



**SIGNIFICANCE OF THE INTERNATIONAL HIGHWAY AND  
THE MISSION OF THE JAPAN-KOREA TUNNEL**

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The Nineteenth International Conference on the Unity of the Sciences  
Seoul, Korea August 19-26, 1992

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# Significance of the International Highway and the Mission of the Japan-Korea Tunnel

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The ideological struggle between capitalism and socialism is now almost over, and in the beginning of this new era we are prone to believe that our dreams for world peace would soon come true. However, to our disappointment, we now see many grave racial ethnic conflicts occurring here and there all over the world. Numerous ethnic groups existing in various countries have begun to maneuver for asserting their self-determination, aiming at the establishment of autonomous governments. Although ethnic groups and races differ in their various political, economic and cultural backgrounds, the political aspect of self-determination has been emphasized the most, and as a result, conflicts between races have become ever more intense.

People are fighting without any clear picture of the society they are asking for. They have been searching for a peaceful world but the one they are living in now is filled with numerous disputes caused by racial egocentrism. Particularly the present situation of the East European and West Asian countries is most serious. The relaxation brought about by the falling-off of the cold war seems to lead people into rushing to assert their racial autonomy.

The concept of racial self-determination dates back to the "racial self-determination right" advocated by Lenin. But it was not Lenin's intention to positively promote ethnic self-determination for itself. Rather, he expected each autonomous nation to coexist within the Soviet superpower, not by compulsion but by its own freewill. He thought that the centralization of the government of the Soviet Union would not bring about oppression, but would help each independent race to coexist peacefully.

The fact is now that the very freedom, which has been longed for, and finally won by people who have suffered a long history of oppression, has led them to rush to gain their racial independence without stopping to think about ways to peacefully coexist. It seems difficult to hinder the expansion of this trend because the people involved in the fightings believe doing so under the just cause of "self-determination".

#### TOWARD THE AGE OF GLOBALISM

On the other hand, owing to the fantastic progress of communication and transportation, information from and to any area of the world, in any aspect of human life, including economics and politics, is now available and widely circulated, and it has also become very easy for people to migrate to other countries with the support of international organizations such as the United Nations.

Therefore, today, the degree of multiracialism has dramatically increased in many nations. The bigger the country, the more numerous the ethnic groups to coexist. In very large countries it seems difficult to allow each ethnic group to establish its own autonomous nation. Thus, as many now admit, "racial self-determination" is no more a key word for a political solution to the world problems.

The recent communication revolution has made it possible for the leaders of each country to let people know about the many affluent countries

where people are better off, and this has intensified people's sense of poverty.

Eventually, people have begun to complain against their governments, without making any effort to better their lives themselves or paying any attention to their own responsibilities. Furthermore, when people see no sign of improvement in their country, they hurry to migrate across the borders as refugees, which results in the escalation of multiracialism.

Meanwhile we often hear news about authoritarian governments in some countries exercising their power in order to control the people. Thus even in this modern world in which integrated economic groups have been, or are planning to be, established and the interdependence among countries has been intensified, severe conflicts among ethnic groups or between people and the government are occurring in some areas where people cannot get accurate information. In some regions, people seem to be thinking that the establishment of an autonomous nation is the ultimate goal to reach in order to enjoy a happy life. This kind of misunderstanding has apparently been caused by the lack of accurate information. An autonomous nation does not necessarily make people happier unless it has the sufficient ability to maintain its economic and political independence.

Therefore, at this stage of progress toward globalism symbolized by such slogan as "integration of world economy", "borderless world" or "multiracial coexistence", we must endeavor the realization of world-wide transmission of accurate information, and build up integrated economic groups covering wide areas by establishing grand unions of countries. We have to let people understand that this is the time to seek for ways to peacefully coexist. Peaceful coexistence does not deny regional or ethnic characteristics but actually makes much of these. In this sense, we are welcoming a new wind of hope for peace to the world. In May 1991, The United Nations Disarmament Conference was held in Kyoto, and all delegates who attended highly valued the fact that, during the Gulf War, most countries in the world took actions in the same direction toward its solution.

