Our Fading Daily Life and It's History: The Demolition of The Origin of Public Transport in Hong Kong - Tsim Sha Tsui Transport Interchange


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I. Introduction

For over 30 years, historic and architectural area have been evaluated and categorized as separate entities or “groups of buildings” under the 1976 “UNESCO Recommendation concerning the Safeguarding and Contemporary Role of Historic Area”. It has been argued that the notion is no longer useful to protect the characteristics and qualities of historic towns\(^1\). In response to tourism interest, town areas adjacent to the listed monuments are facing an ever-increasing pressure of re-development.\(^2\) This is the reason of turning to the “Historical Urban Landscape” (HUL) concept with regard of how to properly monitor the needs for modernization in more comprehensive manner.

As a trial process, this paper aimed at providing a case study of identifying the value of a site in Hong Kong, surrounded by several listed monuments and landmarks, which is now under threat of removal - the “Tsim Sha Tsui Star Ferry Pier Public Transport Interchange” (hereafter refer to as “the PTI”).

Under the framework of HUL, this paper demonstrated an examination process of identifying the value of such an historical site adjacent area. By reporting the research data and “Statements of Cultural Significance”, we listed key themes that need to be retained for this site.

The paper ended with recommendations in response to these themes, of which we anticipate to act as a reference to the monument and development authorities, what other cultural aspects should be noticed and studied before planning the regeneration process.

II. Background

The PTI locates at the southernmost part of Kowloon peninsular. Within this small cape point, several historic architectural heritage aggregated around, the Peninsula Hotel, the former Marine Police Headquarter, The Clock Tower (of the former Canton-Kowloon Railway Terminal), Star Ferry and Ocean Terminal. They formed a series of evidence reflecting the colonial past and the urbanization history of Hong Kong.

In 2003, the Tourism Commission of Hong Kong Government proposed to replace the bus terminal of the PTI with a piazza, and possibly with a shopping mall that would allow

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1 Ron Van Oers, 2007  
2 World Heritage Centre, Orlinda, 2007
maximum height up to 5 storeys, in an attempt to provide a new “tourist attraction”.

The current PTI consist of a bus terminal, a taxi station and a private vehicle lay-by. They are all within a short distance of 20 – 30m (30sec walking) from the Star Ferry Pier, 40m from Ocean Terminal, which is very convenient for land-sea transport exchange.

We have analyzed the possible changes that the PTI will face soon, the detailed comparison of existing and the future layout is listed in Appendix I. Base on the analysis, the potential negative impacts on the traffic are summarized on below:

1. The current facilities of PTI are will be split into several places. Some are even 700m away from the original place. This will definitely eliminate the advantage of concentration provided by the original PTI.

2. Additional transfers with extra time and money will be cost to passengers, all this bring a less convenience access to sea transport.

3. Currently over 45,000 people travel across the sea through this PTI daily. A less convenience access to sea transport might drive passengers to other cross-harbour transports, and made their already congested peak hours even worst.

Despite the above traffic issues, would the removal cause any other negative social effect that the government may not notice? Would it break the integrity and continuity of a living heritage area which may have great cultural meaning to our society?

In fact we found the regeneration plan has not been consulted thoroughly by informing citizens that the site is involved in a historic area. We would believe they just missed out probably due to the current conservation policy is still under-developed. The authority might be in lack of execution guideline to examine the historical site re-planning process. With the help of introducing the framework of HUL, we believe it could help analysis the site’s cultural value properly.
III. A Cultural Significance Identifying Approach under HUL

According to Vienna Memorandum 2005, a HUL contains the following features:

1. embedded with current and past social expressions and developments
2. place-based (instead of separate building oriented)
3. composed of character-defining elements - include land uses and patterns, spatial organization, visual relationships, topography, etc.

We applied the methodology suggested by Burra Charter of Australia ICOMOS, the charter shown a logic that is highly coherent with the natures of HUL. Burra Charter’s tool, “Statements of Cultural Significance” (SCS) which also evaluate heritage in place-based, value both the current and the past.

In order to concentrate our effort, we use this tool to analysis on 3 aspects: historic, social and aesthetic value.

