

## Head 100 — MARINE DEPARTMENT

**Controlling officer:** the Director of Marine will account for expenditure under this Head.

<b>Estimate 2000–01</b> .....	<b>\$981.3m</b>
<b>Establishment ceiling 2000–01</b> (notional annual mid-point salary value) representing an estimated 1 749 non-directorate posts at 31 March 2000 reducing by 20 posts to 1 729 posts at 31 March 2001 ..	<b>\$457.8m</b>
In addition there will be an estimated 21 directorate posts at 31 March 2000 and at 31 March 2001.	
<b>Capital Account commitment balance</b> .....	<b>\$6.3m</b>

### Controlling Officer's Report

#### Programmes

<b>Programme (1) Infrastructure</b>	This programme contributes to Policy Area 3: Air and Sea Communications (Secretary for Economic Services).
<b>Programme (2) Port Services</b>	This programme contributes to Policy Areas 3: Air and Sea Communications (Secretary for Economic Services), 9: Internal Security (Secretary for Security), 21: Transport (Secretary for Transport), 22: Buildings, Lands and Planning (Secretary for Planning and Lands) and 23: Environmental Protection and Conservation (Secretary for the Environment and Food).
<b>Programme (3) Local Services</b>	This programme contributes to Policy Areas 3: Air and Sea Communications (Secretary for Economic Services) and 23: Environmental Protection and Conservation (Secretary for the Environment and Food).
<b>Programme (4) Services to Ships</b>	This programme contributes to Policy Areas 3: Air and Sea Communications (Secretary for Economic Services) and 8: Employment (Secretary for Education and Manpower).
<b>Programme (5) Government Fleet</b>	This programme contributes to Policy Area 27: Intra-Governmental Services (Secretary for Economic Services).

#### Detail

##### Programme (1): Infrastructure

	1998–99 (Actual)	1999–2000 (Approved)	1999–2000 (Revised)	<b>2000–01 (Estimate)</b>
Financial provision (\$m)	35.7	37.6 (+5.3%)	34.5 (–8.2%)	<b>33.5 (–2.9%)</b>

#### *Aim*

2 The aim is to enhance the contribution of the port and shipping related activities to Hong Kong economy by furthering the interests of Hong Kong's merchant shipping and ensuring the provision of the necessary physical, regulatory and policy bases.

#### *Brief Description*

3 Port and shipping related activities are fundamental to Hong Kong's trade and economic growth. Timely planning is needed to ensure that port facilities, including Marine Department information systems, keep pace with demand. Equally, legislation and policy must be developed to support and protect Hong Kong's maritime interests. This work involves:

- port planning;
- shipping policy;
- legislation, international conventions and liaison;
- local craft management;
- statistics; and
- information system strategy.

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The 1999 targets on planning and legislation have been broadly met. It is estimated that port and shipping related activities will continue to experience a period of consolidation in 2000. The container throughput in 1999 is 16.1 million Twenty-foot Equivalent Units (TEUs), representing an increase of about 10% over that of the preceding year. Registration and survey procedures for Hong Kong registered ships have been streamlined and related fees reduced to make the Hong Kong Shipping Register more competitive and more user friendly.

4 The key performance measures are:

### *Target*

	Target	1998 (Actual)	1999 (Actual)	2000 (Plan)
to facilitate timely application of international conventions in Hong Kong, complete the Draft Drafting Instructions for legislation nine months before the conventions enter into force internationally.....	100% of cases	N.A.§	N.A.§	80%

### *Indicators*

	1998 (Actual)	1999 (Actual)	2000 (Estimate)
matching port facilities and demand in terms of container throughput (million TEUs).....	14.7	16.1	16.7
planning projects affecting the port and its associated facilities .....	53	77	84

§ Not applicable

### *Matters Requiring Special Attention in 2000–01*

5 During 2000–01, the department will:

- continue to ensure that sufficient port and marine facilities are planned to meet demand and that marine impacts arising from territorial developments are kept to a manageable level; and
- continue to explore and implement measures to make the Hong Kong Shipping Register more client oriented and competitive.

