

Director of Marine's Year-end Press Conference
January 18, 2002

PORT ACTIVITIES

1. The Marine Department is responsible for maritime matters and safety standards for all classes and types of vessels in the Hong Kong Special Administrative Region (HKSAR). As the hub port serving the South Asian Pacific region and an entrepot for the Mainland, Hong Kong gets 1 vessel arriving or departing every 1.2 minutes, 1 TEU (20-foot equivalent unit) handled every 2 seconds, and 1 passenger entering or leaving by ferries every 2 seconds.
2. Despite the worldwide economic downturn in 2001, the total cargo throughput remained the same as that of 2000 to stand at 175 million tonnes. Provisional figures however indicated that the total container throughput had dropped by about 1% in 2001. The number of containers handled by ocean-going vessels (OGVs) was estimated to have decreased by about 4%, whilst that for river-trade vessels (RTVs) went up by about 10%. In 2000, OGVs and RTVs handled 13.7 million and 4.4 million TEUs respectively. The final figures for container throughput in 2001 will be available in March.
3. During 2001, the total number of ship calls at Hong Kong decreased by 1% to 213,900, compared with 216,670 in 2000. For calls by sea-going cargo vessels, the total tonnage increased by 5% despite a 3% decrease in the number of visits to 36,700. For calls by river trade cargo vessels, there was a 14% growth in total tonnage despite a 3% drop in the number of calls to 116,200. Port calls by river trade passenger ferries went up to 61,000 trips, as the total number of passengers passing through the Macau Ferry Terminal and China Ferry Terminal increased by 4% to 17.7 million.
4. Provisional statistics for major port activities, which can be found in Appendix A, are highlighted as follows:

Cargo throughput	175 million tonnes
Ship calls	213,900 visits

Passengers **Macau Ferry Terminal and China Ferry Terminals handled a total of 17.7 million passenger trips**

HONG KONG SHIPPING REGISTER

Another Fruitful Year

5. In 2000, the Hong Kong Shipping Register (HKSR) broke through the 10 million gross tonnes (GT) mark to make it to the league of the top 10 shipping registers in the world. Year 2001 saw another bumper harvest for the HKSR as it spiraled to an all time high of 13.7 million GT in December, shared between 653 ships. The sustained growth during the past 3 years was attributable to the major re-engineering efforts launched by the Marine Department in 1999 when the HKSR fell to a low pit of just 5.9 million GT. But above all, thanks to the overwhelming support from shipping companies in the region, particularly the top 10 companies on the register:

- ✦ COSCO (Hong Kong) Shipping Co. Ltd.**
- ✦ Orient Overseas Container Line Ltd.**
- ✦ Eurasia Group of Companies**
- ✦ New Asian Shipping Co., Ltd.**
- ✦ Worlder Shipping Ltd.**
- ✦ Associated Maritime Co. (Hong Kong) Ltd.**
- ✦ World-Wide Shipping Agency Ltd.**
- ✦ Unique Shipping (Hong Kong) Ltd.**
- ✦ Wah Kwong Shipping Agency Co. Ltd.**
- ✦ Tai Chong Cheang Steamship Co. (H.K.) Ltd.**

6. For clients' convenience, the HKSR has introduced a one-stop-shop service for registration related applications, provided deposit accounts for seafarers' certification and organised technical seminars for the staff of shipping companies.

7. The Marine Department endeavoured to collect feedback about the HKSR from shipowners with a view to reinforcing effective communications and cooperation, and to promoting the shipping register. During 2001, the Director of Marine and his senior staff paid promotional visits to 33 companies in Hong Kong, 47 companies in the Mainland, 12 companies in Singapore and 20 companies in Japan. The Department also joined the Port and Maritime Board's tour of major European ports to promote the HKSR, the port of Hong Kong and its maritime sector.

