

OFFICE *Life*

JANUARY 2016

2010_{onwards} 1960_s

風起雲湧

西九龍

Urbanising
West Kowloon



Experience West Kowloon

親身體驗 西九蛻變

OfficeLife, keeping pace with the ever-changing Hong Kong, has guided readers into the winds of change blowing through North Wan Chai and East Kowloon. We're also leading them into West Kowloon, where emotional attachments linger as old landmarks and collective memories fade into the background.

The development of West Kowloon dates back to before the second world war and has been going at breakneck pace since reclamation in 1990 set drastic changes in motion. The district's facelift stands out from North Wan Chai or East Kowloon because of the cultural efforts that have been put into it. As a result, the West Kowloon Cultural District has sparked intense debate.

In this issue, eyewitnesses share their personal perspectives of West Kowloon's transformation – from a window sweeper at the International Commerce Centre (ICC) to a restaurateur based in the community for 30-plus years, and the development chief of the West Kowloon Cultural District. We also take a bird's-eye view of the district's growth, with a glimpse of future splendour.

For the latest lifestyle updates, *OfficeLife* offers a look at VGo, the mobile app for drivers, alongside features on Hong Kong's hiking trails, organic vegetables, sports injuries and Japanese whisky. We delve into the world of a Hong Kong bus enthusiast, whose lifelong hobby offers insights into the history of the city's urban development and planning.

Let *OfficeLife* spice up your work life and beyond – and we wish you another prosperous year!



K.W.Lo 盧經緯

General Manager

Sun Hung Kai Real Estate Agency Ltd.

香港不停地發展，而《OfficeLife》亦曾走進灣仔北及九龍東，了解當中的蛻變。今期專題，《OfficeLife》將帶大家追尋風起雲湧的西九龍。

要說西九龍的發展，不但可追溯至戰前時期，後來於1990年開始的《西九龍填海計劃》，更讓西九龍展開了翻天覆地的轉變。相比灣仔北和九龍東，西九似乎還多了一點文藝氣息，當中的西九文化區亦早就成為城中的熱議話題。

雖然昔日的地標和集體回憶在時間的洪流中一一退場，但景物轉變人不變，一群見證着西九龍變遷的人士，如環球貿易廣場的抹窗人員、營業超過30載的老店餐廳，以及西九文化區發展主管，訴說這些年來的一點一滴，帶領讀者走進不同環境和時空。同時，我們亦放眼未來，概覽西九龍的未來發展。

在生活資訊方面，《OfficeLife》今期將介紹提供駕駛資訊的手機應用程式《起駕VGo》、香港的登山徑、本地有機菜、運動創傷，以及日本威士忌熱潮等專題，亦會帶讀者探索巴士迷的世界，從中了解城市發展及規劃進程，見微知著。

就讓《OfficeLife》為你的辦公室生活保持活力，與時並進。謹祝各位2016年豐收美滿！

 **新鴻基地產**
Sun Hung Kai Properties

Jordan Road Ferry Pier in the 1960s. The site is now occupied by the ICC
60年代的佐敦道碼頭，即今日ICC的所在位置

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Sun Hung Kai Properties

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Historical photographs of West Kowloon were supplied by Hong Kong Information Services Department

West Kowloon's transformation 風起雲湧西九龍

From its past as a transport hub to its future as a cultural centre,
the district has an important role in Hong Kong's history
**西九龍在香港歷史擔當着重要的角色，這個昔日的交通樞紐，
亦逐漸蛻變成爲新一代文化地標**

The West Kowloon Reclamation is the largest such scheme ever undertaken in the urban area, increasing the size of the Kowloon peninsula by one-third. The project provides 334 hectares of new land stretching from Yau Tsim Mong area to Stonecutters Island through Kwai Chung.

This land has been used for airport infrastructure, railways, housing estates and, towering above it all, the International Commerce Centre (ICC), the world's fifth-tallest building. West Kowloon has been transformed into one of the most prominent landmarks in Hong Kong.

《西九龍填海計劃》，一個歷來最龐大的香港市區填海工程，把九龍半島擴張了三分之一。以西九龍走廊為界，延綿整個油尖旺至葵涌海岸，直抵昂船洲，範圍達334公頃。

填海而來的土地，除了用來興建新機場核心工程、多條港鐵路線和車站，還新建了許多大型屋苑，當然少不了世界第五高的環球貿易廣場（ICC）。曾經是繁盛的沿海平民社區，一個轉身，成為香港及國際矚目的新地標。

Over a century of history 細說從頭 回到過去

West Kowloon came into being when different sprawling settlements converged
細說從頭·西九龍由幾個地方延伸結合而成



After the second world war, Stonecutters Island became host to the British Army
二次大戰後，昂船洲成為英軍據點



In 1935, the British set up an intelligence agency, Far East Combined Bureau, in Stonecutters Island
1935年，英國人於昂船洲設立了信號情報截聽站——遠東聯合情報



North of West Kowloon – Stonecutters Island

In 1860, this island was called On Shuen Chau in Chinese and was initially used for quarrying. In 1863, the British colonial governor, Sir William Robinson, built a prison there, but it was destroyed by a typhoon in 1874.

The site was eventually converted into a base for the British Royal Navy in 1960, with European bungalows erected for accommodation. It became a military stronghold from the second world war to the 1967 riots and thereafter. Today, it is a naval base for the People's Liberation Army.

The island underwent reclamation work in the early 1990s that connected it to Kwai Chung and Cheung Sha Wan in order to provide land for the construction of the railway to the new airport. Subsequent development also saw the construction of sewage treatment facilities and Container Terminal 8 to provide additional capacity for the Kwai Chung Container Terminals.

Timeline

1860	Stonecutters Island is first mentioned in the Sino-British Convention of Peking as "On Shuen Chau"
1863	Colonial governor Sir William Robinson orders the construction of Stonecutters Island Prison
1941	Stonecutters Island is occupied by the Japanese army. A radio-base station is built for extending the transmission range of NHK's overseas broadcasting
Early 1990s	West Kowloon Reclamation commences in Stonecutters Island to provide land for the new airport
1995	Reclamation work, connecting Stonecutters Island to Kwai Chung and Cheung Sha Wan, is completed and the island is annexed to Kowloon

年代概略

1860年	昂船洲被稱為盎船洲，早被記載在當年中英《北京條約》中
1863年	港督羅便臣在島上興建監獄
1941年	二次世界大戰期間被日軍所侵佔，建設無線電發射站，為日本電台NHK擴大廣播範圍
1990年代初	為建香港新機場，西九龍填海工程由昂船洲開始
1995年	工程完成，原為小島的昂船洲最終與葵涌及長沙灣相連，最先成為九龍半島一部分

Central West Kowloon – Sham Shui Po Ferry Pier

Located at Tung Chau Street, the pier was one of Hong Kong's major water transport hubs in the 1950s and '60s, operating ferry services to and from Hong Kong Island, Macau and Guangzhou. The area was developed into a marketplace where fishermen sold their catch, while manufacturers and wholesalers tended to their stocks.

The hustle and bustle of Nam Cheong Street back then, which is rivalled only by today's Nathan Road, has been captured and preserved in historical photos. Today, the once-vibrant thoroughfare has turned sleepy. Ferry Street, formerly stretching along the coast, is now an inland roadway, while Nam Cheong Street now runs through MTR's Nam Cheong station on reclaimed land.



深水埗碼頭

50、60年代，通州街的深水埗碼頭，曾是香港主要渡輪碼頭之一，來往港島、澳門，甚至廣州。碼頭外就是小市集，歷史照片中的南昌街總是人山人海，捕魚回來在街上售賣魚獲的商販，製造及出口山貨的人在碼頭上上落落，比今日的彌敦道還要熱鬧。現在，這個繁華市街變成安靜的平民小街，渡船街由昔日的海邊大道變成今日的市內馬路，而由南昌街向海方向走，可一直走到填海而來的港鐵南昌站。

Timeline

1924	Pier operations begin, providing ferry services between Central and Sham Shui Po
1950	Ferry services to and from Wilmer Street in Sheung Wan start operating
1978	The pier is relocated to Yen Chow Street
1979	Services to and from Sheung Wan are suspended due to the destruction of the Wilmer Street pier in a typhoon. Ferry services begin connecting Sham Shui Po and Macau
1989	Services to Macau are terminated
1992	The pier is closed for good

年代概略

1924年	深水埗碼頭正式啟用，連結中環與深水埗的渡輪服務
1950年	來往上環威利麻街渡輪啟航
1978年	遷往欽州街的新碼頭
1979年	上環威利麻街碼頭被颱風吹毀而停航，新增來往澳門的渡輪服務
1989年	澳門航線取消
1992年	渡輪碼頭正式停用



(Top) Sham Shui Po Ferry Pier operated from 1924 to 1992. It was one of the important ferry piers in West Kowloon and had a bus terminus nearby
(Left) Overall view of the old Sham Shui Po in the 1980s
(上) 深水埗碼頭於1924年開始營運，直至1992年退役，為當時西九龍最繁忙的碼頭，附近設有巴士總站
(左) 80年代的深水埗遠景

South of West Kowloon – Jordan Road Ferry Pier

In the 1930s, Jordan Road Ferry Pier replaced its counterpart in Yau Ma Tei in operating cross-harbour routes to and from Wan Chai and Central, as well as the vehicular ferry route. And between the 1950s and '60s, the bus terminus outside Jordan Road Ferry Pier was one of the busiest transport hubs in Kowloon, supporting the largest number of routes.

The district's heyday was in the 1960s when the former site of the warehouse at the Yau Ma Tei Ferry Pier was developed into a middle-class residence, Man Wah Sun Chuen, dubbed "Ferry Point" for its immediate proximity to the pier. However, demand for the pier started to wane in the 1970s after the opening of the Cross Harbour Tunnel and the Mass Transit Railway (MTR).

The pier was eventually demolished due to reclamation, and the site is now occupied by MTR's Kowloon station, which provides direct access to Hong Kong Island, and the International Commerce Centre (ICC) is located atop the station.

西九



佐敦道碼頭

佐敦道客輪碼頭於30年代取代油麻地碼頭，提供來往灣仔的渡輪載客服務及往來中環的雙層渡輪，亦可同時載車。其實，在50至60年代，佐敦道碼頭巴士總站曾經是九龍最多巴士路線的巴士站，成為九龍區的交通樞紐。特別是在60年代，鄰近的油麻地小輪倉庫改建成俗稱「八文樓」的文華新村，成了中產階級的住宅區，亦因為鄰近碼頭而稱為「渡船角」。到了70年代，地下鐵路及海底隧道通車後，佐敦道碼頭使用量愈來愈低，直至90年代填海後正式消失，而擴展海岸則成了今日的港鐵九龍站，貫通九龍及香港島。環球貿易廣場 (ICC) 也座落於九龍站之上。

Timeline

- 1924** Hongkong and Yaumati Ferry Company obtains the rights to operate cross-harbour ferry routes to and from Central at Public Square Ferry Pier
- 1933** Ferry operations at the Public Square pier move to Jordan Road Ferry Pier, which also provides a base for vehicular ferry services that prove popular among drivers
- 1960s** The warehouse facilities of Yaumati Ferry are redeveloped into Man Wah Sun Chuen
- 1970s** Demand for cross-harbour ferry services declines after the opening of the Cross Harbour Tunnel and MTR
- 1994** Vehicular ferry routes are suspended
- 1996** The pier closes and operations move to the temporary pier near Canton Road Government Dockyards
- 2002** All ferry operations cease

年代概略

- 1924年** 油麻地小輪獲得專利經營權，經營來往中環的客渡輪服務
- 1933年** 佐敦道碼頭正式啟用，取代油麻地碼頭。當時碼頭能容納客車兩用雙層渡輪，甚受駕駛人士歡迎
- 1960年代** 碼頭附近的油麻地小輪倉庫給改建成文華新村
- 1970年代** 海底隧道及地鐵通車，令渡輪生意大減
- 1994年** 汽車渡輪停航
- 1996年** 碼頭停用。載客渡輪服務以九龍政府船塢旁的臨時碼頭上落客人
- 2002年** 渡輪服務正式結束



In the 1930s, Jordan Road Ferry Pier replaced its counterpart in Yau Ma Tei in operating cross-harbour routes to and from Wan Chai and Central, as well as the vehicular ferry route. 佐敦道客輪碼頭於30年代取代油麻地碼頭，提供來往灣仔的渡輪載客服務及往來中環的雙層渡輪。



Ferry Street, originally located beside the old Yau Ma Tei typhoon shelter, is now a landlocked road. 昔日的渡船街位於舊油麻地避風塘海邊，如今成已成為內陸街道。



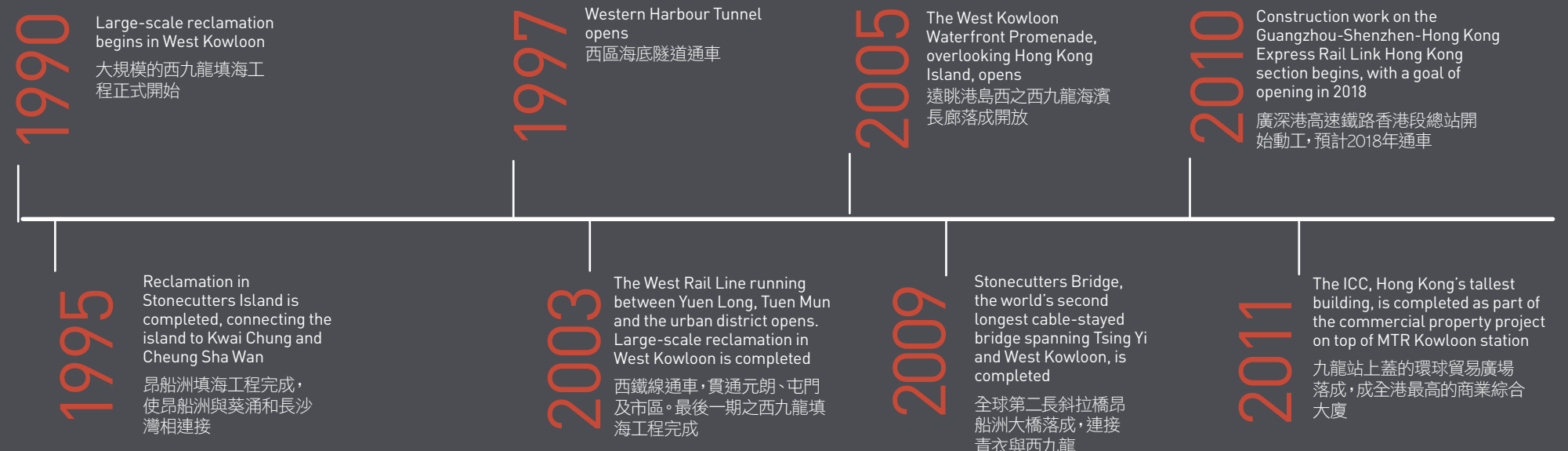
Reclamation landfill of West Kowloon near the old Jordan Road Ferry Pier. 佐敦道碼頭附近的西九龍填海區一瞥。

Development Timeline of West Kowloon 西九發展歷史



Various sites in West Kowloon have undergone reclamation since the 1990s. In the policy address of 1998, the establishment of the West Kowloon Cultural District was tabled, with a view towards developing the area as a hub for cultural convergence at an international level.

