

UGC announces results of Eighth Matching Grant Scheme

The following is issued on behalf of the University Grants Committee:

The University Grants Committee (UGC) announced today (May 12) the overall results of the Eighth Matching Grant Scheme. The 10 publicly funded post-secondary education institutions participating in the Scheme, namely the eight UGC-funded universities, the Hong Kong Academy for Performing Arts and the Vocational Training Council, have secured about \$5 billion in donations under the eighth round of the Scheme, and the full matching grant amount of \$2.5 billion has been allocated to them.

The Chairman of the UGC, Mr Carlson Tong, said, "I am glad that the community has continued to support the Matching Grant Scheme with enthusiasm and generosity. The Scheme has been successful in cultivating a stronger philanthropic culture in the community towards investment in education, diversifying funding sources and securing additional resources for the provision of quality higher education."

The Eighth Matching Grant Scheme commenced on July 1, 2019, under which matching grants were disbursed to each institution on a dollar-for-dollar matching basis up to the "floor" amount of \$60 million, beyond which \$1 was granted for every \$2 of donations, up to a ceiling of \$600 million of a grant per institution on a first-come, first-served basis. The \$2.5 billion matching grant was fully allocated by the end of March 2021, and the Eighth Matching Grant Scheme is therefore completed.

Mr Tong said, "We are pleased that the eighth round of the Scheme has been concluded fruitfully despite the difficulties in organising fundraising activities amidst the COVID-19 pandemic and the challenging economic situation. We would like to congratulate all participating institutions on their success in fundraising and express our deepest gratitude to all benefactors who have made donations to the institutions. We hope that they will continue to contribute to the long-term development of the higher education sector in Hong Kong with their generosity and graciousness."

The final results of the Eighth Matching Grant Scheme are set out in the Annex.

LCQ20: Traffic demand of Kowloon East

Following is a question by the Hon Luk Chung-hung and a written reply by the Secretary for Transport and Housing, Mr Frank Chan Fan, in the

Legislative Council today (May 12):

Question:

The Government is currently implementing a number of development projects in Kowloon East, such as Kai Tak Development and the Development of Anderson Road Quarry (ARQ) Site project. The housing development related to the latter, expected to be completed in phases from the 2023-2024 financial year onwards, can accommodate a population of about 30 000. On the other hand, the Government put forward in the Railway Development Strategy 2014 new railway projects which included the East Kowloon Line (EKL), and pointed out that as the EKL would be built in hilly terrains and, constrained by the climbing capability of railways, some sections of it had to be built deep underground. In this connection, will the Government inform this Council:

(1) as the Government indicated in November last year that it had requested the MTR Corporation Limited (MTRCL) to further assess the nearby environment of the EKL and other factors in order to improve the technical design set out in the proposal submitted earlier on by the MTRCL on the EKL, and had urged the MTRCL to explore the feasibility of expediting the relevant work, of the progress of the relevant work;

(2) whether it will request the MTRCL to explore the option of adopting elevated light monorails for the steeper sections; if so, of the details; if not, the reasons for that;

(3) whether it will introduce market competition (e.g. inviting foreign railway companies to submit proposals for the EKL and participate in bidding for the design and build contracts), with a view to expediting the implementation of the EKL;

(4) of the measures to further divert the traffic in Kowloon East before the completion of the EKL (e.g. whether it will enhance shuttle bus services, improve bus interchange arrangements, and construct a flyover connecting Prince Edward Road East with nearby streets);

(5) whether it has estimated, on the premise that the EKL is not available, the increase in the vehicular flow on all major roads in Kowloon East upon the full intake of the housing development related to the ARQ site; if so, of the relevant figures; if not, whether it will conduct such an estimation; and

(6) whether, apart from implementing the EKL, the Government has studied other proposals in parallel for solving the traffic congestion problem in Kowloon East in the long run?

Reply:

President,

The Government has been closely monitoring the traffic conditions of Kowloon East and will plan and implement in a timely manner relevant public transport arrangements to meet the passengers' demand in the new development areas, subject to the progress and commissioning dates of various new

development projects.