Quality Control for Hong Kong Registered Ships

- 8. The Marine Department spares no efforts to maintain the quality of ships on the HKSR and in this way reinforces its reputation as a first-rate international shipping register. During 2001, fine-tuning continued for the Flag State Quality Control (FSQC) System that was introduced in 1999 to keep up the quality of Hong Kong registered ships, and the inspection procedures were refined for enhanced effectiveness. Data input and trial runs of the newly-delivered FSQC computing system is in hand.**

- 9. Under the FSQC system, 164 ship records were scrutinized, 30 ships inspected and 7 ship management companies audited in 2001. Five of these FSQC inspections were made to Hong Kong registered ships that were detained by other port authorities during Port State Control (PSC) inspections in 2001 and aimed to study the causes of their detentions. Constructive recommendations were subsequently put forward to the ships, their management companies and in some cases to the relevant recognized organisations for their actions to avoid recurrence. The implementation of the innovative FSQC system has improved the quality of the Hong Kong registered ocean going vessels as evidenced by a further decline of the PSC detention rate from 5.59% in 2000 to 4.62% in 2001.**

- 10. The second phase of the International Safety Management (ISM) Code, applicable to all cargo ships and mobile offshore drilling units, will come into force on 1 July 2002. Through technical seminars and practical measures, the Marine Department has actively assisted shipping companies to fulfill the new requirements under the ISM Code. So far, 84% of Hong Kong registered ships have obtained the required ISM Code certification. The Department has also offered similar support to assist shipping companies in complying with the requirements of the International Convention on Standard of Training, Certification and Watchkeeping for Seafarers 1995 (STCW 95), which will take effect in February 2002.**

Double Taxation Relief for HK Shipowners

- 11. "Avoidance of Double Taxation Agreements on Shipping" (DTA) exempts Hong Kong shipowners from paying profit tax on cargoes uplifted in the ports of the signatory governments, and vice versa.**

12. Together with similar agreements/arrangements with the United States, the United Kingdom and the Mainland, and the confirmed provisions of reciprocal tax exemption with the tax authorities of New Zealand and the Republic of Korea, HK shipowners are exempt from tax on their international shipping income in 5 countries plus the Mainland. The HKSAR has initialed deals with Singapore, Germany and India and is holding negotiations with Ukraine and Denmark. It may clinch an agreement with Ukraine on preferential port dues soon. Plans for negotiations with Sri Lanka, Greece, Malaysia, Norway, Israel and several other trading partners are afoot.

PROACTIVE TRAFFIC MANAGEMENT

VTS System gets upgrade

13. The Phase I of the \$226 million project to upgrade the Vessel Traffic Services (VTS) System is nearing completion. The upgraded Vessel Traffic Centre (VTC) is equipped with state-of-the-art tracking technology, which can trace 4,000 moving vessels plus 1,000 stationery targets in real time. The new Centre, together with the Maritime Rescue Coordination Centre (MRCC) that has been relocated back to back with it, will be officially opened in early February. Phase II of the VTS project, comprising radar and VHF installations at some sites, will be completed by the end of 2002.
14. A virtual traffic surveillance station, featuring 3 CCTV cameras mounted on a steel tower, will be erected at a peak on Green Island. After the completion of the \$12.5 million project by the end of 2002, visual images of ship movements captured by the CCTV cameras will be transmitted to the VTC through microwave link via Victoria Peak. This will further boost the tracking capability of the new VTS system in areas around Green Island.

Training of VTS Operators

15. The new Training Centre of the Marine Department, which was awarded an ISO 9001 certificate in 2001, has a quality management system in place to ensure high standards in maritime training.
16. In 2001, the Training Centre was also accredited for training VTS personnel to the standards and requirements of the International Association of Marine Aids to Navigation and Lighthouse Authorities (IALA).

17. **Following IALA's recommendation, the Training Centre has launched a VTS simulator-based supplementary training and assessment programme. The first batch of VTS operators of the Department will finish their training and be ready for certification by the end of 2002. The Department is the first in Asia, and among a few in the world, which can provide VTS training of international standards.**
18. **The Training Centre will install 2 more sets of advanced simulators, namely a Global Maritime Distress and Safety System (GMDSS) Simulator and a Full Mission Ship Simulator, in 2002. These simulators are used to provide training and assessment not only for Marine Department officers but also for other maritime personnel such as pilots, shipmasters and officers.**

One-way traffic for ships over 10m in Kap Shui Mun

19. **The Shipping and Port Control Regulations (Cap. 313) is being amended to give effect to a new traffic management measure in the Kap Shui Mun Fairway, whereby vessels over 10 metres are restricted to north to south one-way traffic. This measure reduce the risk of head-on collisions of ship plying the area.**

