

海 事 處

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立法會政府帳目委員會
(經辦人：詹詠儀女士)

詹女士：

政府帳目委員會
審議審計署署長第七十五號報告書第 1 章
海事處收集和清理海上垃圾的工作

2021 年 3 月 9 日來函收悉。本處回覆政府帳目委員會的提問載於附件，敬希備悉。

海事處處長

(陳卓生  代行)

連附件

副本送： 環境局局長 (電郵：sen@enb.gov.hk)
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2021 年 3 月 25 日

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政府帳目委員會
《審計署署長第七十五號報告書》第一章
海事處收集和清理海上垃圾的工作

第 1 部分：引言

- (a) 就《審計署署長第七十五號報告書》第一章（《審計報告》）第1.6和2.2段有關海事處量度和匯報海上垃圾收集量，環境局局長在公開聆訊開場發言時提及，海事處自2021年1月1日起以立方米量度海上垃圾量（新計量方式）。請告知／解釋：
- (i) 採用新計量方式量度海上垃圾收集量的方法（請就公開聆訊時提及的特定量度容器提供照片）和程序，以及承辦商A向海事處匯報海上垃圾收集量而提交每日記錄的副本；
 - (ii) 為何海事處認為立方米是量度海上垃圾的合適單位，以及新計量方式如何確保承辦商提供的海上垃圾收集量統計數字準確；

答：海事處根據《審計報告》第2.7(a)段的建議，調查了海事處和堆填區及廢物轉運站紀錄“差異”的成因。“差異”的成因是因為兩套數字採用了不同的計量方式。海事處的既定做法是以收集所得的海上垃圾數量作為估算，而堆填區及廢物轉運站則量度垃圾的實際重量。

海事處經檢討後，獲得環境局同意，由2021年1月1日起，以「立方米」的體積單位來量度在海上和船隻收集得來的垃圾數量，此做法與國際海事組織(International Maritime Organization)的《港口接收設施供應者及使用者綜合指南》（見附錄A）以「立方米」為體積量度單位看齊。

海事處已指示承辦商由2021年1月1日起以「立方米」實際量度收集到的垃圾數量，而非像以往般根據收集到多少袋垃圾來「估算」重量。為了確保數字準確，海事處已由2021年1月1日起，每月在承辦商處理垃圾的程序上進行突擊檢

查，以監察承辦商在匯報收集量方面的表現。承辦商已向海事處提交每個海上垃圾收集站用於裝載海上垃圾的指定容器及其容量的規格表(容器的容量由 1 至 5 立方米不等) (見附錄B)。海事處人員每次到四個海上垃圾收集站對垃圾收集量進行突擊檢查時，會先檢查承辦商員工是否使用規格表中指定容器裝載海上垃圾，再確認前線員工是否按照實際情況記錄海上垃圾收集量。承辦商向海事處匯報海上垃圾收集量的每天紀錄副本載於附錄C。

- (iii) 海事處為核實承辦商在新計量方式下所提供的統計數字，需要的人手和檢查次數為何，以及新計量方式會否增加額外開支；

答： 海事處現時主要有十名二級海事督察和四艘巡邏船負責巡查全港海上潔淨狀況和監督海上清理服務承辦商的工作表現，並會按實際需要調配資源以應對各區的漂浮垃圾。海事處將會加強突擊檢查的次數，每月會於四個海上垃圾收集站進行突擊檢查約八至十次，監察承辦商在匯報收集量方面的表現。新措施將由現有編制人員執行，不涉及額外開支。

- (iv) 環境局、環境保護署(環保署)和海事處在應對海上垃圾方面擔當的角色，以及環境局是否對海事處這方面的工作擔當監察角色；如是，環境局如何發揮其角色以監督海事處的工作，例如確保海上垃圾收集量的統計數字準確，並如實載於海事處的管制人員報告內；

答： 海事處得悉環境局已就相同問題作出回覆，本處並無補充。

(b) 就《審計報告》第1.8段表一和第1.9段表二，請告知／解釋：

- (i) 海事處的海上垃圾收集量在過去十年保持平穩，但外判海上垃圾清理及處置服務的經常開支卻由2016-2017年度的4,079萬元增加至2020-2021年度預算的1.0195億元，顯著上升了150%的原因為何；

***委員會秘書附註：有關環境保護署署長的回覆，請參閱此報告書的附錄7。**

(ii) 在2016-2017年度至2020-2021年度期間，在應對海上垃圾方面是否有重大政策轉變，導致第(i)項所述開支大幅上升；

答：海事處應對海上垃圾工作的經常開支的增長可分為兩部分。第一部分為外判海上垃圾清理及處置服務的費用，現行的五年合約由2017年10月開始，該費用由2017-18年度開始有較顯著的增長。與上一份合約相比，現行的合約增加了承辦商需提供至少60艘船隻的數目。另外，現行合約亦增加了近岸清潔隊人數，由兩隊共24人，增加至三隊共36人，並將優先清理海域數目由36個增加至43個。基於上述原因，加上工作船隻租賃價格上升、通脹及工資上升等因素，全港水域合約的價格由以往的1.89億元增至4.47億元。此外，海事處由2018年10月開始亦新增了大埔區水域合約，合約總值948萬元。

除了外判海上垃圾清理及處置服務的費用外，海事處應對海上垃圾工作的經常開支亦包括租賃小輪以進行巡邏的費用。海事處在2016-17租賃了兩艘船隻進行巡邏，其後於2017-18年和2018-19年分別再額外租賃一艘船（即共有四艘巡邏船隻）。除了租賃額外船隻進行巡邏外，海事處亦延長了部分船隻的工作時數。由2020年6月的新合約開始，其中兩艘租賃小輪在星期日及公眾假期也提供服務，當中一艘小輪增加了每日一小時的工作時數。因此，船隻的數目和工作天及工作時數增加令海事處租賃小輪的費用亦相應增加。

(iii) 海事處為加強檢查海上的潔淨狀況和監察承辦商的工作表現，所租賃小輪的數目自2017-2018年度起由兩艘增至四艘；但按照海上垃圾收集量的三個表現指標所示，為何海事處在2017至2019年間應對海上垃圾的工作沒有明顯分別；；

答：海事處增加巡邏小輪是為了加強監察，目的是盡快清理海上的漂浮垃圾，以保持海面潔淨。海事處自2005年起已採用目標為本的合約規格，要求承辦商要盡快把海面回復“良好”的潔淨狀況。具體而言，是要求承辦商須於其服務時間內(即每日上午8時至下午6時)把本港水域的潔淨狀況維持在“良好”級別。在發現海面潔淨狀況低於“良好”級別時，承辦商須在30分鐘、60分鐘及120分鐘內分別將第一區、第二區及第三區的潔淨狀況回復至“良好”的級別。

由於海上垃圾的數量會受到天氣、水流、地理位置、人口密度及船隻密度等因素影響，每日數量有所不同。因此，海事處並沒有要求承辦商每天必須收集指定數量或重量的垃圾，亦沒有以收集的海上垃圾的數量或重量作為衡量承辦商工作效率的指標。海事處增加巡邏小輪，只是為了加強監察，目的是盡快讓本港水域回復潔淨狀況。

(iv) 關於第(i)至(iii)項，從衡工量值的角度，海事處是否認為現時的外判安排符合成本效益。請提供詳情，並按需要以統計資料支持論據；

答：審計署於2004年的第43號報告書指出，海事處清理垃圾船隻收集海上垃圾的成本，遠高於承辦商的清理垃圾船隻，大約是承辦商清理垃圾船隻成本的16倍。海事處經檢討後，認同由政府船隻清理海上垃圾的成本效益較低，所以由2005年起把海上垃圾清理服務全面外判。

由2005年起到現在海事處的政策目的都是盡快清理海上的漂浮垃圾，以保持海面潔淨。在監察海上清理承辦商的工作及成效方面，海事處是以目標為本，要求承辦商須於一段時間內把香港水域的潔淨狀況維持在“良好”級別。

因應政府帳目委員會的建議，海事處將會於下一次考慮海上垃圾清理及處置服務合約招標前進行檢討，包括分析成本效益和考慮增加服務表現指標，以檢視相關安排的成效。

(v) 所租賃小輪的數目自2017-2018年度起由兩艘增至四艘的理據。請提供詳情，並按需要以統計資料支持理據；以及

答：環境局於2012年就本港海上垃圾的源頭、去向、分佈和流向委聘顧問進行研究，研究目的為檢討現行措施，並制訂策略性的政策，以防止及減少海上垃圾。有關研究結果於2015年4月公佈，報告就改善海岸線的清潔提出了五項建議，其中包括加強清理海洋環境中的垃圾。因此，海事處於2016年提出申請，並於2017年獲撥款額外租賃多一艘船隻，以加強在全港水域巡邏海上垃圾積聚的情況和加強監察承辦商的工作表現。

其後，為提升地方行政的工作，行政長官於2017年施政報告中提出一系列改善措施，包括就地區上的衛生黑點加強清潔密度，及就海岸和避風塘垃圾定期進行大規模的清潔行動。民政事務局在2017年9月的地區行政督導委員會會議上列出香港各區的公眾衛生黑點，其中屬海事處負責的大埔區近岸水域黑點有12個(高流灣、沙欄、三門仔、陳屋村、白石角、馬屎洲、劏雞井、鹽田仔、井頭村、西徑村、北泥涌村、榕樹澳等沿岸一帶水域)。

由於大埔區的衛生黑點的數目較多和水域較廣，所以有需要在大埔地區增設巡邏船以減少往來的時間及提高巡邏效率。海事處遂於2018年為大埔區海上收集垃圾服務的合約進行招標時，再額外租賃多一艘船隻，以加強該區的巡邏工作。

(vi) 第1.8段表一提及的船舶、本地領牌船隻和內河船隻分別於2016至2020年間每年的數目；

答：2016年至2020年期間各類船隻的數目載於附錄D。

(c) 根據《審計報告》第1.11段，海事處自2005年7月起把海上垃圾清理及處置服務全面外判，並於2011年10月改革外判安排，把先前兩份合約合併為涵蓋全港水域的一份合約。鑑於第1.9段表二顯示海事處外判有關服務的經常開支持續上升，請告知：

(i) 海事處是否會在現時的全港水域合約於2022年9月期滿前全面檢討其內容，包括合約期、服務要求（例如所需船隻數目）和四個海上垃圾收集站（收集站）的運作；以及

答：因應《審計報告》及政府帳目委員會的建議，海事處將會於下一次考慮全港水域海上垃圾清理及處置服務合約招標前進行檢討，屆時會一併檢視合約的年期、服務要求、船隻數目要求和海上垃圾收集站的運作等。

(ii) 海事處是否會考慮使用該處船隻進行清理服務；

答：因應2004年的審計署報告，海事處曾檢討以政府船隻提供清理垃圾服務的成本效益，認同由政府營運成本效益較低，遂

於2005年起把收集和清理海上垃圾服務全面外判。由於服務已全面外判，因此海事處現時已將原本用作清理海上垃圾的三艘政府船隻以象徵式租金租予海上清理服務承辦商負責日常運作和維修保養。

- (d) 根據《審計報告》第1.12至1.14段，除涵蓋全港水域的海上垃圾清理及處置服務五年合約外，海事處自2018年10月起亦與同一承辦商（即承辦商A）簽訂一份為期兩年的額外合約，在大埔區提供海上垃圾清理及處置服務。由於兩份合約的服務範圍、提供的服務和調配的資源互相重疊，請提供／告知：

(i) 海事處就大埔區簽訂額外合約的理由；

答：為提升地方行政的工作，行政長官於2017年施政報告中提出一系列改善措施，包括就地區上的衛生黑點加強清潔密度，及就海岸和避風塘垃圾定期進行大規模的清潔行動。民政事務局在2017年9月的地區行政督導委員會會議上列出香港各區的公眾衛生黑點，其中屬海事處負責的大埔區近岸水域黑點有12個（高流灣、沙欄、三門仔、陳屋村、白石角、馬屎洲、割雞井、鹽田仔、井頭村、西徑村、北泥涌村、榕樹澳等沿岸一帶水域）。

由於大埔區的衛生黑點的數目較多和水域較廣，所以海事處於2018年為大埔區海上收集垃圾的合約進行公開招標，重點清潔大埔區近岸水域的衛生黑點。根據合約內容，承辦商須提供快速工作小艇和海上垃圾收集船各一艘，以及提供包括12名工人的近岸清潔隊，將大埔區被列為黑點的近岸水域位置的清潔頻率，由原來的每月一次增加至每月四次，以改善該區的清潔狀況。

因此，大埔區水域合約是在全港水域合約所涵蓋的服務以外，提供額外的近岸水域清潔。

(ii) 海事處曾否考慮更改現有全港水域合約，以涵蓋大埔區的特殊服務要求？海事處是否曾進行成本分析，比較更改現有全港水域合約與批出額外大埔區合約的相對成本？如有，請提供分析結果；如否，請提供原因；

答：在2018年，海事處主要考慮大埔區有新增的服務要求，所以就以公開招標的形式較具彈性地設立為期兩年的大埔區水域海上垃圾清理及處置服務，當時並沒有考慮更改現有全港水域合約，以涵蓋大埔區的改善措施。

(iii) 在現有合約於2022年9月屆滿前，海事處會否檢視大埔區合約是否有需要續期；以及

答：海事處將會於大埔區水域合約到期前，與全港水域海上垃圾清理及處置服務合約的安排一併進行檢討。

(iv) 請提供2017年至2020年期間大埔區每年的海上垃圾收集量，並附其佔全港水域海上垃圾收集總量的百分比。

答：2017年至2020年大埔區水域收集到的海上垃圾數量佔全港水域的百分比載於附錄E。

第2部分：管理海上垃圾清理及處置合約

(e) 關於《審計報告》第2.2和2.6段所載的海上垃圾收集量，請告知／解釋：

(i) 海事處為何在其管制人員報告中，採用“海上垃圾收集量”為其中一個服務表現指標？海事處是否認為“海上垃圾收集量”是一個合適的服務表現指標，並有效及準確反映其處理海上垃圾的工作；

(ii) 既然統計數字將會列為管制人員報告內其中一項重要的服務表現指標，以評核海事處處處理海上垃圾的工作，海事處為何不核實由承辦商提供的海上垃圾收集量統計數字是否準確；

答：海事處過去數十年都在管制人員報告中列出“海上垃圾的收集量”。雖然現在無法查核當年採用“海上垃圾收集量”作為服務表現指標的原因，但相信主要是作參考之用。事實上，海事處於1989年管制人員報告中已指出，清理海上垃圾的服務表現因垃圾分佈、數量及集中程度難以量化（原文為：“Performance is difficult to quantify because of the disposition, quantity and concentration of refuse”）。

日後為了更準確備存數字，海事處已由2021年1月1日起每月突擊檢查承辦商處理垃圾的程序，以確保海上垃圾收集量的準確性和更有效監察承辦商在匯報收集量方面的表現。

海事處亦會就相關表現指標進行檢視，包括考慮增加表現指標，以更有效反映相關工作。

(iii) 海事處如何在不核實該等統計數字是否準確的情況下，監察和檢視外判安排是否有效；以及

答：海事處一直有派員到各水域每天巡邏以檢視海上潔淨狀況，並會透過不同途徑監察承辦商的工作表現。海事處會透過審閱承辦商提交的各類報表和報告，以及每月與承辦商舉行合約管理委員會會議，監察承辦商的服務表現。承辦商須在進行清理工作前一天向海事處提交「每天船隻調配表」，並在服務完成後提交「每天情況報告」。海事處會檢查和審閱承辦商提交的報告，並在有需要時指示承辦商重新調配船隻和近岸清潔隊，以處理不時收到的服務要求。此外，海事處在每月與承辦商進行由海事主任／污染控制小組主持的合約管理委員會會議上，亦會與承辦商研究香港水域各區海上垃圾收集數量的趨勢，以找出海上垃圾黑點作跟進，並找出須改善之處。

(iv) 除“海上垃圾收集量”外，海事處會否在其管制人員報告內考慮採用其他服務表現指標，例如香港水域的潔淨狀況，以便更充分反映其處理海上垃圾的工作；

答：海事處將會在下一次考慮就海上垃圾清理及處置服務合約招標前，一併檢視承辦商的相關服務指標，以及探討在管制人員報告內採用其他適合的服務表現指標。

(f) 關於《審計報告》第2.3段有關海上垃圾處置地點的運輸事宜，請問海事處如何回應承辦商A在全港水域和大埔區兩份獨立的合約中共用同一輛車（即車輛1）的問題？此外，就承辦商A未能按照該兩份合約的規定，保存車輛調配及工作的出勤記錄及工作日誌供海事處查核一事，請問海事處已經採取或將會採取什麼行動跟進；

答：現行的清理服務合約只要求承辦商每天清空各個海上垃圾收集站暫存斗內的垃圾。在全港水域合約和大埔區水域合約的合約條款內，均沒有規定承辦商提供的車輛只可用作運送個別合約下收集到的海上垃圾，亦無要求承辦商每日需使用指定數量的車輛運載海上垃圾。因此，兩份合約由同一車輛提供服務並不違反合約條款。

此外，海事處自2020年8月起已要求承辦商嚴格遵守規定，妥善保存出勤記錄及工作日誌。因為堆填區發出的交收紀錄單採用熱感紙，容易褪色，所以已要求承辦商把熱感紙影印，再以電腦掃描存檔，確保承辦商適當保存紀錄。海事處會不定時要求承辦商提供紀錄供海事處人員查閱，以確保承辦商遵守有關規定。

(g) 就《審計報告》第2.6(a)段，請就下列各項提供解釋或意見：

(i) 倘海事處不按海上垃圾收集量評核承辦商的工作，請問如何有效而準確地衡量承辦商的服務表現；以及

答：正如上文第e(iii)段所述，海事處一直有派員到各水域每天巡邏以檢視海上潔淨狀況，並會監察承辦商的工作表現。海事處會透過審閱承辦商提交的各類報表和報告，以及每月與承辦商舉行合約管理委員會會議，監察承辦商的服務表現。承辦商須在進行清理工作前一天向海事處提交「每天船隻調配表」，並在服務完成後提交「每天情況報告」。海事處會檢查和審閱承辦商提交的報告，並在有需要時指示承辦商重新調配船隻和近岸清潔隊，以處理不時收到的服務要求。此外，海事處在每月與承辦商進行由海事主任／污染控制小組主持的合約管理委員會會議上，亦會與承辦商研究香港水域各區海上垃圾收集數量的趨勢，以找出海上垃圾黑點作跟進，並找出須改善之處。

(ii) 是否尚有其他量化指標（例如海水的潔淨程度、海上垃圾運輸車的出勤率、巡查次數以及回應由海事處轉介的投訴或服務要求的平均時間），可協助海事處有效評核承辦商的服務表現；

答：海事處現階段根據目標為本的合約規格，就承辦商須於其服務時間內(即每日上午8時至下午6時)把本港水域的潔淨狀

況維持在“良好”級別。在發現海面潔淨狀況低於“良好”級別時，承辦商須在30分鐘、60分鐘及120分鐘內分別將第一區、第二區及第三區的潔淨狀況回復至“良好”的級別。我們歡迎亦同意政府帳目委員會的建議，海事處將會於下一次考慮就全港水域海上垃圾清理及處置服務合約招標前進行檢討，屆時會一併檢視如何增加其他量化指標，以更有效監察承辦商表現。

- (h) 就《審計報告》第2.14(a)段，海事處就大埔區合約所涉及的款項向承辦商A追討多付處置費用的進度如何及所涉金額；

答：海事處已於2020年9月向大埔區水域合約的承辦商成功追討在大埔區水域合約下多付的廢物轉運站處置收費，涉及金額共2,234元。

- (i) 就《審計報告》第2.15和2.16段，請告知海事處實施審計署建議的進度如何？海事處有否要求承辦商A作出任何書面聲明或確認，以確保車輛1只會用於運送海上垃圾？

答：就第2.15(a)段，海事處在2018年為「大埔區水域合約」招標時已在相關招標文件中清楚訂明，處置海上垃圾的一切費用均需由承辦商負責。海事處會在將來全港水域合約的招標文件中，清楚列明垃圾處置費用由承辦商負責的條款。

就第2.15(b)段，海事處自2020年8月起已要求承辦商嚴格遵守規定，妥善保存出勤記錄及工作日誌。此外，因為堆填區發出的交收紀錄單採用熱感紙，容易褪色，所以已要求承辦商把熱感紙影印，再以電腦掃描存檔，確保承辦商適當保存紀錄。海事處會不定時要求承辦商提供紀錄供海事處人員查閱，以確保承辦商遵守有關規定。

就第2.15(c)段，海事處已於2021年2月獲得承辦商書面確認，車輛1不會用作運送海上垃圾以外的其他用途。

- (j) 關於海事處2020年12月29日來信第(c)(iii)段，請問承辦商不履行海事處發出的“服務表現違約通知書”有何後果；

答：根據全港水域合約條款第36.3條第(ii)項和2020年大埔區水域合約條款第36.3條第(b)項，倘承辦商未能遵從根據條款第36.2條向其發出的表現違約通知書，或違反事項不能予以補救，政府有權在應付承辦商的款項中，作出合理或其認為合適的扣減，以反映政府因為違反事項而蒙受的實際損失，包括行政費用。有關費用將根據價格建議書中的收費比率計算。

