

Head 100 — MARINE DEPARTMENT

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

Estimate 2020–21	\$1,729.6m
Establishment ceiling 2020–21 (notional annual mid-point salary value) representing an estimated 1 460 non-directorate posts as at 31 March 2020 rising by 16 posts to 1 476 posts as at 31 March 2021	\$691.9m
In addition, there will be an estimated 24 directorate posts as at 31 March 2020 and as at 31 March 2021.	
Commitment balance	\$539.3m

Controlling Officer's Report

Programmes

Programme (1) Infrastructure	This programme contributes to Policy Area 3: Air and Sea Communications and Logistics Development (Secretary for Transport and Housing).
Programme (2) Port Services	This programme contributes to Policy Area 3: Air and Sea Communications and Logistics Development (Secretary for Transport and Housing), Policy Area 9: Internal Security (Secretary for Security), Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Housing), Policy Area 22: Buildings, Lands, Planning, Heritage Conservation, Greening and Landscape (Secretary for Development) and Policy Area 23: Environmental Protection, Conservation, Power and Sustainable Development (Secretary for the Environment).
Programme (3) Local Services	This programme contributes to Policy Area 3: Air and Sea Communications and Logistics Development (Secretary for Transport and Housing) and Policy Area 23: Environmental Protection, Conservation, Power and Sustainable Development (Secretary for the Environment).
Programme (4) Services to Ships	This programme contributes to Policy Area 3: Air and Sea Communications and Logistics Development (Secretary for Transport and Housing) and Policy Area 8: Employment and Labour (Secretary for Labour and Welfare).
Programme (5) Government Fleet	This programme contributes to Policy Area 27: Intra-Governmental Services (Secretary for Transport and Housing).

Detail

Programme (1): Infrastructure

	2018–19 (Actual)	2019–20 (Original)	2019–20 (Revised)	2020–21 (Estimate)
Financial provision (\$m)	66.4	69.7	70.7 (+1.4%)	73.5 (+4.0%)
				(or +5.5% on 2019–20 Original)

Aim

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

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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 the information systems of the Department, keep pace with demand. Legislation and policy must also be developed to support and protect Hong Kong's maritime interests. The work involves:

- undertaking the planning of government port facilities;
- formulating policies on ship registration, safety of ships, marine environment protection, seafarer qualifications and welfare in accordance with the requirements of the Conventions of the International Maritime Organization (IMO) or the International Labour Organization;
- participating in the development of international conventions and liaising with other maritime administrations on shipping matters;
- managing local vessels;
- formulating and implementing information system strategy to support the Department's business; and
- discharging the duties as the Designated Authority under the International Ship and Port Facility Security Code in enhancing maritime security.

4 In 2019, the Department generally achieved the aim of the programme. Port and shipping related activities will likely remain steady in 2020. Sound regulation and quality service have ensured a steady growth of the Hong Kong Shipping Register (HKSR), which grew to 127.4 million gross tonnage as at 31 December 2019.

5 The key performance measures are:

Target

	Target	2018 (Actual)	2019 (Actual)	2020 (Plan)
efforts to facilitate timely application of international conventions in Hong Kong: Draft Drafting Instructions for legislation to be completed 24 months before the conventions enter into force internationally (%)	95	—¶	—¶	95

¶ No new international convention entered into force in 2018 and 2019.

Indicators

	2018 (Actual)	2019 (Actual)	2020 (Estimate)
container throughput (million twenty-foot equivalent units) ...	19.6	18.4 α	— Ω
projects assessed by the Department and under planning by different parties which will affect the port and its associated facilities Φ	85	80	80

α Provisional actual subject to adjustment.

Ω Not possible to estimate.

Φ Revised description of the previous indicator "projects under planning which will affect the port and its associated facilities" as from 2019.

Matters Requiring Special Attention in 2020–21

6 During 2020–21, the Department will continue to:

- implement the regulatory regime on local vessels and safety of shipboard works under the Merchant Shipping (Local Vessels) Ordinance (Cap. 548); and
- take forward amendments to local legislation to reflect applicable new international standards promulgated by the IMO or relevant bodies, including those stipulated in the International Convention for the Safety of Life at Sea, 1974 and the International Convention for the Prevention of Pollution from Ships, 1973/1978.

