

申請九龍城區議會撥款

審批「九龍城區公眾垃圾收集站環保改善研究」上訴申請

主旨

本文件旨在請議員決定是否接納「無限香港基金有限公司」的上訴申請，並通過向其撥款 378,645 元，以資助進行「九龍城區公眾垃圾收集站環保改善研究」(以下簡稱「環保改善研究」)。

背景

2. 九龍城區議會環境衛生及可持續發展委員會(以下簡稱「環衛會」)轄下公眾垃圾收集站環保改善計劃工作小組(以下簡稱「工作小組」)在 7 月 2 日舉行的會議上，議決運用九龍城區議會的「地區關注課題研究」社區參與撥款項目，資助進行「環保改善研究」，並公開邀請非政府機構／地區團體提交撥款申請。申請期已於 2020 年 8 月 14 日完結，秘書處接獲兩份分別由「無限香港基金有限公司」(下文簡稱「無限香港基金」)及「Making on Loft」提交的撥款申請。

3. 工作小組邀請了上述兩間申請團體於 9 月 3 日舉行的第二次工作小組會議上，向成員闡述其方案。成員在討論後議決委託「無限香港基金」進行「環保改善研究」。

4. 上述撥款申請經環衛會傳閱後(環衛會文件第 53/20 號)，於 9 月 14 日以 5 票贊成、9 票反對被否決。「無限香港基金」在接獲區議會秘書處的書面通知申請不獲通過後，於 9 月 21 日根據《九龍城區議會社區參與活動資助計劃撥款須知》第 24 條，以書面形式向區議會提出上訴。秘書處現根據第 24 條的規定，將有關上訴交予環衛會處理。

申請機構所作出的更改

5. 「無限香港基金」就其申請作出的修訂包括將活動推行時間表推遲、其中一個的研究地點由文運道垃圾站更改為更具規模的馬頭角道垃圾站以及提供研究員的資歷及其過往參與的研究項目，詳情請參閱附件一。

申請撥款的活動建議

6. 「無限香港基金」申請撥款的活動詳情如下：

- 一、 活動名稱： 「九龍城區公眾垃圾收集站環保改善研究」
- 二、 申請撥款額： 378,645 元
- 三、 申請團體： 無限香港基金有限公司
- 四、 贊助機構： 九龍城區議會
- 五、 活動目的及內容： 請參見附件一
- 六、 活動日期： 2020 年 10 月至 2021 年 3 月 1 日
- 七、 舉辦地點： 九龍城區
- 八、 活動對象： 九龍城區居民
- 九、 財政安排： 請參見附件一

秘書處的意見

7. 上述活動的完成日期為 2021 年 3 月 1 日，而本活動撥款須於 2020-21 財政年度使用，故申請團體須於 2021 年 3 月 8 日前提提交發還墊支款項申請。

徵詢意見

8. 請委員就決定是否接納「無限香港基金」的上訴申請，並通過向其撥款 378,645 元，以資助進行「九龍城區公眾垃圾收集站環保改善研究」。

九龍城區議會秘書處

2020 年 9 月

申請區議會撥款
九龍城區議會

社區參與活動資助計劃

1. 基本資料

(A) 機構名稱：(中文) 無限香港基金會有限公司
(應與附上的機構證(英文)
明文件上的名稱相
同) Unlimited Hong Kong Foundation Limited

(B) 註冊地址：ROOM 34-35, 4/F, BEVERLEY COMMERCIAL CENTRE,
87-105 CHATHAM ROAD, TSIM SHA TSUI,
KOWLOON, HONG KONG

通訊地址：
(如與註冊
地址不同)

(C) 電話號碼：67372235 傳真號碼：/

(D) 本機構是：
☒ 根據《香港法例 622 章公司條例》註冊的機構(請付上有關證明文件)
☐ 為 區的利益而成立，並擁有自主權的團體。

(E) 負責人員

機構的獲授權人 ¹	活動的指定負責人 ²
姓名：(中文) <u>李峻然</u> *先生/女士 (英文) <u>Li Chun Yin</u>	姓名：(中文) <u>呂妙敏</u> *先生/女士 (英文) <u>Lui Miu Man</u>
職位： <u>董事</u>	職位： <u>研究員/項目經理</u>
聯絡電話號碼： <u>67372235</u>	聯絡電話號碼： <u>91237695</u>
傳真號碼： <u>/</u>	傳真號碼： <u>/</u>
電郵地址： <u>julianli@unlimitedhk.org</u>	電郵地址： <u>janet@unlimitedhk.org</u>

¹ 獲授權人指代表機構申請區議會撥款並簽署申請表的人。

² 指定負責人是活動的聯絡人，可核實與區議會撥款發還款項有關的單據和證明文件。獲授權人和指定負責人可以是同一人。

*請刪去不適用者

(F) 申請區議會撥款的記錄

☒ 本機構首次申請區議會撥款。

☐ 本機構曾申請區議會撥款 —

☐ 但不獲批准。

☐ 並獲得批准。在過去五年內，新近的三次申請資料如下(如有)：

	活動名稱	活動日期	獲批款額(元)	活動編號
1.	_____	_____	_____	_____
2.	_____	_____	_____	_____
3.	_____	_____	_____	_____

(G) 支取區議會撥款的銀行帳戶資料³ (此部分必須填寫)

銀行帳戶名稱
(須與開立戶口時的帳戶名稱相同)

UNLIMITED HONG KONG
FOUNDATION LTD
ROOM 34-35, 4/F,
BEVERLEY COMMERCIAL CENTRE,
87-105 CHATHAM ROAD, TSIM SHA TSUI,
KOWLOON, HONG KONG

支票寄送地址

2. 合辦者／機構的資料(適用於與其他機構／區議會合作舉辦的活動)

合辦機構名稱／聯絡人姓名 ／電話號碼／傳真號碼／ 電郵地址	簡述合作或支援的性質和形式
1. 九龍城區環境衛生及可持續發展委員會及公眾垃圾收集站環保改善計劃工作小組	與九龍城區環境衛生及可持續發展委員會及公眾垃圾收集站環保改善計劃工作小組合作，可支援本研究聯絡食環署及康文署局，或作訪談及提供資料作深入研究。 由區議會認受，可幫助研究團隊名正言順與清潔服務外判商、工友、社區組織作正式溝通
2.	

3. 建議活動的資料

³ 為確保貴機構能支取區議會撥款，請填妥支取區議會撥款的銀行帳戶資料，以便秘書處發還墊支款項至指定銀行帳戶。若貴機構因未能提供正確資料而延誤發還手續或遺失撥款，秘書處概不負責。請注意，根據「九龍城區議會社區參與活動資助計劃撥款須知」，區議會撥款須存入以獲資助者名義開立的銀行帳戶，而不是存入以個人或管理公司名義開立的銀行帳戶。銀行帳戶名稱應與附上的機構證明文件上的名稱相同。

(A) 項目／活動名稱：九龍城區公眾垃圾收集站環保改善研究

(B) 性質：改善民生的地區實證研究

(C)

九龍城區是新舊規劃與社會階級混雜的社區。隨近年啟德新發展區陸續入伙，士紳化、社區重建及人口老化同時發生，又因緊接油尖旺交通樞紐，區內的垃圾問題包含了舊區唐樓缺乏業委會或立案法團的管理、導致家庭垃圾置於街上，令週邊街道污水、蟲鼠問題嚴重，與新發展區人口暴升，現有垃圾收集站環保設施，並無適切增加以配合社區發展。另一極端是區內中上階層住宅區如何文田，垃圾站日常處理的廢物量少，其中有垃圾站只用作擺放備用垃圾筒之用，這類垃圾站甚有空間發展為社區資源共享回收試點。

惟現時政府對垃圾分類並無收集數據，環境局自 2013 年在港九推出 5 個「綠在區區」社區環保站，截至去年（2019 年）10 月，全港共 8 個正在營運的環保站「累計收集超過 7,000 公噸可回收物」，但根據環境局「綠在區區」官方網站，並無個各社區環保站目的：的可回收物分類數據。沒有基線數據，任何政策成效難以對比評估，對區內多層次的變化亦難以就實況訂定具前瞻性的未來政策。

本年 4 月 2 日政府審計報告亦指全港四分之一「綠在區區」環保收集站外展及教育活動不足；「綠在九龍城」初步選址因附近居民反對而令計劃胎死腹中，區內缺乏社區回收設施，如何滿足市民回收所需？本研究嘗試對比區內垃圾站與其他區議會分區處理垃圾的問題作用分析研究。從九龍城區四個分區、十八個公營垃圾站，抽取大、中、小型收集站各一，及有特定優勢的地點，透過研究垃圾站的建築圖則、考察垃圾站日常運作、考究招標詳情、訪問工友、區內街坊、其他「綠在區區」回收站的設計師、局方相關部門、勞權關注者、清潔服務承辦商，以質性研究及實測，檢視九龍區城區內公眾垃圾收集站現行的運作模式，嘗試為九龍城區梳理垃圾數據，亦就改善垃圾站及區內衛生現況，提供可行倡議及解決方向。

(D) 推行日期／推行期：2020 年 10 月至 2021 年 3 月 1 日

(E) 策劃／籌備期：2020 年 10 月

(F) 申請資助額：378,645 元

(G) 九龍城區內主要針對四個特選垃圾站及其社區作深入研究
舉辦地點： (受資助活動必須在香港境內舉行)

(H) 由具有建築、地理規劃、環保減廢、數據科學及社會科學專業知識的研究員及研究助理，透過跨專業的綜合研究、實證分析及不少於一次社區實驗，產出九龍城區關於垃圾站的數據，撰寫報告作詳細可行改善建議的分析。

研究共分兩個主要部份，第一部份的研究框架包括：

- 內容：
- ① 梳理垃圾站衛生、站內外物流與人流動線問題，檢視區內垃圾站整體設計及配套設施、人員安排，評估現行運作安排的效率
 - ② 實驗及促進街坊參與，以善用各垃圾站的地理及社群特性，建立更有效可行的減廢習慣
 - ③ 產出各種數據
(九龍城區 18 個垃圾站是否能夠互補、外判清潔工人就工作範籌、工作環境及未來工作的意見、九龍城區外判清潔商及垃圾收集商的營運是否高效；實測的可回收資源分類等)
 - ④ 如何提升現有垃圾站的功能，在改善工友工作環境及週邊社區衛生方面作出可行建議
(由專業建築師按建築圖則分析選定的垃圾站，就改善該站提出小型工程、物料及設計建議)
 - ⑤ 提出區內公眾垃圾收集站未來發展建議，建議「綠在九龍城」未來營運及外展活動方向

第二部份的實測包括不少於一次，在聖誕或農曆新年前後，於社區內低處理量的垃圾站試行臨時社區資源收回／交換處，並評估成效及未來可持續性，開放予全九龍城區居民公開參與。就初步考察所見，九龍城區何文田山文運道垃圾站所處社區，非常就近民居，該站的日常垃圾處理量亦算是區內相對較少，故可作為「綠多啲啲在民區」社區臨時資源共享回收站，以供未來「綠在九龍城」外展活動提供實證效果與參考。