雖然上述條款容許海事處採取進一步行動，但由於承辦商已作出補救措施，因此海事處未有應用上述條款。

- (k) 根據海事處2020年12月29日來信附錄D至F和附件有關運送海上垃圾的分判服務協議，分判商須每日把海上垃圾由海上垃圾收集站運送到處置地點。請問海事處如何確保分判商在只提供一輛車（即車輛1）的情況下，仍能按合約提供所需服務；

答：根據現行做法，全港水域合約在東面水域收集到的海上垃圾和大埔區水域合約收集到的海上垃圾，會經海路運往茶果嶺海上垃圾收集站暫存，並由車輛1集中接收及運往處置地點，而大埔區水域合約所收集的垃圾量只佔全港收集量很少部分。相關資料請參考附錄E。由於在過往幾年平均來說，大埔區的垃圾收集量只佔垃圾收集總量約2.9%，因此承辦商不會因大埔區水域合約的收集量影響在全港水域合約所提供的服務。儘管如此，海事處已於2020年8月開始加強監察承辦商相關垃圾裝載車的裝卸記錄，從而監察承辦商符合相關合約要求。海事處並且由2021年1月開始對海上垃圾收集站進行突擊檢查，以監察有關規定得以遵守。

- (l) 就海事處2020年12月29日來信附件中附錄G有關處理全港水域合約下未經授權的分判安排一事，請問海事處在作出事後批准時，有否對（提供的服務不受影響以外的）相關因素予以適當考慮？如有，請提供有關考慮因素及／或作出批准的理由；如無，原因為何；

***委員會秘書附註：有關海事處處長2020年12月29日的回覆，請參閱此報告書的附錄10。**

答：有關的分判安排涉及承辦商租賃車輛，以在陸上運送承辦商所收集的海上垃圾。除了未有事先徵得海事處同意外，承辦商一直以租賃的車輛履行合約的要求，海事處並無因為承辦商租賃車輛運送海上垃圾而產生額外的開支和實質影響。基於上述考慮，故海事處於2020年7月批准承辦商在全港水域合約下的分判安排。然而，海事處同意該次事件並不理想，已提醒承辦商日後須恪守合約的條款和條件。倘承辦商日後再次違反有關規定，海事處定會採取進一步行動。

(m) 根據大埔區合約第18.2條，政府通常在緊急或特殊情況下，才會批准將服務分判（見海事處2020年8月14日致承辦商A的信件）。然而，大埔區合約分判安排在徵求事後批准的文件中，並未提供（提供的服務不受影響以外的）任何考慮因素及／或理由。請解釋／告知：

(i) 作出事後批准前，是否已對相關因素予以適當考慮（特別是曾否出現緊急或特殊的情況）？如有，請提供作出有關批准時曾考慮的因素及／或理由；以及

(ii) 海事處是否同意，作出事後批准以糾正未授權的分判安排並不可取？如是，請問海事處有何現行措施／機制防止同類事件在日後發生；

答：如上文第 (l) 段所述，有關的分判安排涉及承辦商租賃車輛，以在陸上運送承辦商所收集的海上垃圾。除了未有事先徵得海事處同意外，承辦商一直以租賃的車輛履行合約的要求，海事處並無因為承辦商租賃車輛運送海上垃圾而產生額外的開支和實質影響。就大埔區合約而言，當時考慮到合約已接近完結，基於這樣特殊的情況，故海事處於2020年8月批准承辦商在大埔區合約下的分判安排。然而，海事處同意該次事件並不理想，已提醒承辦商日後須恪守合約的條款和條件。倘承辦商日後再次違反有關規定，海事處定會採取進一步行動。

(n) 根據《審計報告》第2.23段表五，全港水域合約價格在2004至2017年間顯著上升。在該段期間批出的合約當中，請提供每份合約所涉及的人力資源和人均成本的分項數字；

***委員會秘書附註：海事處處長 2020 年 8 月 14 日致承辦商 A 的信件並無在此隨附。**

答：現行的合約要求承辦商需提供至少60艘船隻的數目；另外亦增加了近岸清潔隊人數，由兩隊共24人，增加至三隊共36人。此外，現行合約的優先清理海域數目亦由36個增加至43個。再加上工作船隻租賃價格上升、通脹及工資上升等因素，所以合約價格亦相應增加。

由於整體合約費用已包括清理海上漂浮垃圾、為遠洋輪船、內河船隻和避風塘內的本地領牌船隻收集生活垃圾的人手、營運開支和船隻數目等服務項目的要求，因此合約內並無列出有關人均成本的分項數字。然而，在2004至2017年期間批出的全港水域合約中，承辦商有提供人力資源的分項數字，現載於附錄F。

[*附錄F為與承辦商於合約上的內部文件，包含商業敏感資料，因此不應向公眾披露。有關文件只限政府帳目委員會成員作參考之用。]

- (o) 就《審計報告》第2.26和2.27段，海事處是否同意海上垃圾清理及處置服務現行的外判安排可能使承辦商A享有優勢，並導致過度倚賴單一承辦商提供服務的不理想情況；如是，請告知海事處就提高招標競爭程度而已經採取／將會採取的措施；如否，原因為何；

答：海事處一直按照《物料供應及採購規例》訂明的招標程序為海上垃圾清理合約進行招標。其中全港水域合約，由於招標時收到的標書超過3,000萬元，因此是由中央投標委員會審批，並無偏袒現時的承辦商的情況。

不過，海事處在下一次考慮招標前會作出檢討，包括考慮中央投標委員會在2017年的建議，完善有關程序，希望吸引更多投標者參加競投海上垃圾清理合約，以提高合約招標的競爭性。

第3部分：監察海上垃圾清理及處置服務

- (p) 根據《審計報告》第3.3(c)段，承辦商須按服務範圍的位置，在指定時限內把香港水域任何部分的清潔狀況回復至“良好”級別。請分別提供承辦商於2020年成功在指定時限內處

***委員會秘書附註：附錄 F 並無在此隨附。**

理和未能在指定時限內處理的個案相關記錄／統計數字，並按海域提供分項數字；

答：海事處巡邏人員在日常巡邏海上潔淨情況時，如發現潔淨狀況低於“良好”級別而當時未有承辦商在現場進行清理，便會指示承辦商盡快進行清理使該位置回復至“良好”級別。巡邏人員在給承辦商指示後會再次檢查該位置，以確保承辦商有按指示進行清理工作。但由於巡邏人員給承辦商指示後仍需執行其他日常職務及巡邏工作，所以亦有機會未能於指定時限內核實潔淨情況是否已回復“良好”級別。儘管如此，巡邏人員會盡快安排檢查相關位置的潔淨情況。而當承辦商因特殊情況未能於指定時限內完成工作時，例如需時調派近岸清潔小隊清理或需要額外時間清理大量漂浮垃圾，巡邏人員會與承辦商商討並作出解決方法的建議。相關資料請參閱附錄G。

(q) 就《審計報告》第3.3(d)和3.3(e)段，請告知海事處如何能夠確保承辦商履行全港水域合約的規定，在服務時間內有至少半數的承辦商垃圾清理／收集船隊運作，並於每天上午8時至下午7時連續九個工時提供近岸清潔服務；

答：在日常運作方面，承辦商會在每一個工作天前，將「每天船隻調配表」交予海事處，並在服務完成後提交一份「每天情況報告」給海事處作檢查和記錄。根據過往紀錄，承辦商在「每天船隻調配表」中均提供至少60艘船隻進行海上垃圾清理服務。海事處在日常巡邏時，也會檢查承辦商有否提供「每天船隻調配表」中所述的船隻及在指定時間內進行服務。

(r) 關於《審計報告》第3.8段表六載列有關海事處於2019年在12個巡邏區進行日常清潔巡邏和直升機巡察的次數，請解釋／告知：

(i) 為何12個巡邏區之中，有三個巡邏區即區4（西貢）、區8（大嶼南）和區9（大嶼西）未能達到每區每月進行最少一次日常清潔巡邏的要求，以及如何為12個巡邏區釐定各自的日常清潔巡邏次數；

(ii) 為何海事處並未於區4（西貢）和區9（大嶼西）這兩區進行每月最少一次的日常清潔巡邏或直升機巡察；

答：海事處現有四艘巡邏船在12個區域進行海上巡邏，並會定期進行直升機巡察。海事處內部指引建議每個區域需每月最少巡邏一次。然而，巡邏路線會因應實際運作情況和需要而有所改動，例如天氣狀況及突發的海上事故等。在這些情況下，海事處需調配巡邏船處理緊急情況，或會導致某些區域在當月巡邏不足一次。海事處自2020年11月起已加強監督，並會於每月中旬檢視每區巡邏次數，如發現有區域仍未安排人員巡邏，會在隨後的日子內盡快安排人員執行巡邏。此外，自2020年10月起，新直升機巡察路線已涵蓋巡邏區9。

(iii) 根據《審計報告》第3.7(d)段和2021年1月4日來函附件附錄B，截至2020年12月31日，海事處污染控制小組共有十名二級海事督察（全數編制人員）任職巡邏人員。請告知污染控制小組轄下二級海事督察職級的現有人手編制是否足以確保巡邏次數達標。

答：海事處污染控制小組現時主要有十名二級海事督察和四艘巡邏船負責巡查全港海上潔淨情況和監督海上清理服務承辦商的工作表現。除海上發生突發溢油及相關事故外，巡邏人手大致能達致每月最少巡邏一次的指引要求。

(iv) 海事處為確保各巡邏區的日常清潔巡邏次數達標而已經採取／將會採取的措施；

答：海事處自2020年11月起已加強監督，確保在每個區域每月最少巡邏一次。新措施實施後，海事處會於每月中旬檢視每區巡邏次數，如發現有區域仍未安排人員巡邏，會在隨後的日子內盡快安排人員執行巡邏。

(v) 海事處會否考慮運用資訊科技以方便處理與海上垃圾有關的工作，包括承辦商提交的海上垃圾收集記錄、向承辦商轉介的服務要求／投訴和監察海事處巡邏人員進行的日常海上潔淨巡邏；以及

答：承辦商現時用電郵及傳真把前線員工的工作記錄向海事處報告，和回覆處理轉介服務要求/投訴的情況。海事處會與承辦商探討進一步運用資訊科技，以便利海上垃圾收集和處置服務的日常管理和監督工作。

*** 委員會秘書附註：有關海事處處長2021年1月4日的回覆，請參閱此報告書的附錄8。**

另一方面，海事處亦會探討可應用的資訊科技，以加強監察前線巡邏人員進行的日常海上潔淨巡邏工作。

海事處亦已添置兩部無人機，並正進行測試，我們預計可於2021年第二季開始使用無人機協助監察海面潔淨狀況。

(vi) 2020年於12個巡邏區進行日常海上潔淨巡邏和直升機巡察的次數；

答：相關資料請參閱附錄H。

(s) 就《審計報告》第3.9(b)段，請解釋為何12個巡邏區之中，區9（大嶼西）和區10（沙洲和新界北）這兩個巡邏區並不包括在六條直升機巡察路線範圍之內，並告知海事處就這方面已經採取／將會採取的措施；

答：海事處除安排人員進行日常的海上潔淨狀況巡邏外，亦會定期安排巡邏人員乘坐直升機，從高空監察香港水域的潔淨狀況，並跟進所需的清理工作。在設計直升機巡察路線時，海事處主要考慮過往較多垃圾出現的地方、較多投訴的地區、巡邏路線所需的飛行時間等。因此過往的直升機巡察路線並沒有包括巡邏區9和10。

海事處已就有關情況進行檢討。考慮到接獲的服務要求分佈遍及香港各區水域，海事處已聯絡相關部門制定新的直升機巡察路線，由2020年10月起新路線已涵蓋巡邏區9和10的範圍。

(t) 就《審計報告》第3.10段，請說明海事處處理與海上垃圾有關的服務要求／投訴的程序；

答：在收到海上垃圾報告時，海事處會通知承辦商到該區進行清理。根據全港水域合約的要求，承辦商在收到海事處通知後，承辦商須在30分鐘、60分鐘及120分鐘內分別將第一區、第二區及第三區的潔淨狀況回復至“良好”的級別。在承辦商應要求進行海上垃圾清理工作後，承辦商會通知海事處，海事處會在情況許可下再次派員檢查該水域的潔淨狀況。如清理後的潔淨狀況仍未如理想，海事處人員會指示承辦商調撥資

源及人手加強清理，直至潔淨狀況能夠符合要求，之後海事處便會回覆相關人士/單位。

- (u) 根據《審計報告》第3.11段圖三，12個巡邏區之中，有三個巡邏區即區4（西貢）、區8（大嶼南）和區9（大嶼西）的巡邏次數相對較少，但這三個巡邏區接獲的服務要求次數卻多於巡邏次數。請告知海事處會否考慮從其他巡邏次數遠多於接獲服務要求／投訴的巡邏區，調配巡邏資源至上述三個巡邏區；如會，請提供計劃的細節；如否，原因為何；

答：海事處現有四艘巡邏船在12個區域進行海上巡邏，內部指引建議每個區域需每月最少巡邏一次。然而，巡邏路線會因應實際運作情況和需要而有所改動，例如該巡邏區域的天氣狀況及突發的海上事故等。在這些情況下，海事處需調配巡邏船處理緊急情況，或會導致某些區域在當月巡邏不足一次。海事處自2020年11月起已加強監督，確保在每個區域每月最少巡邏一次，並會參考該區域所接獲的服務要求／投訴的性質和數目而作出調派。

- (v) 關於《審計報告》第3.13段有關承辦商在避風塘和海濱長廊的海上垃圾清理工作，請告知：

- (i) 海事處過去三年就監察承辦商在避風塘和海濱長廊的海上垃圾清理工作的措施；

答：海事處主要透過日常突擊巡邏，當中包括避風塘和海濱長廊、審閱承辦商提交的各類工作報表及報告，以及每月與承辦商舉行合約管理委員會會議以監察承辦商的表現。

就日常監察承辦商的海上垃圾清理工作而言，當收到海上垃圾報告，包括避風塘和海濱長廊的報告後，海事處會指示承辦商到該區進行清理，在承辦商完成清理工作後，海事處會在情況許可下再次派員檢查有關水域的潔淨狀況。如清理後的潔淨狀況仍未如理想，海事處人員會指示承辦商調撥資源及人手加強清理，直至潔淨狀況能夠符合要求。

此外，海事處亦會在巡邏時突擊檢查一些優先清理海域，當中包括長洲避風塘、三家村避風塘、屯門避風塘和觀塘避風塘等，以確保海上潔淨狀況能夠符合要求。如發現有關水域的潔淨狀況未如理想，海事處亦會通知承辦商進行清理。

海事處將於2021年3月底於觀塘避風塘設置浮欄，以阻截漂浮垃圾。海事處亦已添置兩部無人機，並正進行測試，我們預計可於2021年第二季開始使用無人機協助監察海面潔淨狀況。

- (ii) 就早前在公開聆訊上獲悉因避風塘經常泊滿船隻，導致承辦商在避風塘收集和清理海上垃圾時遇到運作上的困難一事，請告知海事處有否採取任何措施利便承辦商在避風塘進行海上垃圾清理工作；如有，該等措施的詳情和成效為何；如沒有，原因為何；以及

答：在某些情況下，如颱風及暴雨過後，或漂浮垃圾堆積在船隻的隔隙間而難以或無法到達，承辦商或需要以合約訂明時限較長的時間來恢復海上潔淨狀況。海事處已提醒承辦商如遇到困難而無法在指定時限內完成清理工作，需通知海事處，並繼續跟進工作直至清理完成。在有需要時海事處會指示承辦商重新調配船隻和近岸清潔隊，協助清理一般工作船不能到達的地方，如有需要亦會聯絡停泊在該位置上的船東暫時移開其船隻，以便利承辦商進行清理工作。

- (iii) 海事處為應對避風塘和海濱長廊的海上垃圾而將會採取的短期和長期措施；

答：短期措施如上題(v)(ii)所述。至於長遠措施，海事處會在海上垃圾清理及處置服務的檢討中審視相關地點的清理安排，進一步加強相關地點日後的清理工作要求。

- (w) 就《審計報告》第3.20段，請告知有關承辦商調配遊樂船隻進行海上垃圾清理工作一事的最新發展；海事處就上述事件向承辦商發出違約通知書的總數；以及海事處所採取的執法行動。另外，請提供已發出的違約通知書的副本；

答：《審計報告》發現承辦商使用非合適船隻進行海上垃圾清理工作，海事處非常關注有關情況，在收到報告後已即時指示承辦商停止使用非合適船隻進行海上垃圾清理工作。在進一步調查後，海事處在2017年的全港水域合約下向承辦商發出了兩封違約通知書，以及在2018年的大埔區水域合約下向承

辦商發出了一封違約通知書。承辦商承諾不會再使用非合適船隻進行海上垃圾清理工作。海事處亦已就承辦商使用非合適船隻進行海上垃圾清理工作一事諮詢律政司的法律意見，律政司認為未有足夠證據提出相關檢控。

海事處已發出的違約通知書載於附錄I。

[*附錄I為與承辦商於合約上的內部文件，包含商業敏感資料，因此不應向公眾披露。有關文件只限政府帳目委員會成員作參考之用。]

- (x) 就《審計報告》第3.24段關於四個收集站的管理，請告知：
- (i) 海事處對收集站運作所進行的監察工作，以及海事處有否對收集站進行任何定期／突擊檢查；如有，檢查的次數為何；如沒有，原因為何；
 - (ii) 海事處已經／將會採取的跟進措施，以確保收集站得到妥善管理和加強監察其運作；

答：海事處人員在巡邏各區時，會不時視察海上垃圾收集站內的情況，包括垃圾是否適當地暫存在有蓋的暫存斗和海上垃圾收集站是否整潔。

由2021年1月起，本處已加強突擊檢查的次數，每月會於不同的海上垃圾收集站進行八至十次突擊檢查，以監察承辦商須每天清空垃圾收集站內的垃圾暫存斗的規定得以遵守。在進行突擊檢查時，海事處人員會檢查以下項目：

- (a) 當值主管是否在場；
- (b) 站內的整體潔淨狀況；
- (c) 有否把閘門上鎖；
- (d) 有否在當眼位置貼上警告字眼；
- (e) 有否採取防鼠措施；及
- (f) 有否清空垃圾暫存斗。

- (iii) 海事處有否因為承辦商未有依照合約規定營運茶果嶺和鴨脷洲收集站而對其施加任何處罰；如有，詳情為何；如沒有，原因為何；以及

***委員會秘書附註：附錄 I 並無在此隨附。**

答：就茶果嶺海上垃圾收集站衛生情況欠佳的情況，海事處已責成承辦商加強清理。就鴨脷洲海上垃圾收集站未駐有承辦商員工一事，海事處亦已責成承辦商需要安排駐場主管。由於承辦商已安排駐場主管及迅速地採取跟進行動，包括改善各個垃圾收集站的衛生情況、放置鼠餌及捕鼠器進行滅鼠工作、每天清空暫存斗內的垃圾及定期提交相關垃圾裝載車輛的裝卸記錄予海事處查閱，海事處並沒有對承辦商施加處罰。海事處同意承辦商過往在管理海上垃圾收集站方面並不理想。如上文所述，本處已於2021年1月開始加強監察承辦商的服務，並加強突擊檢查次數，以確保有關規定得以遵守。

(iv) 海事處會否因為茶果嶺和鴨脷洲收集站使用量偏低而檢視其保留的需要；如會，檢視的詳情為何；如不會，原因為何；

答：茶果嶺海上垃圾收集站主要處理從香港東面水域所收集的海上垃圾。該垃圾收集站由1995年一直使用至今，每年大約有兩至三成的海上垃圾需要經茶果嶺海上垃圾收集站運送到處置地地點處置，因此該垃圾收集站現階段仍需保留。

而鴨脷洲海上垃圾收集站則主要處理從香港南面水域所收集的海上垃圾，每年大約有三至四成的海上垃圾需要經鴨脷洲海上垃圾收集站，運送到處置地地點處置。如遇颱風季節，此垃圾站亦肩負支援香港南面水域和香港仔避風塘清理工作，避免工作船需要用較長時間到其他海上垃圾收集站，因此該垃圾收集站亦有必要保留。

(y) 就《審計報告》第3.26、3.28 (b) 和3.29 (b) 段，海事處在公開聆訊上告知，自2017年10月起出現故障的鴨脷洲收集站起重裝置需待2021年11月才能夠更換。請告知為何海事處需要如此長時間安排維修／更換，以及這段期間內承辦商如何在不使用起重裝置的情況下，將海上垃圾由船隻卸下至鴨脷洲收集站。此外，海事處是否已完成檢視茶果嶺和鴨脷洲收集站對起重裝置的需要；如已完成，結果為何；如未完成，檢視進度為何；

答：就更換鴨脷洲海上垃圾收集站的起重裝置，海事處需要時間與機電工程署協調，就相關更換裝置提出撥款申請，獲批款項後再由機電工程署代為進行招標程序。海事處原計劃在

2020年上半年完成更換裝置的採購程序。然而，受到2019冠狀病毒病疫情影響，相關的採購程序出現延誤。現時，海事處已與機電工程署落實有關安排，預計於2021年11月完成更換新的吊機部件。在部件更換完成前，承辦商會安排船上設有起重裝置的垃圾收集船執行把垃圾卸下暫存斗的工作。