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Programme (2): Port Services

	2018–19 (Actual)	2019–20 (Original)	2019–20 (Revised)	2020–21 (Estimate)
Financial provision (\$m)	564.8	631.7	640.3 (+1.4%)	694.2 (+8.4%)
				(or +9.9% on 2019–20 Original)

Aim

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

Brief Description

8 This programme involves the following areas of work:

- regulating shipping movements including the provision of vessel traffic services and aids to navigation;
- providing hydrographic and charting services;
- managing government buoys and anchorages;
- regulating pilotage services;
- managing passenger ferry terminals and monitoring the operation of cross-boundary ferry services;
- maintaining emergency preparedness;
- co-ordinating search and rescue activities;
- inspecting foreign OGVs in Hong Kong waters for Port State Control (PSC) purposes to ensure their compliance with international safety and pollution prevention standards;
- controlling conveyance of dangerous goods at sea; and
- providing harbour scavenging services and implementing international conventions and related local laws on environmental protection.

9 In 2019, the Department continued to ensure the efficient and safe running of the port. Safe vessel movements were maintained through vigilant monitoring and regulation of marine traffic. Continued efforts were made to tackle littoral and floating refuse in Hong Kong waters. To fulfil Hong Kong's commitment to the Tokyo Memorandum of Understanding, the PSC inspection rate was set at 15 per cent of OGVs visiting Hong Kong each year.

10 The key performance measures are:

Targets

	Target	2018 (Actual)	2019 (Actual)	2020 (Plan)
completing port formalities for OGVs (minutes).....	20 or less	20	20	20
performing initial inspection on OGVs for compliance with international requirements on ship safety and environmental protection (excluding re-inspections) (% of OGVs inspected).....	15	14	14	15
responding to search and rescue and casualty evacuation incidents	immediate	immediate	immediate	immediate
allocating a passenger ferry berth within five minutes of request at				
China Ferry Terminal (%).....	99	99	99	99
Macau Ferry Terminal (%)	99	99	99	99
Tuen Mun Ferry Terminal (%).....	99	99	99	99
responding on site to oil spillages inside harbour limits within two hours (%).....	100	100	100	100
hydrographic survey of Hong Kong waters (km ²).....	300	300	300	300
publishing new nautical charts covering Hong Kong waters	2	2	2	2

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	Target	2018 (Actual)	2019 (Actual)	2020 (Plan)
maintaining the availability of aids to navigation (%)	99	99	99	99
maintaining the reliability / continuity of aids to navigation in service up to international standard (%)	99	99	99	99
operational availability of the Hong Kong Vessel Traffic Services System (%)	99.9	99.9	99.9	99.9

Indicators

	2018 (Actual)	2019 (Actual)	2020 (Estimate)
container throughput by OGVs (million twenty-foot equivalent units)	13.8	12.8 α	— Ω
OGV arrivals (excluding vessels in transit through Hong Kong waters to Shenzhen ports)	25 400	25 100 α	24 800
collisions, strandings and strikings involving OGVs in Hong Kong waters	6	17	— Ω
search and rescue operations co-ordinated	46	58	— Ω
passengers using marine ferry terminals (million)	23.8	14.4 \ddagger	14.4
refuse collected from ships (tonnes)	2 449	2 444	2 440
floating refuse collected (tonnes)	11 534	11 006	11 000
aids to navigation maintained	561	558	569
wreck search and new dangers survey (times)	12	9	— Ω
hydrographic plans produced	60	60	60

α Provisional actual subject to adjustment.

Ω Not possible to estimate.

\ddagger Provisional actual subject to adjustment. The decrease is mainly due to the diversion effect of cross-boundary passengers from sea to land transport following the commissioning of the Hong Kong-Zhuhai-Macao Bridge.

Matters Requiring Special Attention in 2020–21

11 During 2020–21, the Department will:

- assist Transport and Housing Bureau in taking forward the legislative amendment to abolish the embarkation fee for cross-boundary ferry passengers;
- continue to arrange PSC officer exchange programmes with the Mainland Maritime Safety Administration and other maritime administrations to promote harmonisation of inspections; and
- continue to enhance co-operation with other maritime administrations and participation in international/regional maritime organisations to improve navigational safety.

