



行動事宜

Operations

1	2	1. 星島日報圖片 Sing Tao Daily photo
	3	2. 蘋果日報圖片 Apple Daily photo
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	4	4. 蘋果日報圖片 Apple Daily photo



服務承諾

消防處處理樓宇火警召喚的規定召達時間，樓宇密集地區為六分鐘，樓宇分散及偏遠地區則為九至23分鐘。至於緊急救護服務，目標召達時間為12分鐘。消防處承諾在整體召喚中有92.5%能夠在上述時間內獲到場處理。

二零零六年，93.9%的樓宇火警召喚及92.7%的緊急救護召喚，在所屬召喚類別的目標召達時間內獲到場處理。

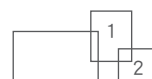
期內，有關即時火警危險的投訴，全部可以在24小時內獲得處理。

Performance Pledge

The graded response times for calls to fires in buildings are six minutes for the built-up areas and nine to 23 minutes for areas of dispersed risks and isolated developments. For emergency ambulance services, the target response time is 12 minutes. The Department pledged to achieve these times in 92.5% of all calls.

In 2006, 93.9% of building fire calls and 92.7% of emergency ambulance calls were responded to within the respective response times.

During the year, all complaints of imminent fire hazards were answered within 24 hours.



撲滅火警

消防處接到的火警召喚由二零零五年的37,741宗，降至二零零六年的33,268宗。期間火警造成14人死亡、380人受傷，獲救人數為2,107人。行動中共有三名消防人員受傷。

涉及煮食的疏忽或意外是釀成火警的主要原因。在二零零六年有2,186宗由此而引起的火警。市民處理或棄置煙頭、火柴和蠟燭時疏忽大意，是釀成火警的另一個主因。

Fire-fighting

The number of fire calls fell from 37,741 in 2005 to 33,268 in 2006. During the year, fires claimed 14 lives and 380 injuries while 2,107 people were rescued. A total of three operational firemen were injured in the line of duty.

Carelessness or accidents involving the preparation of foodstuff contributed to the major cause of fires, totalling 2,186 cases in 2006. This was followed by careless handling or disposal of cigarette ends, matches and candles.

消防人員從火場救出傷者 (蘋果日報圖片)
Firemen extricate a casualty from a fire scene (Apple Daily photo)



一輛貨櫃車運載的電池產生濃煙，消防員用水及泡沫撲救 (蘋果日報圖片)
Firemen pumping water and foam to douse the smoke generated from the batteries on board a container (Apple Daily photo)

二零零六年較矚目的火警包括：

- 油塘茶果嶺村在一個月內發生兩宗三級火警，燒毀多間磚屋及鐵皮屋。首宗火警發生於一月六日，消防員將約20名居民疏散到安全地方。一月二十二日發生的第二宗火警有多個石油氣瓶爆炸，消防員將約30名居民疏散至安全地方。
- 一幢位於牛頭角佐敦谷北道的樓宇在四月十一日發生一級火警及爆炸，導致兩名女子死亡及九人受傷，包括一名交通警察員。意外相信由於洩漏氣體所致。爆炸的威力十分巨大，以致其中一名受害者跌進爆炸在升降機大堂造成的深坑內，而該名警員則被飛出的鐵閘從電單車上撞翻地上。

Some notable fires in 2006 are summarised as follows:

- Two separate No. 3 Alarm fires at Cha Kwo Ling Tsuen in Yau Tong within a month destroyed a range of brick and tin-sheeted structures. The first fire broke out on 6 January. About 20 people were led to places of safety by firemen. The second occurred on 22 January. A number of LPG cylinders exploded during the fire. About 30 people were evacuated to places of safety.
- Two women were killed and nine people, including a traffic policeman, were injured in a No.1 Alarm fire and explosion at a building at Jordan Valley North Road in Ngau Tau Kok on 11 April. The incident was believed to have been caused by gas leakage. The force of the blast was so great that one of the victims fell into a deep hole torn in the floor of the lift lobby. The policeman was thrown from his motorcycle by a flying metal gate.



