

Head 100 — MARINE DEPARTMENT

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

Estimate 2026–27	\$1,840.0m
Establishment ceiling 2026–27 (notional annual mid-point salary value) representing an estimated 1 449 non-directorate posts as at 31 March 2026 reducing by 32 posts to 1 417 posts as at 31 March 2027.....	\$750.4m
In addition, there will be an estimated 24 directorate posts as at 31 March 2026 and 31 March 2027.	
Commitment balance	\$702.8m

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

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	81.1	79.6	79.4 (–0.3%)	78.4 (–1.3%)
				(or –1.5% on 2025–26 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.

Head 100 — MARINE DEPARTMENT

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 2025, the Department generally achieved the aim of the programme. Due to the special port fees on China-based (including Hong Kong and Macao) shipowners/operators under the Tariff Actions and Exclusion Process issued by the Office of the United States Trade Representative (USTR 301) on 18 April 2025 for implementation from 14 October 2025, Hong Kong Shipping Registry (HKSR) has experienced a substantial tonnage drop and, as a result, the world's ranking in terms of total gross tonnage has dropped from the fourth to the fifth largest shipping registry since October 2025. As at 31 December 2025, there was about 112 million gross tonnage on the shipping register. Port and shipping related activities will likely remain steady in 2026.

5 The key performance measures are:

Target

	Target	2024 (Actual)	2025 (Actual)	2026 (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	—¶	100	95

¶ No new international convention entered into force in 2024.

Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
container throughput (million twenty-foot equivalent units) ...	13.7	12.9 ^α	— Ω
projects assessed by the Department and under planning by different parties which will affect the port and its associated facilities	71	71	71

^α Provisional actual subject to adjustment.

Ω Not possible to estimate.

Matters Requiring Special Attention in 2026–27

6 During 2026–27, 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
- continue to take forward amendments to local legislation to reflect applicable new international standards promulgated by IMO or relevant bodies, including those stipulated in the International Convention for the Safety of Life at Sea, 1974, the International Convention for the Prevention of Pollution from Ships, 1973/1978, the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978, Maritime Labour Convention, 2006, and to prepare for enacting a new legislation to implement the International Convention on Liability and Compensation for Damage in Connection with the Carriage of Hazardous and Noxious Substances by Sea, 2010.

Programme (2): Port Services

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	744.3	748.2	747.2 (–0.1%)	677.2 (–9.4%)
				(or –9.5% on 2025–26 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 2025, 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 (MOU), the number of PSC inspections was set at 600 of OGVs visiting Hong Kong each year. The Department also commenced implementation of relevant measures set out in the Action Plan on Green Maritime Fuel Bunkering, following its promulgation in November 2024, to promote green maritime fuel bunkering activities in Hong Kong port.

Head 100 — MARINE DEPARTMENT

10 The key performance measures are:

Targets

	Target	2024 (Actual)	2025 (Actual)	2026 (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) (number of OGVs with PSC inspections conducted)Ψ.....	600	602	602	600
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
Hong Kong-Macao 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
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 (%).....	95	100	100	95

Ψ New target for 2024 onwards.

Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
seaborne container throughput (million twenty-foot equivalent units)	9.5	9.0 α	— Ω
OGV arrivals (excluding vessels in transit through Hong Kong waters to Shenzhen ports).....	18 400	18 900 α	18 900
collisions, strandings and strikings involving OGVs in Hong Kong waters	5	6	— Ω
search and rescue operations co-ordinated.....	36	33	— Ω
passengers using marine ferry terminals (million).....	8.3	7.7	7.7
aids to navigation maintained.....	610	619	630
wreck search and new dangers survey (times).....	24	32	— Ω
hydrographic plans produced	60	60	60
marine refuse collected (tonnes)	2 281	2 340	— Ω

α Provisional actual subject to adjustment.

Ω Not possible to estimate.

Matters Requiring Special Attention in 2026–27

11 During 2026–27, the Department will:

- introduce incentive on port dues for green maritime fuel-related vessels, including ocean-going vessels powered by or bunkering specified green maritime fuels in Hong Kong, and ocean-going vessels carrying green maritime fuels for supply in Hong Kong. This incentive will last for three years from 2026 to attract such ships to visit Hong Kong and strengthen Hong Kong as a green port and green maritime fuel bunkering hub;

Head 100 — MARINE DEPARTMENT

- continue to implement relevant measures set out in the Action Plan on Green Maritime Fuel Bunkering to promote green maritime fuel bunkering activities in Hong Kong port;
- continue to arrange PSC officer exchange programmes with the Chinese 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

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	243.9	193.2	190.4 (–1.4%)	200.5 (+5.3%)
				(or +3.8% on 2025–26 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 2025, the Department continued to adopt stringent marine traffic management and control.