Programme (3): Local Services

	2018–19 (Actual)	2019–20 (Original)	2019–20 (Revised)	2020–21 (Estimate)
Financial provision (\$m)	167.3	156.3	145.3 (–7.0%)	158.4 (+9.0%)
				(or +1.3% on 2019–20 Original)

Aim

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

Brief Description

13 This programme involves the following areas of work:

- managing Public Cargo Working Areas (PCWAs);
- managing typhoon shelters;
- managing private moorings;
- providing licensing services to locally-licensed vessels;

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- enforcing the Merchant Shipping (Local Vessels) Ordinance;
 - conducting port formalities for locally-licensed and river trade vessels; and
 - detaining and disposing of vessels seized by enforcement agencies.
- 14 In 2019, the Department continued to adopt stringent marine traffic management and control.
- 15 The key performance measures are:

Targets

	Target	2018 (Actual)	2019 (Actual)	2020 (Plan)
completing port formalities for river trade vessels (minutes).....	10 or less	10	10	10
inspecting locally-licensed and river trade vessels for compliance with marine legislation (no. of inspections).....	15 000	15 000	15 000	15 000

Indicators

	2018 (Actual)	2019 (Actual)	2020 (Estimate)
cargo throughput for PCWAs (million tonnes).....	5.4	5.6 α	5.6
river trade cargo vessel arrivals.....	67 600	64 500 α	61 900
licences issued for local vessels	18 953	18 968	19 000
collisions, strandings and strikings involving locally-licensed, river trade and coastal vessels in Hong Kong waters	210 Ψ	94	—Ω
refuse collected from locally-licensed and river trade vessels (tonnes).....	2 101	2 128	2 100
special operations conducted.....	55	55	55

α Provisional actual subject to adjustment.

Ψ The number of collisions, strandings and strikings of vessels was exceedingly high in 2018 due to the attack of Super Typhoon Mangkhut in September 2018.

Ω Not possible to estimate.

Matters Requiring Special Attention in 2020–21

- 16 During 2020–21, the Department will continue to:
- follow up the recommendations of the review on berthing and sheltered space for local vessels in Hong Kong; and
 - enhance the safety of local passenger carrying vessels and follow up the recommendations of the Commission of Inquiry into the Collision of Vessels near Lamma Island on 1 October 2012, the Steering Committee on Systemic Reform of the Marine Department and the Local Vessels Advisory Committee by enhancing the provision requirements of lifejackets for local vessels, taking forward the reform of the regulatory regime for local pleasure vessels and the introduction of a regulatory regime to combat drink and drug boating of vessels, etc.

Programme (4): Services to Ships

	2018–19 (Actual)	2019–20 (Original)	2019–20 (Revised)	2020–21 (Estimate)
Financial provision (\$m)	109.4	121.8	123.0 (+1.0%)	146.7 (+19.3%)

(or +20.4% on
2019–20 Original)

Aim

17 The aim is to ensure that Hong Kong-registered ships and locally-licensed vessels comply with relevant international and local regulations and are designed, constructed, maintained and manned by competent crews for safe operation and protection of the marine environment.

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Brief Description

18 This programme relates to the registration and licensing of Hong Kong vessels and the competence of their crews. The work involves:

- enforcing international conventions;
- maintaining the quality of the HKSR;
- conducting examinations and issuing certificates of seafarers;
- regulating the recruitment and engagement conditions of seafarers;
- carrying out initial and periodical safety surveys and inspections of locally-licensed and river trade vessels;
- investigating accidents;
- ensuring the safety of cargo handling and ship repairs; and
- ascertaining the cause of marine casualties and marine industrial accidents.

19 In 2019, the Department continued to work towards ensuring the safety standards of Hong Kong-registered ships and licensed vessels. All the major international maritime conventions were enforced, and plans were made to enact and enforce recent major amendments to international conventions. The competitiveness and user-friendliness of the HKSR were maintained. With a view to better monitoring compliance, the Department continued optimising and enhancing its quality assurance mechanism so as to conduct more thorough and comprehensive inspections of high risk vessels, and visited an increased number of selected management companies. The Ship Safety Branch which enforced Flag State Quality Control (FSQC) and PSC effectively maintained its ISO 9000 quality standards during the year. Exchanges with the relevant Mainland authorities were maintained.