研究報告將分析上述各項，產出數據，並提出可行改善建議，促進社區增強減廢回收意識，令九龍城區更宜居。

本研究將在九龍城區 4 個大分區揀選大、中、小（以每日處理垃圾量及建築地盤面積為準）及有改造空間的垃圾站為基礎，綜合九龍城區環境衛生及可持續發展委員會議員的建議，本研究將選定龍崗道、馬頭角道、必嘉街、文運道 4 個垃圾站作改善可行性深度研究。

(I) 對象：九龍城區內所有居民、清潔工友、回收商、外判清潔服務承辦商、關注勞工權益及環境的團體

(J) 預計參加人數／觀眾人數⁴：九龍城區全體居民
旅行／茶聚適用：（當中包括參加者：__名、工作人員：_6_名及嘉賓：1名）

(K) 透過與九龍城區議會各議員合作，在其專頁發佈社區資源宣傳和推廣方法：源回收站活動資訊；製作海報、單張、橫額於區內社區團體及小店派發

(L) 預計效益／成果
（如適用，請建議可量化的表現指標和進度指標）

(1) 從研究訪談及產出的各種數據，得到政府未有紀錄或梳理的資訊。

(2) 街坊在社區資源回收站實測的參與度、其間所收集或交換的共享資源總重量多寡，促進街坊對社區自發／不定時資源共享回收站的參與，開闊「綠在區區」外展活動的想像（惟新型冠狀病毒疫情及相關限聚措施或會影響活動成效，此乃研究團隊難以預計的不可抗因素）。

(3) 最終研究報告為九龍城區垃圾站的深度剖析，可作為本區減廢規劃的基線數據，為改善本區衛生、令本區更舒適宜居提供可行方案。長遠可對照是以研究結果，放射至其他區議會，作跨區的合作研究或全港性的地區政策倡議。

(M) 工作計劃／推行時間表

行動	時間表
垃圾站基本資料搜集、購置研究軟件及工具、聯絡相關部門及人員、訂定實地考察及研究細節	2020 年 10 月至 11 月

⁴ 如活動性質為旅行或茶聚，請填寫參加人數的詳細資料，以便本處評估資助金額。

進行研究及草擬各式改善設計	2020 年 11 月至 2021 年 2 月
提交中期研究報告	2020 年 1 月 8 日
提交研究報告初稿	2021 年 2 月 1 日
提交正式研究報告	2021 年 3 月 1 日

(N) 門票分配安排 (如適用): ☐ 先到先得 ☐ 抽籤

4. 開支預算

收支預算表

預算收入 (如適用)	數目 (i)	單價 (元) (ii)	總額 (元) (iii)=(i)x(ii)
參加者費用	/	/	0
內部資源	/	/	0
贊助和捐贈	/	/	0
其他			
預算收入總額 (a)			0

預算開支 ⁵	數量 (i)	單位成本 (元) (ii)	總額 (元) (iii)=(i)x(ii)
1. 研究前期資料搜集及分析	1		43,145
2. 租借考察器材	/	13,500	13,500
3. 研究、考察、資料搜集及整理、 撰寫研究報告及印刷	/	229,000	229,000
4. 實測活動考察、統籌及執行	/	19,000	19,000
5. 中央行政費		32,000	32,000
6. 翻譯費		40,000	40,000
7. 審計費用		2,000	2,000
預算開支總額 (b)			378,645

申請區議會撥款的款額 (c) = (b) - (a)	378,645
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⁵ 撥款如用以購置資本物品，申請者須在第 5 部分填報曾否以區議會撥款購置資本物品。如有的話，須隨申請表一併遞交有關的設備記錄冊／物品記錄表副本。

5. 其他資料

如有其他與建議活動有關，並應在審批申請時加以考慮的資料，請在下方列明。

鑑於環境局於本年初曾引入 5 部膠樽逆向售賣機，於幾個「綠在區區」社區收集站作試點，若局方許方，本研究希望將該 5 部膠樽逆向售賣機置於九龍城區內社區團體或議員辦公室外，作為另一個社區收集形式的位置效益對比。

註：若擬舉辦的活動將跨越兩個或多個財政年度，請聯絡區議會秘書處索取補充表格，以提交現金流量預測的資料。

6. 其他資助途徑

請註明如申請遭拒絕或核准撥款額少於申請額，將如何獲取經費進行建議的活動。

(A) 其他收入來源

- ☐ 內部資源
- ☐ 贊助和捐贈
- ☐ 增加參加者費用
- ☐ 其他(請註明)

(B) ☐ 取消活動

(C) ☒ 其他(請註明)

如申請遭拒絕或核准撥款額少於申請額，研究將會減少實測活動時間、縮減研究的垃圾站數目、縮短甚至取消各個垃圾站路面測紀錄，以及縮減全職研究員數目；研究所需要用到的地圖軟件則可能由專業版降級至一般民用版。_____

7. 申請機構聲明及同意書

- (A) 本人謹此聲明，在本申請書填報的所有資料均真確無誤。本人明白如填報的資料不確，申請將當作無效。此外，區議會將停止發放核准撥款，而已支付的款項也須全數退還政府。本人並明白政府可保留權利，追討多付或以欺詐手段獲得的區議會撥款。該等款項會視作虧欠政府的民事債項。
- (B) 本人謹此同意及接納，政府可使用本申請書內的資料審批申請，資料也會供進行評估研究以及訓練／經驗交流研討會之用。此外，本人同意及接納，如申請獲接納並得到資助，政府可將申請書內及日後提交的報告內的資料(包括但不限於有關本機構的資料及本計劃的詳情)公開讓公眾查閱以及公布。本人也同意向公眾表明本計劃獲得區議會資助，並承諾會在與計劃有關的所有宣傳物品和活動上，展示區議會的名稱，並盡可能展示區議會的徽號。
- (C) 本人已閱讀並明白《灣仔區議會撥款使用準則》以及資助條款及條件。本人同意，如獲得區議會撥款資助，當會遵守上述文件所載的規定(包括向相關合辦者、成員及員工發布關於利益申報的規定)。
- (D) 本人謹此聲明本團體不是政治組織，或《灣仔區議會撥款使用準則》內第 III(K)段所述的「訂明團體」。

簽署：

Lichun Yin

獲授權人姓名：

李峻然

職位：

無限香港基金會有限公司董事

日期：

2020.9.21



數據、宜居、垃圾堆

改善地區垃圾站及資源回收系統可行性研究

2020.8.6

Unlimited Hong Kong

背景

食衛局並無備存在街道收集的廢物量分項數字

(問題編號：S082)

總目： (49) 食物環境衛生署

分目： (-) 沒有指定

綱領： (2) 環境衛生及有關服務

管制人員： 食物環境衛生署署長 (劉利群)

局長： 食物及衛生局局長

問題：

跟進問題FHB(FE)126，請告知本委員會：

- 一) 題中的e至f項原意是想請署方提供食環署分區中，收集的垃圾總量。根據署方的回覆，以及4月11日財務委員會特別會議中，劉利群署長的回答，附件II的數字只包括了署方在垃圾站收集家居垃圾量。請問署方可否提供潔淨組其他方面的工作(如街道清潔)所收集或清理的垃圾總量。

二) 為何署方沒有部門負責垃圾站所處理垃圾量數字？

背景

意即九龍城區18個由局方管理的大垃圾站，每日所處理共134公噸垃圾並無基線數據指出可回收的資源為何、街道收集量為何、各類垃圾回收率為何

九龍城	馬頭角道垃圾站	10
九龍城	崇安街垃圾站	8
九龍城	浸會大學道垃圾站	2
九龍城	東正道垃圾站	6
九龍城	鶴園街垃圾站	2
九龍城	貴州街垃圾站	5
九龍城	龍崗道垃圾站	10
九龍城	太平道垃圾站	8
九龍城	九龍城道垃圾站	12
九龍城	長寧街垃圾站	20
九龍城	九龍城市政大廈垃圾站	10
九龍城	必嘉街垃圾站	16
九龍城	石鼓壠道垃圾站	9
九龍城	安靜道垃圾站	2
九龍城	廣播道垃圾站	2
九龍城	機利士路垃圾站	6
九龍城	文運道垃圾站	3
九龍城	仁風街垃圾站	3

背景

「綠在區區」社區環保站亦無個各站的可回收物分類數據



背景

營運者外展工作不足、區議員亦反映選址多數遠離民居，不方便居民使用。

「綠在區區」成效低 學者倡加設電器回收點

時間：2017-09-04 03:15:19 來源：大公網



下一篇：環保站訪客少 運作效能不高

【大公報訊】記者周禮希報道：政府近年推動「綠在區區」社區環保站計劃，至今有四個環保站投入服務。《大公報》記者翻查沙田及東區兩個回收站統計資料，發現除玻璃樽外，其他回收量一直維持低水平。有學者建議政府主動出擊，在社區加設電器回收點。

政府曾向立法會提供「綠在沙田」及「綠在東區」2016年的回收數字，以兩環保站回收最多的玻璃樽為例，2015年全港回收玻璃9300公噸，「綠在沙田」全年回收了約248.8公噸，「綠在東區」回收了234.7公噸，兩個環保站回收量合共佔全港5.2%。

電器回收 僅佔全港0.17%

不過，其餘物種的回收量則未如理想。「綠在區區」回收量第二多的廢物分別為電器、電腦及充電池，沙田和東區全年分別回收了52.1公噸及46.6公噸，而全港一年的電器及電子設備（包括電器、電腦及充電池）回收量多達58500公噸，兩環保站合共回收比例僅為全港的0.17%。

背景

表四

2 個“綠在區區”未能符合
舉辦教育活動的最低次數規定
(2017 年 11 月至 2019 年 5 月)

“綠在區區”	合約期	教育活動類別 (註 1)	教育活動 (次數)		
			最低規定 (a)	實際次數 (註 2) (b)	低於最低規定 (c)=(a)-(b)
沙田	24.11.2017 至 23.11.2018	外展常規教育活動	40	24	16 (40%)
		特別社區活動	4	2	2 (50%)
屯門	1.6.2018 至 31.5.2019	外展常規教育活動	25	13	12 (48%)
		特別社區活動	3	1	2 (67%)

背景

3 個“綠在區區”未能符合
收集可回收物料的最低噸數規定
(2014 年 11 月至 2019 年 5 月)

“綠在區區”	合約期	所收集的可回收物料 (公噸)		
		最低規定 (a)	實際噸數 (b)	低於 最低規定 (c)=(a) – (b)
沙田	24.11.2014 至 23.11.2015	100	94	6 (6%)
葵青	1.6.2018 至 31.5.2019	200	161	39 (20%)
深水埗	1.4.2017 至 31.3.2018	100	61	39 (39%)

問題 ① 現況再評估

- 區內各站各種垃圾量？
- 清潔工人的工作量？
- 外判清潔公司的服務水平？
- 運送垃圾的物流工作及分工？
- 各站的社區人口變化、環保需要？

問題 ② 環境衛生與環保

- 如何改善舊區環境衛生及鼠患問題？
- 「綠在九龍城」初步選址因附近居民反對而令計劃胎死腹中；區內缺乏社區回收設施，如何滿足市民回收所需？
- 垃圾站設計和運作如何吸引居民使用、建立回收集慣、減少垃圾引至的街道衛生問題？