至於茶果嶺海上垃圾收集站，因應當區的發展計劃日後需要遷移，如現在維修後短期內拆毀則不符合成本效益。由於現時承辦商會安排船上設有起重裝置的垃圾收集船執行把垃圾卸下暫存斗的工作，海事處暫時不會為該起重裝置安排維修。

第4部分：其他相關事宜

- (z) 根據《審計報告》第4.4段表九，針對海上棄置廢物的執法個案宗數持續偏低（2015年至2019年期間的個案宗數介乎13至17宗）。請解釋背後原因，並告知這是否反映海事處的執法力度不足；
- (aa) 就《審計報告》第4.6段，請告知就審計署建議安排更多由便衣人員執法的打擊海上棄置廢物行動，海事處已經／將會採取的跟進行動；

答：海事處每天均會安排船隻在香港水域內進行巡邏，以打擊海上棄置廢物和檢控違規的人士。然而，檢控海上棄置垃圾的工作並不容易，穿上制服的執法人員在海事處的巡邏船上容易被人看見，而一般人士不會在執法人員在場的情況下亂拋垃圾。

為使檢控工作更有效地進行，海事處自2021年開始安排約三成的打擊海上棄置廢物行動由便衣人員執行。在行動中，執法人員會穿上便服，在沿岸位置巡視針對海上棄置垃圾的行為進行執法行動。

- (bb) 根據《審計報告》第4.7段表十所載，受環保署委託進行並於2015年4月發表的海上垃圾研究報告指出，約89%本港海上垃圾源於岸邊及康樂活動和海洋／水道活動。請告知環保署及海事處在策劃其執法行動時有否參考上述研究結果，例如安

排便衣人員進行執法和加強公眾教育及宣傳活動，以遏止海上垃圾的源頭活動；

答：環境局於2012年就本港海上垃圾的源頭、去向、分佈和流向委聘顧問進行海上垃圾研究，研究目的為檢討現行措施，並制訂策略性的政策，以防止及減少海上垃圾。有關研究結果於2015年4月公佈，報告就改善海岸線的清潔提出了五項建議，其中包括舉辦宣傳活動以鼓勵公眾支持及參與和加強清理海洋環境中的垃圾。在環保署的統籌及協調下，海事處不時與環保組織合作，共同清理積聚在陸路難以到達的前濱地區的海上垃圾，亦會協助環保組織處置他們在海岸清潔活動中所收集的垃圾。海事處於2020年共參與了九次由環保署統籌和與環保組織合作的聯合清潔行動。

海事處亦不時與其他政府部門進行聯合清潔行動。其中，海事處會與食物環境衛生署(食環署)定期進行聯合清潔行動，海事處承辦商會將食環署在陸上收集的垃圾，從陸路難以運送的近岸位置，經海路運送及處置。此外，海事處亦會與漁農自然護理署(漁護署)在香港仔漁市場一帶水域進行聯合行動，以打擊棄置海上垃圾的違法行為。海事處於2020年與漁護署共進行了三次反棄置海上垃圾行動。

此外，海事處亦不時進行宣傳教育活動，例如向船隻和海上運作持份者派發宣傳單張，藉以教育保持海上清潔意識，從源頭上減少海上棄置廢物的行為。海事處亦會在每年的農曆新年前及休漁期前與避風塘使用者舉行管理會議，並在會議上向相關持份者代表宣傳保持海上清潔意識，並派發宣傳單張，藉此提醒其會員及船戶保持海上清潔及妥善擺放船上生活垃圾和物品，以免掉落海中。參考了上述海上垃圾研究結果，我們認同需要加強宣傳活動，尤其是遏止在本港水域和海岸非法棄置煙頭的行為。海事處已在宣傳單張「你我同心協力 保持海港潔淨」加入不要棄置煙頭落海的訊息，並已於2021年開始在宣傳活動上派發。

海事處自2021年開始安排約三成的打擊海上棄置廢物行動由便衣人員執行，亦會於籌劃反海上棄置廢物行動時加入針對產生海上垃圾源頭的活動。

(cc) 就《審計報告》第4.15段，請告知海事處和環保署已經／將會採取的跟進行動，以確保“海岸清潔”網站顯示準確和最新的海上垃圾清理工作的資料；

答：海事處已經採取跟進行動。“海岸清潔”網站由環保署負責管理，海事處會配合環保署的要求，每季檢視及更新該網站內與海事處工作相關的資料，並會在相關工作有重大調整時主動檢視該網站的內容是否需要相應更改，讓公眾人士掌握最新的資訊。

(dd) 就《審計報告》書第4.17 (b) 段，請告知以浮欄應對海上垃圾問題的試驗計劃進展；以及

答：海事處新購置的兩組浮欄已於2020年5月收妥，以放置於不影響船隻航行的合適水域試行攔截海上漂浮垃圾之用。海事處於2020年6月於政府船塢試用新購置的兩組浮欄，並於2020年10月中旬在西區公眾貨物裝卸區進行試驗。然而，試驗結果顯示浮欄不適用於浪湧較多的西區公眾貨物裝卸區。海事處其後於2020年11月底在觀塘避風塘內設置浮欄，以試驗在不同地方攔阻海上垃圾的成效。試驗結果顯示浮欄可有效攔截於平靜和遮蔽水域中的海上漂浮垃圾。有見及此，海事處將於2021年3月底於觀塘避風塘設置浮欄，以阻截漂浮垃圾。

(ee) 在公開聆訊上提到，海事處只能夠在連續五周向承辦商A發出五張表現違約通知書後，才可終止其合約。然而，根據全港水域和大埔區水域的兩份海上垃圾清理及處置合約，政府可以在條款第38.1條所提述的任何情況下，例如在重大程度上違反任何合約條件（全港水域合約條款第38.1 (iii) 條及大埔區水域合約條款第38.1 (ii) 條），或承辦商未經政府代表事先書面同意分判其權利或責任（全港水域合約條款第38.1 (xvii) 條及大埔區水域合約條款第38.1 (xvi) 條），行使條款第38.2條列出的權力，包括暫停向承辦商付款（全港水域合約條款第38.2 (i) 條及大埔區水域合約條款第38.2 (a) 條）及終止合約（全港水域合約條款第38.2 (v) 條及大埔區水域合約條款第38.2 (e) 條）。根據同屬合約條件的全港水域合約條款第25.1條和大埔區水域合約條款第18.2條，承辦商未經政府事先書面同意，不得訂立任何分判安排。請提供／告知：

- (i) 過去五年向承辦商A發出的表現違約通知書數量，包括每張表現違約通知書的內容，以及承辦商A所採取的補救行動；

答：在過去五年，海事處共發出了三封違約通知書。詳情載於附錄I。

[*附錄I為與承辦商於合約上的內部文件，包含商業敏感資料，因此不應向公眾披露。有關文件只限政府帳目委員會成員作參考之用。]

- (ii) 海事處有否行使其在兩份合約條款第38.2條下的權力，根據條款第38.1條對承辦商A施加處罰（如有）；如有，請提供處罰的詳情及原因；以及
- (iii) 海事處會否行使其在兩份合約條款第38.2條下的權力，根據條款第38.1條對承辦商A施加處罰（包括發出書面通知終止合約並即時生效），以阻嚇承辦商A進一步違反合約條款。

答：在發出上述三封違約通知書後，由於承辦商已作出糾正，海事處未有再施加處罰。關於分判安排，海事處在2020年八月已給予事後批准，之後亦已加強監察，避免有同類情況發生，因此不會再施加處罰。然而，海事處已提醒承辦商日後須恪守全港水域合約及大埔區水域合約的條款和條件。倘承辦商再次違反有關規定，海事處定會追究和考慮向承辦商施加處罰。

此外，海事處會在海上垃圾清理及處置服務的檢討中一併檢視合約內的相關罰則，以加強阻嚇作用。

***委員會秘書附註：附錄I並無在此隨附。**

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MEPC.1/Circ.834/Rev.1
1 March 2018

CONSOLIDATED GUIDANCE FOR PORT RECEPTION FACILITY PROVIDERS AND USERS

1 In view of the need to tackle the long-standing problem of the inadequacy of port reception facilities, the Marine Environment Protection Committee (the Committee), having received valuable input from the Industry Port Reception Facilities Forum, adopted, at its fifty-fifth session (October 2006), the Action Plan on Tackling the Inadequacy of Port Reception Facilities and instructed the Sub-Committee on Flag State Implementation (FSI) to progress the Plan's work items.

2 The Guide to good practice for port reception facility providers and users was developed as one of the work items of the Action Plan as a practical users' guide for ships' crew who seek to deliver MARPOL wastes/residues ashore and for port reception facility providers who seek to provide timely and efficient port reception services to ships.

3 The Committee, at its fifty-ninth session (July 2009), considered and approved the *Guide to good practice for port reception facility providers and users* (MEPC.1/Circ.671).

4 The Committee, at its sixty-fifth session (May 2013), agreed to the recommendation made by the FSI Sub-Committee, at its twenty-first session (March 2013), to revise MEPC.1/Circ.671, including the necessary consequential amendments following the entry into force of the revised MARPOL Annex V on 1 January 2013; the designation of the Baltic Sea as a Special Area under MARPOL Annex IV; and the designation of the North American and United States Caribbean Sea emission control areas under MARPOL Annex VI.

5 The Committee, at its sixty-sixth session (April 2014), approved the *Consolidated guidance for port reception facility providers and users* (MEPC.1/Circ.834), consolidating in a single document the *Guide to good practice for port reception facility providers and users* (MEPC.1/Circ.671/Rev.1) and four other circulars related to port reception facilities (MEPC.1/Circ.469/Rev.2, MEPC.1/Circ.644/Rev.1, MEPC.1/Circ.645/Rev.1 and MEPC.1/Circ.470/Rev.1).

6 The Committee, at its seventieth session (November 2016), having adopted, by resolution MEPC.277(70), amendments to MARPOL Annex V introducing new categorizations of garbage, agreed to revise the Consolidated Guidance, and requested the Secretariat to issue the revision following the entry into force of the amendments on 1 March 2018. The revised Consolidated Guidance is set out in the annex.

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* 委員會秘書附註：本文件只備英文本。

7 Member Governments and Parties to the MARPOL Convention are invited to bring the revised Consolidated Guidance to the attention of all parties concerned. In particular, port States are invited to make it available at port reception facilities and flag States are invited to make it available to shipowners and masters. An electronic copy can be downloaded from the GISIS website of the Organization*.

* <http://gisis.imo.org> (click on Port Reception Facilities but note that new users will need to register first).

ANNEX

**CONSOLIDATED GUIDANCE FOR PORT RECEPTION FACILITY
PROVIDERS AND USERS**

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INTRODUCTION

1 The use and provision of port reception facilities (PRFs) is fundamental to the overall success of the International Convention for the Prevention of Pollution from Ships, 1973, as modified by the 1978 and 1997 Protocols (MARPOL) in its objective of reducing and ultimately eliminating intentional pollution of the marine environment by ships. Considerable efforts by Party States and the industry have resulted in an improvement in the availability and adequacy of PRFs.

2 However, recent work by the Organization suggests that there are still barriers to the efficient delivery of MARPOL wastes/residues ashore. One such barrier has been identified as the lack of clear, easy-to-use guidance that outlines how the shipping community and reception facility providers can best conduct their operations in order to comply with MARPOL and to facilitate efficient, environmentally responsible disposal of MARPOL wastes/residues.

3 This Consolidated Guidance is intended to be a practical users' guide for ships' crew who seek to deliver MARPOL wastes/residues ashore and for port reception facility providers who seek to provide timely, efficient port reception services to ships. It provides a basis for establishing best practice procedures, with an eye towards improving the integration of PRFs into a more comprehensive waste management scheme in which final disposal of MARPOL wastes/residues occurs in a manner that protects the environment, with due regard for the health and safety of workers and the general population. It is based on the fundamental requirements established in MARPOL and the guidance provided in the Organization's Manual *Port Reception Facilities – How to do it* (2016) (the Manual) and the *Guidelines for ensuring the adequacy of port waste reception facilities* (resolution MEPC.83(44)). Building on the Manual and the Guidelines, this Guidance suggests how modern environmental management systems and procedures can assist with the improvement of MARPOL wastes/residues delivery ashore. Procedures recommended by the Organization include communication and reporting procedures and the use of standardized forms.

4 This Guidance is not intended to provide guidance to Party State authorities and Governments who wish to implement reception facilities under MARPOL. The *Port Reception Facilities – How to do it* (2016) Manual and the *Guidelines for ensuring the adequacy of port waste reception facilities*, as noted above and previously published by IMO, should be referred to for these purposes.

TERMS USED IN THIS GUIDANCE

5 This Guidance has been written with the aim of enabling shipowners/operators and PRF operators to comply with MARPOL. As such, plain language has been used wherever possible. However, it is important that the terms used in this guidance be interpreted consistently and in the appropriate context. The following definitions set out some basic terminology in the context of this Guidance. For complete legal definitions, applicability and exceptions, reference should be made directly to MARPOL and its Annexes.

6 *Adequacy* as used in the MARPOL Annexes means that PRFs meet the needs of ships using the ports without causing undue delay. PRF operators and users may refer to the *Guidelines for ensuring the adequacy of port waste reception facilities* (resolution MEPC.83(44)), section 3 (How to Achieve Adequacy), or section 2.3.1 of the Manual *Port Reception Facilities – How to do it* (2016), for further information. Section 3.2 of the Guidelines further states that "adequate facilities can be defined as those which: mariners use; fully meet the needs of the ships regularly using them; do not provide mariners with a disincentive to use them; and contribute to the improvement of the marine environment". Additionally, section 3.3 of the Guidelines specifies that the reception facilities must "... allow for the ultimate disposal of ships' waste to take place in an environmentally appropriate way".

7 *Discharge* is defined in MARPOL as any release, however caused, from a ship and includes any escape, disposal, spilling, leaking, pumping, emitting or emptying. In this guidance, the term "discharge" refers generally to the types of discharge regulated under MARPOL.

8 *Garbage*, as defined in MARPOL Annex V, means all kind of food wastes, domestic wastes and operational wastes, all plastics, cargo residues, incinerator ashes, cooking oil, fishing gear and animal carcasses generated during the normal operation of the ship and liable to be disposed of continuously or periodically, except those substances which are defined or listed in other Annexes to the Convention. Garbage does not include fresh fish and parts thereof generated as a result of fishing activities undertaken during the voyage, or as a result of aquaculture activities which involve the transport of fish including shellfish for placement in the aquaculture facility and the transport of harvested fish, including shellfish, from such facilities to shore for processing.

9 *MARPOL wastes/residues* is used throughout this Guidance to refer collectively to all waste streams that are generated on board ships during normal operations and during cargo operations and are governed by MARPOL, including the following:

- .1 MARPOL Annex I: oily bilge water; oily residues (sludge); oily tank washings (slops); dirty ballast water; and scale and sludge from tank cleaning;
- .2 MARPOL Annex II: cargo residues containing noxious liquid substances (NLS) as defined in MARPOL Annex II; or ballast water, tank washings or other mixtures containing such substances;
- .3 MARPOL Annex IV: sewage;
- .4 MARPOL Annex V: garbage as defined in MARPOL Annex V (see paragraph 8), including plastics, food wastes, domestic wastes, cooking oil, incinerator ashes, operational wastes, animal carcasses, fishing gear, E-waste, cargo residues not harmful to the marine environment (non-HME) and cargo residues harmful to the marine environment (HME); and
- .5 MARPOL Annex VI: ozone-depleting substances and equipment containing such substances, and exhaust gas cleaning residues.

Note: Although some Annex I and II residues are technically cargo residues (i.e. substances which remain for disposal after the loading or unloading of cargo), the term "cargo residues" has only been defined by IMO in the context of Annex V. MARPOL Annex V defines cargo residues as "the remnants of any cargo which are not covered by other Annexes to the present Convention and which remain on the deck or in holds following loading or unloading, including loading and unloading excess or spillage, whether in wet or dry condition or entrained in washwater but does not include cargo dust remaining on the deck after sweeping or dust on the external surfaces of the ship". In the context of Annex V, "cargo residues" refers to cargo residues that are not governed by Annex I or II (i.e. dry/bulk cargo residues). For complete definitions and exceptions, please refer to relevant MARPOL Annexes.

Unless otherwise qualified, the terms "waste" and "residue" in this Guidance can be inferred to mean "MARPOL waste" and "MARPOL residue," i.e. waste streams that are generated on board ships and are governed by MARPOL.

10 *Quarantine waste* refers to waste that requires segregation and special handling due to its potential to spread diseases or plant and animal pests.

11 *Reception facility* refers to any fixed, floating or mobile facility capable of receiving MARPOL wastes/residues from ships and fit for that purpose.

LAYOUT OF GUIDANCE

12 This Guidance has been developed for use by shipmasters/owners/operators/agents and port authorities/port reception facility operators, to provide a summary of the main considerations which should be taken into account when delivering and receiving MARPOL wastes/residues. It begins with a basic overview of the basis for the use of PRFs. The remainder of the guidance is divided into two sections: one outlining good practices for ships and the other focusing on good practices for reception facilities. Sources of useful supplementary information are referenced at the end of the guidance. Additionally, in the appendices, standardized formats are provided: the Format for reporting alleged inadequacies of port reception facilities; an Advance Notification Form (ANF) for shipmasters/owners/operators to notify port operators of their MARPOL wastes/residues disposal needs; and a recommended Waste Delivery Receipt (WDR) format for PRF operators. Appendix 4 contains an overview of the waste reception facility reporting requirements for both port States and flag States, the full and effective implementation of which is of paramount importance for the identification and implementation of the necessary actions to be taken towards the provision of adequate reception facilities in many ports worldwide.

CORPORATE AND SOCIAL RESPONSIBILITY

13 Since the adoption of MARPOL, global environmental and societal awareness has grown and developed. This development has introduced new concepts on how to manage operations in an environmentally sensitive and responsible way. Many shipping companies and port authorities have implemented environmental management systems which ensure that their operations are conducted in an environmentally sound manner. Frequently, environmental objectives are set in order to facilitate the ongoing improvement, year on year, in terms of a company's environmental impact. Coupled with this is a growing desire to incorporate the principles of sustainability alongside that of corporate and social responsibility.

14 This Guidance therefore brings into consideration the need for shipping companies and reception facility providers to apply the principles of corporate and social responsibility; to fulfil the obligations relating to all aspects of a company's operation as frequently found within company environmental management systems; and to realize the desire of modern companies to continually improve their environmental performance.

OBLIGATIONS OF SHIPS AND OF PORT OPERATORS

15 Keeping the seas and oceans clean should be seen as the overriding obligation for the use and provision of PRFs. MARPOL includes regulations aimed at preventing and minimizing pollution from ships – both accidental pollution and that from routine operations. The basis for providing and using PRFs is incorporated in the Annexes of MARPOL and implementing laws and regulations of State Parties. The following summarizes the basic obligations under MARPOL and includes other considerations that ship and port operators should take into account. For specific legal requirements, users of this Guidance should refer directly to MARPOL and its Annexes or implementing regulations of individual States Party to the Convention.

16 To complement wastes/residues minimization and management practices on board the ship (see paragraphs 27 to 34), the shipping industry needs access to adequate PRFs to enable compliance with the provisions of MARPOL. Therefore, MARPOL places an obligation on State Parties to provide adequate reception facilities in their ports. The following regulations stipulate this requirement for each type of MARPOL wastes/residues identified:

- .1 regulation 38 of Annex I;
- .2 regulation 18 of Annex II;
- .3 regulations 12 and 13 of Annex IV;
- .4 regulation 8 of Annex V; and
- .5 regulation 17 of Annex VI.

17 In addition to the basic rules in the MARPOL Annexes, ships' operators should be aware that individual port States have implemented national and regional requirements which may mandate that ships discharge certain types of MARPOL wastes/residues to PRFs. Individual port States may also specify the means of disposal to meet quarantine and other regulatory requirements. Operators should therefore ensure they have a complete and up-to-date overview of national and regional requirements relating to PRFs. Such information may be gained directly from the port State authorities, or via agents in the port, or trade associations representing the shipping and/or port industries.

18 General obligations under each of the regulations listed above also state that Parties should communicate information on their PRFs to the Organization. To this end, the Organization has established the Port Reception Facilities Database (PRFD) within its Global Integrated Ship Information System (GISIS)¹. The PRFD relies on up-to-date information being provided by port States. Port State authorities are encouraged to regularly seek accurate and up-to-date information from reception facility operators and port authorities and to maintain entries on the PRFD. Reception facility operators and port authorities should also be proactive in communicating updated information to port State authorities. This two-way communication will facilitate the dissemination of PRF information to the shipping industry.

19 Shipmasters/owners/operators can use the PRFD on the GISIS website to obtain information on specific PRFs. PRF operators are encouraged to maintain and update on regular basis current and accurate information regarding their facilities and to provide such information to authorities so as to ensure the accuracy of information on the PRFD and that current information is available to shipmasters and shipowners/operators. Ships' agents, acting on behalf of owners/operators, may also access the public GISIS website for PRF information.