1. Historic Significance of the Transport Interchange

If we review the architectures of the existing bus terminal separately, it’s 50-60 years history would be regarded as “too young” in current HK heritage policy. But if we extend the boundary into its nature of service and in relation to its associations with the Ferry, Bus, Railway and International Cruise facilities, the image of the place as a “Transport Interchange System” immediately pop up.

Historic materials shown the place has already been working as Transport Interchange continuously for over 120 years. When analyze the list of related historic events taken place on the site, we found 2 common features:

1.1 Most of the historic events are related to transportation issue:

a. First regular cross-harbour ferry launched in 1888
b. Clock Tower, the listed monument, originally a part of the Kowloon-Canton Railway Station, was opened in 1910, connected Kowloon and Guangzhou in mainland China, and all the way to Russia and then Europe.
c. First public bus route of Hong Kong launched here in 1921

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3 Please Refer to Appendix II for a brief history of Tsim Sha Tsui
d. First double-decker bus commenced service here in 1949, and the First service days of many new bus types.

e. First cruise terminal of Hong Kong lunched in 1960s

Nowadays, Star Ferry, double-decker bus and the Clock Tower has become the icons of Hong Kong. From the historic data we can see they were all born surrounding or due to existence of this PIT. It has played its roles for over one hundred year and is still energetic. From this view point, we can establish the first and second SCS of this place:

S1 : “An origin of public transport development specialized on land-sea interchange, connecting Hong Kong with mainland China and the world.”

S2 : “Birth place of 3 Hong Kong Icons – Double-Decker Bus, Clock Tower and Star Ferry”

1.2 This Transport Interchange was the origin of several important historical events:

a. the starting point of the Tsim Sha Tsui and Kowloon development in 1860;

b. Bringing Peninsula Hotel, another monument to launch in 1912. Due to the success of the PTI, vigorous business attraction raised. The building was even used as temporary command unit of the Japanese Troops in WWII.

c. the raise of fare of the Star Ferry invoked the 1966 Kowloon riot and the following large scale anti-colony campaigns like the 1967 riots.

Those were the important events that made Hong Kong change, especially the 1966,67 riots has forced the colonial government to amend it’s social policy, for example, enlarging public housing scheme, enhancing infrastructures and educations, which later bring the economic bloom in 70s and 80s. From the above, we can now add another Statement:

S3 : “Starting point of Kowloon’s Development, containing the WWII and colonial past, also recorded an important social movement.”
2. Social Significance of the PTI

Hong Kong, as a harbourfront city in the Southern China and Asia, can be divided into 4 different zones, they included: 1. Hong Kong Island, 2. Kowloon Peninsular, 3. New Territories and 4. Outlying Island (Including Lantau Island, Cheung Chau etc).

The center urban areas 1 and 2 are separated by the Victoria Harbour between the opposite coasts on the Island and Kowloon. With this special geographic characteristic, cross-harbour transport is important to the daily life of the citizens. Ferry had been the major mode of harbour-crossing for over a hundred years, before the opening of the cross harbour tunnels and mass transit railway (“MTR”) in 1972 and 1979 respectively.

2.1 An Everyday life transport

Facing challenges and changes brought by development process, the Interchange still function properly as an integrated transportation center today. In Appendix IV, the historical overall statistic shown the numbers of patronages of Star Ferry has remained surprising steady from the last 5 decades. Most HK citizens regard Star Ferry as a daily transport rather than merely a tourist attraction. Base on our analysis, there are 3 factors that secured this image:

1. **Convenience** – bus-ferry transition can be achieved within 30 seconds, without long walk of go up and down any foot bridge, the schedule is in high frequent of around 5mins each in peak time, these all contributed a convenient image to the Interchange.

2. **Competitive fee** (US$0.25 vs US$1 for MTR or tunnel bus) - a key factor beloved by different classes, especially low-income group, elderly and even white-collar.

3. **Sailing pleasure** - the greater passenger numbers in the evening peak hours hints that Hong Kong people not only cherish efficiency, they also enjoy the skyline, to have a sail on the sea, and to slow down their pace when there’s no need to rush.

The number of Star Ferry passengers suffered a great drop of 12% in 2007, with the closure of old Central Star Ferry Pier at the end of 2006. The pier was moved 400m away from its original site and the city center.