茶果嶺村三級火警 (明報圖片)
A No.3 Alarm fire at Cha Kwo Ling Tsuen (Ming Pao photo)



牛頭角煤氣爆炸 (成報圖片)
A gas explosion in Ngau Tau Kok (Sing Pao photo)

- 七月一日，尖沙咀彌敦道一幢綜合用途大廈四樓的一個住宅單位發生三級火警，消防員將總共23名住客疏散至安全地方。
- 八月十三日，打鼓嶺五洲南路的一間車胎回收廠發生三級火警。由於工廠內貯存大量車胎，火勢十分猛烈，濃煙密布，消防員用了約四小時才把火警撲滅。
- A No.3 Alarm fire occurred at a domestic unit on the fourth floor of a composite building at Nathan Road in Tsim Sha Tsui on 1 July. A total of 23 people were led to places of safety by firemen.
- A No.3 Alarm fire occurred at a tyre-recycling factory at Ng Chow South Road in Ta Kwu Ling on 13 August. The storage of large quantity of rubber tyres fuelled the fire and generated heavy smoke. Firemen took about four hours to suppress the fire.

彌敦道三級火警 (消防安全大使李少海圖片)
A No.3 Alarm fire at Nathan Road (FSA Rickie Li photo)



車胎回收廠三級火警 (消防安全大使李少海圖片)
A No.3 Alarm fire at a tyre-recycling factory (FSA Rickie Li photo)



- 十一月一日，大欖涌郊野公園一宗山火焚燒近50小時，焚燒範圍超過460公頃，燒毀大約66,000棵樹木。由於天氣乾燥，加上風勢強勁，山火不斷蔓延，約600名來自四個政府部門的人員努力進行撲救，當中包括283名消防員。
- 十二月一日，九龍灣常怡道一座興建中的商業大廈17樓平台發生四級火警。在事件中，冷氣機玻璃纖維水塔起火，火勢迅速蔓延，產生高熱和濃煙，以致撲救相當困難。消防員將約800名工人疏散至安全地方，並用了約兩小時把火警撲滅。
- A hill fire raged for nearly 50 hours at the Tai Lam Country Park on 1 November and destroyed about 66,000 trees over 460 hectares. The dry weather coupled with strong typhoon winds helped spread the blaze. A total of some 600 people from four Government departments, including 283 firemen, were deployed to fight the fire.
- A No. 4 Alarm fire broke out at the podium on the 17th floor of a commercial complex under construction at Sheung Yee Road in Kowloon Bay on 1 December. The incident involved the burning of fibreglass air-conditioning towers. A rapid fire spread coupled with tremendous heat and heavy smoke posed difficulties in the fire-fighting operation. About 800 workers were evacuated to places of safety. Firemen took about two hours to suppress the fire.

九龍灣四級火警 (經濟日報圖片)
A No.4 Alarm fire in Kowloon Bay (Hong Kong Economic Times photo)



大欖郊野公園山火 (漁護署圖片)
Tai Lam Country Park hill fire (AFCD photo)



特別服務

特別服務召喚所涉及的事務種類繁多，例如交通意外、被困升降機內、被鎖屋內或反鎖屋外、氣體洩漏、工業意外、房屋及牆壁倒塌、水浸、山泥傾瀉、企圖從高處跳下等。

二零零六年，本處共接獲21,383宗特別服務召喚，在涉及的事務中，共錄得675人死亡，1,598人受傷。在各類特別服務召喚事故中，被困升降機內的個案仍佔大多數，共有5,916宗，其次分別為被鎖屋內或反鎖屋外的個案，共有1,149宗，以及易燃液體或氣體洩漏的個案，共有488宗。

Special Services

Special service calls cover a wide range of incidents, such as traffic accidents, people trapped-in-lifts, locked-in and locked-out of premises, gas leakages, industrial accidents, house and wall collapses, flooding, landslides and attempts to jump from a height.

A total of 21,383 special service calls were received during the year, with 675 fatalities and 1,598 injuries recorded. Trapped or shut-in-lift cases still topped the list of incidents with 5,916 calls, followed by 1,149 cases of locked-in or out of premises and 488 cases of leakage of inflammable liquid or gas.