### **Programme (2): Port Services**

	1998–99 (Actual)	1999–2000 (Approved)	1999–2000 (Revised)	2000–01 (Estimate)
Financial provision (\$m)	314.5	359.3 (+14.2%)	356.2 (–0.9%)	341.6 (–4.1%)

### *Aim*

6 The aim is to enable ocean-going vessels (OGVs) using the port to conduct their business quickly, safely and economically.

### *Brief Description*

7 This programme involves the following areas of work:

- regulation of shipping movements including the provision of Vessel Traffic Services and aids to navigation;
- hydrographic and charting services;
- management of government buoys and anchorages;
- regulation of pilotage services;
- management of passenger ferry terminals;
- emergency preparedness;
- co-ordination of search and rescue activities;
- port state control;
- dangerous goods control; and

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- harbour scavenging and implementation of international conventions and local laws on environmental protection.

Safe vessel movements have been further enhanced through the commissioning of the Local Marine Control Station at Kwai Chung and re-organisation of the anchorage and fairway in the West Lamma Area. Continued efforts have been put on tackling littoral and floating rubbish in Hong Kong waters. Port state control inspections (initial inspections only) increased from 13.4% in 1998 to 18% in 1999. To fulfill Hong Kong's commitment to the Tokyo Memorandum of Understanding, the inspection rate is required to be maintained at 15% or above of OGVs visiting Hong Kong each year. Substantial percentage of the accidents occurring in Hong Kong waters involved mainland river-trade and coastal vessels. Resources were therefore deployed to inspect 3.3% (65 of 2 000 vessels) of these vessels in 1998 and 2.7% (91 of 3 366 vessels) in 1999. The 1999 targets on the efficient and safe running of the port are generally met.

8 The key performance measures are:

### *Targets*

	Target	1998 (Actual)	1999 (Actual)	2000 (Plan)
complete port formalities for OGVs.....	25 minutes or less	25	25	25
perform initial inspection on OGVs for compliance with international requirements on ship safety and environmental protection (excluding re-inspections) (% of OGVs inspected) ..	15	13.4	18	15
respond to search and rescue and casualty evacuation incidents.....	Immediate	Immediate	Immediate	Immediate
allocate a passenger ferry berth within 5 minutes of request.....	97% at CFT# 99% at MFT†	99 99	99 99	99 99
respond on site to oil spillages inside harbour limits within 2 hours.....	100%	100	100	100
hydrographic survey of Hong Kong waters.....	250 km <sup>2</sup>	150	280	300
publication of new nautical charts covering Hong Kong waters.....	3	3	3	3
maintain the availability of aids to navigation up to international standard...	99%	99	99	99

### *Indicators*

	1998 (Actual)	1999 (Actual)	2000 (Estimate)
container throughput by OGVs (million TEUs) .....	11.9	12.3	12.6
OGV arrivals (does not include vessels in transit through Hong Kong waters to Shenzhen ports) .....	42 000	37 000	37 000
collisions, strandings and strikings affecting OGVs in Hong Kong waters.....	119	104	N.A.§
search and rescue operations and casualty evacuations co- ordinated .....	72	78	75
passengers using marine ferry terminals (m).....	16.8	16.0	15.9
refuse collected from ships (tonnes).....	1 114	1 190	1 200
floating refuse collected (tonnes) .....	6 749	8 050	8 100
aids to navigation maintained (number) .....	425	461	480
wreck search and new dangers survey (times) .....	58	27	N.A.§
production of hydrographic plans (number).....	45	45	55

# China Ferry Terminal

† Macau Ferry Terminal

§ Not applicable

### *Matters Requiring Special Attention in 2000-01*

- 9 During 2000-01, the department will:
- upgrade the vessel traffic surveillance system;
  - monitor the traffic situation off Green Island and review the best management strategy;
  - review the control of emission of black smoke from vessels;
  - continue to strengthen the regulation on the carriage of dangerous goods (DG) by vessels in HK waters;

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- establish a new Maritime Oil Spill Response Plan;
- continue to enhance the marine refuse collection and scavenging services; and
- continue to modernise the aids to navigation.