Special Areas and Emission Control Areas

20 Of particular importance in the ultimate elimination of marine pollution from ships are the more restrictive requirements in force in Special Areas and Emission Control Areas (ECAs) as defined in MARPOL. The following is a list of Special Areas/ECAs to date as adopted within MARPOL (MEPC.1/Circ.778/Rev.2)²:

¹ <https://gisis.imo.org/>

² An up-to-date list can also be found at: <http://www.imo.org> (click on Marine Environment, then Special Areas under MARPOL).

Annex I: Oil

Mediterranean Sea
Baltic Sea
Black Sea
Red Sea (see paragraph 21)
"Gulfs" Area
Gulf of Aden (see paragraph 21)
Antarctic Area
North West European Waters
Oman Area of the Arabian Sea (see paragraph 21)
Southern South African Waters

Annex IV: Sewage

Baltic Sea (to be effective from 1 June 2019)

Annex V: Garbage

Mediterranean Sea
Baltic Sea
Black Sea (see paragraph 21)
Red Sea (see paragraph 21)
"Gulfs" Area
North Sea
Antarctic Area (south of latitude 60 degrees South)
Wider Caribbean region including the Gulf of Mexico and the Caribbean Sea

Annex VI: Air Pollution – Emission Control Areas (ECA)

North Sea (SO_x and NO_x)
Baltic Sea area (SO_x and NO_x)
North American area (SO_x, NO_x and PM)
United States Caribbean Sea area (SO_x, NO_x and PM)

Note: Requirements may vary for each Special Area and ECA; therefore mariners should consult the relevant MARPOL Annex or IMO circular³ for specific details.

21 The Special Area requirements for several of these areas have not yet taken effect because of lack of notifications from MARPOL Parties whose coastlines border the relevant Special Areas on the existence of adequate reception facilities (regulations 38.6 of Annex I and regulation 8.2 of Annex V). While this remains the case, the shipping and port industry should endeavour to meet the requirements as if the Special Area status of those areas had taken effect, in the spirit of MARPOL.

22 Shipowners/operators and port operators should be conscious that more stringent restrictions in Special Areas and ECAs further emphasize the importance of the general obligations to provide adequate reception facilities for MARPOL wastes/residues. In all cases where shipping companies encounter inadequate reception facilities, this should be reported accurately and in a timely manner via the ship's flag State to the Organization and to the appropriate port State authorities or port operators, using the suggested format for reporting (see appendix 1).

³ MEPC.1/Circ.778/Rev.2

GOOD PRACTICES FOR SHIPMASTERS, SHIPOWNERS AND OPERATORS

Considerations prior to delivery of MARPOL wastes/residues ashore

23 Efficient delivery of MARPOL wastes/residues ashore relies on advance planning. The following sections outline ways in which considerations for delivery of MARPOL wastes/residues ashore can be integrated into a ship's operating procedures in order to minimize delays and unexpected costs and improve environmental management practices. Good waste management strategies should be incorporated into voyage planning.

Logistical and commercial arrangements

24 Consideration should be given to the logistical and commercial arrangements which may be specified in shipping contracts (charter party agreements) between ship operators and cargo owners. Such arrangements should take into account the need to discharge MARPOL wastes/residues ashore to reception facilities and should not compromise, but rather facilitate, the ship operator's ability to comply with obligations under MARPOL. Examples of logistical and commercial considerations might include allowing sufficient time in port to complete transfer of MARPOL wastes/residues and ensuring that disposal costs are accounted for in charter agreements when appropriate. Such considerations are especially important when cargo tank pre-washes are required for certain Annex II residues and when charter agreements specify tank or cargo hold cleaning after discharging cargoes.

Minimization and management of ship-generated wastes/residues

25 Although not a direct requirement of MARPOL, minimizing the wastes/residues generated on board ships represents an environmental best practice, and should be considered in a ship's overall waste management practices.

26 The most effective way of reducing ship-generated wastes/residues is to reduce materials that become waste at the source. Efforts should be made to minimize packaging from ship stores, for example, by establishing an agreement with the supplier to accept the return of the packaging upon delivery, or to reduce the amount of packaging.

27 Developing an agreement with suppliers and manufacturers is not only important for more general waste categories such as plastics, but essential for other maritime specific wastes such as time expired pyrotechnics; used ropes, tails and wires; time expired medicine; and batteries. The supplier and/or manufacturer should be able to provide the specialist facilities for treatment or disposal of these products and materials.

28 Onboard waste management will also assist in minimizing ship-generated wastes/residues. Ship operators and shipbuilders should consider further the design of new ships to enhance waste treatment on board and consider introducing operational measures which can improve efficiency for existing ships. Further information on shipboard garbage handling and storage procedures and minimizing the amount of potential garbage is provided in the *2017 Guidelines for the implementation of MARPOL Annex V* (resolution MEPC.295(71)). In addition, an ISO standard for the management and handling of shipboard garbage (ISO 21070:2011) has been developed. For ships of 100 gross tonnage and above, and ships which are certified to carry 15 persons or more, information with regard to onboard management of garbage will also be included in the *Garbage Management Plan (2012 Guidelines for the Development of Garbage Management Plans* (resolution MEPC.220(63)).

29 In relation to the minimization of oily waste, an increased familiarity with the ship's engine-room treatment systems coupled with the crew's training in oily waste management and recording will assist in reducing the amount of waste produced and improve the overall on-board management of oily waste. The use of an Integrated Bilge Water Treatment System (IBTS) will facilitate segregation of oily waste, allowing for the storage of oil sludge, oil-water mixtures and clean water separately.

30 Ships' crew need to understand the correct use of, and entries to, the Oil Record Book, the Cargo Record Book and the Garbage Record Book. This will help to ensure that any management system implemented can be easily monitored and audited. Industry associations such as INTERTANKO and ICS may provide useful guidance on the correct use of such record books. Reference should also be made to the *Guidance for the recording of operations in the Oil Record Book Part I – machinery space operations (all ships)* (MEPC.1/Circ.736/Rev.2).

31 If space permits, onboard waste management plans should take into account the possibility of being able to recycle certain garbage types. The segregation of garbage according to the requirements of MARPOL Annex V (e.g. plastics; food wastes; domestic wastes; cooking oil; incinerator ashes; operational wastes; cargo residues; animal carcasses; fishing gear) should also allow for the delivery of garbage in certain recyclable categories.

32 To facilitate the landing of recyclable residues/waste, ship operators should consider establishing contracts with facilities in ports that are visited on a regular basis. This will fulfil both the need to use a reputable supplier as per most environmental management systems and facilitate the discharge of segregated waste ashore on each port visit. Where appropriate reception facilities for segregated and/or recyclable wastes are not provided in a port, shipowners/operators are encouraged to request that such facilities are developed in conjunction with the recycling capability of the locality or region.

Communication and advance notification

33 Individual ports may need to comply with varying local requirements for specialized handling (such as quarantine) of certain types of MARPOL wastes/residues, such as animal, plant and food wastes generated on board the ship. Therefore, ship operators should check with local agents, port authorities, harbour masters or reception facility providers for port-specific requirements prior to arrival in order to plan for and accommodate any special handling requirements for that particular port, including any additional segregation that may need to take place on board well in advance of arrival. This information should be incorporated into the company's environmental management plan and should be taken into consideration in voyage planning.

34 As noted in paragraph 18, IMO's PRF Database, accessible online through the GISIS website, can be a good source of information about the reception facilities available at ports worldwide. Users are required to first register by creating a username and password.

35 In some ports, for logistical reasons, the providers of port reception facilities may require advance notification from the ship of its intention to use the facilities. Further information on this requirement is provided in section 4 of the *Guidelines for ensuring the adequacy of port waste reception facilities* (resolution MEPC.83(44)). Providing advance notification to the reception facility of the type and quantity of MARPOL wastes/residues on board and the type and quantity intended to be delivered will greatly assist the reception facility operator in receiving the materials while minimizing any delay to the ship's normal port operation. General recommended practice is to provide at least 24 hours' notice, although specific requirements may vary by reception facility. If a ship visits a port on a regular basis, a standing arrangement with the PRF may prove to be most efficient. Shipmasters are recommended to

use the standardized Advance Notification Form developed by the Organization (see appendix 2). Port authorities, agents and facility operators are urged to accept the standardized format; however, some operators may require an alternate form.

Considerations during MARPOL wastes/residues delivery

36 During delivery of MARPOL wastes/residues, appropriate procedures as drawn up in the ship's Safety Management System (SMS, see ISM Code) should be followed.

37 Following delivery, the master should request a Waste Delivery Receipt to document the type and quantity of MARPOL wastes/residues actually received by the facility. IMO has standardized the format of this document to facilitate its use and application and in order to provide uniformity of records throughout the world (appendix 3). Corresponding records, receipts or certificates of the delivery shall be kept in the Garbage Record Book (for a minimum of two years) and the Oil Record Book (part I for all ship types and part II for oil tankers) and the Cargo Record Book for chemical tankers.

38 Ship operators play a critical role in assisting port States with their obligation to provide adequate PRFs for ships. Since the possibility for improving reception facilities is dependent, at least partly, on the receipt of adequate information about alleged inadequacies, shipping companies should be encouraged to include the provisions for reporting alleged inadequacies of port reception facilities in their procedures for shipboard operations required under section 7 of the ISM Code. As part of the ship's SMS, the master should be required to complete a report on encountering an inadequate PRFs. The format for such a report is provided in appendix 1, which is also available through the Port Reception Facility section of the GISIS website. Completed reports should be forwarded to the flag Administration and, if possible, to the Authorities of the port State.

39 Flag States are requested to distribute the format in appendix 1 to ships and urge masters to use it to report alleged inadequacies of port reception facilities to the Administration of the flag State and, if possible, to the Authorities of the port State. Flag States are also required to notify IMO, for transmission to the Parties concerned, of any case where facilities are alleged to be inadequate, and to inform the port State of the alleged inadequacies.

40 Notification should be made as soon as possible following the completion of the alleged inadequacies reporting format and should include a copy of the master's report, together with any supporting documentation.

41 Port States should ensure the provision of proper arrangements to consider and respond appropriately and effectively to reports of inadequacies, informing IMO and the reporting flag State of the outcome of their investigation.

42 The alleged inadequacy report together with the follow-up action received from the port State will be published in the GISIS PRF Database.

GOOD PRACTICES FOR PORT RECEPTION FACILITY OPERATORS

Communication

43 In order to provide efficient PRF services that meet the needs of ships calling at a port without causing undue delay, port authorities should prepare a Port Waste Management Plan and should ensure that relevant information about the reception services available and associated costs are communicated to ship operators well in advance of the ship's arrival.

44 It is useful for ship operating companies to be able to plan the delivery of MARPOL wastes/residues well in advance of the ship's next port call, especially if the port has more stringent requirements that might necessitate additional segregation of waste on board prior to arrival, such as quarantine segregation. As noted above, to facilitate ships' planning, port authorities or PRF providers are urged to communicate to their country focal points accurate and up-to-date information about the reception facilities available at the port. This information can then be communicated to the shipping industry via the GISIS PRF Database.

45 At a minimum, the information uploaded and made available in the PRFD should include type of facilities, capacity of the facilities and the contact point. Additional information that would facilitate ships' planning might include contact details for the port authority or harbour master, a link to the port website, a link to the Port Waste Management Plan, and information relating to fees/cost to use facilities. A good example is the information provided in material published by the Port of Rotterdam (available at: www.portofrotterdam.com). Such additional information may be downloaded electronically as required, and could provide further instruction to ships regarding procedures for using the facilities (including, for example, specific local requirements for quarantine waste).

46 Port authorities and reception facility providers should request shipmasters to provide advance notice of MARPOL wastes/residues delivery in order to ensure that the necessary receptacles and vehicles are prepared for receipt of the material. To facilitate the notification process, port authorities and reception facilities should accept the standardized Advance Notification Form (appendix 2). Use of the standardized form will allow the shipmaster and operator to prepare in advance a system for generating such forms and avoid having to complete a different form for each port or facility visited.

Port reception practices

47 Although legal requirements for PRFs will vary depending on the port State's implementing legislation, good practices for PRFs should include procedures that facilitate better integration with shipboard and landside wastes/residues management practices. Such integration and cooperation with inland waste disposal operations should allow ultimate disposal of ship-generated wastes/residues to take place in an environmentally appropriate manner.

48 The reception facility should be adequately prepared to receive MARPOL Annex V wastes/residues as segregated on board and should supply suitable receptacles to facilitate the landing of segregated waste for recycling. Procedures for reception of segregated wastes/residues should parallel the standards for the Management and Handling of Shipboard Garbage as specified in ISO 21070:2011. PRF operators and port authorities within State Parties should work with national and local government officials, regional administrators, commercial interests, and local waste disposal infrastructure managers to develop landside waste disposal strategies, including waste segregation, that encourage reduction, reuse and recycling of ship-generated wastes/residues landed ashore at PRFs. Reception facility providers should seek out resale/recycling options for reusable/recyclable waste when not prohibited by local laws.

49 In the case of oil, noxious liquid substances and other dangerous goods or harmful or hazardous substances, port and reception facility operators should adhere to the guidance provided in relevant publications such as the International Safety Guide for Oil Tankers and Terminals (ISGOTT), or the International Maritime Dangerous Goods (IMDG) Code.

50 The reception facility should also be adequately prepared to receive MARPOL wastes/residues in accordance with any local quarantine requirements, for example by providing suitably sealed receptacles and ensuring that MARPOL wastes/residues can be transported and disposed of in accordance with regulations. Port State authorities should also be aware of the need for appropriate treatment and disposal sites and should seek to ensure that these are available through public or private arrangements.

51 The necessary connection arrangements for the discharge of machinery oily bilge water and oil residues (sludge) are provided for in regulation 13 of MARPOL Annex I. These standard dimensions for flanges and discharge connections apply to all ships and should therefore allow the reception facility to standardize its own connection pipes accordingly.

52 Following delivery, the reception facility should provide the master with a Waste Delivery Receipt (WDR). IMO has standardized the format of the WDR to facilitate its use and application, as set out in appendix 3.

53 Although the port structure in a State Party may or may not accommodate cost/pricing schemes and/or other incentives for MARPOL wastes/residues delivery ashore, reception facility services should be provided at a reasonable cost. The *Guidelines for ensuring the adequacy of port waste reception facilities* (resolution MEPC.83(44)) (section 3.2) define "adequate" facilities as those which "do not provide mariners with a disincentive to use them", and further stress that unreasonably high costs may deter use of PRFs (section 5.2).

SOURCES OF ADDITIONAL INFORMATION

Global Integrated Shipping Information System (GISIS) website: <http://gisis.imo.org/Public/>

MARPOL Consolidated Edition – includes all Articles, Protocols, Annexes, and Unified Interpretations - available to purchase at:
<http://www.imo.org/en/Publications/Pages/Home.aspx>

Guidelines for the implementation of MARPOL Annex V (2017) – available to purchase at:
<http://www.imo.org/en/Publications/Pages/Home.aspx>

Port Reception Facilities - How to do it (2016) – available to purchase at:
<http://www.imo.org/en/Publications/Pages/Home.aspx>

Guidelines for ensuring the adequacy of port waste reception facilities (resolution MEPC.83(44)) – available at
[http://www.imo.org/en/KnowledgeCentre/IndexofIMOResolutions/Marine-Environment-Protection-Committee-\(MEPC\)/Documents/MEPC.83\(44\).pdf](http://www.imo.org/en/KnowledgeCentre/IndexofIMOResolutions/Marine-Environment-Protection-Committee-(MEPC)/Documents/MEPC.83(44).pdf)

Guidelines for reception facilities under MARPOL Annex VI (2011) (resolution MEPC.199(62)) – available at
[http://www.imo.org/en/KnowledgeCentre/IndexofIMOResolutions/Marine-Environment-Protection-Committee-\(MEPC\)/Documents/MEPC.199\(62\).pdf](http://www.imo.org/en/KnowledgeCentre/IndexofIMOResolutions/Marine-Environment-Protection-Committee-(MEPC)/Documents/MEPC.199(62).pdf)

APPENDIX 1

FORMAT FOR REPORTING ALLEGED INADEQUACIES OF PORT RECEPTION FACILITIES¹

The master of a ship having encountered difficulties in discharging waste to reception facilities should forward the information below, together with any supporting documentation, to the Administration of the flag State and, if possible, to the competent Authorities in the port State. The flag State shall notify IMO and the port State of the occurrence. The port State should consider the report and respond appropriately informing IMO and the reporting flag State of the outcome of its investigation.

1 SHIP'S PARTICULARS

- 1.1 Name of ship: _____
- 1.2 Owner or operator: _____
- 1.3 Distinctive number or letters: _____
- 1.4 IMO Number²: _____
- 1.5 Gross tonnage: _____
- 1.6 Port of registry: _____
- 1.7 Flag State³: _____
- 1.8 Type of ship:
- | | | |
|---|--|--|
| <input type="checkbox"/> Oil tanker | <input type="checkbox"/> Chemical tanker | <input type="checkbox"/> Bulk carrier |
| <input type="checkbox"/> Other cargo ship | <input type="checkbox"/> Passenger ship | <input type="checkbox"/> Other (specify) _____ |

2 PORT PARTICULARS

- 2.1 Country: _____
- 2.2 Name of port or area: _____
- 2.3 Location/terminal name: _____
(e.g. berth/terminal/jetty)
- 2.4 Name of company operating
the reception facility (if applicable): _____
- 2.5 Type of port operation:
- | | | |
|--|---------------------------------------|-----------------------------------|
| <input type="checkbox"/> Unloading port | <input type="checkbox"/> Loading port | <input type="checkbox"/> Shipyard |
| <input type="checkbox"/> Other (specify) _____ | | |
- 2.6 Date of arrival: ___/___/___ (dd/mm/yyyy)
- 2.7 Date of occurrence: ___/___/___ (dd/mm/yyyy)
- 2.8 Date of departure: ___/___/___ (dd/mm/yyyy)

¹ This format was approved by MEPC 53.

² In accordance with the *IMO ship identification number scheme*, adopted by the Organization by Assembly resolution A.1117(30).

³ The name of the State whose flag the ship is entitled to fly.

3 INADEQUACY OF FACILITIES

3.1 Type and amount of wastes/residues for which the port reception facility was inadequate and nature of problems encountered

Type of wastes/residues	Amount for discharge (m ³)	Amount <u>not</u> accepted (m ³)	Problems encountered Indicate the problems encountered by using one or more of the following code letters, as appropriate. A No facility available B Undue delay C Use of facility technically not possible D Inconvenient location E Ships had to shift berth involving delay/cost F Unreasonable charges for use of facilities G Other (please specify in paragraph 3.2)
MARPOL Annex I - related			
Oily bilge water			
Oily residues (sludge)			
Oily tank washings (slops)			
Dirty ballast water			
Scale and sludge from tank cleaning			
Other (please specify)			
MARPOL Annex II – related			
Category of NLS ⁴ residue/water mixture for discharge to facility from tank washings:			
Category X substance			
Category Y substance			
Category Z substance			
MARPOL Annex IV – related			
Sewage			
MARPOL Annex V – related			
A. Plastics			
B. Food wastes			
C. Domestic wastes			
D. Cooking oil			
E. Incinerator ashes			
F. Operational wastes			
G. Animal carcasses			
H. Fishing gear			
I. E-waste			
J. Cargo residues (non-HME) ⁵			
K. Cargo residues (HME) ⁵			
MARPOL Annex VI – related			
Ozone-depleting substances and equipment containing such substances			
Exhaust gas-cleaning residues			

⁴ Indicate, in paragraph 3.2, the proper shipping name of the NLS involved and whether the substance is designated as "solidifying" or "high viscosity" as per MARPOL Annex II, regulation 1, paragraphs 15.1 and 17.1 respectively.

⁵ Indicate the proper shipping name of the dry cargo.

3.2 Additional information with regard to the problems identified in the above table.

3.3 Did you discuss these problems or report them to the port reception facility?

Yes No

If Yes, with whom (please specify)

If Yes, what was the response of the port reception facility to your concerns?

3.4 Did you give prior notification (in accordance with relevant port requirements) about the ship's requirements for reception facilities?

Yes No Not applicable

If Yes, did you receive confirmation on the availability of reception facilities on arrival?

Yes No

4 ADDITIONAL REMARKS/COMMENTS

Master's signature

Date: __/__/____ (dd/mm/yyyy)

APPENDIX 2

STANDARD FORMAT OF THE ADVANCE NOTIFICATION FORM FOR WASTE DELIVERY TO PORT RECEPTION FACILITIES

Notification of the Delivery of Wastes/Residues to: (enter name of port or terminal)
The master of a ship should forward the information below to the designated authority at least 24 hours in advance of arrival or upon departure of the previous port if the voyage is less than 24 hours.
This form should be retained on board the ship along with the appropriate Oil Record Book, Cargo Record Book or Garbage Record Book.

