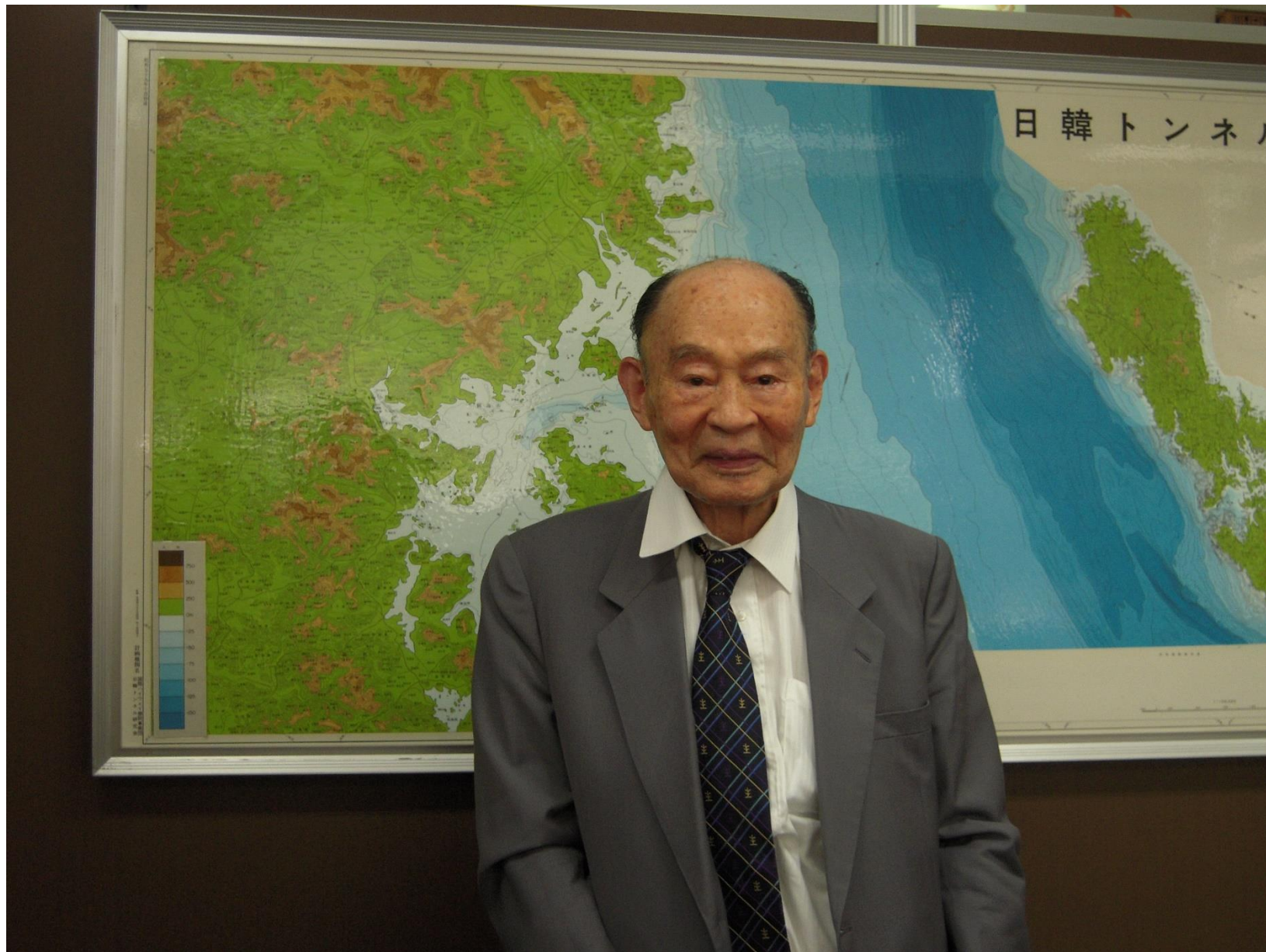


A Plan for The Japan-Korea Tunnel

NON-PROFIT FOUNDATION (NPO)
THE JAPAN-KOREA TUNNEL RESEARCH INSTITUTE

Chairman Nozawa Daizo



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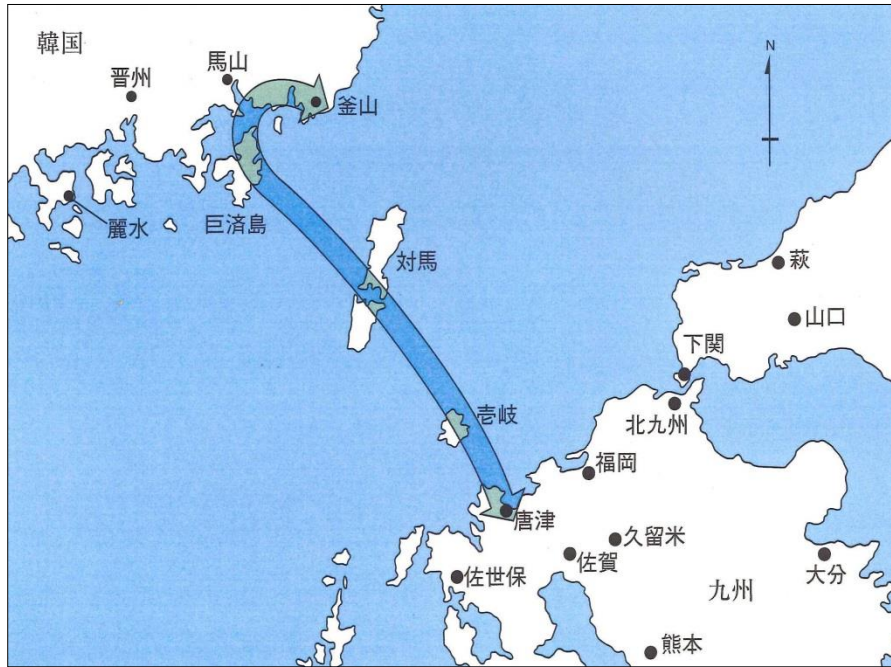


Direct route between Tokyo, Seoul and Beijing

Specifications of the Japan-Korea Tunnel

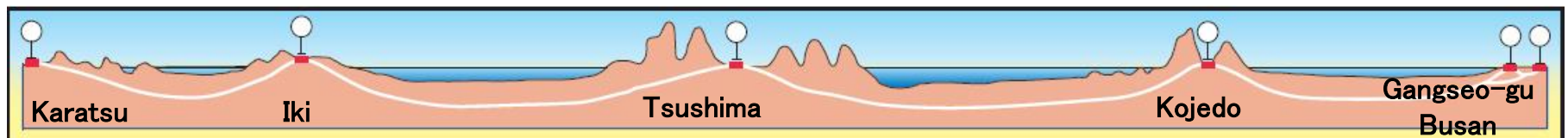
2020/9/29 講演用

Plane view of the route



Total length	270km (Karatsu⇔Busan)
Length of the undersea area	150km (Karatsu⇔Busan)
Minimum curve radius	6,000m
Maximum gradient	12~15%
Construction Period	About 10 years after start of works
Construction Cost	About 90 billion USD

Cross-sectional view of the route



The Japan-Korea Tunnel

Arrival within 4 hours at a scheduled speed 300km/h (Unit: km)