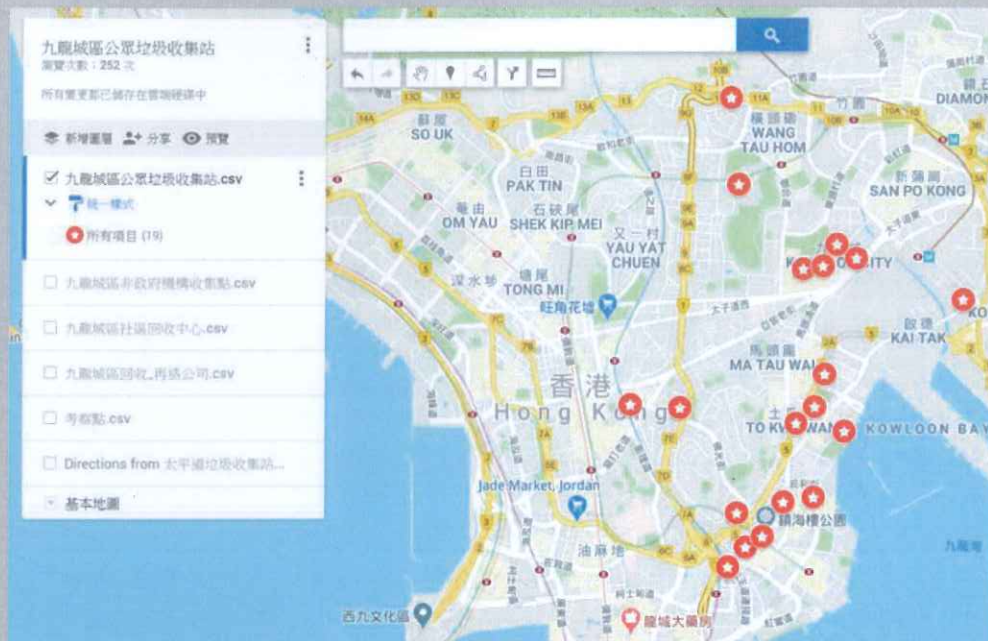
研究框架

- 以九龍城區 18 個公營垃圾站，在 4 個分區揀選大、中、小及有改造空間的垃圾站為基礎

九龍城	馬頭角道垃圾站	10
九龍城	崇安街垃圾站	8
九龍城	浸會大學道垃圾站	2
九龍城	東正道垃圾站	6
九龍城	鶴園街垃圾站	2
九龍城	貴州街垃圾站	5
九龍城	龍崗道垃圾站	10
九龍城	太平道垃圾站	8
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九龍城	石鼓壚道垃圾站	9
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九龍城	文運道垃圾站	3
九龍城	仁風街垃圾站	3

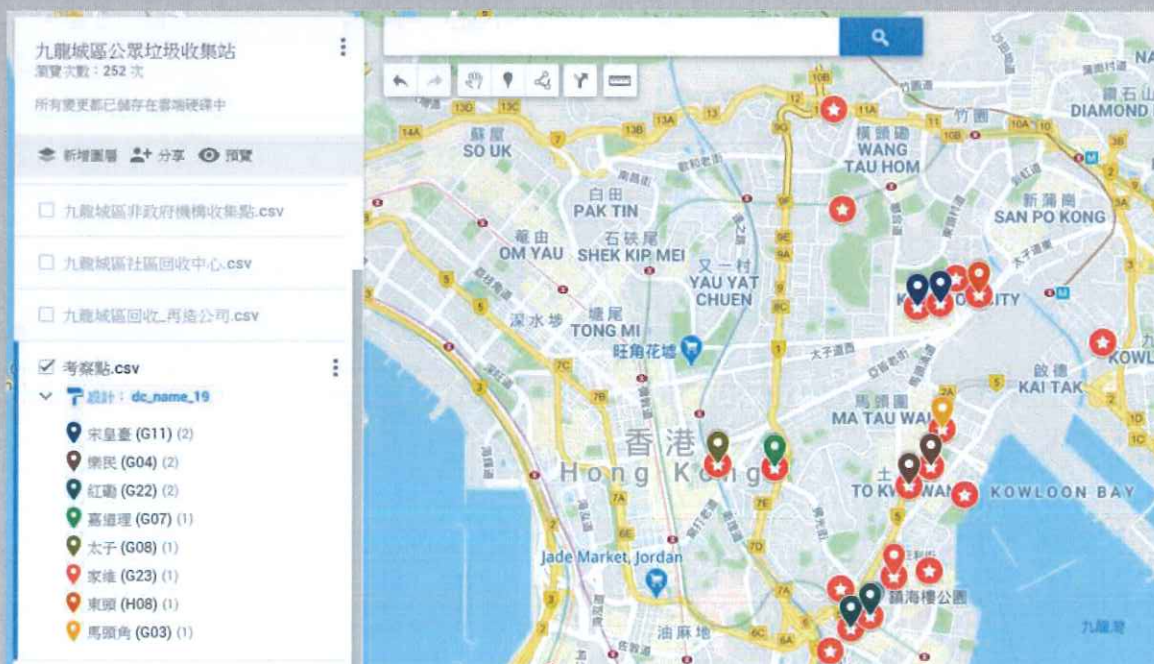
研究框架

- 以九龍城區 18 個公營垃圾站，在 4 個分區揀選大、中、小及有改造空間的垃圾站為基礎



研究框架

- 初步考察後，選定龍崗道、馬頭角道、必嘉街、文運道4個垃圾站作改善可行性研究



研究框架

- ① 垃圾站衛生、站內外物流與人流動線問題
- ② 實驗及培養街坊參與，以建立新的減廢習慣
- ③ 產出各種數據，以未來改善工程及新政作事實基礎
- ④ 如何提升現有垃圾站的功能，促進回收及幫助拾荒者

研究框架

初步考察發現的可改善方向：

- ① 回收桶透明化，促進更好分類
- ② 提高垃圾站內光度，感覺更光猛乾淨
- ③ 改善地面，減少污水氾積聚，令站邊更衛生
- ④ 提升站內環境，令工友工作環境更健康
- ⑤ 將中產區大型垃圾收集站改為「不是垃圾站」

初步考察 垃圾站環境



馬頭角道垃圾收集站

初步考察 垃圾站環境



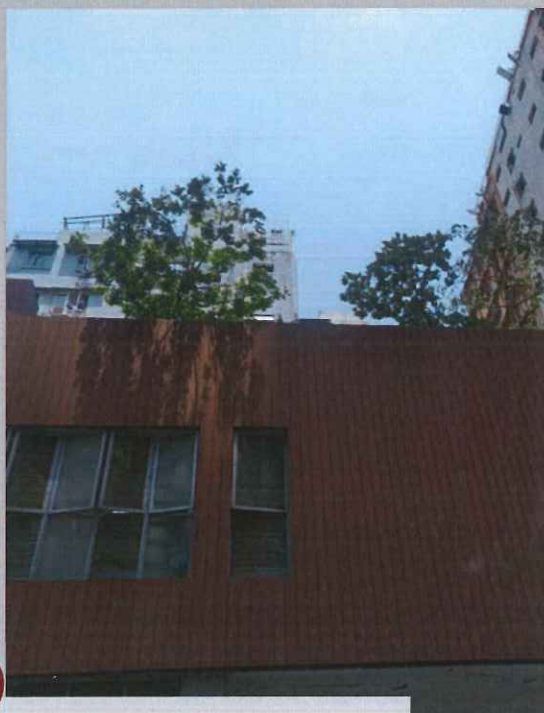
馬頭角道垃圾收集站

初步考察 垃圾站環境



龍岡道垃圾收集站

初步考察 垃圾站環境



必嘉街垃圾收集站



初步考察 工友意見



初步考察 工友意見

而外判清潔工被分配的工作位置亦是一大難題，不同位置處理的垃圾量都有所不同，大家先要定義甚麼為「垃圾」，可回收、可重用、可再造的算不算「垃圾」？但每個香港人的定義都不同，因此工友要處理的東西變多了，相對起來工作量就會增多，而本來不應算作「垃圾」的東西又應是誰來處理？現在的情況是，大多人認為把他們認為的「垃圾」推到街上，便會有人處理。



初步考察 工友意見



初步考察 工友意見

如其中一方突然更改外判公司，會令外判清潔工與垃圾車工人的協調上相當困難。而垃圾站內的臭味外洩及漏水問題，站在外判清潔工的立場上，他們不知道如何從根本性解決問題。重點是清潔工及食環的權責分野在哪，外判公司與清潔工之間的工作空間又在哪，他們能如何處理資源分配、空間分配，如果解決問題的方法只是針對外判公司的話，只會造成不斷更換外判公司的惡性循環。



初步考察 綠在觀塘的問題



初步考察 綠在觀塘的問題



初步考察 綠在觀塘的問題



初步考察 綠在觀塘的問題



初步考察 節日 free cycle



何文田文運道垃圾收集站

初步考察 節日 free cycle



▲ 屯門第 5 次不是垃圾站的紀錄

初步建議 研究與基線數據

- ① 工友
- ② 外判清潔商
- ③ 垃圾站 vs 社區資源收回點
- ④ 現有垃圾站考察評估及握要匯報
- ⑤ 建議可行改善
- ⑥ 於聖誕或農曆新年前實測

關於 Unlimited Hong Kong Foundation Limited

以實證研究為本，敝機構相信社區營造必須透過謙虛聆聽、在地考證、數據分析、與專業基礎，方能適切和善地推動民間改變。機構成員及研究員背景橫跨建築、社會科學、地政規劃、文化藝術、環保及可持續發展，成員曾參與的公共項目包括藝術推廣處「樂座其中」、藝術發展局及香港建築師學會的威尼斯建築雙年展、理工大學賽馬會社會創新設計院創會社新節及各項社區研究等等。

敝機構為公共性質的慈善信託團體，根據《稅務條例》第 88 條獲豁免繳稅。

傳譯、政策研究及文化項目管理

2018年她獲英國政府外交部志奮領獎學金，赴英國倫敦大學金匠學院修讀政治傳訊碩士，其研究獲Destination Award。

香港設計營商調

第14屆威尼斯國際建築雙年展「建基香港——三角四方1984——2044」

<http://2014.venicebiennale.hk/en/>

<https://hk.appledaily.com/local/20140415/MRM2YBMEJ5BZSVQTOEXWZQ5PY/>

室內建築師

畢業於加拿大多倫多懷雅遜大學 (Ryerson University) 的室內設計課程。及後獲得芬蘭赫爾辛基藝術與設計大學 (University of Art and Design, now Aalto University) 的空間設計碩士學位，並贏得當年的最佳論文大獎。郭達麟於2009年獲取香港設計智優青年設計才俊殊榮(HKYDTA)，更於2011年被Perspective透視雜誌選為四十位年青設計新星。

過去曾參與策劃的得獎項目包括：康文署城市藝裳計劃：樂坐其中 Hack-a-Bench (2017)，從容慢活@油街實現(2016)，十日節(2013, 2015)，Detour MATTERS(2013)，赫爾辛基南港國際概念設計比賽(2011)，啟德河藝術節(2010)

相關項目連結

康文署城市藝裳計劃：樂坐其中 Hack-a-Bench

<https://hackabench.org/>

<http://www.seatstogether.hk/>

相關新聞

<https://www.facebook.com/apo.seatstogether/videos/1141218846031899/>

<http://uabbhk.org/tc/exhibitor/dylan-kwok/>

獲 Mayor Award 之赫爾辛基南港國際概念設計比賽提案見後頁。

P I L V I

SMOOTHEN NOT CHAMFERED



A holistic concept that aims to minimize environmental impact, emphasizes the inherited beauty of Helsinki South Harbour, allows phasic development, and encourages collaborations between people.