After consulting the Highways Department (HyD), the Transport Department (TD) and the Civil Engineering and Development Department (CEDD), our reply to the various parts of the Hon Luk Chung-hung's question is as follows:

(1) Regarding the East Kowloon Line (EKL) proposed under the Railway Development Strategy 2014 (RDS-2014), the Transport and Housing Bureau (THB), the HyD and other relevant bureaux/departments offered comments on the proposal submitted by the MTR Corporation Limited (MTRCL) and requested the MTRCL to improve the technical design as given in the proposal for resolving the technical difficulties of the EKL project. In response to our comments, the MTRCL is exploring feasible options for the improvement of the project design. We will continue to follow up with the MTRCL and announce the way forward of the project in due course.

(2) and (3) The Government is open to different feasible options and is considering the proposal submitted by the MTRCL in a prudent manner for resolving the technical difficulties of the EKL project. According to the current mechanism, a new railway project should be implemented in accordance with the Operating Agreement signed between the Government and the MTRCL in 2007. Nevertheless, if the new railway project is a separate railway line, we will not rule out the possibility of introducing new operators. However, we will consider practically whether there are other companies in the market that have sufficient ability and capacity to undertake a new railway project, as well as the robustness and compatibility of the entire railway network in respect of hardware and operational services. The Government is now following up with the MTRCL. When the details of the proposed railway scheme, such as alignment, implementation timetable and mode of implementation, are available, the Government will consult the public in line with established procedures.

(4)

Road improvement works

When drawing up transport arrangements for new development areas, the Government will take into account factors such as the traffic impact assessment, proposals from the public transport operators, traffic conditions of the roads nearby, and views from the local community, and will consult the relevant District Councils on the proposed arrangements. To meet the traffic demand generated by the additional population moving into the Anderson Road Quarry (ARQ) site development, the CEDD is implementing the necessary road/junction improvement works to tie in with the schedule of population intake of the development. These works include:

- (a) improvement works at Lin Tak Road/Sau Mau Ping Road junction, including the construction of a new vehicular flyover of about 390 metres long from Lin Tak Road to Sau Mau Ping Road, and the lengthening of laybys at Lin Tak Road near Hong Wah Court and Hing Tin Estate in Lam Tin;
- (b) improvement works at Clear Water Bay Road/On Sau Road junction, including

the provision of a U-turn facility at Clear Water Bay Road near Fei Ngo Shan Road;

(c) widening of a section of New Clear Water Bay Road (Kowloon bound) near Shun Lee Tsuen Road from a single-lane to two-lane carriageway; and

(d) a series of road/junction improvement works being undertaken by the CEDD, including those at the junctions of Wai Yip Street/Wai Fat Road, Cha Kwo Ling Road/Wai Yip Street, and Hoi Bun Road/Cheung Yip Street. The improvement works at the junction of Wai Yip Street / Wai Fat Road was completed in end 2020, whilst the improvement works at the junctions of Cha Kwo Ling Road/Wai Yip Street, and Hoi Bun Road/Cheung Yip Street are scheduled for completion by 2021 and 2022 respectively. Upon completion of these works, the traffic conditions in the areas will be further improved.

Traffic improvement measures

The TD has been taking the following traffic improvement measures to ameliorate the traffic conditions of New Clear Water Bay Road, Clear Water Bay Road and Choi Hung Interchange (CHI):

(a) additional traffic signs installed at the junction of New Clear Water Bay Road/Choi Hing Lane, providing guidance to drivers on using Choi Hing Lane and Choi Hing Road to Kwun Tong and Mong Kok respectively via Choi Shek Lane, Choi Wing Road and Choi Ha Road in order to reduce the traffic flow at the junction of New Clear Water Bay Road/Clear Water Bay Road and CHI. The TD has planned the addition of traffic signs at the junction of New Clear Water Bay Road/Clear Water Bay Road directing drivers destined to Kwun Tong to use the above alternative route to further reduce the traffic at CHI. The above-mentioned installation of traffic signs is anticipated to be completed in mid 2021;

(b) To further improve the traffic situation at New Clear Water Bay Road, the CEDD would extend the existing bus layby near Sing Yin Secondary School at New Clear Water Bay Road, from 2 bus stopping spaces to 4 bus stopping spaces, with a view to easing traffic congestion due to bus queuing for boarding/alighting, and smoothen the traffic along New Clear Water Bay Road westbound to CHI; and

(c) To reduce weaving of minibuses at trunk road and to smoothen traffic for the rationalisation of lanes, the TD proposed an extension of the existing minibus terminus along Clear Water Bay Road westbound outside Hung Shek House of Ping Shek Estate, and the relocation of the minibus drop-off area outside Exit A2 of Choi Hung MTR Station to a place beside the existing minibus terminus. The relevant departments are arranging the related advance works.

