

Head 100 — MARINE DEPARTMENT

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

Estimate 2025–26	\$1,912.7m
Establishment ceiling 2025–26 (notional annual mid-point salary value) representing an estimated 1 456 non-directorate posts as at 31 March 2025 reducing by seven posts to 1 449 posts as at 31 March 2026.....	\$758.6m
In addition, there will be an estimated 24 directorate posts as at 31 March 2025 and as at 31 March 2026.	
Commitment balance	\$587.2m

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

	2023–24 (Actual)	2024–25 (Original)	2024–25 (Revised)	2025–26 (Estimate)
Financial provision (\$m)	76.6	79.3	79.4 (+0.1%)	79.6 (+0.3%)
				(or +0.4% on 2024–25 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 2024, 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 2024, there was about 131.7 million gross tonnage on the shipping register. Port and shipping related activities will likely remain steady in 2025.

5 The key performance measures are:

Target

	Target	2023 (Actual)	2024 (Actual)	2025 (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 2023 and 2024.

Indicators

	2023 (Actual)	2024 (Actual)	2025 (Estimate)
container throughput (million twenty-foot equivalent units) ...	14.4	13.7 ^a	— ^Ω
projects assessed by the Department and under planning by different parties which will affect the port and its associated facilities	71	71	71

^a Provisional actual subject to adjustment.

^Ω Not possible to estimate.

Matters Requiring Special Attention in 2025–26

6 During 2025–26, 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 the 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 and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW), 1978.

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Programme (2): Port Services

	2023–24 (Actual)	2024–25 (Original)	2024–25 (Revised)	2025–26 (Estimate)
Financial provision (\$m)	669.8	745.0	715.1 (–4.0%)	748.2 (+4.6%)
				(or +0.4% on 2024–25 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 2024, 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) and the instructions given in October 2024 to adopt the number of ships in PSC inspections rather than percentage as used in 2023 and before, the Department has set the PSC inspections at 600 of OGVs visiting Hong Kong each year. The Department also supported the implementation of the “Dedicated 100% Loan Guarantee Scheme for Cross-boundary Passenger Transport Trade”, which was closed for application on 28 October 2024, as well as 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.

10 The key performance measures are:

Targets

	Target	2023 (Actual)	2024 (Actual)	2025 (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	10Φ	—	—
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	600
responding to search and rescue and casualty evacuation incidents	immediate	immediate	immediate	immediate

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	Target	2023 (Actual)	2024 (Actual)	2025 (Plan)
allocating a passenger ferry berth within five minutes of request at				
China Ferry Terminal (%).....	99	99	99	99
Hong Kong-Macau Ferry Terminal (%)	99	96 λ	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

§ Target to be removed as from 2025.

Φ Inspection on OGVs was affected by the COVID-19 pandemic and only fully resumed in May 2023 after Tokyo MOU Secretariat had announced the cessation/deactivation of temporary measures relating to COVID-19.

Ψ New target as from 2024. This new target replaces the target “performing initial inspection on OGVs for compliance with international requirements on ship safety and environmental protection (excluding re-inspections) (% of OGVs inspected)”. Following the introduction of the New Inspection Regime of the Tokyo MOU to enhance the effectiveness of PSC inspections on OGVs, Member Authorities are requested to target substandard ships and set an annual target in number of OGVs with PSC inspections conducted rather than in percentage as shown in 2023. An annual target of 600 OGVs with PSC inspections conducted in Hong Kong is considered to be effective for compliance with international requirements on ship safety and environmental protection.

λ During the early stage of gradual resumption of cross-boundary ferry services, a slightly longer time was required for berthing to ensure the safety of berthing operations.