THE IMAGE OF THE CITY

The South Harbour is one of the most important gateways of Helsinki, which carries significant historical, cultural and economical value. Any radical changes may put the overall harmony of the area at stake.

The image of a city is generated not only by its architecture, but also its cuisine and various enjoyable happenings. Thus, the latter two are not lesser than architecture when creating a dynamic image of Helsinki. As a matter of fact, architecture is an envelope that houses human activities.

The image of the city lays in the energy that radiates from a vibrant spectrum of human activities.

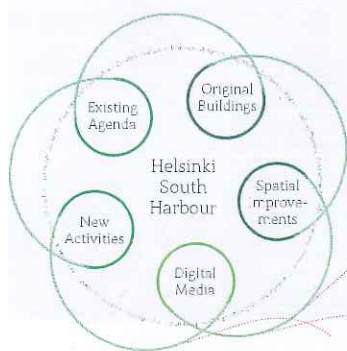
Rather than imposing any cutting-edge master plan to the sensitive area, 'Pilvi' is an all-rounded proposal that smoothen the area by introducing both strategic software and adaptive hardware, in order to avoid drastic revolutions and facilitate natural evolutions.

Inspired by the concept of cloud computing, Pilvi is an urban planning concept that leads the transform of Helsinki South Harbour from

a transportation / tourist dominated harbour into a 'Green Cloud', which not only fulfills conventional harbour functions and serves its touristic purpose, but also anchors various cultural events, fosters different creative happenings and most importantly, nurtures a new image of the city of Helsinki.

It is thus a holistic design approach that minimizes environmental impacts; emphasizes the inherited beauty of Helsinki South Harbour; allows phasic development; and encourages collaborations between people.

GREEN CLOUD



CLOUD STRUCTURE

COLLABORATION IS THE KEY

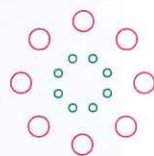
Adopting from the structure of cloud computing, Pilvi consists of five major layers. The 'infrastructure' layer is the architecture in the area, which includes both the original buildings and newly proposed spatial improvements. The 'applications' are the new programs, schools, events or any cultural agenda lead by the institute, or any cultural

body. Whereas, our virtual world, or the digital media is 'the platform' layer. Last but not least, 'the servers', which in this case will also be 'the users', are the people who use the area. Simply anyone who can access Helsinki South Harbour will be contributing to the area via the means mentioned above.

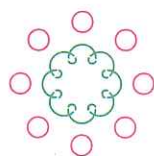
The interrelationship of the space is a key to the

prosperity of the area. It relies on different types of collaboration. From internal collaboration within the region to outward collaborative actions that include also the surrounding neighborhood.

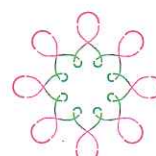
The successful result lies in a thorough collaborative model that brings energy into the area and circulating back to the entire city.



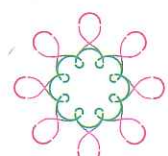
Conventional Planning



Internal Collaboration



External Collaboration



Cloud Collaboration

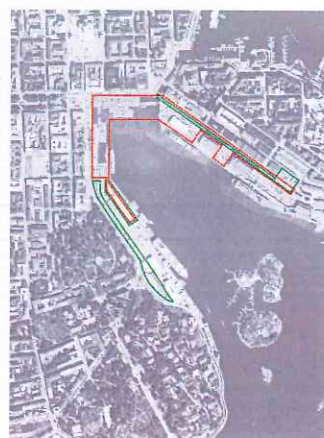
TO BEGIN WITH

4 ESSENTIAL SPATIAL STRATEGIES



EXTEND

By extending Esplanadi eastward, from the current location at Kavis Amanda, until the K8 terminal in Katajanokka, and southward to connect with Kaivopuisto, the area will be outlined by a 'green bracket'. This will not only align the continuum of energy from the west side of Kaartinkaupunki, but also highlighting the silhouette of the entire South Harbour area, adding a soft layer to the national landscape.



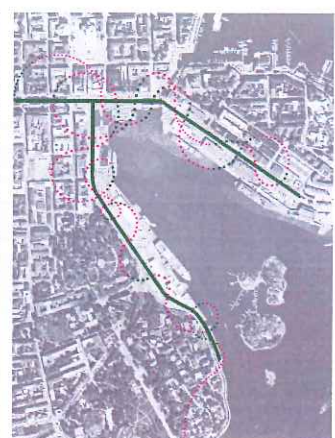
EXPAND

The festive nature of the area is essential to Helsinki. Yet the prime location for social function is now predominated by open-air parking space. While qualitative public area requires expansion to facilitate future cultural needs of the region, some areas also requires transformation to accommodate drivers' need. By integrating and overlapping programs, mixed-used buildings or space can be introduced to solve the practical problem.



EXTRACT

The energy generated within needs to be extracted to allow further permeation into the surrounding areas (Senaatintori, Uspenski Cathedral area, former customs and warehouse building, Wanhia Satama, Kasarmintori, Tahtitornin Vuori) by street styling and lighting concept to stimulate outward collaborations. This will foster external connections that will help to promote collaborative force in the overall region.



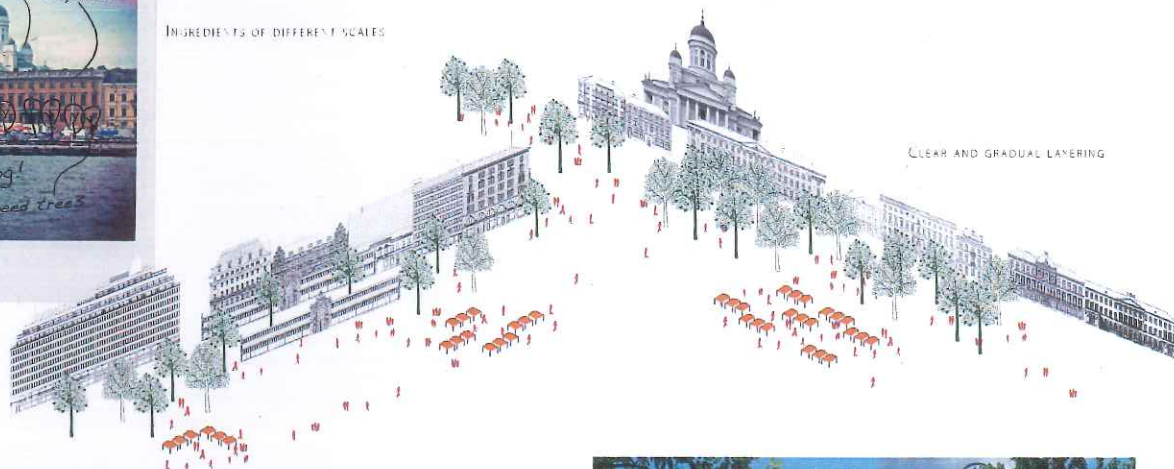
ENRICH

"We shape our cities; thereafter the cities shape us." With the new proposed architectural installment, different cultural agenda, educational programs and sporting events will be spun off. With our advanced digital media technology, the South Harbour can be in sync with our digital lives. Ultimately, we will 'shape our worlds (virtual and physical), thereafter, our worlds shape us.

THE NEXT PUBLIC MARKET AREA



INGREDIENTS OF DIFFERENT SCALES



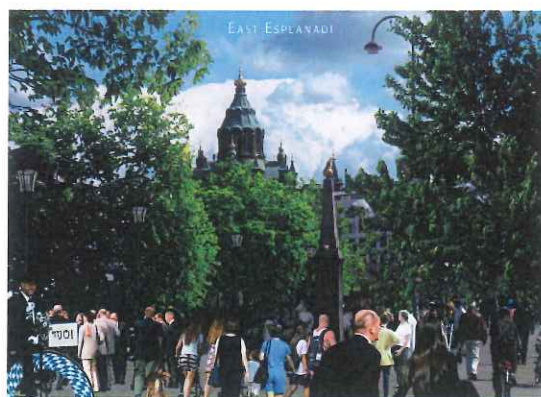
NATIONAL LANDSCAPE

Tuomiokirkko and the classic façades of the buildings along the shore are two visible elements one can see when approaching Helsinki from the sea from a distance. Once the distance is shortened, two other elements come into the picture: The orange tents and cars in the foreground. Finally, after the ship is docked, one will share the common view with most Helsinki-läin, the one we see in human scale.

Helsinki deserves a better visiting card: A picture with clear and gradual layering with trees of the famous nature instead of cars welcoming the visitors. By introducing East Esplanadi, a green buffer (even can bridge the scale differences between the orange tents and the classical façades. While the trees add unity to the space, they are also good noise absorbers for the market area.

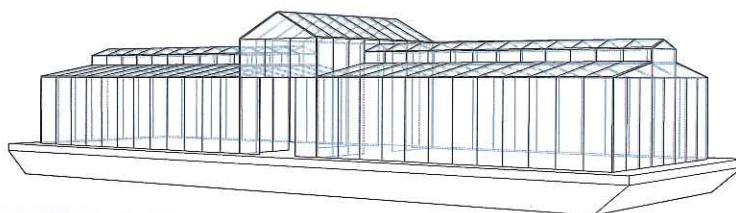
The tents will then be redistributed into three different areas, in which are now occupied by cars. In the foremost edge of the area. Therefore the market energy will be placed more adjacent to the existing market hall (Kauppahalli) and the unification of the two programs will create a stronger market area, hence benefiting further collaborations.

Because of its geographical location, the new East Esplanadi is not only an extension of the existing active Esplanadi park. Located along the Tori Quarters, and connecting Katajanokka with the rest of Helsinki, the park will facilitate different programs generated by the surrounding neighborhood and become the new centre of festive energy.



