

Groundbreaking for the Investigative Shaft of the Korea-Japan Undersea Tunnel

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Groundbreaking Held for the Investigative Shaft of the Korea-Japan Undersea Tunnel of the International Highway Foundation



“The Great Peace Highway will, when constructed, connect China and Japan through Korea, and become a highway that connects the entire world through the realm of freedom. The International Peace Highway, which will guarantee free passage, will begin in China, cross over the Korean Peninsula and connect to Japan, through either a railway or a tunnel. If this highway is constructed, the three nations of East Asia will be connected and united.” (Rev. Sun Myung Moon, Family Federation for World Peace and Unification). Rev. Sun Myung Moon (1920 – 2012) took his first steps towards the creation of this highway in Seoul at the 10th International Conference on the Unity of the Sciences in 1981, when he established the “Proposal for the International Highway / Korea-Japan Tunnel.”

On the 11th, the International Highway Foundation held the Groundbreaking Ceremony for the Investigative Shaft of the Korea-Japan Undersea Tunnel in Izuhara, Tsushima. The event was attended by about 70 people, including International Highway Foundation President Tokuno Eiji, Director Oue Masuo, Korean UPF Chairman Jeung-Rho Yoon, Former National Assembly Member Dong-Wook Kim, Busan Municipal Assembly Member Jeung-Hwa Jo and Daegu Suseong-gu Municipal Assembly Member Jin-Hwan Kim.

The ceremony was carried out quietly, without any grandiose displays of fireworks or live music. Religious leaders from the Family Federation for World Peace and Unification, Buddhism (Ilyeon Order), as well as devotees of other religious orders, gathered to give a sincere and solemn prayer for the safety of the construction of the investigative shaft of the Korea-Japan Tunnel. Tears could be seen running down the faces of many of those praying, as the project that had been so far along in the planning was finally beginning to yield results.

The groundbreaking ceremony had been in the works since three years ago. Construction had been carried out to lay a foundation for the shaft on the Japanese shore of Tsushima, and about one million square meters of land was leveled for the project. A space of about eight meters wide and two kilometers long has been developed, and a lot of about 15,000 square meters for the tunnel has been plotted. As winches for installation have been made on high ground, preliminary investigative research for the shaft is underway and construction has begun on the entrance.

This unconsolidated shaft is being used for investigative purposes, and will be transported to Nishi-suido in Tsushima. It will also be used as a pilot tunnel. The area of land to be used for the base of the shaft in Japan stretches over Karatsu, Iki and Tsushima, with a total area of over 1.2 million meters. The land was

purchased over the span of 30 years, while gaining the support and cooperation of citizens in Karatsu (200,000 square meters), Iki (50,000 square meters) and Tsushima (one million square meters).



In his welcoming address, President Eiji Tokuno said that, “The Korea-Japan Tunnel is a way to create world peace. Through today’s groundbreaking ceremony, we have taken the first steps in realizing peace between these two nations, which will lead to the settlement of peace in Northeast Asia and throughout the world.”

“Japan is both near and far to us. I hope that she can become even closer to us. The Korea-Japan Undersea Tunnel will, of course, contribute to economic growth between the two nations. I also believe that it will play a role in bringing peace to Northeast Asia and even to the world,” said Former National Assembly Member Dong-Wook Kim.

Engineering staff from both nations agree that there are no major technical problems with the undersea tunnel. Japanese technology in regards to undersea tunnels has grown and expanded ever since the construction of the Seikan Tunnel in 1964, and is now considered to be the most advanced in the world. Japanese technical advisers participated in the construction of the British-French tunnel, which was constructed in 1986. The undersea portion of the Korea-Japan tunnel will stretch across 150 kilometers, with its deepest point reaching 220 meters under water. With these points to consider, specialists are being mobilized in order to develop the tunnel...

[Segye Ilbo]

First Steps Towards Peace with the Korea-Japan Undersea Tunnel

Rev. Sun Myung Moon and Dr. Hak Ja Han Moon’s Planning Committee takes a commemorative photo after the groundbreaking ceremony.

Groundbreaking Ceremony for the Investigative Shaft in Tsushima

Representatives from Korea and Japan pose for a commemorative photo after the groundbreaking ceremony at the Korea-Japan Tunnel Tsushima Investigative Shaft Entrance.



일본 대마도 아래 '한일터널 대마도 조사사경' 입구에서 11일 한·일 양국 관계자들이 기공식을 마친 뒤 기념촬영하고 있다.

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한일터널 대마도 조사사경(調査斜坑) 기공식이 11일 일본 대마도 아레(阿連) 조사사경 입구에서 열렸다. 이 자리에는 양국 관계자 70여명이 참석했다. 한일터널은 배령해협터널과 함께 문선명, 한학자 총재의 '국제평화고속도로망'(일명 피스로드) 건설 일환으로 추진됐으며, 대마도 조사사경은 일본 규슈 사가현 가라쓰 조사사경(540m)에 이은 두 번째 굴착 작업이다. 특히 내년이 한·일 수교 50주년이

어서 양국 관계에도 진일보의 계기가 될 것으로 보인다.

문 총재는 한일터널을 구체적으로 실현하기 위해 한국에는 세계평화터널재단(이사장 조정순)을, 일본에는 국제하이웨이재단(회장 도쿠노 에이지)을 설립해 각각 준비작업을 벌여왔다. 국제하이웨이재단은 가라쓰에 이어 대마도의 한국 측 해안에 사경기지 건설을 위해 3년 전부터 약 100만㎡ 부지를 확보했다. 현재 이 부지에 폭 8m, 길이 2km의 반입로를 조성하고 1만5000㎡ 사경용지 정비, 권양기 설비용 돈대 조성, 조사사경 입구공사 등 작업을 마친 상태다. 이 사경은 가라쓰와 같이 4분의 1구배(4m 나아 가면 1m 내리는 각도) 방식으로 지름

약 6m, 1300m까지 굴삭하고, 사경 밑 바다에서 수평경(선진도경)을 1700m 굴삭할 예정이다. 이를 통해 대마도 서수도(西水道) 해저에 분포된 미고 결층을 조사하며 향후 본 터널과 연계돼 다목적으로 이용할 예정이다.

이날 기공식 인사말에서 도쿠노 에이지 이사장은 "문선명·한학자 총재는 평화사상, 국제축복결혼, 도로망 연계 등 3가지 관점에서 세계평화를 실현하고자 했다"며 "한일터널은 도로를 통한 세계평화를 구현하는 방안으로, 이번 대마도 기공식을 통해 한·일 양국이 먼저 평화를 실천해 동북아와 세계 평화를 정착시키기 위한 첫 발걸음을 내딛게 됐다"고 의미를 부여했다.