The Hong Kong-Zhuhai-Macao Bridge (HZMB), straddling the Pearl River Estuary of Mainland China, is a large sea-crossing infrastructure project strategically linking the three cities of Zhuhai, Hong Kong, and Macao.

### Main Bridge Includes
- **Artificial islands:** Two artificial islands, with a total area of 200,000m² – equal to 28 football fields.
- **Bridge and tunnel connected by:** 33 giant immersed tubes, each cylinder is 22m in diameter (as large as an Airbus A380) and weighs 550 tonnes – as heavy as 60 Eiffel Towers.
- **7km sub-sea tunnel:** A total length of 42km, with a service life of 120 years.
- **12km Link Road:** Completed in 2018.
- **30km main bridge:** 23km long, with a Designed speed limit of 100 km/h.

### Economic Benefits
- **Connects the three cities** to each other and to places beyond.
- **Expands Hong Kong’s economic hinterland** and presents new growth engines by forging closer economic and social ties with western PRD.
- **Integrates air, land, and sea transportation:** Establishes a new land transport link between the east and west banks of the Pearl River.
- **Brings major economic benefits** to the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) and the entire Pearl River Delta (PRD) region.
- **Reinforces Hong Kong’s role** as a global city, developing into a member of the global 100 km/h expressway network in the world.

### Unique Bridge
- **An iconic and unique bridge:** Innovative designs and unprecedented construction methods as well as delivery and installation techniques adopted to overcome project challenges.
- **420,000 tonnes of steel used** as large as 60 Eiffel Towers.
- **13km and 12km:** Bridge and tunnel located in Mainland waters together with a total area of 700,000m² – equal to 3.5 times the area of Hong Kong's Golden Gate Bridge.

### Artistic and Functional Design
- **Unique Bridge:** An iconic and unique bridge.
- **Artistic and functional design:** Innovative designs and unprecedented construction methods as well as delivery and installation techniques adopted to overcome project challenges.
- **Mega Scale:** Bridge and tunnel located in Mainland waters together with a total area of 700,000m² – equal to 60 Eiffel Towers.

### Travel Times
- **Establishes a new land transport link** between the east and west banks of the Pearl River and enhances Hong Kong’s position as a trading and logistics hub.
- **Shorter travel times:** With the HZMB, the Western Pearl River Delta falls within a three-hour commuting radius of Hong Kong.
- **Travel times are considerably shorter:** For transportation between Hong Kong, Zhuhai, and Macao, and presents new growth engines by forging closer economic and social ties with western PRD.

### Complementary Function
- **Unleashes significant new opportunities:** In financial and professional services, innovation and other areas.
- **Hong Kong’s economic hinterland** is expanded, while better enabling the competitiveness and complementary function of the cities.
- **Economic and social benefits:** Helps foster economic integration of the Guangdong-Hong Kong-Macao Greater Bay Area (GBA), while better enabling competitiveness and complementary function of the cities.
- **Promotes economic development:** Raises the Hong Kong port's competitiveness through the new land transport link between the west and east banks of the Pearl River, and enhances Hong Kong's position as a trading and logistics hub.

### Mega Scale
- **Bridge length:** 23km long, with a Designed speed limit of 100 km/h.
- **Design lifespan:** 120 years.

### Construction Facts
- **Total project:** Nine years to build.
- **Design lifespan:** 120 years.
- **Composed of:**
  - **7km sub-sea tunnel:** 42km long, with a Designed speed limit of 100 km/h.
  - **30km main bridge:** 23km long, with a Designed speed limit of 100 km/h.
  - **24km East Link:** 33 giant immersed tubes, each cylinder weighs 550 tonnes.
  - **420,000 tonnes of steel used:** As large as 60 Eiffel Towers.

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*GBA comprises the two Special Administrative Regions of Hong Kong and Macao, and nine municipalities in Guangdong Province.**
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

**Area over 90,000m²**
Largest and iconic building of the HKP

**Span lengths up to 180m**
The largest prestressed precast concrete bridge span for a dual three-lane carriageway in HK to minimise environmental impact

**Comprises a 1km tunnel, 1.6km at-grade road and 9.4km sea and land viaduct**

**The HZMB Hong Kong Section**

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

**Roof design in the form of a wave**
to evoke the undulating flow of surrounding waters

**Passenger Clearance Building (PCB)**
Provides immigration, customs and health clearance for cross boundary passengers

**Passenger Clearance Building (PCB)**
The longest prestressed precast concrete bridge span for dual three-lane carriageway in HK to minimise environmental impact