自1990年代起，西九龍已展開不同部分的填海工程。1998年《施政報告》中提出興建西九龍文娛藝術區，使西九成為本地及國際文化匯合相融的地方。



Window cleaning reaches new heights

ICC吊船 雲霄遙看西九龍

Duo take on the challenge of going sky high to clean the ICC façade
抹窗團隊身赴高空，清潔環球貿易廣場外牆

Lai Kam-hei (left) and Ho Kin-ip (right) are members of the ICC façade cleaning team
黎金喜(左)及何建業(右)是環球貿易中心高空外牆的清潔團隊

Boasting 118 storeys at a height of about 490 metres, the ICC is the world's fifth-tallest building. Watching the rainclouds changing shape through the curtain wall of the upper floors can be a magical experience.

Top of the city

Ho Kin-ip (Ah Ip) and Lai Kam-hei (Ah Hei) are members of the ICC façade cleaning team. The duo have been riding in a gondola to the rooftop on the 124th floor (500 metres above ground) to go about their daily work since the skyscraper opened four years ago. There, they are literally sitting on top of the city.

With 20 years of experience in façade cleaning and dusting, Ah Ip and Ah Hei wanted to challenge the tallest building in town, even though they had long since gotten used to aerial work. Besides taking in the stunning vistas over Victoria Harbour, they have also watched as the West Kowloon Cultural District gradually takes shape on a rugged patch of land, and the Wan Chai shoreline across the water has been straightened.

In order to work at such heights, they need a licence and a full set of safety equipment. In addition, they run annual aerial rescue drills with the Fire Services Department. The gondola is attached to an anchorage by a safety buckle, but it still rocks in strong winds. "It is windy out there in winter, and the temperature is lower than on the ground," Ah Ip says. "In summer... there is extra heat thanks to the light reflecting from the glass walls. The heat is simply unbearable. We need to wrap ourselves from head to toe with protective clothes and wear sunblock and visors."

But the heat is not the most challenging part for these men up in the clouds. "The real pain in the neck is the vaporised water coming in contact with the heated glass. The steam takes away your strength," Ah Hei says.

To clean the façades of ICC from the top down takes eight teams two months to complete. The work goes around the clock to keep the building looking good as new.

Unbeatable views

The subtropical weather in Hong Kong makes the work all the more difficult. "There was a time when the Observatory issued a belated thunderstorm warning," Ah Ip recalls.

"We were in the middle of our work when we heard the thunderous roar, with a low black cloud rushing towards us. It sent chills down our spines, and we had to call off the operation at once."

They were on the 80th floor at the time. When their feet touched the ground again, 20 minutes had passed and they were soaking wet.

However, "in the drizzling spring rain, the top floors are veiled by the sea of clouds. As the gondola climbs up, it feels like heaven", Ah Hei says.

"The sunset over Western District is simply stunning. I have also seen a full rainbow," Ah Ip adds.

環球貿易廣場樓高118層，可達樓層高達490米，是全球第五高的高樓大廈。梅雨季節跑到頂層酒店，在落地玻璃窗外不時看到不同形狀的雲層飄過，很有置身童話故事中的感覺。

高處未算高

何建業(阿業)和黎金喜(阿喜)是環球貿易廣場高空外牆清潔團隊的成員，四年前由環球貿易廣場落成起，每天乘坐吊船從124層樓高的大廈天台(離地超過500米)為大廈外牆清潔。那裏才是香港最高峰。

他們二人都擁有廿年高空外牆清潔的經驗：「雖然已經對置身高處都沒多少感覺了，但當ICC落成時，很想挑戰在最高峰工作。」如願以償站在頂峰，面對維多利亞港，飽覽非一般開揚的風景。多年來看着西九文化區由爛泥地盤逐漸成形，對岸灣仔至中環的海岸線愈來愈直，香港這幾年的變化也挺大。

高空工作原來須要考牌，安全措施也必須準備十足。為了安全起見，他們每年更會跟香港消防處作高空拯救演習，以備不時之需。雖然吊船上設有安全扣可把船身固定，但風大的時候，還是會有一點搖晃。阿業道：「冬天時，這裏的風特別大，氣溫亦比地面低幾度；到夏天時，溫度又比地面高幾度。加上玻璃幕牆的反射，可不是一般的熱，每次工作都得穿着防曬衣由頭到腳包着，更要配戴太陽眼鏡及塗太陽油。」

但對雲上真漢子來說，曝曬還未算難受，阿喜說：「最辛苦是太陽猛烈時，剛潑上去的水一下子便蒸發，熱氣燻得人暈頭轉向，很花體力。」要把整座環球貿易廣場清潔一遍，八個清潔團隊大約要花兩個月完成，所以他們必須全年無休，才能讓ICC的玻璃幕牆保持閃亮。

四季展風景

香港亞熱帶氣候陰晴不定，遇上不穩定天氣最讓人擔心，阿業說，「有次天文台遲了發出雷暴警告，我們工作到一半聽到雷電聲，看着遠處的黑雲直壓過來，很是驚險，我們即時撤退。」

當時他們置身80樓，花了20分鐘才回到天台，混身濕透，在所難免。辛苦背後，也有別人難以享受的福利，看到香港一年四季的不同景色，阿喜難掩興奮：「春天梅雨季節，頂層都沒入雲海。吊船由底層往上升，就像拍戲深入七重天的感覺。」而阿業則認為：「黃昏時遙看西環的日落最漂亮，我還看過360度圓形的彩虹。」

越南菜 沿岸觀賽 食牛肉Phở

Lo Chiu Vietnamese Restaurant witnesses the changes over the past 37 years

老趙越南餐廳見證37年來的轉變點滴

Chiu Chou-ho is the second generation restaurateur of Lo Chiu Vietnamese Restaurant
老趙越南餐廳的第二任承繼人趙祚豪



Witnessing the massive reclamation in West Kowloon over the past 37 years has been Lo Chiu Vietnamese Restaurant, a pho speciality store in Ferry Point. The owner, Chiu Chou-ho, is the second generation of the business, which started in 1978 when his father opened a street stall off Man Ying Building in the Vietnamese community of Ferry Point after his arrival in Hong Kong.

Gastronomic community

The original stall, located off Jordan Road Ferry Pier, greeted commuters going to and from Central and Wan Chai. However, Chiu's fondest childhood memory from the business is not of commuters rubbing shoulders, but rather of the dragon boat races. "My first race viewing experience was in 1979. The venue was just a stone's throw away from the stall. Each year during the Dragon Boat Festival, Jordan Road Ferry Pier played host to the most impressive races. That was exciting."

It was a time when entertainment options were scarce in Hong Kong, so the annual dragon boat races were able to find an eager audience. The vibrant atmosphere was further fuelled by a collection of food stalls selling street delicacies such as cart noodles and fish balls. People would flock into the alleys around Ferry Point after the races to fill their stomachs. This probably provided the first opportunity for many Hongkongers to try Vietnamese pho at Lo Chiu's original stall, and it gained fame as the first pho speciality outlet in Hong Kong. In fact, there were only five Vietnamese restaurants in the city in the 1980s.

In the 1990s, reclamation was under way, and the Jordan Road Ferry Pier site at the end of Man Wui Street saw the construction of the Express Rail Link's West Kowloon Terminus. Since the completion of Elements mall, the nearby residential community has gradually been transformed into a commercial district. Today, Ferry Point is home to a small gastronomic community that attracts local foodies who want to sample a rich array of international cuisines.

填海填得來三分之一個西九龍，在這裏發跡並見證一切變遷的，有留守37年，在渡船角賣越南生牛肉河粉的老趙越南餐廳。「老趙」的第二代繼承人趙祚豪，今年40多歲，他回憶起爸爸在1978年來到香港，便在渡船角這個越南人小社區落腳，在文英樓開了一間越南生牛肉河粉的大牌檔。

美食聚眾

當時店子對出便是佐敦道碼頭，來往中環和灣仔渡輪接載上班族來來往往。那時候，趙先生只得幾歲，相比起客來客往的渡輪，他最記得的卻是龍舟：「我在1979年首次看賽龍舟。從店子走幾步就是海岸。每年最熱鬧是端午節，佐敦道碼頭這個賽場最為盛大，十分刺激！」

當年社會娛樂不多，每年端午很多市民都會觀看龍舟賽，碼頭旁的路邊全是售賣小吃如車仔麵、魚蛋等熟食小檔，把整個範圍擠得水洩不通。看罷比賽，大家定得一祭五臟廟，在渡船角的巷弄裏四散，尋着他家的越南河粉，一吃難忘。老趙自此名揚港九，可謂是把越南河粉（或說是生牛肉河粉）帶入香港的第一店。其實在80年代，全港的越菜餐廳不出五家。

到了90年代，政府開始填海，現在興建高鐵站旁的文匯街尾就是當年佐敦道碼頭的舊址。圓方商場落成，周邊的住宅小區變了商業區，周圍的小店也改朝換代，現在渡船角一帶開滿了各國特色菜，許多區外人晚上特意駕車來尋美味，成了一個小小美食城。



Low Kee Hong thinks that the most quintessential 'Hong Kong' district is the Yau Tsim Mong district in Kowloon
劉祺豐認為，「最香港」的地方是九龍的油尖旺

Free space for community art

自由野 自由意志 身邊藝術

Efforts to promote arts and culture appeal to the general public and prove to be successful
提高本港藝術文化活動的吸引力，讓大眾樂在其中

Low Kee Hong, a Singaporean who has been head of artistic development (theatre) for the West Kowloon Cultural District Authority since 2014, had his curiosity piqued when he first heard of the proposed cultural hub in 2008. The size and international ambitions of the Hong Kong project are exceptional. "I think the most quintessential 'Hong Kong' district is not the island, but the Yau Tsim Mong district in Kowloon," he says.

Spreading Hong Kong's vibes

In Low's opinion, culture encompasses not just the arts, but also customs born of specific contexts. For this reason, Low moved to Canton Road opposite the future Xiqu Centre last year. "To me, the most engaging part of Hong Kong culture is created by locals." Part of his job includes talking with hawkers and residents in the community, with an aim to introduce the authentic vibes of Hong Kong culture to the international artistic environment of the future West Kowloon Cultural District. It is said that only a 10th of the total population of a city are theatre- and exhibition-goers, so the other 90 per cent is on Low's radar. "Our wages come from tax money, so we must not serve only 10 per cent of the total population."

Arts in the great outdoors

In November 2014, Freespace Fest drew 40,000 people to enjoy picnics, movies, music and theatre on the lawn of the West Kowloon Cultural District. Although Low is modest about the influence of Freespace Fest, it cannot be denied that similar markets and outdoor concerts have been mushrooming in the city over the past two years. Due to the lack of space with large-scale construction work in the area, Freespace Fest has been suspended since 2015. Instead, Freespace Happening events are being organised on the second Sunday of each month. The first Freespace Happening took place in August last year amid scorching temperatures of up to 34 degrees Celsius. However, the heat had little impact on attendance. "People flocked in despite the heat – a testimony to the huge local demand for cultural activities," Low says.

來自新加坡的劉祺豐，2014年出任西九龍文化區藝術發展主管（戲劇），他早於2008年知道關於這藝術區的規模，已感好奇，皆因藝術圈中，很少聽到有如此大型兼國際化的藝術規劃。「我覺得『最香港』的地方不是香港島，而是九龍的油尖旺。」

吸收地氣

劉祺豐覺得，文化不只包含藝術，還得包含環境本身孕育出來的文化習慣。所以去年他搬到廣東道，與未來戲曲中心相對：「對我而言，香港最強的文化是香港人創出來的，我須每日接觸街坊，每日面對着他們。」他要與街坊小檔、「師奶細路」聊天打成一片，吸取最地道的香港文化，與未來西九文化區國際藝術相融。許多人說，一個城市只得一成的市民真正會入劇場及去看展覽。但劉祺豐不願意放棄餘下九成的旁觀者：「我們的工資來自市民的稅收，因此到最後還是要回饋給市民，故不能只滿足那一成的觀眾。」

自由西九

2014年「自由野」吸引四萬多次入場，大眾可在遼闊的草地上野餐、看電影、劇場和聽音樂。劉祺豐不敢說是因為「自由野」讓一切散播開去，但這兩年來，類似的活動如雨後春筍，大大小小的市集及音樂會不斷蔓延。而由於工程在2015年再度動工，公園空間有限，故把活動變成每月第二個周日舉行的「自由約」。去年八月，「自由約」開幕，雖然氣溫高達34度，但居然還有許多市民參加：「如此大熱天還有這般人流，證明香港很需要這類文藝活動。」

西九龍

Looking ahead 西九前瞻

The facelift given to West Kowloon has not been without controversy. One of the most heated debates concerns the night markets stretching along the three piers in Yau Ma Tei, Jordan Road and Sham Shui Po. Their disappearance, along with respective cultural happenings including Cantonese opera performances, dealt a blow to the local culture, with once-vibrant communities turning into quiet inner streets after reclamation.

