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Community Tourism or Community-based Tourism

Some academics and practitioners in the tourism industry regard the terms community tourism or community-based tourism, ecotourism, nature tourism and heritage tourism are used interchangeably. The US-based Ecotourism Society defines ecotourism as: “responsible travel to natural areas that conserves the environment and improves the well-being of local people”. It is obvious that adding with the elements of protecting the nature and appreciating the value of heritage, community-based tourism is more than ecotourism and heritage tourism. In fact, community tourism is a distinct concept: it means “tourism that involves and benefits local communities”. Community tourism doesn’t have to be nature-based or is not heritage-oriented tourism. Community-based tourism(CBT) invites active participation of local communities in running local tours and cooperation with non-governmental organizations (NGOs) as well as government departments.

It emphasizes a stronger sense of geographical boundary and the inhabitant living inside. When discussing the mountain tourism in Fiji, Pam Godde (2000) regards community is a village or a province within which two or more villages exist. This understanding is locally accepted as it provides for a quantifiable and manageable grouping of people.

In fact, defining ‘community’ in a global perspective is far more complex. According to the Mountain Forum, Pitamber Sharma (1998) gives a basic definition of it: “a community could be considered as a tradition-based or formal organization of individuals and households which(a) share a defined area, and common resources or public goods within that area, (b) have a common interest in benefiting from the use/management of these public goods, (c) are enabled to participate in all decision making process, and (d) are autonomous entities.” In short, communities are a group of people’s physical location and their relationship with their surroundings. In short, Mark Mann(2000) provides a more user-friendly definition: “a community means a mutually supportive, geographically specific, social unit such as a village or tribe where people identify themselves as community members and where there is usually some form of communal decision-making”. He further explains ten principles for community tourism as follows:

TEN PRINCIPLES FOR COMMUNITY TOURISM

1. Community tourism should involve local people. That means they should participate in decision-making and ownership, not just be paid a fee.
2. The local community should receive a fair share of the profits from any tourism venture.
3. Tour operators should try to work with communities rather than individuals. Working with individuals can create divisions within a community. Where communities have representative organizations these should be consulted and their decisions respected.
4. Tourism should be environmentally sustainable. Local people must benefit and be consulted if conservation projects are to work. Tourism should not put extra pressure on scarce resources.
5. Tourism should support traditional cultures by showing respect for indigenous knowledge. Tourism can encourage people to value their own cultural heritage.
6. Operators should work with local people to minimize the harmful impacts of tourism.
7. Where appropriate, tour operators should keep groups small to minimize their cultural and environmental impact.
8. Tour operators or guides should brief tourists on what to expect and on appropriate behaviour before they arrive in a community. That should include how to dress, taking photos, respecting privacy.
9. Local people should be allowed to participate in tourism with dignity and self-respect. They should not be coerced into performing inappropriate ceremonies for tourists.
10. People have the right to say no to tourism. Communities who reject tourism should be left alone.

DEGREE OF COMMUNITY PARTICIPATION

Mark Mann(2000) elaborates that there are three types of community participation. First is the responsible tours. These are tours run by commercial tour operators who behave responsibly towards local communities. A share of the profits may be given to local community projects. Local people are trained as guides and properly paid. While better than most commercial trips, they are still controlled by outsiders. Responsible tours are often ecotours, with more emphasis on wildlife and nature than on culture.

Second is partnership tour. Tours run in partnership between local community and an 'external partner' which maybe a responsible commercial operator or an NGO. The external partner cushions the impact of tourism on the community and provides business or marketing skills that the community lacks. But, like responsible tours, they depend on the good faith of the external partner. These tours are likely to offer tourists more cultural insight than normal holidays.

Third is community tour. These are tours set up, owned and run entirely by the local community. This is the 'purest' type of community tourism but not all communities are able to run their own tours. They may have problems with marketing or understanding what Western tourists want. Even a sudden influx of cash can create problems in a community unused to the cash-economy. Some community-owned ventures employ an outside manager to overcome these problems.

COMMUNITY-BASED TOURISM IN MORE DEVELOPED COUNTRIES (MDCs)

Recently, global attention has been given to tourism initiatives that combine aspects of community development, revenue reinvestment, cultural heritage and conservation. Examples in developed countries are Tamaki Maori Village in New Zealand, St. Jacobs Country in Canada, Chemainus on Vancouver Island Manyallaluk in northern Australia and Dwellingup forest Aheritage Centre in southwest Australia.

International and national conferences are good indicators of fervent development of CBT. One of the best examples was the electronic conference of the Mountain Forum in 1998. It was a global network of people and organizations interested in mountain communities, environments and sustainable development. There were altogether 450 conference participants, 74 case studies from 36 countries representing 46 mountain areas of the world. Some of the cases included “Community-based Mountain Tourism(CBMT) in Fiji”, “CBMT in Himalaya” and “Place in community and the regional perspective”. It reflected the growing importance of community-based tourism.



Photo 1. Mountain Forum Council, Urubamba, Peru, September 1998

The focus of its conference was “Community-Based Mountain Tourism”. The electronic conference had four objectives:

1. highlighting the importance of communities in the development of sustainable mountain tourism
2. providing practitioners and policy-makers with examples of current practices that link conservation with community-based tourism enterprise
3. presenting specific principles and recommendations guiding community-based mountain tourism policy and action.
4. strengthening the dialogue between policy-makers and field practitioners in an effort to move toward a more sustainable future for mountain communities and environments.

The greatest international conference concerned about CBT is the World Ecotourism Summit. It was held in Quebec City, Canada from 19 to 22 May, 2002. Over one thousand participants coming from 132 countries from different parties joined the meeting. This was the principal event to mark 2002 as the International Year of Ecotourism. The Summit was an initiative of the World Tourism Organization (WTO) and the United Nations Environment Programme (UNEP). It was hosted by Tourisme Quebec and the Canadian Tourism Commission. These four organizations were the partners responsible for the Summit.



Fig. 1 World Ecotourism Summit



Fig. 2 Mountain Forum

The Summit represented the culmination of 18 preparatory meetings held in 2001 and 2002, involving over 3,000 representatives from national and local governments including the tourism, environment and other administrations, private ecotourism businesses and their trade associations, non-governmental organizations, academic

institutions and consultants, inter-governmental organizations and indigenous and local communities. The purpose of the Summit was to bring them altogether and enable them to learn from each other and identify some agreed principles and priorities for the future development and management of ecotourism. There are four main themes defined by the Summit:

Theme A---- Ecotourism policy and planning: the sustainability challenge

Theme B---- Regulation of ecotourism: institutional responsibilities and frameworks

Theme C---- Product development, marketing and promotion of ecotourism: fostering sustainable products and consumers

Theme D---- Monitoring costs and benefits of ecotourism: ensuring equitable distribution among all stakeholders

The final product of the Summit is THE QUEBEC DECLARATION ON ECOTOURISM. It has 49 declarations on six main areas respectively including:

- 1) 19 declaration statements on “To national, regional and local governments”
- 2) 14 declaration statements on “To the private sector”
- 3) 4 declaration statements on “To non-governmental organizations, community-based associations, academic and research institutions.”
- 4) 8 declaration statements on “To inter-governmental organizations, international financial institutions and development assistance agencies”
- 5) 2 declaration statements on “To local and indigenous communities”
- 6) 2 declaration statements on “To the World Summit on Sustainable Development (WSSD)”

On the whole, the participants at the Summit acknowledge the World Summit on Sustainable Development (WSSD) in Johannesburg, August/September 2002, as the ground setting event for international policy in the next 10 years and emphasize that, as a leading industry, the sustainability of tourism should be a priority at WSSD due to its potential contribution to poverty alleviation and environmental protection in endangered ecosystems.

COMMUNITY-BASED TOURISM IN LESS DEVELOPED COUNTRIES (LDCs)

CBT in Asia Pacific is a fast growing area of recent tourism development. In fact, this kind of tourism is obvious in developing region. There are many examples in Asia Pacific regions such as Umphang District in northwestern Thailand, Huangshan Mountains in southern part of Anhui Province and Yulong Snow Mountain Area in Yunnan Province in China, Villa Escudero and El Nido in Philippine, Little India in Singapore, Taiwan Folk Village and Shui-Li Snake Kiln in Taipei, Songup Folk Village in Korea and Kampung Desa Murni in Malaysia.

Moreover, the Community Based Ecotourism in Southeast Asia in Thailand(27 February –8 March 2002) draws the worldwide attention on CBT in Asia. The conference on Community Based Ecotourism in Southeast Asia has six objectives and four main themes as follow:

6 Objectives:

1. To provide a **forum** to local communities and Community Based Ecotourism practitioners who otherwise may not have a voice on the international level , e.g. at the World Ecotourism Summit in Canada and to facilitate a genuine dialogue among all stakeholders.
2. To conduct a **strategic analysis**, i.e. a comprehensive review and critical evaluation of Ecotourism as it is currently practiced in the region.
3. To **reflect on the lessons and experiences** of Community Based Ecotourism development work.
4. To identify **regional needs for action** to make CBET an instrument and a reasonable concept for sustainable development to be presented at the Quebec Summit and as a basis for further activities at both the national and international policy levels.
5. To create **active informal networks** of regional stakeholders involved with Community Based Ecotourism and interest groups in Southeast Asia.
6. To **promote the communities' capabilities for sustainable development and environmental conservation** in Thailand and Southeast Asia.

4 Themes:

Theme A: Community-based Ecotourism Planning and Development: the sustainability challenges

Theme B: Community-based Ecotourism Policies and Regulations at the local, national and international levels

Theme C: CBET Product Packaging and Marketing

Theme D: Monitoring Costs and Benefits and Impact Assessment of Ecotourism

The Community Based Ecotourism in Southeast Asia agreed that local communities should have the right to self-determination and to decide whether to accept or not accept the policies that affect their livelihood. Here are two cases listed as examples.

Case 1: Klong Khwang Village in Thailand

The community of Along Khwang is located in the Province of Nakhon Ratchasima in the northeast region of Thailand. Klong Khwang is 30 minutes by automobile, west of the province capital city of Korat. The village belongs to the Sema tambon, which includes 13 villages and the district of Sung Noen which has a total population of 75000. The village of Klong Khwang contains slightly more than 100 households. Klong Khwang is an example of a village where tourism development is being actively planned and developed with a strong emphasis on community involvement.

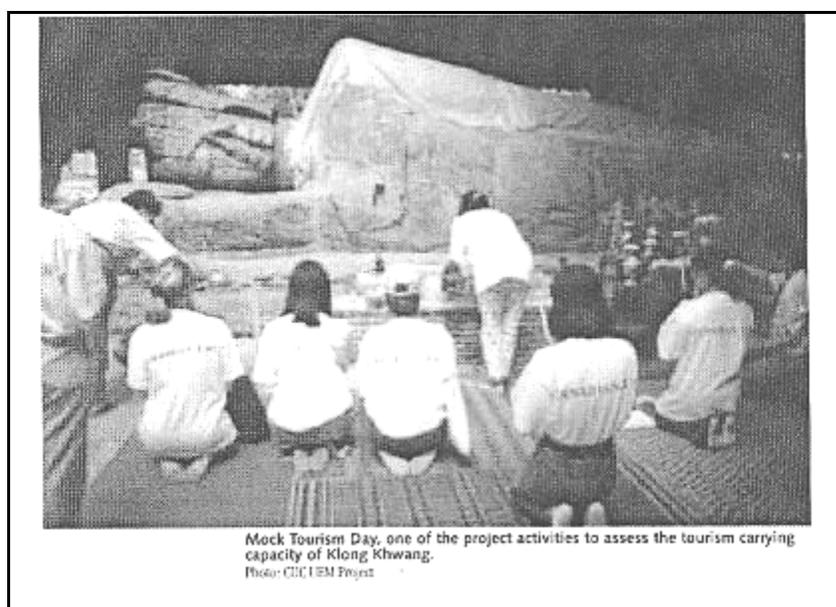


Photo 2. Buddha in one of the tourist attractions in Klong Khwang

The local District Director of Sung Nern and the Poo Yai Baan (community headman) are strongly committed to a tourism development plan based on community development objectives. These include :

- (a) Developing and implementing a tourism program for which community life will be central.
- (b) Developing income generating activities for community members through handicrafts, food preparation and community tours

- (c) Excavating the archaeological city and moat under the direction of the Fine Arts Department of Thailand.

At the local government level, Training and Technology Transfer Program (TTTP) team members are assisting officials in a capacity-building process of critical reflection focusing on factors such as carrying capacity, marketing, social and environmental impacts, and specifically in terms of how these relate to the community-defined tourism objectives. TTTP has provided technical assistance including the following:

- preparing visual representations of strategic community sites as a guide for the physical development of the village and to encourage community participation;
- designing marketing and promotional materials such as brochures and postcards where local officials are responsible for supplying data such as the key points of interest in Klong Khwang and wording for the print materials;
- developing and describing the various components for the master development plan.

