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THE PARIS AGREEMENT AND HONG KONG



An aerial photograph of the Hong Kong skyline, showing a dense cluster of skyscrapers and buildings along the coast. The water of the harbor is visible in the middle ground, with several boats. In the background, there are green hills under a clear blue sky. A semi-transparent purple rectangular box is overlaid on the right side of the image, containing white text.

The Paris Agreement came into force on 4 November 2016, succeeding the Kyoto Protocol. As decided by the Central People's Government, the Paris Agreement applies to the Hong Kong Special Administrative Region

MULTIPLE CO-BENEFITS

EFFICIENT HOMES & PRODUCTIVE OFFICES



CLEANER ENVIRONMENT & BETTER HEALTH

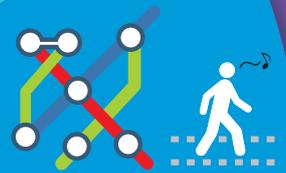


LESS WASTE, MORE SUSTAINABLE



While climate change is a very major challenge for the world, there are many opportunities for co-benefits to be captured alongside climate mitigation and adaptation efforts. Hong Kong too can reap many qualitative benefits, including liveability improvements.

LOW CARBON TRANSPORT AND MORE LEISURE SPACES



GREEN LIFESTYLES, GREEN JOBS, HAPPIER PEOPLE



RICHER BIODIVERSITY, MORE CLIMATE RESILIENT



Hong Kong has acceded to the Paris Agreement and will follow its reporting timeline. Hong Kong has developed the 4Ts as its operational framework.

The Paris Agreement, an ambitious multilateral treaty agreed in December 2015, succeeds the Kyoto Protocol that will expire in 2020. China formally signed it on Earth Day, 22 April 2016, and ratified it on 3 September 2016. The Paris Agreement came into force on 4 November 2016.

The 2°C Target

The key provisions of the Paris Agreement call for global actions to:

- Achieve ‘peak’ greenhouse gas (GHG) emissions (referred to as carbon emissions hereinafter) as soon as possible and achieve a balance between carbon sources and sinks in the second half of the 21st century (i.e. to reach ‘carbon neutrality’ between 2051 and 2100); and
- Keep global average temperature increase well below 2°C relative to pre-industrial levels and to pursue efforts to limit it to 1.5°C.

Ratchet-up every 5 years

Global actions are based on a “bottom-up” approach, where all the Parties must devise their own suitably ambitious “nationally determined contributions” (NDCs) with targets and timelines.

Each signatory must:

- Prepare NDC every 5 years, and each successive NDC to represent a progression beyond the previous one.

Transparent implementation

Since the Parties are all making efforts to meet their NDC obligations, the Paris Agreement requires action in the immediate years to:

- Create a transparent mechanism to facilitate implementation of the Paris Agreement;
- Facilitate dialogue among the Parties on their collective efforts towards peak carbon and achieving the 1.5°C-2°C goal; and
- Conduct the first global stock-take in 2023, and every 5 years thereafter to assess collective progress.

Collaboration

The Paris Agreement also calls upon the Parties to cooperate with the private sector, civil society, financial institutions, cities and regions in order to mobilise stronger and more ambitious climate actions in the world.