To tackle the sudden drop of patronage, the Star Ferry already applied for a fare rise in 2008, further rise will definitely be anticipated if the patronages continue to drop. It will very
possibly push Star Ferry into niche market like Peak Tram and continue to drive local passengers away. This is a very bad example of conservation that fragmentize local daily life from the heritage.

The Diagram in Appendix V shows the routes that connect the cape of TST directly. The big network currently connecting places that many of them are yet to be reached by MTR. They are mainly the aging regions inhabiting mostly elderly and lower classes people. The removal of the terminal virtually disconnects them from the heart of the city.

The close relationship between bus terminal and Ferry Pier, have maintained a good connection to our daily life and thus sustained HK citizens’ beloved Star Ferry. Should the land-sea connection on the Kowloon side is weakened, the result is believed to be even more disastrous then the drop in 2007. This bring us another SCS here:

S4: “Convenience provided by Interchange sustains an everyday life transport and support the healthy conservation of Star Ferry”

2.2 The use beyond transport – Public Place of Interchange among Classes and Nationalities

The Interchange is located in the area where nearly no residential buildings are nearby. The surrounding buildings are all office towers, shopping mall, recreation centers and hotel. But we found not only tourists would come to this place. Besides land-sea travel, the locals and other kind of users arrive the place for other purposes, and they also help keeping the place vital. Here we sorted a list of them:

1. Working Class - work in the surrounding commercial areas.

2. Recreation consumers - User of Art Museum, Space Museum, Cultural Center - the regular recreation activities consumers who arrive and leave by bus.

3. Harbour-goers - come to enjoy the sea side, visit the heritages, or shopping in Ocean Terminal and Star House. The 5 Flag Poles is the most famous waiting point and a definite shared memory of us, it is easy to recognize and spot, citizens like to have their dates start here, thus making it the most hustle place in this area.

4. Domestic helpers from Southern-East Asia – they come to enjoy their Sunday in groups, singing, dancing, eating self-made food. Their salary is much less then typical locals, which has around US$400 a month while the medium income of HK people
5. Hawkers, Protestors and Fund Raisers – groups who have their speech to spread or product to sell, are seldom intervened surrounding the Interchange, because the place is ambiguously owned by different government departments, the Star Ferry company and the company owned Ocean Terminal

Besides tourists, people from all classes and nationalities are brought together by the PTI, providing a chance for them to interflow. The indistinct nature of ownership and management responsibilities keep this place more vivid and interesting then any other place in Hong Kong. That’s why it is also a hot spot for media and students to do survey and interview here to look for different kinds of people. Here’s another statement we can add:

S5 : “The place’s openness, ambiguously and intermingling nature has provided the chance for harmonic interflow between people from different business nature, cultural and classes”

3. Aesthetic Significance of the Transportation Hub

Our government seems trapped in the pit fall of “Facadism” in recent years – only sculptural looking architectures counts. That’s why our government preferred an “classical” looking new Star Ferry Pier in Central, instead of preserving the “From Follows Function” Ferry Piers which was originally in a pair.

Learning from the incident in the 2006 demolition of Central Star Ferry Pier, supporters of government plan judged the buildings of the existing facilities as “merely functional” or “no design”. While the protestor argued that the 1950-60’s straight forward outlook are actually one of the key features of modernism – “Form Follows Function”.

3.1 “Functionality” Counts

Pictures in Appendix III shown how the 1950s designed land-sea interchange work closely with the buses. This design was then duplicated in several late comers. There are totally 7 ferry piers on Kowloon which provide cross-harbour ferry service after WWII until early 1990’s, 4 of them are still in operation nowadays. Tsim Sha Tsui Star Ferry Pier is the first and remains the busiest ferry pier on Kowloon.
The PTI’s design allocate the facilities horizontally on the ground level, providing a great contrast in such a vertical city. This does not only give a breathing hole to inner city, but is also an interesting landscape that remain special memory to both locals and tourists.

The PTI may seems only “functional” to the authorities, but it instead really attractive to all others. Numerous postcards, guidebooks, photos and movie about Hong Kong has put their focuses on this PTI to tackle the pulse of this harbour city. We can make another CSC here:

S6 : “It is a functional facilities but has also embodied cultural meanings and aesthetic value to our city; the horizontally distributed facilities constructed an important landscape on the harbour front.”

