

ITEM FOR FINANCE COMMITTEE

HEAD 30 – CORRECTIONAL SERVICES DEPARTMENT Subhead 603 Plant, vehicles and equipment

Members are invited to approve a new commitment of \$19.60 million for the replacement of the departmental launch “Seaward” of the Correctional Services Department.

PROBLEM

The departmental launch of the Correctional Services Department (CSD), “Seaward”, is approaching the end of its serviceable life. We need to replace it by a new vessel.

PROPOSAL

2. The Commissioner of Correctional Services, on the advice of the Director of Marine and with the support of the Secretary for Security, proposes to replace the existing “Seaward” by a new vessel with enhanced security devices and other facilities to meet operational requirements.

JUSTIFICATION

Functions of “Seaward”

3. The existing “Seaward” was commissioned in 1993. It is the only vessel in the Government fleet equipped with the security devices necessary for conveyance of Category A persons in custody of high security grading (i.e. those sentenced to 12 years or above) and those required to be segregated. There are two main cabins and four individual cells. Currently, it mainly conveys male adult

/persons

persons in custody. The average daily number of persons in custody it conveyed in the past three years was 38. Excluding annual maintenance downtime and Sundays/public holidays/bad weather days, it performs transport duties for about 230 days per year.

Need to Replace the Existing “Seaward”

4. CSD proposes to replace “Seaward” on the following grounds:

(a) Approaching the end of serviceable life

The designed life expectancy of the Government’s steel-hulled vessel is 20 years in general. It is not cost-effective to maintain a vessel beyond its serviceable life. “Seaward” will reach the end of its 20-year serviceable life in 2013 and needs to be replaced to ensure safety and cost effectiveness.

(b) Extensive and costly repair

Given its age, “Seaward” needs frequent repair to remain in good conditions. Most of its components have become obsolete, and some are no longer available in the market. The annual maintenance downtime of the vessel has increased from an average of 17 days in 2004 to around 34 days^{Note} in 2011. The annual average maintenance cost has also increased from around \$0.3 million in 1993 when it was first commissioned to around an average of \$0.63 million in the past three financial years.

(c) Reducing operational efficiency of the vessel

The routine annual overhaul conducted in mid 2011 revealed that the hull and deck plating of “Seaward” are aging and rusting away. Increasingly frequent minor machine breakdowns also affect daily operations and increase security risk. Timely replacement will enhance the safety of passengers and crew members, and better meet CSD’s operational need to detain persons in custody in a secure, safe and humane manner.

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^{Note} Up to end of October 2011, apart from the routine annual maintenance of about 34 days, the “Seaward” had to suspend its service for two additional days due to machine breakdown.

The Proposed Replacement Vessel

Encl. 1

5. CSD proposes to procure a replacement vessel with a maximum capacity of 80 persons (including 60 persons in custody, 16 CSD officers and 4 crew members). The new vessel will be equipped with enhanced security devices. A comparison of the existing “Seaward” and the proposed replacement vessel is at Enclosure 1. Major enhanced features are :

- (a) The speed of the new vessel will increase to 18 knots from the existing 12.7 knots. Higher speed will help achieve greater efficiency and enable speedier arrival of reinforcement at correctional institutions on outlying islands in the event of emergency.
- (b) The new vessel will have two additional cells providing four seats in total. One of the cells will be equipped with facilities for the disabled.
- (c) The new vessel will be installed with closed circuit television (CCTV) facilities to enhance surveillance of persons in custody and thus ensure order and security on board.
- (d) All the gates of the two main cabins and six cells will be installed with an electronic locking system to strengthen security.
- (e) The new vessel will be equipped with enhanced complementary facilities, such as additional air-conditioning and ventilation to ensure air ventilation during navigation, and one additional set of generator to ensure sufficient power supply.

FINANCIAL IMPLICATIONS

Non-recurrent Expenditure

6. The total non-recurrent cost of replacing “Seaward”, together with the necessary facilities on board, is estimated to be \$19.60 million. A detailed breakdown is as follows –

/ \$ million

	\$ million
(a) Hull with facilities	6.86
(b) Machinery on board	9.80
(c) Electronic equipment on board	1.96
(d) Project management services by the Electrical and Mechanical Services Trading Fund (EMSTF)	0.10
(e) Contingency	<u>0.88</u>
Total :	<u><u>19.60</u></u>

7. On paragraph 6(a) above, the estimate of \$6.86 million is for the design and the construction of the steel hull and the two-tier superstructure, all the fixtures therein (such as anchor, rudder and mooring facilities), CCTV facilities and electronic locking system, etc.

8. On paragraph 6(b) above, the estimate of \$9.80 million is for all the machinery installed in the vessels, including two main engines with gearbox and propulsion system and the two generators of the vessel, etc.

9. On paragraph 6(c) above, the estimate of \$1.96 million is for the installation of electronic navigation equipment, air-conditioning and wiring of the vessel, etc.

10. On paragraph 6(d) above, the estimate of \$0.10 million is for payment to EMSTF for providing project management services for the electronic navigational equipment.

11. On paragraph 6(e) above, the estimate of \$0.88 million represents about 5% of the contingency on the items 6(a) to (c).