多用途足踝保護靴
Multi-functional Ankle Protection Boots

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1. 經濟日報圖片 Hong Kong Economic Times photo

2

2. 明報圖片 Ming Pao photo

二零零六年較矚目的特別服務召喚包括：

- 二月二十三日，一部載有大量鋼筋的貨車在大嶼山東涌道跌下山坡，消防員隨即進行攀山拯救，用了約五小時將鋼筋搬開，把被困於貨車殘骸的司機救出，再由直升機把傷者送往醫院。
- 五月十二日，一艘載有約90名乘客及船員的雙層渡輪在大嶼山梅窩萬角咀擱淺，消防員登上渡輪進行拯救。事件中有一名乘客和一名船員受傷，被送往醫院治理。
- 七月三日，長青隧道內發生一宗嚴重交通意外。意外涉及一部旅遊巴士及三部貨櫃車。旅遊巴士司機被困車內，由消防員救出。意外中共有41人受傷，由救護車送往醫院。

Some notable incidents in 2006 are summarised as follows:

- A lorry carrying a large quantity of steel bars fell from Tung Chung Road, Lantau, onto a hill slope on 23 February. A mountain rescue was conducted by firemen. It took about five hours to remove the steel bars and extricated the driver from the wrecked vehicle. The injured driver was conveyed to hospital by helicopter.
- On 12 May, a double-decker ferry carrying about 90 passengers and crew members ran aground off Man Kok Tsui in Mui Wo on Lantau. Firemen conducted rescue operation on board the ferry. A passenger and a crew member were injured and conveyed to hospital for treatment.
- A serious traffic accident involving a coach and three containers occurred inside the Cheung Tsing Tunnel on 3 July. The driver of the coach was trapped inside the vehicle and extricated by firemen. A total of 41 injured people were taken to hospital by ambulances.

消防人員從山坡貨車殘骸中救出司機 (成報圖片)
Injured driver being extricated from the wreckage of a lorry at a hill slope (Sing Pao photo)



消防及救護人員從旅遊巴士殘骸中救出被困司機 (成報圖片)
The driver trapped inside the coach being extricated by firemen and ambulancemen (Sing Pao photo)



渡輪在大嶼山石灘擱淺 (明報圖片)
A ferry ran aground onto rocks on Lantau (Ming Pao photo)

- 八月二十一日，長青隧道內再發生一宗嚴重交通意外。意外涉及一部雙層巴士、三部旅遊巴士及一部貨車，消防員把被困的司機及乘客救出。事件中巴士司機死亡，另有25人受傷。
- 十月十七日，一部雙層巴士在旺角窩打老道衝上行人路撞向一幢建築物的簷篷，車頂撕開，消防員到場進行拯救。在意外中，一名行人死亡，另有12人受傷，包括巴士司機、八名乘客及三名行人。
- 十一月二十日，香港仔香葉道一幢正在拆卸中的工業大廈四樓的部分外牆塌下，壓毀16部車。事件中無人受傷。
- Another serious traffic accident inside the Cheung Tsing Tunnel occurred on 21 August involving a double-decker bus, three coaches and a lorry. Firemen extricated the drivers and passengers who were trapped inside the vehicles. The bus driver was killed and 25 people were injured in the incident.
- On 17 October, a double-decker bus mounted the pavement and had its rooftop ripped off after ramming against an awning of a building at Waterloo Road in Mong Kok. Rescue operation was conducted by firemen. A pedestrian was killed and 12 people comprising the bus driver, eight passengers and three pedestrians were injured.
- A portion of the external wall fell from the fourth floor of an industrial building under demolition at Heung Yip Road in Aberdeen on 20 November. A total of 16 vehicles were damaged. No one was injured in the incident.