KAHVILA WITH AN H

Kaisariinluodonlaituri and Lyypekinlaituri are connected by an industrial style movable bridge. Bridges are means of shortcuts to improve traveling speed, but not necessarily the quality of the journey. In replacement of the industrial style movable bridge, 'Kahvila with an H' is a floating glass house that moves slowly across Kallio-silta. The glass house travels back and forth every 20 min, stops for 10 min on each side and travels between stops in 5 min. Along the path that is perpendicular to East Esplanadi, this barge cafe will be carried across



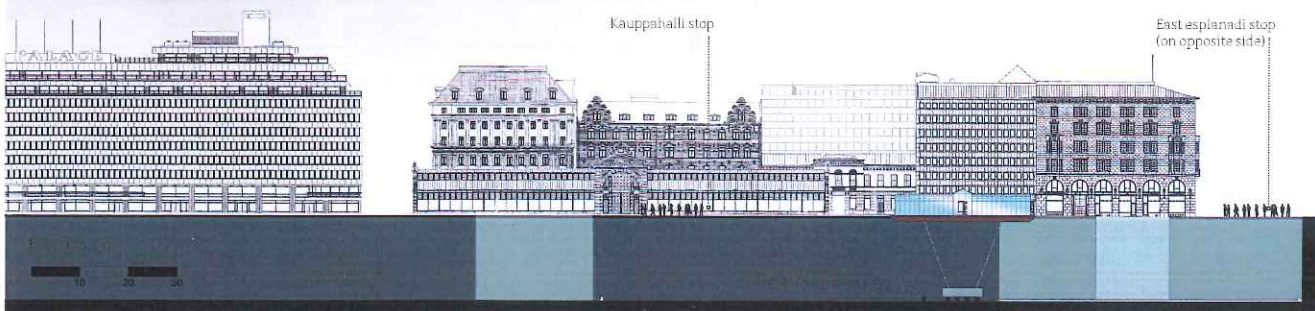
CONCEPTUAL 3D DRAWING

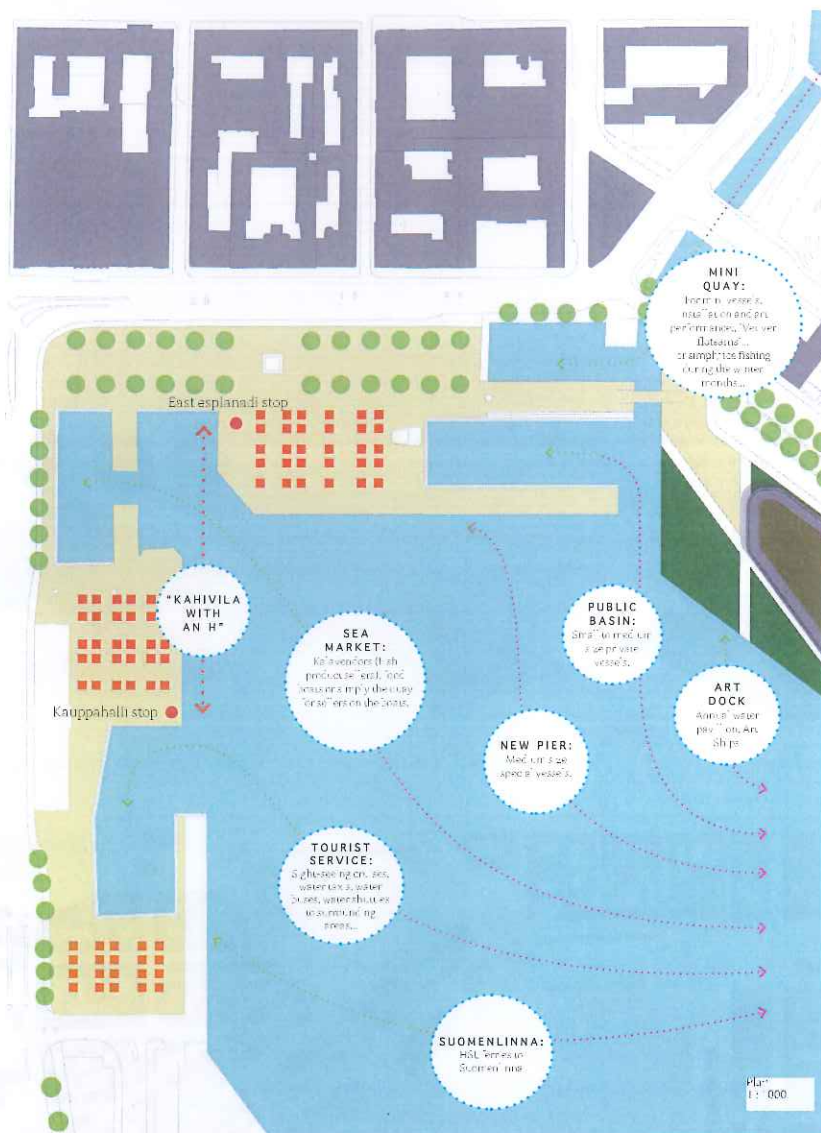


the quay by an underwater system, similar to the one in roller-coaster technology.

Although acting as a connection between two piers, 'Kahvila with an H' is a lifestyle. It marks the beginning of the new era of the South Harbour area. One can enjoy the view and time on the barge looking at the surrounding scenery. Thanks to the underwater system and the nature of the boat, this 'bridge' will not obstruct any vessels from entering the quays.

Slow instead of fast, 'Kahvila with an H' is the new way to enjoy the Helsinki South Harbour. Welcome on board.





QUAY-REFORM

Basins are one of the dominating features in the Market Area. The basin forms represent the layers of historic development of Helsinki and have strong roles illustrating the rational landscape. Instead of reshaping the shoreline with new ideas, it is far more sensible to follow the path of preservation to renew the material of the berths and reorganize the purposes of each basin.

Firstly, in Kolera-allas, where fish dealers have sold their products in the 19th century, we can dedicate the basin for the sea market to celebrate its historical function. Not only the Archipelagos from can bring their catch from the sea to sell in the market, but the basin is also open to others from the nearby areas (The new Kalasatama and Jätkäsaari District, Arabiaranta Art District and Kruunuvuorenranta) to bring their creations or goods to trade in the market with a new arrangement of the orange tents. The sea market will join forces with Kauppahalli and Kauppatori and create one complete and strong traditional and unique market experience.

Linnanallas to the end of East Esplanadi can be renewed in the similar fashion. This Mini Quay is designated for public art installations, art performances or recreational purposes (kayaks in the summer months and ice fishing in the winter months) instead of trading, to extend the relaxed cultural energy from Esplanadi.

The current location of the sight-seeing cruises will need to be relocated to the southern end in the Vironallas for two reasons: to bring the tourist energy closer to the historic Kauppatori and to leave the Esplanadi axis free for visual clarity. Therefore the Pakkahuoneenlaituri will be slightly shortened to allow ferries to enter the basin. Of course, one can still enjoy the view with a coffee and 'pulla' on the one and only sight-seeing vessel in Kolera-allas, the festive 'Kahvila with an H'.

NEW PIERS

In addition to the existing ones, two other piers will be introduced to accommodate the new needs.

First of all, with the newly located Cuggenheim Museum at the current location of Kanavain terminal (K5), the existing pier will be reshaped to welcome future Art ships docking in front of Cuggenheim Helsinki. This will, of course, bring a new layer to the scenery and add incomparable value to the harbour.

Second, in order to compensate the missing docking space for private boaters, a new pier will be constructed as an extension from Keisarinluodonlaituri. This new pier will create a new basin area larger than Vironallas to facilitate more boats and ships. The horizontality towards the new Cuggenheim location will also bring along visual unity to the shoreline in the area.

CLOSER TO SUOMENLINNA

HSL's ferry to Suomenlinna Sea Fortress will not be docking at the current location not because of the newly proposed pier, but because of the benefits tourist or travelers can gain from the relocation.

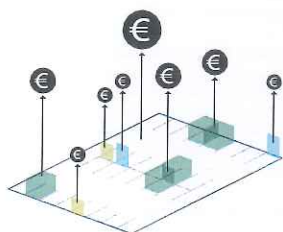
Passengers will embark at the south end of the Market area. By relocating the ferry to this new spot, it is 60% closer to Kauppahalli. The continuum of the tourist features will be important for those who visit Helsinki in colder times. It is also 65% closer to the nearest tram stop compared to the current location, and the stop is situated directly in front of the pier. With the possible cultural agenda of the tram No.5, the ferry can be considered as another moving museum for HSL during the summer months.



"PARKING" : REFORM

It is a more holistic approach to maximize efficiency of the existing parking space than building a massive underground parking garage. By introducing a South Harbour Parking Corp. to unite the ownership of all parking lots in the area, the usage efficiency of each spot can be increased, which may change the profit-generating model and encourage the usage of public transportation.

The reformation of parking allows new functions to some of the parking lots in addition to their current single purpose. Some parking spaces can be cublet for different types of usage, such as for food trucks or any other kinds of little mobile shops or kiosks to generate more profit on a single lot. The vertical spaces in between of lots can be used for information graphics, artworks or educational posters (See Balticare).

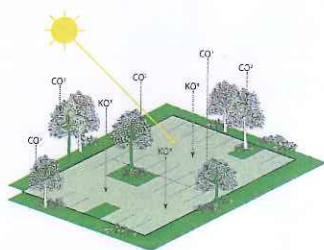


Subletting for different usages

PARKING : IMPROVE

"Peripheral greening" is an eco-renovation concept to improve the quality of the new "Parking" areas. It will be done by replacing some of the existing lots with lawn and trees. Trees will also be planted around the open parking areas with the installation of specially designed air pollutant removal paving blocks containing photo catalytic titanium dioxide. Photo catalytic titanium dioxide (TiO₂) is energized by UV and accelerates the decomposition of organic particulates and airborne pollutants such as nitrous oxides (NO_x). The catalyzed compounds break down into oxygen, water, sulfate, nitrate and other molecules that are not harmful to the environment.

"The best to plant a tree was 20 years ago; the next best time is now." The transformation of the harbor area from its industrial past to a more enjoyable public space needs to be done, and it is important to start now, one lot at a time.

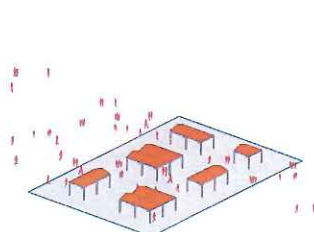


Peripheral Greening

PARKING : REINTRODUCE

With unified ownership, some of the parking space that is now located in the prime area of the South Harbour area, can be reintroduced with new public functions to serve social needs of the city.

For example new Market places could be located closer to potential collaborative buildings such as Kauppahalli or future Cuggenheim Museum of Helsinki. This way the customer flow would benefit even more parties. Hence, by reintroducing the place with a brand new purpose, some of the most valuable land in the area can be upgraded and transformed into a more economically profitable, socially valuable and ecologically viable for the future generation. Ultimately, when our green technology, urban infrastructure and social understanding allows, the final picture of the transformation will be parking-less in the open area.

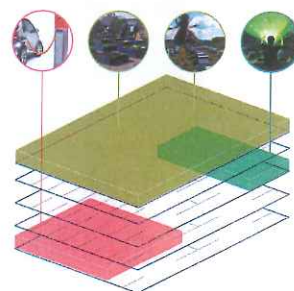


New Purpose - is Market Place

PARK(ING) : INNOVATE

The automobile is, in any case, essential to our modern living. Traveling by car is an inevitable means of transportation in any city, and car traffic is unavoidable. However, with the new era in the automobile technology, we need new parking facilities.