20 The key performance measures are:

Targets

	Target	2018 (Actual)	2019 (Actual)	2020 (Plan)
assessing the quality performance of Hong Kong-registered ships by the FSQC management system (%)	100	100	100	100
quality assurance inspection and audits on Hong Kong-registered ships and their management companies (%)	5	5	5	5

Indicators

	2018 (Actual)	2019 (Actual)	2020 (Estimate)
Hong Kong-registered ships detained in PSC inspections by other administrations (%)	0.8	0.8	0.8
gross registered tonnage on the Register (million)	125.0	127.4	128.0
authorisations issued to man Hong Kong-registered ships and locally-licensed vessels	26 747	27 623 ^α	28 000
fatalities in marine industrial accidents	1	3	— ^Ω
casualties involving Hong Kong-registered ships	5	8	— ^Ω
inspection visits to locally-licensed vessels	2 781	2 910 ^α	3 000
certificates of surveys issued to locally-licensed vessels	1 489	1 606 ^α	1 800

^α Provisional actual subject to adjustment.

^Ω Not possible to estimate.

Matters Requiring Special Attention in 2020–21

21 During 2020–21, the Department will continue to:

- implement the improvement measures in relation to the collision of vessels near Lamma Island on 1 October 2012;
- implement the local certificate of competency scheme, delegation of surveys and updated safety standards for locally-licensed vessels, and safety requirements for marine industrial operations under the Merchant Shipping (Local Vessels) Ordinance and related subsidiary legislation;

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- strengthen the quality assurance system on Hong Kong-registered ships, which includes enhanced flag administration inspections, and audits on management companies on the performance of their safety management systems; and
- strengthen liaison and co-operation with the Mainland authorities in order to harmonise shipping standards for coastal vessels and OGVs.

22 In order to render more direct and prompt support services for ships registered under HKSR, the Department has set up three regional desks in London, Shanghai and Singapore Economic and Trade Offices (ETOs). Four additional regional desks will be set up in other overseas ETOs by phases from the second half of 2020 onwards.

Programme (5): Government Fleet

	2018–19 (Actual)	2019–20 (Original)	2019–20 (Revised)	2020–21 (Estimate)
Financial provision (\$m)	623.9	643.8	644.2 (+0.1%)	656.8 (+2.0%)
				(or +2.0% on 2019–20 Original)

Aim

- 23 The aim is to provide cost-effective marine transport services to government departments.

Brief Description

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

- co-ordinating the procurement of new government vessels and monitoring their construction and commissioning;
- performing planned and unplanned maintenance of government vessels; and
- operating the Department's crewed fleet and providing marine transport services to other government departments.

25 The Government Dockyard maintains 924 vessels owned and used by various government departments. Of these vessels, 51 are operated by the Department.

26 The key performance measures are:

Target

	Target	2018 (Actual)	2019 (Actual)	2020 (Plan)
vessel availability to all users (%) ^ω	87.0	87.8	87.3	87.0

^ω Up till 2018, this target included two types of mechanised vessels, i.e. major mechanised vessels and high speed craft (large), and excluded downtime due to repair conducted outside the Government Dockyard. From 2019 onwards, this target includes the four major types of mechanised vessels, i.e. major mechanised vessels, high speed craft (large), high speed craft (medium) and minor mechanised vessel/small speed boat and takes into account downtime due to repair conducted inside and outside the Government Dockyard.

Indicators

	2018 (Actual)	2019 (Actual)	2020 (Estimate)
mechanised vessels in use#	110	195	195
new vessel projects undertaken	31	36	38
user satisfaction with Government Dockyard's services (%) ..	99.8	99.5	99.0
successful first sea trials after vessel maintenance (%)	96.4	96.0	96.0
crew staff time available for deployment (%)	85.9	86.6	86.0

Up till 2018, the number of "mechanised vessels in use" included only two types of mechanised vessels, i.e. major mechanised vessels and high speed craft (large). From 2019 onwards, the number of "mechanised vessels in use" includes the four major types of mechanised vessels, i.e. major mechanised vessels, high speed craft (large), high speed craft (medium) and minor mechanised vessel/small speed boat. This change is to tie in with the revised calculating method of the target "vessel availability to all users" under this Programme.