3.2 The Buses and Station itself is Already an Tourist Attraction

Double-Decker Buses was initially imported from Britian, and Hong Kong is the city with the largest fleet of Double-Decker Buses outside UK. The bus operations in the PTI make the place itself an attraction. In fact, many bus lovers and tourists come all the way to capture images of this vibrant Interchange. The CSC from this factor is :

S7 : “The double decker buses and the terminal itself is attractive enough as a tourist selling point.”
4. One Step Further – Cross-Effects between Fundamental Values

To go a step further then what is required in Burra Charter, we noticed that the values will generate cross-effect to each other. If we put the above 3 values on the 1st level as the corner stones, we can see when 2 of the first level values combined, 3 more 2nd level values can be constructed:

4.1 Functional Continuity (Historic + Social) – A Monument or a historic area that still functioning and using by the society

4.2 Physical and Visual Integrity (Historic + Aesthetic)- A group of monuments can be surrounded by an area with harmony in terms of landscape, setting or nearby buildings.

4.3 Reflection of the Art of Living (Social + Aesthetic) – A place that used by the community everyday, and can reflect the uniqueness of the society through the ordinary way of life.

If all the 6 values are strong, it would be qualified as a Historic Urban Landscape.

To summarize, on the below is our logical framework in correlating the 6 values:

- **Continuity of Relationships**
  A monument district that still ‘Works’

- **Historic**
  Development History of the City

- **Physical and Visual Integrity**
  A Historic Area with Harmony

- **Social**
  Daily Needs / Public Space / Identity

- **Aesthetic**
  Scene / Spatial Allocation / Architectural Style

- **Reflection Of the Art of Living**
  A place that can reflect the uniqueness of the society through the daily life
IV. Comparison of Values

We applied this model to examine the existing PTI, and repeated the process against the proposed Tourist Piazza, here’s the result of the examination:

<table>
<thead>
<tr>
<th>1st Level Value</th>
<th>Transport Interchange</th>
<th>Tourist Piazza</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Historic</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HK Development Record</td>
<td>Strong</td>
<td>Weak</td>
</tr>
<tr>
<td>Transportation History</td>
<td>Strong</td>
<td>Weak</td>
</tr>
<tr>
<td>Historic Event Reference</td>
<td>Strong</td>
<td>Weak</td>
</tr>
<tr>
<td><strong>Social</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sustain Star Ferry</td>
<td>Strong</td>
<td>Weak</td>
</tr>
<tr>
<td>Provide Convenient Transition</td>
<td>Strong</td>
<td>Weak</td>
</tr>
<tr>
<td>Provide More Spear Space</td>
<td>Weak</td>
<td>Strong</td>
</tr>
<tr>
<td>Social Recognition</td>
<td>Strong</td>
<td>Not Sure</td>
</tr>
<tr>
<td><strong>Aesthetic</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Retain “Form Follow Functions” Design</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Retain Horizontal Landscape</td>
<td>Yes</td>
<td>Not Sure</td>
</tr>
<tr>
<td>Maintain an Icon of Hong Kong</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>2nd Level Value</td>
<td>Transport Interchange</td>
<td>Tourist Piazza</td>
</tr>
<tr>
<td>---------------------------------------------</td>
<td>-----------------------</td>
<td>----------------</td>
</tr>
<tr>
<td><strong>Continuity of Relationships</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Continuity of Current Function</td>
<td>Strong</td>
<td>Weak</td>
</tr>
<tr>
<td>Continuity of Social Recognition</td>
<td>Strong</td>
<td>Weak</td>
</tr>
<tr>
<td>Keep Original Landscape Flow</td>
<td>Yes</td>
<td>Not sure</td>
</tr>
<tr>
<td><strong>Physical and Visual Integrity</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Monuments Retain in a Harmonic Environment</td>
<td>Yes</td>
<td>Not Sure</td>
</tr>
<tr>
<td>Buildings nearby are functionally related</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td><strong>Reflection of the Art of Living</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Necessity to local’s Daily Life</td>
<td>Strong</td>
<td>Weak</td>
</tr>
<tr>
<td>Reflect the living style of locals</td>
<td>Strong</td>
<td>Weak</td>
</tr>
<tr>
<td>Free Use by Every Social Level</td>
<td>Strong</td>
<td>Weak</td>
</tr>
</tbody>
</table>

After we have compared the values reflected by the existing PTI versus the proposed Tourist Piazza, it is obvious that the direction of renovation project which suggested a total elimination of the PTI from the original location, will harm the society in many different ways.