Indicators

	2023 (Actual)	2024 (Actual)	2025 (Estimate)
seaborne container throughput (million twenty-foot equivalent units)	10.1	9.4 α	— Ω
OGV arrivals (excluding vessels in transit through Hong Kong waters to Shenzhen ports)	18 900	18 400 α	18 400
collisions, strandings and strikings involving OGVs in Hong Kong waters	1	5	— Ω
search and rescue operations co-ordinated.....	49	36	— Ω
passengers using marine ferry terminals (million).....	7.5	8.3	8.3
aids to navigation maintained.....	608	610	630
wreck search and new dangers survey (times).....	17	24	— Ω
hydrographic plans produced	60	60	60
marine refuse collected (tonnes)	2 404	2 281	— Ω

α Provisional actual subject to adjustment.

Ω Not possible to estimate.

Matters Requiring Special Attention in 2025–26

11 During 2025–26, the Department will:

- host the annual Tokyo MOU meetings in October 2025 with participants from 21 member countries, seven related authorities and ten organisations to further consolidate Hong Kong’s position as an international maritime centre;
- host the 16th Worldwide ENC Database Working Group (WENDWG) meeting under the International Hydrographic Organization in February 2026;

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

Programme (3): Local Services

	2023–24 (Actual)	2024–25 (Original)	2024–25 (Revised)	2025–26 (Estimate)
Financial provision (\$m)	211.2	222.8	233.0 (+4.6%)	193.2 (–17.1%)
				(or –13.3% on 2024–25 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 2024, the Department continued to adopt stringent marine traffic management and control.

- 15 The key performance measures are:

Targets

	Target	2023 (Actual)	2024 (Actual)	2025 (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

	2023 (Actual)	2024 (Actual)	2025 (Estimate)
cargo throughput for PCWAs (million tonnes).....	5.2	4.3 ^α	4.3
river trade cargo vessel arrivals.....	43 500	44 400 ^α	44 400
licences issued for local vessels.....	21 020	20 604	21 320
collisions, strandings and strikings involving locally-licensed, river trade and coastal vessels in Hong Kong waters.....	50	31	— ^Ω
special operations conducted.....	60	60	60

^α Provisional actual subject to adjustment.

^Ω Not possible to estimate.

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Matters Requiring Special Attention in 2025–26

16 During 2025–26, 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.

Programme (4): Services to Ships

	2023–24 (Actual)	2024–25 (Original)	2024–25 (Revised)	2025–26 (Estimate)
Financial provision (\$m)	142.7	178.8	179.7 (+0.5%)	182.0 (+1.3%)
				(or +1.8% on 2024–25 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 2024, 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 launched the three-year Carbon Intensity Indicator (CII)-based green incentive 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	2023 (Actual)	2024 (Actual)	2025 (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	10	11	10

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Indicators

	2023 (Actual)	2024 (Actual)	2025 (Estimate)
Hong Kong-registered ships detained in PSC inspections by other administrations (%)	0.8	0.7	1.0
gross tonnage of Hong Kong-registered ships (million).....	128.1	131.7	132.7
authorisations issued to man Hong Kong-registered ships and locally-licensed vessels.....	31 021	29 208	28 000
fatalities in marine industrial accidents.....	1	—	—Ω
casualties involving Hong Kong-registered ships.....	15	5	—Ω
inspection visits to locally-licensed vessels	2 089	1 815	2 075
certificates of surveys issued to locally-licensed vessels	1 096	920	1 050

Ω Not possible to estimate.

Matters Requiring Special Attention in 2025–26

21 During 2025–26, the Department will:

- 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 Mainland authorities in order to harmonise shipping standards for coastal vessels and OGVs;
- continue to 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; 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

	2023–24 (Actual)	2024–25 (Original)	2024–25 (Revised)	2025–26 (Estimate)
Financial provision (\$m)	677.1	671.5	682.9 (+1.7%)	709.7 (+3.9%)
				(or +5.7% on 2024–25 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 1 004 vessels owned and used by various government departments. Of these vessels, 54 are operated by the Department.