DELIVERY FROM SHIPS (ANF)

1. SHIP PARTICULARS

1.1 Name of ship:	1.5 Owner or operator:
1.2 IMO number:	1.6 Distinctive number or letters:
1.3 Gross tonnage:	1.7 Flag State:
1.4 Type of ship:	<input type="checkbox"/> Oil tanker <input type="checkbox"/> Chemical tanker <input type="checkbox"/> Bulk carrier <input type="checkbox"/> Container <input type="checkbox"/> Other cargo ship <input type="checkbox"/> Passenger ship <input type="checkbox"/> Ro-ro <input type="checkbox"/> Other (specify)

2. PORT AND VOYAGE PARTICULARS

2.1 Location/Terminal name and POC:	2.6 Last Port where wastes/residues were delivered:
2.2 Arrival Date and Time:	2.7 Date of Last Delivery:
2.3 Departure Date and Time:	2.8 Next Port of Delivery (if known):
2.4 Last Port and Country:	2.9 Person submitting this form is (if other than the master):
2.5 Next Port and Country (if known):	

3. TYPE AND AMOUNT OF WASTES/RESIDUES FOR DISCHARGE TO FACILITY

MARPOL Annex I – Oil	Quantity (m ³)
Oily bilge water	
Oily residues (sludge)	
Oily tank washings	
Dirty ballast water	
Scale and sludge from tank cleaning	
Other (please specify)	
MARPOL Annex II – NLS	Quantity (m ³) /Name ¹
Category X substance	
Category Y substance	
Category Z substance	
OS – other substances	
MARPOL Annex IV – Sewage	Quantity (m ³)

MARPOL Annex V – Garbage	Quantity (m ³)
A. Plastics	
B. Food wastes	
C. Domestic wastes	
D. Cooking oil	
E. Incinerator ashes	
F. Operational wastes	
G. Animal carcasses	
H. Fishing gear	
I. E-waste	
J. Cargo residues (non-HME) ²	
K. Cargo residues (HME) ²	
MARPOL Annex VI – Air pollution	Quantity (m ³)
Ozone-depleting substances and equipment containing such substances	
Exhaust gas-cleaning residues	

¹ Indicate the proper shipping name of the NLS involved.
² Indicate the proper shipping name of the dry cargo.

Name of ship:	IMO Number:
---------------	-------------

Please state below the approximate amount of wastes/residues remaining on board and the percentage of maximum storage capacity. If delivering all wastes/residues on board at this port please strike through this table and tick the box below. If delivering some or no waste/residue, please complete all columns.

I confirm that I am delivering all the wastes/residues held on board this vessel (as shown on page 1) at this port

Type	Maximum dedicated storage capacity (m ³)	Amount of wastes/residues retained on board (m ³)	Port at which remaining wastes/residues will be delivered (if known)	Estimate amount of wastes/residues to be generated between notification and next port of call (m ³)
MARPOL Annex I – Oil				
Oily bilge water				
Oily residues (sludge)				
Oily tank washings				
Dirty ballast water				
Scale and sludge from tank cleaning				
Other (please specify)				
MARPOL Annex II – NLS³				
Category X substance				
Category Y substance				
Category Z substance				
OS – other substances				
MARPOL Annex IV – Sewage				
Sewage				
MARPOL Annex V – Garbage				
A. Plastics				
B. Food wastes				
C. Domestic wastes				
D. Cooking oil				
E. Incinerator ashes				
F. Operational wastes				
G. Animal carcasses				
H. Fishing gear				
I. E-waste				
J. Cargo residues (non-HME) ⁴				
K. Cargo residues (HME) ⁴				
MARPOL Annex VI – Air pollution				
Ozone-depleting substances and equipment containing such substances				
Exhaust gas-cleaning residues				

Date: Name and Position:
Time: Signature:

³ Indicate the proper shipping name of the NLS involved.

⁴ Indicate the proper shipping name of the dry cargo.

APPENDIX 3

STANDARD FORMAT FOR THE WASTE DELIVERY RECEIPT

The designated representative of the reception facility provider should provide the following form to the master of a ship that has just delivered wastes/residues.
This form shall be retained on board the ship along with the appropriate Oil Record Book, Cargo Record Book or Garbage Record Book.

1. RECEPTION FACILITY AND PORT PARTICULARS

1.1 Location/Terminal name:
1.2 Reception facility provider(s)
1.3 Treatment facility provider(s) – if different from above:
1.4 Waste/residue Discharge Date and Time from: _____ to _____

2. SHIP PARTICULARS

2.1 Name of ship:	2.5 Owner or operator:
2.2 IMO number:	2.6 Distinctive number or letters:
2.3 Gross tonnage:	2.7 Flag State:
2.4 Type of ship: <input type="checkbox"/> Oil tanker <input type="checkbox"/> Chemical tanker <input type="checkbox"/> Bulk carrier <input type="checkbox"/> Container <input type="checkbox"/> Other cargo ship <input type="checkbox"/> Passenger ship <input type="checkbox"/> Ro-ro <input type="checkbox"/> Other (specify)	

3. TYPE AND AMOUNT OF WASTES/RESIDUES RECEIVED

MARPOL Annex I – Oil	Quantity (m ³)
Oily bilge water	
Oily residues (sludge)	
Oily tank washings	
Dirty ballast water	
Scale and sludge from tank cleaning	
Other (please specify)	
MARPOL Annex II – NLS	Quantity (m ³)/Name ¹
Category X substance	
Category Y substance	
Category Z substance	
OS – other substance	
MARPOL Annex IV – Sewage	Quantity (m ³)

MARPOL Annex V – Garbage	Quantity (m ³)
A. Plastics	
B. Food wastes	
C. Domestic wastes	
D. Cooking oil	
E. Incinerator ashes	
F. Operational wastes	
G. Animal carcasses	
H. Fishing gear	
I. E-waste	
J. Cargo residues (non-HME) ²	
K. Cargo residues (HME) ²	
MARPOL Annex VI – related	Quantity (m ³)
Ozone-depleting substances and equipment containing such substances	
Exhaust gas-cleaning residues	

On behalf of the port facility I confirm that the above wastes/residues were delivered.

Signature: Full Name and Company Stamp:

¹ Indicate the proper shipping name of the NLS involved.

² Indicate the proper shipping name of the dry cargo.

APPENDIX 4

WASTE RECEPTION FACILITY REPORTING REQUIREMENTS

Table 1: Waste reception facility reporting requirements for port States

Reporting requirements		Reference
Reporting on the availability of reception facilities	The port State is required to communicate to the Organization a list of reception facilities in its ports including their location, capacity, available facilities and other characteristics.	Article 11(1)(d) of MARPOL
	The port State is required to upload information on new reception facilities on the Port Reception Facilities Database (GISIS) and to maintain and update the required information continuously.	Port Reception Facilities Database (PRFD) as a module of the Global Integrated Shipping Information System (GISIS); Global Integrated Shipping Information System (GISIS) (resolution A.1029(26))
Reporting on alleged inadequacies of reception facilities	The port State should ensure the provision of proper arrangements to consider and respond appropriately and effectively to reports of inadequacies, informing IMO and the reporting flag State of the outcome of their investigation.	Resolution MEPC.83(44), annex, paragraph 10.3; MEPC.1/Circ.834/Rev.1, paragraph 41
Reporting on the assessment of the port reception facilities	The port State is encouraged to make use of the assessment form appended to the <i>Guidelines for ensuring the adequacy of port waste reception facilities</i> , to conduct regular assessments of waste/residue reception facilities in its ports and advise IMO of the outcome of such assessments, including any inadequacies of port reception facilities, as well as any technical cooperation assistance that may be needed to address those inadequacies.	<i>Guidelines for ensuring the adequacy of port waste reception facilities</i> (resolution MEPC.83(44))
Consulting with IMO on regional arrangements for port reception facilities	Small island developing States participating in a regional arrangement shall consult with IMO for circulation to the MARPOL Parties: (1) how the Regional Reception Facilities Plan takes into account the Guidelines (resolution MEPC.221(63)); (2) particulars of the identified Regional Ships Waste Reception Centres; and (3) particulars of those ports with only limited facilities.	Regulations 38.4 and 38.6 of Annex I; Reg. 18.3 of Annex II; Reg. 12.2 of Annex IV; Reg. 8.3 of Annex V; Reg. 17.2 of Annex VI; <i>2012 Guidelines for the Development of a Regional Reception Facilities Plan</i> (resolution MEPC.221(63))

Table 2: Waste reception facility reporting requirements for flag States

	Reporting requirements	Reference
Reporting on alleged inadequacies of reception facilities	The flag State is requested to distribute the Format for reporting alleged inadequacies of port reception facilities, as set out in appendix 1 of MEPC.1/Circ.834/Rev.1, to ships and urge Masters to use this format to report alleged inadequacies of port reception facilities to the Administration of the flag State and, if possible, to the authorities of the port State.	MEPC.1/Circ.834/Rev.1, paragraph 39
	The flag State is required to notify IMO, for transmission to the Parties concerned, of any case where facilities are alleged to be inadequate.	Reg. 38.8 of Annex I; Reg. 18.5 of Annex II; Reg. 12.2 of Annex IV; Reg. 8.3 of Annex V; Reg. 17.3 of Annex VI; resolution MEPC.83(44), annex, paragraph 8.3; MEPC.1/Circ.834/Rev.1, paragraph 39
	The flag State shall notify the port State of the occurrence of the alleged inadequacy of port reception facilities.	MEPC.1/Circ.834/Rev.1, paragraph 39; resolution MEPC.83(44), annex, paragraph 8.3
	Notification shall be made as soon as possible following completion of the alleged inadequacies reporting form (MEPC.1/Circ.834/Rev.1, appendix 1) and should include a copy of the master's report, together with any supporting documentation.	Resolution MEPC.83(44), annex, paragraph 8.3.1; MEPC.1/Circ.834/Rev.1, paragraph 40

指定容器及其容量的規格

Specification of the specified containers and their capacities

容器種類 / 容量 (立方米) Container Type / Capacity (m ³)		參考圖片 Photo for reference
1	箱 Bin / 4.98 立方米 (m ³)	
2	籠 Cage / 2.2 立方米 (m ³)	
3	箱 Bin / 4.8 立方米 (m ³)	
4	箱 Bin / 2.6 立方米 (m ³)	

5	箱 Bin / 1.5 立方米 (m ³)	
6	箱 Bin / 1.2 立方米 (m ³)	
7	箱 Bin / 1.0 立方米 (m ³)	
8	袋 Sack / 1.45 立方米 (m ³)	

Daily record submitted by contractor for reporting to MD the quantity of marine refuse collected

Harbour West		MOPANS Subtotal (Cubic meter)											
Year	Wind	Yau Ma Tei	Sham Shui Po	Western District	Central District	Tsim Sha Tsui	Sea Cleaner 4 (Cubic meter)	Sea Cleaner 5 (Cubic meter)	Sea Cleaner Operation (Vessels)				
2021	February	Week	Days	Dir. (Degs)	Km/H								
	2021-02-01	090	8	3.60	2.90	0.20	1.00	0.20	7.90	0	0	0	0
	2021-02-02	045	10	3.60	2.90	0.30	1.20	0.20	8.20	0	0	0	0
	2021-02-03	090	4	3.10	3.40	0.20	1.10	0.30	8.10	0	0	0	0
	2021-02-04	045	5	4.00	3.00	0.20	2.20	0.40	9.80	0	0	0	0
	2021-02-05	105	3	3.40	3.10	0.20	1.00	0.20	7.90	0	0	0	0
	2021-02-06	075	5	4.70	3.90	0.30	1.50	0.40	10.20	0	0	0	0
	2021-02-07 Sun	025	2	5.60	2.70	0.30	1.70	0.30	10.60	0	0	0	0
	2021-02-08	090	2	5.00	3.00	0.30	1.00	0.20	9.50	0	0	0	0
	2021-02-09	090	2	5.30	3.30	0.20	1.50	0.30	10.60	0	0	0	0
	2021-02-10	180	2	3.70	4.60	0.30	2.30	0.30	11.20	0	0	0	0
	2021-02-11	090	8	4.70	3.30	0.30	2.00	0.30	10.60	0	0	0	0
	2021-02-12 PH	090	2	2.00	1.30	0.20	0.60	0.20	4.30	0	0	0	0
	2021-02-13 PH	070	8	2.00	4.00	0.20	0.80	0.20	7.20	0	0	0	0
	2021-02-14 Sun	090	15	4.00	2.00	0.20	0.70	0.15	7.05	0	0	0	0
	2021-02-15 PH	045	12	4.70	1.30	0.20	0.70	0.20	7.10	0	0	0	0
	2021-02-16	090	5	4.30	4.00	0.20	1.50	0.20	10.20	0	0	0	0
	2021-02-17	075	1	4.30	3.30	0.40	1.80	0.90	10.70	0	0	0	0
	2021-02-18	090	7	3.30	5.30	0.26	1.43	0.26	10.55	0	0	0	0
	2021-02-19	050	6	4.00	4.00	0.20	1.20	0.40	9.80	0	0	0	0
	2021-02-20	025	2	3.80	3.50	0.20	1.30	0.20	9.00	0	0	0	0
	2021-02-21 Sun	090	2	4.30	3.00	0.19	1.37	0.26	9.12	0	0	0	0
	2021-02-22	070	3	3.70	4.60	0.26	1.17	0.26	9.99	0	0	0	0
	2021-02-23	090	7	3.70	3.30	0.25	0.90	0.20	8.35	0	0	0	0
	2021-02-24	050	6	4.00	3.30	0.25	0.90	0.20	8.65	0	0	0	0
	2021-02-25	180	8	3.70	3.30	0.20	1.20	0.25	8.65	0	0	0	0
	2021-02-26	070	2	3.30	5.00	0.30	1.30	0.20	10.10	0	0	0	0
	2021-02-27	045	10	4.30	3.30	0.20	1.30	0.20	9.30	0	0	0	0
	2021-02-28 Sun	090	12	4.00	3.30	0.30	1.40	0.30	9.30	0	0	0	0
	090	5.7	0.00	110.10	0.00	93.30	0.00	6.81	0.00	7.68	0.00	253.96	0.00
	Title Sum:			110.82	93.30	6.81	36.07	0.00	7.68	0.00	0.00	253.96	0.00
	MOPAN Scavenger (Cubic meter):								Yau Ma Tei	110.10			
	Sea Cleaner Scavenger (Cubic meter):								Sham Shui Po	93.30			
	Task Force (Cubic meter):								Western District	6.81			
	Join Cleansing (Cubic meter):								Central District	36.07			
	District Scavenger Subtotal:			254.68					Tsim Sha Tsui	7.68			

Harbour West		Floating Refuse Scavenging																							
		Task Force						Join Cleansing																	
2021	Week Days	Dir (Degs)	Kmh	Team A			Team B			Team C			Team 1			Team 2			Scavenging Total						
				Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Subtotal (Cubic meter)	Subtotal (Cubic meter)	
				Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location	Location		
	February																								
	2021-02-01	090	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.9		
	2021-02-02	045	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.2		
	2021-02-03	090	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.1		
	2021-02-04	045	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8		
	2021-02-05	105	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.9		
	2021-02-06	075	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2		
	2021-02-07 Sun	025	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6		
	2021-02-08	090	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.86		
	2021-02-09	090	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6		
	2021-02-10	180	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11.2		
	2021-02-11	090	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.6		
	2021-02-12 PH	090	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4.3		
	2021-02-13 PH	070	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.2		
	2021-02-14 Sun	090	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.05		
	2021-02-15 PH	045	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7.1		
	2021-02-16	090	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.2		
	2021-02-17	075	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.7		
	2021-02-18	090	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.55		
	2021-02-19	050	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.8		
	2021-02-20	025	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9		
	2021-02-21 Sun	090	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.12		
	2021-02-22	070	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.99		
	2021-02-23	090	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.71		
	2021-02-24	050	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.65		
	2021-02-25	180	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8.65		
	2021-02-26	070	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10.1		
	2021-02-27	045	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9.3		
	2021-02-28 Sun	090	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	090	5.7		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	254.68	
Title Sum:				0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.72	
MOPAN Scavenging (Cubic meter):				253.96				0.00				0.00				0.00				0.00				0.72	
ea Cleaner Scavenging (Cubic meter):				0.00				0.00				0.00				0.00				0.00				0.00	
Task Force (Cubic meter):				0.00				0.00				0.00				0.00				0.00				0.00	
Join Cleansing (Cubic meter):				0.72				0.00				0.00				0.00				0.00				0.00	
District Scavenging Subtotal:				254.68				0.00				0.00				0.00				0.00				0.00	

Harbour East		Floating Refuse Scavenge																											
2021	Wind	Week	Days	Dir (Degs)	Kmh	Hung Hom		To Kwa Wan		Kwun Tong		Sam Ka Tsuen		Chai Wan & Lei Yue Mun		Wan Chai		Causeway Bay		North Point & Quarry Bay		Shau Kei Wan		Junk Bay		MOPANs Subtotal (Cubic meter)		See Cleaner Operation	
						0.30	0.20	0.30	0.90	0.90	1.70	0.20	0.20	0.20	0.90	0.90	2.90	0.10	0.10	8.40	Sea Cleaner 4 (Cubic meter)	Sea Cleaner 5 (Cubic meter)	Sea Cleaner 6 (Cubic meter)	Vessels	(Cubic meter)				
2021-02-01	180	7	0.30	0.20	0.30	0.90	0.90	1.70	0.20	0.20	0.20	0.90	0.90	2.90	0.10	0.10	8.40	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-02	050	8	0.10	0.20	0.20	0.90	0.90	1.90	0.20	0.20	0.20	0.80	0.80	3.00	0.10	0.10	8.30	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-03	090	6	0.20	0.20	0.20	0.90	0.90	2.00	0.20	0.20	0.20	0.90	0.90	2.90	0.10	0.10	8.50	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-04	045	2	0.20	0.60	0.60	1.00	1.00	1.90	0.40	0.40	0.40	0.90	0.90	2.80	0.10	0.10	9.10	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-05	070	5	0.20	0.50	0.50	0.90	0.90	1.90	0.30	0.30	0.30	0.90	0.90	3.00	0.10	0.10	9.10	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-06	070	7	0.30	0.50	0.50	0.90	0.90	1.80	0.50	0.40	0.40	0.80	0.80	2.80	0.20	0.20	8.50	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-07 Sun	045	3	0.30	0.50	0.50	0.90	0.90	1.80	0.30	0.30	0.30	0.90	0.90	2.60	0.20	0.20	8.50	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-08	180	9	0.20	0.50	0.50	1.00	1.00	1.80	0.30	0.30	0.20	0.80	0.80	2.80	0.10	0.10	8.70	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-09	045	3	0.20	0.60	0.60	1.00	1.00	1.80	0.40	0.40	0.40	0.80	0.80	2.00	0.20	0.20	8.40	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-10	090	2	0.30	0.60	0.60	0.90	0.90	1.90	0.50	0.50	0.50	0.90	0.90	2.90	0.10	0.10	9.50	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-11	045	6	0.30	0.40	0.40	0.90	0.90	1.70	0.40	0.40	0.40	0.80	0.80	2.60	0.10	0.10	8.30	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-12 PH	090	9	0.20	0.20	0.20	1.00	1.00	1.80	0.20	0.20	0.20	0.80	0.80	2.00	0.20	0.20	7.60	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-13 PH	090	7	0.20	0.20	0.20	1.00	1.00	1.80	0.30	0.30	0.30	0.80	0.80	2.00	0.20	0.20	7.70	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-14 Sun	045	2	0.15	0.20	0.20	0.90	0.90	1.90	0.10	0.10	0.30	0.80	0.80	2.00	0.20	0.20	7.55	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-15 PH	045	2	0.20	0.40	0.40	0.90	0.90	1.90	0.20	0.20	0.20	0.80	0.80	2.00	0.20	0.20	7.80	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-16	075	2	0.20	0.40	0.40	0.90	0.90	1.90	0.30	0.30	0.30	0.80	0.80	2.00	0.20	0.20	7.90	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-17	090	2	0.70	0.60	0.60	1.00	1.00	1.80	0.30	0.30	0.30	0.90	0.90	2.80	0.10	0.10	10.00	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-18	100	7	0.19	0.40	0.40	0.90	0.90	1.80	0.40	0.40	0.26	0.80	0.80	3.00	0.20	0.20	8.75	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-19	045	8	0.20	0.40	0.40	0.90	0.90	2.30	0.40	0.40	0.20	1.50	1.50	2.80	0.10	0.10	9.70	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-20	045	8	0.20	0.40	0.40	0.80	0.80	1.50	0.40	0.40	0.30	0.80	0.80	2.70	0.20	0.20	8.20	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-21 Sun	050	3	0.26	0.40	0.40	0.80	0.80	1.80	0.26	0.26	0.26	0.90	0.90	2.80	0.10	0.10	8.48	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-22	045	4	0.26	0.39	0.39	0.90	0.90	1.70	0.26	0.26	0.20	0.90	0.90	2.80	0.10	0.10	8.51	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-23	090	5	0.20	0.40	0.40	0.80	0.80	1.80	0.25	0.25	0.20	0.90	0.90	2.90	0.10	0.10	8.35	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-24	100	3	0.20	0.40	0.40	0.90	0.90	1.60	0.40	0.40	0.20	0.80	0.80	2.60	0.10	0.10	7.95	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-25	070	2	0.20	0.50	0.50	0.90	0.90	1.70	0.40	0.40	0.25	0.80	0.80	2.60	0.10	0.10	8.45	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-26	045	6	0.20	0.40	0.40	0.80	0.80	1.60	0.30	0.30	0.30	0.70	0.70	2.60	0.10	0.10	7.90	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-27	070	2	0.20	0.50	0.50	0.70	0.70	1.50	0.40	0.40	0.20	0.70	0.70	2.40	0.10	0.10	7.60	0	0	0	0	0	0	0	0	0	0	0	0
2021-02-28 Sun	090	8	0.20	0.60	0.60	0.90	0.90	1.60	0.40	0.40	0.20	0.70	0.70	2.60	0.20	0.20	8.30	0	0	0	0	0	0	0	0	0	0	0	0
		075	4.9	6.56	0.00	11.69	0.00	50.20	0.00	9.42	0.00	6.97	0.00	23.80	0.00	3.90	236.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
		Title Sum:		6.56	12.29	25.56	27.08	50.20	9.42	6.97	23.80	72.90	4.41	6.56			236.64												
		MOPAN Scavenge (Cubic meter):														Hung Hom													
		ea Cleaner Scavenge (Cubic meter):														To Kwa Wan													
		Task Force (Cubic meter):														Kwun Tong													
		Join Cleansing (Cubic meter):														Sam Ka Tsuen													
		District Scavenge Subtotal:		239.19												Chai Wan & Lei Yue Mun													
																Wan Chai													
																Causeway Bay													
																North Point & Quarry Bay													
																Shau Kei Wan													
																Junk Bay													