Except providing more empty space, the renovation project is nothing more then destructing our city in the aspects of Historic, Social, Continuity of Relationship and Reflection of the Art of Living. Also it will bring uncertainty in Aesthetic, Physical and Visual Integrity of the PTI that has long been an iconic place to represent Hong Kong.
V. Recommendations

The value of the PTI now become clearer after the making of all the statement of cultural significance, and compared the values reflected by the existing PTI and the proposed Tourist Piazza. We have the following recommendations for renovation planning, sorted in response to the related cultural significance statements and the comparison results:

Recommendations to S1 & S3:

R1: The land-sea transport interchange features should be preserved, as it is an character-defining element both on the history meaning, daily life of community and spatial organization. Further reclamation in the area or large scale intervention of the Star Ferry Pier and Bus Terminal is not recommended. Regeneration should instead focus on reflecting PTI's importance to HK public transport development.

Recommendation to S2 & S7:

R3: Interrelation between the 3 icons and the PTI should be restated, their continuity on cultural value should be the center of idea if renovation are to be planned.

Recommendations to S4 & S6:

R4: To be treated as a HUL, the continuity of the function of the PTI should be respected. The rights of the local daily life should not be scarified for solely tourist propose. Fine-tuning of the terminal’s layout is acceptable. The baselines are:

1. convenient transit for the passengers is ensured, because the Star Ferry is greatly sustained by the transferred bus passengers;
2. Retain the existing landscape of the area. So a pedestrian-only piazza or multi-storeys shopping mall would not be recommended.

Recommendations to S5:

R5: Any new regeneration plan within and surrounding the PTI area should make sure the free use of the public. Loose management style should be retained to keeping the place vivid. To satisfy the request of more public space, the area nearly 5 Poles should be extended in size, the corridor in front of the Ferry Pier is recommended to widen a bit to remedy the congestion in peak hour.
Recommendations to the value comparison between existing site and future plan:

R6: In order to advocate a cautious approach to any renovation, a value based comparison in various elements like the process above is highly recommended. It is many steps ahead of the simple Historic Impact Assessment that Hong Kong Government currently using in the public work that would affect historic area. The comparison of the existing site versus proposed renovation arrangements, can allow easy identification of gain and lose involved in the planning process.

In the case of PTI removal and replacement by a Tourist piazza, it is proven that the negative effect it brings would be more then the benefit it can bring. The whole direction of renovation plan, with the PTI functionally and physically eliminated, should be disposed. A more comprehensive plan should be re-worked with the above all values be considered and preserved to the greatest extent.

VI. Conclusion

Our work is a demonstration of why and how an important and valuable historical site can be easily overlooked or under valued by existing government conservation policy. We can easily overlook or under-value elements that are still in ‘intangible living’ form, as we appreciate the creation process, things can be frustrating when it is too close to our life.

By applying the Historical Urban Landscape framework, either in identifying the important value of a potential heritage site and the area surrounding the listed monument, or in providing recommendation for the renovation of the place of cultural significance, those intangible living would easily be discovered again.

We wish to convince all governing authorities to reconsider with modern conservation vision and concept, that can help establishing an updated policy, whether in cultural conservation, public policy or city planning guide line.

Without respecting the current existence, there will be no more monument in the future. Only by careful understanding of life form and using sensible examination tool, could our historic civil asset be continued and enriched in the future.
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RTHK – Train in KCR Part 3 http://www.youtube.com/watch?v=ZCyPOnCnVbg
Drama:
1958 “No.7 Bus” http://www.youtube.com/watch?v=KGDT7hk5MT4
1960 “I wanna survive” http://www.youtube.com/watch?v=Q59Kc0-CJ48

Other Video:
From Kowloon wharf to Ocean Terminal 60’s http://www.youtube.com/watch?v=apMDFzFURVs
Public Bus in 70’s Kowloon http://www.youtube.com/watch?v=RCozOAzE4ng