## INTERNATIONAL RELATIONS STILL IMPEDED BY DISTRUST

However, actually there are many obstacles hindering the realization of world peace. At present, the so-called Western world is the only area where relative political and economic stability can be found while the rest of the world is still struggling with many serious unresolved problems such as the political instability in the African continent, the proliferation of weapons in the Third World, and economic uncertainty in South American nations.

Especially, it seems difficult for Asian countries, with their great historical and cultural diversity to overcome mutual distrust and suspicion under such political and economic instability. Furthermore, the educational level is rather low in these areas, which have also been the site of ungoing religious conflicts. Prof. John Mearshyer, Dean of the Faculty of Economics, Chicago University, ironically said ; "The period of the cold war was nothing but a period of enduring peace". We have to put an end to such chaotic and inconsistent world situation. Peace costs as much as war. The difference is that war leaves behind destruction and vacuum, while peace bequeathes valuable assets for mankind and its future.

The Reverend Sun Myung Moon has advocated the idea of "one unified world" and has presented several concrete proposals to this aim. In order to enhance the life style of the people living in developing nations by strengthening economic and political interactions among countries, the Rev. Moon has sponsored various international conferences. He has dedicated himself to the accomplishment of this goal by initiating many projects world - wide. But, many barriers preventing the establishment of "one unified world" still remain. The coming of the so-called "post-cold war" era led us to expect the advent of the peaceful world based not upon force but upon democracy. Yet, as we see, local conflicts and instability still frustrate our dreams for peace.

Each year, many international conferences are being held aiming at solutions to the various political, economic and social world problems. Many fine resolutions for the goal of world peace have been adopted so far in these conferences, yet hostilities among nations, races and ethnic groups are still raging in the world. Particularly, people from countries which have suffered from oppression until recently seem to be discharging their overload of big-suppressed anger. They seem in some cases to have lost their balance between reason and emotion, making it difficult for them to find and implement solutions out of their predicament.

## TOWARD THE REALIZATION OF WORLD PEACE

### — Role of Transportation —

The fastest way to convey accurate and reliable information is by way of satellite communication. This audio-visual method of communication can simultaneously transmit all kinds of political, economic, arts and cultural news, as they truly are, all over the world. This means that in regard to communication, the realization of "one unified world" is well under way. However, unfortunately, economic differentials existing among nations and blocs of nations prevent an evenly transmission of audio-visual information because there are still many poor countries which cannot afford to equip themselves with the technology needed.

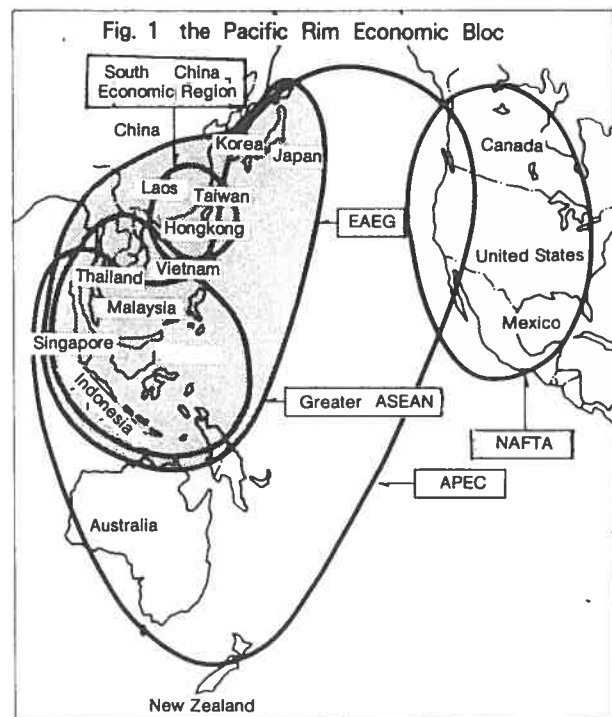
Consequently, it can be advanced that the utilization of surface transportation may be a more feasible approach to realize a world-wide communication network carrying accurate information, because it can cover almost all areas of the earth. Transportation by air and rail conveys information to particular locations, like big cities. But transportation by motorway and roads rather spreads information along lines, connecting wide networks. Road communication can spread information most economically to almost every corner of the world. Today a new so-called "motorization" wave

is surging all over the world and traffic brought about by this trend is playing a great role in communicating world news.

