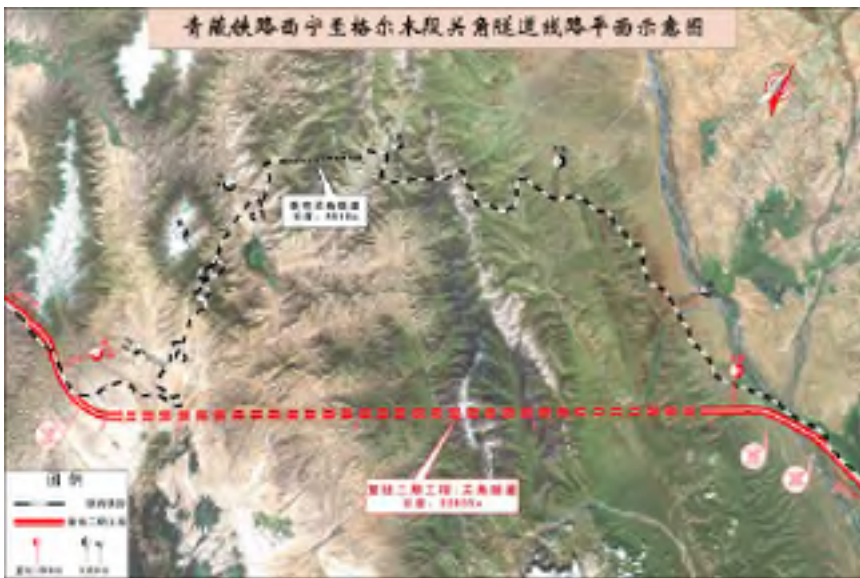


China Civil Engineering Society has 400 Affiliate members and 45000 individual members.

Our official magazine on tunnelling and underground works, *Modern Tunnelling Technology*, has published 6 issues in 2012.

Two major events were held , No.17 Conference on Tunnels and Underground Works as well as No.8 Crossing Strait Symposium on Tunnel and Underground Works.

The longest railway tunnel under construction in China 32.6km long New Guanjiao Railway Tunnel.



Located in the second Xining – Golmud Railway Line, it consists of two parallel single-track tunnels with the design speed of 160 km/hour. The interval of two single lines is 40 m. There are 11 inclined shafts (total 15.26 km long) and a parallel heading pilot (9.8 km long). The total construction period is 5 years. The construction method is by D&B, which started in November 6, 2007. As of April 25, 2013, 61382.8 m has been excavated, accounting for 94% of design length. It is expected the tunnels to be bored through in December 2013 and to be operated in June 30, 2014.

The second longest railway tunnel under construction in China 28.2km long West Qingling Railway Tunnel.



It is located in Wudu district of Longnan, Gansu Province. The main rock is slate, carbonaceous slate and carbonaceous phyllite, with a maximum overburden of 1400m. It consists of two parallel singletrack tunnels. The construction is by 2 open TBMs (10.2m dia.) and D&B. The D&B construction started in August 2008 and the 2 open hard rock TBMs started in June and July 2010 respectively. On April 26, 2013, one of the two TBMs completed its boring task. As time for construction is 61.5 months, which is quite tight for this project and not reasonable to place concrete lining after TBMs excavation, thus synchronous concrete lining is adopted for the sections excavated by open TBMs with belt conveyor.