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Sommario/riassunto	This book describes the second phase of the Qinghai–Tibetan railway construction project and is the first technological book discussing the geological routing of the Qinghai–Tibetan railway project on the “roof of the world.” Based on practical experience of railway construction work, it provides a substantial number of examples with detailed descriptions and conclusions. The complex geological environment of the Qinghai–Tibetan railway as well as the selection and optimization of the route are illustrated vividly and clearly with quotes, figures, photos, and tables. Connecting Golmud and Lhasa, it has a total length of 1142 km and at the Tanggula Pass has an altitude of 5072m—higher than any other in the world. A 960 km section is on a plateau at altitudes

above 4000 m, and 550 km are in the permafrost region, making it the world’s longest and highest railway in the permafrost plateau region. The book is a model for the integration of theory and practice, making it a valuable reference source for civil engineering professionals working in geological routing in permafrost plateau regions, active fault zones, meizoseismal areas, nature reserves, and regions with geohazards such as steep slopes, sand and snow drifts and geothermal hazards.