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25 The key performance measures are:

Target

	Target	2023 (Actual)	2024 (Actual)	2025 (Plan)
vessel availability to all users (%)	87.0	88.2	90.7	87.0

Indicators

		2023 (Actual)	2024 (Actual)	2025 (Estimate)
mechanised vessels in use		201	207	218
new vessel projects undertaken		42	44	39
user satisfaction with Government Dockyard's services (%)		100	100	99.0
successful first sea trials after vessel maintenance (%)		99.4	98.8	96.0
crew staff time available for deployment (%)		83.0	85.7	85.0

Matters Requiring Special Attention in 2025–26

26 During 2025–26, 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
- 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.

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ANALYSIS OF FINANCIAL PROVISION

Programme	2023–24 (Actual) (\$m)	2024–25 (Original) (\$m)	2024–25 (Revised) (\$m)	2025–26 (Estimate) (\$m)
(1) Infrastructure.....	76.6	79.3	79.4	79.6
(2) Port Services	669.8	745.0	715.1	748.2
(3) Local Services.....	211.2	222.8	233.0	193.2
(4) Services to Ships.....	142.7	178.8	179.7	182.0
(5) Government Fleet	677.1	671.5	682.9	709.7
	1,777.4	1,897.4	1,890.1 (–0.4%)	1,912.7 (+1.2%)
				(or +0.8% on 2024–25 Original)

Analysis of Financial and Staffing Provision

Programme (1)

Provision for 2025–26 is \$0.2 million (0.3%) higher than the revised estimate for 2024–25. This is mainly due to the increased provision for operating expenses.

Programme (2)

Provision for 2025–26 is \$33.1 million (4.6%) higher than the revised estimate for 2024–25. This is mainly due to the increased provision for operating expenses and increased cash flow requirement for procurement/replacement of plant and equipment. There will be a net decrease of five posts in 2025–26.

Programme (3)

Provision for 2025–26 is \$39.8 million (17.1%) lower than the revised estimate for 2024–25. This is mainly due to the decreased provision for operating expenses and decreased cash flow requirement for procurement/replacement of plant and equipment.

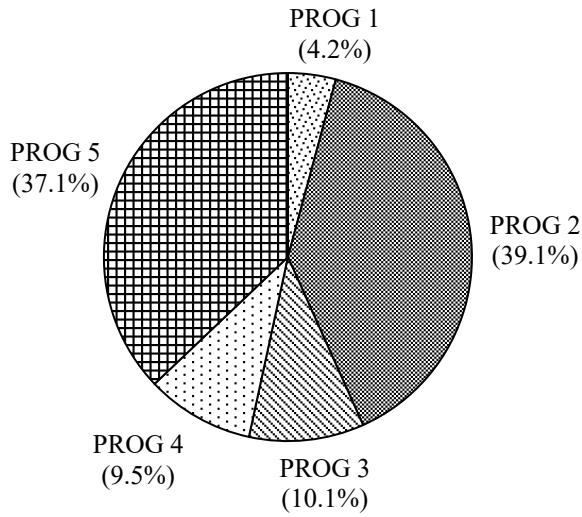
Programme (4)

Provision for 2025–26 is \$2.3 million (1.3%) higher than the revised estimate for 2024–25. This is mainly due to the increased cash flow requirement for the non-recurrent item for providing green incentive for Hong Kong-registered ships.

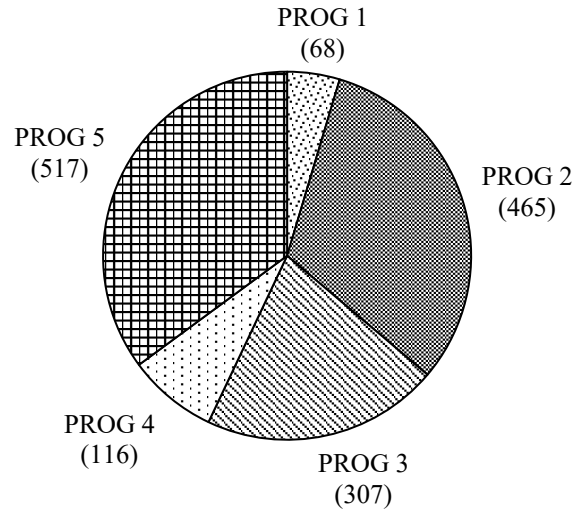
Programme (5)

Provision for 2025–26 is \$26.8 million (3.9%) higher than the revised estimate for 2024–25. 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 2025–26.

