



Summary of Carbon Footprint for Listed Companies 上市公司碳足跡摘要

Part 1 Reporting Entity Information 第一部分 報告機構資料	
1.1 Company information 公司資料	
Name of reporting entity: 報告機構名稱:	Eng: Pacific Basin Shipping Ltd 中文: 太平洋航運集團有限公司 *僅供識別
Stock code: 股份代號:	2343
Hang Seng Industry Classification 恆生行業分類 (HSIC) (Please see Appendix / 請參考 附件):	
(i) Industry: (e.g. Financials – 50) 行業: (例如: 金融業 – 50)	10
(ii) Sector: (e.g. Banks – 501) 業務類別: (例如: 銀行 – 501)	102
1.2 Basis of information reported in this form (e.g. weblink(s) to the carbon audit report, GHG accounting report, Environmental, Social and Governance report (ESG report) or sustainability report (GHG emission-related chapter) of the reporting entity, etc) 報告內容的基礎 (例如: 報告機構的碳審計報告、溫室氣體排放核算報告、「環境、社會及管治報告」或可持續發展報告(與溫室氣體排放有關的章節)之網絡連結等):	
<p>Our 40-page CSR (ESG) Report for 2017 can be accessed on our website at: http://www.pacificbasin.com/upload/en/ir/news/results/e2343_CSR2017.pdf http://www.pacificbasin.com/en/ir/reports.php</p> <p>Our CSR commitment and performance is also described within the pages of our 2017 Online Annual Report here: http://ar2017.pacificbasin.com/reports/pacificbasin/annual/2017/gb/English/0/home.html</p>	

Part 2 Greenhouse Gas (GHG) Emissions 第二部分 溫室氣體排放		
2.1 GHG Emission Data 溫室氣體排放數據		
Reporting period (yyyy/m/d): 報告期(年/月/日):		2017/01/01 to/至 2017/12/31
GHG Accounting Standard / Guideline: 溫室氣體核算標準 / 指引:	<input type="checkbox"/> EPD/ EMSD Guidelines 環境保護署/ 機電工程署指引 <input checked="" type="checkbox"/> GHG Protocol 溫室氣體議定書 <input type="checkbox"/> International Organization for Standardization (ISO) 14064 國際標準化組織 (ISO) 14064 <input checked="" type="checkbox"/> Others, please specify: (其他, 請說明:) HKEx ESG Reporting Guide & International Maritime Organization (IMO, an agency of the United Nations) MEPC.1/Circ.684	
Operational boundary 營運邊界 ¹ :	Brief description on emission sources 排放來源簡述	Emission data 排放數據
Scope 1 範圍 1:	Consumption of Marine Fuel Oil and Marine Gas Oil in the operation of our fleet of owned ships	1,313,326 tonnes CO ₂ -e 公噸二氧化碳當量
Scope 2 範圍 2:	Electricity consumption across 12 offices globally	650 tonnes CO ₂ -e 公噸二氧化碳當量
Scope 3 範圍 3:	Business travel and staff commuting	1,242 tonnes CO ₂ -e 公噸二氧化碳當量
Reported GHG emissions in total: 所報告的溫室氣體排放總和:		1,315,218 tonnes CO ₂ -e / 公噸二氧化碳當量
2.2 Company related information 與公司有關的資料		
Total number of full-time-equivalent employees of the entity(s) covered in the reported GHG emission data during the reporting period: 報告期內溫室氣體排放數據所涵蓋機構的相等於全職僱員總人數:		<u>335 shore-based staff & 3,400 seafarers</u>
Total gross floor area owned/controlled by the entity(s) covered in the reported GHG emission data during the reporting period (m ²): 報告期內溫室氣體排放數據所涵蓋機構擁有/ 控制的總樓面面積(平方米):		<u>6,123</u>
Total revenue of the entity(s) covered in the reported GHG emission data during the reporting period (HK\$ million): 報告期內溫室氣體排放數據所涵蓋機構的總收入(百萬港元):		<u>11,600</u>
Other information which is relevant to the entity's business operations covered in the reported GHG emissions during the reporting period, please specify (e.g., total no. of passengers, total no. of customers, total unit of goods produced, total no. of hotel rooms occupied, total kWh electricity generated, or total measures of freight load, etc.): 報告期內溫室氣體排放數據所涵蓋機構的其他有關營運資料, 請說明 (例如: 乘客總人數、顧客總人數、製成產品總數量、酒店入住房間總數、總發電量(千瓦/小時)或貨運總量等):		<u>66 million tonnes of cargo carried</u>
2.3. Geographical coverage of reported GHG emission data 所報告的溫室氣體排放數據地域範圍:		
<input checked="" type="checkbox"/> Operations within Hong Kong 香港以內的營運 <input checked="" type="checkbox"/> Operations outside Hong Kong (Please specify city(ies)/country(ies)): 香港以外的營運 (請說明城市/國家名稱): <u>104 owned ships in international waters, calling at 823 ports across 106 countries</u> Please also specify the percentage of GHG emissions arising from Hong Kong operations: 請同時說明由香港營運所產生的溫室氣體百分比: <u>0.1%</u>		
<input type="checkbox"/> Subsidiaries 附屬公司	Please list out the subsidiaries covered in the GHG emission data during the reporting period: 請列出報告期內溫室氣體排放數據所涵蓋的附屬公司:	