New mixed-use multi-storey car-parks will be introduced in the South Harbour area to house cars as well as additional functions, for example a charging station for e-cars, rentable studio spaces for organizing clubs and parties and a rooftop bee farm for producing honey (Katahumia). The parking lots will also be equipped with a GPS parking app that allows drivers to check the available spaces beforehand. This will help increasing the efficiency of the parking facilities.



Mixed-use multi-storey car-park

OLYMPIA BOULEVARD

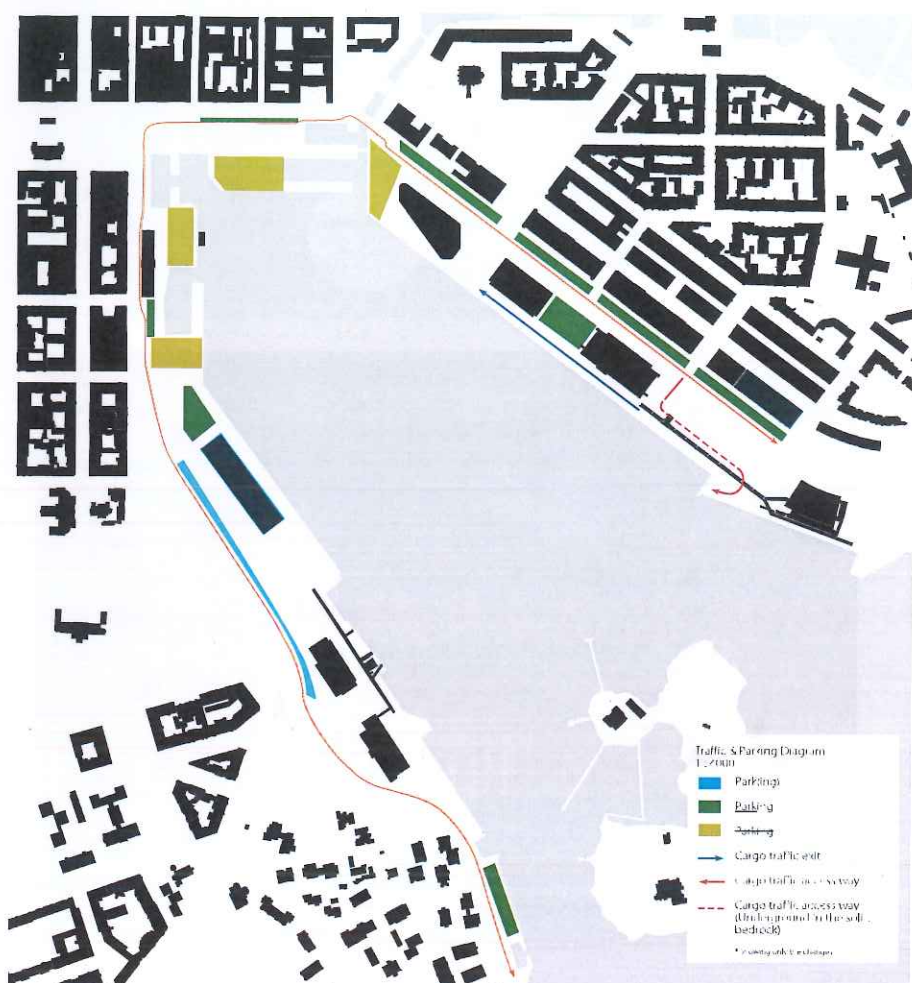
Walking along Laivasillankatu on the west side of the South Harbour, one can notice the missing greenery on the east side of the road. Despite the existence of Tähitorninvuori along the west edge, until Olympia Terminal, the experience has been dominated by cargo trucks parking in a vast open sunken area.

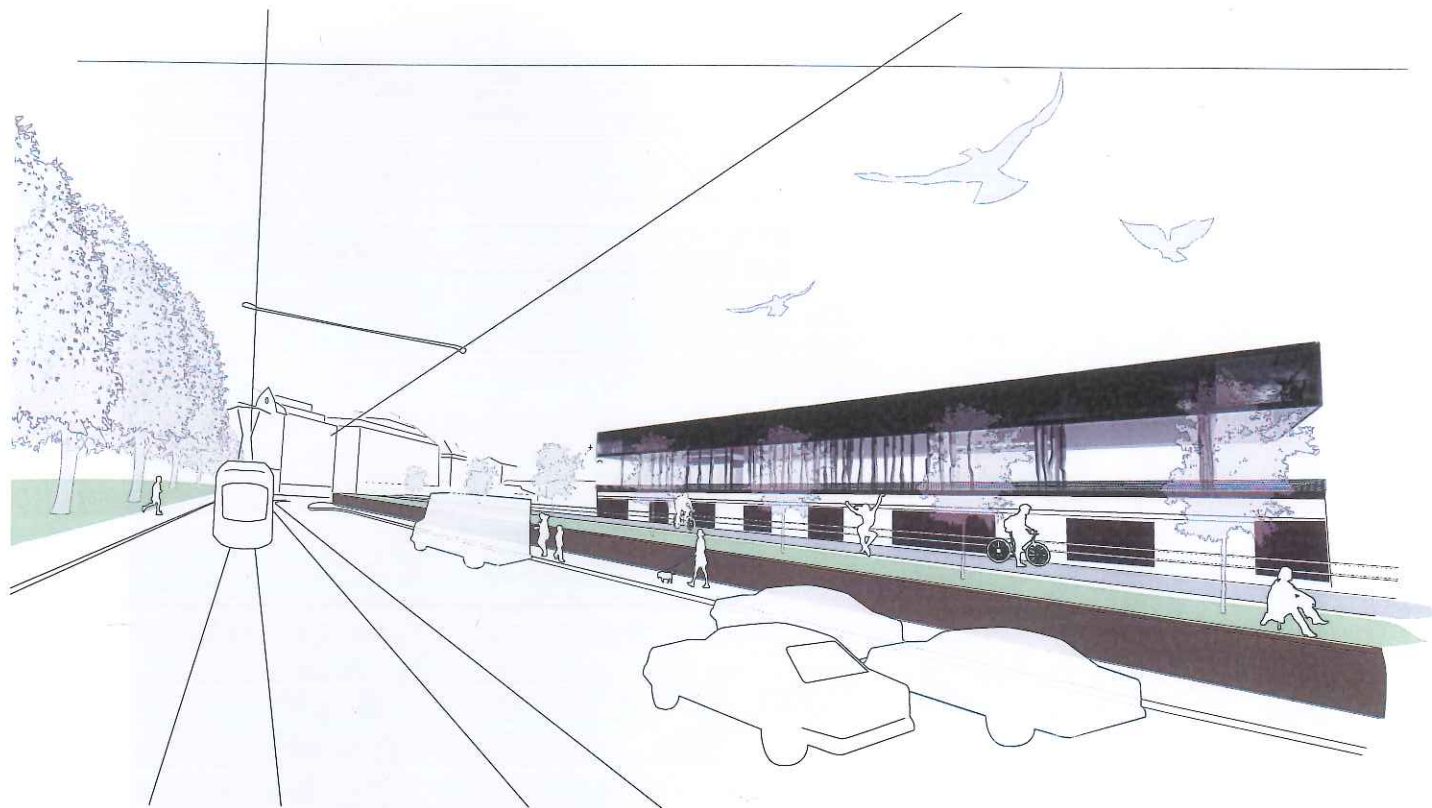
The specific function is to be remained with M4 terminal, and any further development of the area for the same purpose may not be ideal, since the harbour function may be altered in foreseeable future. However, it is possible to revitalize the street into an enjoyable path. Following the Park(ing) strategy, a mixed-use parking structure can be introduced above the cargo area. The pedestrian way on the east side will first be removed, half of the space will be used for single lane parking while the other half will be reserved for passenger walkway separated by rows of greenery. The extended structure will be built five meters over the open cargo trucks parking zone, 'flying' over along Laivasillankatu from the northern end of Olympia terminal to the intersection of Eteläsinen, Makasilinikatu, that serves both pedestrian and cyclists. This will be the future location of Olympia Boulevard. Like any other "Parking" spaces in the area, Food Trucks that offer healthy alternatives like vitamin drinks can find their spot along the parking spaces on Olympia Boulevard to serve the healthy crowd from M4 Motion Centre and the cyclist along the Outdoor Urban Trail (See Life Between Buildings).

REROUTE

Before having a clear direction for the new public facilities for social benefits, rather than over-relying on developing a new traffic pattern, minor traffic changes may seem to be a more realistic choice in this stage before the next major redesign of the area.

One of the bigger developments will be the rerouting of the existing cycling path into a smoother path running along the green line surrounding the area. Second, due to the extension of the East Esplanade, part of the foot print in the cargo area of the K8 terminal will be transformed into parking areas for private cars, hence a short portion of the cargo access way will be continued underground in the bedrock (within the original shore area).





VIEW TOWARDS CITY CENTRE ON LAIVASILLANKATU AKA OLYMPIA BOULEVARD

M4 SANDWICH CONCEPT



M4 MOTION CENTRE

M4 Motion Centre is an indoor sport facility for a new blend of arts: yoga, dance, martial art, and performance art. The long winter months make this new emerging genre of sports can easily find home in Helsinki.

This floating black glass box is open both to the sea and park views of the area. It takes the footprint of the building and extends upward in respect of the surrounding building heights. Twenty-one meters in total, the building will blend in naturally with the cruise ship from St. Petersburg.

Thanks to the location (on the third floor of the M4 terminal building), international collaboration between local practitioners and other European dancers can be benefited. In the summer months, dancers, martial artists and other users of the facility can also organize practice in the nearby park area.

M4 SPACE

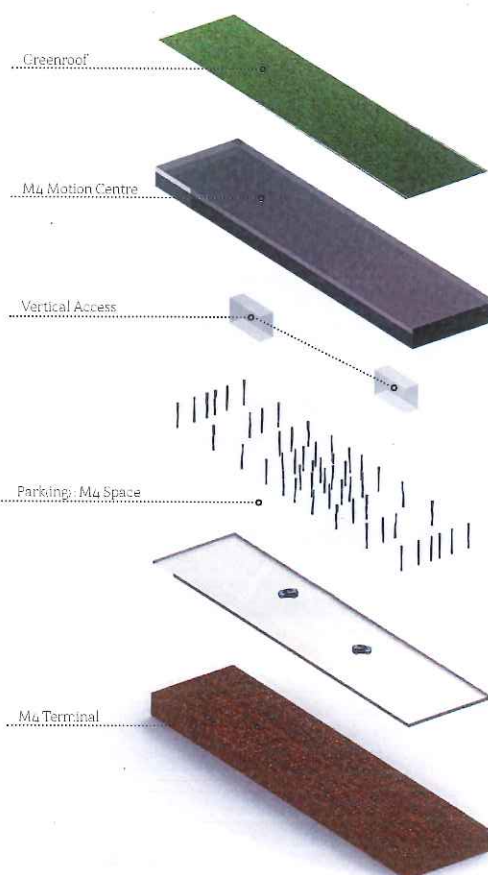
M4 Space is one of the prime examples of the Park(ing) concept. This seven meters high parking facility sits in-between the existing terminal space and the newly proposed sport facility. The floor area can completely house the parking space available in both Kaisariinluodonlaituri and Lyypekinlaituri.

