。載重 74， 837 噸。

Creed Falls

Unknown Painter, circa 1900. Photo Reproduction of the original painting.

Built in 1878, this was one of the earliest sailboats to carry trade and the sail boat mainly travelled between Galkata, China and Australia. It also regularly commuted to and from Hawaii. It was converted into oil tankers carrying fuel for machines in manors.

克來德瀑布號

佚名畫家，約 1900 年，原畫作之照片復製。

此帆船於 1878 年建成，此船是最早期的運輸貿易的船，主要來往加爾各塔，中國及澳洲，定期往返夏威夷。之後被改裝成運油帆船運載莊園機器用的燃油。

第三部分

關於綠色船舶

香港是世界第三大貨櫃港。在區內水域行駛的船舶，有統稱遠洋輪船的貨櫃船、郵輪、運油船、散裝貨輪等大型船隻；也包括各類往來鄰近區域、統稱內河船隻的船舶和僅在本港水域行駛的本地船隻。這些船舶使用重油燃料，排放大量二氧化硫、粒子及氮氧化物。**由於污染物接近海面排放，很容易被吹到本港人口稠密的地區，對香港的空氣造成污染**。此外船舶載運的貨油、船舶燃油、有毒及含腐蝕性物質洩漏也會對**海洋造成污染**。

近年來，船舶所帶來的能耗問題和環境污染問題日建成為人們關注的焦點。同時，國際海事組織針對船舶節能減排的新公約、新規範也不斷出臺，促使船舶工業界及其上下游產業不得不考慮如何更好地實現**船舶的綠色化發展**。自 2011 年 1 月 1 日起，多間航運公司簽訂了為期兩年的《乘風約章》，自願為停泊在香港的遠洋輪船轉用含硫量 0.5% 的較清潔燃料。回應業界的訴求，政府在 2012 年 9 月推出一項寬減計劃，在香港水域泊岸時轉用較清潔燃料的遠洋輪船，可獲寬免一半的港口設施及燈標費。

High-speed wave-wearing double-view boat

Unknown model artisan, 2000s reinforced fiberglass and other materials.

The ship has a load of 1000 tons and can carry 150 standard containers. It is 110 meters inlength and has a speed of 45 nautical miles per hour.

高速穿浪式雙體船

佚名模型工匠，2000 年代強化玻璃纖維及其他物料製

此船載重 1000 噸，可載 150 個標準貨箱，長 110 米，航速達每小時 45 海裏。

Part 3

About the Green Ship

Hong Kong is the third-largest container port in the world. Vessels sailing in the waters of Hong Kong include container ships, cruise ships, oil carriers, bulk carriers, and other large vessels. It also includes various types of vessels that travel to and from adjacent areas, collectively referred to as inland river vessels and local vessels that operate only in the waters of Hong Kong. These ships use heavy oil fuel and emit large amounts of sulfur dioxide, particles, and nitrogen oxides. **As pollutants are emitted close to the sea, they can easily be blown into the densely populated areas of Hong Kong, causing pollution to the air as well.** Besides, the leakage of cargo oil, fuel oil, toxic and corrosive substances carried by ships will also **cause pollution to the ocean.**

In recent years, the problem of energy consumption and environmental pollution caused by ships has become the focus of people's attention. At the same time, the International Maritime Organization (IMO) has issued new conventions and new norms on ship energy conservation and emission reduction, which makes the shipping industry and its upstream and downstream industries have to consider how to **promoting "green" upgrades for industry**. Since January 2011, shipping companies have signed a two-year Fair Winds Charter to voluntarily switch to cleaner fuels with 0.5% sulfur content for ocean-going vessels anchored in Hong Kong. In response to the industry's demands, the government launched a concession scheme in September 2012 to waive half of the port facilities and light dues for ocean-going vessels that switch to cleaner fuels when berthing in Hong Kong waters.

This chapter is for children. Parents might also accompany with their children and have fun together. The development of the shipping industry inevitably brings marine pollution. Issues such as oil spills and hazardous substance emissions caused by freighter operations have harmed Hong Kong's marine ecosystem and brought air pollution. The environmental issues related to the development of the shipping industry is endless. However, as ordinary citizens, it is difficult for individuals to change the problem of marine pollution. **However, have you ever thought that the collective strength of everyone can make a huge difference?**

Dear children, even though it is difficult for us to change the problem of marine pollution, why not start to cultivate environmental awareness, learn to protect the environment, and take care of where we live in our daily life? **Let's start by making use of the living wastes around us to complete the production of the "environment-friendly freighter".**

Many of the goods carried on the cargo ship are supplies and food, and these become obsolete after everyone uses them. How to reuse is the thinking of modern society. We hope that through the activities of making use of wastes, children will realize the importance of caring for the environment, have some understanding of the structure of cargo ships, and realize the concept of turning waste into "treasure". Waste can also be turned into "art work" so that children can create their own art work. Furthermore, we hope to enhance parent-child interaction and family relationships through activities.