Additional information on physical boundary in relation to GHG emission reported (if applicable):
與所報告的溫室氣體排放數據相關之建築物邊界的附加資料(如適用):

Scope 1 emissions reported relate to our globally-trading fleet of owned ships (104 ships in 2017) over which we have financial and technical operational control and over which we therefore have influence over emissions (inward chartered ships are excluded as we do not have influence over their emissions).

Our reported Scope 2 and 3 emissions relate to our 12 offices and 335 shore-based staff globally. They are based on WWF LOOP-audited numbers generated by our Hong Kong office and adjusted pro-rata by our global staff numbers (emissions attributable to our many much smaller rented offices around the world are difficult to assess, hence we make assumptions based on our office emissions performance in Hong Kong where around 60% of our global shore-based staff are based).

Part 3 GHG Emission Reduction Measures, Future Initiatives and Targets

第三部分 減少溫室氣體排放的措施、未來計劃及目標

3.1 GHG emission reduction measures implemented during the Reporting Period*

在報告期內減少溫室氣體排放的措施*

No. 列序	GHG Emission Reduction Measures 減少溫室氣體排放的措施
1.	<p>AT SEA: Fuel-efficient operating practices across our fleet of ships, including for example:</p> <ul style="list-style-type: none"> ● Low operating speeds optimised by our proprietary Right Speed Programme based on prevailing freight rates and fuel prices. ● Careful scheduling of our large fleet to minimise ballast passages, maximise utilisation (laden ratio >90%) and increase fuel savings overall. ● Improved course-keeping and reduced rudder movements with upgraded adaptive autopilot systems. ● Fuel-efficient voyage planning utilising latest marine weather and real-time vessel operating data. ● Vessel trim adjustment where possible. <p>ON SHORE: We achieved a 30% reduction in our Hong Kong headquarters' electricity consumption due to our relocation in May 2017 to a new office that is designed for efficiency. Our new modern office is outfitted with low-energy motion-activated lighting in multiple lighting zones, fewer lights and more natural light, and more efficient air-conditioning.</p> <p>This reduction was offset by a return to our normal levels of air travel mainly because of our ship managers' increased ship visits to our larger fleet of owned ships.</p>
2.	<p>Investment in technical measures to increase fuel efficiency of our ships, including for example:</p> <ul style="list-style-type: none"> ● The use of propeller boss cap fins, non hub-vortex propellers, rudder bulbs and Mewis ducts and similar ducts fitted to our ships for improve fuel efficiency. ● Vessel performance monitoring optimises management of hull and propeller fouling. ● Fuel combustion catalysts and slide fuel valves to facilitate more complete combustion, leading to fuel savings and cleaner engines. ● Computer-aided optimisation of cylinder lubrication and machinery overhaul intervals leads to reduced fuel and lubricating oil consumption
3.	<p>Fleet renewal:</p> <p>We also mitigate emissions by renewing our fleet with next generation, modern ships designed and equipped to enhance efficiency. In 2017, seven newbuilds joined our owned fleet on the water – all efficient ships of the best design for our trades.</p> <p>We have grown our owned fleet of ships in operation without a corresponding increase in our shore-based resources, meaning that our shore-based Scope 2 carbon intensity per ship has reduced further.</p>

