

Head 100 — MARINE DEPARTMENT

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

Estimate 2019–20	\$1,623.3m
Establishment ceiling 2019–20 (notional annual mid-point salary value) representing an estimated 1 439 non-directorate posts as at 31 March 2019 rising by 21 posts to 1 460 posts as at 31 March 2020	\$650.9m
In addition, there will be an estimated 25 directorate posts as at 31 March 2019 reducing by one post to 24 posts as at 31 March 2020.	
Commitment balance	\$247.6m

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

	2017–18 (Actual)	2018–19 (Original)	2018–19 (Revised)	2019–20 (Estimate)
Financial provision (\$m)	63.3	66.2	67.7 (+2.3%)	69.7 (+3.0%)
				(or +5.3% on 2018–19 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 2018, the Department generally achieved the aim of the programme. Port and shipping related activities will likely remain steady in 2019. Sound regulation and quality service have ensured a steady growth of the Hong Kong Shipping Register, which grew to 125 million gross tonnage as at 31 December 2018.

5 The key performance measures are:

Target

	Target	2017 (Actual)	2018 (Actual)	2019 (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 conventions entered into force in 2018.

Indicators

	2017 (Actual)	2018 (Actual)	2019 (Estimate)
container throughput (million twenty-foot equivalent units) ...	20.8	19.6 α	— Ω
projects assessed by the Department and under planning by different parties which will affect the port and its associated facilities Φ	84	85	85

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 2019–20

6 During 2019–20, 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 the latest international standards promulgated by the IMO or relevant bodies, including the revised International Convention for the Safety of Life at Sea, 1974 and the revised International Convention for the Prevention of Pollution from Ships, 1973/1978.

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Programme (2): Port Services

	2017–18 (Actual)	2018–19 (Original)	2018–19 (Revised)	2019–20 (Estimate)
Financial provision (\$m)	489.9	576.1	580.7 (+0.8%)	631.7 (+8.8%)
				(or +9.7% on 2018–19 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 2018, 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 rubbish 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	2017 (Actual)	2018 (Actual)	2019 (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	13	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	2017 (Actual)	2018 (Actual)	2019 (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

	2017 (Actual)	2018 (Actual)	2019 (Estimate)
container throughput by OGVs (million twenty-foot equivalent units)	14.6	13.9 α	— Ω
OGV arrivals (excluding vessels in transit through Hong Kong waters to Shenzhen ports)	26 800	25 400 α	24 100
collisions, strandings and strikings involving OGVs in Hong Kong waters	15	6	— Ω
search and rescue operations co-ordinated	66	46	— Ω
passengers using marine ferry terminals (million)	25.0	23.7 α	18.6 \ddagger
refuse collected from ships (tonnes)	2 445	2 449	2 500
floating refuse collected (tonnes)	11 642	11 534	11 400
aids to navigation maintained	560	561	569
wreck search and new dangers survey (times)	9 \S	12	— Ω
hydrographic plans produced	60	60	60

α Provisional actual subject to adjustment.

Ω Not possible to estimate.

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

\S Adjusted from the actual figure shown in the 2018–19 Estimates.

Matters Requiring Special Attention in 2019–20

11 During 2019–20, 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.

Programme (3): Local Services

	2017–18 (Actual)	2018–19 (Original)	2018–19 (Revised)	2019–20 (Estimate)
Financial provision (\$m)	157.1	167.3	167.1 (–0.1%)	156.3 (–6.5%)

(or –6.6% on
2018–19 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;

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- conducting port formalities for locally-licensed and river trade vessels; and
 - detaining and disposing of vessels seized by enforcement agencies.
- 14 In 2018, the Department continued to adopt stringent marine traffic management and control.
- 15 The key performance measures are:

Targets

	Target	2017 (Actual)	2018 (Actual)	2019 (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

	2017 (Actual)	2018 (Actual)	2019 (Estimate)
cargo throughput for PCWAs (million tonnes).....	6.0	5.4 α	5.4
river trade cargo vessel arrivals.....	76 500	67 300 α	62 600
licences issued for local vessels.....	18 712	18 953	19 200
collisions, strandings and strikings involving locally-licensed, river trade and coastal vessels in Hong Kong waters.....	125	210 Ψ	— Ω
refuse collected from locally-licensed and river trade vessels (tonnes).....	1 958	2 101	2 130
special operations conducted.....	55	55	55

α Provisional actual subject to adjustment.

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

Ω Not possible to estimate.