At the community level, a strategic approach to tourism planning and development is being implemented. The Klong Khwang villagers conducted a mock tourism day. It was designed to provide the villagers with an opportunity to experience a significant flow of visitors into their community, thereby creating the opportunity for residents to experience tourists and tourist related issues. It also provided the opportunity to test the community infrastructure from a visitation perspective, and to evaluate the attractiveness of the site as a tourism destination. Finally, it provided the residents with the opportunity to make an experiential decision as to whether or not they were eager to accept and develop tourism as a village activity over a longer period of time. This tourism day is proved very effective at providing a basis for experienced-based community discussions of basic tourism issues.

Destination management is through an integrated approach to ensure viable and sustainable development. Experience has shown that tourism destinations must develop appropriate organizational structures, carry out a range of planning and design activities, be deeply and directly involved in marketing the destination, and view product development as an essential element of the overall tourism development process. In addition, it is critical that economic and environmental goals are met.

Finally, the women collective is a key contributor to the community tourism development program. In the future, this will likely involve handicrafts such as woven reed mats, as a potential income generating activity. Another activity could include hosting buffet lunches. Besides, the potential benefits for protecting and enhancing cultural heritage through tourism activities are significant. These include developing village identity, creating and enhancing community pride, building or re-building cultural amenities within a region, stabilizing the community, giving purpose to community development, and broadening community horizons.

Case 2: Huangshan Mountains in China

Huangshan is a mountainous area covering 154 square kilometers. It is located in the southern part of Anhui Province and is characterized by extraordinarily rugged peaks, pine forest and strange stone landscapes. In December 1990, it was listed in the Chronology of World Heritage sites in the People Republic of China.

To observe the beautiful scenery of Huangshan, one can take the eastern route with 7.5 kilometres steep climb and down on the western route with 15 kilometres long. Since 1979, the Administrative Committee of the Huangshan Mountain Scenic Development Area(HMSDA) has built and renovated four 3-star hotels and two 2-star hotels within the area. This committee has been responsible for constructing tourist cable cars and developing over 60,000 meters of roadway. This satisfies the basic necessity of transport demand and has been done to give first priority to protection of natural environment. In 1997, the HMSDA attracted more than one million tourists who generated revenues of 322 million RMB. The number of tourists increases by about 10 percent annually.



Photo 3A Beautiful scenery of Huangshan



Photo 3B Dawn of Huangshan

From the beginning, local residents of the Huangshan Mountains have been keenly involved in and benefiting from the tourism in this area. For example, the HMSDA worked with the villagers to establish a local short-tailed monkey attraction. More than 125,000 tourists have visited there during the past four years. Entrance fees have generated income of 1.2 million RMB. The development of the Monkey Valley has resulted dramatic change for both the people and the environment. In the past, it was common for local communities to cut trees and kill wild animals. Now, it has been controlled as the local people realize that more benefits accrue from saving the natural environment than from destroying it. As well, the construction of roads, telecommunications and other infrastructure have brought benefits to what had been isolated communities. When the road connecting Fuxi Village to the main highway was built, telephones and cable television were installed allowing villagers to enjoy benefits of tourism.

To manage the Monkey Park and develop Monkey Valley, many local jobs were created and villagers now enjoy paid wages and a regular income stream. In addition, the value of the agricultural profits and byproducts has increased as result of the growing number of tourists. Using revenues from Monkey Park, the villagers have invested in educational facilities and now provide financial assistance for some children who cannot afford to go to

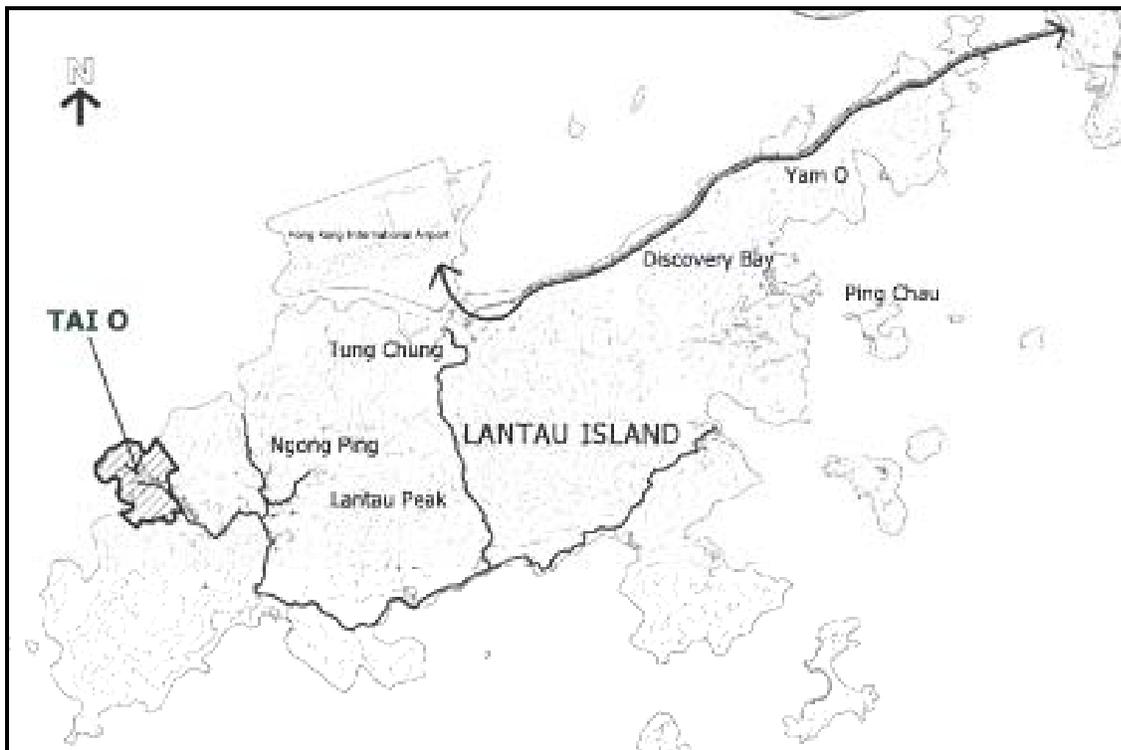
school. Furthermore, they began to subsidize for the aged and the handicapped. The social wealth of the whole community has been improved.

On the other hand, the community based tourism is the major employer of young people. Now, three quarters of the membership of the HMSDA are young people. Under the guidance of the local Youth League Committee, young people are actively engaged in a variety of work both voluntary and paid. For example, in 1995, a young-volunteer activity was launched with the theme: love Huangshan, beautify Huangshan. Young volunteer are targeted to play key roles at the main tourist attractions and transport stations. They provide general information regarding sites and answer specific questions about entry, fees and travel routes. In general, the skill levels of youth within this area have increased significantly. Finally, through additional advanced general and technical training, more young people from Huangshan are now entering such as business management, science and technology.

HONG KONG CASE STUDY: TAI O -----VENICE OF ASIA

BACKGROUND

Tai O is a famous fishing village in Hong Kong. It lies on the north-western corner of Lantau Island. Geographical speaking, Tai O is a unique area. North of Tai O is a small island called Tai O Island. The south of Tai O Island belongs to Lantau Island. There is a small river bending between two landmasses (Map 1).



Map 1. Location of Tai O

Source: Town Planning Department



Photo 4. Aerial view of Tai O

Source: Town Planning Department



Photo 5. Side-view of Tai O

Source: Town Planning Department



Map 2. Tour map of Tai O for travelers

Nowadays, most of the Tai O population is situated along this riverside. The transportation between two sides is through a special means: fishermen stand on a small boat and drag a rope by hands which is placed between two seaside to transship the residents or tourists. It is called rope-drawn ferry (Photo 6). This type of transport facility becomes the symbol of Tai O until 1997 in which a new bridge ([Rope-drawn Ferry Bridge](#)) is constructed to connect these both seaside. Meanwhile, most of the residents use their own boat (Photo 7).



Photo 6. Rope-drawn ferry



Photo 7. Traditional boat of local residents

The history of Tai O can be dated back to Sung Dynasty and about 600 years. There were altogether 10 villages and population 700. According to the Planning Department, the total population in Tai O area is 2600 in 2000 and upsurge to 6700 in 2016.

The transportation to Tai O can be both land and sea as follows. The details are listed in Appendix 2.

Land: 1) Tung Chung Bus No.11(40 minutes) → Tai O

2) Po Lin (Ngong Ping) Bus No.21(18 minutes) → Tai O

Sea: 1) Central Pier 7(1 hour) → Mui Wo Pier Bus No.1 (40 minutes) → Tai O

2) Tsimshatsui Star Ferry(1 hour) → Mui Wo Pier Bus No.1 (40 minutes) → Tai O

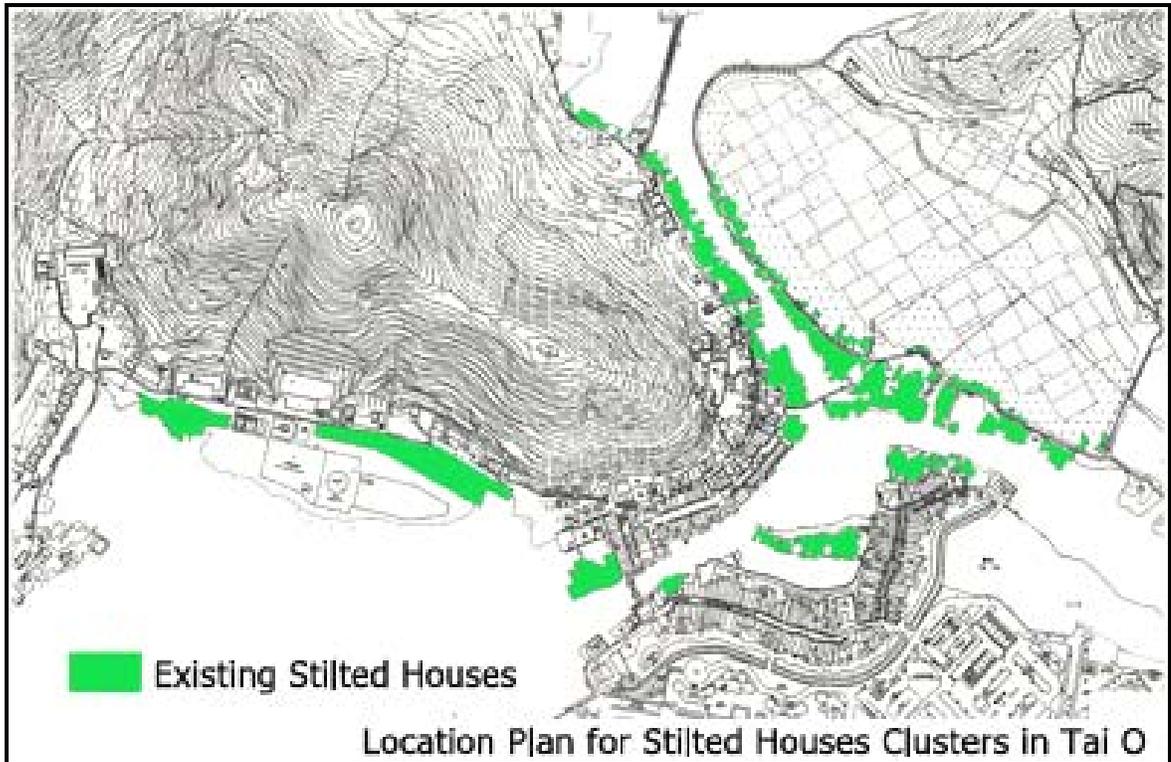
3) Peng Chau Central Pier 6(35 minutes) → Mui Wo Pier Bus No.1 (40 minutes) → Tai O

ATTRACTIONS IN TAI O

Heritage Resources

1) Stilted Houses

The most famous heritage attraction in Tai O is the stilted houses(Map 3, Photo 8A, 8B, 8C, and 8D). They are houses of fisherman built along narrow river channel for their convenience because they have to spend most of their time on the boat According to Mr. Lui (2002), these houses can be dated back to the Ching Dynasty and the history is more than 270 years. The maximum population living on the stilt houses is around 30,000. They are built on special water-proof woods transported from Asian countries. Some houses are consolidated with cement base. The top of stilted houses in the early stage was round shape covered with leaves and metal plates to get rid of the rain drops and resemble the round shape of fish boat. The new stilted houses are flat top instead. However, the basic setting and decoration inside the stilted houses is still simple today.