Matters Requiring Special Attention in 2020–21

27 During 2020–21, the Department will:

- continue to improve Hong Kong’s environment in a number of areas such as reducing fuel consumption and exhaust emission of government vessels, improving waste management, enhancing industrial safety, raising staff awareness of environmental issues, and installing additional shore power supplies in the Government Dockyard to further reduce noise pollution and emission of lay-by vessels;
- continue to ensure timely procurement of government vessels through deployment of time-limited posts and engagement of external consultants;
- enhance the computerised Government Fleet Information System to improve maintenance and stores management in the Government Dockyard; and
- conduct a consultancy study on the modernisation of the Government Dockyard by external consultant(s) with a view to maintaining the efficient and effective operation of the Government Dockyard for the next 30 years with the current state-of-the-art technology and equipment but without substantial modification.

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ANALYSIS OF FINANCIAL PROVISION

	2018–19 (Actual) (\$m)	2019–20 (Original) (\$m)	2019–20 (Revised) (\$m)	2020–21 (Estimate) (\$m)
Programme				
(1) Infrastructure.....	66.4	69.7	70.7	73.5
(2) Port Services.....	564.8	631.7	640.3	694.2
(3) Local Services.....	167.3	156.3	145.3	158.4
(4) Services to Ships.....	109.4	121.8	123.0	146.7
(5) Government Fleet.....	623.9	643.8	644.2	656.8
	1,531.8	1,623.3	1,623.5 (—)	1,729.6 (+6.5%)
				(or +6.5% on 2019–20 Original)

Analysis of Financial and Staffing Provision

Programme (1)

Provision for 2020–21 is \$2.8 million (4.0%) higher than the revised estimate for 2019–20. This is mainly due to the filling of vacancies and salary increments for staff.

Programme (2)

Provision for 2020–21 is \$53.9 million (8.4%) higher than the revised estimate for 2019–20. This is mainly due to the increased provision for plant and equipment and other operating expenses, the net increase of one post to meet operational needs, filling of vacancies and salary increments for staff.

Programme (3)

Provision for 2020–21 is \$13.1 million (9.0%) higher than the revised estimate for 2019–20. This is mainly due to the increased provision for plant and equipment, the net increase of seven posts to meet operational needs, filling of vacancies and salary increments for staff.

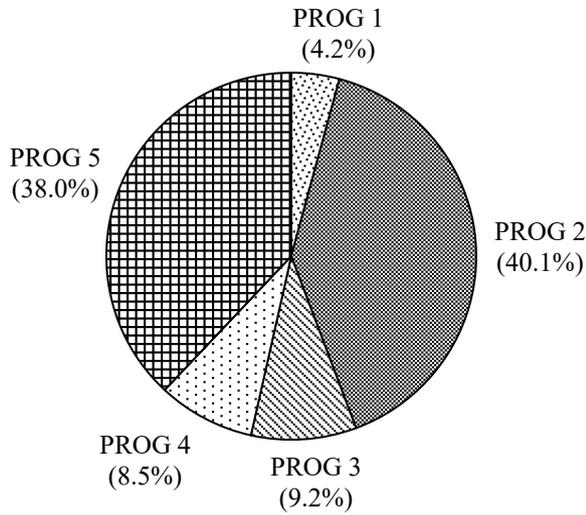
Programme (4)

Provision for 2020–21 is \$23.7 million (19.3%) higher than the revised estimate for 2019–20. This is mainly due to the increased provision for enhancement of services of HKSR, the net increase of three posts to meet operational needs, filling of vacancies and salary increments for staff.