Matters Requiring Special Attention in 2019–20

- 16 During 2019–20, 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

	2017–18 (Actual)	2018–19 (Original)	2018–19 (Revised)	2019–20 (Estimate)
Financial provision (\$m)	106.4	101.0	109.4 (+8.3%)	121.8 (+11.3%)
				(or +20.6% on 2018–19 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 Hong Kong Shipping Register;
- 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 2018, 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 Hong Kong Shipping Register were maintained. Since 2016, the quality assurance system on Hong Kong-registered ships, which included the Flag State Quality Control (FSQC) and the Pre-registration Quality Control (PRQC) inspection systems, has been strengthened to ensure the quality of ships in the Register and in preventing sub-standard ships from joining the Register. With a view to better monitoring compliance, the Department continued optimising its inspection processes so as to conduct more thorough and comprehensive inspections of high risk vessels, and visited an increased number of selected management companies, resulting in an inspection rate of five per cent. The Ship Safety Branch which enforced FSQC and PSC effectively maintained its ISO 9000 quality standards during the year and was duly certificated. Exchanges with the relevant Mainland authorities were maintained.

20 The key performance measures are:

Targets

	Target	2017 (Actual)	2018 (Actual)	2019 (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 (%)	5.0	3.7	5.0	5.0

Indicators

	2017 (Actual)	2018 (Actual)	2019 (Estimate)
Hong Kong-registered ships detained in PSC inspections by other administrations (%)	0.7	0.8	0.8
gross registered tonnage on the Register (million)	113.8	125.0	131.0
authorisations issued to man Hong Kong-registered ships and locally-licensed vessels	28 869§	26 747 ^α	26 747
fatalities in marine industrial accidents	4	1	— ^Ω
casualties involving Hong Kong-registered ships	7	5	— ^Ω
inspection visits to locally-licensed vessels	3 236	2 781 [@]	3 300
certificates of surveys issued to locally-licensed vessels	1 905	1 489 [@]	1 900

§ Adjusted from the actual figure shown in the 2018–19 Estimates.

^α Provisional actual subject to adjustment.

^Ω Not possible to estimate.

[@] Some vessels, such as certain fishing vessels and fishing sampans, landing pontoons, stationary vessels, etc. are surveyed biennially, resulting in a recurring high-low two-year cycle of inspection visits and certificate of surveys issued to locally-licensed vessels.

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Matters Requiring Special Attention in 2019–20

21 During 2019–20, 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;
- strengthen the quality assurance system on Hong Kong-registered ships, which includes FSQC and PRQC 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 The Department will set up six regional desks of Hong Kong Shipping Registry (HKSAR) in overseas and Mainland Economic and Trade Offices and Liaison Unit by phases from 2019 to 2022 to render more direct and prompt support to overseas and Mainland shipowners with ships registered under HKSAR.

Programme (5): Government Fleet

	2017–18 (Actual)	2018–19 (Original)	2018–19 (Revised)	2019–20 (Estimate)
Financial provision (\$m)	564.7	629.5	629.5 (—)	643.8 (+2.3%)
				(or +2.3% on 2018–19 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 905 vessels owned and used by various government departments. Of these vessels, 48 are operated by the Department.

26 The key performance measures are:

Target

	Target	2017 (Actual)	2018 (Actual)	2019 (Plan)
vessel availability to all users (%) ^ω	87.0	87.1	87.8	87.0

^ω Up until 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

	2017 (Actual)	2018 (Actual)	2019 (Estimate)
mechanised vessels in use#	107	110	197
new vessel projects undertaken	26	31	35
user satisfaction with Government Dockyard's services (%) ..	98.6	99.8	99.0
successful first sea trials after vessel maintenance (%)	97.2	96.4	96.0

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	2017 (Actual)	2018 (Actual)	2019 (Estimate)
crew staff time available for deployment (%).....	87.5	85.9	86.0

Up until 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 2019–20

27 During 2019–20, 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

	2017-18 (Actual) (\$m)	2018-19 (Original) (\$m)	2018-19 (Revised) (\$m)	2019-20 (Estimate) (\$m)
Programme				
(1) Infrastructure.....	63.3	66.2	67.7	69.7
(2) Port Services.....	489.9	576.1	580.7	631.7
(3) Local Services.....	157.1	167.3	167.1	156.3
(4) Services to Ships.....	106.4	101.0	109.4	121.8
(5) Government Fleet.....	564.7	629.5	629.5	643.8
	1,381.4	1,540.1	1,554.4 (+0.9%)	1,623.3 (+4.4%)
				(or +5.4% on 2018-19 Original)

Analysis of Financial and Staffing Provision

Programme (1)

Provision for 2019-20 is \$2.0 million (3.0%) higher than the revised estimate for 2018-19. This is mainly due to the filling of vacancies and salary increments for staff.