(5) The CEDD has assessed the traffic impact of the ARQ site development and carried out the above road/junction improvement works, taking into account the overall planned population in Sai Kung District and Kwun Tong District. Upon completion of the improvement works, both traffic from Sau Mau Ping to Tseung Kwan O Road and from Lin Tak Road to Sau Mau Ping will become free-flow to Tseung Kwan O Road and Sau Mau Ping Road respectively. In addition, a

section of New Clear Water Bay Road (Kowloon Bound) near Shun Lee Estate will be widened from single lane to two-lane. Furthermore, a U-turn facility at Clear Water Bay near On Sau Road will be added to improve the performance at the junction of On Sau Road/New Clear Water Bay Road/Clear Water Bay Road. According to the findings of the traffic review, upon the completion of all proposed works, the proposed development at the ARQ site will not cause unacceptable traffic impact in the area.

(6) The Government has formulated a number of measures to cope with the transport demand of Kowloon East. For instance, taking the opportunity of the massive redevelopment of Kwun Tong Town Centre by the Urban Renewal Authority, there are a number of traffic improvement measures to be implemented in phases, such as the completion of an exclusive left-turn lane from Hip Wo Street southbound to Kwun Tong Road eastbound at the Hoi Yuen Road/Kwun Tong Road roundabout.

In addition, the Government takes the opportunity of developing the two Action Areas in Kowloon East, i.e. Kwun Tong Action Area (KTAA) and Kowloon Bay Action Area (KBAA), to further improve the traffic conditions of Kowloon East, which will include building a new road extending from Kei Yip Lane in KTAA to divert traffic from the Wai Yip Street/Hoi Yuen Road roundabout and converting the roundabout into a signal-controlled junction to rationalise traffic flows. As for KBAA, the Government is studying the widening of Sheung Yee Road and the improvement to the Hoi Bun Road/Cheung Yip Street junction to increase the traffic capacity. In addition, the two feasibility studies on improving the pedestrian environment in the Kwun Tong Business Area and the Kowloon Bay Business Area included formulation of 22 traffic improvement schemes, of which 16 have been completed, such as provision of kerbside loading and unloading bays as well as enhancement of road junction layouts, which are conducive to improving road usage and junction capacity. The Government is striving to complete the remaining improvement works as soon as possible.

On inter-district road projects, the Government is taking forward the Route 6 projects, which comprise the Tseung Kwan O-Lam Tin Tunnel, the Central Kowloon Route, and the Trunk Road T2 and the Cha Kwo Ling Tunnel, to provide an east-west express link between Tseung Kwan O and West Kowloon. Expected to be fully open to traffic by 2026, the projects will rationalise the east-west traffic in Kowloon and help relieve the traffic burden on the existing major road links in Kowloon East.

As for railway, apart from the Kwun Tong Line, the Tuen Ma Line Phase 1 was commissioned in mid-February 2020, extending railway service to the Kai Tak Development Area. Upon the planned commissioning of the entire Tuen Ma Line in the third quarter of this year, a more convenient and efficient railway service between Kowloon East, New Territories East and New Territories West will be available to the public, enhancing the transport connectivity and accessibility of Kowloon East.

Tender awarded for site in Causeway Bay

The Lands Department announced today (May 12) that the tender for a site, Inland Lot No. 8945 at Caroline Hill Road, Causeway Bay, Hong Kong, has been awarded to the highest tenderer, Patchway Holdings (HK) Limited (parent companies: Hysan Development Company Limited and Chime Corporation Limited), on a 50-year land grant at a premium of \$19,778,000,000.

The tenderers, other than the successful tenderer, in alphabetical order, with the name of the parent company where provided by the tenderer in brackets, were:

- (1) Fair Opal Limited (Sun Hung Kai Properties Limited);
- (2) Flame Success Investments (HK) Limited (Flame Success Investments Limited);
- (3) Fortune Hope Limited (Sino Land Company Limited, Lifestyle International Holdings Limited, Kerry Properties Limited and C C Land Holdings Limited);
- (4) Jasmine Lane Investments Limited (Wheelock Properties Limited); and
- (5) Treasure King Investment Limited (CK Asset Holdings Limited).