However, with a string of development projects coming on stream, West Kowloon is coming back to life. In view of the new residential development projects slated for the district, the total population is estimated to increase by 38,000. But the influx does not stop there: 900 public housing units will be made available in Sham Shui Po in 2019, paving the way for the development of additional commercial and residential projects, entertainment facilities and other infrastructure in the vicinity.

The world-class performance and exhibition venues that will soon open will provide top artists and creative minds with a cultural base, and an open space for the public to enjoy the breeze, take a stroll, or just unwind.

From its past as a transport hub to its future as a cultural centre, West Kowloon has assumed different roles throughout Hong Kong's history. But whatever changes it undergoes, this district on the edge of Victoria Harbour will keep contributing to the good of Hong Kong society.

整個西九龍區的發展翻天覆地，向來均引來不少討論聲音。如昔日的油麻地、佐敦道與深水埗幾個碼頭，還有附近的夜市總是飄着雅俗共賞的粵曲歌藝，無不是最地道的本土文化。碼頭遷移後，填海讓沿海市街變成內陸，繁華社區變成地盤邊沿，相比從前，社區彷彿變得沉寂。

可是，隨着多個發展項目相繼上馬，便重新把西九燃亮起來。再加上近年區內新樓盤陸續落成，預計未來區內會增加3.8萬人口；還有位於西北九龍的深水埗地域，亦會於2019年提供九百個公共單位，而商住用地、娛樂設施與配套亦將隨發展而進駐西九區域，人潮將又重新聚集。

即將落成的國際級演出場地及文化展館，能為頂尖藝術家與創作人提供落腳點，還有讓人散步吹海風的海濱長廊，以及任人自由表演的公共休憩空間。

無論是昔日的交通中樞，還是未來的文化腹地，安躺在維多利亞港一角的西九龍縱然披上了不同的外衣，肩負起不同的使命，但始終默默地耕耘，服務着每一位香港人。📍

Xiqu Centre is a world-class performance venue dedicated to preserving, developing and promoting the heritage of Chinese opera (xiqu). It is also a centre for the production, education and research of this art form

世界級的表演場地戲曲中心，以保存、發展及推廣戲曲為己任，成為一所專注戲曲製作、教育及研究的表演藝術中心

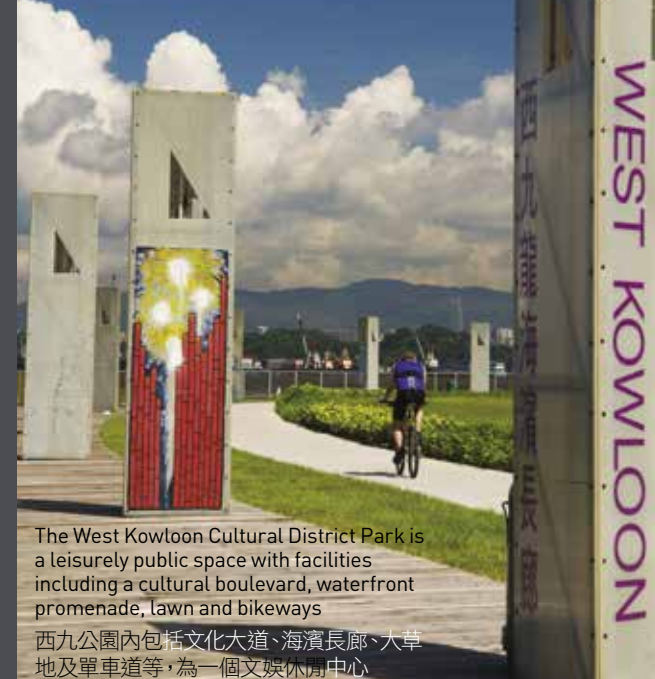


2016

Xiqu Centre
戲曲中心

2017

West Kowloon Cultural District Park
西九公園



The West Kowloon Cultural District Park is a leisurely public space with facilities including a cultural boulevard, waterfront promenade, lawn and bikeways

西九公園內包括文化大道、海濱長廊、大草地及單車道等，為一個文娛休閒中心



2018

West Kowloon Highway
道路網絡改善工程

Phase I of road improvement works for the West Kowloon Reclamation will include two single-lane elevated carriageways connecting Hoi Po Road to West Kowloon Highway northbound, and the elevated Nga Cheung Road to the toll plaza of Western Harbour Crossing

第一期之西九龍填海發展區道路網絡改善工程竣工後，屆時將有兩條高架單線行車道（分別連接海寶路至西九龍公路北行方向，以及連接雅翔道高架路段至西區海底隧道收費廣場）等落成

A cluster of cultural, housing and transport facilities will be completed in the future, turning a new page of West Kowloon's history

西九龍的一系列文化、房屋及交通設施將會陸續於不同年份落成，屆時，定會為西九添上新氣象

2019

Site 6
第六號地盤

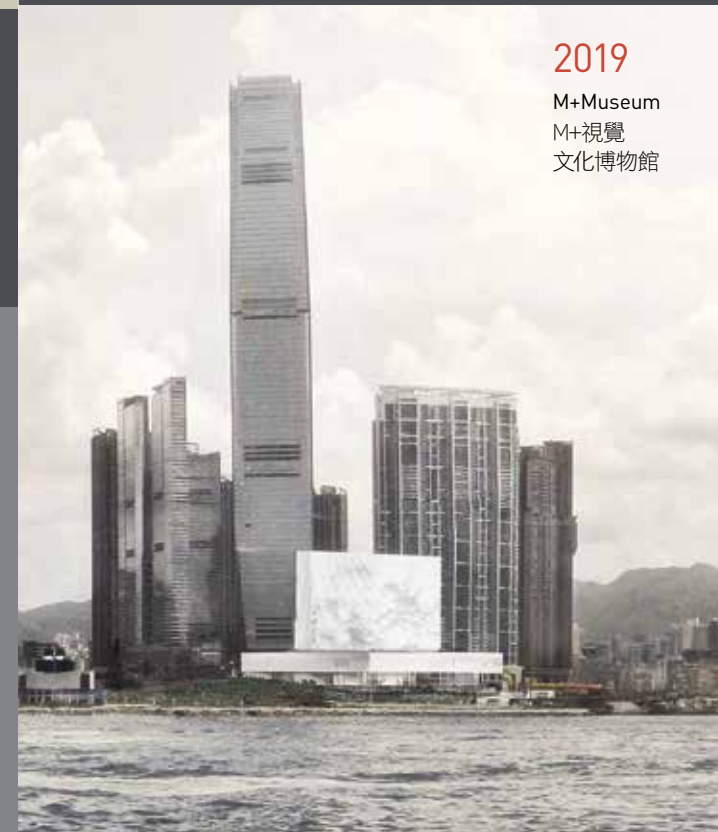


Phase I construction work of 900 public housing units on Northwest Kowloon Reclamation Site 6 (at the junction of Hing Wah Street West and Sham Mong Road in Sham Shui Po) will be soon completed

西北九龍填海區「第六號地盤」（深水埗興華街西與深旺道交界）第一期之九百個公屋單位落成

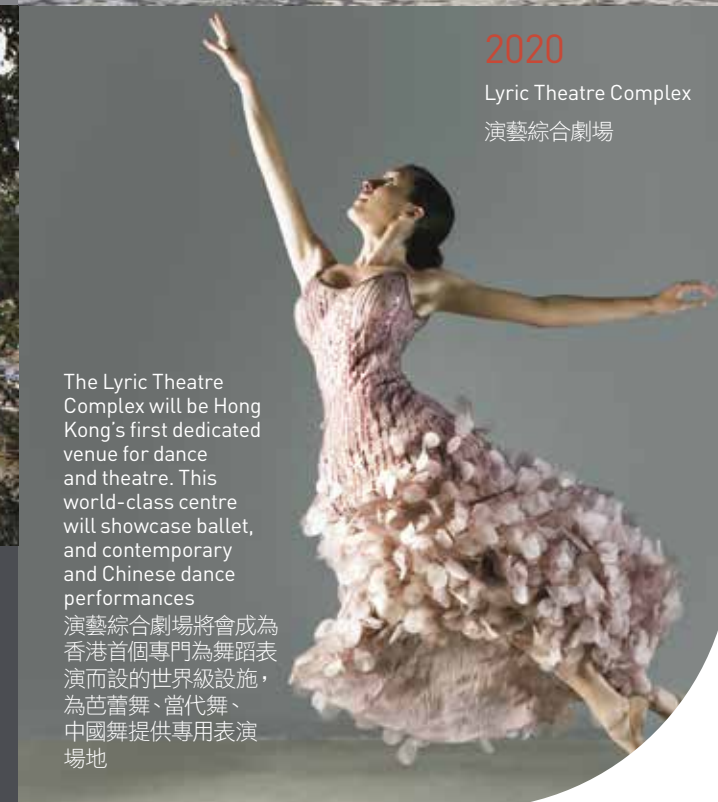
2019

M+Museum
M+視覺
文化博物館



2020

Lyric Theatre Complex
演藝綜合劇場



The Lyric Theatre Complex will be Hong Kong's first dedicated venue for dance and theatre. This world-class centre will showcase ballet, and contemporary and Chinese dance performances

演藝綜合劇場將會成為香港首個專門為舞蹈表演而設的世界級設施，為芭蕾舞、當代舞、中國舞提供專用表演場地

Smart driving 彈指之間 路路暢通

VGo mobile apps can help you beat congestion on the road
「起駕VGo」手機應用程式，助你路路暢通

Not so long ago, when drivers were stuck in heavy traffic on Hong Kong's busiest roads, they only had the radio to turn to for traffic news. However, advancing technology has led to the rise of smartphone apps, and mobile convenience provides drivers with hassle-free road traffic information feeds.

Apps for local drivers

Waze, the navigation app acquired by Google in 2013 for US\$1.3 billion, offers live traffic reports on congestion, accidents and other road data. Drivers can also benefit from the GPS trip recorder on the app.

Baidu Map from mainland China provides comprehensive maps of Hong Kong, speed limits and speed-camera locations. The app supports voice navigation in Putonghua – which local drivers may find less appealing.

Hong Kong eRouting, developed by the Transport Department, offers point-to-point navigation and information on public transport routes.

There are many mobile apps for local drivers, but none provides comprehensive services. Drivers often have to resort to a mixture of apps while on the road. Electronic toll collection pioneer Autotoll has launched the VGo app, offering five functions - VDrive, VEat, VShop, VBid and VPay - in voice navigation, real-time traffic news, parking and petrol station searches, restaurant information, shopping offers and bidding games.

"Waze offers community maps and navigation system for drivers in the US only. VGo, on the other hand, is custom made to suit the needs of local drivers," says Kate Law Ming-yan, marketing manager at Autotoll. The local-centric app is developed based on Hong Kong's road traffic, and the VGo function offers time- and money-saving route planning with tunnel toll information. Drivers can select their favourite routes.

Value-added functions

Using a mobile phone while driving is illegal in Hong Kong, but one needs to know about the latest traffic updates when the roads are congested. VGo supports voice navigation, news broadcasts and other voice heads-up functions, allowing drivers to adjust their route according to traffic conditions and news updates without having to handle their phone. For those driving to an unfamiliar place, the Navigation function in VDrive helps navigate through the road network with its voice function and Google Maps display.



Autotoll has been providing electronic toll collection (ETC) services since 1992. It recently launched the VGo mobile app 自1992年，快易通便推出自動道路繳費系統，而最近更推出手機應用程式「起駕VGo」。

- 01. VGo offers time- and money-saving route planning with tunnel toll information
- 02. The app also supports voice navigation, real-time traffic news, parking and petrol station searches
- 03. The app can warn drivers 200 to 300 metres ahead of a speed camera so that they are able to slow down

- 01. VGo的其中一個功能可分析哪條道路或海底隧道最快捷、最通暢，並列出各隧道收費
- 02. 程式中包含語音導航、實時交通消息、泊車和油站位置等資訊
- 03. VGo程式能於拍攝快相前的二、三百米位置作出提示，讓駕駛者能避過「快相位」



Drive & Buy

VDrive	Provides real-time traffic information and navigation, with speed and traffic incident voice alerts
VEat	Recommends popular restaurants and parking tips
VPay	Checks Autotoll account balance and payment records through a login system
VShop	Offers car accessories, food, homeware and outdoor equipment. Users can earn VPoints for sealed bidding activities on VBid
VBid	Offer items for members to bid for

購物連繫駕駛

VDrive	提供實時交通資訊及導航服務，可以語音提示安全車速及交通事故
VEat	介紹熱門餐廳情報，並有泊車攻略
VPay	連接快易通會員系統，可知道戶口結餘及付款紀錄
VShop	專售與駕車有關的產品，也有時令食物、家品及戶外用品等；購物時可儲積分參加VBid，以暗標形式獲取禮品
VBid	提供產品供會員競投

The VEat function differs from similar apps, with the addition of parking tips for restaurants, including parking options and charges with navigation functionality. The parking options combine an online map and the most up-to-date data.

“Generally, other online maps may not show you the most straightforward route. We help shave a few minutes off by showing parking options 100 to 200 metres from the restaurant,” Law adds.

“We have gathered information about 5,000 restaurants on the app which we are constantly updating with new entries, including small outlets with parking facilities on the doorstep. Drivers can enjoy a gastronomic experience without having to worry about parking.”