Harbour East		Task Force												Join Cleansing																											
2021		Team A				Team B				Team C				Team 1				Team 2				Scavenge Total																			
Week	Days	Dir (Degs)	KmH	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)													
	February	180	7		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-01	050	8		0	0	0	0	Wan Chai	0	0	0	0	Wan Chai	0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-02	090	6		0	0.16	0.12	0.36	Causeway Bay	0	0	0	0	Causeway Bay	0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-03	045	2		0	0	0	0	Sam Ka Tsuer	0.08	0.16	0.12	0.36	Sam Ka Tsuer	0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-04	070	5		0	0	0	0	Kwun Tong	0	0	0	0	Kwun Tong	0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-05	070	7	Junk Bay	0	0.1	0.05	0.15		0	0	0	0	To Kwa Wan	0	0.2	0.4	0.6		0	0	0	0		0	0	0	0													
	2021-02-06	045	3		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-07 Sun	180	9		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-08	045	3		0	0.08	0.18	0.1	0.36	Sam Ka Tsuer	0.08	0.18	0.1	0.36		0	0	0	0		0	0	0	0		0	0	0													
	2021-02-09	090	2		0	0.08	0.16	0.12	0.36	Junk Bay	0.08	0.16	0.12	0.36	Wan & Lei Yuk	0	0	0	0		0	0	0	0		0	0	0													
	2021-02-10	045	6		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-11	PH	090	9	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-12	PH	090	7	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-13	PH	090	7	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-14 Sun	045	2		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-15	PH	045	2	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-16	PH	075	2	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-17	090	2		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-18	100	7		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-19	045	8		0	0.08	0.16	0.12	0.36	Sam Ka Tsuer	0.08	0.16	0.12	0.36		0	0	0	0		0	0	0	0		0	0	0	0												
	2021-02-20	045	8		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-21 Sun	050	3		0	0	0	0		0	0	0	0	Wan & Lei Yuk	0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-22	045	4		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-23	090	5		0	0.08	0.16	0.12	0.36	Kwun Tong	0.08	0.16	0.12	0.36		0	0	0	0		0	0	0	0		0	0	0	0												
	2021-02-24	100	3		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-25	070	2		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-26	045	6		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-27	070	2		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	2021-02-28 Sun	090	8		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0													
	075	4.9			0.00	0.10	0.05	0.15		0.40	0.82	0.58	1.80		0.00	0.20	0.40	0.80		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00													
Title Sum:					0.40	0.92	0.63	1.95		0.40	0.82	0.58	1.80		0.00	0.20	0.40	0.80		0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00													
MOPAN Scavenge (Cubic meter):		236.64																																							
ea Cleaner Scavenge (Cubic meter):		0.00																																							
Task Force (Cubic meter):		1.95																																							
Join Cleansing (Cubic meter):		0.60																																							
District Scavenge Subtotal:		239.19																																							
		Hung Hom				To Kwa Wan				Kwun Tong				Sam Ka Tsuen				Chai Wan & Lei Yue Mun				Wan Chai				Causeway Bay				North Point & Quarry Bay				Shau Kei Wan				Junk Bay			

Hong Kong South		MOPANS Subtotal (Cubic meter)												
2021		Aberdeen		Tin Wan		Stanley Bay		Deep Water & Repulse Bay		Sea Cleaner Operation				
Week	Wind									Sea Cleaner 4 (Cubic meter)	Sea Cleaner 5 (Cubic meter)	Sea Cleaner 6 (Cubic meter)	(Vessels)	(Cubic meter)
February	Days	Dir (Degs)	Km/H											
2021-02-01	090		9	6.36	6.56	0.04	0.04	0.04	0.04	13.00	0.49	0.49	1	0.49
2021-02-02	115		10	7.11	4.81	0.04	0.04	0.04	0.04	12.00	0.98	0.98	1	0.98
2021-02-03	090		2	6.70	5.20	0.04	0.04	0.04	0.04	11.98	0.49	0.49	1	0.49
2021-02-04	045		8	7.00	4.92	0.04	0.04	0.04	0.04	12.00	1.47	1.47	1	1.47
2021-02-05	090		3	7.18	4.70	0.04	0.04	0.08	0.08	12.00	0.49	0.49	1	0.49
2021-02-06	045		9	9.12	5.80	0.04	0.04	0.04	0.04	15.00	0.98	0.98	1	0.98
2021-02-07 Sun	100		4	8.60	5.22	0.08	0.08	0.10	0.10	14.00	0.49	0.49	1	0.49
2021-02-08	045		11	7.32	6.60	0.04	0.04	0.04	0.04	14.00	0.49	0.49	1	0.49
2021-02-09	180		9	6.70	6.22	0.04	0.04	0.04	0.04	13.00	0.98	0.98	1	0.98
2021-02-10	050		8	10.42	9.50	0.04	0.04	0.04	0.04	20.00	0.49	0.49	1	0.49
2021-02-11	180		3	7.00	6.88	0.08	0.08	0.04	0.04	14.00	0.98	0.98	1	0.98
2021-02-12 PH	090		3	3.52	4.40	0.04	0.04	0.04	0.04	8.00	0.98	0.98	1	0.98
2021-02-13 PH	090		9	3.10	2.84	0.03	0.03	0.03	0.03	6.00	0.98	0.98	1	0.98
2021-02-14 Sun	090		17	9.90	8.00	0.05	0.05	0.05	0.05	18.00	0.49	0.49	1	0.49
2021-02-15 PH	045		5	8.60	7.30	0.05	0.05	0.05	0.05	16.00	0.49	0.49	1	0.49
2021-02-16	090		9	7.70	10.10	0.08	0.08	0.12	0.12	18.00	0.98	0.98	1	0.98
2021-02-17	185		2	8.90	8.02	0.04	0.04	0.04	0.04	17.00	0.49	0.49	1	0.49
2021-02-18	050		2	8.80	8.12	0.04	0.04	0.04	0.04	17.00	0.98	0.98	1	0.98
2021-02-19	045		3	8.22	8.70	0.04	0.04	0.04	0.04	17.00	0.98	0.98	1	0.98
2021-02-20	070		7	8.62	7.30	0.04	0.04	0.04	0.04	16.00	0.98	0.98	1	0.98
2021-02-21 Sun	090		2	8.92	8.00	0.04	0.04	0.09	0.09	17.00	0.49	0.49	1	0.49
2021-02-22	090		9	8.72	7.15	0.04	0.04	0.04	0.04	16.00	0.98	0.98	1	0.98
2021-02-23	050		3	8.28	7.60	0.04	0.04	0.08	0.08	16.00	0.98	0.98	1	0.98
2021-02-24	070		11	9.30	9.60	0.05	0.05	0.05	0.05	19.00	0.49	0.49	1	0.49
2021-02-25	045		9	9.20	8.65	0.05	0.05	0.10	0.10	18.00	1.47	1.47	1	1.47
2021-02-26	050		2	8.90	7.95	0.05	0.05	0.10	0.10	17.00	0.49	0.49	1	0.49
2021-02-27	270		3	8.20	7.70	0.05	0.05	0.05	0.05	16.00	0.98	0.98	1	0.98
2021-02-28 Sun	090		2	6.40	5.47	0.03	0.03	0.10	0.10	12.00	0.49	0.49	1	0.49
Title Sum:		089	6.21	0.00	218.79	0.00	193.31	0.00	1.28	0.00	1.60	0.00	22.05	0.00
MOPAN Scavange (Cubic meter):				223.32	193.67	1.64	1.96			414.98	22.05	0.00	0	0
ea Cleaner Scavange (Cubic meter):										Aberdeen 218.79				22.05
Task Force (Cubic meter):										Tin Wan 193.31				
Join Cleansing (Cubic meter):										Stanley Bay 1.28				
District Scavange Subtotal:										Deep Water & Repulse Bay 1.60				

Hong Kong South		Floating Refuse Scavenge												Task Force												Join Cleansing													
2021		Team A				Team B				Team C				Team 1				Team 2				Scavenge Total																	
Week	Days	Dir	(Degs)	KmH	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)					
2021-02-01	9	090				0	0	0	0	Aberdeen	0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	13.49				
2021-02-02	10	115				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	12.98				
2021-02-03	2	090				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	12.47				
2021-02-04	8	045				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	13.47				
2021-02-05	3	090				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	12.49				
2021-02-06	9	045			Aberdeen	0.08	0.16	0.12	0.36		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	16.34				
2021-02-07	4	100				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	14.49				
2021-02-08	11	045				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	14.49				
2021-02-09	9	180				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	13.98				
2021-02-10	8	050				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	20.49				
2021-02-11	3	180				0	0.2	0.33	0.73	Aberdeen	0.2	0.2	0.4	0.76	1.36		0.2	0.4	0.76	1.36		0.2	0.4	0.76	1.36		0.2	0.4	0.76	1.36		0.2	0.4	0.76	1.36	17.07			
2021-02-12	PH	090				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	8.98				
2021-02-13	PH	090				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	6.98				
2021-02-14	Sun	090				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	18.49				
2021-02-15	PH	045				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	16.49				
2021-02-16	PH	090				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	18.98				
2021-02-17	135	2				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	17.49				
2021-02-18	050	2				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	17.98				
2021-02-19	045	3				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	17.98				
2021-02-20	070	7				0	0.08	0.16	0.12	0.36	Aberdeen	0.08	0.16	0.12	0.36		0.08	0.16	0.12	0.36		0.08	0.16	0.12	0.36		0.08	0.16	0.12	0.36		0.08	0.16	0.12	0.36	17.34			
2021-02-21	Sun	090				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	17.49				
2021-02-22	090	9				0	0.08	0.16	0.12	0.36	Tin Wan	0.08	0.16	0.12	0.36		0.08	0.16	0.12	0.36		0.08	0.16	0.12	0.36		0.08	0.16	0.12	0.36		0.08	0.16	0.12	0.36	17.34			
2021-02-23	050	3				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	16.98				
2021-02-24	070	11				0	0.08	0.16	0.12	0.36	Stanley Bay	0.08	0.16	0.12	0.36		0.2	0.2	0.6	1		0.2	0.2	0.6	1		0.2	0.2	0.6	1		0.2	0.2	0.6	1	20.85			
2021-02-25	045	9				0	0	0	0	Water & Repul	0.08	0.16	0.12	0.36		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	19.83				
2021-02-26	050	2				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	17.49				
2021-02-27	270	3				0	0.16	0.32	0.24	0.72	Aberdeen	0.16	0.32	0.24	0.72		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	17.7			
2021-02-28	Sun	090				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	0	12.49			
2021-02-28	Sun	090				0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0		0	0	0	0	0	0	0	0	
089	6.21					0.00	0.00	0.00	0.00		0.76	1.32	1.17	3.25		0.40	0.60	1.36	2.36		0.40	0.60	1.36	2.36		0.00	0.00	0.00	0.00		0.40	0.60	1.36	2.36	442.64				
Title Sum:						0.76	1.32	1.17	3.25		0.76	1.32	1.17	3.25		0.40	0.60	1.36	2.36		0.40	0.60	1.36	2.36		0.00	0.00	0.00	0.00		0.40	0.60	1.36	2.36	442.64				
MOPAN Scavenge (Cubic meter):										Aberdeen	0.52	0.84	0.81	2.17							Aberdeen	0.4	0.6	1.36	2.36														
ea Cleaner Scavenge (Cubic meter):										Tin Wan	0.08	0.16	0.12	0.36							Tin Wan	0	0	0	0														
Task Force (Cubic meter):										Stanley Bay	0.08	0.16	0.12	0.36							Stanley Bay	0	0	0	0														
Join Cleansing (Cubic meter):										Stanley Bay	0.08	0.16	0.12	0.36							Stanley Bay	0	0	0	0														
District Scavenge Subtotal:										Deep Water & Repluse Bay	0.08	0.16	0.12	0.36							Deep Water & Repluse Bay	0	0	0	0														

Kowloon West										Floating Rf									
2021										MOPANS Subtotal									
Week	Days	Dir	(Degs)	KmH	Urmston Road	Castle Peak Bay	Tuen Mun	Tai Lam	Ma Wan	Tsing Yi North	Tsuen Wan	Rambler Channel	MOPANS Subtotal	Sea Cleaner 4	Sea Cleaner 5	Sea Cleaner 6	(Vessels)	(Cubic meter)	
February	090	10			0.70	0.70	2.90	0.72	0.07	0.15	0.40	0.08	5.72	0.98	0.98	0.98	1	0.98	
2021-02-01	090	10			0.70	0.70	2.90	0.72	0.07	0.15	0.40	0.08	5.72	0.98	0.98	0.98	1	0.98	
2021-02-02	045	9			0.70	0.60	2.90	0.72	0.60	0.20	0.60	0.10	6.42	0.98	0.98	0.98	0	0	
2021-02-03	070	10			0.90	0.70	3.28	0.80	0.50	0.10	0.30	0.10	6.68	1.47	1.47	1.47	1	1.47	
2021-02-04	115	12			1.00	0.92	4.00	0.90	0.10	0.10	0.30	0.10	7.42	0.98	0.98	0.98	0	0	
2021-02-05	135	3			0.77	0.70	3.40	0.80	0.10	0.20	0.40	0.10	6.47	0.98	0.98	0.98	1	0.98	
2021-02-06	045	2			0.80	0.72	2.80	0.60	0.50	0.20	0.50	0.10	5.82	0.98	0.98	0.98	0	0	
2021-02-07 Sun	045	3			0.90	0.86	4.40	0.86	0.10	0.10	0.50	0.10	7.82	0.98	0.98	0.98	1	0.98	
2021-02-08	100	18			1.00	0.90	4.10	1.00	0.10	0.20	0.50	0.10	7.90	0.98	0.98	0.98	1	0.98	
2021-02-09	045	3			0.81	0.80	3.40	0.80	0.10	0.10	0.40	0.20	6.61	0.98	0.98	0.98	0	0	
2021-02-10	180	15			0.60	0.61	2.36	0.70	0.10	0.10	0.40	0.20	5.07	0.98	0.98	0.98	1	0.98	
2021-02-11	090	8			0.40	0.40	1.66	0.45	0.20	0.10	0.30	0.10	3.61	0.98	0.98	0.98	0	0	
2021-02-12 PH	070	4			0.30	0.30	0.73	0.33	0.10	0.10	0.30	0.10	2.26	1.47	1.47	1.47	1	1.47	
2021-02-13 PH	045	3			0.24	0.36	0.76	0.30	0.10	0.10	0.30	0.10	2.26	0.49	0.49	0.49	1	0.49	
2021-02-14 Sun	070	9			0.60	0.60	1.30	0.61	0.20	0.10	0.30	0.10	3.81	0.98	0.98	0.98	1	0.98	
2021-02-15 PH	045	2			0.41	0.60	1.60	0.50	0.10	0.10	0.40	0.10	3.91	0.98	0.98	0.98	0	0	
2021-02-16	135	9			0.40	0.41	2.00	0.30	0.10	0.20	0.40	0.10	3.91	1.47	1.47	1.47	1	1.47	
2021-02-17	150	3			0.90	1.00	3.60	0.87	0.50	0.10	0.90	0.10	7.97	0.98	0.98	0.98	0	0	
2021-02-18	180	3			0.65	0.60	2.62	0.60	0.17	0.08	0.26	0.09	5.07	0.98	0.98	0.98	1	0.98	
2021-02-19	025	9			0.80	0.92	3.60	0.90	0.10	0.20	0.50	0.10	7.12	0.98	0.98	0.98	0	0	
2021-02-20	100	3			0.90	0.83	3.64	1.00	0.10	0.10	0.40	0.20	7.17	0.49	0.49	0.49	1	0.49	
2021-02-21 Sun	090	6			0.80	0.76	3.00	0.70	0.20	0.10	0.60	0.10	6.26	1.47	1.47	1.47	1	1.47	
2021-02-22	090	9			0.82	0.90	4.10	1.00	0.10	0.10	0.30	0.10	7.52	0.98	0.98	0.98	0	0	
2021-02-23	090	2			1.80	1.50	6.40	1.62	0.10	0.10	0.30	0.10	11.92	1.47	1.47	1.47	1	1.47	
2021-02-24	070	9			1.70	1.80	6.49	1.60	0.10	0.10	0.30	0.10	12.19	0.98	0.98	0.98	1	0.98	
2021-02-25	090	3			1.40	1.50	6.50	1.52	0.20	0.10	0.30	0.10	11.62	0.98	0.98	0.98	0	0	
2021-02-26	070	9			1.40	1.62	6.40	1.50	1.00	0.10	0.30	0.10	12.42	1.47	1.47	1.47	1	1.47	
2021-02-27	050	3			1.60	1.72	6.20	1.30	0.50	0.10	0.30	0.10	11.82	0.00	0.00	0.00	0	0	
2021-02-28 Sun	050	7			1.40	1.50	6.40	1.62	0.10	0.10	0.30	0.10	11.52	0.00	0.00	0.00	0	0	
Title Sum:	085	6.6			0.00	24.70	100.54	24.62	6.34	3.33	10.76	3.07	198.19	0.00	0.00	17.64	0	17.64	
MOPAN Scavange (Cubic meter): 198.19																			
ea Cleaner Scavange (Cubic meter): 17.64																			
Task Force (Cubic meter): 19.25																			
Join Cleansing (Cubic meter): 1.09																			
District Scavange Subtotal: 236.17																			
Urmston Road 24.70																			
Castle Peak Bay 24.83																			
Tuen Mun 100.54																			
Tai Lam 24.62																			
Ma Wan 6.34																			
Tsing Yi North 3.33																			
Tsuen Wan 10.76																			
Rambler Channel 3.07																			

Kowloon West		efuse Scavengage												Task Force												Join Cleansing											
2021		Team A				Team B				Team C				Team 1				Team 2				Scavengage Total															
Week	Days	Dir	(Degs)	KmH	Location	Wood	Foam	Others	Subtotal	Location	Wood	Foam	Others	Subtotal	Location	Wood	Foam	Others	Subtotal	Location	Wood	Foam	Others	Subtotal	Location	Wood	Foam	Others	Subtotal								
February	090	10																																			
2021-02-01	045	9																																			
2021-02-02	070	10																																			
2021-02-03	115	12																																			
2021-02-04	135	3																																			
2021-02-05	045	2																																			
2021-02-06	045	3																																			
2021-02-07	100	18																																			
2021-02-08	045	3																																			
2021-02-09	180	15																																			
2021-02-10	090	8																																			
2021-02-11	070	4																																			
2021-02-12	045	3																																			
2021-02-13	070	9																																			
2021-02-14	045	2																																			
2021-02-15	135	9																																			
2021-02-16	150	3																																			
2021-02-17	180	3																																			
2021-02-18	025	9																																			
2021-02-19	100	3																																			
2021-02-20	090	6																																			
2021-02-21	090	9																																			
2021-02-22	090	2																																			
2021-02-23	070	9																																			
2021-02-24	090	3																																			
2021-02-25	070	9																																			
2021-02-26	050	3																																			
2021-02-27	050	7																																			
2021-02-28	085	6.6																																			
Title Sum:		4.06	9.94	5.25	19.25	4.06	9.94	5.25	19.25	4.06	9.94	5.25	19.25	4.06	9.94	5.25	19.25	4.06	9.94	5.25	19.25	4.06	9.94	5.25	19.25	4.06	9.94	5.25	19.25	4.06	9.94	5.25	19.25				
MOPAN Scavengage (Cubic meter):		198.19																																			
ea Cleaner Scavengage (Cubic meter):		17.64																																			
Task Force (Cubic meter):		19.25																																			
Join Cleansing (Cubic meter):		1.09																																			
District Scavengage Subtotal:		236.17																																			