- 15** The key performance measures are:

Targets

	Target	2024 (Actual)	2025 (Actual)	2026 (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

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
cargo throughput for PCWAs (million tonnes).....	4.3	4.2 ^α	4.2
river trade cargo vessel arrivals.....	44 000	40 500 ^α	40 500
licences issued for local vessels.....	20 604	20 121	20 300
collisions, strandings and strikings involving locally-licensed, river trade and coastal vessels in Hong Kong waters.....	31	45 ^φ	— ^Ω
special operations conducted.....	60	60	60

^α Provisional actual subject to adjustment.

^φ There were more stranding cases in 2025 due to the doubled number of typhoons, compared to seven in 2024.

^Ω Not possible to estimate.

Head 100 — MARINE DEPARTMENT

Matters Requiring Special Attention in 2026–27

16 During 2026–27, the Department will continue to take forward the reform and improvement measures to enhance marine safety of local passenger carrying vessels introduced by the Steering Committee on Systemic Reform of the Marine Department.

Programme (4): Services to Ships

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	163.5	182.0	177.1 (–2.7%)	187.5 (+5.9%)
				(or +3.0% on 2025–26 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 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 2025, 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. With the launch of electronic certificates for Hong Kong-registered ships since July 2023, the competitiveness and user-friendliness of HKSR were further enhanced. 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. Besides, the Department continued to implement the three-year Carbon Intensity Indicator (CII)-based green incentive launched in June 2024 for Hong Kong-registered ships of 5 000 gross tonnage or above attaining CII rating A or B. In February 2025, the Department also introduced the block registration incentive targeting shipowners who register multiple ships with HKSR within a specified period.

20 The key performance measures are:

Targets

	Target	2024 (Actual)	2025 (Actual)	2026 (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 (%)	10	11	13	11

Head 100 — MARINE DEPARTMENT

Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
Hong Kong-registered ships detained in PSC inspections by other administrations (%)	0.7	0.8	1.0
gross tonnage of Hong Kong-registered ships (million).....	131.7	112	112
authorisations issued to man Hong Kong-registered ships and locally-licensed vessels.....	29 208	26 678	26 500
fatalities in marine industrial accidents.....	—	—	— ^Ω
casualties involving Hong Kong-registered ships.....	5	3	— ^Ω
inspection visits to locally-licensed vessels	1 815	1 622 ^γ	1 400#
certificates of surveys (COS) issued to locally-licensed vessels.....	920	915	900

Ω Not possible to estimate.

γ The decreased number of inspection visits in 2025 was mainly due to a growing tendency to engage competent surveyors (CS) to carry out inspections in the Chinese Mainland. This trend has risen significantly across all Classes of vessels, especially Class III vessels, where 30 authorised surveyors from the Chinese Mainland are providing surveys for Hong Kong mobile fishing vessels. In addition, Class I and II vessels have been allowed to sail to repair yards in the Chinese Mainland for surveys and repairs.

The number of inspection visits in 2026 is estimated to decrease. The trend of engaging more CS to carry out surveys is expected to continue and MD's involvement in surveying will decline. MD's main focus is shifting from surveying to quality assurance, and MD's auditing activities in checking CS' work will correspondingly increase.

Matters Requiring Special Attention in 2026–27

21 During 2026–27, the Department will:

- introduce a new Green Vessels Registration Incentive Scheme for Hong Kong-registered ships powered by green maritime fuel for three years from 2026; continue to implement the block registration incentive targeting shipowners who register multiple ships with HKSR within a specified period, and the three-year CII-based green incentive launched in 2024 for Hong Kong-registered ships of 5 000 gross tonnage or above attaining CII rating A or B. The synergy of these incentives for HKSR will help promote Hong Kong-registered ships as a green fleet, and reinforce our long-established reputation for our high quality in the international maritime arena;
- 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;
- continue to enhance the ship registration services;
- continue to strengthen liaison and co-operation with the Chinese Mainland authorities in order to harmonise shipping standards for coastal vessels and OGVs;
- continue to render direct as well as prompt support services for Hong Kong-registered ships and conduct active promotional activities through the eight Regional Desks in London, Shanghai, Singapore, Sydney, San Francisco, Tokyo, Toronto and Dubai; and
- continue to implement relevant measures set out in the Action Plan on Green Maritime Fuel Bunkering in relation to Hong Kong-registered ships.