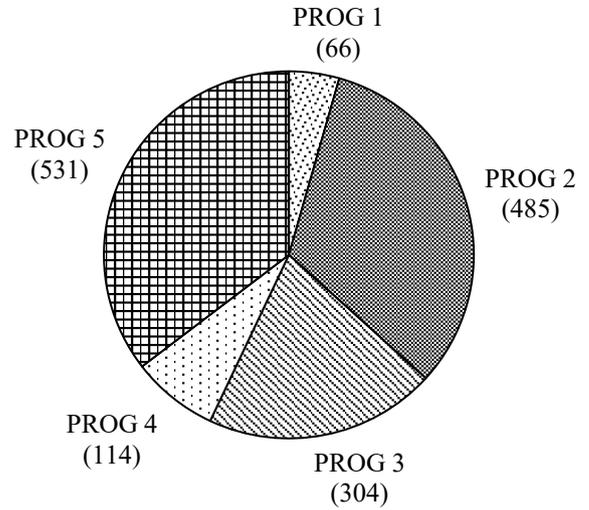
Programme (5)

Provision for 2020–21 is \$12.6 million (2.0%) higher than the revised estimate for 2019–20. This is mainly due to the increased provision for maintenance of government vessels and other operating expenses, the net increase of five posts to meet operational needs, filling of vacancies and salary increments for staff, partly offset by the decreased provision for plant and equipment.

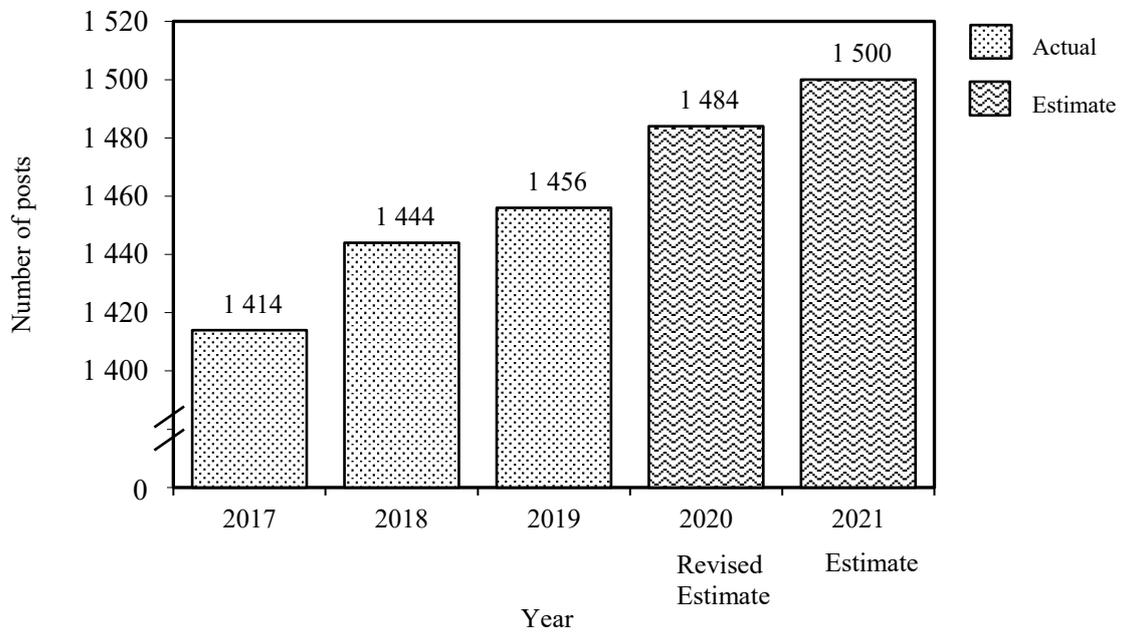
Allocation of provision to programmes (2020-21)



Staff by programme (as at 31 March 2021)