	Distance	Tokyo	Nagoya	Osaka	Hiroshima	Fukuoka	Busan	Daejeon	Seoul	Pyongyang	Xinyi-zhou	Shenyang	Qin-huang-dao	Tianjin	Beijing
Tokyo	—	0	342	515	821	1,069	1,441	1,698	1,858	2,119	2,344	2,628	3,045	3,346	3,483
Nagoya	342	342	0	173	479	727	1,099	1,356	1,516	1,777	2,002	2,286	2,703	3,004	3,141
Osaka	173	515	173	0	306	554	926	1,183	1,343	1,604	1,829	2,113	2,530	2,831	2,968
Hiroshima	306	821	479	306	0	248	620	877	1,037	1,298	1,523	1,807	2,224	2,525	2,662
Fukuoka	248	1,069	727	554	248	0	372	629	789	1,050	1,275	1,559	1,976	2,277	2,414
Busan	372	1,441	1,099	926	620	372	0	257	417	678	903	1,187	1,604	1,905	2,042
Daejeon	257	1,698	1,356	1,183	877	629	257	0	160	421	646	930	1,347	1,648	1,785
Seoul	160	1,858	1,516	1,343	1,037	789	417	160	0	261	486	770	1,187	1,488	1,625
Pyongyang	261	2,119	1,777	1,604	1,298	1,050	678	421	261	0	225	509	926	1,227	1,364
Xinyi-zhou	225	2,344	2,002	1,829	1,523	1,275	903	646	486	225	0	284	701	1,002	1,139
Shenyang	284	2,628	2,286	2,113	1,807	1,559	1,187	930	770	509	284	0	417	718	855
Qin-huang-dao	417	3,045	2,703	2,530	2,224	1,976	1,604	1,347	1,187	926	701	417	0	301	438
Tianjin	301	3,346	3,004	2,831	2,525	2,277	1,905	1,648	1,488	1,227	1,002	718	301	0	137
Beijing	137	3,483	3,141	2,968	2,662	2,414	2,042	1,785	1,625	1,364	1,139	855	438	137	0

The Japan-Korea Tunnel

Distance between the main stations
between Tokyo, Seoul and Beijing (km)

Tokyo ⇔ Seoul 06:11

Seoul ⇔ Pyongyang 00:52

Pyongy ⇔ Beijing 04:32

Beijing ⇔ Seoul 05:25

Seoul ⇔ Osaka 04:28

Busan ⇔ Shenyang 03:57

Beijing ⇔ Tokyo 11:36

Arrival time (hours: minutes)
(Case of scheduled speed 300km/h)

Method of utilization

Passenger	High-speed passenger train (Shinkansen, KTX)
Cargo	Cargo Container Home Delivery Services
Vehicle	Shuttle Train (Highway Train)

Method of operation

(Separation of upper aspects and lower aspects)

Construction of Infrastructure and Ownership	Public sector	Lower aspects
Business management	Private sector	Upper aspects