The extra high ceiling space not only improves the overall permeability of the building mass, but also serves as an open-air XXL gallery space for installations, sculpture and other possible art forms. M4 Space, as a cultural program, can be organized in collaboration with Cuggenheim Helsinki via Creative Connection (See Life Between Buildings). The installation will contribute to the dynamic future of Helsinki.

POSSIBLE M4 INSTALLATIONS



EXPLODED SCHEMATIC MODEL





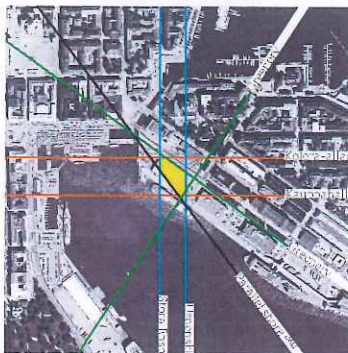
GUGGENHEIM OF HELSINKI

Guggenheim Helsinki will be a massive single floor building that respect the history of the area, the cultural value of the site and the sensibility of the Finnish people.

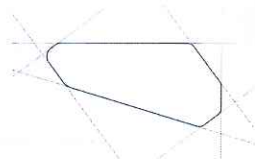
Like a precious piece of a gemstone, the building will be enveloped by carefully shaped convexing clear glass glazing to allow more sunlight to penetrate into the building. Events can be organized on its greenroof with the Finnish style landscape, which can also be seen from the ferry level. Like mentioned in previous section (See Bon Voyage) Different art ship or sea vessels are encouraged to dock next to Guggenheim to serve as external exhibition space, hence hinder collaborations.



CONCEPTUAL MODEL



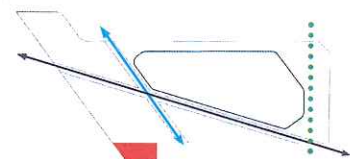
AXES OF THE AREA



Creating building footprint from axes



Subdividing internal space



Simplifying the site and emphasizing the axes



Optimizing facade



Tapering footprint create interior streets



Introducing Finnish style landscape on the roof and the surrounding area

DESIGN LOGIC

ELEVATION D-D



ASKAROUND.FI

"Ask Around" app and AskAround.fi are crowd-sourced Helsinki information centre online services. Powered by the neighborhood and people who know Helsinki, the application can help not only tourists to find their city guide, but is also an essential service for finding good restaurants in the area, the next bicycle service point within the 100 meter radius, or simply looking for a friend who could share a nice afternoon in a nearby cafe.

The service can help both the consumer finding the service spots, and certainly the service provider to find their customers. Piloted in the South Harbour, this service has a great potential to expand its coverage to the rest of Helsinki, the entire Finland, or even other parts of the world!



AR HOTSPOTS

Augmented reality (AR) is a term for a live, direct or indirect view to a physical real-world environment whose elements are augmented by computer-generated sensory input such as sound, video, graphics or GPS data. (from wikipedia). This new technology will enrich visitors' experience when touring around in the South Harbour area.

Some areas will remind users of certain movies that have been filmed in the area. For example, when viewing Senate Square with the application, an augmented taxi scene from Jim Jarmusch's Night on earth will be played on the user's mobile device. The application can also be used as an educational tool. For instance, a history class could be an interactive excursion for students. Teachers could integrate the listed buildings in the area with their curriculum to enhance the overall learning experience.

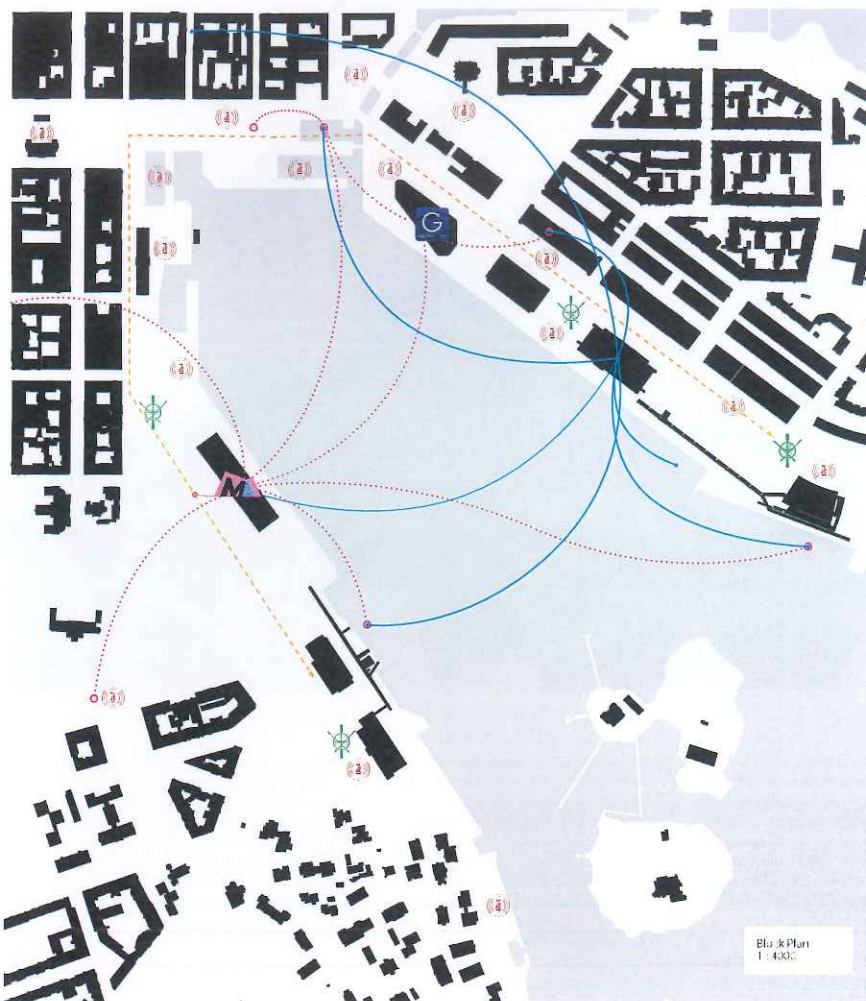


GUGGENHEIM ART APP

The Guggenheim Helsinki Art app for mobile devices serves multiple functions. First, it is a voice guide that provides further information of each art piece in or around the museum.

Second, the users can then browse any item that is related to the artist or an art piece available in the Guggenheim library. It will also provide information about the upcoming seminars in the museum related to the exhibition. And of course, the users can also browse through the online souvenir shop via the application to receive first hand information about limited products.

As a special function developed exclusively for the Guggenheim Helsinki, users can create their very own master pieces for the museum.



CREATIVE CONNECTION

South Harbour area introduces a new network along side with Helsinki City, M4 Space, Guggenheim Helsinki, and other Art and Design institutes in the Baltic region to promote larger creative "cloud collaboration".

Noticing that there are already existing energy in the surrounding neighborhood in the South Harbour Area, for instance the former customs house in Katajanokka has been housing different music studios, advertisement agencies, architecture and design ateliers of different sizes for many years. It is important to encourage the existing energy, and empower all the possible creative initiatives by connecting these bodies with the industry, not only in Helsinki but throughout the entire Baltic region.

The horseshoe-shaped harbour area will anchor the future creative power in Helsinki.



BALTICARE

The Balticare unit is the new branch supported by HELCOM, The Helsinki Commission. The unit focuses on public participation and relations. Working closely with The Baltic Sea Action Summit and the media project "Save our Baltic Sea", Balticare generates not only grassroots communities but also connects with other creative bodies, like Guggenheim Helsinki, the EatAlong program, M4 Space and AR hotspot, to increase larger public awareness on the pressing issue.

One of the first pilot projects will be a collaboration with students from Aalto University, to create a green art installation - "Vetiver Fluxus" in the Linnanlahti, to educate on the concept of eutrophication.



YOGA . DANCE . MARTIAL ARTS

Yoga, dance, performance art and martial arts; they have been labeled as motion sports, a mind-body fitness fusion, that are all available in the newly opened M4 Motion Centre. This facility is open all-year-round and welcomes people of all ages.

M4 also brings the new sports into the next level by combining sport with art. In collaboration with the M4 Space on the second floor, performance will be arranged along with the art installations.

The centre not only provides classes for different levels and organizes info session to general public, but will also create video and contents for online users, for example M4's very own Podcast Kufu and Youtube Yoga for the subscribers. M4 will be the next leader of its kind among the Nordic competitors.



BIKES . POLES . PADDLES

For indoor sports, we have the brand new concept of M4 Motion Centre. How about the great outdoors?

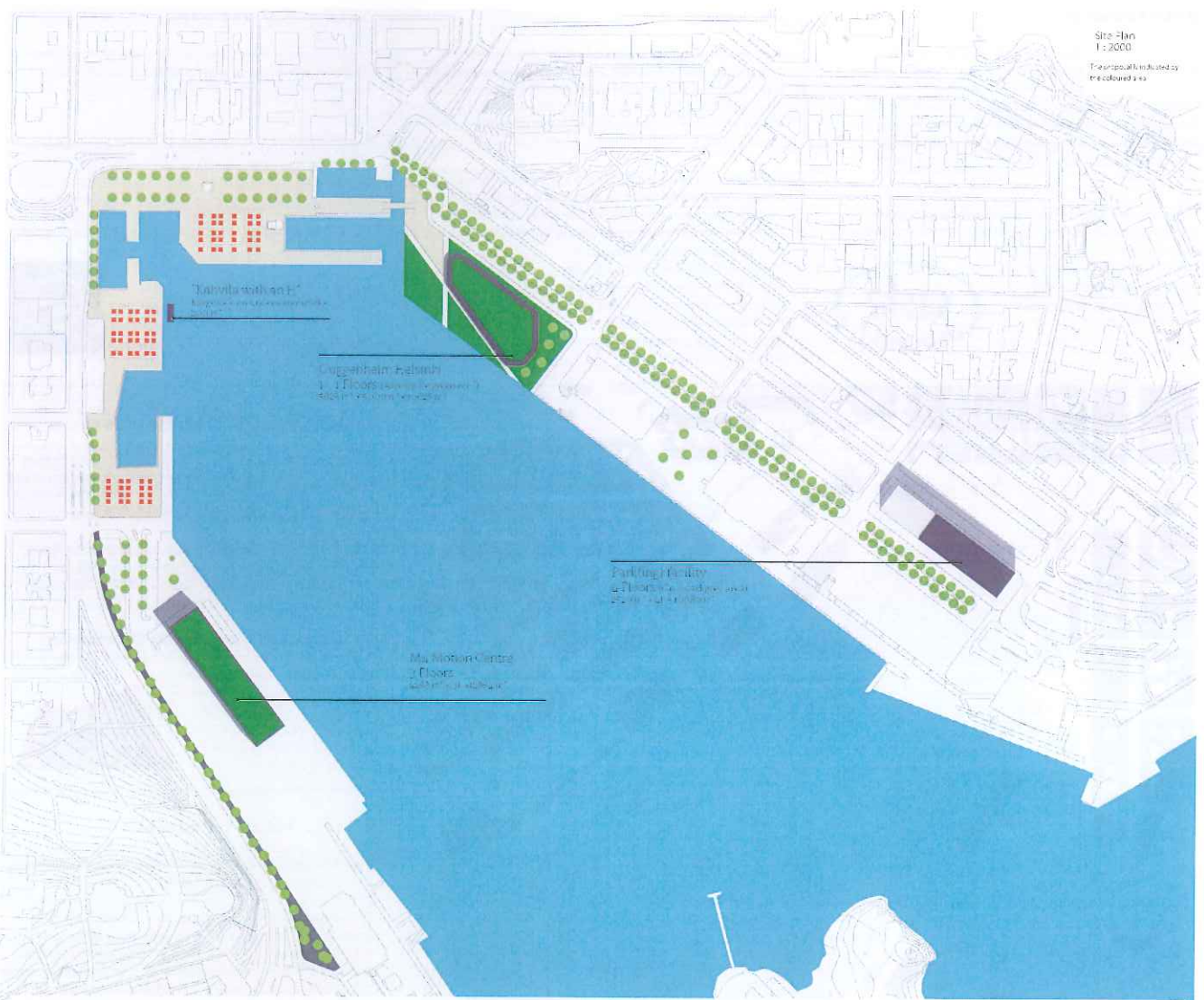
The answer can be found on the Outdoor Urban Trail (OUT) renovated from the existing bicycle path. This trail runs along the newly proposed green belt that has been planted around the entire South Harbour area (See Route). In the beautiful summer time, cycling is the key sport in Helsinki. And what makes OUT great are the service kiosks one can find along the trail. These kiosks, equipped with maps, tools and basic rental storage spaces are not only government owned service stops, but in fact, they utilize the existing momentum in the social media to propel a physical social network. By welcoming members to share their expertise not only via online media, cyclists or professionals can be recruited to serve at the kiosk helping fellow cyclists with their technical problems. If cycling is not your choice, then join the Finns for a Nordic walk. Everyone can rent the poles at these service points. And of course, during the winter months, everyone can have a taste of cross-country skiing, straight off the ferry.