Starting with the German Autobahn, many highways have been constructed to this day. Projects such as the Pan-American Highway or Asian Highway now under way, are examples of the new trend. The significance of the International Highway Project is supported by this current trend of the times. The European countries completed the construction of a highway system covering all over the continent and achieved praiseworthy progress in unifying the European Community. This shows how important a role international highways play in the realization of world integration and peace.

### “ONE UNIFIED WORLD” AND THE DEVELOPMENT OF TRANSPORTATION NETWORKS

“One unified world” cannot be built in a day. A gradual approach should be taken toward this goal. At first, we have to closely study the existing plans of the economic groups of nations and then seek for ways to support and implement those plans orienting them toward the realization of “one unified world” (Fig.1). The 1991 General Report on World Economy presented by the Pacific Economic Cooperation Conference (PECC) fore-



casted that the world average economic growth rate for 1991 would deteriorate to 4.3% from the substantial growth rate of 4.8%, reflecting the recession of the U.S. economy, but that the business conditions would revive in the latter half of the year while the average economic growth rate in 1992

would rise up to 5.2%.

Since most of the existing economic groups have reached high financial leverage, it should not be difficult for these countries to cooperate with one another. Therefore, we must now strongly promote the construction projects of highway networks centering on these countries. At this stage the International Highway Construction Corporation proposes the construction of the Asian Highway Project for the countries of the Indian Ocean Rim, the Silk Road Highway Project for East European countries, and the Siberian Highway Project for the countries of the CIS, former Soviet Union.

The ideological conflict which has split the world into two for most of this century has almost ended, and now the unbalance among haves and have-nots has become the biggest cause of instability. Racial or ethnic open conflicts seldom occur in rich nations while in poor countries, racial differences could easily become a cause of long term struggle. When world-wide communication of accurate information will be achieved through the development of transportation systems, and when people will come to grasp the new trend toward, and participate to, the building of a borderless world, the various hostilities we see today will gradually decrease. It is urgently needed to curb the outflow of migrant people from the developing nations, because it causes acute shortage of man power in their home countries. Those countries need more man-power than in any other advanced country.

On the other hand, the hostile relations between Japan and the former Soviet Union, which lasted for more than 45 years, are gradually been improved since Mr. Gorbachev visited Japan in April 1991. But, sticking to the principle of indivisibility of politics and economics, Japan is still rather reluctant to offer economic support to this area where people suffer from severe poverty, even though Japan itself enjoys the enviable position as a technological, financial and economic superpower.

The joint statement published at the time of Mr. Gorbachev's visit specified the promotion of negotiations for the return of the four northern