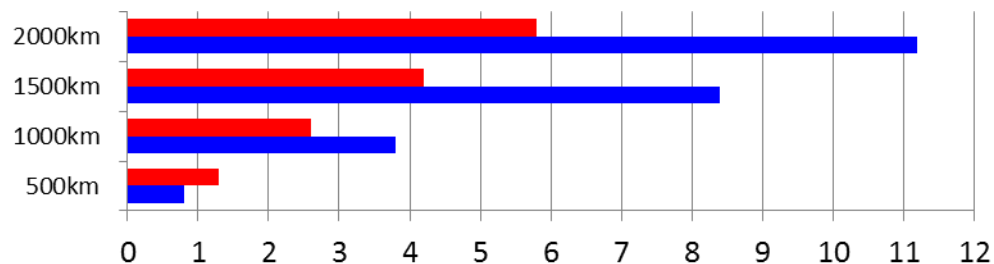
Shinkansen



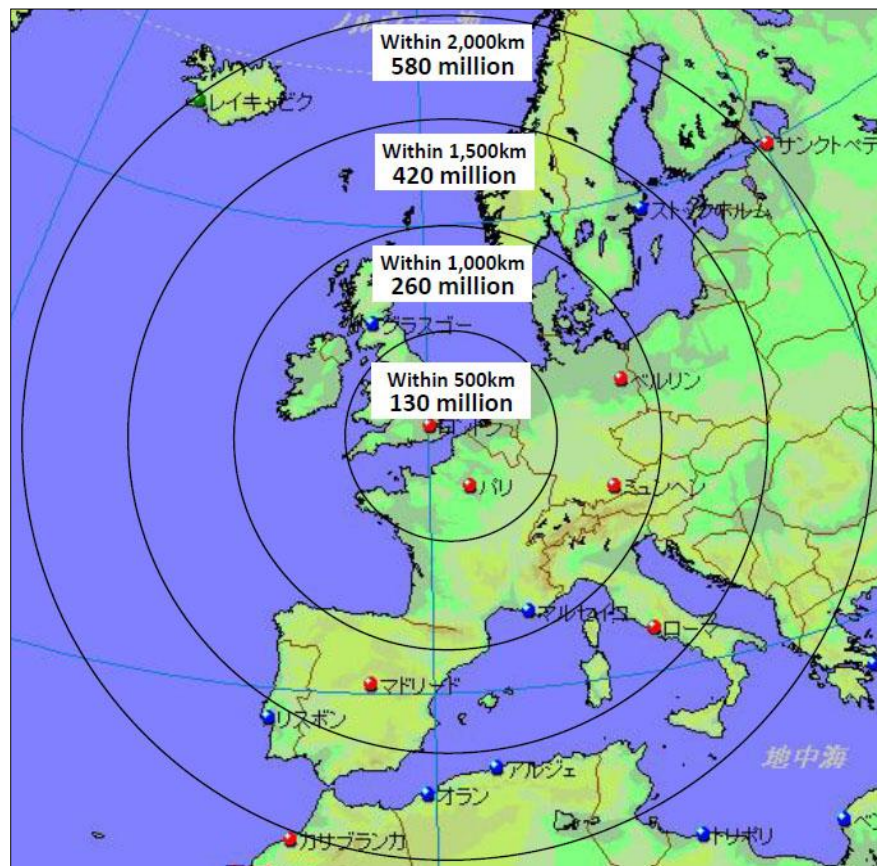
Shuttle Train (Channel Tunnel)