### Programme (3): Local Services

	1998–99 (Actual)	1999–2000 (Approved)	1999–2000 (Revised)	2000–01 (Estimate)
Financial provision (\$m)	111.9	112.9 (+0.9%)	96.5 (-14.5%)	<b>96.9</b> <b>(+0.4%)</b>

### Aim

**10** The aim is to ensure the safe and efficient use of Hong Kong waters by locally licensed and river trade vessels.

### Brief Description

**11** This programme involves the following areas of work:

- managing Public Cargo Working Areas (PCWAs);
- managing typhoon shelters;
- private moorings;
- local co-ordination;
- providing services to locally licensed and river trade vessels;
- law enforcement;
- port formalities for locally licensed and river trade vessels; and
- detention and disposal of craft seized by enforcement agencies.

The casualty rate of non-OGVs has continued to be kept at a very low level through effective traffic management and control.

**12** The key performance measures are:

#### Targets

	Target	1998 (Actual)	1999 (Actual)	2000 (Plan)
complete port formalities for river trade vessels.....	10 minutes or less	10	10	<b>10</b>
inspect locally licensed and river trade vessels for compliance with marine legislations.....	15 000	11 800	15 000	<b>16 000</b>

#### Indicators

	1998 (Actual)	1999 (Actual)	2000 (Estimate)
cargo throughput for PCWAs (m tonnes) .....	12.0	10.9	<b>10.9</b>
river trade cargo vessel arrivals .....	130 000	114 000	<b>114 000</b>
licences issued for local craft .....	15 400	14 880	<b>15 000</b>
collisions, strandings and strikings affecting locally licensed, river trade and coastal vessels in Hong Kong waters .....	246	300	<b>N.A. §</b>
refuse collected from locally licensed and river trade vessels (tonnes).....	1 012	1 200	<b>1 230</b>

§ Not applicable

### Matters Requiring Special Attention in 2000–01

**13** During 2000–01, the department will:

- continue to implement the recommendations of the Helping Business Phase II Study in respect of licensing and surveying of local vessels;

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- enact the subsidiary legislation of the Merchant Shipping (Local Vessels) Ordinance;
- establish the coastal vessel control centre;
- enhance the regulation of oil barge operation;
- streamline the control of DG carried on local vessels; and
- continue to implement management reform in PCWAs to enhance the operational efficiency and to create a business friendly environment.

### Programme (4): Services to Ships

	1998–99 (Actual)	1999–2000 (Approved)	1999–2000 (Revised)	<b>2000–01 (Estimate)</b>
Financial provision (\$m)	57.6	61.7 (+7.1%)	61.4 (–0.5%)	<b>56.0 (–8.8%)</b>

### *Aim*

**14** The aim is to ensure that Hong Kong ships comply with international and local regulations and are designed, constructed, maintained and manned by competent crews for safe operation and protection of the marine environment.

### *Brief Description*

**15** This programme relates to the registration and licensing of Hong Kong vessels and the competence of their crews. This involves:

- enforcement of international conventions;
- maintaining the quality of Hong Kong Register of Ships;
- conducting examination and issuing certificates of seafarers;
- regulating the recruitment and engagement conditions of seafarers;
- conducting initial safety surveys for registration and licensing;
- carrying out periodical surveys and inspection of registered ships and local craft;
- investigating accidents;
- ensuring safety of cargo handling and ship repairs; and
- ascertaining the cause of marine casualties and marine industrial accidents.

The aim of the programme has been consistently achieved. The safety standards of Hong Kong registered ships and licensed craft continue to be maintained at a high level. All the major international maritime conventions are being enforced and measures are in hand to enact and enforce the recent major amendments to international conventions. The competitiveness and user friendliness of the Hong Kong Register of Ships have been improved through the introduction of the Flag State Quality Control (FSQC) System from 1 April 1999 to meet the needs of the industry. The level of services to ships remains steady. The safety of cargo handling, ship repair and marine construction activities within Hong Kong waters is ensured by carrying out safety inspections. Pamphlets, posters and notices on safe working practices are published for the promotion of marine industrial safety.