Information gathering

As multifunctional as VGo is, it is also a high-maintenance app. Take the speed camera alert function, for example. It must sound 200 to 300 metres ahead of the camera so that drivers will be able to slow down. The VGo team must conduct field tests to obtain optimal results.

Updating data can be laborious. “Car parks adjust their charges from time to time. In order to ensure the accuracy of the information provided, we rely heavily on our own regular visits and active user updates,” Law says.

香港多地少、道路擁擠，駕駛者雖可收聽電台廣播獲知交通消息，但卻少有其他渠道能獲取更全面的道路資訊。隨着新科技發展和手機應用程式的普及化，應用程式已「走進車廂」，提供一站式的交通資訊，為駕駛者省卻不少煩惱。

針對駕駛習慣

以2013年獲谷歌用13億美元收購的「Waze」地圖服務手機程式為例，當中便提供實時交通情況，讓用戶得知塞車、意外及其他路面資訊，並以全球定位系統（GPS）記錄行車路線，為駕駛者提供便利。內地的「百度地圖」亦主攻駕駛服務，當中有完善的香港地圖、車速限制及快相位等資訊，並有語音導航服務，唯以普通話為語言，對本地駕駛者而言始終不夠親切。至於運輸署推出的「香港行車易」則有點對點導航服務，更可查詢各種公共交通工具的路線，惠及非駕駛者。

可供本土使用的交通手機應用程式數目繁多，但每個程式通常只着重單一功能，駕駛者必須開啟多個程式使用，頗為不便。而經營自動道路繳費系統（ETC）的快易通（Autotoll），最近就推出手機應用程式「起駕VGo」，當中分別有VDrive、VEat、VShop、VBid及VPay五大功能，包括語音導航、實時交通消息、泊車和油站位置，以及餐廳資訊、購物優惠與競投遊戲等，全部按照香港實際情況度身訂造，方便本地駕駛者。

快易通市場部經理羅茗恩（Kate）解釋：「『Waze』同樣提供社區地圖及導航系統，但卻只局限於美國使用。VGo則極具本土特色，針對本地駕駛者需要而設。」打着本土旗號的VGo完全根據本地路面情況而設，其中一個功能便可分析哪條道路或海底隧道最快捷、最通暢，並列出各隧道收費，讓用戶按個人需要及喜好來選擇；反觀Google Maps雖有相同功能，但卻無法顯示海底隧道的塞車情況，可見VGo更能符合本地駕駛者需要。

照顧生活細節

在香港，駕駛時使用手提電話屬違法，但在遇上交通擁擠時，又難免須要時刻獲取道路的最新消息。為使駕駛者可於開車時不會因使用手機而分心，VGo特設語音功能，以語音提示路線方向、路面情況，甚至朗讀新聞，提供最新消息，從而讓駕駛者能即時作出反應，改道以避開交通擠塞。如要前往陌生的地方，則可使用VDrive的「Smart導航」功能，當中以語音系統配合Google Maps顯示路線。

另一功能VEat，跟一般飲食程式明顯不同。作為駕駛應用程式，它加插了泊車攻略，不但顯示餐廳附近的車位及錶位收費，更提供導航前往。當中的泊車位乃透過現有地圖再結合實地考察而成，Kate續解釋：「如果只靠一般網上地圖尋找路線，可能要兜路才能抵達，十分不便；而我們會盡量找出距離餐廳一至二百米的泊車位。」現時程式內有五千家餐廳，並不斷增加及更新，包括門前有泊車位的小店，讓駕駛者既可享受美食，亦毋須為泊車而煩惱。

多方收集情報

VGo功能多元，必須花費龐大的人力物力方可維持；以「快相位」為例，一般要在拍攝快相前的二、三百米位置作出提示，駕駛者才來得及避過，故團隊必須在路面親自測試效果。此外，更新資料庫的手續亦很繁瑣：「很多停車場不時漲價，我們為求資料準確，要經常查詢最新收費，也會依靠用戶報料。」

Growing greener

蔬菜有心機

Organic vegetables have become more accessible in Hong Kong thanks to local businesses and farms

多得本地商企和農場的支持和推廣，我們愈來愈容易在香港找到有機菜的蹤影



About 10 years ago, organic vegetables were sold only in speciality stores or at farmers markets, making them as inconvenient to find as they were expensive. But then, YATA Department Store, alongside a few other merchants, spearheaded the supply and promotion of organic vegetables in Hong Kong.

"Local customers started paying heed to the harmful substances in pesticides and chemical fertilisers," says Liu Wai-kwong, merchandising manager at YATA Department Store. "It was at that moment organic vegetables arrived on the scene to ride the winds of change. Since then, our customer base has expanded, beyond the health-conscious middle-class, to reach ordinary housewives, contributing to the overall market growth through the promotion of the 'eat healthy' concept."

Since 1987, when the "toxic choy sum" scandal broke out,

Hongkongers have become concerned about the excessive use of pesticides and chemical fertilisers, and their health-related consequences. As a result, organic vegetables started winning over locals.

Quality assurance

When YATA Department Store first introduced organic vegetables to the local market, the majority were imported from the United States and Japan, with few choices of Chinese leafy vegetables such as choy sum, kai lan and bok choy.

But the variety grew, and YATA Department Store now sources fruits and vegetables from local farms and suppliers from Guangdong through the Accredited Farm Scheme jointly run by the Agriculture, Fisheries and Conservation

Department and the Vegetable Marketing Organisation (VMO). The operations of the accredited farms are closely monitored by this integrated inspection system to ensure the supply of safe organic vegetables.

"In the beginning, the local market for organic vegetables was run in a rather haphazard fashion. There were no standardised criteria in terms of species, quantity and quality management," Liu says. "After years of development, individual farmers are now working in coordination with VMO. More planning efforts are directed to the growing, promotion and selling of produce with a greater variety."

Today, 20 per cent of the vegetables sold by YATA Department Store is organic produce from around the world. Of that, 15 per cent comes from local farmers, many of whom own fields on the mainland. "Organic vegetables are well-developed in mainland China, with large operations accredited with JAS, USDA, OFDC or other related international labels. With its close proximity to Hong Kong, mainland China is a popular exporter of fresh vegetables with lower transport costs," Liu says.

Bio-solutions

The Accredited Farm Scheme liaises with the local farming community and collects fresh produce for local consumers. One of its members, Zen Organic Farm at Ping Che, is an active player in good horticultural practices. Co-owner Joey Ng worked in the fashion industry before taking an interest in organic farming and biological pest control agents, also called beneficial insects.

She says: "Pest control is of the utmost importance. We grow our plants in small quantities. Even if one type of plant is infested, neighbouring species can still survive intact."

Ng implements organic pest control at her farm using wood ashes for insect barriers and neem blocks from India as a natural pesticide. "The so-called sophisticated technology capitalises on the biological behaviour of different species, which makes farming all the more interesting," she says.

Herbs reinvented

An expert in greenhouse farming, Ng set out to develop a new interest in growing edible flowers. She chose herbs and flowers that are suited to Hong Kong's climate from an array of imported species, with a view to preserving the original taste of the plants. "As opposed to vegetables, the tiny folds of herbs and flowers make it difficult to rinse off chemical residues. Therefore, the proper way to grow them is through organic farming," she says.

Organic herbs and edible flowers are widely used at five-star hotels and Michelin-starred restaurants to elevate the gastronomic experience. Wild rocket is often used in steak or creamy dishes to offset the greasy feel. Its yellow flower contains nectar that adds a special taste. The heart-shaped clover gives a hint of acidic flavour that goes well with desserts like ice cream, while chamomile is a healthy and natural sweetener with a pleasant, flowery aroma.

In pursuit of health and nutrition, acclaimed chefs work their magic on these ingredients thanks to a thorough understanding of their properties. And healthy as they are, organic ingredients also can revolutionise the taste of any dish.



01



02



03

直以來，選購有機蔬菜，要特意到訪有機食物專售店或農場擺攤，費時之餘，售價亦高昂。而一田百貨早着先機，早在十多年前已銷售及推廣有機蔬菜，為香港首幾家從事有機菜買賣的商戶之一。一田百貨採購部經理廖偉光說：「從十多年前起，顧客開始關注農藥或化學物對身體的影響，有機蔬菜於當時乘勢發展，並愈來愈普及。顧客羣由注重健康的中產或專業人士擴闊至家庭主婦，希望『食得健康啲』的概念推動有機菜的市場發展。」1987年，香港曾發生「毒菜心事件」，過多的農藥及化肥一直困擾着香港市民。由那時起，大家始關注化肥、農藥的影響，並開始講究有機蔬菜。

多層檢測 優質保證

一田百貨引入有機蔬菜初期，來貨主要源自美國及日本，當中的菜種選擇亦較少，只得菜心、芥藍等中式葉菜，後來才陸續增加至其他有機瓜菜及水果。現時，一田百貨透過菜統處與漁護署合作推行的「信譽農場計劃」，採購獲計劃驗證的有機蔬菜，菜源均來自香港或廣東省地區。菜統處定期會派人到主要供應商的菜場檢視菜場運作，確保質量優良，可謂是統合檢測站，給市民提供過濾好的有機菜。

廖偉光：「最初，本地銷售有機蔬菜的體系較為混亂，種植的品種、

產量和質素也沒有統一標準，經多年發展，雖然仍由不同農戶自行種植，但經菜統處統合和農舍之間的合作所協調，在種植、推廣、售賣都較為有計劃，品種亦見多元。」

現在一田百貨裏有兩成的蔬菜均為有機蔬菜，產地來自世界各地，其中約百分之15來自本地有機農戶。而早年，有不少香港農場搬回國內經營，廖偉光：「國內有機菜也發展成熟，部分大型有機蔬菜品牌更取得JAS、USDA、OFDC等國際有機認證，且毗鄰香港，能保證蔬菜新鮮，運輸成本亦較外國有機菜低，所以廣受顧客歡迎。」

生物習性 相剋理念

「信譽農場計劃」連結港、九有認證的本地有機菜田，並於每天收集後，為我們提供新鮮優質的蔬菜。其中，坪輦「有心機」有機農場便下了一番功夫，負責人之一吳碧雲（Joey）本來經營時裝生意，數年前有感有機農業利用農作物及昆蟲相剋的理念耕種十分有趣，因而開始鑽研有機種植。

Joey：「防蟲當然最為重要。我們的蔬菜都是逐少分開種植，以不同的品種相間，即使其中一種植物有蟲，也不會蔓延至隔鄰的植物去。」此外，農場亦施行有機防蟲措施，利用燒完的木灰，圍着植物灑上一

圈，便可阻隔蟲子走近，還引入印度的苦楝樹（Neem）木磚，也是很有效的天然防蟲法，「所謂高科技，其實就是依據生物習性以謀對策，十分有趣。」Joey說。

研發技巧 星級種植

掌握了溫室種植有機菜的技巧，Joey近年挑戰種植食用花，並進行相關的研究。她從幾百種外國植物中，挑選適合於香港氣候生長的香草及食用花，確保能保持農作物的原味。Joey說：「如菜葉附有農藥尚可清洗，但因香草或花上有太多細節及摺疊位，若帶有農藥，則難以徹底清洗，故只能以有機方式種植」。

如今，有不少五星級酒店及米芝蓮星級餐廳，均會採用這些有機香草及食用花來製作新式花饌，為美食增添另一層次的味覺享受。

我們常吃的火箭菜，多用來搭配肉扒、忌廉或重牛油味的食物，以作解油膩之用，而火箭菜上面的小黃花，每朵均有淡淡蜂蜜，能配出特別的口味；而三瓣心型葉子的酸味草，則有淡淡的酸澀，正好配雪糕等甜品；還有郊外常見的甜甘菊，可代替砂糖，健康之餘，吃起來還有淡淡的菊香。

為追求健康和營養，一眾星級廚師似乎早已對食材掌握得爐火純青，有機食物除了以健康為前題外，無疑亦開創了味覺的新滋味。🌱

01. The yellow flowers of wild rocket go well with desserts such as whipped cream while the clover complements desserts like ice cream
02. Spring and summer are the flowering seasons in the West, with climates similar to those of Hong Kong in winter. This means winter is the best time to enjoy flower-based dishes in the city
03. Joey Ng spent four years studying the behaviour of insects to improve her organic horticultural practices

01. 黃色火箭菜小花，配忌廉等甜品正好；而酸味草，則適合配雪糕等甜品
02. 外國的春夏季花開正盛，氣候與香港的冬天天氣相若，所以冬日可是花饌好時節
03. 吳碧雲花耗四年時間，研究各種昆蟲及植物習性，田園裏面的生物多樣，以最天然的方法種植

Hiker's paradise

香港登山無限好

A first-rate public transport system leads to Hong Kong's natural assets
各條風光明媚的香港行山徑，埋藏着一個個本地的自然美景

British weekly newspaper *The Economist* lauded Hong Kong in 2012 as one of the best cities in the world to live in. This was on account of its vast swathes of green space, which make up 75 per cent of the total area. Hong Kong has more to offer than endless skyscrapers, with lots of lush greenery. A first-rate public transport system carries urban dwellers to the city's natural assets, often delivering them straight to many of the hiking trails which, unlike many other places, are highly accessible.

在2012年，英國《經濟學人》將香港列為世界最宜居住的城市之一，其中一個因素為香港75%的土地是郊野地區，可見香港除了高樓大廈以外，亦不乏層巒聳翠之地；更甚的是，城市人往往只須經公共交通工具便即可到達香港郊區，很多時候更是一下車就到登山起點，相比其他國家或地區要長途跋涉方可抵達登山路徑，實在方便得多。



Travel guide *Lonely Planet* named Hong Kong Trail (left) among the world's 10 best for hiking
旅遊指南《Lonely Planet》曾將港島徑（見左圖）選為全球十大最佳城市登山徑

Finding the right route

The Leisure and Cultural Services Department lists 41 hiking trails in four distinct routes - nature, scenery, heritage and family - offering hikers an overview of the available options. The difficulty of each route is assessed according to its length, gradient, surface conditions and duration by referencing standards set by the International Mountaineering and Climbing Federation. The routes are described as easy, moderate, difficult and very difficult. Hikers of all ages can enjoy the pristine side of Hong Kong.

