The Hong Kong-Zhuhai-Macao Bridge (HZMB), straddling the Pearl River Estuary of Mainland China, is the world’s longest bridge-cum-tunnel sea crossing. Designed by the Information Services Department, Hong Kong Special Administrative Region Government, it connects Zhuhai City of Guangdong Province, Macao Special Administrative Region, and Hong Kong Special Administrative Region.

**Main Bridge**

- Designed length: 55km
- Bridge length: 23.3km
- Tunnel length: 14.3km
- Water depth: 55m
- Number of lanes: 6

**Sub-sea Link**

- Located between the sub-sea tunnel and the Main Bridge
- Length: 7km
- Total area: 200,000m²
- Maximum depth: 55m

**Artificial Islands**

- Zhuhai Island
- Macao Island
- Two islands are 23km apart, with a total area of 270,000m²

**Design Specifications**

- Designed speed limit: 100 km/h
- Designed service life: 120 years
- Main Bridge service life: 120 years

**Construction**

- Construction time: Nine years
- Designed speed limit: 100 km/h

**Tourist Attractions**

- A four-lane expressway connects to the Macao International Airport

**Economic Benefits**

- Connects the three cities and presents new growth engines by forging closer economic and social ties with western PRD
- Provides more travel options and presents new growth engines by forging closer economic and social ties with western PRD
- Expands Hong Kong’s economic hinterland

**Environmental Benefits**

- The bridge helps foster economic integration of the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) while better enabling the competitiveness and complementary function of the cities

**Shorter Travel Times**

<table>
<thead>
<tr>
<th>Location</th>
<th>Time Saved</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hong Kong Kwai Tsing Container Terminal</td>
<td>90%</td>
</tr>
<tr>
<td>Zuhai</td>
<td>90%</td>
</tr>
<tr>
<td>Hong Kong International Airport</td>
<td>90%</td>
</tr>
</tbody>
</table>

**Artistic and Unique Bridge**

- Innovative designs and unorthodox construction methods as well as delivery and installation techniques adopted to overcome project challenges
- Mega Scale:
  - Bridge length: 55km
  - Tunnel length: 14.3km
  - Service life: 120 years
  - Designed speed limit: 100 km/h

**Nautical Benefits**

- The navigation channel over the main bridge is 200m wide
- The navigation channel over the tunnel is 180m wide

**Quick Facts**

- Designed by the Information Services Department
- Hong Kong port's competitiveness in financial and professional services, innovation and other areas
- Significant new opportunities
- Contributes to the development of the Guangdong-Hong Kong-Macao Greater Bay Area (GBA)
- Establishes a new land transport link between the east and west banks of the Pearl River

**Transportation**

- Connects the three cities and presents new growth engines by forging closer economic and social ties with western PRD
- Travel times are considerably shorter
- Commuting radius of Hong Kong River Delta falls within a three-hour travel time
- Saves time and costs while better enabling the competitiveness and complementary function of the cities

**Environmental and Socio-economic Benefits**

- Enhances connectivity and transportation
- Boosts tourism, promotes the movement of people in the GBA
- Stimulates consumption and services, all buoyed by the greatly enhanced connectivity and transportation

**Engineering Challenges**

- Total weight: 420,000 tonnes
- As heavy as 60 Eiffel Towers
- As large as 98 football fields
- A 150,000-tonne container vessel can pass under the bridge

**Innovative Designs and Construction Methods**

- Each standard tunnel segment is 180m long, 33m wide, and 38m high
- Each standard tunnel segment weighs about 51,000 tonnes

**Geographical Facts**

- The project is a large sea-crossing infrastructure project strategically linking the three cities

**Hong Kong**

- The world's longest bridge-cum-tunnel sea crossing

**Zhuhai**

- The world's longest bridge-cum-tunnel sea crossing

**Macao**

- The world's longest bridge-cum-tunnel sea crossing
The HZMB Hong Kong Section

While the HZMB Main Bridge is built by the three regional governments through a joint venture, the boundary crossing facilities and link roads in each place are built separately by each jurisdiction.

**An artificial island**

Off the northeast of Hong Kong International Airport

**A transport hub**

Houses clearance facilities for travellers and goods

**Links**

- the Main Bridge and the HKP

**Four different construction methods used**

- drill and blast
- mining
- cut and cover
- box jacking

For a 1km tunnel to cater for different ground conditions and topographical constraints

The HZMB Hong Kong Section

While the HZMB Main Bridge is built by the three regional governments through a joint venture, the boundary crossing facilities and link roads in each place are built separately by each jurisdiction.

**Area over 90,000m²**

**Largest and iconic building of the HKP**

**Roof design in the form of a wave**

To evoke the undulating flow of surrounding waters

**Provides immigration, customs and health clearance for cross boundary passengers**

The Arrival Hall is on the Ground Floor; the Departure Hall is on the First Floor

**Passenger Clearance Building (PCB)**

**Passenger Clearance Building (PCB)**