Map 3. Distribution of existing stilted houses

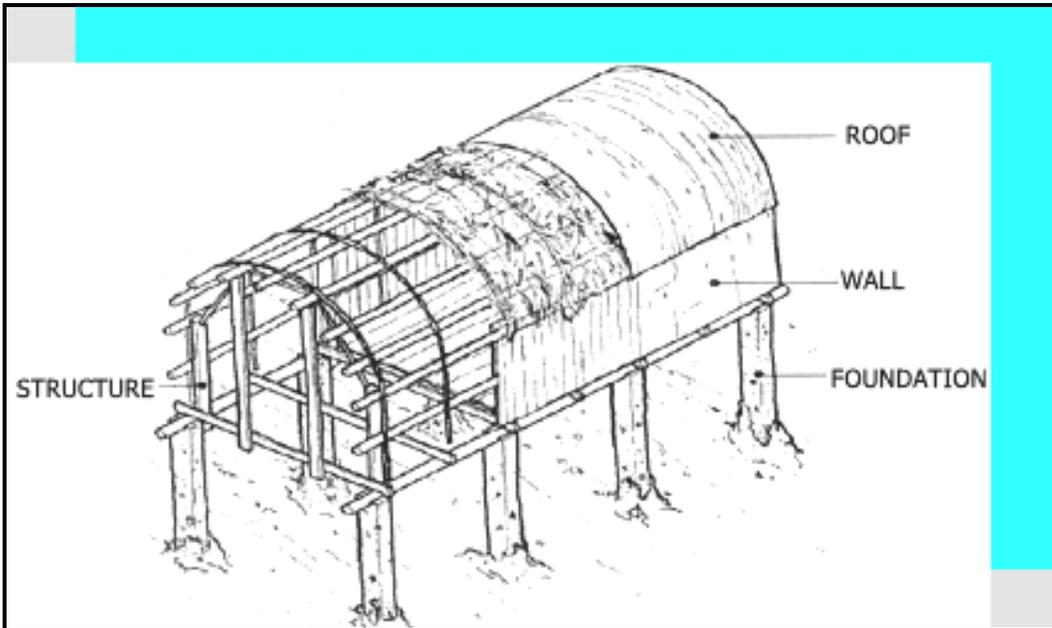
Source: Town Planning Department



Photo 8A. Most tourist activities concentrated on this part of Hoi Chung(□□)



[Photo 8B. Round top of early stage stilted houses](#)



[Photo 8C. Structure of the early stage stilted house](#)

Source: Town Planning Department



[Photo 8D. The garden of stilted houses](#)

2) Temples

There are about 7 temples in Tai O: Hung Shing Temple, Yeung Hau Temple, Kwan Tai Temple, Tin Hau Temple, Dragon Rock Temple and Hwa Kwong Temple. They are all over hundred of years and are invaluable heritage in Hong Kong. Such high density of ancient temples located in such small area is scarce not only in Hong Kong but also in Asia.



Photo 9A Hwa Kwong Temple



Photo 9B. Lung Yin Temple



Photo 9C. Kwan Tai Temple

3) Disused Salt-pans



Photo 10. Disused salt-pan

In the Sung Dynasty, salt production in Tai O was prosperous. At this height, there were as many as 70 acres(0.28 square kilometers) of salt-pan(Photo 10) producing 488 tons of salt every year. Due to the devastation of the Second World War and the economic transformation in 1970's, salt production in Tai O gradually disappeared.

4) Tai O Police Station

The former Tai O police station was built in 1902. It was one of the earliest police station built in New Territories. It is a western-style, two-storey building. The police station was closed and has been replaced by a new one in Lung Tin Estate.



Photo 11. Tai O police station and police in 1950's

5) Tai O Cultural Workshop

It is founded and owned by a local resident Miss Wong Wai King(王桂卿). It is a miniature private museum and exhibits black and white photos and household-appliances showing life of Tai O residents in the old days(Photo 12A and 12B).



Photo 12A. Tai O Cultural Workshop

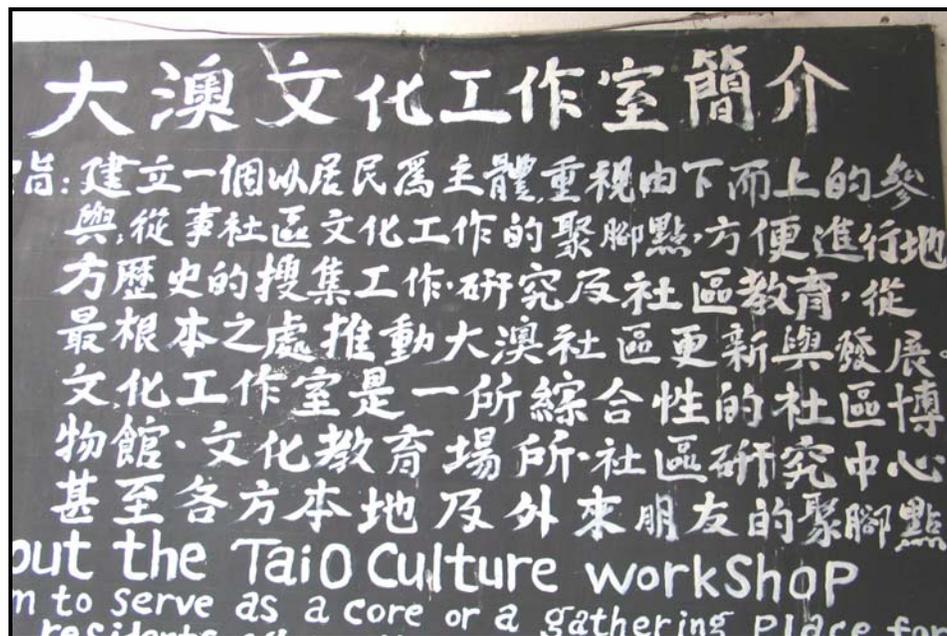


Photo 12B. Introduction of the Tai O Cultural Workshop

7) Cultural Activities

As Tanka tribe has a very long history of residence in Tai O, there are numerous cultural activities favored by local residents and also are attractions for tourists. For examples, Tanka Wedding Ceremony(□□□□), Hoi Chung Tour(□□□), Dragon Boat Competition, Dolphin Tour, and local Lantau Opera Association(□□□□□□)



Photo 13A. Tanka Wedding Ceremony



Photo 13B. Wedding Ceremony for Tourism



Photo 13 C. Lantau Opera Association



Photo 13 D. Awards of the Association



Photo 13 E. The Chairman of the Association showing her techniques on musical instrument

Natural Resources

Tai O has rich natural resources to be as ideal destination for naturalists. In a Hong Kong local competition, Tai O has two awards within ten greatest welcome place of natural beauty. It shows that Tai O is welcomed locally.

1) Picturesque Sunset

Tai O is located in the west of Hong Kong. It is one of the best places to admire sunset. Tai Chung Bridge and Shek Tsai Po Ferry Pier are the most suitable places to enjoy the breathtaking view of the sunset in Tai O.



Photo 14A. Impressing sunset of Tai O

2) Mangroves

A variety of mangroves can be found in the river-mouth and the swamps in Tai O (Photo 14 B). They are about 2 to 3 metres in height. Since mangroves can withstand erosion caused by tidal currents, they provide the coastal line with protection preventing massive loss of rock and soil. More importantly, mangrove forest maintain and enhance biodiversity. They also make ideal habitats for coastal aquatic creatures such as *Uca Arcuata* (□□□), *Periophthalmus* (□□□) and little egret (Photo 14 C).



[Photo 14B. A view of mangrove of Tai O](#)



[Photo 14C. Little egret searching for food](#)

3) Old Man Rock

The Old Man Rock is a landmark of Tai O. It is 10 metres in height. From a distance, it looks like a general leaning against the cliff taking a rest. In fact, it is a geological features called sea arch. The strong ocean current and tidal waves eroded the rock especially the lines of weakness along the seaside. With the time goes by, a hole is made among the rock. The rock can only be reached by sightseeing boat.



Photo 14D. The natural beauty of Old Man Rock

Tai O Specials

There are local traditional snacks and food that attracts every tourist. They are as shown below:

1) Shrimp paste and sauce



Photo 15 A. One of the most famous seafood in Tai O--Shrimp paste



Photo15B. Factory owner of the shrimp product and shrimp sauce in plastic bucket

2) Dry shrimp, dry salty egg and salted fish and other kinds of dehydrated seafood



[Photo 15 C. Salted egg](#)



[Photo 15 D. One of the most famous seafood in Tai O-----Salted fish](#)



Photo 15 E. Drying fish egg



Photo 15 F. Frying seafood is mainly done by woman

3) Sweet dumplings



Photo 15 G. The making of sweet dumpling



Photo 15H. Finished Tanka sweet dumpling



Photo 15I. Tanka Sweet cake



Photo 15J. Sweet dumpling only use in Ching Ming Festival(□□□)



Photo 15K.. Herbs collected and made locally



Photo 15L. Wooden handicrafts

REVITALISATION OF TAI O BY THE HONG KONG GOVERNMENT

Hong Kong Government formulated the Draft Recommended Strategy in mid 1999. It helps to finalize the Recommended Development Strategy (the Strategy). This Strategy is prepared for the planning horizon of South-west New Territories (SWNT) up to 2016. To understand the role of Tai O in the whole picture of Hong Kong's development, it is a prerequisite to have a glance of it.

According to the Hong Kong Planning Department, the overall vision for the Strategy is to balance development and conservation needs in SWNT in accordance with the principle of sustainable development, with particular emphasis on turning the sub-region into a Tourist, Recreation and Leisure Centre by:

- strengthening tourist attractions;
- achieving conservation of the high quality environment; and
- fulfilling a diversity of recreation and leisure needs.

The formulation of the Strategy is guided by the following major planning principles:

- a) capitalizing tourist and recreation opportunities. The Strategy identifies four tourist nodes in SWNT and recommends the development of the sub-region as a tourism, recreation and leisure center;
- b) conserving the high quality natural environment and cultural heritage. This will be achieved primarily by the extension of Country Parks; the designation of Sites of Special Scientific Interests (SSSIs), Special Areas, conservation Areas, Inshore Water Protection/Recreation Areas and Marine Parks/Reserves to conserve the environmentally sensitive areas: the preservation of sites of archaeological and historical interest to preserve the cultural heritage; and by prudent planning and development of compatible land-uses;
- c) accommodating an appropriate share of the territory's population growth. The Strategy anticipated an overall population of about 476,700 in the sub-region with some 333,000

in the North LANTAU New town by 2016; and

- d) Promoting the economic development of the territory. The Strategy provides opportunities to accommodate strategic infrastructure like Airport, worldclass tourist and recreation facilities like Hong Kong Disneyland to provide a diversity of employment opportunities. The provision of recreational and tourist facilities would also contribute to the local economic development, e.g. accommodation and catering services.

Moreover, Hong Kong Planning Department has also devised distinctive planning themes for various parts of SWNT which is more importantly affecting the future development of Tai O.

- Northeast Lantau --- Tourism and Recreation
- North Lantau --- The Ninth New Town
- Northwest Lantau --- Religious, Cultural and Leisure (Tai O)
- South Lantau --- Conservation and Sustainable Recreation

