

On the Road



HONG KONG-ZHUHAI-MACAO BRIDGE: A SHORTER WAY TO CONNECT PEOPLE

On October 24, 2018 the Hong Kong-Zhuhai-Macao Bridge (HZMB) was opened to traffic after nine years of construction. Spanning 55 kilometers (34 miles), it is the world's longest sea crossing and fixed link bridge on earth, connecting Hong Kong to Macau and the mainland Chinese city of Zhuhai. In the past, traveling from Hong Kong to Zhuhai and Macao took up to three hours. The new bridge now cuts this down to

45 minutes. The HZMB was designed to last 120 years and withstand earthquakes and typhoons. The bridge is constructed out of 400,000 tons of steel – 4.5 times the amount in San Francisco's Golden Gate Bridge or enough to build 60 Eiffel Towers. However, it was not just built to set a record. One of the most important benefits of the bridge is that it will provide the east and west area of the Pearl River Delta with direct road



EDITORIAL



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DEAR READERS,

With over 7.4 million people living in a 1,104 km² (426 mi²) territory, Hong Kong is the world's fourth most densely populated region. Approximately 60 million tourists visited Hong Kong in 2018 and the number continues to increase every year. Hong Kong is Asia's World City and is not afraid to show it. Now, the city has a new superlative to offer: Home to the world's longest sea-crossing bridge. The 55-kilometer (34-mile) long Hong Kong-Zhuhai-Macao Bridge connects the three major cities of Hong Kong, Zhuhai and Macau in the Pearl River Delta. For thousands of people who are working and living in this area, commuting has become much more viable and convenient now. However, this also requires a high level of road safety.

Due to the extremely strict requirements needed from the construction materials applied, DEGAROUTE® based cold plastic MMA was chosen for the bridge's road markings because of its durability and contribution to road safety. Enjoy reading more about the project in this newsletter.

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►► connections, which can significantly boost the economic and sustainable development of this region.

The HZMB consists of three main sections: The Main Bridge in the middle of the Pearl River Estuary, the Hong Kong Link Road in the east and the Zhuhai Link Road in the west of the Estuary. Measuring 29.6 kilometers (18.4 miles), the Main Bridge is the largest part of the project, including a bridge-tunnel system consisting of an undersea tunnel and a viaduct. DEGAROUTE® based cold plastic MMA road markings were chosen as the primary road marking system.



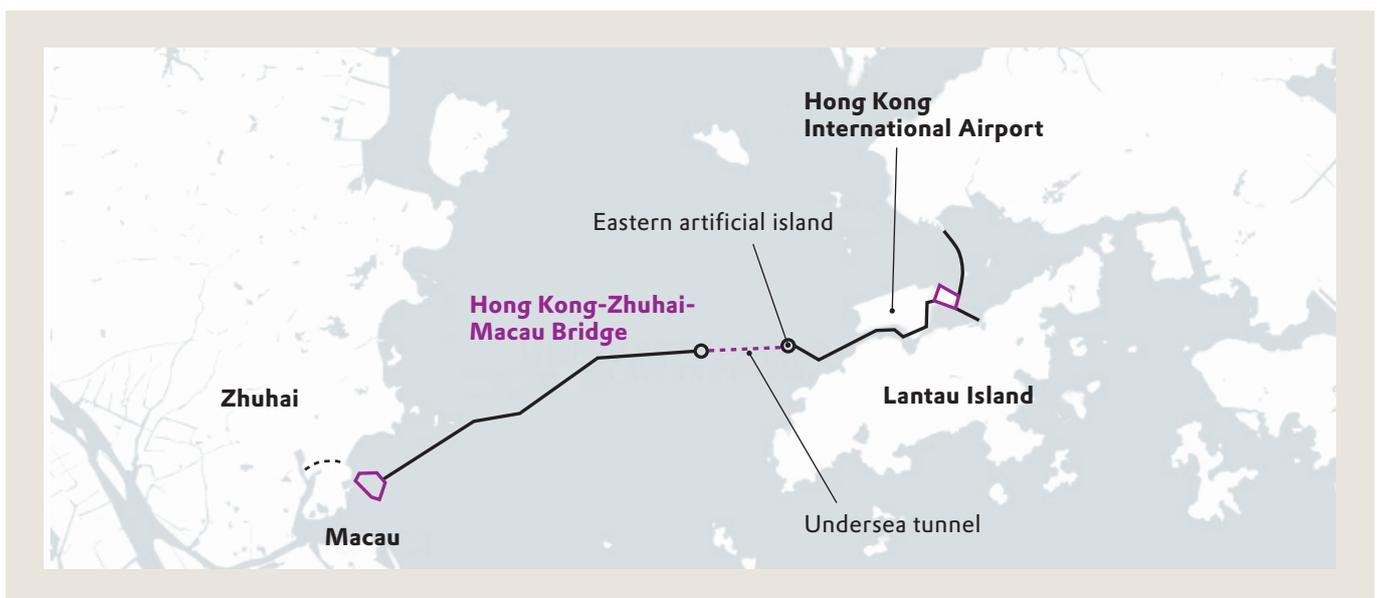
DEGAROUTE® MEETS THE NEEDS

The HZMB project had extremely strict requirements regarding construction materials and applications. For the road marking system, good performance in durability and visibility, as well as eco-friendliness were among the features required by design institutes and project owners. Due to the expected high volume of traffic – about 126,000 commuters per day by the year 2030 – road safety and durability played an important role in the decision process and was one of the main reasons for

approving DEGAROUTE® based cold plastic MMA road markings on the Main Bridge. The excellent performance of DEGAROUTE® road markings met the requirements and convinced the decision makers.

After the HZMB project was completed, DEGAROUTE® based road markings received positive feedback. The cold plastic MMA road markings are clearly visible on the bridge deck and contribute to the safety of commuters during the

day and night under all weather conditions. The initial retroreflective value of the road markings was over 350 mcd/lux/m². Due to their excellent durability, the DEGAROUTE® based road markings are expected to provide above 250 mcd/lux/m² after two years of service and more than 150 mcd/lux/m² after three years of service on the bridge, which is an outstanding performance compared to other road marking systems.



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