

IAPH World Ports Conference 2015

Hong Kong's Actions to Clean-Up Maritime Emissions

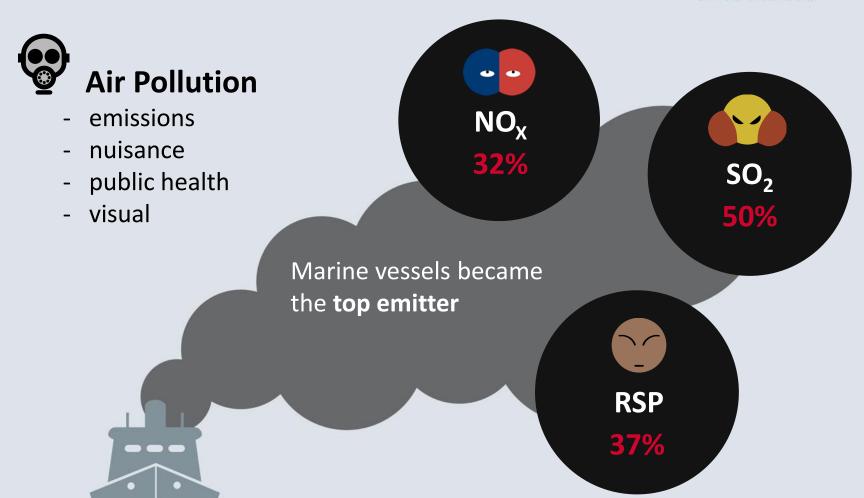
Dr Christine Loh

Under Secretary for the Environment Environment Bureau, Hong Kong



1. Understanding the science





2. Stakeholder leadership - Fair Winds Charter 2011-2014



IAPHHAMBURG2015 29th WORLD PORTS CONFERENCE

Public-Private dialogue

Shipping leaders started switching fuel at own cost

FWC took shape in 2010

FWC (I) started in 2011

Government subsidy 2012 - 2018

FWC (II) 2013, FWC(III) 2014





The Fair Winds Charter 2013





HKLSA & HKSOA Extend Fair Winds Charter, Reducing Marine Emission

Hong Kong, 12 February, 2014 – The Hong Kong Liner Shipping Association (HKLSA) and the Hong Kong Shipowners Association (HKSDA) have agreed to continue their support for reduced emissions in the maritime sector by extending the Fair Winds Charter 2018 for another very continuous control of the control of

The FWC2013, which was due to expire end of December 2013, lays out the industry's commitment to switching to low sulphur content fuel while in Hong Kong port. It is a strategic, intentional, and voluntary effort started at the end of 2010 involving many of Hong Kong's leading carriers and cruise liners. Arthur Bowing, Secretary General of the HKSOA says, "The pioneering work to switch to low sulphur fuel in Hong Kong under the "Fair Winds Charter's shows the shipping industry's commitment to work with government to tackle the challenges of marine emissions. We are pleased to once again see the Chief Executive's support in the Policy Address for action to address this issue, and believe that by working together, government and the shipping industry can achieve significant improvements in air quality in HK."

The Fair Winds Charter is jointly sponsored by the HKLSA and the HKSOA, and couples the industry's commitment to fuel switch together with active support towards a number of targets – including gazetted legislation for fuel switch in HK by 2015, support and participation by other industry stakeholders, and strategic engagement with cross-border economies that would see overall reduction of marine emissions in the greater Pearl River Delta region.

Roberto Giannetta, Secretary General for the HKLSA says, "Since the FWC was signed, we have seen strong support from the HK government in terms of financial assistance through port due subsidies and engagement with industry in the drafting of potential legislation mandating fuel switch in Hong Kong. While there has been some progress in addressing air emission targets in Shenzhen and Guangzhou, PRD regional targets have not progress very far yet. We hope that by extending the FWC for another year, thus showing our commitment and support, that we are ready to cooperate, in whatever way possible, with PRD regional governments in establishing realistic, achievable emissions reduction targets in the near future. These targets could, then eventually, lead to a wider Emissions Control Area covering the greater air-shed we breathe."

This renewed commitment by the shipping industry will extend the FWC2013 until Dec 2014, after which time fuel switching is expected to become mandatory through legislation in Hong Kong. This will also give HK and PRD governments a further 12-month window to come together on some meaningful, concrete and practical measures that will see HK's air quality continue to improve in the coming years.

3. Support for legislation



Fuel Switch at Berth

Industry and political support July 2013

New law to commence in July 2015

Pioneer in Asia

Marine Light Diesel

Industry and political support March - April 2013

Law commenced in April 2014