Realignment of Northern Fairway

20. **The Northern Fairway and the adjacent Western Quarantine and Immigration Anchorage (WQIA) and Western Dangerous Good Anchorage (WDGA) will be realigned to provide a more direct approach to the Kwai Chung Container Port. This will pave the way for the commissioning of the Container Terminal No.9 now under construction in a Tsing Yi site. The realignment will take force from June 2002.**

Hydrographic Services

21. **The Hydrographic Office of the Marine Department is engaged in the development of Electronic Navigational Charts (ENC). In 2001, 7 ENC cells were compiled and tried out onboard its launches with satisfactory results. The trial scheme will be extended to high-speed ferries in Hong Kong-Macau trades and other commercial vessels. Plans are afoot to install ENCs on the Department's patrol launches by early 2002, and to put them on sale later in 2002.**
22. **Port users can now obtain tidal stream predictions and real-time tidal information at ease by browsing the Hydrographic Office's newly-launched**

web site at <http://www.hydro.gov.hk>.

Aids to Navigation

23. The modernisation programme for aids to navigation in local waters progressed well in 2001 and was now over 50 per cent completed as scheduled. They were being modernised with present-day technology and switched to the more environmentally friendly solar power supply.
24. The total number of aids to navigation has increased in step with the development of port and marine facilities. At present, there are about some 480 aids to navigation, including lighthouses, beacons, buoys, pier lights, bridge lights, racon and foghorn. By facilitating safe and efficient navigation in Hong Kong waters, they help reduce marine accidents, protect lives and properties, and preserve marine environment.

PATROL AND ENFORCEMENT ACTIONS

Harbour Patrol

25. In 2001, the Harbour Patrol Section (HPS) conducted more than 18,000 inspections of vessels in Hong Kong waters and instigated over 1,500 prosecutions against offenders. Mainland cargo vessels (MCVs) were given close attention because of its relatively high accident rate.
26. Control and enforcement actions have been stepped up to crack down on overloading cases. In 2001, there were 80 prosecutions against overloading offences, compared with 29 cases in 2000. MCVs were involved in some 50 cases. Repeated intensive operations targeting speeding offences slightly reduced the number of such cases to 36 in 2001, compared with 45 in 2000. HPS co-organised 4 local seminars, and sent speakers to 2 seminars in the Mainland to promote navigation safety in Hong Kong waters.

Pre-arrival Notification Arrangement for Non-convention, Non-local vessels

27. A pre-arrival notification (PAN) measure applicable to all non-convention, non-local vessels of all tonnage has been implemented smoothly by administrative arrangements since mid-2001. The majority of vessels in this category are MCVs. The HPS has set up a PAN center at its base in Tai Kok Tsui to provide round-the-clock service to these vessels. The PAN requirement has commanded a steady voluntary compliance rate of about 90 per cent. It is expected to become part of the Merchant Shipping (Local Vessel)(General) Regulation and the Shipping and Port Control Regulations

in 2002.

Crackdown on MCVs with Forged Certificates

- 28. HPS launched a special operation in July 2001 to clamp down on vessels trading on forged document. Of the 8 MCVs detained in the crackdown, 2 were handed over to the Guangdong Maritime Safety Administration and 6 were confiscated by the HKSAR Government after they were abandoned by their crew.**

Swoop on MCVs Engaged in Shuttling Cargo in Local Waters

- 29. The local shipping community has expressed concern about MCVs being illegally engaged in shuttling cargoes within Hong Kong waters. This is a breach of the conditions of their entry permits and causes financial hardship to local-licensed vessels. HPS acted swiftly to swoop on MCVs engaged in these illegal operations and prosecuted some 20 masters in the past 2 months. Enforcement actions will continue on a regular basis.**

Carriage of Dangerous Goods by Sea

- 30. In 2001, inspection teams from the Dangerous Goods and Project Section continued to carry out random checks on vessels for conveying dangerous goods in the waters of Hong Kong. A pre-departure inspection system was established to deal with short-stay vessels to minimise disruptions to their normal port operations. The Section held 5 seminars to educate vessel agents and local operators on both legislative requirements and safe practice for handling containers loaded with dangerous goods on board ships. The review of the local dangerous goods legislation to bring them in line with local developments and international standards is expected to be completed in 2002.**