Advertisement / Corporate video:
Kowloon Motor Bus 1994 (Shoot at Tsim Sha Tsui Star Ferry Bus Terminal)
KCRC Development http://www.youtube.com/watch?v=YAPO2ud5Dv0

Music Video:
Sam Hui (A famous Hong Kong Pop Singer) – 1974 MV http://www.youtube.com/watch?v=M1kw6l0Wjw
Individual performance at open space next to Five Flag Pole
Magic Show http://www.youtube.com/watch?v=HSu6x3ule7Q
Appledaily – “Beijing 2008” @ Tsim Sha Tsui Star Ferry http://www.youtube.com/watch?v=uJc2yjMeO5s

(All accessed during June 2008 to February 2009)
Appendix I – Analysis of Proposed Traffic Plan

1. Existing Layout

The existing Tsim Sha Tsui Ferry Pier bus terminal (the BT) is a loop road outside the “Star” Ferry Pier and historical Clock Tower (previous train station) in front of best known city icon, “Victoria Harbour”. It is open for access by various public and private vehicles. It consists of 6 parallel bays for bus stacking (a maximum of 15 buses), 1 taxi stand, 1 taxi drop-off lane, 1 lay-by for public vehicles use and 1 passing lane. These facilities are all within a distance of 20 – 30m (30sec walking) from the “Star” Ferry Pier the public marine pier, and international cruise pier, providing a strong physical and visual connection between different modes of transport, hence, subtly enhancing the use of inter-modal transfer between the sea and land transport.4

The BT is currently the terminus for 9 whole-day routes, 2 peak-hour routes plus 4 routes which pass the bus terminal, which the network covers most of the population centre of Kowloon urban area. The BT also provides stops for 2 overnight route to the airport and 3 passing routes. According to our survey5, the bus terminus serves 2403 passengers hourly in morning and 3328 passengers hourly in evening peak hours.

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4 Please refer to Appendix A for the diagram showing the current layout of Bus Terminal
5 The survey was conducted on 9th Feb 2009, using manual counting.
2. Future Layout Proposed By the Government

According to the government’s proposal\(^6\), the pick-up/ drop-off facilities will be dispersed into neighboring streets. A much smaller bus lay-by will be located 100m away from the “Star” Ferry and the public pier (capable of stacking only 2 nos. of buses for drop-off and 6 nos. for pick-up), 1 taxi stand and 1 taxi drop-off lane.

This new facility will not be accessible by private vehicles. The lay-by for private cars and coaches will be located much further either at Canton Road (about 130m from the Pier) or at the existing lay-by between the Cultural Centre and Space Museum (about 180m from the Pier).

With a reduction of bus stacking spaces from 15 to 8, the new bus layby will no longer serve as the terminus for buses. A new bus terminal has already been built in Tsim Sha Tsui East (700m from the existing BT) and is already in use. 7 of the existing terminating routes will soon be rerouted to terminate at this new bus terminal (one of them is already rerouted in June 2008), while the rest will be rerouted to terminate at other bus stations which is 500m to 2km away from original place.

\(^6\) HK Legislative Council, 2005.4.25, No.CB(1)1303/04-05(03), “Traffic Interchange System in Tsim Sha Tsui East”
Appendix II – Detailed Historic Backgrounds

1. The story of cross harbour ferry service in Hong Kong start from 1842 when Abdoolally Ebrahim & Co first introduced cross harbour ferry services in Hong Kong between Tsim Sha Tsui and Central.

2. In 1871, private cross harbour ferry service between Central and Kowloon Point (Tsim Sha Tsui) was established by Mr. Dorabjee Naorojee Mithaiwia.

3. The first reclamation in Tsim Sha Tsui started in 1860s, the cape of Kowloon was then rapidly developed. In 1888, scheduled ferries began to run between Tsim Sha Tsui and Central. The space surround the pier naturally becomes the loading and unloading area for palankeen and rickshaw, this formed the earliest “Tsim Sha Tsui Transport Interchange”. In 1898, “Star” Ferry Company bought it’s precedings’ business and started servicing the citizens until now.