這一章是孩子的主場。家長也可以陪伴孩子，一起放鬆享受。航運業的發展不可避免地帶來海上污染。貨輪作業中帶來的石油洩露，有害物質排放等等的问题，損害了香港海洋生態，同時亦都帶来空氣污染。航運業發展引發的環保相關議題層出不窮。然而作為普通市民，個人的微小力量難以改變海運污染的問題。**不過，你曾否想過每一個人的力量集結在一起，也可以造就巨大的改變?**

小朋友們，即使現在我們難以改變海運污染的問題，為何不從我們的生活開始，培養環保意識，學會保護環境，愛惜自己生活的地方？**讓我們一起動手，利用身邊的生活廢品，一起完成「環保貨輪」的製作。**

貨船中很多運輸的貨品都是生活用品和食品，而這些在大家用完之後就變成了廢棄品。 如何再利用是現在社會所思考的。我們希望通過廢品造船的活動，讓孩子意識到愛護環境的重要性，對貨船的結構有一些了解，以及意識到變廢為寶這個概念，廢品也可以變成藝術品，讓孩子創造屬於自己的藝術品。再者，希望通過活動增進親子互動和家庭關係。

- 材料全部選自生活廢品，手工時間靈活。
- 以下提供了兩種不同難度的手工貨船。（孩子在制作過程中需要父母的幫助。）

·The materials are all household waste and the production time is unlimited.

·There are two different levels of cargo ship making that the audience can free to choose.

(The following steps may require parental help.)

一、牛奶盒貨船制作步驟 Milk cargoship

1. 難度指數：★（大約需要 30 分鐘）
2. 材料：空牛奶盒或果汁盒，廁紙桶，畫筆 / 顏料，膠紙，棉花
3. 步驟：
   - 3.1 取出一個空的牛奶盒或果汁盒
   - 3.2 黏上衛生紙筒作為煙囪
   - 3.3 繪製貨船
   - 3.4 將一團棉花放在紙筒上方作為煙霧

a) Difficulty index: ★ (estimated time: 30 mins)

b) Materials: empty milk or juice box, toilet paper tubes, brushes/paints, tape, cotton.

c) Steps:

I) Take out an empty milk or juice box

II) Glue the toilet paper tube to make the funnel

III) Paint the cargo

IV) Put a piece of cotton on top of the paper tube as chimneys

二、雞蛋盒貨輪

Egg-box cargoship

1. 難度指數：★★（大約需要 40 分鐘）
2. 材料：廢棄雞蛋盒，廢紙，畫筆 / 顏料，膠帶
3. 步驟：

4.1 剪去雞蛋盒的一段半蓋子

4.2 在剩下一半的雞蛋盒蓋子上黏上紙條做的煙囪

4.3 為貨輪上色

a)Difficulty index: ★★（estimated time：40 mins）

b)Materials: empty milk or juice cartons, toilet paper tubes, brushes/paints, tape, cotton(optional)

c)Steps:

I) Take out an empty milk or juice box

II) Put a slip of paper on top of the paper tube as chimneys

III) Paint the cargo

建議 Suggestions

- 建議父母幫助孩子完成剪切工作，以免造成危險。
- 建議父母留意顏料風乾時間。大約十分鐘的顏料風乾時間需加到上述的參考時間當中。

· Parents are advised to help their children with the cutting to avoid danger.

· Parents are advised to pay attention to the time of drying of pigments. Approximately, a 10-minute break should be added into the above reference time.

結語

香港海岸線變化見證了香港的發展。填海造陸為航運業的繁榮提供了條件,但在繁華背後依舊隱藏著危機。無論是填海造陸帶來的生態危機還是海運行業帶來的海洋污染都對香港海岸線週邊生態帶來了不可逆轉的影響。九十年代開始,大規模的填海造陸令到民眾開始意識到填海對生態環境的危害。自《保護海港條例》通過以來,香港填海所得的土地供應明顯減少。香港各地湧現的民間填海關注組織及群眾日益增長的環保意識也在影響著香港海岸線的變化。針對繁忙的海上交通給維港帶來了巨大的生態環境壓力，政府通過一系列管理條例進行管控。同時,海事行業內的相關各方也積極發展「綠色航運」。在未來,為了維持經濟發展,同時也做到保障港口的生態環境,除了政府和業界的努力，市民的共同參與和支持也必不可少。

CONCLUSION

The change of Hong Kong's coastline has witnessed the development of Hong Kong. Reclamation provided the conditions for the prosperity of the shipping industry, but the crisis was still hidden behind it. Whether the ecological crisis brought about by land reclamation or marine pollution caused by the shipping industry have irreversibly affected the ecology of Hong Kong's sea area. Since the 1990s, large-scale reclamation has made people aware of the harmful effects of reclamation on the ecological environment. Since the adoption of the Protection of the Harbour Ordinance, the land supply from reclamation in Hong Kong has decreased significantly. Over the past decade, non-governmental harbour protection organizations and the growing environmental awareness of the masses in Hong Kong have affected the changes in Hong Kong's coastline. As the busy sea traffic still brings tremendous ecological and environmental pressure to Victoria Harbour, the government has adopted a series of management regulations to control the ongoing pollution problems caused by port operations. At the same time, relevant parties in the maritime industry are also actively taking measures to develop "green shipping". In the future, in order to maintain economic development and also ensure the ecological environment of the port, in addition to the efforts of the government and the maritime industry, the common participation and support of citizens is also essential.

意見表

Feedback Form

感謝你今天參與我們的活動。我們非常重視你對本項目「雲海間」的意見和建議。所有收集到的信息將被用作改善本次項目之數據分析。請掃描下列QR碼分享你的意見。我們十分感謝你的意見！

Thanks for attending our event today. We value your comments and suggestions on our programme "Between Clouds and Sea". All the information we collect will only be used for data analysis for improving this programme. Please scan the QR code below to share your opinions with us. We appreciate your feedback!

網址/Website link: https://forms.gle/V7sE3stWqfhFhFxZ6

Feedback Form for Participants
活動參與者意見表

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