Programme (2)

Provision for 2019-20 is \$51.0 million (8.8%) higher than the revised estimate for 2018-19. This is mainly due to the increased provision for plant and equipment, marine cleansing and other operating expenses, the net increase of seven posts to meet operational needs, filling of vacancies and salary increments for staff.

Programme (3)

Provision for 2019-20 is \$10.8 million (6.5%) lower than the revised estimate for 2018-19. This is mainly due to the decreased requirement for plant and equipment, partly offset by increased provision for other operating expenses, filling of vacancies and salary increments for staff.

Programme (4)

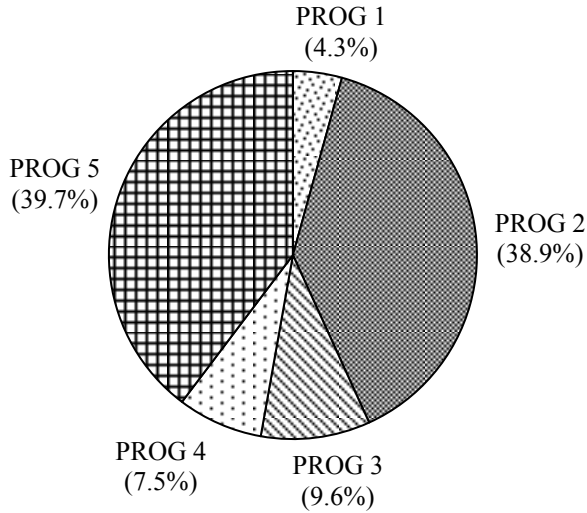
Provision for 2019-20 is \$12.4 million (11.3%) higher than the revised estimate for 2018-19. This is mainly due to the increased provision for operating expenses, the creation of six posts to meet operational needs, filling of vacancies and salary increments for staff.

Programme (5)

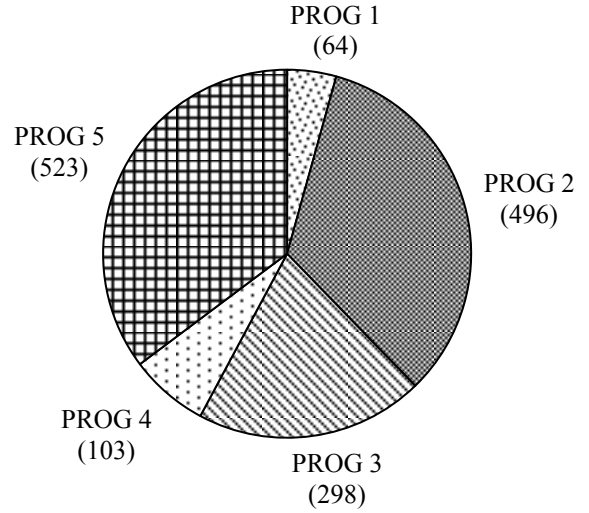
Provision for 2019-20 is \$14.3 million (2.3%) higher than the revised estimate for 2018-19. This is mainly due to the increased provision for maintenance of government vessels and other operating expenses, the creation of seven posts to meet operational needs, filling of vacancies and salary increments for staff, partly offset by the decreased requirement for plant and equipment.

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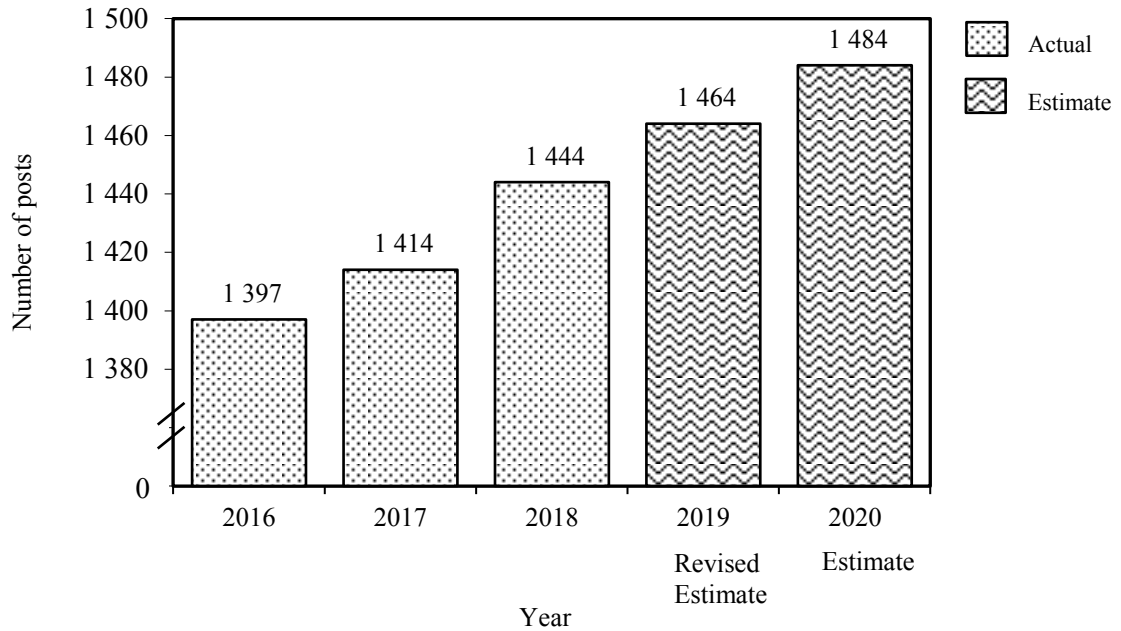
Allocation of provision to programmes (2019-20)