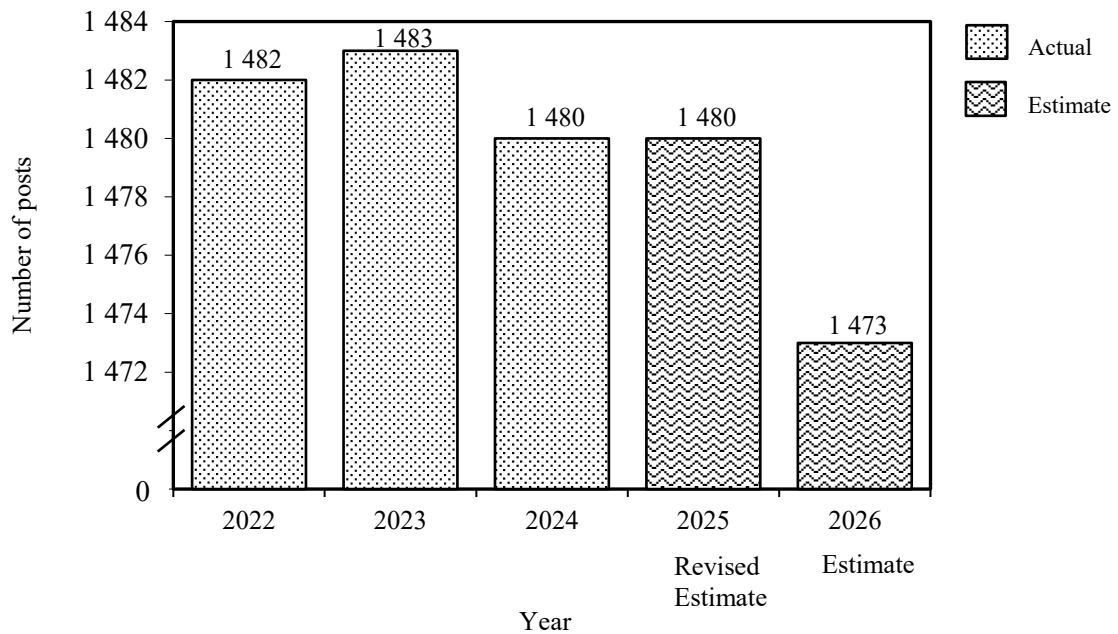
Allocation of provision to programmes (2025-26)



Staff by programme (as at 31 March 2026)



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



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Sub-head (Code)	Actual expenditure 2023-24	Approved estimate 2024-25	Revised estimate 2024-25	Estimate 2025-26	
	\$'000	\$'000	\$'000	\$'000	
Operating Account					
Recurrent					
000	Operational expenses.....	1,631,479	1,650,268	1,660,268	1,673,597
	Total, Recurrent.....	<u>1,631,479</u>	<u>1,650,268</u>	<u>1,660,268</u>	<u>1,673,597</u>
Non-Recurrent					
700	General non-recurrent.....	1,680	26,146	19,480	21,700
	Total, Non-Recurrent	<u>1,680</u>	<u>26,146</u>	<u>19,480</u>	<u>21,700</u>
	Total, Operating Account.....	<u>1,633,159</u>	<u>1,676,414</u>	<u>1,679,748</u>	<u>1,695,297</u>
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment	47,930	122,556	111,947	121,961
661	Minor plant, vehicles and equipment (block vote)	96,315	98,420	98,420	95,468
	Total, Plant, Equipment and Works	<u>144,245</u>	<u>220,976</u>	<u>210,367</u>	<u>217,429</u>
	Total, Capital Account	<u>144,245</u>	<u>220,976</u>	<u>210,367</u>	<u>217,429</u>
	Total Expenditure.....	<u><u>1,777,404</u></u>	<u><u>1,897,390</u></u>	<u><u>1,890,115</u></u>	<u><u>1,912,726</u></u>