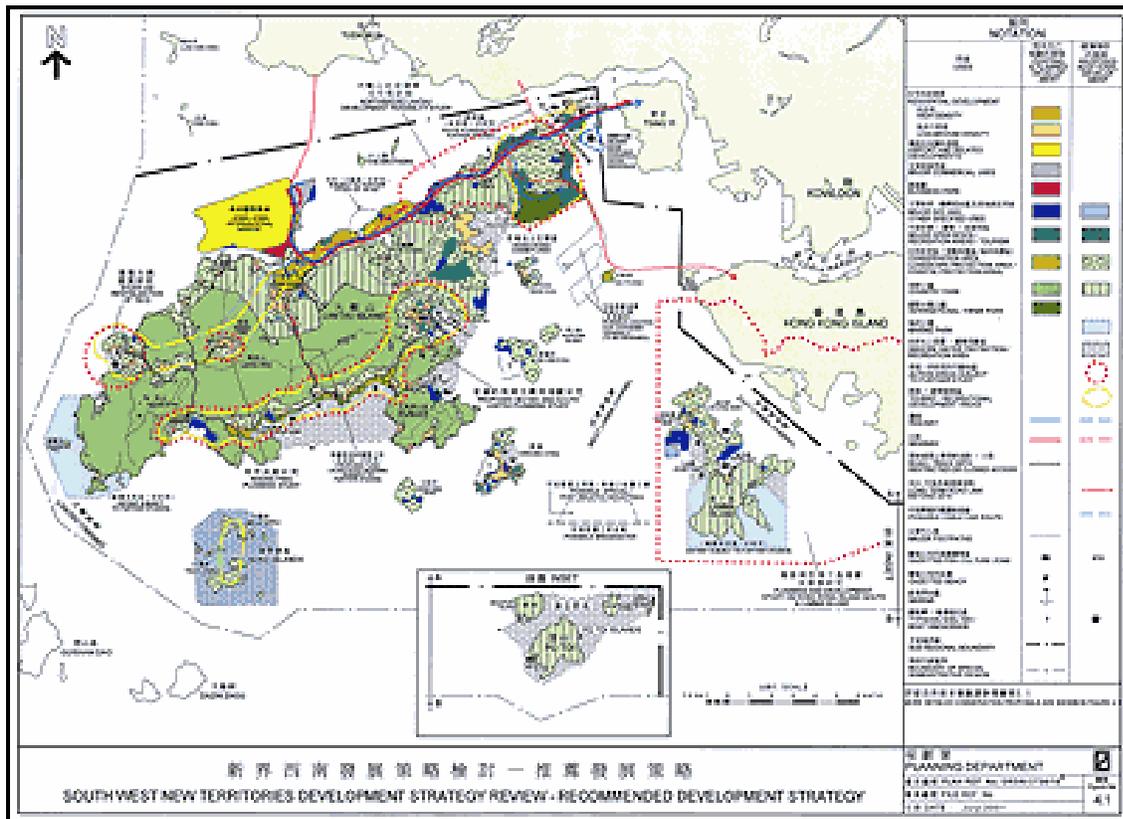


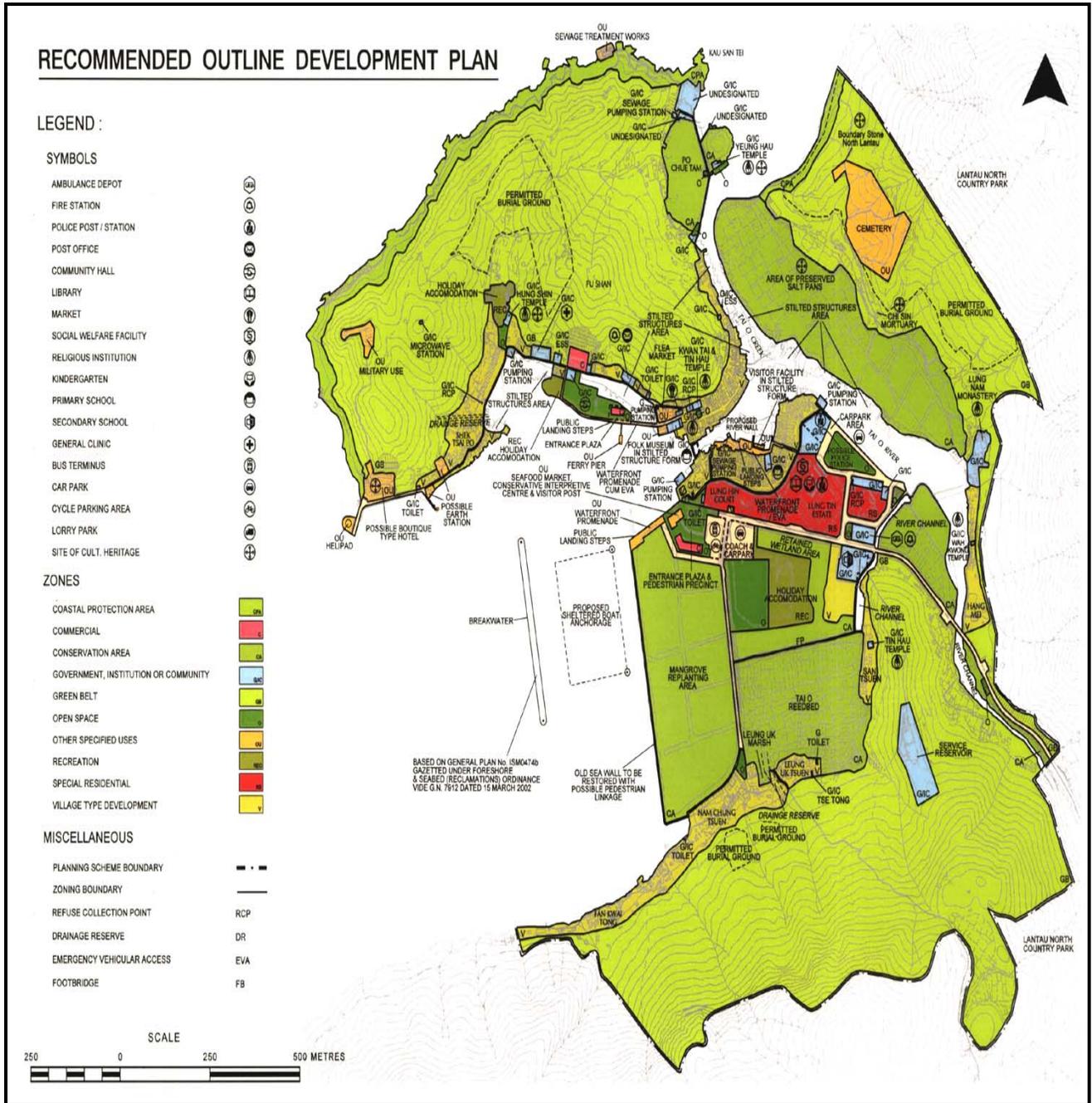
Fig 3. Southwest New Territories Development Plan Source: Town Planning Department

The major comments received from public consultation are summarized as follows:

- the stilted structure areas should be retained and upgraded as they constitute a unique and important component of the fishing village character of Tai O. They should not be affected by the flood protection proposals;
- filling of existing wetlands to the south of Tai O Road is not supported;
- additional community facilities should be provided in view of the remote location and special demographic profile;
- location of the proposed helipad should be reviewed;
- transport facilities to the area should be improved; and
- the requirement for the Sheltered Boat Anchorage (SBA) should be reviewed.

The Planning Department has revised the Draft Recommended Revitalisation Strategy to incorporate public views where appropriate. The key changes are:

- the flood protection proposal has been revised. The extent of the proposed riverwall is reduced confining to the waterway at Yat Chung. This would protect the priority area for flood protection while avoiding the loss of stilted structures;
- the extent of reclamation proposed at Shek Tsai Po has been reduced to that required for a seawall and waterfront promenade;
- the filling requirement south of Tai O Road has been reduced;
- the football pitch south of Tai O Road is retained and could be provided with landscape areas with boundary regularisation of the existing land filled area;
- the proposed folk museum has been resited close to the new ferry pier;
- the helipad is proposed to be resited to the existing ferry pier location which is closer to the clinic and will not affect the natural coastline; and
- the scale of the SBA has been reduced, reflecting the updated requirement for the facility and the recently authorized scheme.



Map 4. Recommended Outline Development Plan of Tai O

Source: Town Planning

department

Down to the earth, the key components of the construction work are listed as follows:

Rejuvenating the Fishing Village

- A SBA currently under planning would provide a safe base for local fishing vessels. It could help bring back the vibrant fishing community and related economic activities. Complementary facilities recommended include a small seafood market and a new entrance plaza near Tai O Road;
- The Strategy would not affect the stilted structure areas. However, sustainability of these structures over the longer term requires resolution of a number of issues including improving the emergency access, sewerage and other infrastructure provisions. The Strategy recommends improvement of the servicing of the stilted structure areas while maintaining their unique character be subject to detailed studies; and
- A folk museum in stilted structure form near the new ferry pier at Shek Tsai Po is proposed. It would feature local traditions and historical artifacts to raise understanding of Tai O's cultural heritage and Hong Kong's fishing village origin. The opportunity for reintroducing a hand-drawn sampan across Tai O Creek could also be explored.

Sustaining the Natural Environment and Cultural Heritage Resources

- Ecologically sensitive habitats and the existing natural landscape will be preserved. The Leung Uk Marsh, Tai O Reedbed, Tai O Egrettry, woodland and waterways would be conserved. Nature-based attractions would be enhanced through a proposed mangrove replanting area;



Source: Town Planning Department

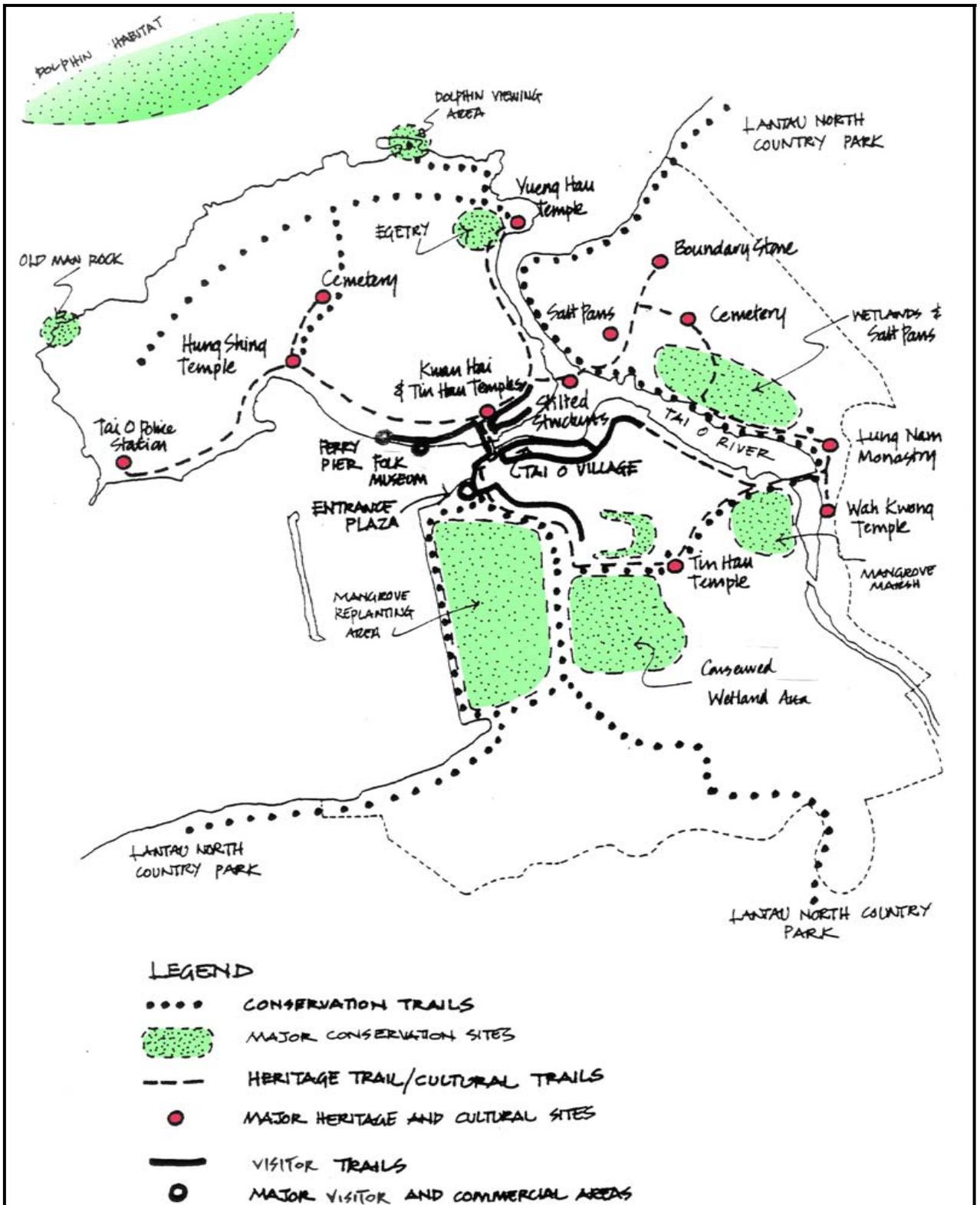
- All existing village settlements, historical buildings and cultural heritage sites would be retained. The historic salt pans, which are amongst the last remaining in Hong Kong, would be preserved. The ancient seawall built to protect the previous salt pans and villages may be restored and accommodated with a pedestrian link subject to further examination under the SBA project. Rural temples and old community buildings would be recommended to be restored. Heritage trails are recommended to link the cultural heritage sites in the area;
- A small conservation interpretive centre and a series of nature trails which would link to those in the adjacent Country Parks are proposed. The proposed public landing steps would allow boat trips along the waterways, dolphin watching and other shore based activities.

Enhancing Existing Visitor Appeal

Tai O clearly has a niche to visitors who are interested in eco-tourism and heritage tourism. The Strategy seeks to enhance the existing visitor appeal. It is estimated that the Strategy could increase visitors to about 450,000-600,000 per annum.

- To attract more visitors, the existing natural landscape, fishing village character and cultural heritage areas would need to be preserved and enhanced.
- A new and more accessible public ferry pier would be provided at Shek Tsai Po. The ferry landing area will be linked to a landscaped entrance plaza.
- The proposed cable car link from Tung Chung to Ngong Ping would attract more visitors to Tai O, based on the existing strong connection between Ngong Ping and Tai O. Transport facilities need to be enhanced. These include a new public transport terminus and car/coach park near the Tai O Road entrance plaza.