Merchant Shipping (Local Vessels) Ordinance

- 31. For enhanced regulation of local vessels, the Merchant Shipping (Local Vessels) Ordinance (LVO) was passed in July 1999. Subsidiary legislation, namely the Merchant Shipping (Local Vessels)(Dwelling Vessels) Regulation and the Merchant Shipping (Local Vessels)(Ferry Terminals) Regulation, were enacted in October 2001. Work on 8 more sets of subsidiary legislation is in hand, covering general matters; certification and licensing; survey; insurance; fees; typhoon shelters; works; and conduct of inquiries. The LVO and its subsidiary legislation are expected to take effect in late 2002, subject to the latter's smooth passage in the Legislative Council.**

SERVING THE INDUSTRY

Helping Business

- 32. The feasibility study on the development of an “Integrated Information System for Licensing and Survey of Local Vessels” was completed in June 2001. Implementation began in late 2001 for completion by the end of 2002.**
- 33. Other service improvement initiatives which require legislative amendments, such as standardising and reducing the numbers of forms, simplifying the number of classes of vessels and fee structure, will be implemented step by step to tie in with the commencement of the LVO.**

E-Business System in the Pipeline

- 34. The Marine Department is conducting a feasibility study on the establishment of an e-Business system to expedite formalities for all port and shipping related transactions and to facilitate Electronic Data Interchange (EDI) with business concerns.**
- 35. To provide a single electronic submission window to handle various port and shipping related activities in Hong Kong, the future e-Business system will be able to extract the appropriate information from a single or multi-faceted submission and distribute it to the corresponding information systems for processing. It will comply with the International Maritime Organisation’s standards and be able to interact with the EDI systems of other ports. Implementation of the e-Business system will greatly facilitate trade activities and enhance Hong Kong port’s competitive edge.**

Public Cargo Working Areas (PCWAs)

- 36. In 2001, the management reform of Public Cargo Working Areas (PCWAs) continued and 2 open tendering exercises were conducted to allocate vacated berths. Taking advantage of the Administration’s Voluntary Retirement Scheme, the Marine Department has introduced contractor’s services in 2 PCWAs. The programme of automation of entrance and exit control of vehicles was completed. Four PCWAs have been installed with the necessary systems and equipment.**

PROTECTING MARINE ENVIRONMENT

Control of Smoke Emissions from Vessels

37. A special survey on smoke emissions from vessels was carried out in October 2001. Of the 780 vessels being observed, 16 or 2% were found to have emitted smoke darker than "Shade 2" on the Ringelmann Chart for 1 to 2 minutes whilst 5 others for just over 2 minutes. Five warnings and 11 advisory letters were issued to the vessel masters and owners concerned, directing their attention to proper maintenance and operation of their vessels to minimise smoke emissions. Legislative amendments will be introduced in 2002 to prohibit any ships from emitting smoke darker than Shade 2 on the Ringelmann Chart for more than 3 minutes.

Harbour Cleansing

38. In 2001, the Marine Department withdrew the 6 aged Water-Witches from service and redeployed resources to strengthen the marine cleansing contractors' fleet to 65 vessels. Together with the remaining 7 purpose-built Government scavenging vessels, the cleansing fleet maintained the cleanliness of Hong Kong waters. In 2001, the total amount of refuse scavenged from the waters and collected from local vessels and visiting ships was 12,054 tonnes, an increase of 6.6 % over the past year.
39. Having completed successful trials of an objective-based model in Cheung Chau Typhoon Shelter for marine cleansing service provision, tenders are now being processed to implement similar arrangements in 4 major typhoon shelters.
40. In 2001, the Marine Department spearheaded the Thematic Action Plan of the Clean Hong Kong Programme and successfully completed its marine phase. It also joined forces with private sector organizations to carry out promotional activities to improve cleanliness of marine environment. A package of actions comprising the following elements was devised in support of the "Clean Hong Kong" programme: stepping up prosecution, strengthening public education, enhanced publicity programme and intensive cleansing programme for blackspots.

Maritime Oil Spill Response

41. The Pollution Control Unit always maintains readiness to tackle any oil pollution incident. In 2001, the Unit responded to 66 reports or sightings of oil spills. A full-scale oil pollution combating drill was held to maintain the

preparedness of the Unit and the industry under the Maritime Oil Spill Response Plan.

