

WHAT PEOPLE SAY

“It is time to stop just talking about helping the poor and miserable of the Third World, and improving the global transportation system is one of the first things the wealthy countries can do to help. A tunnel is a problem solver, not a problem maker.”

Craig Burroughs, Treasurer, Interhemispheric Bering Strait Tunnel and Railroad Group

“The Russian people deeply want peace. Of course we are very interested in the economic possibilities that would come with opening a passage to the United States, but it goes further than that. We see that engineering and diplomacy are sister disciplines, helping people to see things in a new way. Diplomacy itself is about building bridges and tunnels between peoples and nations.”

*Professor Konstantin Dolgov,
Diplomatic Academy of the Russian Federation*

There are precedents for ambitious projects, including the 50km Channel Tunnel linking England and France, opened in 1994 and the 54km Seikan Tunnel linking Japan's Honshu and Hokkaido Islands, opened in 1988. Other proposed links include the Gibraltar tunnel, linking Europe and Africa and a Japan-Korea tunnel, linking Japan with the Asian mainland.

PK International, Inc.



Modern engineering has made longer and longer tunnels possible.

“Carrying out this project will bind the world together as one village. It will tear down the manmade walls of race, culture, religion and country, and establish the world of peace that has been God's cherished desire

Dr. & Mrs. Sun Myung Moon

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Society for Japan-Korea Tunnel Research
International Tunnelling Association



**BERING STRAIT
PEACE INITIATIVE**

THE VISION

While the Internet links people in all continents in an information superhighway, there is no global land network. An international transportation system with bridges and tunnels connecting nearby landmasses can bring together people of all races, cultures, religions and nationalities in one peaceful and prosperous global community.

This has been the dream of visionaries for more than 100 years. Changing circumstances in the world now make this vision possible. Engineers are studying the feasibility of a tunnel under the 85km Bering Strait that would make such journeys possible. It would link Siberia and Alaska and thus the Eastern and West Hemispheres.



Engineers consider rock conditions for tunneling under the Bering Strait are excellent

THE POTENTIAL

The Promise of Peace: A long-time advocate of bridges of peace in all of their forms, Rev. Sun Myung Moon promotes the Bering Strait Peace Tunnel project as a means of fostering peace between historic enemy nations, such as the U.S. and Russia, and Korea and Japan.

The Energy Question: Some have said that the key issue for the 21st century is energy. The rise in fuel costs is exacerbated by skyrocketing demand from China, India and developing nations.

On both sides of the Bering Strait are lands rich in natural resources that could benefit the world greatly, as well as provide for the economic prosperity of those areas. A transportation network would facilitate exploration and extraction of oil, gas and mineral resources.



Above: A recent presentation about the Bering Strait Peace Tunnel on Capitol Hill in Washington DC

THE CHALLENGES

Significant challenges remain, including:

- ◆ Harsh climates on both land and sea
- ◆ Need to build thousands of miles of new infrastructure in Siberia and Alaska
- ◆ Railroads in Asia and North America have different gauges
- ◆ Expenses, estimated at \$600 billion
- ◆ Land rights of indigenous peoples
- ◆ Environmental concerns.

U.S. Capitol Presentation: The World Russian Forum and the American University in Moscow sponsored a presentation on Capitol Hill on May 17, 2006 to present the latest thinking on a Bering Strait tunnel. Many benefits of such a transportation network for shipping and commerce were reviewed; for example, shipping freight by rail would ease bottlenecks of container ships waiting to load and unload at ports.



The Port of Vancouver is one of the busiest in the world