

海 事 處

政府船塢
香港九龍深水埗
昂船洲昂船路



MARINE DEPARTMENT

Government Dockyard
Ngong Shung Road,
Stonecutters Island
Sham Shui Po, Kowloon

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23 January 2018

Public Accounts Committee
Legislative Council
Legislative Council Complex
1 Legislative Council Road
Central
Hong Kong
(Attn : Mr Anthony CHU)

Dear Mr CHU,

Public Accounts Committee
Consideration of Chapter 2 of the Director of Audit's Report No. 69
Procurement and maintenance of government vessels

Thank you for your letters dated 18 January 2018 to the Director of Marine, which I am authorized to reply on her behalf.

The replies in seriatim to the questions raised by the Public Accounts Committee are set out in the **Annex** attached.

I should be grateful if you could relay the attached information to Members of the Public Accounts Committee for their reference.

Yours sincerely,

(M. Y. CHAN)
for Director of Marine

Encl.

c.c. Secretary for Transport and Housing (Attn: Ms Louisa YAN)
Secretary for Financial Services and the Treasury (Attn: Miss Pat CHUNG)
Director of Audit (Attn: Mr LEE Sik-yum)

Public Accounts Committee
Consideration of Chapter 2 of the Director of Audit's Report No. 69
Procurement and maintenance of government vessels

- (a) Regarding the routine engine oil replacements and engine inspections for government vessels, please advise:
- (i) a breakdown of the frequency of engine oil replacements and engine inspections by types of major vessel and the respective number of vessels;

Reply: The frequency of engine oil replacements and engine inspections by types of major vessel and the respective number of vessels in 2017 are shown at the table below.

Type of vessels	Frequency of engine oil replacements and engine inspections	No. of vessels involved
Major mechanised vessels	322	76
High speed craft (large type)	27	11
Minor mechanised vessels	14	7
High speed craft (medium type)	116	43

- (ii) whether engine oil replacements and engine inspections will become more frequent after the major vessels had been used for some time, say 400 hours or more. If yes, please provide the figures as in (i) above for these vessels;

Reply: The interval of engine oil replacements and engine inspections generally follows the manuals provided by the engine manufacturers. Therefore, engine oil replacements and engine inspections will not become more frequent after the vessels had been used for some time.

- (iii) whether the engine oil replacements and engine inspections were conducted inside the Government Dockyard or at the forward bases;

Reply: The engine oil replacements and engine inspections are conducted either inside the Government Dockyard or at the forward bases.

- (iv) a breakdown of the time required for engine oil replacements by major vessels in 2017; and

Reply: The time required for engine oil replacements and engine inspections by major types of vessels in 2017 are at the table below.

Type of vessels	Total servicing time (hours)
Major mechanised vessels	1,565
High speed craft (large type)	100
Minor mechanised vessels	40
High speed craft (medium type)	325

- (v) whether the downtime arising from engine oil replacements and engine inspections was already taken into account in calculating the downtime of maintenance and repair inside as well as outside the Government Dockyard as provided in item (c)(iii) of the Annex to your reply dated 17 January 2018; and

Reply: As explained at (iii), engine oil replacements and engine inspections are carried out either inside the Government Dockyard or at the forward bases. For those engine oil replacement and engine inspection work carried out inside the Government Dockyard, they are usually done together with preventive maintenance or running repairs concurrently. Downtime for the preventive maintenance or running repair has already included the servicing time taken for engine oil replacements and engine inspections.

For the engine oil replacement and engine inspection work outside the Government Dockyard, they would also be carried out together concurrently with the maintenance and repair work as far as possible.

Moreover, prior appointments with the users will be made to ensure that normal operations of the vessels will not be affected. As such, the work is usually carried out after the vessels have completed their daily operations and returned to their bases. Under such arrangement, the normal operations of the users are not affected and the Marine Department considers that the downtime arising from these kinds of work is minimal.

(b) Regarding the Government Fleet Information System (“GFIS”), please advise:

(i) whether GFIS was used by the Marine Department to order maintenance spare parts; and

Reply: The GFIS is an online computer system providing an integrated operation platform for Government Dockyard to manage its physical assets, plan maintenance activities and initiate the processes of maintenance for all Government vessels, etc. Ordering maintenance spare parts is one of the many functions of the GFIS.

(ii) whether any system problems or incidents had occurred with GFIS from 2015 to 2017 which had affected its normal operation. If yes, the annual number of occurrence and the downtime of GFIS in each occurrence.

Reply: To examine the past records of system logs to identify problems or incidents affecting the normal operation of GFIS from 2015 to 2017 is very time consuming and it is extremely difficult to come up with the required information within a short time frame. That said, the Marine Department has tried hard to look into the records of 2017 and found five occasions of system problems or incidents of GFIS which had affected its normal operation. The downtime in each of the five occasions is 1 hour (two times) and 1 hour and 45 minutes (three times).