

Head 100 — MARINE DEPARTMENT

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

Estimate 2023–24 **\$1,806.6m**

Establishment ceiling 2023–24 (notional annual mid-point salary value) representing an estimated 1 475 non-directorate posts as at 31 March 2023 and as at 31 March 2024..... **\$711.6m**

In addition, there will be an estimated 24 directorate posts as at 31 March 2023 and as at 31 March 2024.

Commitment balance..... **\$577.8m**

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 Logistics).

Programme (2) Port Services This programme contributes to Policy Area 3: Air and Sea Communications and Logistics Development (Secretary for Transport and Logistics), Policy Area 9: Internal Security (Secretary for Security), Policy Area 21: Land and Waterborne Transport (Secretary for Transport and Logistics), 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 Environment and Ecology).

Programme (3) Local Services This programme contributes to Policy Area 3: Air and Sea Communications and Logistics Development (Secretary for Transport and Logistics) and Policy Area 23: Environmental Protection, Conservation, Power and Sustainable Development (Secretary for Environment and Ecology).

Programme (4) Services to Ships This programme contributes to Policy Area 3: Air and Sea Communications and Logistics Development (Secretary for Transport and Logistics) 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 Logistics).

Detail

Programme (1): Infrastructure

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	74.6	73.8	75.2 (+1.9%)	76.0 (+1.1%)
				(or +3.0% on 2022–23 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 2022, the Department generally achieved the aim of the programme. Hong Kong Shipping Registry (HKSR) maintained its position as the fourth largest shipping registry in the world in terms of total gross tonnage. As at 31 December 2022, there was 126 600 000 gross tonnage on the shipping register. Port and shipping related activities will likely remain steady in 2023.

5 The key performance measures are:

Target

	Target	2021 (Actual)	2022 (Actual)	2023 (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 2021 and 2022.

Indicators

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
container throughput (million twenty-foot equivalent units) ...	17.8	16.6 ^α	— ^Ω
projects assessed by the Department and under planning by different parties which will affect the port and its associated facilities	75	75	75

^α Provisional actual subject to adjustment.

^Ω Not possible to estimate.

Matters Requiring Special Attention in 2023–24

6 During 2023–24, 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);
- continue to 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; and
- introduce legislative amendments to relevant shipping ordinances and subsidiary legislation thereunder to facilitate the use of electronic certificates and electronic log-books for Hong Kong-registered ships and seafarers.

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Programme (2): Port Services

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	678.7	828.6	659.8 (–20.4%)	695.4 (+5.4%)
				(or –16.1% on 2022–23 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 2022, 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	2021 (Actual)	2022 (Actual)	2023 (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	9Ψ	6Ψ	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	—η	—η	99
Hong Kong-Macau Ferry Terminal (%)	99	—η	—η	99
Tuen Mun Ferry Terminal (%).....	99	—Φ	—Φ	—Φ
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	250§	180§	300
publishing new nautical charts covering Hong Kong waters	2	2	2	2

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	Target	2021 (Actual)	2022 (Actual)	2023 (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
initial response to service requests related to marine refuse within three days (%)Θ	95	—	100	95

Ψ The reduction in the number of inspections carried out on board OGVs was due to the COVID-19 pandemic.

η No normal passenger ferry berthing recorded in 2021 and 2022 due to suspension of cross-boundary ferry services since end January/early February 2020 as a result of the COVID-19 pandemic, except some berthing for training or trial purposes.

Φ No normal passenger ferry berthing recorded in 2021 due to suspension of cross-boundary ferry services since end January 2020 because of the COVID-19 pandemic. The Tuen Mun Ferry Terminal has ceased its cross-boundary ferry services since 8 June 2021.

§ The annual output was affected by the Government's special work arrangements introduced in response to the COVID-19 pandemic.

Θ New target as from 2022 in response to the recommendation of the Public Accounts Committee (PAC)'s Report on stepping up the monitoring of the contractor's performance.