3.2 GHG emission reduction measures for future initiatives and targets*

為未來計劃及目標而制訂的減少溫室氣體排放措施*

No. 列序	Future Initiatives 未來計劃	Target GHG Reduction (Qualitative/ Quantitative) 減排目標 (性質/ 數量)
1.	We continue to monitor and assess developments in ship technologies and practices, ready to adopt them once proven effective, practical and cost-efficient for our ships	We will always try to find ways to reduce our emissions indices subject to safety and cost-effectiveness
2.	With shipping industry support, the UN International Maritime Organization (IMO) announced in April 2018 an ambitious strategy to cut the total greenhouse gas emissions of shipping by at least 50% by 2050 compared to 2008. These new global targets will give further impetus to our own long-term efforts to reduce our ships' GHG emissions.	The IMO GHG-reduction strategy includes agreed efficiency goals of 40% improvement by 2030 and 70% improvement by 2050. This is an ambitious first phase towards eventual complete decarbonisation of the shipping industry, consistent with achieving the 1.5 degree climate change goal identified by the UN.
3.		

*Please use separate sheet(s) where the space provided in the form is not sufficient 如表格內提供的空位不足夠, 請另加紙張填寫

Part 4 Verification 第四部分 核證			
4.1 Verification information 核證資料			
Has verification² been conducted? 是否曾經進行核證？	<input checked="" type="checkbox"/> Yes – please fill in the blanks below 是 – 請填寫以下空格 <input type="checkbox"/> No 否		
Verification body 核證機構:	<p>Our ships’ fuel consumption is measured using consumption flow meters and a CO2 factor is applied to our consumed fuel volumes to derive our Scope 1 CO2 emissions from which a CO2 Index (Energy Efficiency Operational Indicator or “EEOI”) is derived. Measurements and calculations behind this KPI are in accordance with industry standards and the International Maritime Organization MEPC.1/Circ.684, and are within the scope of audit conducted by Lloyd’s Register Quality Assurance for ISO14001 certification.</p> <p>Our Scope 2 and 3 emissions generated by or through our Hong Kong headquarters office are measured and tracked using the WWF LOOP Program and are audited by a LOOP verification service provider. We then adjust our audited Hong Kong emissions pro-rata with our global staff numbers to derive an estimate of our global shore-based emissions.</p>		
Verification standard: 核證標準:	<input type="checkbox"/> International Organization for Standardization (ISO) 14064-3:2006 - Greenhouse gases - Part 3: Specification with guidance for the validation and verification of greenhouse gas assertions 國際標準化組織 (ISO) 14064-3:2006 – 溫室氣體 - 第3部分：溫室氣體確定的證實和驗證的規範與指南		
	<input checked="" type="checkbox"/> Others, please specify: 其他 (請說明): <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%; vertical-align: top;">Scope 1: International Maritime Organization (IMO, an agency of the United Nations) MEPC.1/Circ.684</td> </tr> <tr> <td style="vertical-align: top;">ISO 14,001:2006</td> </tr> <tr> <td style="vertical-align: top;">Scope 2: WWF LOOP Program "to international standard Greenhouse Gas (GHG) Protocol" https://loop.wwf.org.hk/About_LOOP.aspx</td> </tr> </table>	Scope 1: International Maritime Organization (IMO, an agency of the United Nations) MEPC.1/Circ.684	ISO 14,001:2006
Scope 1: International Maritime Organization (IMO, an agency of the United Nations) MEPC.1/Circ.684			
ISO 14,001:2006			
Scope 2: WWF LOOP Program "to international standard Greenhouse Gas (GHG) Protocol" https://loop.wwf.org.hk/About_LOOP.aspx			
Date of verification (yyyy/m/d): 核證日期 (年/月/日):	2017/10/13		
Remarks (e.g. various verification status for different subsidiaries): 備註(例如: 各附屬公司的核證情況):	<p>Scope 1: ISO 14,001 audit conducted by Lloyds Register Quality Assurance on 9-13 October 2017</p> <p>Scope 2: WWF LOOP report date 17 Aug 2017 (audit date: 28 July 2017)</p>		

¹ GHG emissions (direct and indirect) and removals in relation to the buildings can be broadly classified into three separate scopes as below –

- Scope 1 – direct emissions and removals;
- Scope 2 – energy indirect emissions; and
- Scope 3 – other indirect emissions.

