

**China Ports: History, heritage & development:
*Establishing a cross-disciplinary, Sino-British dialogue***

Hong Kong Maritime Museum, 23 Jan 2017

9.00 am: Jeremy Taylor and Libby Chan. Introductory remarks and welcome.

Panel 1: 9.15 am - 10.45 am. Maritime and Cultural Heritage in Hong Kong (Chaired by Libby Chan)

Marco Li (HKUHG)

Community engagement – the essential driving force for sustainable maritime heritage development in Hong Kong

Maurizio Marinelli (Sussex University)

Hong Kong's Living Heritage: The Role of Street Markets in the Construction of the Fragrant Harbour

Selina Chan (Hong Kong Shue Yan University)

Hungry Ghosts Festival: Hong Kong's Economic Memories and the Forgotten Coolies

Q&A

-coffee break-

Panel 2: 11.00 am - 12.00pm. Curating China's Maritime Heritage (Chaired by Jon Henderson)

Libby Lai-Pik Chan (HKMM)

A preliminary study of the Hong Kong Maritime Museum exhibition “American Traders in China”

Liu Yuting (China Port Museum, Ningbo)

The work of the China Port Museum, Ningbo

Q & A

- Lunch Break-

Panel 3: 1.00 pm - 2.30 pm. History, Development and Regeneration in Chinese Port Cities (Chaired by Jeremy Taylor)

Stefan Krummeck (Farrells, Hong Kong)

Place-making potential of China's Port Heritage

Zhao Minghua (Southampton Solent University)

The 'Hard Heritage' and the 'Soft Heritage' of an Ancient Sea Port: a Case Study of Quanzhou

Tian Yingying (China Design Centre, London)

Integrating the Port into the City: The Regeneration of Dalian Diamond Bay

Q & A

Panel 4: 2.30pm - 3.30pm. History and archaeology in China

Isabella Jackson (Trinity College Dublin)

Treaty Ports in Modern Chinese History

Jiang Bo (CASS)

The Design of Chinese Sea Ports: from the Archaeological Perspective

Q&A

-Coffee Break-

Closed session. The China Ports Network. 4pm - 5pm.

Selected abstracts

Hungry Ghosts Festival: Hong Kong's Economic Memories and the Forgotten Coolies

Selina Chan, Hong Kong Shue Yan University

This paper delineates how forgotten memories of Hong Kong's port are embedded in the Hungry Ghosts Religious Festival, a national intangible cultural heritage. I argue that the forgotten stories and memories of the port deserve attention as they contribute significantly to the entrepot history of Hong Kong. This paper discusses how voices of the subaltern and the subordinate working class at the port in the days of old are heard through examining the origins of Hungry Ghosts Festival in Hong Kong. It uncovers the sorrow stories of early migrants at the port in Hong Kong, the blood, tears, and struggles of the laborers in the old days, and adds value to our understanding of port history and Hong Kong's economic narratives.

Community engagement – the essential driving force for sustainable maritime heritage development in Hong Kong.

Marco Li, HKUHG

Public awareness in Hong Kong maritime history is rather limited compared to those on land, many of which were the results of emergency archaeological excavations when stumbled upon during various developments. However maritime traditions and monuments far outnumber all others simply because Hong Kong has been a port city where peoples' livelihoods were inseparable from maritime activities dating back thousands of years. For better or worse, this has changed drastically in recent decades where HK is now more famous as a financial hub and shopping centres, but its history, including those beyond the shoreline, is an inherent part of Hong Kong and should add a rich historical dimension that would otherwise be lost if not preserved in light of its rapid modernisation.

This presentation aims to highlight and contrast the rich maritime history vs. lack of public awareness, through various activities undertaken by HKUHG, and why community engagement will be critical in sustaining preservation efforts of maritime heritage in HK, and what can be done to achieve them.

The ‘Hard Heritage’ and the ‘Soft Heritage’ of an Ancient Sea Port: a Case Study of Quanzhou

Minghua Zhao, Southampton Solent University

The maritime prosperity and overseas trade booming since tenth century eliminated the thousands-years-old regional isolation. The growing overseas trade between the West and the East has gradually expanded to global for building up a world trade market. One of the main factors which influence on overseas trade between China and the other parts of the world is the maritime merchant group. They build up the bridge for sprouting the globalization in the early stage, which made interaction and contact between the West and the East was possible. This paper examines the relationship between foreign overseas traders and the maritime vicissitude in China costal region during the Song and Yuan dynasties (960-1368), when China’s maritime trade was experiencing its golden age. Quanzhou, the largest port city in Asia during the period is chosen as the main research location. As one of the most flourishing and biggest ports in China then, not only the ‘hard-heritage’ such as port facilities and cultural relics, but also the cultural ‘soft-heritage’ such as successive maritime traditions and institutions, including policy and laws are still inspiring us today. The new national strategy ‘One Belt One Road’ launched by the Chinese government in recent years freshens this ancient port city with new life. This paper tries to connect the past, present and future to reveal how the maritime prosperity and decline impact China’s society from the perspective of foreign merchant group. The paper has four major sections: (1) Introduction which provides an overall context of the international trade, development of shipping, ports and port cities in China during the periods; this section ends with an outline of the profile of Quanzhou as a major port city highlighting the key research questions set for this paper. Section (2) examines, in detail, the key heritage ‘factors’ in or associated in Quanzhou including (a) foreign traders, (b) hard heritage, (c) soft heritage. Then, in Section (3), the paper will discuss, in more broad terms, the impact and implications of the maritime heritage from Yuan-Song to later periods (‘Ming-Qing’, ‘Modern China’). Finally, the paper will concludes, in Section (4), with reference made to China’s national strategy ‘One Belt One Road’ recently launched by the Xi Government.