Indicators

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
seaborne container throughput (million twenty-foot equivalent units)	13.3	11.6α	—Ω
OGV arrivals (excluding vessels in transit through Hong Kong waters to Shenzhen ports)	16 300	16 500α	16 500
collisions, strandings and striking involving OGVs in Hong Kong waters	6	5	—Ω
search and rescue operations co-ordinated	45	40	—Ω
passengers using marine ferry terminals (million)	—‡	—‡	—‡
aids to navigation maintained	578	596	625
wreck search and new dangers survey (times)	10	24	—Ω
hydrographic plans produced	60	60	60
marine refuse collected (tonnes)φ	2 497	2 662	—Ω

α Provisional actual subject to adjustment.

Ω Not possible to estimate.

‡ No passenger throughput recorded in 2021 and 2022 due to the continued suspension of cross-boundary ferry services at the three marine ferry terminals as a result of the COVID-19 pandemic. The Tuen Mun Ferry Terminal has ceased its cross-boundary ferry services since 8 June 2021. Not possible to estimate for 2023 at this stage as gradual resumption of service only started on 8 January 2023.

φ In response to the recommendation of the PAC's Report, this new indicator was created in 2022. The actual weight of marine refuse collected by the Department in tonnes is used in accordance with Environmental Protection Department's records.

Matters Requiring Special Attention in 2023–24

11 During 2023–24, the Department will continue to:

- arrange PSC officer exchange programmes with the Mainland Maritime Safety Administration and other maritime administrations to promote harmonisation of inspections; and
- enhance co-operation with other maritime administrations and participation in international/regional maritime organisations to improve navigational safety.

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Programme (3): Local Services

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	167.7	219.0	183.4 (–16.3%)	222.1 (+21.1%)
				(or +1.4% on 2022–23 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;
- 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 2022, the Department continued to adopt stringent marine traffic management and control.

- 15 The key performance measures are:

Targets

	Target	2021 (Actual)	2022 (Actual)	2023 (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

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
cargo throughput for PCWAs (million tonnes).....	5.7	6.3 ^α	6.3
river trade cargo vessel arrivals.....	45 100	48 800 ^α	48 800
licences issued for local vessels	20 495	20 752	21 000
collisions, strandings and strikings involving locally-licensed, river trade and coastal vessels in Hong Kong waters	43	45	— ^Ω
special operations conducted.....	60	60	60

^α Provisional actual subject to adjustment.

^Ω Not possible to estimate.

Matters Requiring Special Attention in 2023–24

16 During 2023–24, the Department will continue to enhance marine 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, including introducing a bill to formulate a regulatory regime to combat drink and drug boating of vessels.

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Programme (4): Services to Ships

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	132.1	150.5	152.4 (+1.3%)	155.6 (+2.1%)
				(or +3.4% on 2022–23 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.

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 2022, 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 to optimise and enhance its quality assurance mechanism. The Shipping Division, which enforced Flag State Quality Control (FSQC) and PSC, effectively maintained its ISO 9001 quality standards during the year.

20 The key performance measures are:

Targets

	Target	2021 (Actual)	2022 (Actual)	2023 (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 (%)	10μ	10	12	10

μ The target was revised from five per cent to ten per cent as from 2022.

Indicators

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
Hong Kong-registered ships detained in PSC inspections by other administrations (%)	1.2	1.4	1.3
gross tonnage of Hong Kong-registered ships (million)	131.1	126.6	127.0
authorisations issued to man Hong Kong-registered ships and locally-licensed vessels	35 106γ	31 197	33 000
fatalities in marine industrial accidents	1	4	—Ω
casualties involving Hong Kong-registered ships	6	13	—Ω

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	2021 (Actual)	2022 (Actual)	2023 (Estimate)
inspection visits to locally-licensed vessels	2 403	2 053	2 400
certificates of surveys issued to locally-licensed vessels	1 318	1 078	1 300

γ After resuming full services in 2021, the backlog accumulated from 2020 due to COVID-19 restrictions was cleared and more authorisations were issued in that year.