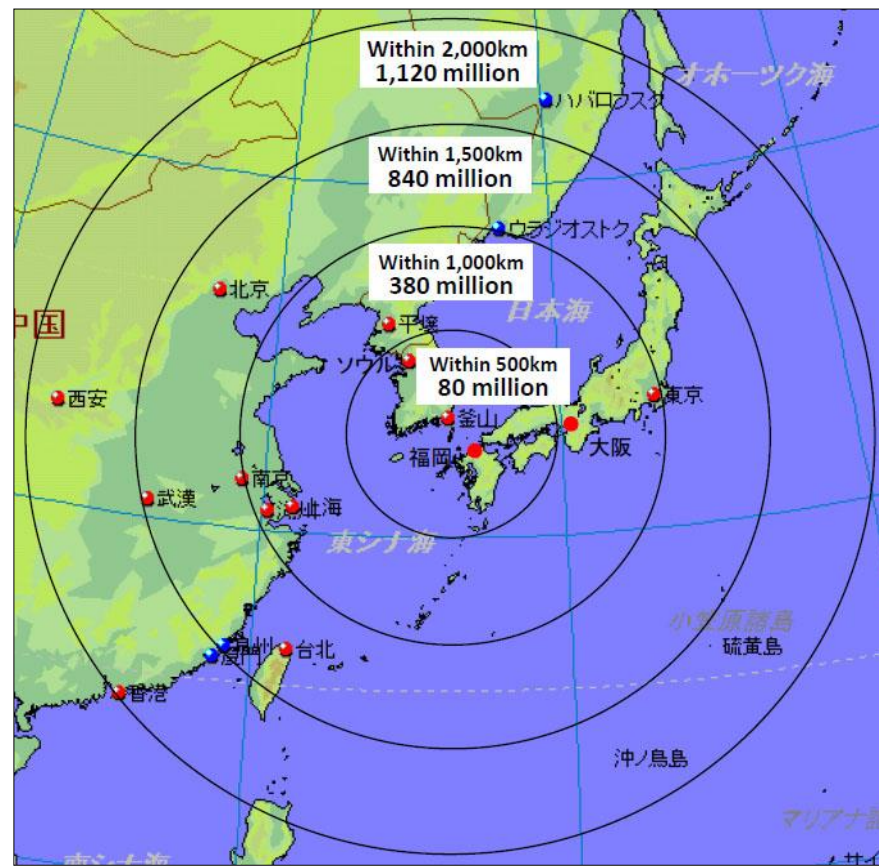
Cargo Container



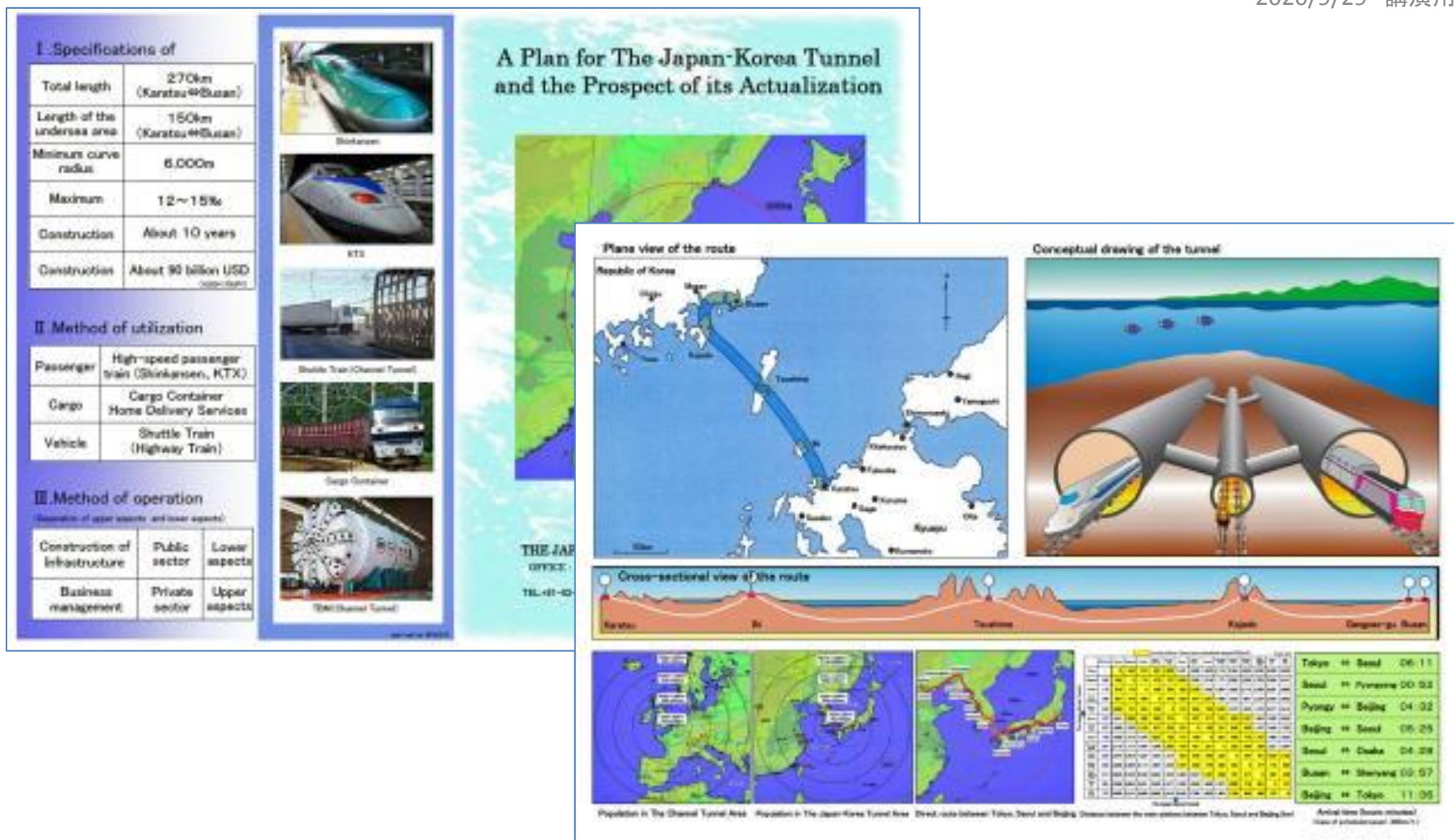
- Population in The Channel Tunnel Area
- Population in The Japan-Korea Tunnel Area



Population in The Channel Tunnel Area



Population in The Japan-Korea Tunnel Area



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END