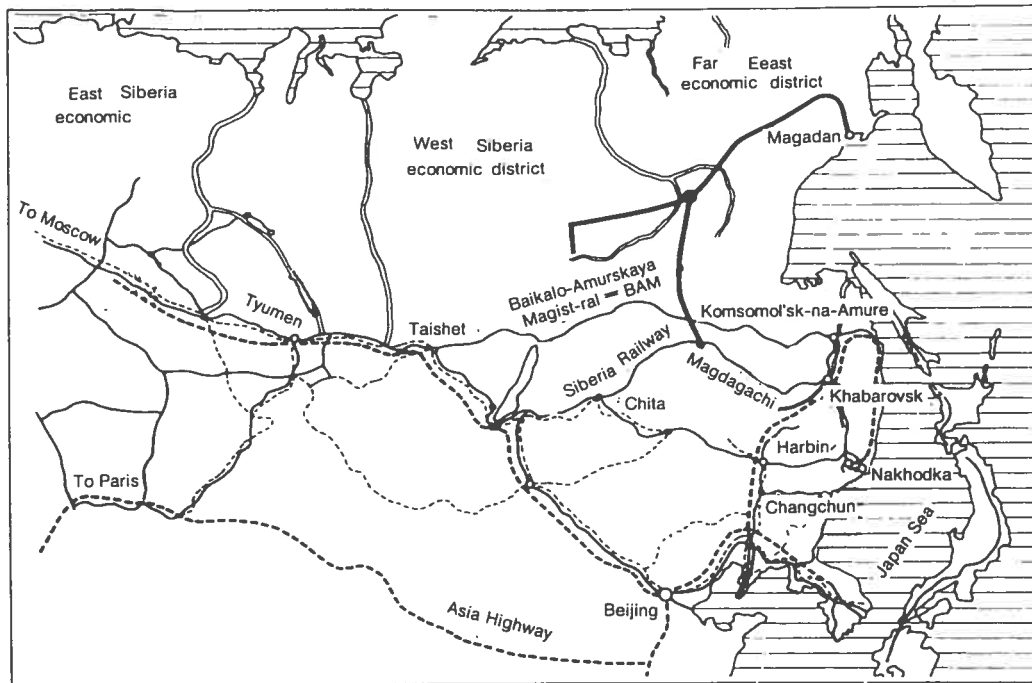
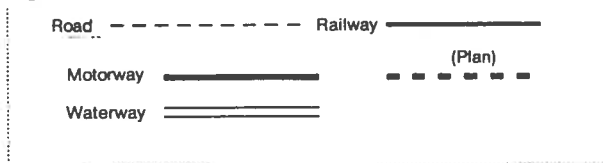


Fig. 2 Traffic network in the Russia-Siberia Region



islands, proposing a framework of a visa-free zone, and suggesting to open reciprocal business relations as well as cutting down the existing military arsenal in the area.

In this relaxed atmosphere conducive to the establishment of the reciprocal relations, it may be important for Japan to manifest more concretely a goodwill attitude toward its neighbor by promoting positive cooperation in various fields such as politics, trade and economy, science and technology, as well as exploitation of natural resources. Mr. Gorbachev proposed to promote joint -ventures between the two nations especially concerning the exploitation of energy resources such as petroleum, natural gas and coal, the development of transportation and communication systems, as well as the improvement of cooperative financial ventures, needed for the undertaking of the above projects (Fig.2).

#### A JAPAN SEA RIM ECONOMIC GROUP

This proposal from Japan's Russian neighbor is both appropriate and

timely because the cooperation described above will not only bring about advantages to this country, but will also prompt Japan into taking initiative in the movement aiming at the prosperity and stability of the Asian continent. This may prove to be a feasible method to efficiently make use of Japanese funds for overseas cooperation, an aid which is being scattered here and there in Asia now.

The exploitation of natural resources would be undertaken mainly in the far-east region of the former Soviet Union. The seven autonomous regions in the Russian Far East (Khabarovsk, Primorski, Sakhalin, Kamchatka, Magadan, Amur, and the Autonomous Republic of Yakut) started to form in November 1990 the Far East Economic Association whose main objectives are the reorganization of the local economy and the development of local business. The Association has been given the right to trade directly with foreign countries.

