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By Fax

3 December 2013

Secretary General
Legislative Council Secretariat
Legislative Council Complex
1 Legislative Council Road
Central
Hong Kong
(Attn.: Ms. Macy NG)

Dear Ms. NG,

**Legislative Council Panel on Transport
Meeting on 15 November 2013**

**Supplementary Information about
Proposed Retention of Three Supernumerary Posts
and Extension of One Permanent Post
in the Hong Kong-Zhuhai-Macao Bridge
Hong Kong Project Management Office of Highways Department**

At the captioned meeting, Members requested the Administration to provide information on the staffing arrangements of each of the three Governments (i.e. Hong Kong, Mainland and Macao) in the Hong Kong-Zhuhai-Macao Bridge (HZMB) Authority for comparison purpose. We hereby provide the information in the ensuing paragraphs for Members' reference.

The construction cost of the HZMB Main Bridge (Main Bridge) is financed by the Governments of Guangdong, Hong Kong Special

Administrative Region (SAR) and Macao SAR. Apart from contributions made by the three sides, bank loans are also made to finance the remaining funding required for the project. By adopting the approach of joint-construction and joint-management, the three Governments jointly oversee the construction, operation, maintenance and management of the HZMB. The three Governments handle various related issues in accordance with the respective local law, and following the principles of friendly consultation, close communication and agreement by consensus.

The HZMB Authority set up by the three Governments is responsible for the construction of the Main Bridge. The HZMB Authority has 96 staff members, including one Director, three Deputy Directors and one Chief Engineer, and about 90 technical and general assistants; as each of the three Governments has nominated one Deputy Director respectively, all the three sides are directly involved in the construction and management of the HZMB, whilst other staff members (including the Director) are from the Mainland.

To connect with the HZMB Main Bridge, boundary crossing facilities and link roads have to be set up within the respective territories of the three Governments. Such works projects are being financed and carried out by the respective three Governments. Depending on the scope and needs of these works, the three Governments will deploy internal manpower and resources to closely monitor the progress of the works so as to dovetail with the commissioning of the HZMB in 2016. We have explained the staffing arrangements of the Hong Kong SAR Government in our submission to the LegCo Panel on Transport. As for the staffing arrangements of the Governments of the Mainland and Macao SAR, we do not have such information. Also, since the Governments have different establishments, it would be difficult to make a comparison.

Yours sincerely,

(Miss Sheena YAP)
for Secretary for Transport and Housing

C.C.

Director of Highways

(Attn.: Mr LEE Kwai-wing)