Staff by programme (as at 31 March 2020)



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



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Sub-head (Code)	Actual expenditure 2017-18	Approved estimate 2018-19	Revised estimate 2018-19	Estimate 2019-20	
	\$'000	\$'000	\$'000	\$'000	
Operating Account					
Recurrent					
000	Operational expenses	1,289,901	1,386,623	1,413,046	1,493,736
	Total, Recurrent.....	<u>1,289,901</u>	<u>1,386,623</u>	<u>1,413,046</u>	<u>1,493,736</u>
Non-Recurrent					
	General non-recurrent	977	534	182	—
	Total, Non-Recurrent.....	<u>977</u>	<u>534</u>	<u>182</u>	<u>—</u>
	Total, Operating Account	<u>1,290,878</u>	<u>1,387,157</u>	<u>1,413,228</u>	<u>1,493,736</u>
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment.....	33,364	36,290	24,603	23,983
661	Minor plant, vehicles and equipment (block vote).....	57,185	116,607	116,607	105,620
	Total, Plant, Equipment and Works.....	<u>90,549</u>	<u>152,897</u>	<u>141,210</u>	<u>129,603</u>
	Total, Capital Account.....	<u>90,549</u>	<u>152,897</u>	<u>141,210</u>	<u>129,603</u>
	Total Expenditure	<u><u>1,381,427</u></u>	<u><u>1,540,054</u></u>	<u><u>1,554,438</u></u>	<u><u>1,623,339</u></u>

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Details of Expenditure by Subhead

The estimate of the amount required in 2019–20 for the salaries and expenses of the Marine Department is \$1,623,339,000. This represents an increase of \$68,901,000 over the revised estimate for 2018–19 and \$241,912,000 over the actual expenditure in 2017–18.

Operating Account

Recurrent

2 Provision of \$1,493,736,000 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 2019 will be 1 464 posts including three supernumerary posts. It is expected that there will be a net increase of 20 posts in 2019–20. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2019–20, but the notional annual mid-point salary value of all such posts must not exceed \$650,922,000.

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

	2017–18 (Actual) (\$'000)	2018–19 (Original) (\$'000)	2018–19 (Revised) (\$'000)	2019–20 (Estimate) (\$'000)
Personal Emoluments				
- Salaries.....	590,523	620,712	620,837	632,030
- Allowances.....	19,257	18,578	21,320	23,017
- Job-related allowances.....	6,664	5,963	6,742	6,838
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	3,893	4,423	4,323	4,487
- Civil Service Provident Fund contribution.....	22,499	31,127	27,677	36,381
- Disturbance allowance.....	—	260	—	1,057
Departmental Expenses				
- Maintenance materials.....	115,868	137,890	118,410	121,354
- Contract maintenance.....	121,721	117,561	128,805	141,337
- General departmental expenses.....	409,476	450,109	484,932	527,235
	1,289,901	1,386,623	1,413,046	1,493,736

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Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2018	Revised estimated expenditure for 2018–19	Balance
			\$'000	\$'000	\$'000	\$'000
Capital Account						
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 [^]	—	—	15,100
	832	Replacement of hydrographic survey launch "Hydro 2" ^ε	78,500 ^ε	437	—	78,063
	874	Replacement of patrol launch "Marine 5".....	14,850	2,260	6,000	6,590
	875	Replacement of patrol launch "Marine 6".....	14,850	2,260	6,000	6,590
	876	Replacement of patrol launch "Marine 8".....	14,850	2,260	6,000	6,590
	893	Replacement of hydrographic survey launch "Hydro 1".....	13,950	—	5,000	8,950
		Total	277,830	7,217	23,000	247,613

[^] This is a new item, funding for which is sought in the context of the Appropriation Bill 2019.

^ε The original commitment for the item, as approved in 2015–16, was \$43,500,000. An increase in commitment is sought in the context of the Appropriation Bill 2019.