Programme (5): Government Fleet

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	663.1	709.7	704.7 (–0.7%)	696.4 (–1.2%)
				(or –1.9% on 2025–26 Original)

Aim

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

Head 100 — MARINE DEPARTMENT

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 996 vessels owned and used by various government departments. Of these vessels, 54 are operated by the Department.

25 The key performance measures are:

Target

	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
vessel availability to all users (%)	87.0	90.7	91.7	87.0

Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
mechanised vessels in use	207	199	209
new vessel projects undertaken	44	41	39
user satisfaction with Government Dockyard's services (%)	100	100	99
successful first sea trials after vessel maintenance (%)	98.8	100.0	97.0
crew staff time available for deployment (%)	85.7	88.6	87.0

Matters Requiring Special Attention in 2026–27

26 During 2026–27, 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, and raising staff awareness of environmental issues;
- 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
- follow up on the recommendations in the consultancy study on the modernisation of the Government Dockyard 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.

Head 100 — MARINE DEPARTMENT

ANALYSIS OF FINANCIAL PROVISION

Programme	2024–25 (Actual) (\$m)	2025–26 (Original) (\$m)	2025–26 (Revised) (\$m)	2026–27 (Estimate) (\$m)
(1) Infrastructure.....	81.1	79.6	79.4	78.4
(2) Port Services.....	744.3	748.2	747.2	677.2
(3) Local Services.....	243.9	193.2	190.4	200.5
(4) Services to Ships.....	163.5	182.0	177.1	187.5
(5) Government Fleet.....	663.1	709.7	704.7	696.4
	1,895.9	1,912.7	1,898.8 (-0.7%)	1,840.0 (-3.1%)
				(or -3.8% on 2025–26 Original)

Analysis of Financial and Staffing Provision

Programme (1)

Provision for 2026–27 is \$1.0 million (1.3%) lower than the revised estimate for 2025–26. This is mainly due to the decreased provision for operating expenses.

Programme (2)

Provision for 2026–27 is \$70.0 million (9.4%) lower than the revised estimate for 2025–26. This is mainly due to the decreased cash flow requirement for procurement/replacement of plant and equipment, partly offset by the increased cash flow requirement for providing port dues incentive for green maritime fuel-related vessels. There will be a net decrease of 16 posts in 2026–27.

Programme (3)

Provision for 2026–27 is \$10.1 million (5.3%) higher than the revised estimate for 2025–26. This is mainly due to the increased cash flow requirement for procurement/replacement of plant and equipment, partly offset by the decreased provision for operating expenses. There will be a net decrease of two posts in 2026–27.

Programme (4)

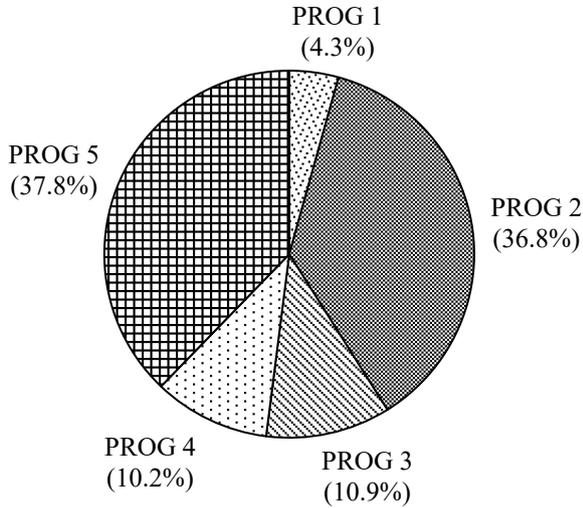
Provision for 2026–27 is \$10.4 million (5.9%) higher than the revised estimate for 2025–26. This is mainly due to the increased cash flow requirement for providing green incentive for Hong Kong-registered ships and implementing the green vessels registration incentive scheme, partly offset by the decreased provision for operating expenses. There will be a net decrease of two posts in 2026–27.

