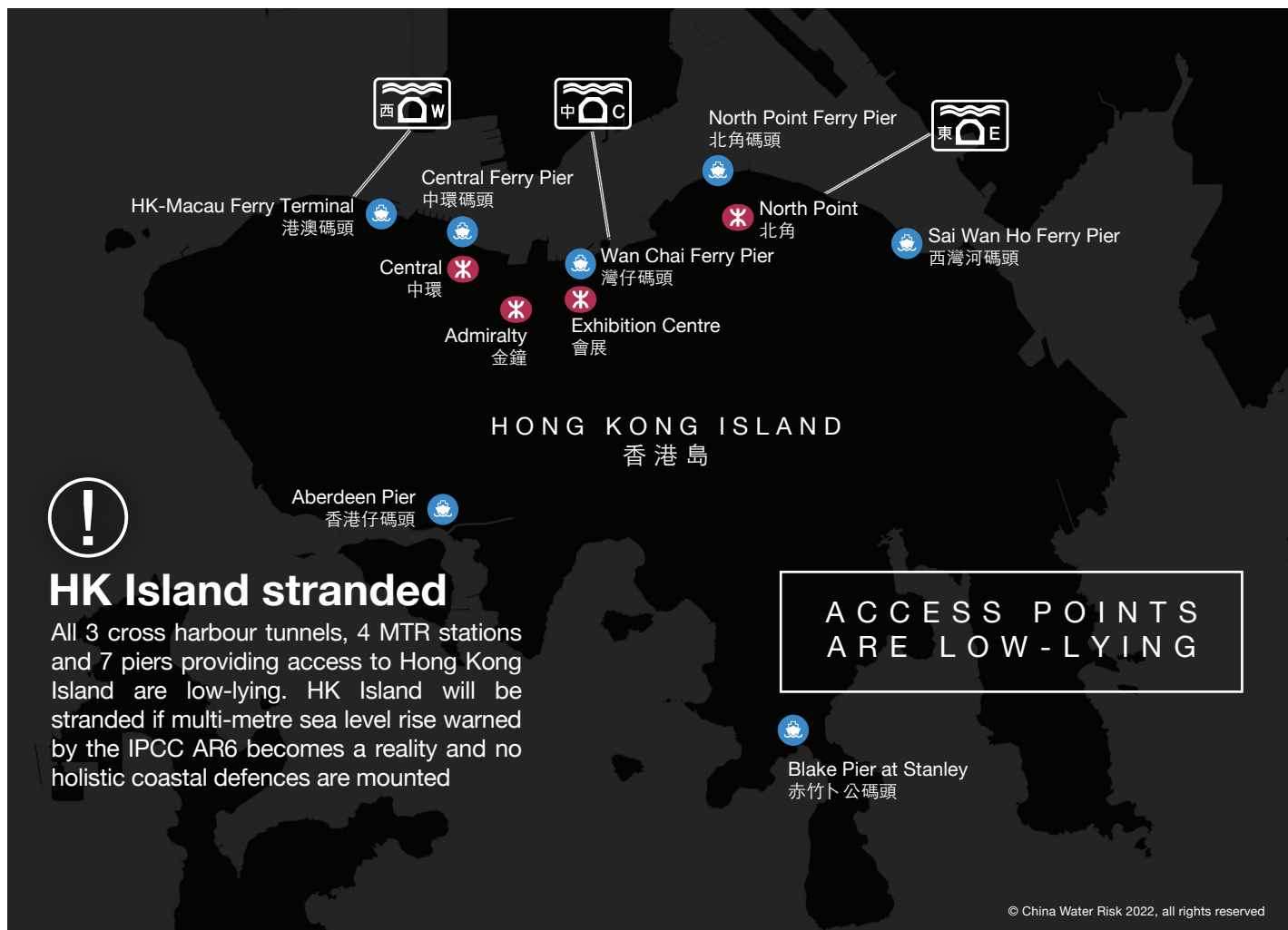
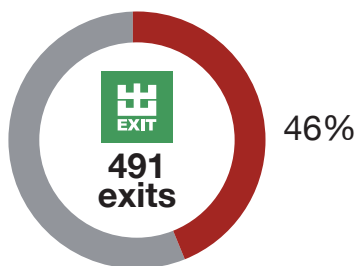


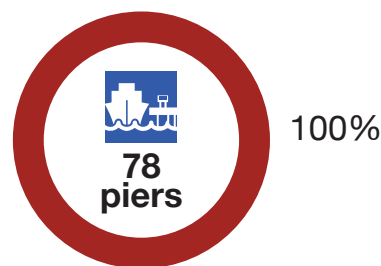
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All assets on Hong Kong Island will be stranded if we cannot get to them



Without considering the impacts from typhoons, at the levels of multi-metre sea level rise (SLR) warning by the IPCC AR6, up to 46% of all of Hong Kong's 491 MTR exits could be affected. Sadly, such multi-metre SLR "cannot be ruled" out as SLR is accelerating under the current emissions path. Coastal defences at higher levels that include typhoons must be in place.



All 78 piers serving domestic travel within HK by sea will be underwater at sea levels that IPCC AR6 warns "cannot be ruled out". Surely Hong Kong should adapt these piers to the future climate-scape, or else 15 Outlying Islands will be stranded (see next page). For perspective, typhoon-free Singapore's new megaport will be at least 5m above sea level.