**16** The key performance measures are:

### *Targets*

	Target	1998 (Actual)	1999 (Actual)	<b>2000 (Plan)</b>
analyse ship records to assess ship's safety performance.....	60%	N.A.§	19.8	<b>60</b>
FSQC inspection of Hong Kong registered ships .....	10%	N.A.§	6	<b>10</b>

### *Indicators*

	1998 (Actual)	1999 (Actual)	<b>2000 (Estimate)</b>
percentage of Hong Kong registered ships found deficient in Port State Control inspections by other administrations.....	7.6	3.7	<b>N.A.§</b>
gross registered tonnage on the register (m).....	6.2	8.3	<b>10.0</b>

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	1998 (Actual)	1999 (Actual)	2000 (Estimate)
authorisations issued to man Hong Kong ships .....	4 302	6 330	<b>6 500</b>
fatalities in marine industrial accidents.....	5	8	<b>N.A.§</b>
casualties involving Hong Kong registered ships .....	3	3	<b>N.A.§</b>
§ Not applicable			

### *Matters Requiring Special Attention in 2000–01*

**17** During 2000–01, the department will:

- continue to fine tune the implementation of Flag State Quality Control System;
- implement the revised local certificates of competency scheme recommended in the Local Craft Review upon the commencement of the Merchant Shipping (Local Vessels) Ordinance;
- continue the implementation of the 1995 amendments to the Standard of Training, Certification and Watchkeeping Convention;
- continue to improve the operational efficiency of licensing and surveying of local vessels;
- continue to amend Shipping and Port Control (Cargo Handling) Regulations to enhance the safety of marine industrial operations;
- compile codes of practices to provide safety guidance to workers engaged in marine industrial operations;
- continue to develop an on-line computerised examination system for local certificates of competency;
- continue to make direct marketing calls to local and overseas shipping companies to promote the services of the Hong Kong Shipping Register; and
- continue to strengthen shipping links with the Mainland by harmonising the shipping standards, consultation and contact with the Mainland Authorities.

### **Programme (5): Government Fleet**

	1998–99 (Actual)	1999–2000 (Approved)	1999–2000 (Revised)	2000–01 (Estimate)
Financial provision (\$m)	418.4	453.8 (+8.5%)	445.3 (–1.9%)	<b>453.3 (+1.8%)</b>

### *Aim*

**18** The aim is to provide cost-effective marine transport services for government departments.

### *Brief Description*

**19** This programme relates to the management of the government fleet and involves:

- fleet planning;
- vessel procurement;
- fleet maintenance; and
- operating Marine Department's crewed fleet.

The Government Dockyard provides maintenance service to over 600 vessels and operational personnel for over 80 vessels for use by various government departments.

**20** The key performance measures are:

### *Target*

	Target	1998 (Actual)	1999 (Actual)	2000 (Plan)
vessel availability to all users.....	87%	87	87	<b>87</b>

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### *Indicators*

	1998 (Actual)	1999 (Actual)	2000 (Estimate)
number of mechanised vessels in use .....	156	152	159
new vessels brought into service .....	12	14	16

### *Matters Requiring Special Attention in 2000-01*

**21** During 2000-01, the department will try to find ways to make the Government Fleet Division more cost effective and efficient. Management studies will be carried out to further improve the operations of the Government Dockyard.

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### ANALYSIS OF FINANCIAL PROVISION

Programme	1998–99 (Actual) (\$m)	1999–2000 (Approved) (\$m)	1999–2000 (Revised) (\$m)	2000–01 (Estimate) (\$m)
(1) Infrastructure.....	35.7	37.6	34.5	<b>33.5</b>
(2) Port Services .....	314.5	359.3	356.2	<b>341.6</b>
(3) Local Services.....	111.9	112.9	96.5	<b>96.9</b>
(4) Services to Ships .....	57.6	61.7	61.4	<b>56.0</b>
(5) Government Fleet.....	418.4	453.8	445.3	<b>453.3</b>
	938.1	1,025.3 (+9.3%)	993.9 (–3.1%)	<b>981.3 (–1.3%)</b>

#### Analysis of Financial and Staffing Provision

##### Programme (1)

Provision for 2000–01 is \$1.0 million (2.9%) lower than the revised estimate for 1999–2000. This is mainly due to the deletion of one post under the Enhanced Productivity Programme.