Ω Not possible to estimate.

Matters Requiring Special Attention in 2023–24

21 During 2023–24, the Department will continue to:

- 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;
- 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;
- strengthen liaison and co-operation with the Mainland authorities in order to harmonise shipping standards for coastal vessels and OGVs; and
- render direct and prompt support services for Hong Kong-registered ships through the seven Regional Desks in London, Shanghai, Singapore, Sydney, San Francisco, Tokyo and Toronto Economic and Trade Offices.

Programme (5): Government Fleet

	2021–22 (Actual)	2022–23 (Original)	2022–23 (Revised)	2023–24 (Estimate)
Financial provision (\$m)	662.3	668.5	671.2 (+0.4%)	657.5 (–2.0%)
				(or –1.6% on 2022–23 Original)

Aim

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

Brief Description

23 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.

24 The Government Dockyard maintains 1 002 vessels owned and used by various government departments. Of these vessels, 50 are operated by the Department.

25 The key performance measures are:

Target

	Target	2021 (Actual)	2022 (Actual)	2023 (Plan)
vessel availability to all users (%)	87.0	87.5	88.5	87.0

Indicators

	2021 (Actual)	2022 (Actual)	2023 (Estimate)
mechanised vessels in use	199	200	211
new vessel projects undertaken	38	42	43
user satisfaction with Government Dockyard's services (%) ..	100	99.8	99.0
successful first sea trials after vessel maintenance (%)	95.2	98.4	96.0
crew staff time available for deployment (%)	88.2	87.7	88.5

Matters Requiring Special Attention in 2023–24

26 During 2023–24, 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;
- 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
- take forward a consultancy study on the modernisation of the Government Dockyard by external consultant 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

Programme	2021–22 (Actual) (\$m)	2022–23 (Original) (\$m)	2022–23 (Revised) (\$m)	2023–24 (Estimate) (\$m)
(1) Infrastructure.....	74.6	73.8	75.2	76.0
(2) Port Services	678.7	828.6	659.8	695.4
(3) Local Services.....	167.7	219.0	183.4	222.1
(4) Services to Ships.....	132.1	150.5	152.4	155.6
(5) Government Fleet	662.3	668.5	671.2	657.5
	1,715.4	1,940.4	1,742.0 (–10.2%)	1,806.6 (+3.7%)
				(or –6.9% on 2022–23 Original)

Analysis of Financial and Staffing Provision

Programme (1)

Provision for 2023–24 is \$0.8 million (1.1%) higher than the revised estimate for 2022–23. This is mainly due to the filling of vacancies and salary increments for staff, partly offset by the decreased provision for operating expenses.

Programme (2)

Provision for 2023–24 is \$35.6 million (5.4%) higher than the revised estimate for 2022–23. This is mainly due to the increased provision for plant and equipment, filling of vacancies and salary increments for staff, partly offset by the decreased provision for operating expenses and a net decrease of one post.

Programme (3)

Provision for 2023–24 is \$38.7 million (21.1%) higher than the revised estimate for 2022–23. This is mainly due to the increased provision for plant and equipment, a net increase of one post, filling of vacancies and salary increments for staff.

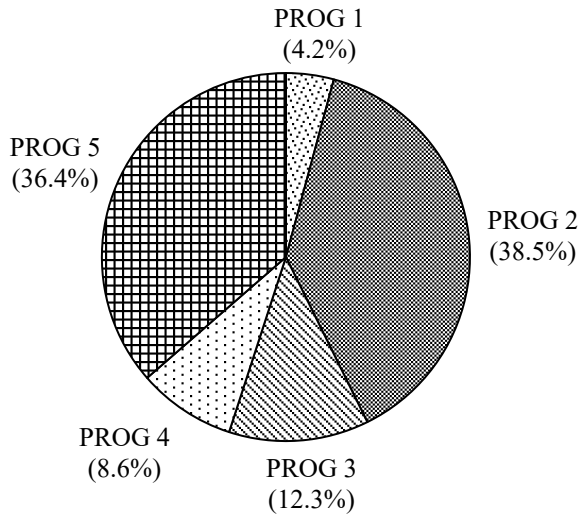
Programme (4)

Provision for 2023–24 is \$3.2 million (2.1%) higher than the revised estimate for 2022–23. This is mainly due to the filling of vacancies and salary increments for staff, partly offset by the decreased provision for operating expenses.

