

At 50.54 km long, the Channel Tunnel is the second longest rail tunnel in the world. Prior to its construction, the underlying geology was investigated using geophysical surveys and exploration drilling. Using a tunnel boring machine, 85% of the tunnel was dug in the Chalk Marl – a carbonate mudstone. This was considered to be an ideal tunnelling material. As the tunnel boring machine advanced, each section of the tunnel was grouted before being lined with concrete or cast iron rings depending on the ground conditions.