- To capture the commercial potential of the two access nodes, a small area each at the entrance plazas is earmarked for commercial uses.
- Overnight accommodation in the form of youth hostels or holiday camps is proposed to encourage a longer stay in Tai O. The historical police station at Shek Tsai Po could be refurbished as a boutique hotel with its Victorian façade preserved.
- Visitor information services are proposed at the Tai O Road entrance plaza. The existing car free environment should be maintained. Visitors could be guided to the vibrant main streets and other visitor attractions by sign-posted trails.



Map 5. Conceptual Plan showing major attractions and nature, heritage and visitor trails

Source: Town Planning Department

Addressing Local Community Needs

Meeting the needs of the local community is a key part of the Strategy.

- The planned population upon full development is estimated to be 6,700 persons. A small village area south of Tai O Road and infill areas are proposed to meet the Small House demand of indigenous villagers.
- Existing open spaces in Tai O including the existing football pitch south of Tai O Road would be retained and improved. A riverside park planned north of Lung Tin Estate and a waterfront promenade at Shek Tsai Po would provide a more even spread of open spaces. The Strategy also provides for a more centrally located police station and site reservations for government and community uses.
- The two new entrance plazas could be used for outdoor festive events while the waters off the SBA could be a venue for dragon boat races.
- Transport facilities will be improved. A new ferry pier with footbridge link to Tai O Market Street will bring the marine access point closer to the village core. An enhanced bus terminus and coach and car parking and loading/unloading area is planned near the Tai O Road entrance plaza.
- A new helipad, subject to further study, will be provided to replace the substandard one at Shek Tsai Po.
- Upgrading the local water supply and sewerage capacities is recommended to serve the population and visitors subject to further study.
- Tai O occasionally experiences flooding problems, due to tidal surge and low-lying topography. A riverwall project is planned at Yat Chung to protect the low-lying areas along Wing On Street against flooding without affecting the stilted structures. The riverwall could be designed to also provide a waterfront promenade with a deck for

small-scale visitor uses and a footbridge link to Yee Chung. The whole project will be subject to detailed study and design.

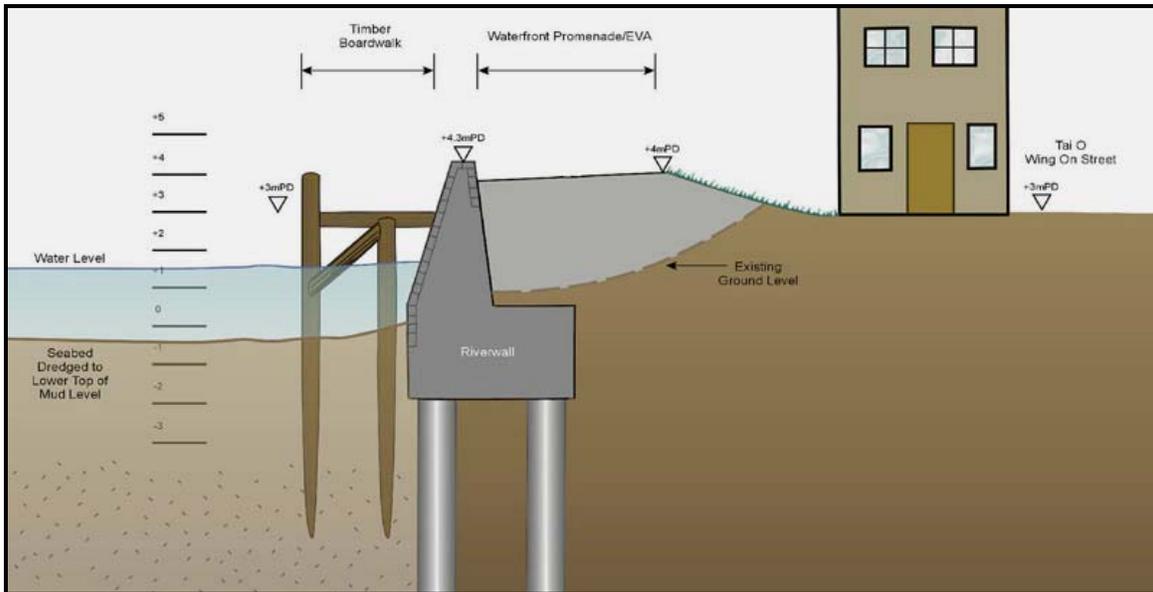


Fig 4. Corss-section of the riverwall

Source: Town Planning Department

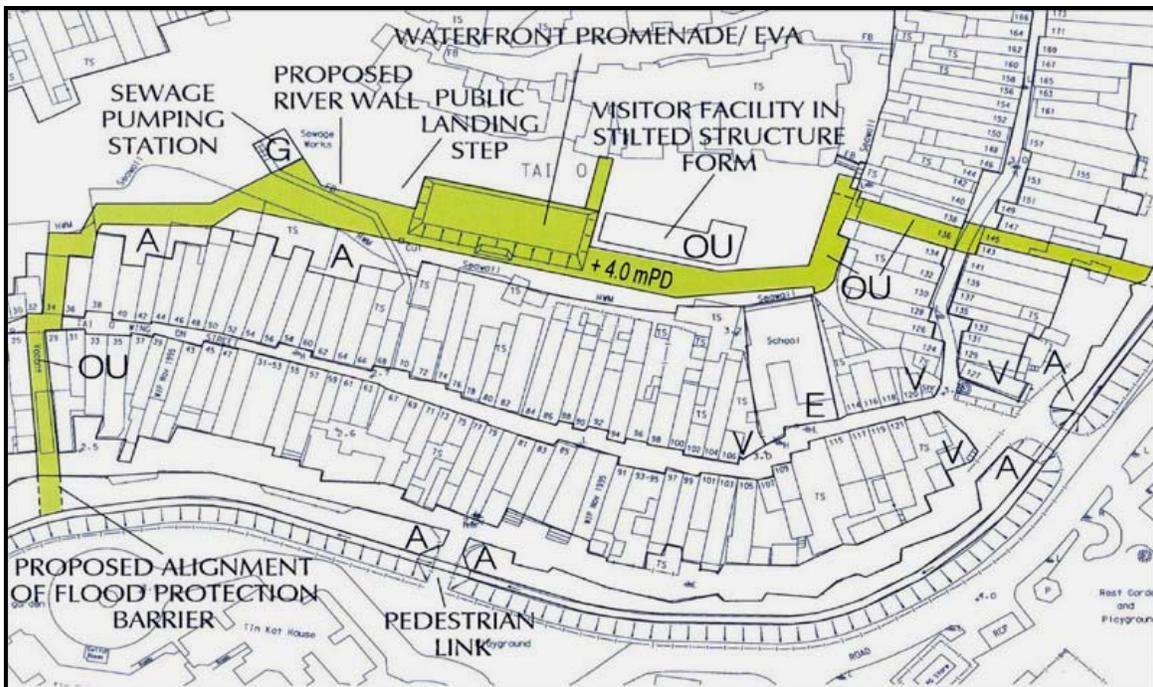


Fig 5. The outline plan of the waterfront promenade

Source: Town Planning Department



Photo 16. The imaginary line of the waterfront promenade

Source: Town Planning Department

The Strategy is envisaged to bring the following benefits :

To the Local Community

- sustain the local community;
- sustain the local character, culture and heritage;
- preserve ecological habitats and areas of high landscape value;
- broaden the base of local employment through the SBA and small business related to visitors' activities;
- broaden the range of visitor attractions and increase the visitor patronage to Tai O;
and
- improve the village environment and infrastructure.

To the Leisure and Tourism Industry

- provide an attractive destination for visitors interested in cultural heritage and natural environment; and
- complement the proposed cable car link between Tung Chung and Ngong Ping.

To Sustainable Development

- achieve a sustainable community in Tai O by invigorating its cultural heritage resources while generating economic spin-offs;
- balance the need for revitalisation and nature and heritage conservation; and
- provide environmental and cultural heritage education/research resource.

ASSESS THE DEVELOPMENT OF TAI O FROM THE COMMUNITY BASE TOURISM PERSPECTIVE

As mentioned before, tourism is one of the largest businesses in the coming 21 century especially for the developing world. Every country wants to have a share of it. However, its impact can be negative and to certain extent, detrimental. The negative impact includes cultural and environmental degradation, economies and social structure distortion and resources diversion. Refer to the examples by Mark Mann(2000), some of the cases are listed below:

Tourists are easy to see Maasai tribespeople in traditional dress shown on brochure for holidays in Kenya. However, Maasai communities in Kenya have been evicted from their land to make way for the country's national parks, such as Amboseli.

In Tanah Lot in Bali, farmers claim that the government forced them to hand over their farms for a golf course and hotel by shutting off irrigation to their fields. In Goa, developers of hotel complexes persuaded the government to compulsory acquire land in several villages, from people who had previously refused to sell.

In Malaysia, 29 shop owners on the coastal road near the jetty at Kuah were forced to move because the Tourist Development Committee considered them an eyesore. A tourist shop and restaurant were built in their place.

In Burma, thousands of people were forcibly relocated by the governing State Law and Order Restoration Council to clear the way for tourist development in Pagan, whose monumental collection of temples were seen by the regime as one of the country's big tourist draws.

As a result, we need to examine the development of Tai O to see whether it is developed in the way of CBT or to what extent it is developed community based. Through specific designated questionnaires (Appendix 1A) and interview, we have a deeper understanding of the other side of the story through an data analysis (Appendix 1B). We know more about the perspective of the local residents on the matter of tourism development here on their motherland. We are very pleased this time to have the opportunity to interview one of the village representatives of Tai O, **Mr. Cheung Shui Shing**(). The questionnaires and interview are committed on 3 April 2004 and the population size is 10.

We examine the data by the 10 principles of CBT by Mark Mann(2000) to check the development of the Planning Department on Tai O.



Photo 17. Mr. Cheung's family with case team member

First principle and a very important principle of CBT is the participation of local communities in decision-making and ownership. There are two types of community participation: formal and informal. Formal participation includes tourist activities, tourist tours and operating shops. This type of participation allows residents to contact with tourists directly. On one hand, informal participation includes meetings with government departments and non-government organizations (NGOs), jobs relating tourist point management such as cleaning and maintenance. The data from questionnaires shows that a great number of local residents are engaging producing and selling food and beverage to tourists. Most of the local tour activities (12 items) are held or owned by local residents (Appendix 1B Questionnaire Section C Question No.4). It indicates that there is a high degree of formal participation of communities in tourism activities.



Photo 17 A. Tour by local entrepreneurs



Photo 17 B. Dolphin Tour by local

On the other hand, local residents and communities have involved in various meeting with government departments including the Islands Provisional District Board, Draft Recommended Revitalisation Strategy and Tai O Development Concern Group.



Photo 17C and 17D. Meetings of local residents with government officials

Source: Town Planning Department

It is matched with the data from the questionnaires: 70% recognize the consultation of government is abundant. Keep in mind that villagers are passive and political inactive. 70% satisfaction is a high rate of response. Therefore, the degree of informal community participation is also high. Overall speaking, local participation is high. With reference to Mark Mann, it is the community tour participation.

Second principle: the local community should receive a fair share of the profits from any tourism venture. However, he did not mention how much is a “fair share”. The data from questionnaires shows that income increase and employment improved (Appendix 1B Section

B Question No.1b, 4a&b). Some of the shop owners claims that about 30 to 50 percent of income is from tourists. That means the local community had received a “fair share” of the profits form tourism

Third principle: tour operators should try to work with communities rather than individuals. Most of the tour enterprises are owned and operated by local residents. These include Tanka Wedding Ceremony(□□□□), Hoi Chung Tour(□□□), Dragon Boat Competition, Dolphin Tour, and local Chinese Opera Association(□□□□□□). Although there are tour activities operated by NGOs such as hiking and dolphin tours, the involvement rate is low. Therefore, the third principle is positive.

Fourth principle: tourism should be environmentally sustainable. As mentioned before, the planning department had committed a series of programmes to ensure the development of Tai O is environmentally safe such as the ecological sensitive areas are kept. Besides, The Civil Engineering Department(CED) commissioned Scott Wilson(Hong Kong) Ltd in August 1998 to undertake Environmental and Drainage Impact Assessments for the Tai O Sheltered Boat Anchorage Study. The key finding areas of this Environmental Impact Assessment(EIA) includes: noise issues, sediment issues, water quality issues, anchorage construction phase, anchorage operational phase, ecology issues, fisheries issues and cultural heritage issues. The report concludes with” the EIA has indicated that whilst there is the potential for the occurrence of environmental impacts during the construction and operation of the anchorage, such impacts are not considered to be major or insurmountable and through the adoption of specified mitigation measures, residual impacts will be acceptable.”. It is believed that the environmental problem is checked.