長青隧道致命交通意外 (成報圖片)
A fatal traffic accident inside Cheung Tsing Tunnel (Sing Pao photo)



消防人員在香港仔倒塌外牆瓦礫中搜索傷者 (消防安全大使李少海圖片)
Firemen search for victims through the wreckage of a wall collapse in Aberdeen (FSA Rickie Li photo)



窩打老道嚴重交通意外 (成報圖片)
A serious traffic accident at Waterloo Road (Sing Pao photo)

救護服務

截至二零零六年年底，救護總區共有2,350名主任級人員及救護員，配備258部救護車、35部救護電單車及四部流動傷者治療車。救護總區在年內處理了575,666宗召喚，平均每天1,577宗，共處理513,831名傷病者，平均每天處理1,408名。

Ambulance Services

The Ambulance Command has 2,350 officers and ambulancemen. It operates a fleet of 258 ambulances, 35 ambulance-aid motorcycles and four mobile casualty treatment centres at the end of 2006. During the year, the Command responded to 575,666 calls, representing an average of 1,577 calls per day. A total of 513,831 patients, or a daily average of 1,408 were served.



救護人員在交通意外現場為傷者分類送院 (蘋果日報圖片)
Triage priorities for injured people at the scene after a traffic accident
(Apple Daily photo)



Operations

救護車已全面配備輔助醫療救護服務設施，並由符合輔助醫療資格的救護人員駐守。所有緊急救護車和救護電單車現時均配備自動心臟去纖器，以及備有應付糖尿病、心臟病、氣促和過量服食藥物等疾病的指定藥品。

為標誌消防處救護車全面提供輔助醫療救護服務，消防處所有救護車上均展示了一顆「生命之星」的全球通用標記，象徵消防處的輔助醫療救護服務，已經達到國際水平，具有專業及質素保證。

為了監察表現和保持輔助醫療救護服務的水準，消防處於二零零六年四月成立了服務質素小組。救護總區現正研究一套「輔助醫療服務質素系統」。該系統將會採用新的設計程序，特色是能夠自動評估醫療程序是否已予遵守，並且實施措施以改善質素保證活動的效率及成效。

Its fleet of ambulances is fully equipped and manned at paramedic level. All emergency ambulances and ambulance-aid motorcycles are equipped with automatic defibrillators and selected drugs for illnesses such as diabetes, heart attack, shortness of breath and drug overdose.

To signify the prestige of the Department's paramedic ambulance service, a universal symbol of 'Star of Life' is displayed on all the Department's ambulances. The display of the symbol represents that the paramedic ambulance service provided by the Department has reached international standard and is professional and quality-assured.

A Quality Assurance Team has been formed since April 2006 to monitor the performance and maintain the standard of paramedic ambulance service. The Command is now exploring a Paramedic Services Quality Assurance System which adopts newly designed process with emphasis on automation in the assessment of medical protocol compliance and implements measures to improve the efficiency and effectiveness of quality assurance activities.

消防處救護車貼上「生命之星」標誌
FSD ambulances displaying the 'Star of Life'



為了加強救護主任在前線的管理，消防處在二零零六年十一月開始進行一項快速應變急救車試驗計劃。試驗計劃內的兩部快速應變急救車，是由救護主任負責駕駛。他們分別駐守大埔救護站及粉嶺救護站，主要職責是擔當臨床支援主任，以確保救護服務的質素。此外，當可供調派的救護車預計未能在10分鐘內到達事故現場時，他們會出動處理緊急救護召喚。如有需要，他們也會出動處理及指揮大型的救護行動。

有關實施救護車調派分級制，以便把救護召喚分類和分級的顧問研究已經完成。保安局領導的督導委員會現正研究日後的取向。

To strengthen ambulance officers' frontline management, the Department has conducted a trial programme on the operation of rapid response vehicles since November 2006. The two rapid response vehicles, each operated by an ambulance officer, are stationed at Tai Po and Fanling ambulance depots respectively. The two officers' main duties are to take up the role of a Clinical Support Officer by assuring the quality of ambulance service. Moreover, when it is expected that no ambulance can arrive at the scene of incident within 10 minutes, they will attend to such emergency ambulance calls. They will also handle and take command of large-scale ambulance operations.

A consultant's study on the implementation of a Medical Priority Dispatch System to categorise and prioritise response to ambulance calls was completed. A steering group led by the Security Bureau is now studying the way forward.