42. During 2001, the department continued to participate actively in the development and refinement of the Regional Maritime Oil Spill Response Plan. This plan aims at providing efficient and effective regional co-operation in combating major oil spills in the waters administered by the maritime authorities of Guangdong, Guangzhou, Macau, Shenzhen, Zhuhai and Hong Kong.

INTERNATIONAL COOPERATION

Participation in IMO and International Forums

43. Representing the HKSAR Government, the Marine Department participates in all the major meetings of the International Maritime Organisation (IMO). It also endeavours to raise Hong Kong's profile at international forums, monitor the progress of various developments and protect Hong Kong's interest. In 2001, the Department played an active role in 19 such meetings at the committee and sub-committee levels.
44. During 2001, a Hong Kong proposal to mark identification numbers on ships was accepted in principle by the Maritime Safety Committee and is likely to be taken forward in 2002. Hong Kong also played an active role in the development of several initiatives including those relating to the provision of voyage data recorders on existing cargo ships, risk analysis of bulk carriers, unified interpretation on cargo hold bilges and liability for bunker oil pollution from ships. The Marine Department widely consulted the shipping industry on these initiatives through various consultative bodies such as the Shipping Consultative Committee and various sub-committees of the Hong Kong Shipowners' Association.
45. The Department also participated in many other international forums. Its representatives attended the Marine Accident Investigation International Forum and the Asian Region Marine Accident Investigation Meeting to exchange views and experiences with experts from other countries. They also joined the Regional Anti-piracy and Armed Robbery Attack Seminars to co-ordinate actions by regional Administrations to tackle such attacks.

Technical Cooperation with the IMO

46. Hong Kong signed a Memorandum of Understanding (MOU) with IMO in March 2000 to jointly plan and administer training for administrators from developing countries in the Asia-Pacific Region under the IMO Third

Country Training Programme (TCTP). In coordination with IMO, Hong Kong will arrange training courses in Hong Kong, send experts to conduct training courses in other places and render technical advisory service to developing countries.

47. In May 2001, the Marine Department hosted a Marine Accident Investigators Training Course for 24 practicing marine accident investigators from 18 Administrations in the Asia Pacific region. The programme was highly appreciated by IMO and all the 24 attendees. Meanwhile, an expert of the Department paid a week-long visit to Cambodia in March 2001 to offer advice on improving their maritime legislation and enforcement infrastructure. The expert's report was praised by IMO for its high standard. Another Marine Department expert gave lectures at an IMO-sponsored course on Port State Control in Shanghai in November 2000.

Port State Control

48. Hong Kong conducts Port State Control (PSC) inspections of non-Hong Kong registered ocean-going ships in Hong Kong waters to ensure that they comply with international safety, marine environmental protection and manning standards. In 2001, the Marine Department's PSC officers inspected a total of 890 such ships, and recorded a re-inspection rate of 9.1%. Of the ships inspected, 98 or 11% were detained. Compared with the 9.6% in 2000, there was a slight increase of 1.6% in detention rate, which was due to the stepped-up inspection of sub-standard ships.
49. PSC officers also conducted inspections of coastal vessels from Mainland. In 2001, 76 such vessels were inspected and 51 of them were detained.
50. The HKSAR maintains a leading role in the Asia-Pacific Regional Memorandum of Understanding (Tokyo MOU) on Port State Control. In November 2000, Hong Kong was elected the chairman of its Port State Control Committee for a term of 3 years. During 2001, Hong Kong continued to serve as the leader of its Advisory Group on Technical Co-operation and as members in a number of other working groups. Two Hong Kong experts will visit Malaysia in March 2002 to conduct training courses under the Expert Mission Programme of the Tokyo MOU.

MARINE SAFETY

Marine Accidents

51. In 2001, a total of 410 marine accidents were reported. Among them, 38

occurred in waters outside Hong Kong, whilst the 372 cases in local waters represented a decrease of about 11% from the 420 cases in 2000. The vast majority of the local cases were very minor in nature such as berthing accidents and minor collisions and resulted in minor damage to ships with no injuries to persons.

52. In 2001, the number of serious cases dropped to 5. The casualties also dropped to 8 deaths and 56 people injured.

Year	No. of Serious Cases	Deaths	Injuries
1999	35	25	72
2000	11	15	76
2001	5	8	56

53. The Marine Accident Investigation Branch probes all serious marine accidents within the waters of Hong Kong and all serious accidents on board Hong Kong-registered ships in any part of the world. Lessons learnt from these investigations are promulgated to the industry by well-established means such as Marine Department Notices. Investigation reports are sent to all interested parties including maritime training and professional institutions, whilst summaries of findings are posted at the Marine Department's homepage <http://www.gov.hk/mardep/dept/mai/ereport.htm>.