Hong Kong is a concrete jungle, but the international financial hub also offers a treasure trove of greenery. Travel guide *Lonely Planet* named Hong Kong Trail among the world's 10 best city hikes, alongside South Mountain Park in Phoenix, United States; Arthur's Seat in Edinburgh, Scotland; and Seawall in Vancouver, Canada.

Hong Kong Trail, Wilson Trail, MacLehose Trail and Lantau Trail are the four well-known routes in Hong Kong, with mud and concrete footpaths cutting across mountains laced with brushes and grasslands. The prolific woodlands are generally at the foot of the mountains. Mountains in Hong Kong run mostly along the coastline and rise sharply from the flatland to form intimidating ranges. Seeing the ocean from the mountains adds to the majestic scenery of the trails.

Hong Kong Trail is a 50km footpath passing through five country parks. The trail is divided into eight sections, and hikers can complete one or more sections according to their ability and preference. The footpath runs from The Peak through Black's Link and Jardine's Lookout, with spectacular views of the city. Natural scenery, reservoirs, quarries and colonial historical heritage line the route, offering a leisure experience.



路徑盡覽 香港景色

康樂及文化事務署整合了本港的登山路徑，選取全港41條登山徑，並分類為「接觸大自然」、「海闊天空風景」、「歷史古蹟追蹤」及「合家歡樂」等，然後再按路程長短、坡度、路面狀況與完成時間，以國際攀山聯盟的標準作出難度評級，分為易行、普通難行、難行及費力難行四大級別。讓登山者更清晰挑選適合自己的路線，不管是只為假日消遣的市民，還是一心挑戰高難度的登山客，都能在香港這個彈丸之地各取所需。

香港的山徑世界聞名，旅遊指南《Lonely Planet》便曾將港島徑選為全球十大最佳城市登山徑，並與美國鳳凰城South Mountain Park、愛丁堡Arthur's Seat及溫哥華Seawall同列榜上。除港島徑、衛奕信徑、麥理浩徑和鳳凰徑堪稱「香港四大名徑」，不少外地遊客都慕香港山徑美名而來。在香港登山，沿途景物以灌木與草原為主，青翠樹林大多在山腳可見。另外，本地山巒大多與海岸線緊靠，很多高山都由平地高聳向上，形成險峻的山勢，遠足時常見大海就在山下，更感氣勢磅礴。

港島徑更是認識香港另一面的活字典。全長50公里，橫越五個郊野公園，分為八段路程，登山客可按體力及目標選定其中一段或數段來完成。這條山徑的起點在山頂，可經過布力徑及渣甸山等，俯瞰香港全景。沿路除了有自然景物，亦可見到水塘和石礦場，以及不少殖民時期遺下的歷史足跡。

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康樂及文化事務署整合了本港的登山路徑，選取全港41條登山徑，並分類為「接觸大自然」、「海闊天空風景」、「歷史古蹟追蹤」及「合家歡樂」等

Standing 957 metres, Tai Mo Shan is Hong Kong's highest peak. The mountain offers many vantage points to enjoy breathtaking views of the New Territories
大帽山高957米，為香港最高之山峰。山上多處高地，是俯瞰新界美景的最佳位置



Lion Rock is a key attraction. This magnificent range witnessed Hong Kong's transformation from a fishing village to an international metropolis
獅子山為本港一大景點，壯麗的山嶺見證着香港演變成國際大都會的過程



With its beautiful coastal scenery and easy access from the city, the Dragon's Back in Hong Kong Island South is a popular escape that gets regular mentions in travel guidebooks
走在港島南的龍脊上，沿途盡覽海岸美景，加上交通方便，故此為不少旅遊書所推介，是本港甚受歡迎的登山路線



Stage one of the MacLehose trail hugs the boundary of the High Island Reservoir which was built in 1978 (photo by Agriculture, Fisheries and Conservation Department)
於1978年落成的萬宜水庫的麥理浩徑的第一段路程（相片由漁農自然護理署提供）



Will Cho's photo of the Milky Way taken from Sunset Peak. Cho's photo was voted the most favourite work in a National Geographic Channel competition in 2014
本地攝影師Will Cho於大嶼山大東山拍下銀河照片，並於2014年獲得國家地理頻道的「觀眾最喜愛作品」殊榮

A question of altitude

Another famed local trail, Pat Sin Leng, gets its name from the eight "Taoist Immortals". The eight connected peaks form a continuous mountain range, which attracts hikers who are keen to conquer the heights. Shun Yeung Fung, at 591m, is the highest peak and overlooks northeastern Hong Kong. The Pat Sin Leng trail comprises a mud path, concrete pavement and stone steps, yet these surfaces do not make the route any less difficult, as the undulating mountains rise and fall sharply. The rough terrain poses a great challenge to many hikers.

In Hong Kong, many hiking routes are connected to reservoirs, such as Pat Sin Leng, which runs through Hok Tau Reservoir and Lau Shui Heung Reservoir, while Plover Cove Reservoir offers distant views of Shenzhen. Hikers who want to observe a serene natural habitat should head southwards from Pat Sin Leng Country Park to Sha Lo Tung for dragonflies, or go to the mangrove wetland in Ting Kok and the Yim Tso Ha Egrettry.

If a scenic yet arduous route is your cup of tea, look for Sunset Peak in Lantau Island. It's the third-highest peak in Hong Kong at 869m, with endless silver grass plains at your feet and boundless skies above. The night views are fantastic. A photo of the Milky Way taken on Sunset Peak was voted the most favourite work in a National Geographic Channel competition in 2014. As the name suggests, Sunset Peak has magnificent views as the sun goes down.

The journey up to Sunset Peak is a test of stamina. Hikers have to negotiate their way from Mui Wo through Nam Shan Historical Trail to the mountaintop, which takes about three hours. The climb may be challenging, but the views from the top are just as rewarding.

挑戰陡峭 考驗耐力

另一著名山徑是新界東北區的八仙嶺，以道家八仙的名字命名，因八大山峰形成連綿山勢而受登山客青睞，其中以純陽峰最高，達591米，可將香港的東北景色盡入眼簾。整條八仙嶺山徑都有石級、泥路及石屎路，然而路線並不易走，因山勢起伏大，對登山客來講甚有挑戰性。八仙嶺與鶴藪水塘和流水響水塘相鄰，登山客可於船灣淡水湖遠眺深圳，亦可去八仙嶺郊野公園南邊的沙螺洞看蜻蜓，靜觀本土自然生態，又或遊覽汀角紅樹林濕地及鹽灶下鷺鳥林。

假如喜歡景色宜人又具挑戰性的登山路線，大嶼山的大東山是不錯之選。其海拔為869米，乃香港第三高峰，山上有廣闊無垠的芒草平原，亦可仰望無邊的天空，夜景更是享譽國際。2014年，一張於大東山拍攝的星河照，更獲得國家地理頻道的「觀眾最喜愛作品」殊榮。大東山的英文名「Sunset Peak」意即日落山峰，故登山客最好留至日落一刻，欣賞夕陽西下的美景。

可是，走上大東山頂端並不容易，從梅窩出發沿南山古道登山，全程均為爬坡，走畢全程需約三小時，考驗登山者的體力和耐力。👉

Climb for charity

The Society for the Promotion of Hospice Care has been organising the Hike for Hospice since 1992, under the auspices of Sun Hung Kai Properties. The hike will take place in February 28, 2016 in Tai Lam Country Park, Yuen Long where participants can choose to join a team or participate individually. The event offers participants a taste of the challenging route and the natural beauty of Hong Kong, while the proceeds will go towards providing services for patients with terminal diseases and bereaved families.

登山襄善舉

登山其實亦可襄善舉，善寧會自1992年起舉辦「登山善行」，新鴻基地產除贊助有關活動，更鼓勵員工參與。「登山善行2016」將於2016年2月28日於元朗大欖郊野公園舉行，活動分為團體和個人兩個組別，讓參加者體驗具挑戰性的路段，發掘香港的青山綠水，還可寓消閒於善舉，把登山籌得之善款，幫助末期病人及喪親家屬。



How to avoid injuries

愛運動 惜身體 預防運動創傷

Running and other sports offer multiple health benefits as long as you follow a few basic principles

跑步和各項運動均有益身體，只要緊守數個做運動的秘訣，便可預防受傷

Hongkongers are increasingly health conscious, and aware of the importance of physical exercise in sustaining health. Running is the most popular sport as it can take place anywhere at any time, and doesn't require any specialist equipment except for running shoes. However, runners are at risk of injuring themselves. Sixty to 70 per cent of sports injuries in Hong Kong involve the lower limb, such as the knee and the sole of the foot, ensuring that proper training before, during and after workouts is essential to prevent injury.

Knowing your muscles

Running uses more than the muscles in your thigh and calf. Each of the lower-limb muscles has its own part to play in order to coordinate properly in support of your body.

Dr Chan Ying-kei, orthopaedist and president of Hong Kong Minimal Invasive Spinal Surgery Society, says: "The quads [the muscle group on the front of the thigh and on the top of the knee] are pivotal to knee-joint extension. Lack of exercise weakens the muscle group, leading to increased friction on the knee or overstretched muscles, which cause injuries.

"Vastus lateralis and vastus medialis are two of the muscle groups that make up the quads, and both of them act as major extensors of the knee. Any imbalance in the two groups will add to the friction on the outstretched knee, causing jumper's knee that inflicts pain when the patient jumps up or descends slopes or stairs."

In the course of running, gluteus maximus in the hips supports the pelvis in a balanced position and draws the legs backward. A weak group of gluteal muscles leads to excessive pressure on the iliotibial band (the soft tissue that stabilises the lower limb when running), adding to the frictional force acting on the femoral condyles and causing iliotibial band friction syndrome, an injury characterised by lateral knee pain.

Apart from the injuries related to the quads and gluteus

maximus, gastrocnemius (the bulging muscle at the back part of the calf) and soleus (the flat calf muscle under the gastrocnemius) strains will result in calcaneus stiffness while taking steps. Tension will be transferred to the sole of the foot, causing attrition and hence plantar fasciitis.

Rule of thumb: warm-ups

How can we avoid lower limb injuries commonly caused while playing sport? The rule of thumb is to increase the strength and flexibility of muscles, which could be done via stretching while warming-up.

Warm-up exercises soften and loosen the joints, muscles and tendons. They also help to prepare the heart and the muscles for the bodily changes brought about by workouts; whereas the cool-down exercises after workouts help the body regain the condition that existed before working out. Finish your routines with stretching exercises to prevent stiff and sore muscles.

Strengthen different muscle groups

Although running involves all-round body movement, it does not help strengthen all muscle groups. Muscle strains in certain parts of the body are due to lack of comprehensive muscle training. Chan says flexion and extension of the running legs strengthen the hamstring muscles and the psoas major muscle. However, the same sport does not benefit the quads and gluteus maximus, which are equally important for running.

To strengthen all muscles and increase flexibility, it is important to do cross-training, say swimming and cycling, to workout routines. "Different sports train up corresponding muscle groups, therefore runners have to engage themselves in other sports." Chan says runners should follow strength-building routines in stages. Ploughing on with scant regard for doing the basics will increase the chances of injury.



Each of the lower-limb muscles has its own part to play to coordinate properly in support of the body, Dr Chan Ying-kei explains
陳英琪醫生解釋，下肢的不同肌肉對支撐承托身體均各具作用



Flexing and extension of the legs when running strengthen the hamstring muscles and the psoas major muscle
跑步時經常要屈膝提腿，可令屈膝肌及腰大肌變得強壯



Vertical marathoners tackle iconic skyscrapers

The International Skyrunning Federation's Vertical World Circuit (VWC) offers elite athletes and vertical marathon runners an opportunity to conquer iconic skyscrapers around the globe. SHKP initiated two races in its skyscrapers in Shanghai and Hong Kong last year. Race to Shanghai IFC and the Grand Finale, Race to Hong Kong ICC took place on October 25 and December 6, respectively. In Hong Kong, entrants negotiated 2,120 steps while climbing 364 metres to the top, testing their cardiopulmonary and muscular strength, and perseverance. Proceeds will go to the Community Chest for the promotion of health awareness and philanthropic spirit in the community.