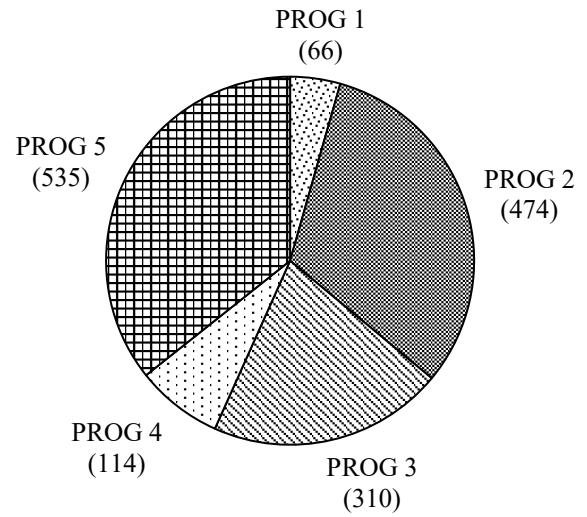
Programme (5)

Provision for 2023–24 is \$13.7 million (2.0%) lower than the revised estimate for 2022–23. This is mainly due to the decreased provision for plant and equipment and operating expenses, partly offset by filling of vacancies and salary increments for staff.

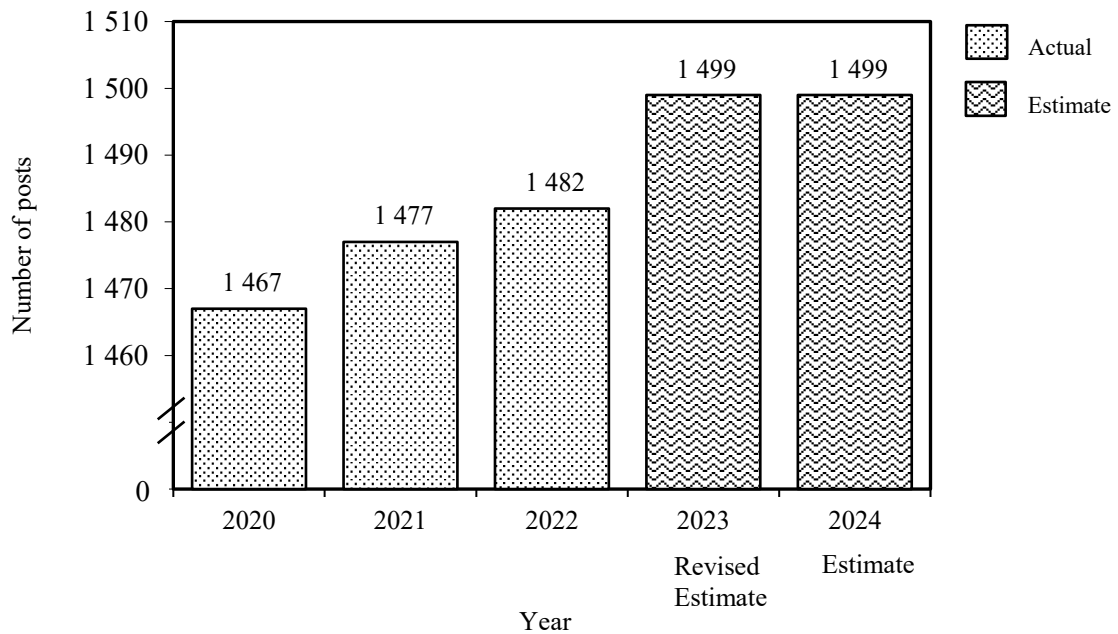
*Allocation of provision
to programmes
(2023-24)*