Local Vessel Safety

54. In 2001, the Local Vessels Safety Section made a total of 5,828 survey visits to local vessels, most of them relating to the issuance of safety certificates for 3,549 ships.
55. Recording of field data by Personal Digital Assistants (PDA) was tried out in inspections of wooden fishing vessels with satisfactory results. The new practice has proved to be able to speed up data recording and will be extended to cover surveys of other local vessels. The data will be incorporated in the new computer system by the end of 2002.
56. The drafting of the new Merchant Shipping (Local Vessels) (Safety Survey) Regulation, which prescribes the general requirements in respect of the safety construction, machinery, equipment and survey of local vessels, has been completed together with the related Code of Practice. Upon its enactment, the new legislation will be able to put safety requirements in diversified regulations and instructions under the same roof.

Marine Industrial Safety

57. The number of reported industrial accidents dipped slightly to 471 cases in the first three quarters of 2001, compared with 475 cases in the corresponding period of 2000. Of these reported cases, 331 were in cargo handling, 103 were in ship repairing and 37 in marine construction industries.
58. The Shipping and Port Control (Cargo Handling) Regulations are being amended to provide for the mandatory safety training of workers in marine industrial operations. A code of practice has been drafted to provide guidance on safety at work, safe working procedures and personal protective clothing and gears for workers in mid-stream container handling operations. It will be promulgated for compliance after the amendments have been passed.
59. To pave way for the implementing the new law, the Vocational Training Council and the Hong Kong International Terminals organised safety training courses for some 1,984 shipboard workers in 2001. The participants included cargo handling workers and supervisors, crane operators and marine construction work supervisors. In addition, 4 Mainland training institutes conducted their own safety training courses for about 3,171 crew members of Mainland coastal vessels.

SAVING LIVES AT SEA

60. In 2001, the Hong Kong Maritime Rescue Co-ordination Centre (HKMRCC) responded to 216 incidents at sea. Of them, 76 developed into distress cases in which search and rescue (SAR) operations were mounted. A total of 165 people were saved, most of them being Hong Kong fishermen or seamen of other nationalities.
61. In October 2001, HKMRCC organised a large-scale SAR exercise aboard a cruise ship. Local SAR agencies actively took part in the drill and hailed it as a success.
62. HKMRCC is as an active member of the Cospas-Sarsat. In June 2001, it hosted the 15th session of the Cospas-Sarsat Joint Committee Meeting in Hong Kong. Some 120 delegates from more than 30 countries joined the forum to discuss issues relating to this cross-boundary satellite-based SAR system. The delegates saluted HKSAR's commitment to saving lives at sea.

GOVERNMENT DOCKYARD

Management Study on Vessel Maintenance

- 63. The Management Services Agency (MSA) completed a management study on vessel maintenance in the Government Dockyard (GD) in April 2001. The study acknowledged that the GD management has implemented a number of major efficiency measures since the corporatisation study in 1999. Through more cost-effective maintenance of government vessels and better stock control, GD has been able to realise savings of \$5.75 million in recurrent expenditure in 2000-01. The MSA study recommends GD to continue the existing outsourcing arrangement whereby about 80% of its vessel maintenance work is contracted out, and retain the specialised workshops and an appropriate level of in-house maintenance service to cater for emergency or security needs, and provide skills not readily available from the private sector. The study also recommends GD to continue to optimise the stock ratios for, and minimize the variety of, major parts in order to reduce the level and value of stock holding.**
- 64. The Marine Department has drawn up a phased implementation plan to take forward MSA's recommendations, taking into account staff wastage through voluntary and natural retirement while strictly abiding by the principle of no staff redundancy. This blueprint envisages that 20 staff engaging in vessel maintenance and related support services can be reduced within the next 5 years and annual staff savings of about \$5 million will be achieved by 2006.**

Fleet Operations

- 65. Apart from retiring 6 aged Water-Witches from its floating refuse cleansing fleet in 2001, the Marine Department has planned to outsource 4 more launches in 2002. The consequential redundancy of crew members was offset by natural wastage and the retirement of crew members under the government's Voluntary Retirement Scheme.**
- 66. A pilot scheme to hire 2 commercial launches for harbour patrol duties will be in place shortly. Whether more patrol launches will be outsourced will depend on the experience to be gained in the two-year long pilot scheme.**

New Vessel Construction

- 67. The Government New Construction Section oversaw the delivery of 12 new vessels for the Government in 2001. These included a major fire boat "Elite"**

(as a replacement of “Alexander Grantham”), the first of a series of 6 police divisional patrol vessels and 2 new launches for the Immigration Department.