##### Programme (2)

Provision for 2000–01 is \$14.6 million (4.1%) lower than the revised estimate for 1999–2000. This is mainly due to reduced capital expenditure on non-recurrent items and the deletion of one post under the Enhanced Productivity Programme, partly offset by the full-year provision for the operation of the Local Marine Traffic Control Station at Container Terminal No. 8, setting up of a control centre for transiting Mainland Cargo Vessels and additional provision to develop and implement a comprehensive oil spill response plan, including the creation of six posts to cope with these activities.

##### Programme (3)

Provision for 2000–01 is \$0.4 million (0.4%) higher than the revised estimate for 1999–2000. This is mainly due to the additional provision for the operation of the automatic car parking system at the Public Cargo Working Areas (Phase I) and creation of six posts for setting up a control centre for transiting Mainland Cargo Vessels, partly offset by the net deletion of 15 posts resulting from the implementation of the automatic car parking system and strengthening of investigation activities.

##### Programme (4)

Provision for 2000–01 is \$5.4 million (8.8%) lower than the revised estimate for 1999–2000. This is mainly due to the reduced requirement for non-recurrent items in 2000–01 and the net deletion of two posts resulting from the completion of Airport Core Programme projects and the merging of offices, and the deletion of three posts under the Enhanced Productivity Programme.

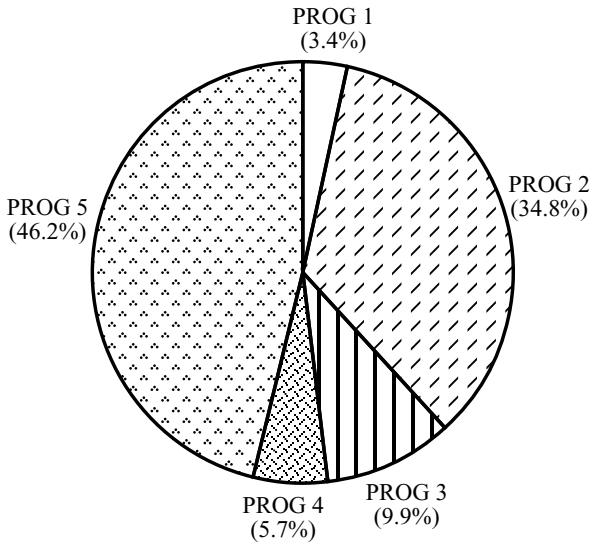
##### Programme (5)

Provision for 2000–01 is \$8.0 million (1.8%) higher than the revised estimate for 1999–2000. This is mainly due to the full-year provision for the commissioning of the Government Dockyard Improvement Works and new vessels, partly offset by the deletion of two posts resulting from the completion of Airport Core Programme projects, four other posts resulting from the rearrangement of launches and hiring of commercial launches and the deletion of four posts under the Enhanced Productivity Programme.