Integrating the Port into the City: The Regeneration of Dalian Diamond Bay

Ying Ying Tian, China Design Centre, London

Ports, the natural interfaces between land with its maritime connections, are often associated with images of docks, cargos, ship yards, warehouses, rail tracks and maritime industries. Historically, they not only dominated the port-city's economy, but also shaped the city's character. However, port areas are relatively self-contained with its own traffic, production, support and storage facilities, and they are often isolated with the other parts of the city.

The recent years have seen the changes of China's economic trajectories and port/city linkages. Many ports are considered to be relocated to more optimised area for modern shipping requirements and the cities' economic restructuring. This has given the opportunity for regenerating the existing port areas and weaving them back into the cities, which is also recognised as new drivers for further development of the cities.

By introducing the masterplanning of the regeneration of Dalian Diamond Bay, this paper seeks to explore the economic, social and physical challenges of the port area's regeneration, and discuss the strategic design ideas for creating multi-dimensional connections between the port area and the city. The proposal's vision is as follows:

- Create four new Axes for Prosperity: the Financial Services Axis, the Research & Development Axis, the Cultural and Tourism Axis, and the Production Axis
- Encourage the city centre to embrace the waterfront by creating a new waterside destination
- Celebrate the city's historical and industrial legacy by carefully preserving the maritime heritages and finding new uses
- Upgrade certain maritime industries to high-value-added services in collaboration with local universities and creative institutions
- Create a series of routes, attractions and places to reconnect people to the shore

Treaty Ports in Modern Chinese History

Isabella Jackson, Trinity College Dublin

We are currently riding the wave of a resurgence of interest in the foreign presence in China in general and in treaty ports in particular. It was in the treaty ports, especially Shanghai, that foreign influences entered China and combined with local factors to produce a heady mix of economic, social, cultural and political changes. It was in the treaty ports, too, that China was most exposed to the humiliations of imperialism that led to the development of modern nationalism. The first five treaty ports were established by force in 1843 following the First Opium War, but more were opened over the course of the following decades until 1920 when there were as many as 92 treaty ports, most of them tiny but some of them the most important port cities in China.

This paper will outline some of the recent developments in the field of the study of treaty port history, which is revealing for the first time how foreign concessions and settlements in the treaty ports were managed and by whom; how land investment, industry, shipping, the environment, government and individuals shaped these cities; how they were affected by the Sino-Japanese War; and how foreigners were eliminated from them in the 1940s and 1950s.

Hong Kong's Living Heritage: The Role of Street Markets in the Construction of the Fragrant Harbour

Maurizio Marinelli, Sussex University

This paper investigates the crucial role that street hawkers and street markets have played both in the culture-historical development and the socio-economic transformation of colonial-global Hong Kong. Since the inception of the colony in 1842, when the name 'Hong Kong (香港 lit. Fragrant Harbour)' became a synecdoche to refer to the whole collection of fishing villages, trading on riverbanks and around harbours, street markets have always played an organically constitutive role in shaping the landscape for population growth and urban development. For many Chinese migrants fleeing domestic upheavals in the Mainland to settle in Hong Kong, street hawking was the first step up the economic ladder. This led to a huge increase in the number of hawkers, from around 13,000 to more than 70,000 in the 1950s-60s. Street markets, street hawkers and local shops, offer a unique lens to analyse the negotiation processes between the vertical strategies of colonial-global governmentality and the horizontal tactics of collective identity's self-positioning. These locales are barometers of equity and economic development, collective sociality and sustainability, social prosperity and community cohesion. In this sense, markets can be seen as laboratories for collective experiences of public space, spaces of social inclusion, and, more recently, they have become the testing ground for bottom-up practices of democratization. The Graham Street Market, which is the focus of this paper, is the oldest continuously-operating street market in Hong Kong, and it encompasses all these three characteristics.

Place-making potential of China's Port Heritage

Stefan Krummeck, Director, Farrells Hong Kong

In cities across the globe, ports and other non-public marine uses have been increasingly moved away from city centres, freeing up prime waterfront land for other purposes. In light of worsening land scarcity in major Chinese cities, this trend represents an opportunity to increase population densities through redevelopment, to drive economic growth and diversification, to improve the urban environment, and to open up public access to the waterfront.

The migration of marine users to entirely new locations provides the opportunity to retain obsolete industrial elements *in situ*. In redeveloping post-industrial waterfront sites, a balance should be struck between new development and adaptive heritage re-use. How can we convince developers and governing bodies that heritage preservation is worthwhile?

Port heritage can be of immense value to redeveloped port lands, providing an inherent “sense of place” that can help instil a new district with a rich and memorable character, helping to retain a link to the past as well as elevating commercial value. Looking at a variety of case studies from an urban design perspective, with particular focus on Hong Kong and southern China, this presentation will demonstrate the “place-making” advantages that port heritage can provide and how such an approach can negotiate both commercial and conservationist interests.