[HK Revenues](#)
[HK Property](#)
[Re-IMAGINE](#)

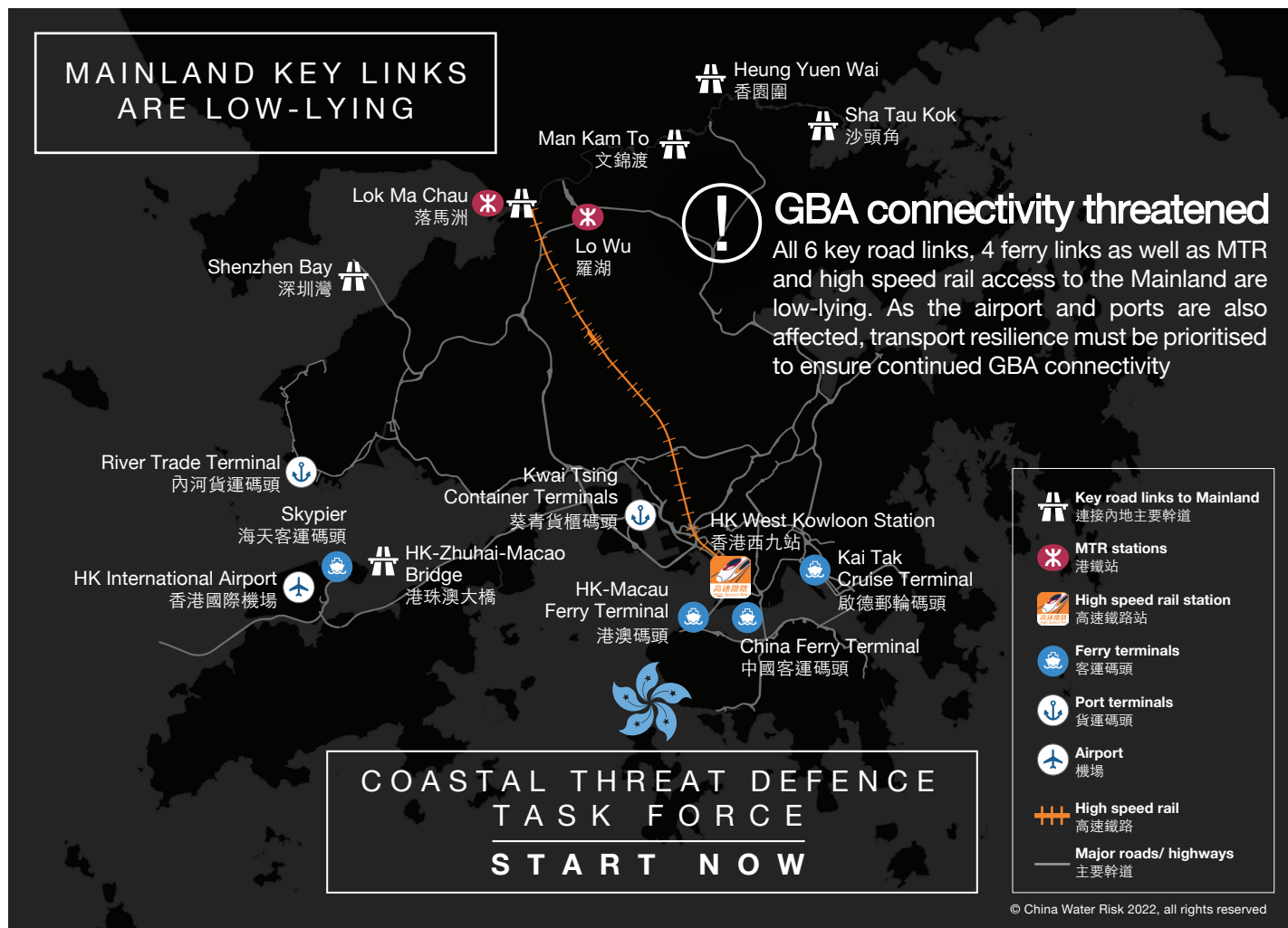
Key road/ferry links to Mainland China are low-lying

Accessibility, be it by road, sea, air or MTR are important considerations when planning resilience. A holistic approach is especially necessary as multiple revenue streams such as [trade](#) as well as [basic needs](#) including food security, all rely on keeping these key links open. For example, if we don't have proper adaptation plans in place, the 6mn+ vehicles that pass through key road links such as Lok Ma Chau and Sha Tau Kok annually that are vital for Hong Kong's food security and economy could become stranded due to coastal flooding/permanent submersion. The new Northern Metropolis therefore presents the SAR the opportunity to plan ahead and lead in transformative adaptation. Given what's at stake, we must not fail.

Trade

Basic Needs

Northern Met



Outlying Islands will be stranded unless HK piers and road links are adapted

There are 22 key Outlying Islands ranging in size from Lantau to Yim Tin Tsai of which 18 are accessible by either ferry only and/or road and rail. Besides Hong Kong Island, a further 15 Outlying Islands listed below will be stranded unless low-lying piers and road/rail access are adapted!

- | | | | | |
|--|---|---|---|--|
| ☒ Ap Lei Chau | ☒ Hei Ling Chau | ☒ Kiu Tsui Chau | ☒ Po Toi | ☒ Tung Lung Chau |
| ☒ Chek Lap Kok | ☒ Kat O | ☒ Lamma Island | ☒ Shek Kwu Chau | ☒ Tung Ping Chau |
| ☒ Cheung Chau | ☒ Kau Sai Chau | ☒ Peng Chau | ☒ Tap Mun | ☒ Yim Tin Tsai |

Source: CWR analyses based on IPCC AR6, Digital Terrain Model (5m), Topography Map & Geographic Data from the Lands Department of Hong Kong; Customs & Excise Department HKSAR 2021.

ASSESS

Understand the new risk landscape | Assess water & climate threats | Identify clustered risk hotspots & compound risks

STRATEGIZE

Align ESG & risk strategies | Plan sensible net zero & resilience strategies | Leverage risks to identify opportunities

ADAPT

Protect & prepare for locked-in climate impacts | Ideate flexible innovations | Be ready to survive & thrive

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