The official race website: www.SHKPVVerticalRun.com

垂直馬拉松 競跑ICC

由國際競速聯盟發起的垂直馬拉松世界巡迴賽（VWC），讓世界頂級選手及垂直馬拉松愛好者，挑戰全球各地最具代表性的摩天大廈。而新地去年則曾主辦兩場「新地公益垂直跑」賽事——「勇闖上海IFC」及「勇闖香港ICC」；兩者已分別於10月25日及12月6日圓滿結束。香港賽事中，參賽者須跑上2,120級樓梯，垂直高度為364米，對於心肺功能、肌肉力量及毅力來說都是一大考驗。此項運動盛事會將所得善款捐予公益金慈善團體，推動香港市民關注健康生活之餘，亦帶動樂善好施的風氣。

「新地公益垂直跑」官方網站：www.SHKPVVerticalRun.com



香

港人對健康意識不斷提高，亦意識到運動對身體健康的重要。當中，跑步是最受歡迎的運動之一，不須依靠任何輔助器具，隨時隨地想跑就跑。但無論是為健康而鍛煉身體，還是專業的運動訓練，運動不當所衍生的創傷，均同樣非同小可。在香港，運動創傷個案中有六至七成涉及下肢創傷，如膝傷或足底受傷等，比例甚高。故此，運動中乃至運動前後的正確鍛煉，成為避免運動創傷不可或缺的一環。

了解肌群 預防創傷

別以為跑步只單靠大腿和小腿的肌肉，其實下肢的不同肌肉，對支撐承托均各具作用，相輔相成。香港微創脊椎手術學會主席、骨科專科醫生陳英琪解釋：「人體的股四頭肌（大腿前方和膝蓋上方的肌肉）可幫助膝部伸直，如缺乏鍛鍊，不夠強壯，便會使膝蓋的摩擦增加，或令肌肉承受過大拉力，形成創傷。而股外側肌及股內側肌則是股四頭肌之一，乃膝蓋的主要伸肌，若這兩組肌肉不平衡，可導致膝蓋向外的磨擦增大，形成『跳躍膝』，在走下斜坡、樓梯或跳躍時就會特別疼痛。」

在跑步過程中，還須保持盤骨平衡及做出大腿後伸動作，這則有賴臀部的臀大肌，如果有關肌肉的力量不足，壓力就會卸給髌骨束，令股骨上踝不斷受到磨擦，久而久之就會形成俗稱的「跑步膝」，外側膝蓋會感到疼痛。

除了以上提及的股四頭肌及臀大肌，腓腸肌（即小腿後方肌肉，俗稱「腳瓜囊」）及比目魚肌（腓腸肌下扁平的小腿肌肉）過度繃緊的話，亦會使足後跟骨不能自然着地，拉力轉移到足底而引致磨損，形成足底筋膜炎。

熱身不當 消耗腰力

乍聽以上的一系列醫學名詞，已有感運動不當的嚴重性，那到底如何才能預防傷患率甚高的下肢運動創傷？原來，首要條件是要讓肌肉有足夠的力量及柔軟度，故須於正式運動前做足伸展動作。

熱身運動能令關節、肌肉及筋腱變得柔軟、放鬆，同時讓心臟及肌肉變得溫和，更易適應運動帶來的變化，而運動後則要做緩和運動，使心臟及肌肉可慢慢恢復運動前的狀態，最後再多做一次伸展運動，防止及舒緩肌肉繃緊、痠痛。

不同運動 鍛煉肌肉

雖然，跑步為全身運動，但不代表可以鍛煉身上每一寸肌肉。陳英琪指出，跑步時經常要屈膝提腿，可令屈膝肌及腰大肌變得強壯，然而，對跑步亦相當重要的四頭肌及臀大肌，卻較難在跑步中得到充分鍛煉。

因此，為使所有肌肉都有力兼柔軟度高，便須加入其他運動，如游泳或踏單車等，交叉訓練，「不同運動能鍛煉身體不同的部位，因此跑手一定要分配時間進行其他運動。」此外，陳英琪又提醒跑手要了解所做運動的目的，並循序漸進地鍛煉特定部位，而非盡快完成某些動作為首。如果硬要完成動作而疏忽基本功，就會增加受傷風險。🚫



Cross-training has benefits

Elite athlete Cynthia Reid, women's winner of the 2014 SHKP Vertical Run for Charity – Race to Hong Kong ICC, shares her personal experience of injuries. "In 2013, I pulled my right calf muscle during a stair-climbing exercise. It was diagnosed as a second-degree strain. During the course of my recovery, I spent time exercising my upper torso. I returned to lower-limb training [only once] my calf had fully recovered one month later."

Reid understands the importance of stretching, warming-up and cooling-down exercises. Before every training session, she completes a whole body stretching routine. "Even if I only have three to five minutes for stretching, it's still better than nothing."

To strength muscles throughout the body, Reid does cross-training to enhance her muscles, heart, strength and flexibility. "Besides lifting, I perform a series of intensive training including burpees, gym, cycling, TRX, boxing, running and stair climbing. Multidisciplinary training helps the body cope with different types of workouts and improves training standards."

交叉訓練 全身受益

Cynthia Reid為2014年「新地公益垂直跑——勇闖香港ICC」女子組總冠軍，但即使如Cynthia般的選手，亦曾經歷運動創傷。「2013年，我曾於跑樓梯訓練中，拉傷右腳小腿，後經醫生判斷為二級肌肉拉傷。在等待痊愈的過程中，我爭取時間鍛煉上肢肌肉，待一個月後腿部肌肉痊愈，才陸續恢復下肢鍛煉。」

Cynthia深明伸展、熱身及緩和運動對安全性的重要性，在每次正式鍛煉前，她均從頭到腳，做足各種伸展運動，「就算時間不足，只有三至五分鐘作伸展運動，亦總勝過完全不做。」為增強全身肌肉的強度，Cynthia亦實行交叉訓練，令上下身肌肉、心臟、強度和柔軟度各個方面有最佳平衡。「除舉重外，我亦會進行一系列的高強度訓練，如蹲起跳、健身運動、踏單車、懸吊式阻力訓練、拳擊、跑步及行樓梯。多元化練習可讓身體容易適應各種運動，亦可提升訓練水準。」

Triumph of Japanese whisky

日本威士忌魅力沒法擋

The spirit is enjoying worldwide demand that often surpasses Scottish varieties

日本威士忌近年人氣急升，甚至超越蘇格蘭的出品



The global boom for Japanese whisky, fuelled by rocketing prices and a market frenzy for some of the diminishing Yoichi and Miyagikyo stocks, raises the question as to what has made this variety of the spirit so irresistible.

The triumph of Japanese whisky over some of the most revered Scottish counterparts is evident at auctions. History was made in August when a 54-bottle set of Hanyu Ichiro's Playing Card Series of whiskies sold for HK\$3.8 million, while the Karuizawa 1960 52-year-old The Cockerel sold for a record HK\$920,000.

British whisky expert Jim Murray declared that the Yamazaki Sherry Cask 2013, produced by Suntory, to be the world's best dram in the Whisky Bible 2015.

Varied flavours

With the 400-year-old Scotch dominating the world map of whisky, what edge has Japanese whisky gained in recent years?

According to Osiris Lau, assistant manager (beverage) at the Royal Plaza Hotel, many Scottish distilleries are located in coastal areas, where peat is burned to dry barley during the malting phase. This accounts for the smoky character of Scotch, which some people find too strong. Japanese whisky, made in a different environment, is more palatable.

"For example, in the Hakushu distillery owned by Suntory, where peat is used to dry the malted barley. The high altitude of the location affects the boiling point of the process. The result is ... more fruity than peaty," Lau says.

Like red wine, the aromas and flavours of whisky are defined by the country of origin, the type of cask and the age. In Japan, different whiskies each have their own character. This applies to the most popular varieties in Hong Kong, such as Yoichi, Hibiki and Taketsuru.

"Yoichi is heavily peated with a crisp palate, while Hibiki is strong. Taketsuru, on the other hand, is a fruity pure malt," says Osiris, who advises novices to start with Taketsuru before moving on to enjoy the more intense versions of Yoichi and Hibiki.



Yoichi is heavily peated with a crisp palate, while Hibiki is strong and Taketsuru is a fruity pure malt, according to Osiris Lau, assistant manager (beverage) at the Royal Plaza Hotel

帝京酒店助理經理(飲品)劉梓邦指，「余市」的泥煤味較重，口感刺激；「響」口味辛辣，酒精濃度高；「竹鶴」屬於純麥芽威士忌，果味香濃

Barrels and grains

The system for distinguishing types of whiskies sees different stocks categorised by ingredients and techniques. Distilleries in Japan produce mainly single malts - malt whisky made from a single distillery using melted barley, and aged in different types of oak barrel. Yamazaki 12, 15 and 18 years are some of the best examples.

Blended malts involve the mixing and bottling of malts from different distilleries. Chivas 12 and 18 years, and Johnnie Walker Black Label, are common blended malts on the market.

Single grain is made from wheat, rye or maize. Examples of this type of whisky include Chita, produced by Suntory.

Besides drinking it straight, whisky can be enjoyed with mixers. American bourbon, with its sweet taste and wooden notes, is perfect for cocktails, but Scotch whisky can also be used for added intensity.

Ideal for pairing

In Hong Kong, Japanese whisky has found an eager audience. In addition to the pleasing taste, the hype has also been fuelled by a TV drama depicting the story of Masataka Taketsuru, the father of Japanese whisky.

In line with this new trend, Lion Rock restaurant and bar at the Royal Plaza Hotel has introduced a whisky pairing menu for novices to savour the richness of Japan stocks. According to Osiris, Japanese whisky is best layered with Japanese cuisine, such as grilled eel and scallop, skewed shrimp or ox tongue. The aroma of charred meat complements smoky whiskies. A sprinkle of whisky can also bring out the full flavour of dishes such as lobster au gratin.

Although Japanese whisky is in high demand, it may be wise to heed the wisdom of Haruki Murakami in his book *Supposing My Words Are Whiskey*: Everyone has their own idea about whisky, and drinkers can develop their own palate and tasting notes.

日本威士忌近年人氣急升，不止在拍賣市場屢創高價，即將停產的余市及宮城峽威士忌更被搜購一空，成酒界佳話。究竟日本威士忌的魅力何在，令人如此愛不釋手？

日本威士忌的冒起，超越威士忌老祖宗蘇格蘭的出品，可說是天時地利人和結合而成。近幾年日本威士忌在拍賣場十分吃香，即如今年八月，日本羽生蒸餾所生產的「撲克牌全系列」54瓶威士忌，在拍賣會中以天價近380萬港幣成交；輕井澤的1960 The Cockerel 52年，亦以約92萬港幣成交，破日本威士忌拍賣的世界紀錄。由英國威士忌專家Jim Murray撰寫的《威士忌聖經2015》中，Suntory出品的山崎Sherry Cask 2013（雪莉酒桶系列）更名列世界第一。

泥煤味 易入口

經歷了四百年演變的蘇格蘭威士忌，一直以來都是威士忌的老大；近年卻見日本威士忌如後浪湧來，究竟兩者的口味上，有何分別？

帝京酒店助理經理（飲品）劉梓邦（Osiris）指，傳統蘇格蘭威士忌酒廠位於海邊，以泥煤烘乾的大麥製造，故有濃厚泥煤味，酒味強烈，未必人人接受；而日本威士忌則別具特色，較易入口。「以Suntory的白州蒸餾廠為例，同樣以泥煤為燃料，但由於位處高海拔地區（700呎以上），氣溫影響燒煤沸點，所以泥煤味較輕，而果味豐富。」

像紅酒白酒一樣，要細味威士忌，須追溯製造產地、釀製木桶及年期，才懂得那多層次味道的來源；日本眾多的威士忌亦各有性格，以最受香港人歡迎的余市、響和竹鶴為例，各有特色。「余市泥煤味較重，口感刺激；響口味辛辣，酒精濃度高；竹鶴屬於純麥芽威士忌，果味香濃。」Osiris建議新手先以竹鶴作為入門，如不習慣威士忌的濃烈味道，一下子未必能接受余市和響。

來一杯 雞尾酒

一杯醇厚的威士忌，由產地、製造器具、儲存及年期等均可查究，較簡易的分類便是以原材料及釀造方法劃分。日本威士忌以單一純麥為主，意思是整瓶酒出自同一個酒廠，以大麥芽釀造及儲存於不同橡木桶的酒製成，如山崎12年、15年及18年。

調和麥芽威士忌便是使用兩個酒廠以上的酒（大麥芽釀造）調配裝瓶，最常見是Chivas12年、18年或Johnnie Walker Black Label。單一穀物威士忌則以小麥、黑麥或玉米等穀物製成，例如是Suntory研製的知多等。

此外，用威士忌調校雞尾酒亦是十分常見的，最常用是來自美國的波本，味道甜潤而帶有木質香氣，用在雞尾酒中是最合適。當然，想來點刺激的，亦可用蘇格蘭威士忌混入其中。

重口味 宜配酒

在香港，日本威士忌已成搶手貨，對喜愛「煲劇」的港人而言，講述「日本威士忌之父」竹鶴政孝的日劇《阿政》無疑推高了威士忌的熱潮，加上日本威士忌相對適合港人的口味，故日本威士忌順理成章地迅速冒起。

帝京酒店獅子樓順應潮流，引入日本威士忌，並將不同的威士忌組合成套餐，讓初嘗威士忌的朋友體驗一番。Osiris表示，要以日本威士忌配合食物，日本料理最是適合，如鰻魚白燒和帆立貝、海老及厚切牛舌等串燒。由於串燒帶有炭燒味，故可與煙薰味的威士忌匹配；亦可直接在食物中添入威士忌。以酥皮焗龍蝦為例，威士忌可突出龍蝦鮮味，兩者口味甚為般配。

儘管日本威士忌於近年走紅，但就像村上春樹的《如果我們的語言是威士忌》般，每個人口中所講、心中所想的威士忌都不盡相同，喝酒人不妨按個人口味作選擇，尋找屬於自己的威士忌語言。🍷



Japanese whisky is considered more palatable than Scotch
相比蘇格蘭威士忌，日本威士忌較易入口



Whisky can be enjoyed with mixers, American bourbon is perfect for cocktails
來自美國的波本威士忌最常用來調校雞尾酒

Lion Rock restaurant and bar at the Royal Plaza Hotel has introduced a whisky pairing menu for novices to savour the richness of Japan stocks
帝京酒店獅子樓引入日本威士忌，並將不同的威士忌組合成套餐，讓初嘗威士忌的朋友體驗一番





Love of buses 情尋老巴士

Bus enthusiast's lifelong hobby reveals the history of Hong Kong's development
透過巴士迷多年來的收藏，尋找到香港的歷史故事

Hong Kong's buses have transported countless millions over the years – and they have also given rise to hobbyists. Some bus spotters are keen on photographing the fleet, while others like to study their make and history.

Some collect bus models, turning their homes into a miniature depot, while others acquire retired buses as a life-size reminder of their glorious past.