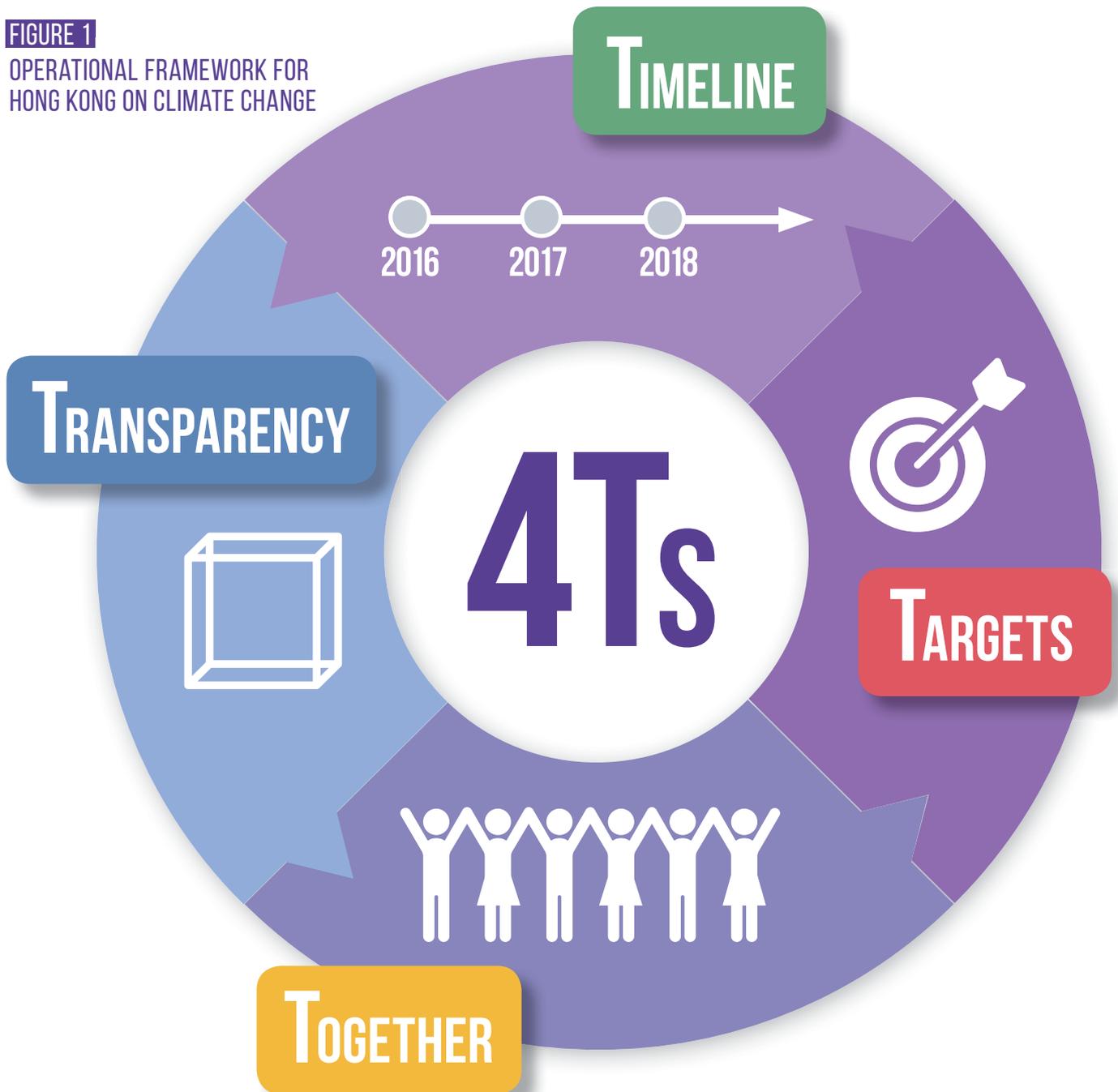
CHINA'S NATIONALLY DETERMINED CONTRIBUTIONS

China's nationally determined actions by 2030 include:

- To achieve the peaking of carbon dioxide emissions around 2030 and making best efforts to peak early;
- To lower carbon dioxide emissions per unit of GDP by 60% to 65% from the 2005 level;
- To increase the share of non-fossil fuels in primary energy consumption to around 20%; and
- To increase the forest stock volume by around 4.5 billion cubic meters on the 2005 level.

Moreover, China pledged to proactively adapt to climate change to defend against climate risks in key areas such as agriculture, forestry, water resources, ecologically vulnerable areas, as well as cities and coastal areas; and to strengthen early warning and emergency response systems and disaster prevention and reduction mechanism.