Inland Lot No. 8945 has a site area of about 14,802 square metres and is designated for non-industrial (excluding residential, godown and petrol filling station) purposes. The minimum gross floor area and the maximum gross floor area are 60,000 sq m and 100,000 sq m respectively. Both include the gross floor area of the Government Accommodation, being a child care centre, a day care centre for the elderly and a district health centre, but exclude the gross floor area of the public vehicle park, all to be constructed by the purchaser under the Conditions of Sale.

Public hospitals daily update on COVID-19 cases

The following is issued on behalf of the Hospital Authority:

As at 9am today (May 12), two COVID-19 confirmed patients were discharged from hospital in the last 24 hours. So far, a total of 11 505 patients with confirmed or probable infection have been discharged.

At present, there are 616 negative pressure rooms in public hospitals

with 1 155 negative pressure beds activated. A total of 67 confirmed patients are currently hospitalised in 14 public hospitals and the North Lantau Hospital Hong Kong Infection Control Centre, among which two patients are in critical condition, one is in serious condition and the remaining 64 patients are in stable condition.

The Hospital Authority will maintain close contact with the Centre for Health Protection to monitor the latest developments and to inform the public and healthcare workers on the latest information in a timely manner.

The case numbers of the discharged, critical and serious patients are as follows:

Discharged	11681, 11775
Critical	6794, 9907
Serious	10358

[LCQ9: Pursuing development in the Mainland cities of the Guangdong-Hong Kong-Macao Greater Bay Area](#)

Following is a question by the Hon Jeffrey Lam and a written reply by the Secretary for Constitutional and Mainland Affairs, Mr Erick Tsang Kwok-wai, in the Legislative Council today (May 12):

Question:

On facilitating Hong Kong residents and enterprises to pursue development in the Mainland cities of the Guangdong-Hong Kong-Macao Greater Bay Area (Greater Bay Area), will the Government inform this Council:

(1) given that the Central Authorities introduced on March 1, 2019 eight policy measures on taking forward the development of the Greater Bay Area to facilitate Hong Kong residents to pursue development, take up employment and reside in the Mainland cities of the Greater Bay Area, as well as strengthen the convenient flows of people and goods etc. within the Greater Bay Area, of the commencement dates and the latest implementation situation of the various measures (including the number of beneficiaries);

(2) whether it is currently discussing with the governments of the Guangdong Province and Macao measures to facilitate Hong Kong enterprises to do business in Macao and the Mainland cities of the Greater Bay Area; if so, of the details of such measures;

(3) whether it will amend sections 39E and 16EC of the Inland Revenue Ordinance (Cap. 112) to enable enterprises to claim tax allowances in respect of the machinery, equipment and intellectual property rights used in their production processes carried out in the Mainland cities of the Greater Bay Area; and

(4) of the measures in place to help Hong Kong residents working in the Mainland cities of the Greater Bay Area gain an understanding of the local taxation and social security arrangements, as well as file tax returns to the relevant authorities and calculate the tax payable?

Reply:

President,

The Hong Kong Special Administrative Region (HKSAR) Government has been taking forward the development of the Guangdong-Hong Kong-Macao Greater Bay Area (Greater Bay Area) in accordance with the directions set out in the Outline Development Plan for the Guangdong-Hong Kong-Macao Greater Bay Area, exploring and identifying the economic, social and livelihood opportunities for Hong Kong, thereby expanding the choices of living and career development for Hong Kong people. The HKSAR Government's work include following up closely with the central ministries/departments and the Guangdong Provincial Government to take forward the implementation of the policy measures that have been approved in principle by the Leading Group for the Development of the Guangdong-Hong Kong-Macao Greater Bay Area (Leading Group) after its two meetings in 2019.

Having consulted relevant bureaux, our reply to the various parts of the question raised by the Hon Jeffrey Lam is as follows:

(1) The eight measures announced after the Leading Group meeting on March 1, 2019 cover different areas. They include the method for calculating "183 days" for paying individual income tax on the Mainland; providing tax relief by municipal governments to non-Mainland high-end talents and talents in short supply by offsetting the tax differential between the two places; encouraging innovation and entrepreneurship in the nine Mainland cities of the Greater Bay Area by the young people of Hong Kong and Macao; supporting the open recruitment of Hong Kong and Macao residents by public institutions in the Greater Bay Area; supporting higher education institutions and scientific research institutes from Hong Kong and Macao to participate in projects under Guangdong technology programmes; introducing immigration facilitation reform pilots schemes in the Greater Bay Area; expanding the implementation scope of the connection with the Speedy Customs Clearance between customs administrations; and facilitating vehicles from Hong Kong and Macao to enter and exit Mainland ports.