快速反應急救車
A rapid response vehicle



先遣急救員計劃於二零零三年推出後，已擴展至差不多全港的消防局。二零零六年，先遣急救員處理了25,223宗個案，共21,408名傷病者。大部分傷病者都是患有心臟病或呼吸有問題。在64間出動率高的消防局中，有37間已獲增派一部設有先遣急救員的消防車輛，以紓緩不斷增加的工作量及提升效率。

盡早施行心臟去顫法能夠大大增加心臟病突發病人的存活率。因此，消防處現正構思一項計劃，要求公共場所負責人設置心臟去顫器，以供公眾人士在緊急時使用。消防處於二零零六年十一月首先向香港物業管理公司協會有限公司推介這項計劃。

Since its launch in 2003, the First Responder Programme has been extended to nearly all fire stations throughout Hong Kong. In 2006, first responders were turned out to 25,223 cases and handled 21,408 casualties mainly suffering from cardiac diseases and breathing problems. To ease the increasing workload and to enhance efficiency, additional first responder appliance has been put into commission in 37 fire stations of the 64 selected stations with high turnout rate.

Early defibrillation greatly increases the chances of survival for victims of sudden heart attack. The Department is considering a plan to request operators of public places to provide external defibrillators for emergency use by members of the public. In November 2006, the plan was first introduced to the Council of the Hong Kong Association of Property Management Companies.

救護人員講解兒童家居安全及急救 (消防安全大使李少海圖片)
Parents and children are advised on home safety (FSA Rickie Li photo)



救護服務推廣日宣傳讓路予救護車
'Give Way to Ambulance' is the theme of the Ambulance Service Campaign

調派及通訊

消防通訊中心24小時均有人員當值，負責調派所有滅火及救護資源，以及接收公眾投訴，包括有關火警危險及危險品的投訴。遇有重大事故，消防通訊中心亦為政府其他部門及公用事業機構提供緊急協調服務。

通訊中心採用了第三代調派系統，以提高滅火和拯救行動的效率。該系統是一套結合先進電訊及電腦技術的調派系統。消防處定期提升新系統的軟件運作效能，以應付社會的殷切需求。

機場消防隊

機場消防隊共有295名人員，主要工作是為香港國際機場提供救援及滅火服務。機場消防隊由兩間消防局及兩間海上救援分局組成，設於機場平台的策略性位置，共配備14部消防車、兩部救護車、兩艘指揮船及八艘快艇。二零零六年，機場消防隊處理了209宗航空事故及1,870宗救護服務召喚。

Mobilising and Communications

The Fire Services Communications Centre, manned round the clock, is responsible for mobilising all fire-fighting and ambulance resources and to receive complaints including those about fire hazards and dangerous goods. It also acts as an emergency co-ordinator for other Government departments and public utilities in major incidents.

The centre has adopted a sophisticated telecommunication and computer integrated mobilising system – the Third Generation Mobilising System – to improve the efficiency of fire-fighting and rescue operations. Regular software upgrade exercises for the new system have been conducted to further enhance its capabilities to meet the demanding needs of the community.

Airport Fire Contingent

The primary role of the 295 strong Contingent is to provide rescue and fire-fighting services for the Hong Kong International Airport. The Contingent, which comprises two fire stations and two rescue berths at strategic locations on the airport platform, is equipped with 14 fire appliances, two ambulances, two command boats and eight speed boats. In 2006, the Contingent responded to 209 incidents involving aircraft and 1,870 ambulance calls.



Operations

機場消防隊指揮船
Airport Fire Contingent command boat



機場消防隊消防車
An Airport Fire Contingent appliance



滅火輪

港島總區轄下的海務及離島區共有七艘滅火輪、一艘潛水支援船、兩艘潛水支援快艇和一艘載客輪。為繼續把船隊現代化，現有的四號滅火輪及載客輪預計可於二零零八年由新船取代。

Fireboats

The Marine and Off-shore Islands Division of the Hong Kong Command operates a fleet of seven fireboats, a diving support vessel, two diving support speedboats and a personnel carrier. To continue to modernise the fireboat fleet, the replacement of Fireboat 4 and the personnel carrier is expected to be completed in 2008.



