

I .Specifications of

Total length	270km (Karatsu⇄Busan)
Length of the undersea area	150km (Karatsu⇄Busan)
Minimum curve radius	6,000m
Maximum	12~15%
Construction	About 10 years
Construction	About 90 billion USD (1USD=110JPY)



Shinkansen



KTX



Shuttle Train (Channel Tunnel)

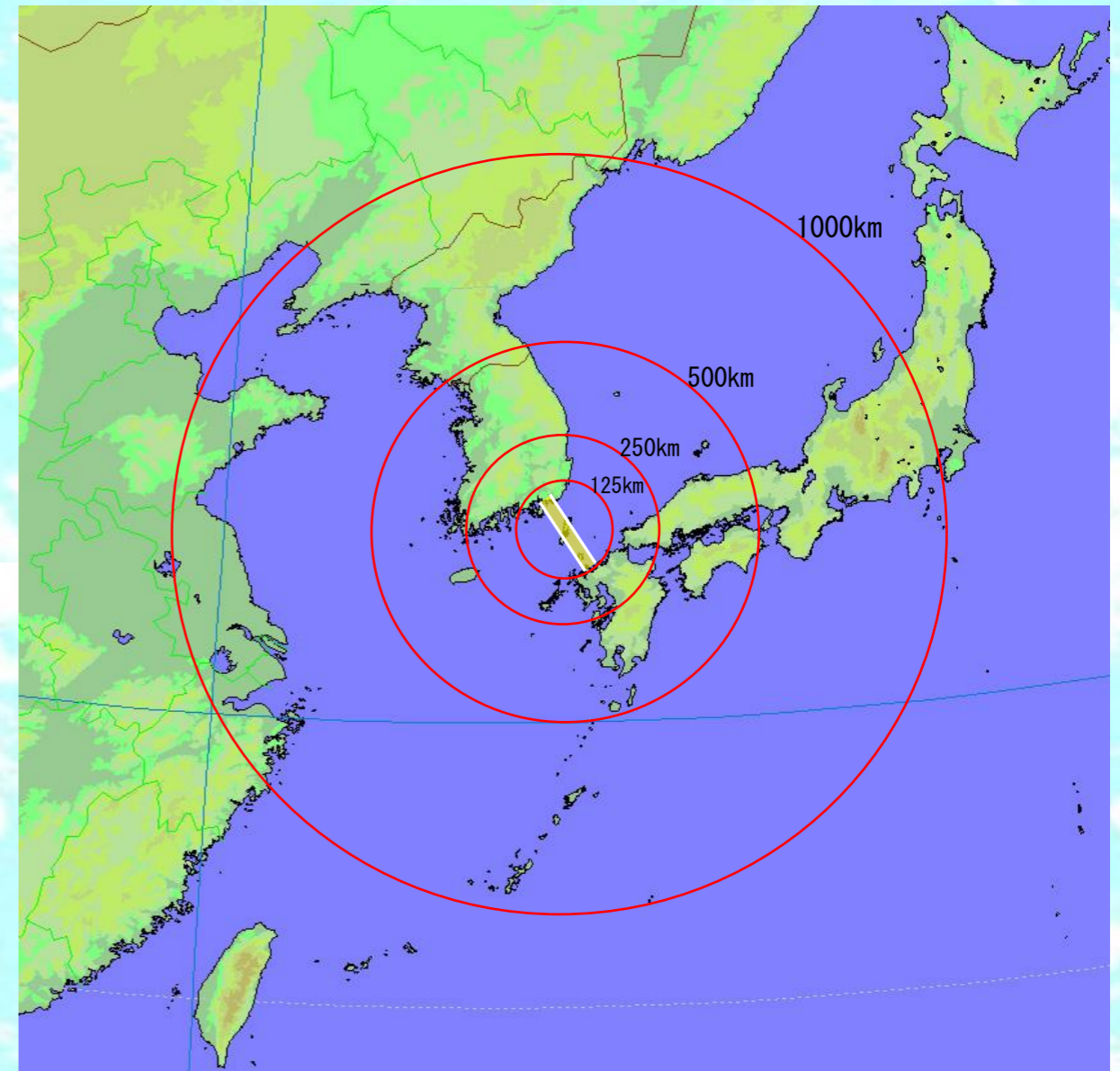


Cargo Container



TBM (Channel Tunnel)