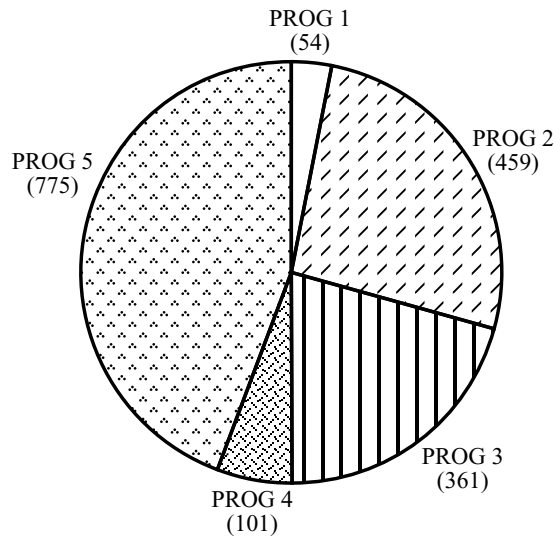


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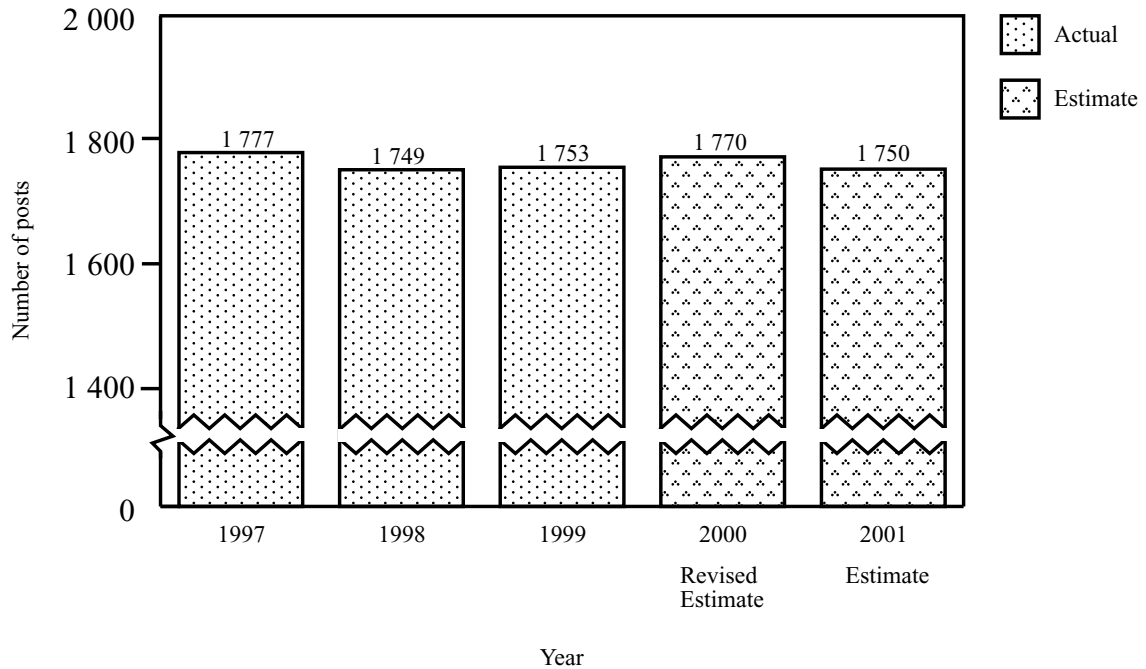
*Allocation of provision to programmes (2000-01)*



*Staff by programme (as at 31 March 2001)*



*Changes in the size of the establishment (as at 31 March)*



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Sub-head (Code)		Actual expenditure 1998-99	Approved estimate 1999-2000	Revised estimate 1999-2000	<b>Estimate 2000-01</b>
		\$'000	\$'000	\$'000	<b>\$'000</b>
<b>Recurrent Account</b>					
I — Personal Emoluments					
001	Salaries .....	485,493	501,069	486,910	<b>481,254</b>
002	Allowances .....	27,097	31,489	31,132	<b>28,773</b>
007	Job-related allowances .....	4,948	6,176	6,148	<b>6,122</b>
	Total, Personal Emoluments .....	<u>517,538</u>	<u>538,734</u>	<u>524,190</u>	<b><u>516,149</u></b>
III — Departmental Expenses					
102	Technical Services Agreement.....	28,495	33,784	32,284	<b>31,822</b>
120	Maintenance materials .....	101,342	108,909	107,609	<b>109,630</b>
121	Contract maintenance.....	81,315	92,060	87,428	<b>92,973</b>
149	General departmental expenses.....	148,994	192,793	184,017	<b>200,833</b>
	Total, Departmental Expenses .....	<u>360,146</u>	<u>427,546</u>	<u>411,338</u>	<b><u>435,258</u></b>
	Total, Recurrent Account.....	<u>877,684</u>	<u>966,280</u>	<u>935,528</u>	<b><u>951,407</u></b>
<b>Capital Account</b>					
I — Plant, Equipment and Works					
603	Plant, vehicles and equipment.....	30,423	26,711	16,240	<b>1,000</b>
661	Minor plant, vehicles and equipment (block vote) .....	27,994	30,260	32,656	<b>28,884</b>
	Total, Plant, Equipment and Works .....	<u>58,417</u>	<u>56,971</u>	<u>48,896</u>	<b><u>29,884</u></b>
II — Other Non-Recurrent					
	General other non-recurrent .....	2,000	2,000	9,500	—
	Total, Other Non-Recurrent .....	<u>2,000</u>	<u>2,000</u>	<u>9,500</u>	—
	Total, Capital Account .....	<u>60,417</u>	<u>58,971</u>	<u>58,396</u>	<b><u>29,884</u></b>
	Total Expenditure .....	<u><u>938,101</u></u>	<u><u>1,025,251</u></u>	<u><u>993,924</u></u>	<b><u><u>981,291</u></u></b>