退役滅火輪「葛亮洪」號將會改建為展覽館，在「精英號」陪同下完成她最後一次航程
The decommissioned Fireboat *Alexander Grantham* being accompanied by Fireboat *Elite* on her last voyage. The fireboat will be converted into a gallery.

潛水服務

潛水組約有潛水員150名，他們分成七隊，專責香港水域內的搜索及救援行動。他們可利用壓縮空氣潛水裝備及水底爆破工具在水深最高達42米的範圍內執行任務。其中五隊人員派駐全港策略性地點，他們擔任主要滅火職務之外，亦肩負在海裏及其他水底環境，例如水塘、沉箱、池塘及污水渠執行緊急任務。至於另外兩隊人員，則派駐機場消防隊，負責在水上迫降事故時，提供潛水拯救服務。如獲處長特別授權，潛水人員或會奉召往香港以外水域，執行海上搜救行動。二零零六年，消防處潛水人員一共出動了516次。

Diving Services

The Diving Unit comprises about 150 active divers in seven diving teams, responsible for all aquatic search and rescue operations within Hong Kong waters down to the maximum depth of 42 metres using compressed air diving equipment and underwater break-in tools. Five teams are deployed at strategic locations throughout Hong Kong. In addition to their primary fire-fighting duties, divers will respond to emergencies at sea and other underwater environments such as reservoirs, cassions, ponds and sewers. The remaining two teams are posted at the Airport Fire Contingent to provide dive rescue service in aircraft ditching incidents. With the specific authorisation of the Director, divers may be summoned to conduct maritime search and rescue operations outside Hong Kong waters. Service divers were turned out to 516 emergencies in 2006.

消防潛水員海裏救人 (蘋果日報圖片)
F.S. divers rescue a woman at sea (Apple Daily photo)



潛水支援快艇
A diving support speed boat

潛水組亦負責操作位於昂船洲的加壓室，為減壓病者、氣體中毒者，以及可用高壓氧療法治療的慢性病患者提供治療。二零零六年，加壓室共操作了135次，為27名傷病者提供治療。

「精英號」及「卓越號」滅火輪均裝備有潛水員吊籠和甲板減壓室。吊籠可以把潛水員下降至50米水深的環境，為他們提供工作平台進行水底爆破和拯救行動，並提供一個安全的地方讓他們進行水中減壓。設有兩個減壓艙的甲板減壓室，可使潛水員在符合健康和規定安全的情況下，進行減壓潛水。當水中減壓不安全或不可行時，減壓室可以用作水面減壓；減壓室亦可為患有減壓病的潛水員進行治療。

立法會於二零零六年六月通過撥款，在昂船洲政府船塢興建潛水訓練中心。該中心預計於二零零九年竣工，屆時香港的緊急潛水拯救服務發展會踏入新的里程。

The Unit also operates a three-compartment compression chamber in Ngong Shuen Chau for treating patients suffering from decompression illness, gas poisoning and other chronic diseases that are responsive to hyperbaric oxygen treatment. In 2006, 135 chamber operations were carried out for 27 patients.

Two fireboats, Elite and Excellence, are equipped with a wet diving bell and a deck decompression chamber. The wet diving bell can lower divers to a depth of 50 metres, providing a work platform for underwater break-in and rescue operations. It also provides a safe haven for divers to perform in-water decompression. The two-compartment deck decompression chamber enables divers to perform decompression dives, in compliance with health and safety requirements. The chamber can be used for surface decompression when in-water decompression is unsafe and impracticable, and also for treatment of decompression illness stricken divers.

In June 2006, the Legislative Council approved funding of \$144 million for construction of FSD Diving Training Centre in the Government Dockyard on Stonecutters Island. The centre, expected to be completed by 2009, will be a milestone in the development of emergency diving rescue service in Hong Kong.



畫家筆下的消防處潛水訓練中心
Artist impression of FSD Diving Training Centre