Specifically, on taxation-related arrangements, the Mainland issued a document specifying the method for calculating "183 days" for paying individual income tax on the Mainland, that is, any stay in the Mainland of

less than 24 hours will not count as a day for the purpose of counting the days that an individual stays in the Mainland; the Ministry of Finance and State Administration of Taxation jointly issued the Notice Regarding Preferential Individual Income Tax Treatment for the Guangdong-Hong Kong-Macao Greater Bay Area in March 2019, providing tax relief by municipal governments to non-Mainland (including Hong Kong) high-end talents and talents in short supply by offsetting the tax differential between the two places.

Moreover, the Guangdong Provincial Government issued the Implementation Measures for Strengthening Innovation and Entrepreneurship Bases for Hong Kong and Macao Youths and the Notice on the Administrative Measures on Open Recruitment of Hong Kong and Macao Residents by (Mainland) Institutions in the Greater Bay Area (Trial), with a view to encouraging innovation and entrepreneurship in the nine Mainland cities of the Greater Bay Area by young people from Hong Kong and supporting the open recruitment of Hong Kong residents by public institutions in the Greater Bay Area respectively. The Home Affairs Bureau has also introduced, under the Youth Development Fund, the Funding Scheme for Youth Entrepreneurship in the Guangdong-Hong Kong-Macao Greater Bay Area (the Entrepreneurship Scheme) and the Funding Scheme for Experiential Programmes at Innovation and Entrepreneurial Bases in the Guangdong-Hong Kong-Macao Greater Bay Area (the Experiential Scheme), with a view to encouraging Hong Kong's young people to make optimal use of the innovative and entrepreneurial bases in the Greater Bay Area and helping them develop their businesses in both Hong Kong and the Mainland cities of the Greater Bay Area. Up till late 2020, a total of 10 young people from Hong Kong have been recruited as civil servants by various institutions in Guangdong. In addition, Guangdong announced in the Public Notice on Civil Service Examinations and Appointments of Guangdong Province in 2021 that five positions in Shenzhen and Dongguan are open for application from residents from Hong Kong and Macao.

The policy measure which supports higher education institutions and scientific research institutes from Hong Kong and Macao to participate in projects under Guangdong technology programmes is conducive to strengthening the collaboration on innovation and technology (I&T) between the two places, and for supporting the development of an international I&T hub in the Greater Bay Area. As at end 2020, the Department of Science and Technology of Guangdong Province, the Science and Technology Bureau of Guangzhou Municipality and the Science, Technology and Innovation Commission of Shenzhen Municipality have approved over RMB 160 million funding to local universities and research and development (R&D) institutions for conducting some 90 R&D projects, participating in the establishment of 19 Guangdong-Hong Kong-Macao Joint Laboratories, and setting up the Hong Kong Branch of a laboratory.

The other measures announced by the Leading Group will strengthen the convenient flow of people and goods, etc. On the introduction of immigration facilitation reform pilot schemes in the Greater Bay Area, the National Immigration Administration announced on January 21, 2020 that a total of 35 facilitation measures covering three major areas of government services,

public services and the use of internet had been implemented. Starting from October 10, 2020, Hong Kong and Macao residents could apply for renewal and re-issue of their Home Return Permits from the public security authorities above county level on the Mainland, according to the same application procedures as those in Hong Kong and Macao.

Moreover, the Single E-lock Scheme has been extended. The number of clearance points have been extended to 13 and 63 in Hong Kong and Guangdong Province respectively, covering all nine Mainland cities of the Greater Bay Area.

The HKSAR Government is now pressing ahead with the "Quota-free scheme for Hong Kong private cars travelling to Guangdong via the Hong Kong-Zhuhai-Macao Bridge (HZMB)" (the Scheme), which will allow eligible Hong Kong private cars to travel between Hong Kong and Guangdong via the HZMB without quota. The Scheme will facilitate Hong Kong residents to drive to Guangdong Province for business, visiting families or sight-seeing on a short-term basis. The HKSAR Government is finalising with the Guangdong Provincial Government and relevant Mainland authorities the implementation arrangements, and will strive for the early implementation and announcement of the details of the Scheme.