Sai Kung & Tai Po		MOPANS Subtotal (Cubic meter)										Sea Cleaner Operation				
2021	Wind	Sai Kung Harbour	Sai Kung Hoi	Pak Sha Wan	Tolo North	Tolo West	Tolo South	MOPANS Subtotal (Cubic meter)	Sea Cleaner 4 (Cubic meter)	Sea Cleaner 5 (Cubic meter)	Sea Cleaner 6 (Cubic meter)	(Vessels)	(Cubic meter)	(Cubic meter)	(Cubic meter)	
Week	Days	Dir (Degs)	Km/H													
2021-02-01	270	18		0.48	0.58	0.19	0.24	0.29	0.39	0.29	0.24	2.02	0	0	0	
2021-02-02	135	15		0.53	0.63	0.14	0.29	0.39	0.27	0.29	0.24	2.27	0	0	0	
2021-02-03	070	16		0.40	0.50	0.10	0.24	0.34	1.82	0.24	0.24	2.27	0	0	0	
2021-02-04	180	21		0.50	0.50	0.20	0.29	0.34	2.12	0.29	0.29	2.12	0	0	0	
2021-02-05	045	6		0.60	0.50	0.20	0.20	0.30	2.00	0.30	0.20	2.00	0	0	0	
2021-02-06	025	3		0.50	0.60	0.20	0.20	0.30	2.10	0.30	0.20	2.10	0	0	0	
2021-02-07 Sun	075	3		0.40	0.50	0.10	0.20	0.30	1.70	0.20	0.20	1.70	0	0	0	
2021-02-08	090	12		0.50	0.60	0.10	0.30	0.30	2.00	0.20	0.20	2.00	0	0	0	
2021-02-09	045	10		0.50	0.60	0.20	0.30	0.40	2.20	0.40	0.20	2.20	0	0	0	
2021-02-10	090	9		0.60	0.60	0.10	0.30	0.30	2.10	0.30	0.20	2.10	0	0	0	
2021-02-11	180	3		0.60	0.70	0.20	0.30	0.40	2.40	0.40	0.20	2.40	0	0	0	
2021-02-12 PH	090	7		0.20	0.20	0.10	0.15	0.15	0.90	0.10	0.10	0.90	0	0	0	
2021-02-13 PH	045	4		0.40	0.40	0.20	0.15	0.20	1.50	0.20	0.15	1.50	0	0	0	
2021-02-14 Sun	095	6		0.60	0.70	0.20	0.20	0.20	2.10	0.20	0.20	2.10	0	0	0	
2021-02-15 PH	070	4		0.60	0.60	0.20	0.30	0.30	2.20	0.30	0.20	2.20	0	0	0	
2021-02-16	045	2		0.50	0.60	0.10	0.30	0.30	2.00	0.30	0.20	2.00	0	0	0	
2021-02-17	050	4		0.70	0.60	0.20	0.30	0.40	2.40	0.40	0.20	2.40	0	0	0	
2021-02-18	025	9		0.60	0.60	0.20	0.24	0.39	2.37	0.39	0.34	2.37	0	0	0	
2021-02-19	045	6		0.70	0.60	0.20	0.20	0.40	2.50	0.40	0.40	2.50	0	0	0	
2021-02-20	050	3		0.60	0.60	0.20	0.30	0.30	2.30	0.30	0.30	2.30	0	0	0	
2021-02-21 Sun	090	3		0.60	0.50	0.20	0.20	0.30	2.10	0.30	0.30	2.10	0	0	0	
2021-02-22	040	5		0.70	0.60	0.20	0.20	0.40	2.40	0.40	0.30	2.40	0	0	0	
2021-02-23	070	2		0.80	0.70	0.30	0.20	0.30	2.60	0.30	0.30	2.60	0	0	0	
2021-02-24	090	5		0.80	0.70	0.30	0.20	0.30	2.70	0.30	0.40	2.70	0	0	0	
2021-02-25	045	7		0.70	0.70	0.20	0.20	0.40	2.50	0.40	0.30	2.50	0	0	0	
2021-02-26	050	2		0.70	0.70	0.30	0.20	0.20	2.40	0.20	0.30	2.40	0	0	0	
2021-02-27	090	5		0.70	0.80	0.20	0.20	0.30	2.50	0.30	0.30	2.50	0	0	0	
2021-02-28 Sun	135	7		0.70	0.70	0.20	0.20	0.20	2.20	0.20	0.20	2.20	0	0	0	
083	7.0			16.21	16.61	5.23	6.60	8.70	60.40	7.05	8.38	60.40	0.00	0.00	0.00	
Title Sum:																
MOPAN Scavange (Cubic meter): 60.40																
Sea Cleaner Scavange (Cubic meter): 0.00																
Task Force (Cubic meter): 9.01																
Join Cleansing (Cubic meter): 0.00																
District Scavange Subtotal: 69.41																
Sai Kung Harbour 16.21																
Sai Kung Hoi 16.61																
Pak Sha Wan 5.23																
Tolo North 6.60																
Tolo West 8.70																
Tolo South 7.05																

Sai Kung & Tai Po		Floating Refuse Scavenge																													
		Task Force						Join Cleansing																							
2021		Wind		Team A			Team B			Team C			Team 1			Team 2			Scavenge Total												
Week	Days	Dir (Degs)	Km/H	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)			
February	270	18		Sai Kung Hoi	0.25	0.48	0	0.73																							
2021-02-01				Sai Kung Hoi	0	0.15	0	0.15																							
2021-02-02	135	15		Tolo North	0	0.1	0.05	0.15																							
2021-02-03	070	16		Tolo North	0	0.1	0.05	0.15																							
2021-02-04	180	21		Tolo North	0	0.1	0.05	0.15																							
2021-02-05	045	6		Sai Kung Hoi	0	0.1	0.05	0.15																							
2021-02-06	025	3			0			0																							
2021-02-07	075	3	Sun		0			0																							
2021-02-08	090	12		Tolo North	0	0.15	0	0.15																							
2021-02-09	045	10		Tolo South	0	0.1	0.05	0.15																							
2021-02-10	090	9		Sai Kung Hoi	0	0.05	0.1	0.15																							
2021-02-11	180	3		Tolo West	0.05	0.1	0	0.15																							
2021-02-12	PH	090	7		0			0																							
2021-02-13	PH	045	4		0			0																							
2021-02-14	Sun	095	6		0			0																							
2021-02-15	PH	070	4		0			0																							
2021-02-16	PH	045	2		0	0.1	0.05	0.15																							
2021-02-17	050	4		Tolo South	0	0.1	0.05	0.15																							
2021-02-18	025	9		Sai Kung Hoi	0	0.15	0	0.15																							
2021-02-19	045	6		Tolo North	0	0.1	0.05	0.15																							
2021-02-20	050	3		Tolo South	0	0.1	0.05	0.15																							
2021-02-21	Sun	090	3		0			0																							
2021-02-22	040	5		Sai Kung Hoi	0	0.15	0	0.15																							
2021-02-23	070	2		Tolo West	0	0.1	0.05	0.15																							
2021-02-24	090	5		Tolo West	0	0.1	0.05	0.15																							
2021-02-25	045	7		Tolo West	0	0.1	0.05	0.15																							
2021-02-26	050	2		Tolo North	1	1.5	2.5	5																							
2021-02-27	090	5		Tolo South	0	0.45	0.28	0.73																							
2021-02-28	Sun	135	7		0			0																							
	083	7.0			1.30	4.23	3.48	9.01																							
Title Sum:					1.30	4.23	3.48	9.01																							
MOPAN Scavenge (Cubic meter):																															
ea Cleaner Scavenge (Cubic meter):																															
Task Force (Cubic meter):																															
Join Cleansing (Cubic meter):																															
District Scavenge Subtotal:																															
Total:					1.30	4.23	3.48	9.01		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00	0.00		0.00	0.00	0.00	0.00		0.00	0.00	69.41		
Task Force Subtotal:																															
Join Cleansing Subtotal:																															
District Scavenge Subtotal:																															

Outlying Islands		Floating Refuse Scavenger												Join Cleansing																							
2021		Team A						Team B						Team C						Team 1						Team 2						Scavenger Total					
Week	Days	Dir (Degs)	KmH	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Location	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)				
February	090	12		Lamma Island	0.08	0.16	0.12	0.36	Cheung Chau	0.08	0.12	0.8	1																								
2021-02-01	180	14		Lamma Island	0.08	0.16	0.12	0.36	Cheung Chau	0.08	0.12	0.8	1																								
2021-02-02	090	10		Lamma Island	0.08	0.16	0.12	0.36																													
2021-02-03	050	18		Lamma Island	0.16	0.34	0.22	0.72	Lantau East	0.13	0.24	0.13	0.5																								
2021-02-04	090	3		Lamma Island	0.08	0.18	0.1	0.36	Lantau East	0.08	0.12	0.05	0.25																								
2021-02-05	045	3		Lamma Island	0.08	0.18	0.1	0.36	Lantau East	0.1	0.4	0.25	0.75																								
2021-02-06	100	3	Sun	Lamma Island	0.08	0.18	0.1	0.36																													
2021-02-07	045	2		Lamma Island	0.08	0.16	0.12	0.36	Lantau East	0.08	0.12	0.05	0.25																								
2021-02-08	090	4																																			
2021-02-09	045	14																																			
2021-02-10	090	11																																			
2021-02-11	070	12																																			
2021-02-12	PH	070	12																																		
2021-02-13	PH	045	2																																		
2021-02-14	Sun	090	4																																		
2021-02-15	PH	050	21																																		
2021-02-16	070	3		Lamma Island	0.08	0.16	0.12	0.36	Lantau East	0	0	0.5	0.5																								
2021-02-17	090	3		Lamma Island	0.08	0.16	0.12	0.36	Chak Lap Kok	0.9	1.35	0.5	2.75																								
2021-02-18	045	19		Lamma Island	0.08	0.16	0.12	0.36	Lantau East	0.08	0.32	0.1	0.5																								
2021-02-19	050	2		Lamma Island	0.08	0.16	0.12	0.36	Lantau East	0.08	0.2	0.22	0.5																								
2021-02-20	100	27		Lamma Island	0.08	0.16	0.12	0.36	Lantau East	0.08	0.12	0.05	0.25																								
2021-02-21	Sun	045	2																																		
2021-02-22	090	3							Tai O	0.42	0.6	0.23	1.25																								
2021-02-23	050	3																																			
2021-02-24	045	20																																			
2021-02-25	070	2																																			
2021-02-26	070	3		Lamma Island	0.16	0.32	0.24	0.72	Lantau East	0.5	2	0.4	2.9																								
2021-02-27	045	7																																			
2021-02-28	Sun	090	21																																		
073	8.9				0.00	0.00	0.00	0.00	1.04	2.14	1.50	4.68	2.73	6.09	3.58	12.40	0.00	0.00	0.00	0.00	2.61	7.18	3.68	13.47	2.61	7.18	3.68	13.47	0.00	0.00	0.00	0.00	0.00	185.13			
Title Sum:																																					
MOPAN Scavenger (Cubic meter): 126.53																																					
ea Cleaner Scavenger (Cubic meter): 28.05																																					
Task Force (Cubic meter): 17.08																																					
Join Cleansing (Cubic meter): 13.47																																					
District Scavenger Subtotal: 185.13																																					

Boat Collection		Harbour West																			
2021		New Yau Ma Tei T/S					To Kwa Wan T/S					Kwun Tong T/S					Sam Ka Tsuen T/S				
Week Days	Dir (Degs)	Wind KmH	Boats Visited	Distributed (Bags)	Collected (Bags)	Collected (Cubic meter)	Boats Visited	Distributed (Bags)	Collected (Bags)	Collected (Cubic meter)	Boats Visited	Distributed (Bags)	Collected (Bags)	Collected (Cubic meter)	Boats Visited	Distributed (Bags)	Collected (Bags)	Collected (Cubic meter)			
February			138	138	136.0	2.10	110	0	0	0.00	85	26	26	0.60	32	14	14	0.35			
2021-02-01			139	139	137.0	2.10	110	0	0	0.00	85	28	28	0.70	32	15	15	0.38			
2021-02-02			143	143	141.0	2.20	110	0	0	0.00	85	26	26	0.60	32	15	16	0.40			
2021-02-03			136	136	133.0	2.00	110	0	0	0.00	85	30	28	0.70	32	15	15	0.30			
2021-02-04			139	139	136.0	2.10	110	0	0	0.00	85	28	28	0.70	32	15	15	0.35			
2021-02-05			140	140	138.0	2.20	110	0	0	0.00	85	25	26	0.50	32	16	15	0.35			
2021-02-06	Sun		136	136	134.0	2.00	110	0	0	0.00	85	28	28	0.70	32	15	18	0.40			
2021-02-07			132	132	130.0	2.00	110	0	0	0.00	85	28	28	0.70	33	16	20	0.50			
2021-02-08			133	133	130.0	2.00	110	0	0	0.00	85	29	29	0.70	32	16	17	0.40			
2021-02-09			142	142	140.0	2.30	110	0	0	0.00	85	28	28	0.70	31	18	18	0.45			
2021-02-10			149	149	147.0	2.45	110	0	0	0.00	85	27	27	0.70	30	20	20	0.50			
2021-02-11			100	100	95.0	1.50	110	0	0	0.00	85	29	29	0.70	32	10	10	0.20			
2021-02-12	PH		80	80	75.0	1.25	110	0	0	0.00	85	30	30	0.70	32	11	12	0.30			
2021-02-13	PH		142	142	140.0	2.30	110	0	0	0.00	85	29	29	0.70	32	16	16	0.40			
2021-02-14	Sun		134	134	130.0	2.10	110	0	0	0.00	85	29	29	0.70	32	17	17	0.40			
2021-02-15	PH		141	141	139.0	2.30	110	0	0	0.00	85	28	28	0.70	32	16	16	0.40			
2021-02-16			137	137	135.0	2.25	110	0	0	0.00	85	28	28	0.70	32	18	17	0.40			
2021-02-17			142	142	140.0	2.30	110	0	0	0.00	85	28	28	0.70	32	16	16	0.40			
2021-02-18			143	143	140.0	2.30	110	0	0	0.00	85	26	25	0.60	32	17	17	0.40			
2021-02-19			132	132	130.0	2.20	110	0	0	0.00	85	25	25	0.60	30	16	16	0.40			
2021-02-20			129	129	126.0	2.10	110	0	0	0.00	85	25	24	0.60	31	15	15	0.30			
2021-02-21	Sun		128	128	126.0	2.10	110	0	0	0.00	85	28	28	0.70	32	14	14	0.30			
2021-02-22			129	129	126.0	2.10	110	0	0	0.00	85	25	24	0.60	31	14	14	0.30			
2021-02-23			141	141	138.0	2.30	110	0	0	0.00	85	26	26	0.60	30	16	16	0.40			
2021-02-24			136	136	134.0	2.20	110	0	0	0.00	85	26	26	0.60	30	15	15	0.30			
2021-02-25			110	110	108.0	1.80	110	0	0	0.00	85	24	24	0.60	28	17	17	0.40			
2021-02-26			129	129	127.0	2.10	110	0	0	0.00	85	22	21	0.50	30	18	18	0.40			
2021-02-27			136	136.0	134.0	2.20	110	0	0	0.00	85	26	26	0.60	30	17	17	0.40			
2021-02-28	Sun																				
			078	3,719	3,649.0	58.95	3,080	0	0.0	0.00	2,380	757	752.0	18.20	878	438	446.0	10.48			
			3,719	3,719	3,649.0	58.95															

Total Boat Visited: 64,135

Total Distributed: 29,619

Total Boat Collection (Bags): 31,182

Total Boat Collection (Cubic meter): 523.61

Boat Collection		Harbour East															
2021		Shau Kei Wan T/S				Causeway Bay T/S				Chai Wan				Junk Bay			
Week Days	Dir (Degs)	Wind Km/H	Boats Visited	Distributed (Bags)	Collected (Cubic meter)	Boats Visited	Distributed (Bags)	Collected (Cubic meter)	Boats Visited	Distributed (Bags)	Collected (Cubic meter)	Boats Visited	Distributed (Bags)	Collected (Cubic meter)	Boats Visited	Distributed (Bags)	Collected (Cubic meter)
February																	
2021-02-01			136	75	1.83	108	98	56	1.20	15	7	7	0.15	25	11	11	0.28
2021-02-02			138	74	1.88	108	98	68	1.20	15	8	8	0.20	25	12	11	0.28
2021-02-03			138	74	1.80	108	98	72	1.20	15	7	7	0.15	25	11	11	0.28
2021-02-04			138	78	2.00	108	98	68	0.60	16	8	8	0.20	26	12	12	0.30
2021-02-05			138	80	2.00	108	98	72	0.90	15	8	8	0.20	25	12	12	0.30
2021-02-06			137	80	2.00	108	98	76	0.90	15	8	8	0.20	25	11	11	0.28
2021-02-07	Sun		134	82	2.10	108	98	112	1.20	16	10	11	0.30	25	11	11	0.28
2021-02-08			138	82	2.10	108	98	82	0.90	16	10	10	0.20	25	11	11	0.28
2021-02-09			138	85	2.10	108	98	88	1.20	16	8	8	0.20	25	10	10	0.25
2021-02-10			136	86	2.20	108	98	76	1.20	16	10	12	0.30	25	11	11	0.28
2021-02-11			134	90	2.30	108	98	68	0.90	16	12	12	0.30	25	11	11	0.28
2021-02-12	PH		138	55	1.30	108	96	48	0.60	16	5	5	0.10	25	11	10	0.25
2021-02-13	PH		136	74	1.80	108	98	38	0.30	16	10	12	0.30	25	11	11	0.28
2021-02-14	Sun		137	75	1.90	108	96	88	0.60	16	10	10	0.20	25	11	11	0.28
2021-02-15	PH		138	72	1.80	108	96	138	1.50	16	8	8	0.20	25	10	10	0.25
2021-02-16			138	73	1.80	108	98	72	0.60	16	7	7	0.20	25	10	10	0.25
2021-02-17			135	74	1.80	108	98	72	1.20	15	6	6	0.15	25	11	11	0.28
2021-02-18			138	75	1.80	108	98	56	0.60	15	7	7	0.18	25	11	11	0.28
2021-02-19			136	76	1.90	108	98	62	0.60	15	8	8	0.20	25	12	12	0.30
2021-02-20			134	75	1.90	108	98	76	0.60	16	9	9	0.20	25	11	11	0.28
2021-02-21	Sun		136	76	1.90	108	98	68	0.60	15	9	9	0.20	25	11	11	0.28
2021-02-22			134	73	1.80	108	98	72	0.90	15	8	8	0.20	25	11	11	0.28
2021-02-23			135	74	1.80	108	98	78	0.60	15	8	8	0.20	25	12	11	0.28
2021-02-24			132	73	1.80	108	98	86	1.20	15	9	9	0.20	25	11	11	0.28
2021-02-25			128	72	1.80	108	98	62	0.60	15	8	8	0.20	26	12	11	0.28
2021-02-26			128	73	1.80	108	98	56	0.60	15	8	9	0.20	26	11	11	0.28
2021-02-27			125	75	1.80	108	98	58	0.60	15	8	8	0.20	26	12	11	0.28
2021-02-28	Sun		128	74	1.80	108	98	72	1.20	15	7	7	0.15	26	11	11	0.28
			3,781	2,125	2,144.0	3,024	2,738	2,040.0	24.30	432	231	237.0	5.68	705	312	307.0	7.78
			078	7.7										14,280	6,601	5,926.0	119.25

Total Boat Visited:
Total Distributed:
Total Boat Collection (Bags):
Total Boat Collection (Cubic meter):

Boat Collection		HK South						Kowloon West						
2021		Aberdeen T/S (South & West)			Tuen Mun T/S			Rambler T/S			Tsuen Wan			
Week Days	Dir (Degs)	Wind KmH	Boats Visited	Distributed (Bags)	Collected (Bags)	Collected (Cubic meter)	Boats Visited	Distributed (Bags)	Collected (Bags)	Collected (Cubic meter)	Boats Visited	Distributed (Bags)	Collected (Bags)	Collected (Cubic meter)
February			1100	250	360	5.00	270	270	265	5.30	25	10	5	0.1
2021-02-01			1100	250	360	4.00	275	275	270	5.40	25	10	10	0.2
2021-02-02			1100	250	330	4.00	275	275	270	5.40	25	10	5	0.10
2021-02-03			1100	250	350	4.00	275	275	270	5.40	25	10	5	0.10
2021-02-04			1100	250	360	4.00	275	275	270	5.40	25	10	5	0.10
2021-02-05			1000	250	370	4.00	275	275	270	5.40	25	10	5	0.10
2021-02-06			1000	250	400	5.00	275	275	270	5.40	25	10	5	0.10
2021-02-07	Sun		1100	250	400	5.00	275	275	270	5.40	25	10	10	0.20
2021-02-08			1100	260	360	4.00	270	270	275	5.40	25	10	10	0.20
2021-02-09			1100	260	400	5.00	275	275	270	5.40	25	10	5	0.10
2021-02-10			1100	270	400	5.00	275	275	270	5.40	25	10	5	0.10
2021-02-11			1100	270	280	3.00	275	275	270	5.50	25	10	5	0.10
2021-02-12	PH		1100	270	280	3.00	275	275	275	5.50	25	10	5	0.10
2021-02-13	PH		1100	260	500	5.00	275	275	275	5.50	25	10	5	0.10
2021-02-14	Sun		1100	270	400	4.00	275	275	270	5.40	25	10	10	0.20
2021-02-15	PH		1100	270	350	4.00	275	270	270	5.40	25	10	10	0.20
2021-02-16			1100	270	400	4.00	260	260	250	5.00	25	10	5	0.10
2021-02-17			1000	260	400	4.00	250	240	240	4.80	25	5	5	0.10
2021-02-18			1000	260	400	4.00	230	230	225	4.50	25	5	5	0.10
2021-02-19			1000	260	400	4.00	230	230	225	4.50	25	5	5	0.10
2021-02-20			1000	260	360	3.00	230	225	225	4.50	25	10	10	0.20
2021-02-21	Sun		1000	260	400	4.00	230	230	225	4.50	25	10	5	0.10
2021-02-22			1000	260	300	3.00	190	160	100	2.18	25	10	10	0.20
2021-02-23			1000	260	300	3.00	160	135	100	2.18	25	10	5	0.10
2021-02-24			1000	260	300	3.00	159	130	100	2.18	25	10	5	0.10
2021-02-25			1000	260	320	4.00	150	140	100	2.18	25	10	5	0.10
2021-02-26			1000	260	350	4.00	150	140	100	2.18	25	10	5	0.10
2021-02-27			1000	260	360	4.00	140	130	95	1.81	25	10	5	0.10
2021-02-28	Sun		29,500	7,260	10,190.0	112.00	6,769	6,655	6,315.0	127.11	700	265	175.0	3.50
			29,500	7,260	10,190.0	112.00					8,869	9,120	8,550.0	171.91