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### Details of Expenditure by Subhead

The estimate of the amount required in 2000–01 for the salaries and expenses of the Marine Department is \$981,291,000. This represents a decrease of \$12,633,000 against the revised estimate for 1999–2000 and an increase of \$43,190,000 on actual expenditure in 1998–99.

#### *Recurrent Account*

##### Personal Emoluments

**2** Provision of \$516,149,000 for personal emoluments represents a decrease of \$8,041,000 against the revised estimate for 1999–2000 and takes into account the full-year provision for posts deleted in 1999–2000 and posts to be deleted in 2000–01.

**3** The establishment at 31 March 2000 will be 1 770 permanent posts. It is expected that a net 20 permanent posts will be deleted in 2000–01.

**4** Subject to certain conditions, the controlling officer may under delegated powers create or delete non-directorate posts during 2000–01, but the notional annual mid-point salary value of all such posts must not exceed \$457,814,000.

**5** Provision of \$28,773,000 under *Subhead 002 Allowances* is for standard allowances. The decrease of \$2,359,000 (7.6%) against the revised estimate for 1999–2000 is mainly due to reduced requirement for overtime and typhoon allowances.

**6** Provision of \$6,122,000 under *Subhead 007 Job-related allowances* is for standard job-related allowances.

##### Departmental Expenses

**7** Provision of \$31,822,000 under *Subhead 102 Technical Services Agreement* is to meet payments to the Cable and Wireless HKT for services provided under the Technical Services Agreement.

**8** Provision of \$109,630,000 under *Subhead 120 Maintenance materials* includes provision for materials and minor spare parts for the maintenance and repair of the government fleet, plant, furniture, office and specialist equipment, aids to navigation equipment, and harbour buoys and moorings.

**9** Provision of \$92,973,000 under *Subhead 121 Contract maintenance* includes provision for hull and deck repairs each costing \$100,000 or less and minor maintenance and repair of government fleet, plant, furniture, office and specialist equipment, and harbour buoys and moorings. The increase of \$5,545,000 (6.3%) over the revised estimate for 1999–2000 is mainly due to the full-year provision for recurrent costs arising from the improvement projects of the Government Dockyard.

**10** Provision of \$200,833,000 under *Subhead 149 General departmental expenses* represents an increase of \$16,816,000 (9.1%) over the revised estimate for 1999–2000. This is mainly due to the full-year provision of recurrent costs for projects, additional funds to develop and implement a comprehensive oil spill response plan, and full-year provision for the employment of non-civil service contract staff.

#### *Capital Account*

##### Plant, Equipment and Works

**11** Provision of \$28,884,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* represents a decrease of \$3,772,000 (11.6%) against the revised estimate for 1999–2000. This is mainly due to the reduced requirement for expenditure on minor plant and equipment.

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**Capital Account**

**Commitments**

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.99	Revised estimated expenditure for 1999–2000	Balance
			<u>\$'000</u>	<u>\$'000</u>	<u>\$'000</u>	<u>\$'000</u>
603		<i>Plant, vehicles and equipment</i>				
	398	Procurement of six purpose-built vessels to improve the marine refuse scavenging and collection service .....	50,400	29,675	14,400	6,325
		Total.....	<u>50,400</u>	<u>29,675</u>	<u>14,400</u>	<u>6,325</u>