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



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Sub-head (Code)	Actual expenditure 2018–19	Approved estimate 2019–20	Revised estimate 2019–20	Estimate 2020–21	
	\$'000	\$'000	\$'000	\$'000	
Operating Account					
Recurrent					
000	Operational expenses	1,395,933	1,493,736	1,503,740	1,572,888
	Total, Recurrent.....	<u>1,395,933</u>	<u>1,493,736</u>	<u>1,503,740</u>	<u>1,572,888</u>
Non-Recurrent					
700	General non-recurrent	181	—	860	6,000
	Total, Non-Recurrent.....	<u>181</u>	<u>—</u>	<u>860</u>	<u>6,000</u>
	Total, Operating Account	<u>1,396,114</u>	<u>1,493,736</u>	<u>1,504,600</u>	<u>1,578,888</u>
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment.....	19,724	23,983	18,640	62,163
661	Minor plant, vehicles and equipment (block vote).....	115,976	105,620	100,255	88,571
	Total, Plant, Equipment and Works.....	<u>135,700</u>	<u>129,603</u>	<u>118,895</u>	<u>150,734</u>
	Total, Capital Account.....	<u>135,700</u>	<u>129,603</u>	<u>118,895</u>	<u>150,734</u>
	Total Expenditure	<u><u>1,531,814</u></u>	<u><u>1,623,339</u></u>	<u><u>1,623,495</u></u>	<u><u>1,729,622</u></u>

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Details of Expenditure by Subhead

The estimate of the amount required in 2020–21 for the salaries and expenses of the Marine Department is \$1,729,622,000. This represents an increase of \$106,127,000 over the revised estimate for 2019–20 and \$197,808,000 over the actual expenditure in 2018–19.

Operating Account

Recurrent

2 Provision of \$1,572,888,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Marine Department.

3 The establishment as at 31 March 2020 will be 1 484 posts. It is expected that there will be a net increase of 16 posts in 2020–21. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2020–21, but the notional annual mid-point salary value of all such posts must not exceed \$691,863,000.

4 An analysis of the financial provision under *Subhead 000 Operational expenses* is as follows:

	2018–19 (Actual) (\$'000)	2019–20 (Original) (\$'000)	2019–20 (Revised) (\$'000)	2020–21 (Estimate) (\$'000)
Personal Emoluments				
- Salaries.....	618,062	632,030	653,418	670,290
- Allowances.....	21,443	23,017	24,879	27,086
- Job-related allowances.....	6,745	6,838	6,574	7,124
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	4,229	4,487	4,498	4,294
- Civil Service Provident Fund contribution.....	27,767	36,381	36,570	47,131
- Disturbance allowance.....	—	1,057	696	330
Departmental Expenses				
- Maintenance materials.....	123,269	121,354	121,214	122,634
- Contract maintenance.....	112,196	141,337	141,744	148,342
- General departmental expenses.....	482,222	527,235	514,147	545,657
	1,395,933	1,493,736	1,503,740	1,572,888

Capital Account

Plant, Equipment and Works

5 Provision of \$88,571,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* represents a decrease of \$11,684,000 (11.7%) against the revised estimate for 2019–20. This reflects the decreased cash flow requirement for new and replacement of minor plant and equipment.

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Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2019	Revised estimated expenditure for 2019–20	Balance
			\$'000	\$'000	\$'000	\$'000
<i>Operating Account</i>						
700		<i>General non-recurrent</i>				
	945	One-off Subsidy for the Provision of Lifejackets on Local Passenger Carrying Vessels	9,860	—	860	9,000
			<u>9,860</u>	<u>—</u>	<u>860</u>	<u>9,000</u>
<i>Capital Account</i>						
603		<i>Plant, vehicles and equipment</i>				
	802	Replacement of patrol launch “Marine 28”	41,910	—	—	41,910
	803	Replacement of patrol launch “Marine 30”	41,910	—	—	41,910
	805	Replacement of patrol launch “Marine 203”	41,910	—	—	41,910
	806	Replacement of hydrographic survey launch “Hydro 3”	15,100	—	1,510	13,590
	807	Replacement of refuse scavenging vessel “SEA CLEANER 4”^.....	106,666^	—	—	106,666
	811	Replacement of refuse scavenging vessel “SEA CLEANER 5”^.....	106,667^	—	—	106,667
	813	Replacement of refuse scavenging vessel “SEA CLEANER 6”^.....	106,667^	—	—	106,667
	832	Replacement of hydrographic survey launch “Hydro 2”	78,500	437	7,050	71,013
			<u>539,330</u>	<u>437</u>	<u>8,560</u>	<u>530,333</u>
	Total		<u>549,190</u>	<u>437</u>	<u>9,420</u>	<u>539,333</u>

^ This is a new item, funding for which is sought in the context of the Appropriation Bill 2020.