Bus enthusiast Stanley Yung is a walking encyclopaedia of the history of local bus routes. He has first-hand experience from his tenures at China Motor Bus (CMB) and Kowloon Motor Bus (KMB) in the 1990s. He also served as editor-in-chief and general secretary of the local bus-spotter group Bus Fan World in 1993, and has been the group's consultant since 2001. And he founded BSI Hobbies, a publisher that has released over 20 books on buses in Hong Kong.

History on paper

Yung's love story with buses began when he was a child, as his father kept a sizable compilation of world maps – some with bus routes. Under his father's influence, Yung started to collect maps as well. Part of his childhood collection is still neatly kept



The most valuable treasures Stanley Yung discovered in the passenger lost-and-found area were not the wallets and belongings, but rather the old tickets.

失物房裏除了昔日乘客遺忘的錢包財物，那些絕版的老舊車票顯得更為珍貴。

under his bed. Although the old maps are less complicated than their modern-day counterparts, they included detailed information about bus routes that shed light on Hong Kong's history of urban planning, local culture and development.

Yung also developed a habit in his school days of keeping news clippings from the period when newspapers were people's main source of information for announcements about new bus lines, route changes and schedules. These small articles and tiny advertisements gradually built up his historical record of Hong Kong buses.

After finishing school, Yung joined a bus company as public relations officer, thanks to his rich knowledge of the city's buses, and a friend who worked there. He was responsible for drafting memos and press releases, with which he was already familiar. The best part of the job, he says, was that "gathering information on buses was made easy".

Indeed, Yung came across a treasure trove through his work. When CMB's North Point Bus Depot was demolished in 1992, he found a chest in a dusty storeroom that contained plenty of British-style driver badges, which were phased out in the 1980s, alongside travel guides from the 1940s to '60s, campaign leaflets, posters and other publications on public transport. It even held the lost belongings of passengers, including a wallet from the 1960s. Yung donated all the money in the wallet, but kept the old tickets and tram tickets. The contents of that chest now comprises half of his present collection of bus memorabilia.

Buses by the book

The first researcher of Hong Kong's bus history is Mike Davis, a Briton who lived in the city for decades. Davis was an army dentist, who became well-acquainted with the employees and management of the bus system. In 1991 and 1992, he set out to write books on local buses.

There were only a few buses running across Kowloon in 1941, a stark contrast to the complicated network that existed in 2011. There were 394 routes operated by Kowloon Motor Bus Co by in 2014. 1941年的九龍巴士路線圖與2011年的複雜路線圖成強烈對比，而截至2014年年底，九巴所經營之巴士路線總數目為394條

The 1980s British-style driver badges discovered in a storeroom have retained their lustre 從失物房裏翻出了使用至80年代的英式司機臂章，如舊閃亮

Stanley Yung's collection includes an old poster from Kowloon Motor Bus Co 容偉釗仍保留有九龍汽車(1933)有限公司的舊海報



This map illustrated the bus routes via the Aberdeen Tunnel by China Motor Bus, the first such company in Hong Kong 中華汽車有限公司為香港首家巴士公司，圖為來往香港仔隧道之巴士路線



Bus goes green

In Hong Kong, environmental regulations have yet to be fully reflected in the present bus fleet. Nearly 75 per cent of buses on the road are Euro II or pre-Euro II diesel vehicles, which account for 40 per cent of roadside emissions. The exhaust then gets trapped between high-rise buildings. However, KMB is keen to reduce carbon dioxide emissions and introduced the city's first Euro VI engine hybrid double-decker "hBus" last year. Funded by the Environmental Protection Department, the bus runs on three urban routes: 1A between Sau Mau Ping (Central) and Star Ferry, 104 between Kennedy Town and Pak Tin, and 619 between Shun Lee and the Macau Ferry Terminal. When the bus is stuck in traffic, travelling slowly or pulling over to a bus stop, the engine automatically switches to electric power, cutting off emissions, while allowing fuel savings of up to 30 per cent compared to a standard Euro-V double-decker.

環保巴士「零排放」

香港現時的巴士發牌制度，仍不涉及環保準則。現時，近七成五的巴士仍為歐盟二期或更早的型號，當中使用柴油作燃料，釋放近四成路邊廢氣，困在高樓大廈之間，難以消散。九巴積極主動改善巴士的廢氣排放，並於2014年率先引入首部第六代環保引擎混合動力雙層巴士「hBus」，行走1A(中秀茂坪來回尖沙嘴碼頭)、104(堅尼地城來回白田)及619(順利來回港澳碼頭)三條市區路線。此款巴士在塞車、減速或靠站時均會自動換成電力驅動，廢氣「零排放」，更比歐盟第五代環保引擎雙層巴士省油達三成。

Yung started to compile a book in 2001 on the history of buses in the city. For six months, he dug deep into the archives of local libraries, from City Hall Public Library to the Hong Kong Central Library, where he would often read through a year's worth of news coverage in one day. Yung compiled a collection of newspaper clippings spanning from the 1920s to the '90s that helped to shape the annals of buses and other public transit in Hong Kong.

One of the items in Yung's collection is an old photo of Jordan Road Ferry Pier that shows a fleet of non-air-conditioned buses, nicknamed "hot dogs". It confirmed that the pier was once the busiest transport hub in Hong Kong. "There was only one route, numbered 50, that went between Yuen Long and Kowloon. It stopped along Tsuen Wan and Tuen Mun. Because it was the only bus that went to Kowloon, it offered one trip every five to 10 minutes," he explains.

Yung's passion for buses has gone international, as he's travelled around the world. He also has gone to Macau and Singapore to study their buses and bus-route development. He says: "Bus routes reflect the development history and community planning of a city."

說起巴士迷，有人手執相機在馬路上追拍巴士留倩影；有人熟讀巴士結構及潮流發展史；有人買來一屋巴士模型，讓房間或工作室活像巴士廠；更有人買下整架退役巴士，回味昔日情懷。

今次跟我們分享的巴士迷容偉釗，活像一本香港巴士百科全書，他熟讀香港巴士路線圖的演變史，並於90年代加入中華巴士及九龍巴士工作，93年任香港巴士迷組織「巴士迷世界」的義務總編輯及秘書長，2001年起出任該組織的顧問，更成立「BSI HOBBIES (H.K.) Co.」出版巴士刊物，包括20多本本地巴士的研究書籍。

紙上歷史故事

容偉釗對巴士的癡情，該從他爸爸說起。小時候，愛旅行的容爸爸喜愛收集地圖，世界各地遊歷的地圖儲下一大疊，容偉釗也耳濡目染，跟着爸爸儲起地圖來。現在，他的床頭還存放着一張張古今中外地圖，是名副其實的地圖專家。那年代的地圖沒現在複雜，但附有巴士行走路線，見微知著，看出整個城市的規劃、文化與發展，非常精彩。

讀書時，容偉釗已天天剪報，那年代資訊沒有現在發達，報紙上都是零碎但貼身的民生故事。甚麼時候開新巴士線，甚麼時候改道、巴士班次調整或更新，都會登報告知天下，一段報導、一個手掌大的廣告，不經不覺儲下許多市民忽略了的巴士演變史。預科畢業後，因為朋友在巴士公司工作，加上他本身對巴士的認識，便順理成章加入了巴士公司做公關，寫他最熟悉的新聞稿與公告，而當時他最興奮的是：「以後要找巴士的資料就方便多了！」

果然，容偉釗找到了他的寶庫。1992年，中華巴士北角車廠遷拆，他在公司裏一個塵封的雜物房中，找到一大盒巴士司機英式舊臂章，這種臂章一直沿用至80年代便告消失；還有40至60年代的旅遊書、巴士公司宣傳單張、海報、其他關於公共交通的刊物，房間裏還留有不少乘客失物，包括60年代遺留下來的銀包原封不動，裏面還夾着鈔票，於是，他把錢財都投到捐款箱裏去，自己則保留着那些稀有的古老月票和電車票。容偉釗現有的一半收藏，均來自這個時光寶庫。

重現昔日歷史

要追溯研究香港巴士歷史的第一人，當說居港數十年的英國人Mike Davis，他曾是軍營裏的牙醫，亦認識許多在巴士公司工作的朋友和高層。Mike Davis從91、92年起開始撰寫香港巴士書，當中涵蓋不少20年代的可貴資料。

至於容偉釗則在2001年開始撰寫港九新界及離島的巴士歷史書，他花了半年時間，每天由圖書館開門，便躲在資料室中剪報直至圖書館關閉。又從大會堂圖書館，走到中央圖書館，一天下來，就翻閱一整年的報紙，整理橫跨20至90年代的報紙剪報，中間亦不乏搜集其他交通工具的歷史新聞，整理出它們的演變脈絡。

容偉釗翻出昔日佐敦道碼頭的舊相，當時沒空調、俗稱「熱狗」巴士的泊滿碼頭，印證佐敦道碼頭是當年香港最繁忙的巴士路線樞紐。「當年只有一條50號巴士線來往元朗及九龍，途徑荃灣、屯門，新界居民全都靠這班車來往市區，所以班次每五至十分鐘一班，非常頻密。」

容偉釗不只鍾情香港巴士，旅遊時亦不忘研究世界各地的巴士路線發展，他說：「一條巴士路線的規劃，其實可反映出該城市的發展史及社區規劃。」

Words of wisdom

分享·環保 一書一故事

Fascinating stories behind books
每本書背後所埋藏的故事



A poem by Du Fu says: "Writings are transcendental". Indeed books are the vessel of enduring wisdom. The lifespan of books and how much knowledge could be mined depend on readers.

To encourage the public to share the joy of reading, the Sun Hung Kai Properties (SHKP) Reading Club has launched the "Recycle Your Read" campaign.

Rekindling the passion for reading

We seldom read a book again. Therefore, giving away books in good condition is a good idea. Carrie Tan, deputy director, corporate communications at SHKP, says: "The campaign aims to promote environmental awareness. Giving the book you had enjoyed to another booklover is an act of sharing and conserving resources."

SHKP Reading Club joined forces with World Green

Organisation in "Recycle Your Read" in February 2015, with a view to promoting reading, sharing and a green message. Books collected through the extensive network of SHKP shopping malls, and commercial and residential developments were donated to community organisations for redistribution among the underprivileged while enhancing the culture of reading.

Reallocation of resources

As early as 2001, a dedicated website, entitled "BookCrossing", was set up by an American engineer, Rob Hornbarker. It is a platform where booklovers gain free access to second-hand books collected through various means. In return, they are

詩 人杜甫說：「文章千古事」，書中的智慧自是萬古長存。翻開書籍，字裏行間無不埋藏着筆者細膩部署的心思。一本書的壽命有多長，當中的大智有多少人可細味，這完全掌握在閱書人的手中。新鴻基地產（新地）旗下的新閱會深明此道，推出「循環·閱讀」傳揚「共享」的概念，令書籍生命得以延續。

重新燃點 閱讀風氣

許多時，我們把書讀了一遍後，便很少再翻閱第二遍；若然看完的書仍然簇新完好，可再供人閱讀，倒不如轉送他人。新鴻基地產傳訊部副總監陳晶晶（Carrie）說：「這個活動是希望大家珍惜資源，既然當初因喜歡某本書而買下來，現在將書送給另一個惜書人，便有分享、不浪費的意義了。」

去年二月，新閱會與世界綠色組織合作推出「循環·閱讀」活動，以閱讀、分享及環保為旨，並利用新地旗下多間商場、商用及住宅物業的龐大網絡來收集書本，再捐贈予地區的慈善團體，既可幫助弱勢社群，亦能鼓勵閱讀風氣。



Carrie Tan, deputy director, corporate communications at SHKP, hopes that the Recycle your Read campaign will enhance the public's environmental awareness. 新鴻基地產傳訊部副總監陳晶晶，希望能透過「循環·閱讀」令大眾關注環保，珍惜資源。



There are collection points in SHKP developments such as residential buildings, malls and commercial buildings. Some 35,000 books had been received as of July last year. 「循環·閱讀」於新鴻基旗下的住宅、商場、商廈等設置回收書箱，而截至去年七月底，就已徵得35,000本書。

obliged to write down their thoughts on the website before handing the books over. Books gain a second lease of life, while members are able to read them to their heart's desire for free. The total number of BookCrossing members is now more than 1 million across 130-plus countries, with over 10 million titles in the network. The most "travelled" book has a readership of more than 600 members.

The hectic lifestyles of Hongkongers make it a luxury to exchange books with strangers. Recycle Your Read differs from BookCrossing in the sense that exchanges are relatively convenient and simple. Tan praises the campaign's widespread reach through community organisations. Recycle Your Read is a more caring way to engage participants. "Reading is supposed to be enjoyable, and the act of sharing adds to the fun," she says.

Spreading love with books

Apart from textbooks and supplementary exercise books, Recycle Your Read accepts books in good condition, including all genres that have a healthy content. Novels, finance/business, management, health, tool books and children's books in all languages are welcome.

The 20 participating charitable organisations include St James' Settlement, Hans Andersen Club and The Hong Kong

Society for the Aged. "Volunteers will arrange donations of collected books according to the requirements of each beneficiary organisation. No money changes hands, as participating organisations need not pay for the books nor the transport cost. Our primary goal is to reallocate resources," Tan adds.

The number of books collected has exceeded expectations. Some 35,000 books have been received as of July 2015. The SHKP Reading Club Facebook Page is filled by threads asking about the book collection schedule in respective districts, confirming the support book sharing has garnered. "Schools and even other property developers have contacted us for book donations. A gentleman, who found out about the Recycle Your Read campaign, contacted us about the hundreds of titles he wanted to donate. He even brought the books in person."

Recycle Your Read is more than an innovative and green-book donation campaign. It introduces the needy to the fun of reading while offering donors the pleasure of sharing. Each book has its own story in relation to its readers.