Total Boat Visited:
Total Distributed:
Total Boat Collection (Bags):
Total Boat Collection (Cubic meter):

Boat Collection			Sai Kung Tai Po												Outlying Islands															
2021	Week Days	Dir (Degs)	Wind KmH	Shuen Wan T/S			Yim Tin Tsai T/S			Sai Kung			Cheung Chau T/S			Hei Ling Chau T/S			Tai O											
				Boats Visited	Distributed (Bags)	Collected (Cubic meter)	Boats Visited	Distributed (Bags)	Collected (Cubic meter)	Boats Visited	Distributed (Bags)	Collected (Cubic meter)	Boats Visited	Distributed (Bags)	Collected (Cubic meter)	Boats Visited	Distributed (Bags)	Collected (Cubic meter)	Boats Visited	Distributed (Bags)	Collected (Cubic meter)									
February				29	16	0.40	28	16	0.40	100	30	32	0.80	94	27	24	0.40	8	0	0	8	6	7	0.18						
2021-02-01				30	18	0.40	28	14	0.30	110	35	30	0.70	90	30	28	0.50	8	0	0	8	7	6	0.15						
2021-02-02				30	20	0.50	27	15	0.40	110	30	28	0.70	89	39	36	0.70	8	0	0	8	7	6	0.15						
2021-02-03				30	20	0.50	28	15	0.30	110	31	29	0.70	87	41	37	0.70	8	0	0	8	5	6	0.15						
2021-02-04				29	20	0.50	28	14	0.30	110	28	27	0.60	89	35	38	0.70	8	0	0	8	7	7	0.18						
2021-02-05				30	22	0.50	28	15	0.40	110	28	28	0.70	92	40	35	0.80	8	0	0	7	6	6	0.15						
2021-02-06	Sun			30	25	0.60	28	16	0.40	110	34	33	0.80	87	40	43	1.00	8	0	0	7	6	6	0.15						
2021-02-07				30	23	0.60	28	16	0.40	110	28	26	0.60	96	45	42	1.00	8	0	0	8	8	10	0.20						
2021-02-08				30	25	0.60	28	16	0.45	110	33	35	0.80	94	43	42	1.00	8	0	0	8	8	9	0.20						
2021-02-09				30	25	0.60	28	18	0.45	110	32	30	0.70	103	45	40	1.00	8	0	0	8	7	7	0.18						
2021-02-10				32	25	0.60	28	20	0.50	110	30	30	0.50	100	20	28	0.60	8	0	0	8	7	7	0.18						
2021-02-11				32	12	0.40	28	10	0.30	110	15	15	0.20	98	33	31	0.60	8	0	0	8	3	3	0.10						
2021-02-12	PH			32	26	0.70	28	13	0.30	110	20	20	0.30	103	34	30	0.60	8	0	0	8	5	5	0.10						
2021-02-13	PH			32	25	0.60	29	17	0.40	110	35	36	0.60	100	30	27	0.50	8	0	0	8	8	8	0.20						
2021-02-14	Sun			32	21	0.50	29	17	0.40	110	36	38	0.70	102	31	28	0.50	8	0	0	8	7	7	0.18						
2021-02-15	PH			30	20	0.50	28	15	0.30	110	35	32	0.60	98	28	27	0.50	8	0	0	8	6	6	0.15						
2021-02-16				31	18	0.40	28	16	0.40	110	32	30	0.50	97	29	26	0.50	8	0	0	8	5	6	0.15						
2021-02-17				30	19	0.40	28	16	0.40	110	28	29	0.50	113	32	28	0.50	8	0	0	8	6	6	0.15						
2021-02-18				30	20	0.50	29	17	0.40	110	30	28	0.50	116	34	29	0.50	8	0	0	8	6	6	0.15						
2021-02-19				30	19	0.50	28	16	0.40	110	34	35	0.60	87	25	23	0.40	8	0	0	8	7	5	0.13						
2021-02-20				30	20	0.50	28	17	0.40	110	35	35	0.60	83	20	20	0.40	8	0	0	8	7	7	0.18						
2021-02-21	Sun			30	17	0.40	26	15	0.40	110	34	34	0.60	88	28	26	0.50	8	0	0	8	6	6	0.15						
2021-02-22				29	18	0.40	26	17	0.40	110	34	35	0.60	87	26	20	0.40	8	0	0	8	7	7	0.18						
2021-02-23				29	17	0.40	26	18	0.40	110	35	32	0.50	89	28	26	0.50	8	0	0	8	7	7	0.18						
2021-02-24				29	18	0.40	26	16	0.40	110	30	28	0.50	86	27	24	0.40	8	0	0	8	6	6	0.15						
2021-02-25				28	18	0.40	27	18	0.50	110	30	29	0.50	90	21	18	0.30	8	0	0	7	6	6	0.15						
2021-02-26				30	18	0.40	28	17	0.40	110	28	27	0.40	91	20	17	0.30	8	0	0	8	7	7	0.18						
2021-02-27				30	19	0.50	26	16	0.40	110	30	30	0.50	87	22	16	0.30	8	0	0	8	6	6	0.15						
2021-02-28	Sun																													
				078	7.7		844	564	573.0	13.70	775	446	463.0	10.90	3,070	860	841.0	16.30	2,636	873	809.0	16.10	224	0	0.0	0.00	218	176	181.0	4.50
											4,689	1,870	1,877.0	40.90													3,078	1,049	990.0	20.60

Total Boat Visited:
Total Distributed:
Total Boat Collection (Bags):
Total Boat Collection (Cubic meter):

PASTR2020-02		Floating Refuse Scavenge										Domestic Refuse Collected from Boat																																						
2021	Week	February	Days	Dir (Degs)	KmH	Sai Kung Harbour					Sai Kung Hoi					Pak Sha Wan					Tolo North					Tolo West					Tolo South					MOPANs Subtotal					Team D					Scavenge Total				
						Sai Kung Harbour	Sai Kung Hoi	Pak Sha Wan	Tolo North	Tolo West	Tolo South	Sai Kung Hoi	Sai Kung Hoi	Pak Sha Wan	Tolo North	Tolo West	Tolo South	Sai Kung Hoi	Sai Kung Hoi	Pak Sha Wan	Tolo North	Tolo West	Tolo South	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Boats Visited	Distributed (Bags)	Collected (Bags)	Collected (Cubic meter)	Wood (Cubic meter)	Foam (Cubic meter)	Others (Cubic meter)	Subtotal (Cubic meter)	Boats Visited	Distributed (Bags)	Collected (Bags)	Collected (Cubic meter)											
2021-02-01	270	18				0	0	0	0	0	0	0	0	0	0	0	0	0	0.40	0.49	0.20	1.09	0	0	0	0	0	0.40	0.36	0.16	0.72	0	0	0	0.72															
2021-02-02	135	15				0	0	0	0	0	0	0	0	0	0	0	0	0	0.30	0.40	0.75	1.45	0	0	0	0	0	0.30	0.20	0.16	0.72	0	0	0	0.72															
2021-02-03	070	16	off			0	0	0	0	0	0	0	0	0	0	0	0	0	0.20	0.20	0.32	0.72	0	0	0	0	0	0.20	0.32	0.32	0.72	0	0	0	0.72															
2021-02-04	180	21				0	0	0	0	0	0	0	0	0	0	0	0	0	0.20	0.39	0.50	1.09	0	0	0	0	0	0.20	0.20	0.32	0.72	0	0	0	0.72															
2021-02-05	045	6				0	0	0	0	0	0	0	0	0	0	0	0	0	0.20	0.20	0.32	0.72	0	0	0	0	0	0.20	0.20	0.32	0.72	0	0	0	0.72															
2021-02-06	025	3				0	0	0	0	0	0	0	0	0	0	0	0	0	0.20	0.20	0.32	0.72	0	0	0	0	0	0.20	0.20	0.32	0.72	0	0	0	0.72															
2021-02-07	075	3	Sun			0	0	0	0	0	0	0	0	0	0	0	0	0	0.20	0.20	0.32	0.72	0	0	0	0	0	0.20	0.20	0.32	0.72	0	0	0	0.72															
2021-02-08	090	12				0	0	0	0	0	0	0	0	0	0	0	0	0	0.50	1.20	1.20	2.90	0	0	0	0	0	0.50	1.20	1.20	2.90	0	0	0	2.90															
2021-02-09	045	10				0	0	0	0	0	0	0	0	0	0	0	0	0	0.24	0.15	0.33	0.72	0	0	0	0	0	0.24	0.15	0.33	0.72	0	0	0	0.72															
2021-02-10	090	9	off			0	0	0	0	0	0	0	0	0	0	0	0	0	0.30	0.75	0.40	1.45	0	0	0	0	0	0.30	0.75	0.40	1.45	0	0	0	1.45															
2021-02-11	180	3				0	0	0	0	0	0	0	0	0	0	0	0	0	0.40	0.20	0.49	1.09	0	0	0	0	0	0.40	0.20	0.49	1.09	0	0	0	1.09															
2021-02-12	090	7	PH			0	0	0	0	0	0	0	0	0	0	0	0	0	0.15	0.24	0.33	0.72	0	0	0	0	0	0.15	0.24	0.33	0.72	0	0	0	0.72															
2021-02-13	045	4	PH			0	0	0	0	0	0	0	0	0	0	0	0	0	0.30	0.24	0.55	1.09	0	0	0	0	0	0.30	0.24	0.55	1.09	0	0	0	1.09															
2021-02-14	095	6	Sun			0	0	0	0	0	0	0	0	0	0	0	0	0	0.20	0.30	0.22	0.72	0	0	0	0	0	0.20	0.30	0.22	0.72	0	0	0	0.72															
2021-02-15	070	4	PH			0	0	0	0	0	0	0	0	0	0	0	0	0	0.20	0.30	0.22	0.72	0	0	0	0	0	0.20	0.30	0.22	0.72	0	0	0	0.72															
2021-02-16	045	2				0	0	0	0	0	0	0	0	0	0	0	0	0	0.20	0.30	0.22	0.72	0	0	0	0	0	0.20	0.30	0.22	0.72	0	0	0	0.72															
2021-02-17	050	4	off			0	0	0	0	0	0	0	0	0	0	0	0	0	0.20	0.30	0.22	0.72	0	0	0	0	0	0.20	0.30	0.22	0.72	0	0	0	0.72															
2021-02-18	025	9				0	0	0	0	0	0	0	0	0	0	0	0	0	0.20	0.30	0.22	0.72	0	0	0	0	0	0.20	0.30	0.22	0.72	0	0	0	0.72															
2021-02-19	045	6				0	0	0	0	0	0	0	0	0	0	0	0	0	0.50	0.30	0.29	1.09	0	0	0	0	0	0.50	0.30	0.29	1.09	0	0	0	1.09															
2021-02-20	050	3				0	0	0	0	0	0	0	0	0	0	0	0	0	0.29	0.50	0.30	1.09	0	0	0	0	0	0.29	0.50	0.30	1.09	0	0	0	1.09															
2021-02-21	090	3	Sun			0	0	0	0	0	0	0	0	0	0	0	0	0	0.20	0.22	0.30	0.72	0	0	0	0	0	0.20	0.22	0.30	0.72	0	0	0	0.72															
2021-02-22	040	5				0	0	0	0	0	0	0	0	0	0	0	0	0	0.30	0.85	0.30	1.45	0	0	0	0	0	0.30	0.85	0.30	1.45	0	0	0	1.45															
2021-02-23	070	2				0	0	0	0	0	0	0	0	0	0	0	0	0	0.30	0.22	0.20	0.72	0	0	0	0	0	0.30	0.22	0.20	0.72	0	0	0	0.72															
2021-02-24	090	5	off			0	0	0	0	0	0	0	0	0	0	0	0	0	0.20	0.22	0.30	0.72	0	0	0	0	0	0.20	0.22	0.30	0.72	0	0	0	0.72															
2021-02-25	045	7				0	0	0	0	0	0	0	0	0	0	0	0	0	0.30	0.22	0.30	0.72	0	0	0	0	0	0.30	0.22	0.30	0.72	0	0	0	0.72															
2021-02-26	050	2				0	0	0	0	0	0	0	0	0	0	0	0	0	0.30	0.22	0.20	0.72	0	0	0	0	0	0.30	0.22	0.20	0.72	0	0	0	0.72															
2021-02-27	090	5				0	0	0	0	0	0	0	0	0	0	0	0	0	0.30	0.22	0.20	0.72	0	0	0	0	0	0.30	0.22	0.20	0.72	0	0	0	0.72															
2021-02-28	135	7	Sun			0	0	0	0	0	0	0	0	0	0	0	0	0	0.49	0.30	0.30	1.09	0	0	0	0	0	0.49	0.30	0.30	1.09	0	0	0	1.09															
083	7.0					0	0	0	0	0	0	0	0	0	0	0	0	7.03	8.51	8.70	24.24	0	0	0	0	0	7.03	8.51	8.70	24.24	0	0	0	24.24																
Title Sum:						0.00	4.32	0.00	2.90	7.24	9.78						0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0															
MOPAN Scavenge (Cubic meter):						0												0						0						0																				
Task Force (Cubic meter):						24.24												24.24						24.24						24.24																				
District Scavenge Subtotal:						24.24												24.24						24.24						24.24																				
Small Boat Collection (Cubic meter):						0												0						0						0																				
Refuse Collected (Cubic meter):						24.24												24.24						24.24						24.24																				

2016年至2020年抵港船次
Number of Vessel Arrivals from 2016 to 2020

年份 Year	抵港船次 Number of Vessel Arrivals		
	遠洋輪船 Ocean-going Vessels (i)	內河船隻 River Trade Vessels (ii)	總計 Total (i)+(ii)
2016	27 642	157 369	185 011
2017	26 793	158 627	185 420
2018	25 410	149 200	174 610
2019	25 388	135 864	161 252
2020	22 001	65 830	87 831

2016年至2020年香港領牌船隻數目

Number of Hong Kong Licensed Vessels from 2016 to 2020

年份 Year	香港領牌船隻數目（截至年底） Number of Hong Kong Licensed Vessels (as at year end)
2016	18 540
2017	18 712
2018	18 953
2019	18 968
2020	19 631

2017年至2020年大埔區收集到的海上垃圾數量

Quantities of Marine Refuse Collected in Tai Po District from 2017 to 2020

項目 Item	收集到的海上垃圾數量 (公噸) Quantity of Marine Refuse Collected (Tonnes)				總量 Total
	2017	2018	2019	2020	
A 在全港水域合約下於大埔區收集到的海上垃圾 Marine refuse collected in Tai Po District under the contract for the whole of Hong Kong waters	314.5	382.4	313.2	255.5	1265.6
B 在大埔區合約下收集到的海上垃圾 (註) Marine refuse collected under the contract for Tai Po District (Note)	不適用 Not applicable	88	247.7	201.3	537.0
C = A + B 兩份合約在大埔區收集到的海上垃圾 Marine refuse collected in Tai Po District under both contracts	314.5	470.4	560.9	456.8	1802.6
D 在全港水域合共收集到的海上垃圾 Marine refuse collected in the whole of Hong Kong waters	16045	16084	15578	14858	62565
E = C / D x 100% 兩份合約在大埔區收集到的海上垃圾數量佔在全港水域收集到的海上垃圾總量的百分比 Percentage of quantities of marine refuse collected in Tai Po District under both contracts over the total quantities of marine refuse collected in the whole of Hong Kong waters	1.96%	2.92%	3.60%	3.07%	2.88%

註： 大埔區合約於2018年10月1日起生效。
Note: The contract for Tai Po District took effect from 1 October 2018.

2020 年巡邏人員發現潔淨狀況低於“良好”級別並指示承辦商進行清理的記錄

Record of patrol officers found cleanliness condition below “Good” level and instructed contractor to clean-up in 2020

巡邏人員於指定時限(註 1)內再次 檢查潔淨狀況回復至“良好”級 別的次數		巡邏人員於指定時限(註 1)後再次 檢查潔淨狀況回復至“良好”級 別的次數				因特殊情况(註 2)承辦商需額外時 間回復潔淨狀況至“良好”級別 的次數					
Number of times that patrol officers re-inspected cleanliness condition re-established to “Good” level within specified time limited (Note 1)		Number of times that patrol officers re-inspected cleanliness condition re-established to “Good” level after specified time limited (Note 1)				Number of times that contractor needed additional time to re-establish cleanliness condition to “Good” level due to special circumstances (Note 2)					
第一區 Zone 1	第二區 Zone 2	第三區 Zone 3	非常規 Ad hoc	第一區 Zone 1	第二區 Zone 2	第三區 Zone 3	非常規 Ad hoc	第一區 Zone 1	第二區 Zone 2	第三區 Zone 3	非常規 Ad hoc
16	0	0	0	14	1	0	0	2	0	0	0

註 1：承辦商須在 30 分鐘、60 分鐘及 120 分鐘內分別將第一區、第二區及第三區的清潔狀況回復至“良好”的級別。
註 2：特殊情况包括需時調派近岸清潔小隊清理或需要額外時間清理大量漂浮垃圾。

Note 1: The contractor shall re-establish the cleanliness condition to “Good” level within 30 minutes, 60 minutes and 120 minutes in Zone 1, Zone 2 and Zone 3 respectively.

Note 2: Special circumstances include the need for time to deploy foreshore cleaning teams for cleansing work or the need for additional time to clean up large amount of floating refuse.

在 12 個巡邏區進行日常清潔巡邏和直升機巡察的次數 (2020 年 1 月至 12 月)

月份		日常清潔巡邏 / 直升機巡察的次數 (註)																								總計	
		區 1		區 2		區 3		區 4		區 5		區 6		區 7		區 8		區 9		區 10		區 11		區 12			
		(a)	(b)	(a)	(b)	(a)	(b)	(a)	(b)	(a)	(b)	(a)	(b)	(a)	(b)	(a)	(b)	(a)	(b)	(a)	(b)	(a)	(b)	(a)	(b)		
一月	29	2	30	-	24	-	5	-	21	-	15	1	7	1	1	1	4	-	3	-	20	1	4	2	163	8	
二月	26	-	27	-	24	-	3	-	23	-	11	-	9	-	4	-	4	-	6	-	14	-	4	-	155	-	
三月	31	-	31	-	28	-	4	-	24	-	16	-	8	-	5	-	5	-	6	-	15	-	4	-	177	-	
四月	26	1	27	-	23	-	5	-	24	1	13	1	2	-	-	-	2	-	1	-	15	-	2	-	140	3	
五月	30	2	30	-	27	-	6	-	27	-	12	1	7	2	2	2	5	-	8	-	5	-	4	2	163	9	
六月	30	2	29	-	29	-	2	-	22	-	20	1	5	1	2	1	4	-	9	-	20	1	3	2	175	8	
七月	31	1	29	-	20	-	5	-	27	-	19	-	9	1	2	1	6	-	12	-	21	-	10	1	191	4	
八月	31	-	30	-	27	-	5	-	30	-	15	-	6	-	6	-	2	-	10	-	21	-	10	-	193	-	
九月	30	2	26	-	30	-	6	-	28	-	15	1	10	1	1	1	3	-	4	-	18	1	2	2	173	8	
十月	29	2	24	-	26	-	3	-	25	1	14	2	5	1	1	1	3	1	11	1	21	1	2	1	164	11	
十一月	30	2	28	1	28	1	4	1	30	1	20	-	10	-	2	-	4	-	16	-	16	-	3	1	191	7	
十二月	31	1	30	-	27	-	5	-	31	-	23	-	31	-	3	-	2	-	27	-	31	1	4	1	245	3	
總計	354	15	341	1	313	1	53	1	312	3	193	7	109	7	29	7	44	1	113	1	217	5	52	12	2130	61	

資料來源：每日巡邏調派計劃。

註：欄 (a) 和 (b) 分別顯示日常清潔巡邏次數和直升機巡察次數。