4. To enhance the development of Kowloon, Tsim Sha Tsui proceeded a large scale reclamation to provide land for Kowloon Canton Railway (KCR). In 1910, KCR was put into operation, connecting Kowloon (Tsim Sha Tsui) and Guangzhou, China, and even Europe – passenger can interchange another railway at China and pass the Russia and arrive Europe. At that time, the Kowloon Station was located close to the “Transport Interchange” and eventually, become part of it.

5. With the KCR Kowloon Station and ferry pier, business activities at Tsim Sha Tsui become more vigorous and the location appeared strategically important. The Peninsula Hotel launched in 1912, which is the earliest hotel in Kowloon.

6. The Clock Tower of the KCR Kowloon Station was completed in 1915, and the Main building of the Kowloon Station was launched in 1916. From that time, ferry and railway links up Island with Kowloon and New Territories, and eventually, the mainland China.

7. The formation of nowadays Tsim Sha Tsui Transport Interchange starts from 1921 – When buses started service in Hong Kong. The first bus route was No. 1 which run between Tsim Sha Tsui (Star Ferry) and Sham Shui Po, which is re-numbered to No. 2 after World War II.

8. After Government granted the franchise license to Kowloon Motor Bus (1933) Co. Ltd. (KMB) in 1933, the Tsim Sha Tsui Star Ferry bus terminal becomes the signature of “Kowloon Bus” – as it was exclusively used by KMB from 1933 until now, except another operator “Citybus” running overnight bus connecting Kowloon and HK International Airport which located at Lantau Island since 1998.

9. The Star Ferry service only suspended during the World War II when Japanese occupied Hong Kong during
1941-1945. When the Governor Sir Mark Young surrendered to Japanese, he took the Star Ferry from Central to Tsim Sha Tsui and walk to the Peninsula Hotel – the temporary command unit of the Japanese Troops.

10. After World War II, population of Hong Kong increased due to the refugee from mainland China come looking for opportunity. Economic activities restarted and the demand of public transport increase. In order to cope with the demand, KMB ordered double deck buses from UK. The first “Red Double Decker” was put into service on route no. 1 operate between Kowloon City and Tsim Sha Tsui (Star Ferry) on 17 April 1949.

11. The current Star Ferry Pier and bus shelter at the bus terminal was built in 50’s. The U shape Star Ferry Pier was built in 1957.

12. In 60’s, Ocean Terminal (with the shopping mall Harbour City) was built by Wharf Group, which is the first Cruise terminal in Hong Kong. The cruises provide scheduled service from Hong Kong to Europe and America. At that time, travel by air is still expensive, and cruise was important ocean-going transport to visitors of Hong Kong and the overseas students. At the same time, the famous “Five flag pole” was built, and also the Star House.
13. In 1966, due to the raise of fare of the Star Ferry from 20 cents to 25 cents, a young man called So Sau Chung (蘇守忠) held a protest activity (Hungry strike) at Central Star Ferry Pier, and this result in a riot on Kowloon Peninsula. This incident become the introduction of social-wise anti-colony government activities during late 60’s and early 70’s, including the “Hong Kong 1967 riots”, “Chinese Campaign”, and later, the “Defending the Diaoyu Islands campaign”.

14. In 1975, the Kowloon Station was closed and relocated to Hung Hom, and the old Kowloon Station main building was demolished in 1978. The relation of Tsim Sha Tsui Star Ferry and KCR was delinked. Conservationists and Heritage Society started a campaign to stop HK Government to demolish the main building but failed. Finally Government only agreed to keep the clock tower as a momentum and reserved six of the pillars and relocate them to Tsim Sha Tsui East as the decoration of the Rome-style fountain. The original railway track now becomes Hotels, Shopping mall, commercial buildings, Space Museum, Art Museum and the Hong Kong Cultural Center.

15. In 1976, Commission for Transport proposed to build a “Public Transport Station” at Tsim Sha Tsui – a double deck public transport station at the location of current bus terminal. The proposed plan including taxi stand, tourist coaches drop of point, franchise buses/coaches terminal & private car drop off point. A survey was conducted by Public Works Department and the result was published in Dec 1981, but the project was finally dropped.

16. In 1988, KMB have a trial of Hong Kong first air-conditioned tri-axle double decker on route no.6, which operated between Star Ferry and Mei Foo. The trial was success and lead Hong Kong bus service into
Air-conditioned millennium.