*Staff by programme
(as at 31 March 2024)*



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



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Sub-head (Code)		Actual expenditure 2021-22	Approved estimate 2022-23	Revised estimate 2022-23	Estimate 2023-24
		\$'000	\$'000	\$'000	\$'000
Operating Account					
Recurrent					
000	Operational expenses.....	1,582,322	1,718,313	1,604,307	1,629,617
	Total, Recurrent.....	1,582,322	1,718,313	1,604,307	1,629,617
Non-Recurrent					
	General non-recurrent.....	2,394	—	—	—
	Total, Non-Recurrent	2,394	—	—	—
	Total, Operating Account.....	1,584,716	1,718,313	1,604,307	1,629,617
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment	42,024	124,644	40,500	80,495
661	Minor plant, vehicles and equipment (block vote)	88,679	97,403	97,169	96,474
	Total, Plant, Equipment and Works	130,703	222,047	137,669	176,969
	Total, Capital Account	130,703	222,047	137,669	176,969
	Total Expenditure.....	1,715,419	1,940,360	1,741,976	1,806,586

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Details of Expenditure by Subhead

The estimate of the amount required in 2023–24 for the salaries and expenses of the Marine Department is \$1,806,586,000. This represents an increase of \$64,610,000 over the revised estimate for 2022–23 and \$91,167,000 over the actual expenditure in 2021–22.

Operating Account

Recurrent

2 Provision of \$1,629,617,000 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 2023 will be 1 499 posts. No change in establishment is expected in 2023–24. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2023–24, but the notional annual mid-point salary value of all such posts must not exceed \$711,637,000.

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

	2021–22 (Actual) (\$'000)	2022–23 (Original) (\$'000)	2022–23 (Revised) (\$'000)	2023–24 (Estimate) (\$'000)
Personal Emoluments				
- Salaries	641,227	677,551	666,805	703,329
- Allowances	27,619	30,535	29,153	29,413
- Job-related allowances.....	7,472	6,316	7,481	7,875
Personnel Related Expenses				
- Mandatory Provident Fund contribution	3,270	3,381	3,364	3,628
- Civil Service Provident Fund contribution	49,707	60,789	57,547	69,438
- Disturbance allowance.....	150	505	622	—
Departmental Expenses				
- Maintenance materials.....	138,834	110,890	103,882	103,000
- Contract maintenance	146,715	139,228	149,829	132,418
- General departmental expenses	567,328	689,118	585,624	580,516
	1,582,322	1,718,313	1,604,307	1,629,617

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Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2022	Revised estimated expenditure for 2022–23	Balance
			\$'000	\$'000	\$'000	\$'000
Capital Account						
603		<i>Plant, vehicles and equipment</i>				
	802	Replacement of patrol launch “Marine 28”	41,910	3,954	7,700	30,256
	803	Replacement of patrol launch “Marine 30”	41,910	3,954	7,700	30,256
	805	Replacement of patrol launch “Marine 203”	41,910	3,954	7,700	30,256
	806	Replacement of hydrographic survey launch “Hydro 3”	15,100	—	200	14,900
	807	Replacement of refuse scavenging vessel “Sea Cleaner 4”	106,666	190	5,400	101,076
	811	Replacement of refuse scavenging vessel “Sea Cleaner 5”	106,667	190	5,400	101,077
	813	Replacement of refuse scavenging vessel “Sea Cleaner 6”	106,667	200	5,400	101,067
	814	Replacement of patrol launch “MD 73”	25,706	—	90	25,616
	815	Replacement of patrol launch “MD 74”	25,706	—	90	25,616
	816	Replacement of patrol launch “MD 75”	25,706	—	90	25,616
	817	Replacement of patrol launch “MD 76”	25,706	—	90	25,616
	818	Replacement of patrol launch “MD 77”	25,706	—	90	25,616
	832	Replacement of hydrographic survey launch “Hydro 2”	78,500	37,079	550	40,871
		Total	667,860	49,521	40,500	577,839