12. The estimated cash flow requirement is as follows –

Year	\$ million
2012 – 2013	11.76
2013 – 2014	<u>7.84</u>
Total	<u><u>19.60</u></u>

/Recurrent

Recurrent Expenditure

13. The estimated annual recurrent expenditure of the new vessel is \$0.71 million, slightly higher than the annual average maintenance cost of the existing “Seaward” of about \$0.63 million in recent three financial years. The higher maintenance cost is a result of the larger size and a more powerful engine of the new vessel. CSD will absorb the additional recurrent cost by existing resources and the proposal will not incur any additional staff cost.

IMPLEMENTATION PLAN

14. Subject to the approval of the Finance Committee (FC), we plan to procure the replacement vessel according to the following schedule –

Activity	Target Schedule
(a) Preparation of tender specifications	January 2012
(b) Invitation of tender	February - April 2012
(c) Tender evaluation and award of contract	May - September 2012
(d) Construction and delivery of vessel	October 2012 - August 2013

PUBLIC CONSULTATION

15. We consulted the Panel on Security on 6 December 2011. Members had no objection to the proposal. The Panel asked the Administration to provide in the submission to FC information on the number of correctional institutions on outlying islands and their respective types of persons in custody, and the length and breadth of the proposed new vessel. The Panel also suggested the Administration to consider installing solar panels on the new vessel as appropriate. We have included the requested information in this paper. We will consider the suggestion for solar panels and, if this is found feasible, will draw on the proposed contingency provision to cover the cost for such solar panels.

BACKGROUND

16. CSD has two departmental launches, namely “Seaward” and “Seaway”. They are mainly used for transporting different types of persons in custody, CSD officers, documents and materials among correctional institutions and CSD Headquarters. In case of emergency, the vessels will also be used to convey staff and equipment to institutions on outlying islands for reinforcement.

Encl. 2 Enclosure 2 gives details of the functions and scope of responsibilities of the two vessels. There are four correctional institutions on Hei Ling Chau and three on Lantau Island. The capacity and types of persons in custody of the correctional

Encl. 3 institutions on outlying islands are set out in Enclosure 3.

Security Bureau
December 2011

**Comparison of the Existing “Seaward”
and the Proposed Replacement Vessel**

	Existing Seaward	Proposed Replacement Vessel
Year of Commissioning	1993	2013 (target)
Overall length	24 metres	26.4 metres
Breadth	6.3 metres	6.5 metres
Maximum speed for vessel	12.7 knots	18 knots
Maximum capacity	76 persons (including 16 CSD officers, 4 crew members and 56 persons in custody)	80 persons (including 16 CSD officers, 4 crew members and 60 persons in custody)
No. of individual cells	4 (2 seats per cell)	6 (2 seats per cell)
Facilities for the disabled	No	Yes
CCTV surveillance and monitoring device	No	Yes
Electronic locking system	No	Yes
Air conditioning system	No	Yes

Enclosure 2 to FCR(2011-12)66

Information on the Two Existing Departmental Launches of CSD

Name	Features of the vessels	Main Functions
<p align="center">Seaward (commissioned in 1993)</p>	<ul style="list-style-type: none"> ● Double-decked (2 main cabins and 4 cells on the lower deck; one cabin on the upper deck) ● Equipped with facilities to escort Category A persons in custody (i.e. those sentenced to 12 years or above) and those required to be segregated ● Maximum capacity of 76 persons (including 16 CSD officers, 4 crew members and 56 persons in custody) 	<ul style="list-style-type: none"> ● To convey mainly adult male persons in custody (including Category A persons in custody, those required to be segregated and Drug Addiction Treatment Centre (DATC) inmates) between the outlying islands and urban areas ● In case of emergency, to convey staff and equipment to various institutions on outlying islands for reinforcement purpose ● To deliver documents and materials between correctional institutions on outlying islands and in urban areas/CSD Headquarters
<p align="center">Seaway (commissioned in 1996)</p>	<ul style="list-style-type: none"> ● Single-decked, with 2 main cabins ● Maximum capacity of 54 persons (including 10 CSD officers, 4 crew members and 40 persons in custody) 	<ul style="list-style-type: none"> ● To convey mainly female persons in custody and young inmates (including DATC inmates and Detention Centre inmates) between the outlying islands and urban areas ● The vessel cannot convey persons in custody of high security grading ● In case of emergency, to convey staff and equipment to various institutions on outlying islands for reinforcement purpose ● To deliver documents and materials between correctional institutions on outlying islands and in urban areas/CSD Headquarters

Enclosure 3 to FCR(2011-12)66

Information on the Correctional Institutions on Outlying Islands

Name	Security level of the Institution	Types of persons in custody	Capacity
Hei Ling Chau			
Hei Ling Chau Addiction Treatment Centre	Minimum	Male adult drug addicts	688
Lai Sun Correctional Institution	Minimum	Male young drug addicts	164
Nei Kwu Correctional Institution	align="center">Minimum	Female adult prisoners	56
		Female adult drug addicts	138
		Female young drug addicts	42
Hei Ling Chau Correctional Institution	Medium	Male adult prisoners	532
Sub-total:			1 620
Lantau Island			
Shek Pik Prison	Maximum	Male adult prisoners	426
Sha Tsui Correctional Institution	Minimum	Male young detainees/prisoners	211
Tong Fuk Correctional Institution	Medium	Male adult prisoners	925
Sub-total:			1 562
Total:			3 182