17. In 1988, Hong Kong Yaumatei Ferry operated 2 out-lying island route from Tsim Sha Tsui Star Ferry to Mui Wo and Cheung Chau during Sunday and Public Holiday. This service was suspended in 2006.

18. After the success of Air Conditioned double decker, KMB introduced some morning peak hour express route from New Territories to Tsim Sha Tsui Star Ferry in order to let passenger to transfer Star Ferry to cross the harbour.

19. In 1997, KMB introduce Hong Kong first Accessible Super Low floor double decker which capable to handle wheelchair passenger. This bus was put into service in route no. 1A operate between Star Ferry and Sau Mau Ping.

20. In 2001, in order to widen the pedestrian pave way outside the Star House, the bus shelter was shorten, and some of the bus routes were re-route and no longer pass / terminate at Star Ferry.

21. In 2004, KCR “extended” the service to East Tsim Sha Tsui, just 30 years after the KCR terminal moved from Tsim Sha Tsui to Hung Hom.

22. In 2005, the Tourism Commission of Hong Kong Government proposed to build a Public Piazza at the Tsim Sha Tsui Star Ferry Pier Bus Terminal, while the project was discovered planning to build an maximum 15m / approximate 5 storey high, 10000 sq feet Shopping Mall.

23. June 2008, One of the bus route was relocated to Tsim Sha Tsui East, thousands of passengers were affected.
Appendix III – Aesthetic Value: the “Form Follows Function” Design of PTIs

2006, the modernism old Central Star Ferry Pier (left) was replaced by a “classical” looking new Pier (right)

Various Transport Interchanges with the similar design

A : Tsim Sha Tsui Interchange   B. Jordon Road Interchange   C : Central Interchange
Appendix IV - Statistics of Passengers Numbers of Harbour-Crossing Transports

Statistics of passengers numbers of various harbour-crossing transports in Hong Kong

THE ANNUAL TRAFFIC CENSUS – 2007

Appendix V - Bus Route Connections

The bus routes which directly arrive TST Transport Interchange currently:

<table>
<thead>
<tr>
<th>Route No.</th>
<th>Routing</th>
<th>Remark</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Star Ferry &lt;-&gt; Chuk Yuen</td>
<td></td>
</tr>
<tr>
<td>1A</td>
<td>Star Ferry &lt;-&gt; Sau Mau Ping</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>Star Ferry &lt;-&gt; So Uk</td>
<td></td>
</tr>
<tr>
<td>5A</td>
<td>Star Ferry &lt;-&gt; Kowloon City</td>
<td>Peak Hour Route</td>
</tr>
<tr>
<td>5C</td>
<td>Star Ferry &lt;-&gt; Tsz Wan Shan</td>
<td></td>
</tr>
<tr>
<td>6</td>
<td>Star Ferry &lt;-&gt; Mei Foo</td>
<td></td>
</tr>
<tr>
<td>6A</td>
<td>Star Ferry &lt;-&gt; Lai Chi Kok</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Star Ferry &lt;-&gt; Lok Fu</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Star Ferry &lt;-&gt; Kowloon Railway Stn.</td>
<td></td>
</tr>
<tr>
<td>8A</td>
<td>Whampoa Garden (Circular via Star Ferry)</td>
<td></td>
</tr>
<tr>
<td>8P</td>
<td>Laguna Verde (Circular via Star Ferry)</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Star Ferry &lt;-&gt; Ping Shek</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Tsim Sha Tsui East Mody Road (via Star Ferry)</td>
<td></td>
</tr>
<tr>
<td>234X</td>
<td>Tsuen Wan Bayview Garden &lt;-&gt; Tsim Sha Tsui East Mody Road (via Star Ferry)</td>
<td>TW -&gt; TSTE via Star Ferry</td>
</tr>
<tr>
<td>234P</td>
<td>Tsuen Wan Bayview Garden -&gt; Star Ferry</td>
<td>Peak Hour Route</td>
</tr>
<tr>
<td>N21 / N21A</td>
<td>Star Ferry &lt;-&gt; HK International Airport</td>
<td>Overnight Service</td>
</tr>
</tbody>
</table>

*all data up to 27/2/2009