Technological cooperation between Japan and the CIS is possible in various fields such as the exploitation of forest resources, development of fishery industry, exploitation of energy resources such as petroleum or coal, improvement of the transportation system such as railroads, motorways and harbor facilities, development-related mechanical industry, food production and fertilizer industries. When regional cooperation among those neighboring countries get momentum, the so-called

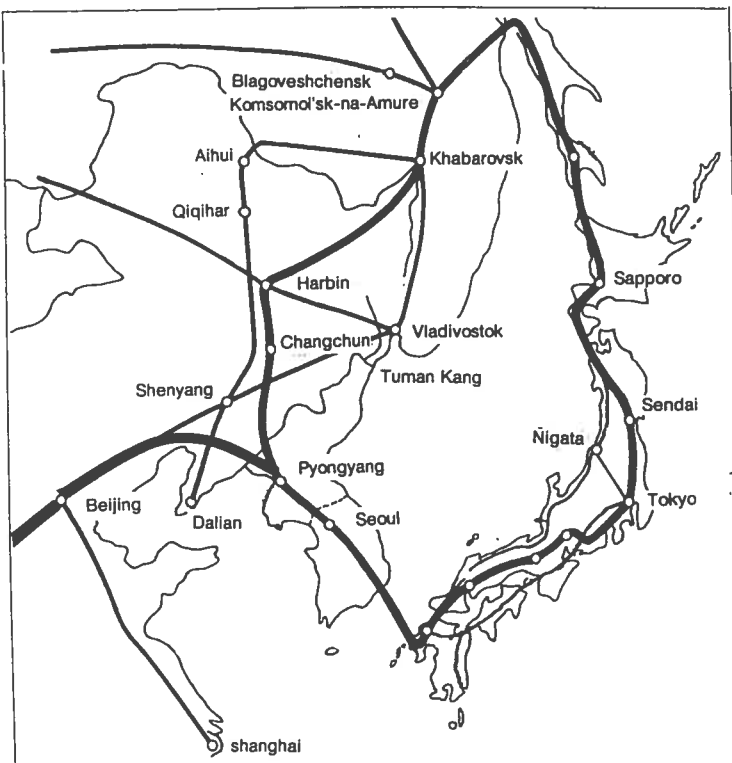


Fig. 3 Map of the Highway of "Japan Sea Economic Rim"

Community” may emerge (Fig.3).

The Japan Sea Rim Economic Community will consist of the far-east part of Russia including Primorski, Khabarovsk, Sakhalin and Amur, three Chinese north-east provinces (Heilungchiang, Chilin, Liaoning), North Korea, South Korea and Japan. The added gross national product of the countries of the region now amounts to \$ 5,000 billion, and when this Economic Community is established this figure will surely increase further more. The economic potential of this region seems to allow for the greatest hopes. In order to promote the establishment of Japan – Sea Rim Economic Community, it is urgently needed to complete extensive communication and transportation infrastructure.

From this point of view, the construction of a highway network should be planned taking into consideration the need for political and social stability as well as for economic growth.

#### RESEARCH ON INTERNATIONAL TRANSPORTATION SYSTEMS

In Japan, research on international transportation systems has made remarkable progress. Cars utilizing electric or sun energy as well as natural gas designed for minimum pollution have already been put to practical use. As for the linear motorcar (Maglev) whose maximum speed is expected to reach 500 kilometers per hour, an experimental track is under construction since 1991. In 1989, the Ministry of Transport started the construction of a prototype of super high-speed ship utilizing gas turbine engine, whose maximum speed is supposed to reach 100 kilometers per hour. The model is under schedule to be completed by 1994. This superhigh-speed ship will make it possible to reach the United States in three days from Japan, and Asian countries in only one day.

In 1990, some private organization constructed an experimental ship utilizing a superconductive electromagnetic propulsion system and the ship is

now tested on site. In the area of air traffic, Concorde which flies at Mach 2 is already in service. When the supersonic airliner M2-3 and high supersonic airliner M6-7 are now being developed we can expect to reach New York from Tokyo in only two or three hours in the beginning 21st century.

## THE ROLE OF THE JAPAN – KOREA TUNNEL

Japan is now working at improving its social capital which has been lagging behind as compared to West European countries. To overcome the country's features as an archipelago country, Japan engaged in giant projects by world standards, such as the construction of Seikan Tunnel, the bridge between the Main Island and Shikoku Island, and the tunnel road across Tokyo Bay. All these projects, expected to become landmark achievements because of their extremely high technological factor, will be completed in the beginning of the 21st century.