A Plan for The Japan-Korea Tunnel and the Prospect of its Actualization



II .Method of utilization

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

III .Method of operation

(Separation of upper aspects and lower aspects)

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

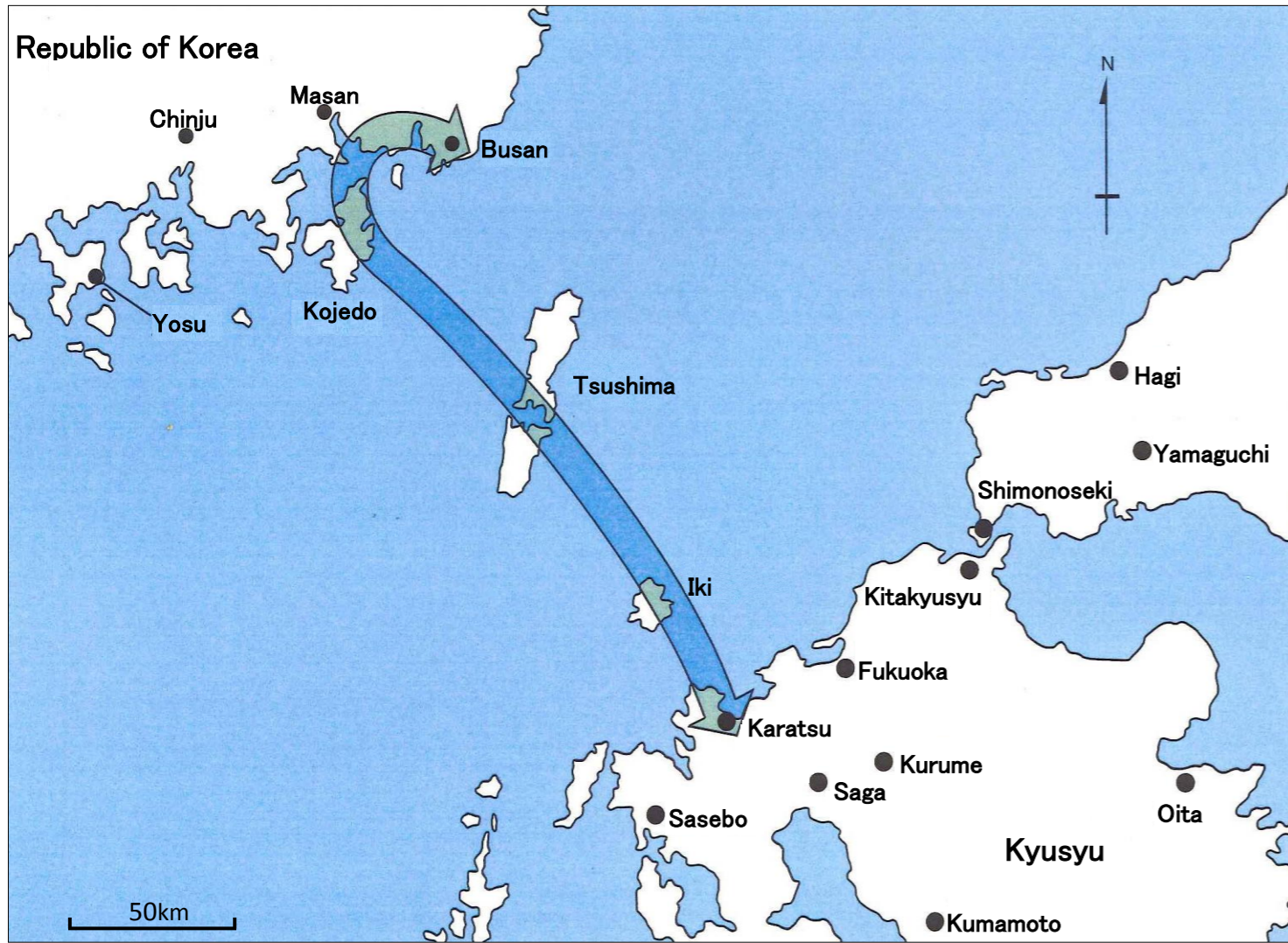
NON-PROFIT FOUNDATION (NPO)
THE JAPAN-KOREA TUNNEL RESEARCH INSTITUTE

OFFICE : NS3 Bldg. 9F

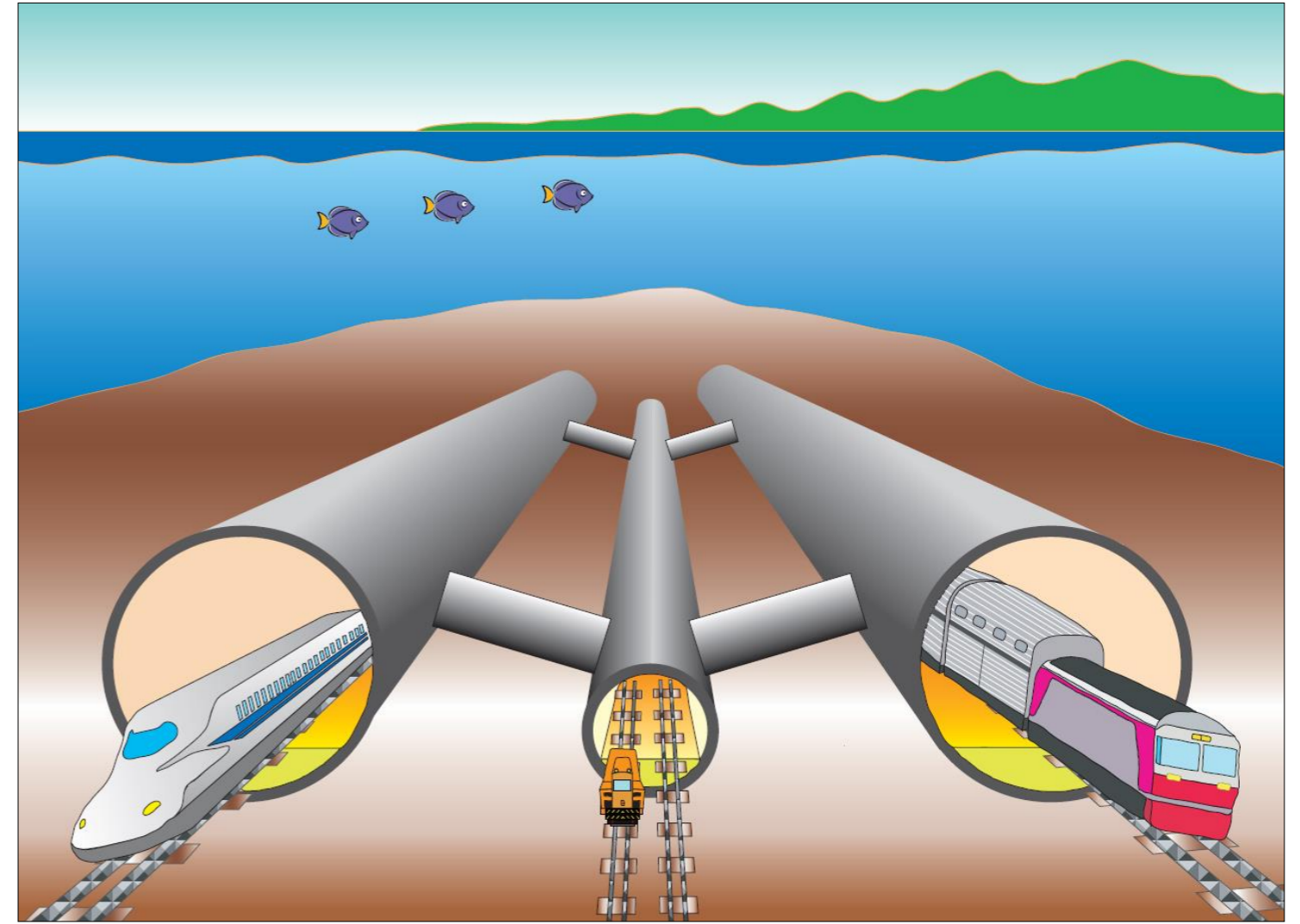
2-51-3, Akabane, Kita-Ku, Tokyo 115-0045, JAPAN