SHKP Reading Club: www.shkpreadingclub.com
BookCrossing: www.bookcrossing.com

捐贈書籍 分配資源

其實，早在2001年，美國工程師Rob Hornbaker就創立了「BookCrossing」漂書網站，捐書人可以任何方式把書送出，而收書人的責任就是要在網站寫讀後感，再把書轉送他人。這讓閒置在家的書本得以重生，會員亦能不費分毫而拜讀到喜愛的書籍。目前Bookcrossing會員已超過一百萬個，分佈130多個國家，傳閱中的書籍超過一千萬本。當中「遊歷」最多的一本書籍曾經有超過六百多會員傳閱。

香港人生活繁忙，未必常有時間相約陌生人交收書本，故此「BookCrossing」跟「循環·閱讀」最大的不同之處，就是送書人毋須煩惱運輸事宜，流程相對方便及簡單。Carrie認為，雖然圖書館有免費書本可借，但圖書館受地理環境所限，所以將書捐給慈善團體擴大服務範圍，無疑是更貼心的做法。「閱讀本來是輕鬆愉快的，共享增添樂趣。」

以書傳愛 反應熱烈

「循環·閱讀」的收書要求是書籍仍簇新可讀，並且內容健康，但凡小說、金融財經、管理、健康、工具書及兒童讀物等均可以，語言不拘，但不包括教科書及補充練習。

現有20家慈善機構參與「循環·閱讀」，包括聖雅各福群會、安徒生會及耆康會等。Carrie道：「收書後，義工會按不同慈善團體的要求揀選合適書籍，捐給他們，當中不牽涉金錢交易，慈善團體毋須付錢或支付運輸費用，我們的目的是重新分配資源。」

截至去年七月底，「循環·閱讀」已徵得35,000本書，比預期為多；在新閱會facebook專頁，常有網民問何時到所屬地區收書，可見書籍共享理念得到很多人認同及支持。「有學校，甚至別的地產發展商聯絡我們說願意捐贈書籍，亦曾遇上一位先生得知『循環·閱讀』後，特地找我們說有幾百本書可轉贈別人，最後他親自召車把書運送給我們。」

「循環·閱讀」不但是個嶄新而環保的送書概念，既為有需要人士提供書本，並讓他們享受閱讀樂趣，捐書者亦有分享之樂。也許，我們閱讀一本書的同時，其實也在閱讀這書的閱讀者。花落誰家，每本書背後自有各自的故事。📖

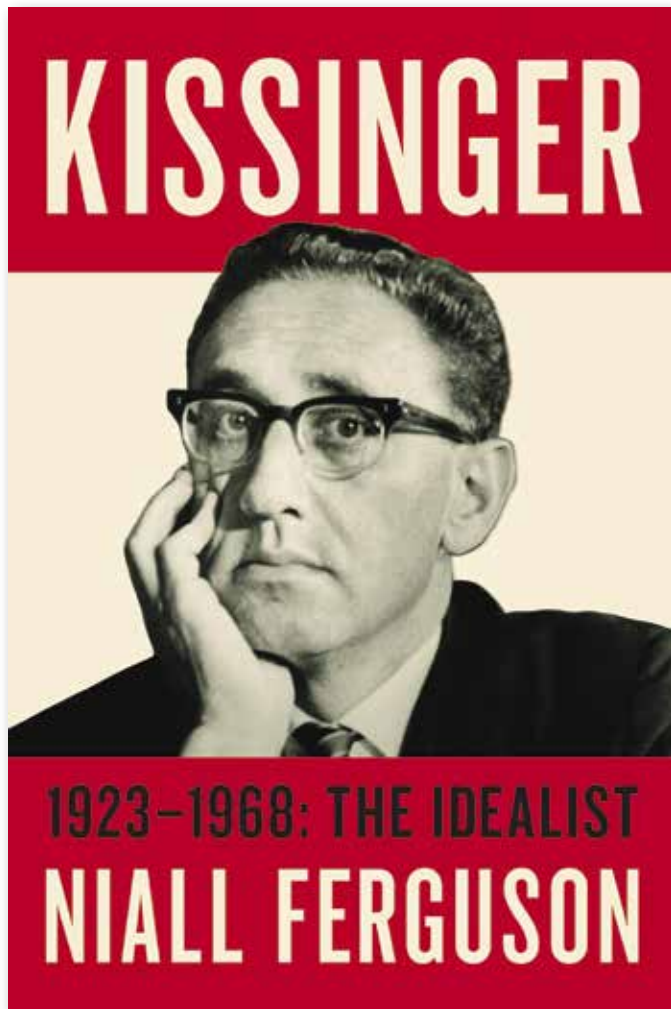
新閱會: www.shkpreadingclub.com
BookCrossing: www.bookcrossing.com



Communication links 交流互通

From the biography of a Nobel Peace Prize winner and essays from a legendary philosopher to a digital culture expert's research and stories of radio hosts, new books examine the art of spoken and written words

透過不同的新作，如諾貝爾得獎者的人物傳奇、哲學大家的論集、數碼文化專家的研究成果、電台主持的播音故事等，領略溝通交流的藝術



Kissinger 1923-1968: The Idealist

Author 作者: Niall Ferguson
Publisher 出版社: Penguin Press
Year published 出版年份: 2015

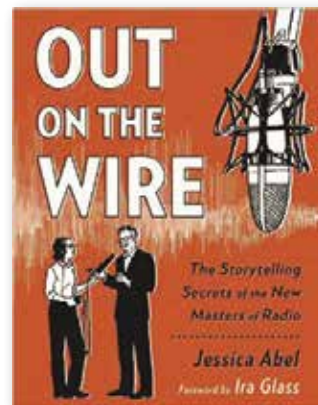
Nobel wisdom - Perhaps no American statesman has been as revered or as reviled as Henry Kissinger. Once hailed as "Super K", the indispensable man - whose advice has been sought by every US president from John F. Kennedy to Barack Obama - has also been hounded by conspiracy theorists who scoured his every communication for evidence of Machiavellian malfeasance. Yet, as Niall Ferguson shows in this magisterial two-volume biography, which draws on Kissinger's hitherto closed private papers as well as documents from more than 100 archives around the world, the idea of the former secretary of state as a ruthless arch-realist is based on a profound misunderstanding. *The Idealist* is the story of one of the most important strategic thinkers America has produced, with explanations of Kissinger's power plays, such as how he ended up as consigliere to a politician he always abhorred. Like Ferguson's classic two-volume history of the *House of Rothschild*, this book sheds dazzling new light on an entire era. This essential account of an extraordinary life recasts the Cold War world. (Source: amazon.com)

諾貝爾得獎者的外交智慧——沒有一個政治家如基辛格一樣，備受外界尊崇，但同時又受到各方謾罵，爭議性十足。自他被封為「Super K」後，便成為了「不可多得的人才」，由甘乃迪總統到奧巴馬總統均會參考他的意見。但同時，陰謀論者亦一直監控其通訊，試圖找出能夠指控他瀆職的證據。根據作者Niall Ferguson所撰寫的權威性兩冊版傳記，披露了基辛格迄今的私人文件，以及來自世界各地的百多個絕密檔案。你會發現，基辛格並不如世人想像的一樣，是個無情現實主義者。《The Idealist》描述了這位美國史上最重要戰略思想家的故事。著作不但是一位政治家成長的小說，也記載了基辛格厲害的手腕。舉例說，最後他竟然成為了他一直厭惡的政治家之軍師。正如Ferguson筆下，訴說羅斯柴爾德家族歷史的經典兩冊著作《House of Rothschild》一樣，此書的智慧照亮了現今世代。Ferguson以平實的風格記載這段不平凡的人生，重構冷戰時期的面貌。（資料來源：amazon.com）

Out on the Wire: The Storytelling Secrets of the New Masters of Radio

Author 作者: Jessica Abel
Publisher 出版社: Broadway Books
Year published 出版年份: 2015

Stories on the air - With the help of Ira Glass, host of the radio show *This American Life*, cartoonist and narrative radio enthusiast Jessica Abel reveals how producers construct their narratives for these audio presentations, spilling some juicy insider details in the process. Jad Abumrad of *Radiolab* talks about chasing moments of awe with scientists, while Robert Smith of *Planet Money* shares his goofy strategy for putting interviewees at ease. (Source: amazon.com)
娓娓道來的播音故事——漫畫家Jessica Abel一直熱愛電台的敘事節目，在美國電台節目《This American Life》主持Ira Glass的協助下，Abel探討電台製作人如何以口述傳遞訊息，揭示一個個精彩的幕後故事。另外，節目《Radiolab》的主持人Jad Abumrad亦訴說追訪科學家的畏怯經驗，而《Planet Money》的Robert Smith則會分享讓受訪者放下戒心的妙計。（資料來源：amazon.com）



江湖人語：走跳社會的人生潛規則

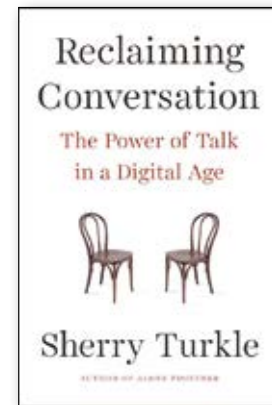
Author 作者: 李作平
Publisher 出版社: China Times Publishing Co 時報出版
Year published 出版年份: 2015

Ride the tide of life - How can people thrive on adversity while climbing to the top of their careers? This book collects anecdotes that draw readers into the world of journalism and police management, as seen through the lens of acute social observation and journalism ethics. (Source: cp1897.com.hk)
人在江湖，事在人為——初入職場如何洞悉陷阱，從弱者搖身轉變為人才？以人的故事為主題，不以新聞報道的方式呈現，而是有血有淚的真實故事，寫下感悟情義的江湖憶往、細膩刻骨的社會觀察、走跳新聞的工作倫理、職業幕後的心酸刻苦、警界高層的軼聞風雲。（資料來源：cp1897.com.hk）

叔本華的辯論藝術

Author 作者: Arthur Schopenhauer 叔本華
Translator 譯者: 荷夫
Publisher 出版社: Business Weekly Publications, Inc 商周出版
Year published 出版年份: 2015

Syntax of a sage - The 19th-century German philosopher, Arthur Schopenhauer, asserts that one can always be right in a debate if you gain the upper hand - the facts do not matter. Because debate is to defend one's line in intellectual warfare, victory will involve the art of controversy. Schopenhauer takes on the canonical rules of dialect and logic to propose 38 stratagems for gaining the advantage, covering basic principles of philosophy and psychology, and rhetorical and manipulation skills. One of the all-time best-sellers in Germany and France is now available in Chinese. (Source: cite.com.tw)
哲學大師的語言藝術——19世紀德國哲學家叔本華以先哲的辯證與邏輯為出發點，自創38種辯論招式，涵蓋哲學、心理學基本概念、邏輯、修辭、操縱技巧等，以絕妙的方式引領讀者理解辯論的藝術。不計任何手段，贏就等於有理。不管主張是對還是錯，有理還是無理，所謂辯論，就是在彼此思考的激戰中，大力維護自己的主張。要大力維護自己的主張時，得讓爭論成為一種藝術。此書為德法排行榜哲學暢銷書，中文版則於全球首次問世。（資料來源：cite.com.tw）



Reclaiming Conversation: The Power of Talk in a Digital Age

Author 作者: Sherry Turkle
Publisher 出版社: Penguin Press
Year published 出版年份: 2015

Back to Basics - Pre-eminent author and researcher Sherry Turkle has been studying digital culture for over 30 years. Based on five years of research and interviews in homes, schools and the workplace, Turkle makes the argument that the world has come to a better understanding of where our technology can and cannot take us, and that the time is right to reclaim conversation. (Source: amazon.com)
還原基本，面對對話——Sherry Turkle乃傑出的作家兼研究人員，30多年來，一直致力研究數碼文化。五年來，她分別在家庭、學校和工作場所進行研究及採訪，認為人們已充分了解科技的優點及缺點，但與此同時，亦是時候回歸基本，以面對面的方式對談交流。（資料來源：amazon.com）

Skyscrapers 摩天高樓

118th

Located on the 118th floor of the International Commerce Centre (ICC) in Hong Kong, OZONE claims to be the highest bar in Asia

位於香港環球貿易廣場118樓的OZONE，為亞洲最高的酒吧

<http://goo.gl/VY8XsD>

In 2014, 45 per cent of the 100 tallest buildings in the world were in Asia. Half were in China, spread across 22 cities

截至2014年，全球最高的100棟建築物中，有45棟位於亞洲，當中有一半分佈在中國22個城市

<http://goo.gl/Baoidy>

45%

300

There are only four cities in the world with more than five buildings exceeding 300m (supertall skyscrapers). They are Dubai, Hong Kong, Chicago and New York City

全球只有四個城市擁有五棟或以上樓高超過300米的超級摩天大廈，分別為杜拜、香港、芝加哥和紐約市

<http://goo.gl/BngHSI>

75th

Central Plaza in Hong Kong was the tallest building in Asia from 1992 to 1996. It houses the highest church in the world on the 75th floor

在1992至1996年間，香港中環廣場為亞洲最高的摩天大廈，位於75樓的教堂，更是全球最高的教堂

<http://goo.gl/jP693i>

410

In the 1930s, it took just 410 days for the Empire State Building in New York to be built, quicker than anticipated 30年代，紐約帝國大廈的建造時間只用了410天便竣工，比預期快

<http://goo.gl/QqhHvT>

Tall buildings need fast lifts, and the latest technology has led to lifts that sometimes can travel more than 1,000 metres a minute 高樓大廈須以快速升降機配合，現時不少升降機每分鐘可升降超過1,000米

<https://goo.gl/aMJ9jP>

Hong Kong is one of the five most expensive office locations in the world. By the end of 2014, the average yearly rent was US\$184 per square foot

香港位列全球辦公室租金最貴的五大城市之一，截至2014年年底，每年的平均呎租約為184美元

<http://goo.gl/6AlfkS>

US\$184

1,000 metres

[illegible]