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Details of Expenditure by Subhead

The estimate of the amount required in 2025–26 for the salaries and expenses of the Marine Department is \$1,912,726,000. This represents an increase of \$22,611,000 over the revised estimate for 2024–25 and \$135,322,000 over the actual expenditure in 2023–24.

Operating Account

Recurrent

2 Provision of \$1,673,597,000 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 2025 will be 1 480 posts. It is expected that there will be a net decrease of seven posts in 2025–26. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2025–26, but the notional annual mid-point salary value of all such posts must not exceed \$758,620,000.

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

	2023–24 (Actual) (\$'000)	2024–25 (Original) (\$'000)	2024–25 (Revised) (\$'000)	2025–26 (Estimate) (\$'000)
Personal Emoluments				
- Salaries	689,490	724,843	720,175	725,035
- Allowances	27,240	26,969	31,404	27,298
- Job-related allowances.....	9,533	8,567	9,607	8,915
Personnel Related Expenses				
- Mandatory Provident Fund contribution	2,969	3,497	2,988	2,998
- Civil Service Provident Fund contribution	65,964	79,591	74,773	85,027
- Disturbance allowance.....	—	813	—	502
Departmental Expenses				
- Maintenance materials.....	131,744	92,310	98,412	95,403
- Contract maintenance	138,145	131,511	134,892	133,051
- General departmental expenses	566,394	582,167	588,017	595,368
	1,631,479	1,650,268	1,660,268	1,673,597

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Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2024	Revised estimated expenditure for 2024–25	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	—	19,480	46,020
			<u>65,500</u>	<u>—</u>	<u>19,480</u>	<u>46,020</u>
<i>Capital Account</i>						
603		<i>Plant, vehicles and equipment</i>				
	802	Replacement of patrol launch “Marine 28”	41,910	32,821	1,182	7,907
	803	Replacement of patrol launch “Marine 30”	41,910	11,756	27,600	2,554
	805	Replacement of patrol launch “Marine 203”	41,910	11,680	27,600	2,630
	806	Replacement of hydrographic survey launch “Hydro 3”	15,100	193	15	14,892
	807	Replacement of refuse scavenging vessel “Sea Cleaner 4”	106,666	5,598	21,500	79,568
	811	Replacement of refuse scavenging vessel “Sea Cleaner 5”	106,667	5,598	21,500	79,569
	813	Replacement of refuse scavenging vessel “Sea Cleaner 6”	106,667	5,608	11,500	89,559
	814	Replacement of patrol launch “MD 73”	41,200	90	10	41,100
	815	Replacement of patrol launch “MD 74”	41,200	90	10	41,100
	816	Replacement of patrol launch “MD 75”	41,200	90	10	41,100
	817	Replacement of patrol launch “MD 76”	41,200	90	10	41,100
	818	Replacement of patrol launch “MD 77”	41,200	90	10	41,100
	821	Procurement of Self-Propelled Modular Transporters and Upgrade of Shiplift Platform	45,036 ^ρ	—	—	45,036
	832	Replacement of hydrographic survey launch “Hydro 2”	78,500	63,573	1,000	13,927
			<u>790,366</u>	<u>137,277</u>	<u>111,947</u>	<u>541,142</u>
	Total		<u>855,866</u>	<u>137,277</u>	<u>131,427</u>	<u>587,162</u>

ρ This is a new item, funding for which is sought in the context of the Appropriation Bill 2025.