TEL.+81-03-6681-8702 FAX.+81-03-5939-6841 E-mail: office@jk-tunnel.or.jp

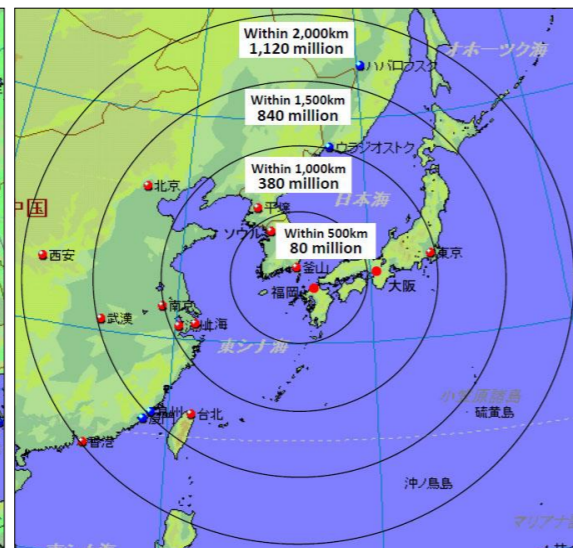
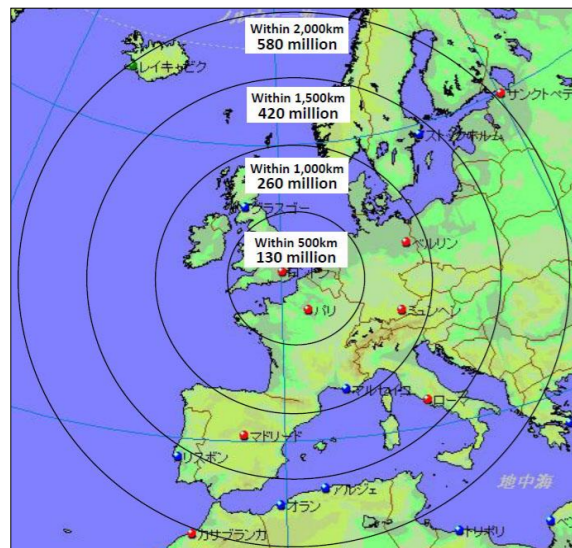
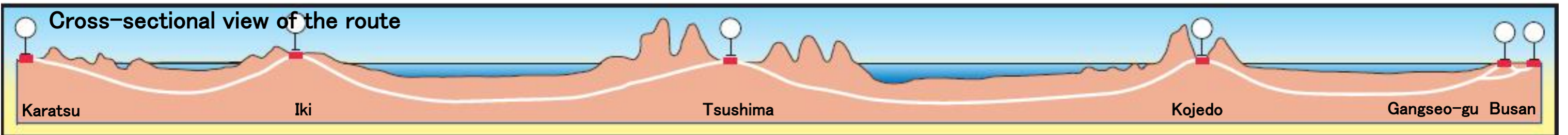
Plane view of the route



Conceptual drawing of the tunnel



Cross-sectional view of the route



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

	Distance	Tokyo	Nagoya	Osaka	Hiroshima	Fukuoka	Busan	Daejeon	Seoul	Pyongyang	Xinyizhou	Shenyang	Qinhuangdao	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
Xinyizhou	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
Qinhuangdao	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

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

Population in The Channel Tunnel Area

Population in The Japan-Korea Tunnel Area

Direct route between Tokyo, Seoul and Beijing

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

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