Fifth principle: Tourism should support traditional cultures by showing respect for indigenous knowledge. Tourism can encourage people to value their own cultural heritage. The stilted structures are an important part of the history and fishing village character of Tai O. On 2 July 2000, a fire broke out destroying some 90 stilted structures at Sam Chung and Sha Tsai Min. The Government has agreed in-principle to allow the fire victims to rebuild the stilted structures in-situ. At present, part of the houses are built with new appearance. Moreover, a folk museum in stilted structure form near the new ferry pier at Shek Tsai Po is proposed. It would feature local traditions and historical artifacts to raise understanding of Tai O’s cultural heritage and Hong Kong’s fishing village origin. The opportunity for

reintroducing a hand-drawn sampan across Tai O Creek could also be explored. All in all shows the positive attitude of government to support indigenous culture in Tai O.

Sixth principle: Operators should work with local people to minimize the harmful impacts of tourism. It is positive because most of the tour enterprises are owned and run by local residents. Cooperation of the Hong Kong Tourism Board on Tanka Wedding Ceremony and Hong Kong Government on continual drainage dredging can be seen.

Seventh and eighth principles are negative. These principles are related to education. There are no established tour organization in teaching local residents in understanding and managing tourists. It is a potential problem for the CBT in Tai O because the number of tourist is rapidly increased. It is estimated by the Planning Department that, the population in Lantau Island will reach 401,700. The Tung Chung Cable Car Feasibility Study 1999 estimated the annual cable car patronage would be about 2.3 million by 2016. Therefore, it is important to educate the local residents to reduce the tourists number to an acceptable size before lost of control.

Nineth and Tenth principles are positive. Data from questionnaires (Appendix 1B Questionnaire Section A Question No.1a, Section B Question No.4a and Section C Question No.3a) indicates a very positive attitude in involving tourism and related activities.

In conclusion, 8 out of 10 principles are positive with the support of questionnaires and interview. In general, the tourism development in Tai O is largely community-based.

DISCUSSIONS

THINGS DOING WRONG

Under the 10 principles of CBT, the tourism development in Tai O to a great extent, is a CBT. However, there are points to ponder beyond this superficial phenomenon.

1. The first announcement by the governor to develop Tai O in 2001 is to change it into a combination of “Malaysian-style” water resort and miniature of folk museum alike of the Sung Dynasty in Ocean Park. It reckons with strong against from the public and also the local Tai O residents. In May 2002, the Planning Department proposed the ‘Study on Revitalization of Tai O’. It reversed the situation. This incident shows that in the very beginning, the government stated with a top-down philosophy of tourism development. The first idea is not yet consulted with the local communities. It is not a CBT in the very beginning.
2. In the whole scheme of Tai O tourism development, there is not a wording or concept precisely concurrent with community-based tourism. There are various programs to protect culture, heritage and environment. However, they are cultural tourism, heritage tourism and even ecotourism instead of community-based tourism. One point should be kept in mind is that, CBT stresses the benefit and involvement of local communities. If the government has the idea of CBT, why there is not such a word of it throughout the scheme?
3. The data from questionnaires shows a strong positive attitude of local communities to tourism development. It is because their income is improved. However, the infrastructure is not improved obviously. Data from questionnaire shows that two areas of the residents want to improve locally are construction of a coastal road from Tai O to Tung Chung and increment of recreational facilities. As observed in the field area, there is only one main road (Tai O Road) to Tai O. In case there is traffic accident, the road transport will be totally paralyzed. On the other hand, playground and parks are scarce. Moreover, social facilities are

deficient particularly homes for the aged. As the population of Tai O is predominantly aged, this type of social service is in great need. At present, the social and recreational facilities are not much benefited from tourism.

4. Although the Government has a revitalization plan for Tai O's tourism development, it is a traditional type of tourism in the main. In other words, the tourism development in Tai O is beneficial to Hong Kong's overall economic return. However, the livelihood and infrastructure of Tai O especially the social service is not much improved. Increased income from tourists are restricted for vendor or shop owners only and geographically limited along the main street of Tai O such as Wing On Street and Tai Ping Street. Most of the economic return gained locally is not evenly distributed. There is no mechanism to redistribute the economic income for the community as a whole.

Besides, the economic income source from tourists is too limited. The main source is from selling seafood, snack and food. They are all consumable goods. It is a highly consumable type of tourism.

5. CBT emphasizes the local economy is still important in face of flourishing tourism. It should not be substituted by CBT and CBT should not stand alone on its own. Thus, the establishment of the sheltered boat anchorage is good in revitalizing the declining fishing industry in Tai O. The revival of fishing industry can improve the local economy and employment status.

THINGS DOING WRIGHT

In fact, the Government has done some good jobs in developing Tai O's tourism.

1. The Government has had enough consultation with many local bodies including the Islands Provisional District Board, Tai O Development Concern Group, Tai O Rural Committee, Hong Kong Ecotourism Association, YWCA, HKIA Workshop Report, HipChingA, WWF and local residents and representatives of the villages. Hundreds of ideas are collected (refer to the Study on Revitalization of Tai O). This is reflected by the data of the questionnaires: 70% claims that the consultation work of the Government is enough. The other 30% may be due to the illiteracy and social inactive nature of the aged.
2. Concern of environmental protection is being highlighted in the planning. There are periodically dredging of the Hoi Chung (□□)---small rivers of Tai O. Besides, mangrove is replanted for an area of 1 hectare. A new technique is used to reduce the pollution level during dredging and reclamation. A great deal of soil (reduced 64% from 5.5Mm³ to 2Mm³) is reduced for dredging. Cultural heritage is being concerned and the outer seawall in front of Fan Kwai Tong Village will be preserved.
3. Community involvement is relatively great. Most of the local residents are showing positive attitude to tourists. One hundred percent of interviewee shows positive to tourism. Besides, there are already 12 items of tourist activities are held by local residents and some of them are advocated by local community. As local participation is crucial in developing community tourism, it is optimistic that local residents are psychological prepared for the future tourism development.

Back to the earth, we find that there are great potentials for developing community tourism in Tai O. If they are fully utilized, a better future is promised.

1. Strong neighborhood spirit exist in Tai O and good for community participation.
2. Physical boundary of Tai O is clear and easily identified.

3. Long history of development (over 600 years) provides abundant valuable cultural artefact both in terms of culture and archaeology.
4. A picturesque natural beauty including sunset and mangrove.
5. One of the oldest existing fishing village with some special stilted house in Asia.
6. Psychological well prepared for tourism development.

SUGGESTIONS

1. Tai O is worthwhile to develop into an ecological and heritage destination. Mainland China is now the number one source market for the Hong Kong SAR. In order to achieve a well- balanced tourism development, it is necessary to diversify the source market. Research from Hong Kong Tourism Board shows that a sharp increase of tourists interest in ecotourism and heritage tourism(Table 2). To re-package Tai O as a CBT matches the demand of the world market.

Year	All countries		The Americas		Europe, Africa and ME		Aust., N.A. and S. Pacific		North Asia		South and S.E.Asia		Taiwan		Mainland China	
	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001	2000	2001
Ecotourism	11	24	11	18	9	19	11	20	7	10	6	19	13	32	16	31
Heritage	17	27	21	32	21	32	25	36	19	25	13	18	17	32	16	25

Table 2. Special Activities Interests (%)

Source: Hong Kong Tourism Board(Visitor Profile Report 2001)

2. CBT emphasizes “community experience”. It is suggested that to build up a number of new stilted houses for tourist hostels. Tourist can live among the local community and have a in-depth community experience with local culture. Moreover, local communities can provide a two days’ or three days’ package trip for tourists. Activities include:
 - a. living in stilted houses,
 - b. sailing out to fish with fishermen,
 - c. touring around for heritage and temples
 - d. guided by local residents(trained tour guides)
 - e. learn to make salted fish, sweet dumpling and shrimp paste
 - f. hiking or trekking
 - g. ecotour of mangrove and Sousa Chinensis (□□□□□) nearby

As stated by Butler and Hall(1998) “The way of life of the local community is an essential part of the marketing and branding of the tourism product.....These images are in turn utilized by tourism marketers to attract tourist to the region, but it is essential that the way of life is not damaged in the process.” Thus ,the two days’ package emphasize on cultural experience is good in marketing Tai O.

3. CBT in Tai O should educating the tourists to preserve the natural environment on one hand and respect the local particular culture on the other. It is suggested to use some code of behaviour during travel such as the ‘Green Globe’. It is a worldwide environment management and awareness programme for the travel and tourism industry. It produces a leaflet for travelers which suggests that visitors should:

- Look at personal travel options—choose public transport, cycling and walking where appropriate.
- Ask your hosts where they go in their off-duty hours to enjoy their leisure.
- In rural areas, try to use small and locally owned accommodation.
- If beaches are dirty, let your travel representative know.
- Try out local food dishes and specialties.
- Buy locally made crafts.
- Ask your holiday representative about local environmental issues.
- Try to get to and from the airport by public transport.
- If traveling by car, ensure your vehicle is well maintained and energy efficient.

These principles are not inclusive but are useful guides for teaching tourism to be a responsible traveler.

4. In order to develop community tourism in Tai O sustainably, it is necessary to maintain the carrying capacity to the optimum population. It is recommended to set up mechanism to check up the flow of tourists in and out of the attractions. The data can be used for prediction and further study.

5. CBT emphasizes community participation and improvement. It is suggested to train and employ local residents for tourist guides and management manpower. They know the best of the history and development of Tai O and are the best candidates in explaining cultural aspects. Besides, they are good at teaching tourists to protect the natural environment and respect the local unique Tanka culture. However, they are weak at foreign language such as English and also general understanding of foreign culture. Classes of language and culture understanding should be reserved for them.
6. The government should make use of internet technology for the promotion and advertisement of Tai O. Roger Harris (2003) has stated that of the total e-commerce sales of US\$64 billion in 1999, travel, transport and hotel reservations as a group represented the largest category of Internet transactions, accounting for 38.5 percent of all online sales. According to a report by the United Nations Conference on Trade and Development, the tourism industry is among these sectors quickly adopting the Internet as a business medium. The hard reality in the tourism industry today is “that if you are not on-line, you are not on sale”.

Mr. Tai-wai Wong(2003) stated that one of the problems in promoting cultural tourism in Hong Kong is the inefficient promotion due to inaccurate/outdated promotional materials and questionable promotional strategies. To alleviate this problem, the Department of Hotel, Service and Tourism Studies of the Chai Wan Hong Kong Institute of Vocational Education (IVE) has already commenced a new course on e-Tourism on April 2004. It meets the trendy needs in tourism such as the e-CBT. According to Roger Harris (2003), The market of e-CBT is the same as that for CBT but the introduction of ICTs is particularly suited to the marketing and management of CBT as it is well matched to an identifiable type of consumer. A growing area of consumer research has identified what is known as the neo-consumer. The neo-consumer market segment possesses the following characteristics that make it relevant to e-CBT:

- Travel more often than average,
- Spend more on ravel than the average,
- Are resilient travelers, for whom travel is an essential lifestyle component,
- Internet savvy, heavy technology users,

- Independent travelers,
- Looking for more experiential tourism,
- Don't see themselves as tourists,
- Quite likely to use a travel agent, but they want the agent to be their guide or coach,
- Want to stay connected,
- Not after mass market information,
- Seek encounters with the authentic,
- Are willing to research individual experiences,

Neo-consumers are the backbone of the tourism in the future. It is hoped that the government can seize the chance of modern technology to promote Tai O's community tourism. It can generate tremendous positive impact on tourism development.

7. The government or the Tai O community (or collaborated) should set up a mechanism such as a common foundation which collect a part of benefit return in tourism to promote the general social welfare for the whole community particularly the poor. Although CBT is not pro-poor tourism

CONCLUSION

Developing tourism in a sustainable perspective is an inevitable wave. CBT is beneficial to economic, social, cultural and environmental artifacts. As CBT development is particularly vigorous in Asia, it is an golden opportunity for the Hong Kong Government to invest deeply and systematically in the area of CBT. The new courses on e-Tourism of Chai Wan Hong Kong Institute of Vocational Education(IVE) is just a very small step towards the CBT. In face of strong competition from other Asian countries, Hong Kong needs to start as early as possible.

Tai O is a very ideal community to begin with the CBT. The community is very unique in its geography, culture and society. Besides, it has a long history of running tourism and psychologically prepared for further development. The Hong Kong Government has already stated the revitalization plan of it. However, there is plenty of room for improvement. One of the most important strategies at the mean time is to establish a committee or mechanism to redistribute the economic benefit from tourism for the community as a whole. If the whole community can share the economic return, it generates impetus for CBT in the long run.

The second strategy is to promote Tai O as a CBT to Hong Kong residents and the rest of the world through information technology. E-CBT is a powerful tool in advertisement. It is also important for the Government to re-packaging Tai O as an unique attraction of CBT.