68. A new marking scheme for the procurement of government vessels was introduced to provide for more objective and systematic assessment of tenders for vessel construction projects. Details of the marking scheme were promulgated to encourage active bidding from vessel builders in both Hong Kong and neighbouring areas. Results of latest rounds of tendering exercises showed that a more transparent and organised approach had indeed helped reduce the costs whilst maintaining the quality of new constructions.

Appendix A

Provisional Port Statistics for 2001 (As at Early January 2002)

	2000 (Actual)	2001 (Provisional)	% Change
1) Ship Calls			
a) Number of vessel	216 670	213 900	-1%
Ocean vessels	37 680	36 700	-3%
River cargo vessels	119 180	116 200	-3%
River passenger ferries	59 810	61 000	+2%
b) NRT (in million tonnes)	301	320	+6%
Ocean vessels	243	256	+5%
River cargo vessels	48	55	+14%
River passenger ferries	9	9	+3%
	(8.95)	(9.22)	
2) Container Throughput (in million TEUs)	18.1	17.9	-1%
a) Container Terminals	11.6	11.3	-3%
Seaborne	10.7	10.2	-5%
River	0.9	1.1	+21%
b) Other Than Container Terminals	6.5	6.6	+2%
Seaborne	3.0	2.9	-3%
River	3.5	3.7	+6%
c) Seaborne	13.7	13.1	-4%
d) River	4.4	4.8	+10%
3) Cargo Throughput (in million tonnes)	175	175	*
Seaborne	131	127	-3%
River	44	48	+10%
4) Passenger Trips through CFT and MFT (in million)	17.1	#17.7	# +4%

Note : * within $\pm 0.5\%$
Terminal Section's forecasts.

TABLE 18 - CONT'D
海事意外調查組
MARINE ACCIDENT INVESTIGATION SECTION
2001 年 海上意外事故

As on 2 January 2002

MARINE ACCIDENT IN 2001*Provisional*

意外事故類別 TYPE OF ACCIDENT	香港水域範圍以內 WITHIN HONG KONG WATERS				香港水域範圍以外 OUTSIDE HONG KONG WATERS			
	宗數 NO. OF CASE	死亡人數 PERSONS KILLED	受傷人數 PERSONS INJURED	失蹤人數 PERSONS MISSING	宗數 NO. OF CASE	死亡人數 PERSONS KILLED	受傷人數 PERSONS INJURED	失蹤人數 PERSONS MISSING
	01 碰撞 Collision	190	0	19	1	12	0	1
02 擱淺/觸礁 Stranding/Grounding	37	0	0	0	9	0	0	0
03 沉沒/入水 Foundering/Sinking	31	0	0	1	5	0	0	0
04 火警/爆炸 Fire/Explosion	30	1	7	2	6	5	2	3
05 船隻失蹤 Missing Vessel	1	0	0	0	0	0	0	0
06 翻沉/傾斜 Capsized/Listing	9	2	5	0	0	0	0	0
07 結構故障 Structural Failure	1	0	0	0	0	0	0	0
08 機械故障 Machinery Failure	5	0	2	0	1	0	1	0
09 惡劣天氣損壞 Heavy Weather Failure	0	0	0	0	0	0	0	0
10 接觸 Contact	48	0	14	0	4	0	4	0
11 器材損壞 Damage to Equipment	2	0	0	0	0	0	0	0
12 其他 Others	18	0	1	0	1	0	0	0
總數 TOTAL	372	3	48	4	38	5	8	3

接報意外事故總數 410

Total Number of Report Received

死亡總數 8

Total Lives Lost

受傷總數 56

Total Persons Injured

失蹤總數 7

Total Persons Missing