Programme (5)

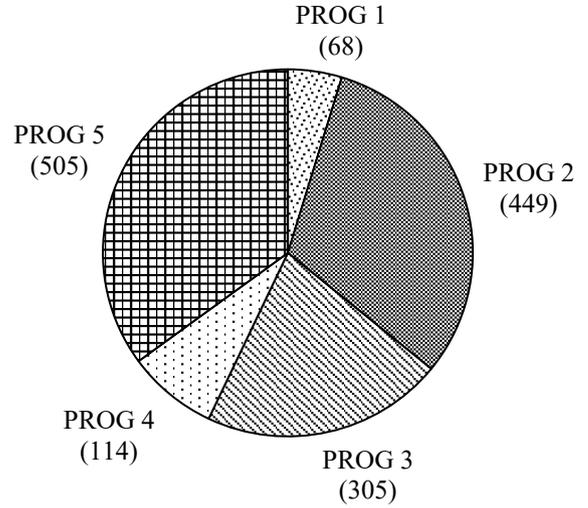
Provision for 2026–27 is \$8.3 million (1.2%) lower than the revised estimate for 2025–26. This is mainly due to the decreased provision for operating expenses, partly offset by the increased cash flow requirement for procurement/replacement of plant and equipment. There will be a net decrease of 12 posts in 2026–27.

Head 100 — MARINE DEPARTMENT

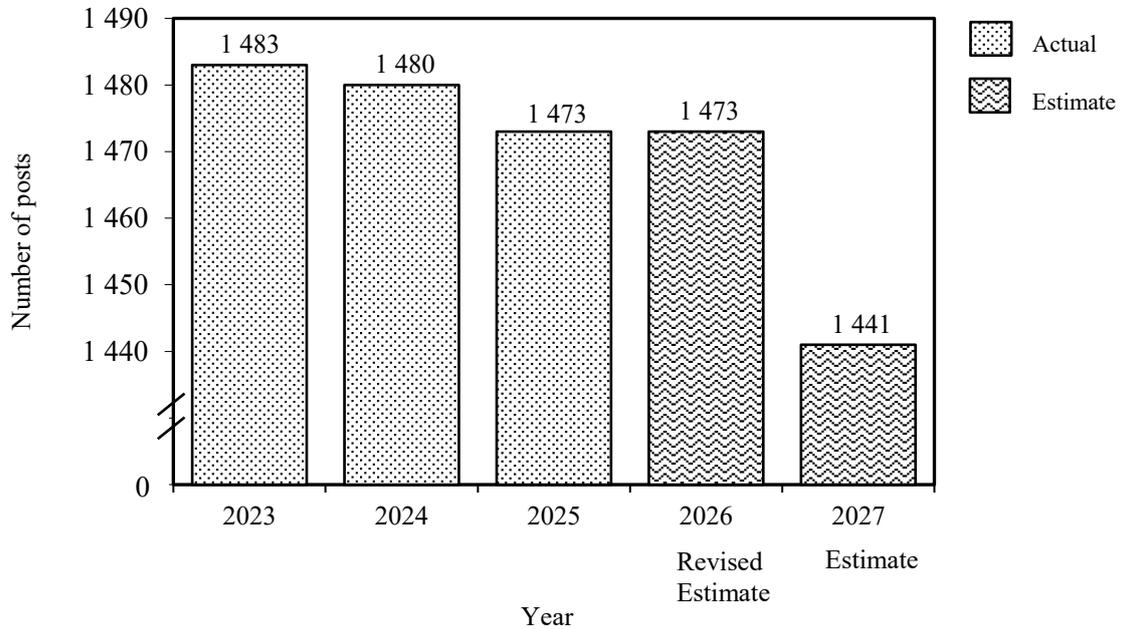
Allocation of provision to programmes (2026-27)



Staff by programme (as at 31 March 2027)



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



Head 100 — MARINE DEPARTMENT

Sub-head (Code)	Actual expenditure 2024–25	Approved estimate 2025–26	Revised estimate 2025–26	Estimate 2026–27	
	\$'000	\$'000	\$'000	\$'000	
Operating Account					
Recurrent					
000	Operational expenses	1,667,038	1,673,597	1,670,087	1,652,389
	Total, Recurrent.....	<u>1,667,038</u>	<u>1,673,597</u>	<u>1,670,087</u>	<u>1,652,389</u>
Non-Recurrent					
700	General non-recurrent	13,320	21,700	17,160	33,020
	Total, Non-Recurrent.....	<u>13,320</u>	<u>21,700</u>	<u>17,160</u>	<u>33,020</u>
	Total, Operating Account	1,680,358	1,695,297	1,687,247	1,685,409
<hr/>					
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment.....	117,419	121,961	116,066	60,767
661	Minor plant, vehicles and equipment (block vote).....	98,107	95,468	95,468	93,852
	Total, Plant, Equipment and Works.....	<u>215,526</u>	<u>217,429</u>	<u>211,534</u>	<u>154,619</u>
	Total, Capital Account.....	215,526	217,429	211,534	154,619
<hr/>					
	Total Expenditure	<u>1,895,884</u>	<u>1,912,726</u>	<u>1,898,781</u>	<u>1,840,028</u>

Head 100 — MARINE DEPARTMENT

Details of Expenditure by Subhead

The estimate of the amount required in 2026–27 for the salaries and expenses of the Marine Department is \$1,840,028,000. This represents a decrease of \$58,753,000 against the revised estimate for 2025–26 and \$55,856,000 against the actual expenditure in 2024–25.