(2) The HKSAR Government has been facilitating the access of Hong Kong businesses to the Mainland market through the Mainland and Hong Kong Closer Economic Partnership Arrangement (CEPA). On trade in services, Hong Kong service suppliers can enjoy preferential treatment for their access to the Mainland market in most service sectors. Under the amendment agreement to the CEPA Agreement on Trade in Services implemented since June 2020, in addition to the liberalisation measures applicable to the whole of the Mainland, new liberalisation measures in financial services, legal services, construction and related engineering services, tourism, education, and so forth have also been introduced for pilot implementation in Guangdong Province, further enhancing the liberalisation of trade in services between Hong Kong and Guangdong and providing the Hong Kong services trade, including professionals, with more favourable conditions for market access to the Greater Bay Area.

Moreover, Hong Kong and Macao signed the Hong Kong Special Administrative Region and Macao Special Administrative Region Closer Economic Partnership Arrangement (Hong Kong-Macao CEPA) in 2017, which further reinforces the longstanding and close economic co-operation partnership between the two places, boosts investors' confidence in business and investment, and promotes economic development and joint prosperity of Hong Kong and Macao. Take trade in services as an example, Hong Kong service suppliers can enjoy preferential treatment in Macao's market in various sectors, such as audio-visual services, environmental protection, telecommunications, distribution and education.

In addition, to help Hong Kong enterprises grasp the enormous business opportunities brought by the country's domestic circulation strategy and develop the Mainland domestic market, the HKSAR Government has provided

additional funding to Hong Kong Trade Development Council (HKTDC) for rolling out a range of supporting measures shortly, including the launch of a one-stop "GoGBA" digital platform, which provides market information on the Greater Bay Area and related government policies, enquiry service and training, as well as business promotion, development and matching services. This would complement the "HKTDC Greater Bay Area Centre" to be established in Shenzhen shortly, help Hong Kong enterprises develop their businesses in the Greater Bay Area, and further use the Greater Bay Area as a springboard to expand into other markets on the Mainland.

The HKSAR Government will continue to strengthen support to enterprises, and seek closer economic and trade co-operation jointly with the Mainland and Macao on the basis of the existing CEPAs to help Hong Kong enterprises grasp the opportunities in the Greater Bay Area.

(3) Section 39E of the Inland Revenue Ordinance (IRO) aims at preventing tax avoidance arising from machinery or plant leasing arrangements. Under the provision, depreciation allowance will not be granted if the machinery or plant owned by a taxpayer is used outside Hong Kong by other parties. However, Hong Kong enterprises which use their own machinery or plant in or outside Hong Kong for production of Hong Kong chargeable profits may still claim depreciation allowance in Hong Kong for such machinery or plant. Similar requirements are also imposed under section 16EC of the IRO in relation to the purchase of intellectual property rights for use outside Hong Kong by other parties.

The aforesaid requirements are in accordance with the established principles of Hong Kong's tax regime and are fully justified. Under the "territorial source" principle, the Inland Revenue Department (IRD) will not charge profits tax on profits which are not derived from Hong Kong. In accordance with the "tax symmetry" principle, neither will the IRD grant depreciation allowance for any machinery and plant solely used in manufacturing activities outside Hong Kong which are not generating Hong Kong chargeable profits.

(4) The Mainland Offices of the HKSAR Government have disseminated information on measures facilitating Hong Kong people on the Mainland (including taxation and social security policies) through various channels such as websites, WeChat public accounts, emails and gatherings of Hong Kong people. For specific topics (such as taxation), Mainland Offices have issued reports and organised seminars to assist Hong Kong people in understanding the latest policy arrangements in the Mainland. The HKSAR Government has been working closely with the HKTDC to provide relevant information and services through the "GoGBA" digital platform.

The HKSAR Government established the Guangdong-Hong Kong-Macao Greater Bay Area Development Office (the Office) in November 2020 to strengthen promotion and co-ordination work in taking forward the development of the Greater Bay Area. The Office will continue to maintain close liaison with local stakeholders; and disseminate further and more comprehensive information relating to the development of the Greater Bay Area to different

sectors in the community through publicity and promotional efforts, with a view to encouraging them to actively participate in the development of the Greater Bay Area.