FIGURE 1
OPERATIONAL FRAMEWORK FOR
HONG KONG ON CLIMATE CHANGE



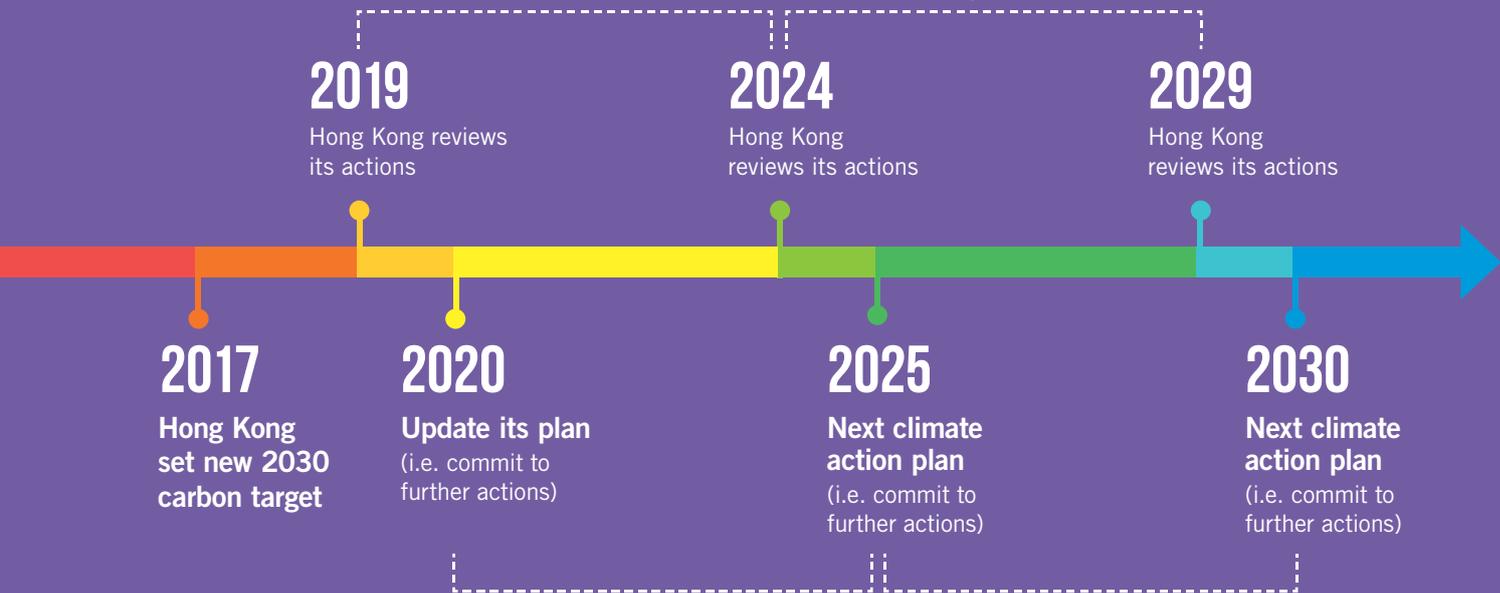
Operationalising the Paris Agreement

The Paris Agreement can be distilled into a simple framework that can be understood and operationalised for the Government, business and community. Setting targets with timelines, ensuring there are transparent metrics to track results, and for everyone to work together summarises the essential elements of what the Paris Agreement calls upon the world to do.

PARIS AGREEMENT AND HONG KONG

FIGURE 2
TIMELINE 2017-2030

Hong Kong plays a part to help fulfill the obligations that China has under the Paris Agreement. As such, Hong Kong will need to review our climate change efforts every 5 years and align them with the submission timelines under the Paris Agreement. The timeline for review up to 2030 for Hong Kong is expected to be as follows:



INTERNATIONAL SHIPPING AND AVIATION

The Paris Agreement does not include international shipping and aviation. Climate change issues rest within the purview of the International Maritime Organization (IMO) and International Civil Aviation Organization (ICAO) respectively. IMO has already mandated energy efficiency design standards for new ships and associated operational energy efficiency measures for existing ships. In its most recent meetings in October 2016, IMO is working on requiring ships to record and report their fuel consumption as a starting point to consider how international shipping can be more fuel efficient. Moreover, deliberation is continuing on how the shipping industry may reduce carbon emissions, in line with a roadmap that was approved at the meeting

in October, with a view to adopting an initial IMO strategy in 2018. For aviation, ICAO decided in October 2016 to implement a Carbon Offset and Reduction Scheme for International Aviation (CORSIA) as one of the measures to contribute to the carbon neutral growth from 2020 onwards. The scheme is expected to complement a broader package of measures to be implemented by the aviation sector including technological advancement on fuel efficient aircraft, improvement on operational procedures to reduce fuel consumption and promotion of the use of sustainable alternative fuels.