The third strategy is to educate the next generation in face of the new trend of tourism---CBT. To develop CBT successfully needs an in-depth understanding of CBT and the tourism development in the world perspective. Hong Kong as a developed region and relying on tourism income, it is time to reflect our tourism policy for the needs of Hong Kong, Asia-Pacific region and the other countries of the world.

Tai O, as stated, is an excellent example for starting CBT for it has a well-defined geographical boundary, unique cultural heritage, strong social unity, beautiful scenery and a long history of tourism development. It is now also the golden opportunity for the Government to start a new page on tourism in Hong Kong. It is hoped that the project can help a hand in the flourishing tourism of Hong Kong.

PROPOSALS FOR FURTHER STUDY

1. To increase the population size of the questionnaires. Large number of sampling size can improve the validity of the data. Thus, a clearer picture of the reality can be achieved. It is recommended to increase the size of the questionnaires to a minimum of 30. It is because 30 is a minimum size for statistical test if quantitative approach is adopted in the further study.
2. To interview officials of government departments such as Environmental Protection Department and Hong Kong Tourism Board and staffs of Non Government Organizations (NGOs) such as Hong Kong Ecotourism Association. They can provide professional ideas on the CBT development in Tai O.
3. To interview tourists to understand the perspective of tourist on the development of Tai O. They provides valuable information and idea on marketing and promotion of Tai O as an attraction of CBT.
4. To figure out the number of local tour enterprises in Tai O and the involvement of commercial bodies from the outside. It is helpful for illuminating the degree of community participation in local tourism.

Appendix 1A Questionnaire

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□□: □□ □□

□□: □18-25 □31-40 □51-65
 □26-30 □41-50 □65 □□

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2. □□□□□□□□□□□□□□□□□□□□□□□□?

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3. □□□□□□□□□□□□□□□□?

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 □□□□?

6. □□□□□□□□□□□□□□□□?

□□□: _____

□□: _____

Appendix 1B Questionnaire Analysis

□□ Questions	□□/□□ Content/Reasons	□□ No. of people
□(1)□□ Gender	□ Male	4
	□ Female	6

<p><input type="checkbox"/> (4b) <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> Why?</p>	<p>a. <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> → <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> income increases → living standard arises</p> <p>b. <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> the majority of the people in Tai O are benefited</p> <p>c. <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> → <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> consuming rate increases → income increases</p> <p>d. <input type="checkbox"/><input type="checkbox"/> Prosperous</p> <p>e. <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> employment rate increases</p> <p>f. <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> stimulation of the development of economy</p> <p>g. <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> Prosperous in tourism in Tai O</p>	<p>1 1 3 1 1 2 1 1 1</p>
<p><input type="checkbox"/> (1) <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> Do you know the Hong Kong Government is going to re-construct Tai O?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>8 2</p>
<p><input type="checkbox"/> (2) <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> Do you think the Hong Kong Government has enough consultation from the public?</p>	<p><input type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>7 3</p>
<p><input type="checkbox"/> (3a) <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> Do you support/agree the Hong Kong Government on the development of tourism in Tai O?</p>	<p><input type="checkbox"/> Yes</p>	<p>10</p>
<p><input type="checkbox"/> (3b) <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> Why?</p>	<p>a. <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> → <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> business rate increase → income increases</p> <p>b. <input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/><input type="checkbox"/> No improvement will occurred if development is not imposed</p>	<p>2 1 1 1 1 1</p>

<p>□(5) □□□□□□□□□□ □□□□□□□□□□□□ □□□ Do you support or against with the reconstruction of Tai O?</p>	<p>: agree: a. □□□□ have more residential places b. □□□□ safety and prosperity c. □□□□□□□□□□ reveal / reflect the complaints of Tai O residents :disagree a. □□□□ not enough of fundamental construction b. □□□□(□□□□□□□□) pollution of river water because of the construction of the typhoon shelter</p>	<p>1 1 1 1 1 1</p>
<p>□(6) □□□□□□□□□□ □□□□□□□□□□(□) □□ □□□□ What should the Government do in order to maximize the benefit of the Tai O residents?</p>	<p>a. □□□□ (□□□□□□)→ □□□□ construction of highway→facilitate the transportation condition b. □□□□□ construction of typhoon shelter c. □□□□□□□□□□□□ □ remind the tourists not to damage the environment d. □□□□□□ develop the recreational facilities e. □□□□ residential facilities f. □□□□ tourism activities g. □□□□ elderly facilities h. □□□□□ youth facilities i. □□□□□□□□ promotion of the tourism in Tai O</p>	<p>4 1 2 4 1 2 1 1 1 1 1</p>

<p>□(7) □□□□□□□□□□ (□□□□□□□□□□) □ □□□□□□□□□□□□ □□□□□□□□□□ Which of the following aspects have been improved because of the development of tourism in Tai O? - fundamental facilities - water supply and electronic supply - transportation condition</p>	<p>a. □□□□ widening of the pavement b. □□□□ cleaning of rivers c. □□□□ cleaning of the streets d. □□□□ cleaning of sediment e. □□□□□□□□ constructing a freeway in □□□□ f. □□□□□ g. □□□□□ constructing typhoon shelter h. □□□□□□ improving the tourism facilities i. □□□□□□ (?) j. □□□□□□□□□□□□ □ diversity of shops with high quality facilities</p>	<p>1 1 1 1 2 1 1 1 1 1 1 1</p>
<p>□(8) □□□□□□□□□□ □□□□□ Which places in Tai O should be kept?</p>	<p>a. □□□ Po Chu Temple b. □□□ Chinese Opera for Worshipping Ceremonies c. □□□□ natural environment d. □□□□□□/□□(eg. □□□□□□□□□□□□ □□□) cultural objects / monuments in Tai O e. □□□□ old style residential areas f. □□ schools</p>	<p>1 1 1 8 1 2 1 1</p>

Appendix 2 Transportation of Tai O

大嶼山巴士時間表 Lantau Bus Timetable 查詢 Enquiry 2984 9848

(括號內資料只適用於星期日及公眾假期)

(Data in brackets for Sundays & Holidays only)

1	梅窩 ↓ 大澳	Mui Wo ↓ Tai O	上午6:00am (上午6:30am) 上午5:00am (上午5:30am)	午夜1:10am 午夜12:10am	班次不規則, 約10-60分鐘一班	8.00 (13.00)	11.80 (19.00)
2	梅窩 ↓ 昂坪	Mui Wo ↓ Ngong Ping	上午7:50am (上午8:00am) 上午7:05am (上午7:05am)	下午6:40pm (下午6:30pm) 下午7:20pm	班次不規則, 約10-70分鐘一班	—	16.00 (25.00)
3	梅窩 ↓ 東涌 碼頭	Mui Wo ↓ Tung Chung Old Pier	上午6:25am 上午6:00am	下午10:15pm 下午11:10pm	班次不規則 (由9:40am至8:40pm 每小時一班) 班次不規則 (由8:55am至5:35pm 每小時一班)	7.20 (11.50)	—
3M	梅窩 ↓ 東涌 市中心	Mui Wo ↓ Tung Chung	上午5:45am 上午6:35am	下午11:15pm 午夜12:05am	班次不規則	—	10.50 (17.00)
4	梅窩 ↓ 塘福	Mui Wo ↓ Tong Fuk	上午7:10am 上午6:30am (上午6:35am)	下午7:25pm (下午8:30pm) 下午6:00pm (下午8:50am)	班次不規則, 約20-60分鐘一班	4.00 (7.70)	5.80 (11.50)
7P	梅窩 ↓ 貝澳	Mui Wo ↓ Pui O	下午2:50pm (上午7:55am) 下午2:45pm (上午7:35am)	下午7:25pm (下午6:30pm) 下午6:55pm (下午6:40pm)	只星期六下午, 星期日及假日服務 班次不規則, 約20-60分鐘一班	2.50 (4.30)	3.40 (5.20)
11	東涌 ↓ 大澳	Tung Chung ↓ Tai O	上午6:20am 上午5:20am	午夜1:20am 午夜12:15am	由9:15am至8:45pm 每隔30分一班 (由9:00am至8:45pm 每隔15分一班) 由8:45am至9:15pm 每隔30分一班 (由11:15am至6:15pm 每隔15分一班)	8.00 (13.00)	11.80 (19.00)
21	昂坪 ↓ 大澳	Ngong Ping ↓ Tai O	上午7:30am 上午7:45am	下午5:00pm 下午3:00pm	由11:15am至3:15pm 每小時一班 (由11:15am至4:15pm 每小時一班) 由11:00am起每小時一班	4.40 (9.00)	6.30 (13.00)
23	東涌 ↓ 昂坪	Tung Chung ↓ Ngong Ping	上午8:10am 上午8:10am	下午6:10pm 下午7:10pm	由9:10am至6:10pm 每隔15-30分一班 (每30分一班) 由10:10am至6:10pm 每隔15-30分一班 (由9:40am起每隔30分一班)	—	16.00 (25.00)
34	石門甲 ↓ 東涌	Shek Ma Kap ↓ Tung Chung	上午7:15am 上午7:40am	下午9:20pm 下午9:40pm	由8:00am起每40分一班 (由10:30am至6:00pm 每隔25分一班) 每40分一班 (由9:40am至5:10pm 每隔25分一班)	—	4.00 (5.80)
36	東涌 ↓ 小蠔灣	Tung Chung ↓ Siu Ho Wan	上午7:45am	下午7:30pm	開7:45am, 10:00am, 3:00pm, 5:00pm及7:30pm (7:45am, 10:00am, 12:15pm, 3:00pm, 5:00pm及7:30pm) 循環線 Circular Route	—	4.00
36P	東涌 ↓ 竹篙灣	Tung Chung ↓ Penny's Bay	上午7:30am 上午7:55am	下午5:45pm 下午6:10pm	祇開7:30am, 12:15pm, 及5:45pm (假日停開) 祇開7:55am, 12:40pm, 及6:10pm (假日停開)	—	7.00
37	逸東邨 ↓ 東涌北	Yat Tung Estate ↓ Tung Chung North	上午7:00am	下午7:00pm	9:00am至5:00pm 每30分一班, 繁忙時20分 循環線 Circular Route	—	3.00
38	逸東邨 ↓ 東涌 市中心	Yat Tung Estate ↓ Tung Chung	上午6:00am	凌晨12:00am	全日每4-12分一班 循環線 Circular Route	—	3.00
1R	紅磡 碼頭 ↓ 昂坪	Hong Kow Ferry Pier ↓ Ngong Ping	(上午9:00am)	(上午11:00am)	只星期日及假日服務 10:30am前每15分一班	—	40.00
A35	機場 ↓ 梅窩	Airport ↓ Mui Wo	上午6:30am 上午6:00am	午夜12:25am 凌晨12:00am	每隔40-65分鐘一班 每隔40-60分鐘一班	—	14.00 (23.00)
N1	梅窩 ↓ 大澳	Mui Wo ↓ Tai O	午夜3:45am 午夜2:50am		祇開一班	12.00 (19.00)	—
N35	機場 ↓ 梅窩	Airport ↓ Mui Wo	午夜1:30am 午夜1:30am	上午5:00am 上午4:30am	祇開1:30am, 3:00am及5:00am 祇開1:30am, 3:30am及4:30am	—	20.00 (30.00)
N38	逸東邨 ↓ 東涌 市中心	Yat Tung Estate ↓ Tung Chung	午夜12:30am	午夜5:30am	每30分一班 循環線 Circular Route	—	4.50

大澳與屯門各灣渡輪 Ferry Travelling Between Lantau & Tuen Mun

屯門—赤鱗角 Tuen Mun - Chek Lap Kok 查詢 Enquiry: 2157 3181

屯門開 From Tuen Mun		赤鱗角開 From Chek Lap Kok	
6.00am	9.30am	2.00pm	6.30pm
6.30	10.00	2.30	7.00
7.00	10.30	3.00	7.30
7.20	11.00	3.30	8.00
7.40	11.30	4.00	8.30
8.00	12.00nn	4.30	9.00
8.20	12.30pm	5.00	9.30
8.40	1.00	5.30pm	10.00
9.00	1.30	6.00	10.30
			11.00
			2.45pm
			3.15
			3.45
			4.15
			4.45
			5.15
			5.45
			6.15
			6.45
			7.15

屯門—東涌 Tuen Mun - Tung Chung 查詢 Enquiry: 2157 3181

屯門開 From Tuen Mun		東涌開 From Tung Chung	
7.15am	#1.15pm	10.00am	4.25pm
8.50	3.15	12.25pm	7.25
11.15	6.15	#2.25	

祇派星期日及公眾假期 Sundays and Public Holidays only

屯門—大澳—沙螺灣 Tuen Mun - Tai O - Sha Lo Wan 查詢 Enquiry: 2987 5868

星期一至星期五(公眾假期除外) Mon to Sat (Except Holidays)			星期日及公眾假期 Sundays & Public Holidays		
大澳開 From Tai O	沙螺灣開 From Sha Lo Wan	屯門開 From Tuen Mun	大澳開 From Tai O	沙螺灣開 From Sha Lo Wan	屯門開 From Tuen Mun
8.00am	8.15am	9.15am	8.00am	8.15am	9.15am
4.30pm	4.45pm	5.30pm	10.15am	9.45am	9.15am
	6.00pm	5.30pm			11.15am
只星期六行走 Only Operate on Sat (Except Holidays)			2.00pm	2.15pm	3.00pm
8.00am	8.15am	9.15am	4.00pm	3.30pm	3.00pm
3.00pm	3.15pm	4.00pm	6.00pm	6.15pm	5.00pm
5.30pm	5.45pm	6.30pm	7.30pm	7.30pm	7.00pm
	7.00pm	6.30pm			

往來愉景灣渡輪 Ferry Travelling From/To Discovery Bay

愉景灣 - 中環 (愛丁堡廣場) Discovery Bay - Central (Edinburg Place) 查詢 Enquiry: 2987 6428

24小時服務, 由早上6:20起每隔約20 (繁忙時約10) 分鐘對開. 午夜後則約30-90分鐘一班
24-hour service. From 6:20 am, every 20 (10 for rush hours) mins. for both ends. 30-90 mins. after midnight.

