

Undersea Tunnel Industry to build tunnel connecting Korea and Japan

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[The Kwangju Times] Family Federation for World Peace and Unification goes on a Field Investigation to the Mission Field of FFWPU Japan

The Family Federation for World Peace and Unification (FFWPU) recently invited the 40 employees of Tongil Group, as well as five personnel in the Gwangju and Jeonnam Region, to go on a field investigation to the mission field of FFWPU-Japan for five days.

The Japanese mission field is a place that dispatched missionaries after Japan was chosen as the first foreign missionary nation on July 15, 1958 by the Family Federation, which was established in Korea on May 1, 1954.

During the field investigation, they met FFWPU-Japan President Rev. Eiji Tokuno and heard about the present condition of the Japanese mission field. They also visited the site of the Korea-Japan undersea tunnel in the Karatsu Saga Prefecture in the vicinity of Fukuoka.....

[Mudeung Times] Japan- Korea Undersea Tunnel -Hot issue on the possibility of its realization in 35 years



FFWPU Pushes Forward to Improve the Relationship of Both Nations

A Large-scale 235km Course from Busan~Fukuoka

Excavation work begins on the 1,000,000 m² land, which was purchased over the span of 30 years

The Undersea Tunnel Construction Industry, the tunnel for trains and automobile, which will connect Busan, Korea and Fukuoka, Japan, has garnered considerable attention as the possibility of its completion became imminent after 35 years of progress.

Around 40 executives and staff members of Tongil Group, as well as five journalists from the Gwangju and Jeonnam area, went to visit the mission field of FFWPU-Japan for five days.

The FFWPU is pushing the connection of the undersea tunnel forward to improve the relationship between both countries of Japan and Korea. The “International Highway Project” was announced in 1981 as a plan to actualize the connection for both countries for the sake of promoting international exchange worldwide. The Korea-Japan Undersea Tunnel first began its investigation activity in 1986.

The undersea tunnel is a large-scale project commenced to open the railroad and highway by drilling a tunnel in the 235^{km} underground area between Busan, Korea and Fukuoka, Japan.

Rev. Sun Myung Moon, the founder of Family Federation for World Peace and Unification gave his first proposal in 1981 at the International Conference on the Unity of the Sciences before prominent scholars, dignitaries and Nobel Prize winners, etc.

A pilot construction, the test excavation of the undersea tunnel, was held at Kyushu and Daemado, costing around 150 billion won (15 million dollars), centered on a private organization in Japan.

The pilot construction of the undersea tunnel began last September, 2014 in Daemado. After the excavation construction of the 1,000,000 m² land (8m width, 2km length) was completed, the undersea tunnel is receiving widespread attention as to the possibility of its realization since its proposal 35 years ago.

The necessity of the Korea-Japan Undersea Tunnel was first addressed on May, 1990, when the South Korean President, Roh Tae-Woo was in office. Presidents Kim Dae-Jung and Lee Myung-Bak also expressed their positive outlook toward the undersea tunnel.

The Japanese prime minister officially offered a proposal for the Japan-Korea Undersea Tunnel Construction when he visited Korea during his participation in the ASEM Summit. In 2003, the Liberal Democratic Party of Japan chose the Korea-Japan Undersea Tunnel Construction as the Three Great National Process, which should be established within 100 years.

In the previous month of April, a symposium was held in Fukuoka, Japan, with the theme, “Kyushu Joint Conference - Realization of the Korea Japan Undersea Tunnel.”

During the symposium, Oh Goe-Don, the former Maritime Minister and Tongmyeong University Principal in Busan announced the theme “The Peace in Northeast Asia and the Japan-Korea Tunnel,” and emphasized that "development is necessary for the Korea-Japan Undersea Tunnel for the joint expansion of the three nations of Korea, China and Japan.

In August, 2015, the name “Holy Spirit Association for the Unification of World Christianity (HSA-UWC)” was changed to “Family Federation for World Peace and Unification (FFWPU).” This resulted from the Japanese government's strict policy to differentiate between the religious organizations and social movements. Ever since the name was changed, the FFWPU has been spreading the peace and family movements on a full scale to 'strengthen the foundation of peace through realizing the ideal family; where a husband and wife, parents and children become one within the family by transcending its religious overtones.....

[Gwangju Mael Shinmun] The Sudden Progress in the Realization of the Korea-Japan Tunnel in 35 Years

A symposium was held to push forward the drilling of an 235km underwater tunnel into a railway and highway.

The underwater tunnel construction industry is receiving widespread attention in Korea for its simultaneous effort to create a highway for trains and automobiles by connecting Busan, Korea and Fukuoka, Japan.

The International Highway Foundation, a Japanese private organization, etc., announced on August 25, that a symposium was held on August 4, which was hosted by the Kyushu Joint Conference for the Realization of the Korea- Japan Tunnel in Fukuoka, Japan.

At the symposium, Mr. Oh Goe-Don, the former Maritime Minister and Tongmyeong University Principal in Busan claimed, "The Korea-Japan Undersea Tunnel development is necessary for the joint expansion for the three nations of Korea, China and Japan; through the topic presentation, 'The Peace in the Northeast Asia and the Japan Korea Tunnel.'" The Korea-Japan Undersea Tunnel construction industry is a large-scale project to build a railway and highway between Korea and Japan, by drilling an underwater tunnel in the 235km area between these countries.

Japan's International Highway Construction Corporation (IHCC) was launched in April, 1982, and the Japan Korea Tunnel Research Institute Society which was established the following month of May, centered on Mr. Yasuo Sasa, a professor emeritus of Hokkaido University in Japan.

In July, 1983, they began surveying the land and sea areas of Karatsu City in Saga Prefecture and Iki Island in Kyushu, Japan and Daemado. The undersea tunnel pilot (test) construction was held in October, 1986 at Nagoya, Chinzeicho, Saga Prefecture in Japan.

The excavation efforts for the Korea-Japan tunnel exploration made steady progress in Karatsu, as well as the continuation of the excavation and subsurface investigation of 547m underwater. In September, 2014, the pilot construction of the undersea tunnel began in Daemado. The excavation construction on the 8m width and 2km length 1,000,000 m² purchased land area was finally completed during the period of 30 years. Since the Korea-Japan Undersea Tunnel Research Institute Society was established in 1986, the drilling investigation began in Korea within the five regional areas of the Goejedo Island, Gyeongnam Province since October, 1988. After the proposal of the Korea-Japan Undersea Tunnel, it is receiving widespread attention, once again, by its possibility for actual realization in 35 years.