EATALONG PROGRAM

Walking along the street of South Harbour, one will never be bored nor starved. One can easily spot the eye-catching food trucks in different "parking" lots along the way. Run by small entrepreneurs, the trucks are designed in collaboration with local art schools or other creative bodies via Creative Connection. Trucks that run by different owners will be often decorated or designed to show off their culture, from the soul-food truck to the extravagant hotdog bus or simply the Classic Volkswagen Camper. They never fail to surprise. Of course, as a traditional choice, one can always find muikku under the orange tents in the market area, or simply fresh products from the Kalavendors (fish sellers on the boat in Katajanokka). And if you find honey sellers, they are selling the special Katajanokka, locally produced on the rooftop of the city fabric in Katajanokka.





PARADIGM SHIFT

From a village to a town, a city to a metropolis, every transformation of a human settlement is governed by major social changes. Helsinki has been transformed from a small agricultural based village into a town that was built for trading purposes during the time of industrial revolution. Helsinki South Harbour has been playing an important role in leading the development of Helsinki in different dimensions. As Helsinki's economic growth increases, different harbours have been built to serve the demands of trading and tourism. Although, South Harbour is still one of the major ports for the predefined purposes, it is the time to consider a future model.

We do need growth, but our growing model should not be identical to the existing model.

Production does not always mean manufacture while consumption does not necessarily mean buying more stuff. In the age of digital revolution, we produce and consume in the Internet at the same time. We are spending more time and money in the Internet, and yet we are also more connected than ten years ago. Filvi is aiming to import this energy from the virtual world into our physical lives.

As we have labeled our epoch as Anthropocene, we are aware of our human impact on the environment. The new age defines a new way of living and this requires also an

innovative development model. The anthropogenic landscape is the next nature, and yet, nature follows the laws of evolution. Learning from nature we know that most massive scale transformations in nature represent disaster, and any drastic change may invite negative impacts. Growth needs time and room and the room for further human development lies both in the physical boundaries and virtual ones.

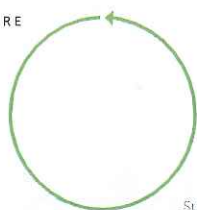
Helsinki South Harbour will lead Helsinki to the next generation. A society that could nurture intellectual prosperity, healthy communities and ultimately a wealthy nation is the task of Filvi, a proposal that celebrates the idea of "Small is the new Big". And it is only the beginning to inspire a natural sequential growth of the future Helsinki.

PAST-NOW



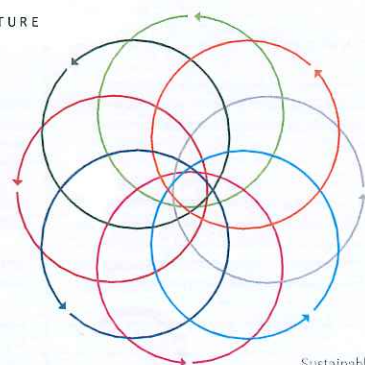
Linear consumption

NOW-FUTURE



Sustainable consumption

FUTURE



Sustainable Production

編號 2094509



No. 公司註冊處
COMPANIES REGISTRY

公司註冊證明書
CERTIFICATE OF INCORPORATION

本人謹此證明
I hereby certify that

UNLIMITED HONG KONG FOUNDATION LIMITED
無限香港基金會有限公司

於本日根據香港法例第622章《公司條例》
is this day incorporated in Hong Kong under the Companies Ordinance
在香港成立為法團，此公司是一間
(Chapter 622 of the Laws of Hong Kong), and that this company is
有限公司。
a limited company.

本證明書於二〇一四年五月八日發出
Issued on 8 May 2014.

香港特別行政區公司註冊處處長鍾麗玲
Ms Ada L L CHUNG
Registrar of Companies
Hong Kong Special Administrative Region

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23/F Admiralty Centre Tower II
18 Harcourt Road Hong Kong

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Tel. No. : 2594 5300
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電郵 :
E-mail : taxinfo@ird.gov.hk

先生/女士:

Dear Sir/Madam,

現 證 實 由 2 0 1 5 年 1 月 5 日 起
This is to confirm that with effect from 5 January 2015

無限香港基金會有限公司

UNLIMITED HONG KONG FOUNDATION LIMITED

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稅務局局長 (盧學良代行)

(LO Hok-leung, Dickson)

for Commissioner of Inland Revenue

2015年 2月 5日

AL cl:2015-Jan-13781B

附註 本獲豁免繳稅證明書純粹是確認貴機構的免稅地位，而不是為符合非稅務用途的要求而發出，包括申請校舍、建校用地或空置公共屋邨非住宅單位；申請於活化計劃下使用政府歷史建築；申請種子基金成立社會企業及申請文娛活動的場租資助等等。

Note This tax exemption certificate solely serves as a confirmation of the tax exemption status of your organization. It is not issued for fulfilling requirements of non-tax related purposes, including applications for school premises, school sites or vacant non-domestic premises in public housing estates, applications for the use of government-owned historic buildings under the revitalization scheme, applications for seed grants to set up social enterprises and applications for rental subsidy in respect of cultural activities etc

綜合月結單
CONSOLIDATED STATEMENT

UNLIMITED HONG KONG FOUNDATION LTD
ROOM 1002, 10/F, TAK YU HSE,
TAK LONG EST, 28 SHING KAI RD,
KOWLOON CITY, KLN.

00001E2 2225

上海商業銀行
SHANGHAI COMMERCIAL BANK
CENTRAL HO 中環總行

Primary A/C No. 基本帳戶 328-82-54727-1
Statement Date 截數日期 30 JUN 2020
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PORTFOLIO AT A GLANCE 財務簡況

		結餘 BALANCE	參考港幣等值 HKD EQUIVALENT (FOR REFERENCE ONLY)
1. TOTAL DEPOSITS HKD DEPOSITS	總存款 港元存款	HKD 8,964.43	8,964.43
2. TOTAL OVERDRAFTS	總透支		0.00
3. NET POSITION (1-2)	淨額		8,964.43
4. TOTAL OVERDRAFT LIMIT	總透支額		0.00

PORTFOLIO SUMMARY 財務摘要

帳戶類別 A/C TYPE	帳號 A/C NO.	上次交易日期 LAST TRAN DATE	結餘 BALANCE	兌換率 EXCHANGE RATE	參考港幣等值 HKD EQUIVALENT (FOR REFERENCE ONLY)
SAVINGS 儲蓄存款	328-24-27222-4	21OCT19	HKD 24.16		24.16
CHECKING 支票戶口	328-82-54727-1	18JUN20	HKD 8,940.27		8,940.27
FIXED DEPOSITS 定期存款	328-33-36942-8		0.00		0.00

ACCOUNT ACTIVITIES 帳戶收付記錄

SAVINGS 儲蓄存款 328-24-27222-4 CURRENCY 幣別 HKD

日期 DATE	交易內容 TRANSACTION DETAILS	支出金額 WITHDRAWALS	存入金額 DEPOSITS	結餘 BALANCE
30MAY20	B/F BALANCE 承前結餘			24.16
30JUN20	C/F BALANCE 結餘			24.16
	TRANSACTION TOTAL ITEM 交易總計 筆數	0.00 0	0.00 0	

CHECKING 支票戶口 328-82-54727-1 CURRENCY 幣別 HKD

日期 DATE	交易內容 TRANSACTION DETAILS	支出金額 WITHDRAWALS	存入金額 DEPOSITS	結餘 BALANCE
30MAY20	B/F BALANCE 承前結餘			10,090.27
10JUN20	SUNDRIES DEBIT AUDIT CONFIRM. 雜項付帳	500.00		9,590.27
18JUN20	MISC CHARGE CO SIGNATURE CHGE 雜項收費	650.00		8,940.27
30JUN20	C/F BALANCE 結餘			8,940.27
	TRANSACTION TOTAL ITEM 交易總計 筆數	1,150.00 2	0.00 0	

328-82-54727-1 00001P2004449

--- To be Continued 接下頁 ---

綜合月結單
CONSOLIDATED STATEMENT

UNLIMITED HONG KONG FOUNDATION LTD

CENTRAL HO 中環總行

Primary A/C No. 基本帳戶 328-82-54727-1

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INTEREST RATE CHANGE INFORMATION 利率更改

	幣別 CURRENCY	生效日期 EFF. DATE	利率 INT. RATE (%p.a.)
Foreign Currency Savings Deposit Rate 外幣儲蓄存款利率	SGD	08JUN20	0.01000

由即日起至2020年12月31日，成功申請並提取安老按揭貸款可享高達HK\$60,000現金回贈，優惠須受有關條款及細則約束。
詳情請瀏覽本行網頁或致電熱線(852) 2818 0282查詢，「借定唔借？還得到先好借！」
From now till 31 Dec 2020, Customers who successfully apply and drawdown
the reverse mortgage loans can enjoy a cash rebate of up to HK\$60,000.
Terms and conditions apply. Visit our bank's website or call Hotline (852) 2818 0282 for details.
(To borrow or not to borrow? Borrow only if you can repay!)

328-82-54727-1

--- To be Continued 接下頁 ---