Operating Account

Recurrent

2 Provision of \$1,652,389,000 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 2026 will be 1 473 posts. It is expected that there will be a net decrease of 32 posts in 2026–27. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2026–27, but the notional annual mid-point salary value of all such posts must not exceed \$750,376,000.

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

	2024–25 (Actual) (\$'000)	2025–26 (Original) (\$'000)	2025–26 (Revised) (\$'000)	2026–27 (Estimate) (\$'000)
Personal Emoluments				
- Salaries.....	718,102	725,035	736,076	738,235
- Allowances.....	30,701	27,298	30,910	27,152
- Job-related allowances.....	7,813	8,915	9,114	9,030
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	2,929	2,998	2,599	2,510
- Civil Service Provident Fund contribution.....	74,007	85,027	81,411	91,934
- Disturbance allowance.....	—	502	350	—
Departmental Expenses				
- Maintenance materials.....	132,476	95,403	94,225	82,836
- Contract maintenance.....	120,444	133,051	123,335	119,495
- General departmental expenses.....	580,566	595,368	592,067	581,197
	1,667,038	1,673,597	1,670,087	1,652,389

Head 100 — MARINE DEPARTMENT

Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2025	Revised estimated expenditure for 2025–26	Balance
			\$'000	\$'000	\$'000	\$'000
<i>Operating Account</i>						
700		<i>General non-recurrent</i>				
	820	Green Incentive for Hong Kong-registered Ships.....	65,500	13,320	17,160	35,020
	825	Port Dues Incentive Scheme for Green Maritime Fuel-related Vesselsp.....	10,700p	—	—	10,700
	826	Green Vessels Registration Incentive Schemep.....	23,200p	—	—	23,200
			99,400	13,320	17,160	68,920
<i>Capital Account</i>						
603		<i>Plant, vehicles and equipment</i>				
	802	Replacement of patrol launch “Marine 28”	41,910	33,102	5,464	3,344
	803	Replacement of patrol launch “Marine 30”	41,910	37,710	3,368	832
	805	Replacement of patrol launch “Marine 203”	41,910	37,769	3,810	331
	806	Replacement of hydrographic survey launch “Hydro 3”	15,100	351	14,274	475
	807	Replacement of refuse scavenging vessel “Sea Cleaner 4”	106,666	27,009	25,036	54,621
	811	Replacement of refuse scavenging vessel “Sea Cleaner 5”	106,667	26,981	25,036	54,650
	813	Replacement of refuse scavenging vessel “Sea Cleaner 6”	106,667	27,017	25,036	54,614
	814	Replacement of patrol launch “MD 73”	41,200	90	2,500	38,610
	815	Replacement of patrol launch “MD 74”	41,200	90	2,500	38,610
	816	Replacement of patrol launch “MD 75”	41,200	90	2,500	38,610
	817	Replacement of patrol launch “MD 76”	41,200	90	2,500	38,610
	818	Replacement of patrol launch “MD 77”	41,200	90	2,500	38,610
	821	Procurement of Self-Propelled Modular Transporters and Upgrade of Shiplift Platform	45,036	—	—	45,036
	822	Replacement of monohull steel vessel “LIGHTHOUSE 1”p	107,150p	—	—	107,150

Head 100 — MARINE DEPARTMENT

Commitments—Cont'd.

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2025	Revised estimated expenditure for 2025–26	Balance
			\$'000	\$'000	\$'000	\$'000
Capital Account						
824		Replacement of monohull steel vessel "LIGHTHOUSE 2" ^ρ	107,150 ^ρ	—	—	107,150
832		Replacement of hydrographic survey launch "Hydro 2"	78,500	64,306	1,542	12,652
			<u>1,004,666</u>	<u>254,695</u>	<u>116,066</u>	<u>633,905</u>
		Total	<u>1,104,066</u>	<u>268,015</u>	<u>133,226</u>	<u>702,825</u>

ρ This is a new item, funding for which is sought in the context of the Appropriation Bill 2026.