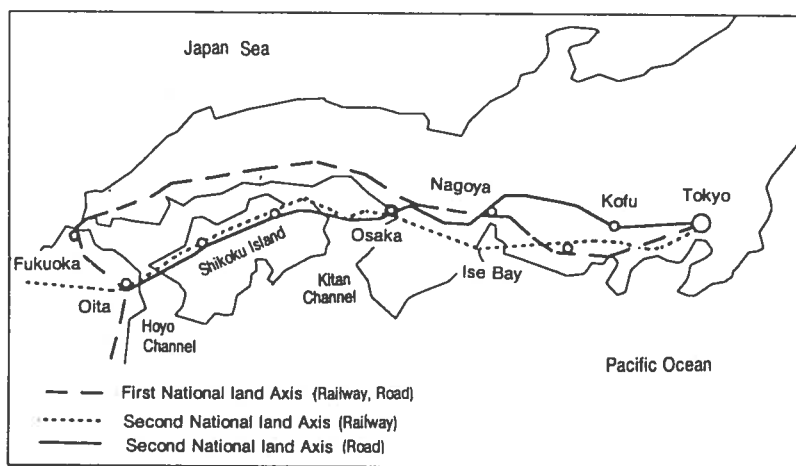


Fig. 4 Map of the National Route Axis No. 1 and No. 2

One more big project now being proposed is the construction of a second high speed trunk line, from Tokyo to Kumamoto (Nagasaki) via Ise Bay, Kii Peninsula, Kitan Channel, Shikoku Island, and Hoyo Channel (Fig.4). This highway will be connected to the Tokyo-Nagoya (Tomei) Highway, and the maximum speed allowed will be 140 kilometers per hour. A railway is planned to run along the highway and will be designed for high speed trains reaching up to 500 km/h under the Maglev system. In order to realize this trunk line, large-scale projects such as the construction of the bridge over Ise Bay, as well as the construction of tunnels running across the Kitan and Hoyo Channels, will be

highlighted, and they will play an important role in channelling the skills of highly trained Japanese engineers. But since the feasibility investigations on these projects are now at an initial stage, their construction schedules will differ.



Map of the International Highway Project

On the other hand, the basic investigation for the construction of the highway leading to Peking via the Japan-Korea Tunnel, the Korean Peninsula, and the north-east provinces of China, is now well under way. Its construction is scheduled for the beginning of the next century. This route will play the vital role in the International Highway because it will be the pivot of five major highway routes such as (1) the Siberia Highway, (2) the highway to Moscow via Mongolia, (3) the highway leading to Paris via Silk Road, (4) the Asian Highway, and (5) the South Asian Highway which diverges from the Asian Highway at Bangkok. Therefore we must hurry our work toward the completion of this international highway especially by rallying the cooperation and support of countries concerned as soon as possible.

The Japan-Korea Tunnel being the backbone of this great scheme, its construction is of vital importance for the realization of the "one unified world" system, because it requires extremely high technology, a huge budget and long-term construction work. Therefore, we must make every effort to complete all the necessary investigations on the construction of this tunnel by the end of the century at the latest in order to be able to start its construction as soon as possible.

At the Structure Impediment Initiative in 1990, it was decided that the total amount of public investment for the decade would sum up to 430 billion yen. Yet, this will not be sufficient. According to today's growth rate of the Japanese economy, the country can afford itself more investment. The

technology of the transportation industry in Japan has progressed to such a degree that we may soon see the day of extremely high speed devices such as the airplane with hydrogen fuel, the Maglev system and the electromagnetic propulsion system applied to ships. Besides, it is certain that more advanced civil engineering methods will be developed from now on. In such a context, we can hope that the goal the Japan-Korea Tunnel Research Group undertook to achieve will be fulfilled in the near future.