The definitions of Scopes 1, 2 and 3 emissions can be found in the “Guidelines to Account for and Report on Greenhouse Gas Emissions and Removals for Buildings (Commercial, Residential or Institutional Purposes) in Hong Kong (2010 Edition)”

與建築物有關的溫室氣體排放(直接或間接)及減除,可概括分為以下三個不同的範圍 –

- 範圍 1 -- 直接溫室氣體排放及減除;
- 範圍 2 -- 使用能源間接引致的溫室氣體排放; 以及
- 範圍 3 -- 其他間接溫室氣體排放。

有關溫室氣體排放範圍 1、2及3的定義,可參照《香港建築物(商業、住宅或公共用途)的溫室氣體排放及減除的核算和報告指引》(2010年版)

2 The reporting entity is encouraged to carry out verification of the GHG emissions by an independent verifier. Independent verification of GHG emissions can facilitate the management to have better understanding of the carbon footprint of the company's operation and identify areas for improvement, provide credibility and quality assurance on the disclosure of carbon footprint, and enhance the corporate image in respect of transparency and accountability. In December 2012, the Hong Kong Accreditation Service (HKAS) introduced accreditation service for ISO 14064 GHG validation and verification for validation/verification bodies' voluntary application. Accredited validation/verification bodies' technical competence is rigorously assessed by HKAS, so that the reliability of their results can be assured. Relevant HKAS-accredited validation/verification bodies, once available, will be announced at HKAS's website at: <http://www.itc.gov.hk/en/quality/hkas/hkcas/about.htm>.

我們鼓勵報告機構聘請獨立核證人核證溫室氣體排放,溫室氣體排放的獨立核證能促使管理層對公司營運引致的碳足跡有更好的了解,並找出可作改善的地方;此舉亦為所披露的碳足跡資料提供可信性和質量保證,在透明度和問責層面提升企業形象。2012年12月香港認可處就 ISO 14064 審定和核查推出認可服務,供審定/核查機構自願申請。獲認可審定/核查機構的技術能力由香港認可處進行嚴格評審,因此能確保其審定/核查結果更為可靠。當有獲香港認可處認可的相關審定/核查機構,將在香港認可處網站公布: <http://www.itc.gov.hk/ch/quality/hkas/hkcas/about.htm>。

Hang Seng Industry Classification 恒生行業分類**Industry 行業**

Energy 能源業 – 00
Materials 原材料業 – 05
Industrials 工業 – 10
Consumer Goods 消費品製造業 – 20
Consumer Services 消費者服務業 – 30
Telecommunications 電訊業 – 35
Utilities 公用事業 – 40
Financials 金融業 – 50
Properties & Construction 地產建築業 – 60
Information Technology 資訊科技業 – 70
Conglomerates 綜合企業 – 80

Sector 業務類別

Oil & Gas 石油及天然氣 – 001
Coal 煤炭 – 002
Gold & Precious Metals 黃金及貴金屬 – 051
Diversified Metals & Minerals 一般金屬及礦石 – 052
Basic Materials 原材料 – 053
Industrial Engineering 工業工程 – 101
Industrial Transportation 工用運輸 – 102
Commercial & Professional Services 工用支援 – 103
Automobiles 汽車 – 201
Household Goods & Electronics 家庭電器及用品 – 202
Textiles, Clothing & Personal Care 紡織、服飾及個人護理 – 203
Food & Beverages 食物飲品 – 204
Healthcare 醫療保健 – 205
Agricultural Products 農業產品 – 206
Retailers 零售 – 301
Hotels, Casinos & Leisure Facilities 酒店、賭場及消閒設施 – 302
Media & Entertainment 媒體及娛樂 – 303
Transportation 運輸 – 304
Support Services 支援服務 – 305
Telecommunications 電訊 – 350
Utilities 公用事業 – 400
Banks 銀行 – 501
Insurance 保險 – 502
Other Financials 其他金融 – 503
Properties 地產 – 601
Construction 建築 – 602
IT Hardware 資訊科技器材 – 701
Software & Services 軟件服務 – 702
Semiconductors 半導體 – 703
Conglomerates 綜合企業 – 800

Source: Hang Seng Indexes (<http://www.hsi.com.hk/HSI-Net/HSI-Net>)

來源: 恆生指數 (<http://www.hsi.com.hk/HSI-Net/HSI-Net>)