愉景灣 - 梅窩 Discovery Bay - Mui Wo 查詢 Enquiry: 2987 6428

星期一至星期五 Mondays to Fridays		星期六、日及公眾假期 Sat. Sun. & Public Holidays	
愉景灣開 From Discovery Bay	梅窩開 From Mui Wo	愉景灣開 From Discovery Bay	梅窩開 From Mui Wo
7.25 am	7.45 am	*7.25 am	*7.45 am
11.00	11.20	#8.40	#9.00
3.00 pm	3.20 pm	10.35	10.55
4.10	4.30	1.10 pm	1.30 pm
6.10	6.30	#3.00	#3.20
		4.10	4.30
		6.10	6.30
		7.50	8.10

只星期日及假日 Sun & Holidays
* 只星期六 (非假日) Saturdays only (except holidays)

長洲線 Cheung Chau Ferry Service										梅窩線 Silvermine Bay Ferry				坪洲線 Cheung Chau Ferry Service			
中環開		長洲開		中環開		梅窩開		中環開		坪洲開							
From Central		From Cheung Chau		From Central		From Mui Wo		From Central		From Peng Chau							
0.30 am	3.45 pm	2.20 am	^2.15 pm	0.30 am	3.10 pm	#3.40 am	^1.30 pm	0.30 am	3.15 pm	[3.25 am]	2.30 pm						
1.30	^4.15	5.10	2.45	[3.00]	3.50	^5.55	2.10	3.00	^4.10	^#6.15	^3.15						
4.15	4.45	^5.50	^3.15	^6.10	^4.30	6.20	2.50	^7.00	4.45	^#7.00	4.00						
^6.15	^5.20	6.20	3.45	^6.50	5.10	[^6.35]	^3.30	8.00	^5.30	7.30	^4.55						
7.00	5.40	^6.40	^4.15	7.10	^5.40	7.00	4.10	^8.20	6.00	^7.45	5.30						
^7.40	^6.00	7.00	4.45	7.40	6.00	^7.10	4.50	9.15	^6.30	^#8.10	^6.15						
8.00	6.20	^7.15	^5.15	^8.30	^6.30	[^7.50]	^5.30	^10.00	^7.00	8.30	6.45						
8.40	^6.45	7.45	5.40	9.00	7.00	8.05	6.10	10.45	7.30	^9.15	^7.45						
^9.15	7.00	^7.50	^6.20	9.30	7.30	8.30	6.50	^11.30	^8.30	10.00	8.30						
9.45	^7.30	8.00	7.00	^10.30	^8.00	^8.45	^7.30	12.15 pm	9.15	^10.45	^9.15						
^10.15	8.00	8.20	^7.45	11.10	^8.30	^9.30	8.10	^1.00	^10.00	11.30	10.00						
10.45	^8.30	^8.40	8.00	11.50	9.10	10.00	8.50	1.45	10.45	^12.15 pm	^10.45						
^11.15	9.00	9.00	^8.30	^12.30 pm	9.50	10.40	^9.30	^2.30	^11.30	1.00	11.30						
11.45	^9.30	9.30	9.00	1.10	^10.30	^11.30	10.10			^1.45							
^12.15 pm	10.00	^10.15	^9.30	1.50	11.10	12.10 pm	10.50										
12.45	^10.30	10.45	10.00	^2.30	11.50	12.50	^11.30										
^1.15	11.00	^11.15	^10.30	^3.00													
1.45	^11.30	11.45	11.00														
^2.15	11.45	^12.15 pm	^11.30														
2.45		12.45	11.45														
^3.15		^1.15	1.45														
				# 由坪洲開出途經大嶼山 (梅窩) 往中環 From Peng Chau via Lantau Island (Mui Wo) to Central				# 由梅窩開出經坪洲往中環 From Mui Wo via Peng Chau to Central									
				[] 經坪洲 via Peng Chau				[] 經大嶼山 (梅窩) via Lantau Is. (Mui Wo)									
星期日及公眾假期 Sundays & Public Holidays																	
0.30 am	3.00 pm	2.20 am	^2.30 pm	0.30 am	^3.00 pm	#3.40 am	2.40 pm	^0.30 am	[3.25 am]								
1.30	^3.30	5.10	3.00	[3.00]	3.40	6.20	3.20	3.00	6.30								
4.15	4.00	6.00	^3.30	^7.00	4.20	[^6.35]	^4.00	7.00	^#7.00								
^6.30	^4.30	^6.30	4.00	8.00	^5.00	7.05	4.40	^7.50	7.50								
7.00	5.00	7.00	^4.30	8.30	5.40	^8.00	5.20	8.40	^8.40								
^7.30	^5.30	^7.30	5.00	^9.00	6.20	8.40	^6.00	^9.30	9.30								
8.00	6.00	8.00	^5.30	9.30	^7.00	9.20	6.40	10.20	^10.20								
^8.30	^6.30	^8.30	6.00	^+10.00	7.40	^10.00	7.20	^11.10	11.10								
9.00	7.00	9.00	^6.30	10.30	8.20	10.40	^8.00	12.00 nn	^12.00 nn								
^9.30	^7.30	^9.30	7.00	^11.00	^9.00	11.20	8.40	^12.50 pm	12.50 pm								
10.00	8.00	10.00	^7.30	12.00 nn	9.40	^12.00 nn	9.20	1.40	^1.35								
^10.30	^8.30	^10.30	8.00	^1.00 pm	10.20	12.40 pm	^10.00	^2.30	2.30								
11.00	9.00	11.00	^8.30	1.40	^11.00	1.20	10.50	3.20	^3.20								
^11.30	^9.30	^11.30	9.00	2.20	11.40	^2.00	11.30	^4.10	4.10								
12.00 nn	10.00	12.00 nn	^9.30					5.00	^5.00								
^12.30 pm	^10.30	^12.30 pm	10.00					^5.50	5.50								
1.00	11.00	1.00	^10.30					6.40	^6.40								
^1.30	^11.30	^1.30	11.00					^7.30	7.30								
2.00	11.55	2.00	^11.30					8.20	^8.20								
^2.30								^9.10	9.10								
								10.00	^10.00								
								^10.50	10.50								
								11.40	^11.35								
				+ 派員必要時加班 Optional only													
				^ 普通渡輪 Ordinary Ferry													

屯門-赤鱗角 Tuen Mun - Chek Lap Kok 查詢 Enquiry: 2131 8131						
屯門開 From Tuen Mun			赤鱗角開 From Chek Lap Kok			
6.00am	9.30am	2.00pm	6.30pm	6.15am	2.45pm	7.45
6.30	10.00	2.30	7.00	6.45	3.15	8.15
7.00	10.30	3.00	7.30	7.20	3.45	8.45
7.20	11.00	3.30	8.00	7.40	4.15	9.15
7.40	11.30	4.00	8.30	8.00	4.45	9.45
8.00	12.00nn	4.30	9.00	8.20	5.15	10.15
8.20	12.30pm	5.00	9.30	8.40	5.45	10.45
8.40	1.00	5.30pm	10.00	9.00	6.15	11.15
9.00	1.30	6.00	10.30	9.30	6.45	
			11.00		7.15	

屯門-東涌 Tuen Mun - Tung Chung 查詢 Enquiry: 2131 8131					
屯門開 From Tuen Mun			東涌開 From Tung Chung		
7.15am	#1.15pm		10.00am	4.25pm	
8.50	3.15		12.25pm	7.25	
11.15	6.15		#2.25		

祇限星期日及公眾假期 Sundays and Public Holidays only

屯門-大澳-沙螺灣 Tuen Mun - Tai O - Sha Lo Wan 查詢 Enquiry: 2935 5893						
星期一至星期五(公眾假期除外) Mon to Sat (Except Holidays)				星期日及公眾假期 Sundays & Public Holidays		
大澳開 From Tai O	沙螺灣開 From Sha Lo Wan	屯門開 From Tuen Mun		大澳開 From Tai O	沙螺灣開 From Sha Lo Wan	屯門開 From Tuen Mun
8.00am	8.15am			8.00am	8.15am	
	9.45am	9.15am			9.45am	9.15am
4.30pm	4.45pm			10.15am		
	6.00pm	5.30pm				11.15am
只星期六行走 Only Operate on Sat (Except Holidays)						
8.00am	8.15am			2.00pm	2.15pm	
	9.45am	9.15am			3.30pm	3.00pm
3.00pm	3.15pm			4.00pm		
	4.30pm	4.00pm				5.00pm
5.30pm	5.45pm			6.00pm	6.15pm	
	7.00pm	6.30pm			7.30pm	7.00pm

愉景灣-中環(愛丁堡廣場) Discovery Bay - Central (Edinburg Place) 查詢 Enquiry: 2957 8123			
24小時服務, 由早上6:20起每隔約20 (繁忙時約10) 分鐘對開, 午夜後則約30-90分鐘一班			
24-hour service. From 6:20 am, every 20 (10 for rush hours) mins. for both ends. 30-90 mins. after midnight.			
愉景灣-梅窩 Discovery Bay - Mui Wo 查詢 Enquiry: 2987 6123			
星期一至星期五 Mondays to Fridays		星期六、日及公眾假期 Sat. Sun. & Public Holidays	
愉景灣開 From Discovery Bay	梅窩開 From Mui Wo	愉景灣開 From Discovery Bay	梅窩開 From Mui Wo
7.25 am	7.45 am	*7.25 am	*7.45 am
11.00	11.20	#8.40	#9.00
3.00 pm	3.20 pm	10.35	10.55
4.10	4.30	1.10 pm	1.30 pm
6.10	6.30	#3.00	#3.20
		4.10	4.30
		6.10	6.30
		7.50	8.10

只星期日及假日 Sun & Holidays
* 只星期六(非假日) Saturdays only (except holidays)

星期六(公眾假期除外) Saturdays (Except Public Holidays)		
尖沙咀開 From Tsim Sha Tsui	梅窩開 From Mui Wo	長洲開 From Cheung Chau
2.00pm	2.40pm	3.05pm
4.00	4.40	5.05
6.00	6.40	7.05
星期日及公眾假期 Sundays & Public Holidays		
尖沙咀開 From Tsim Sha Tsui	梅窩開 From Mui Wo	長洲開 From Cheung Chau
10.00am	10.40am	11.05am
12.00nn	12.40pm	1.05pm
2.00pm	2.40	3.05
4.00	4.40	5.05
6.00	6.40	7.05

星期一至星期日 Mondays to Sundays			
坪洲開 From Peng Chau	梅窩開 From Silvermine Bay	芝麻灣開 From Chi Ma Wan	長洲開 From Cheung Chau
#7.00am<	6.35am<		6.00am
5.40am<	6.00am<	6.15am<	
	7.10am<	6.55am<	6.40am
7.35am<	8.00am<	8.20am<	
	9.30am<	9.10am<	8.50am
9.50am<	10.10am<	10.30am<	
	11.45am<	11.20am<	11.00am
12.05pm<	12.25pm<		
	1.20pm<		12.50pm
1.40pm<	2.00pm<	2.20pm<	
	3.20pm<		2.50pm
3.40pm<	4.00pm<	4.20pm<	
	5.30pm<	5.10pm<	4.50pm
5.55pm<	6.15pm<		
	7.30pm<	7.05pm<	6.45pm
7.50pm<	8.10pm<	8.30pm<	
	9.30pm<		9.00pm
9.50pm<	10.20pm<		
	11.20pm<		10.50pm
11.40pm<	#11.59pm		

以坪洲為終點站 Last Stop: Peng Chau
以梅窩為終點站 Last Stop: Mui Wo

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