

Grants and Subsidies

Introduction of Disaster Prevention and Safety Grants and Comprehensive Social Capital Development Grants

Disaster prevention and safety grants (Focused support for the reconstruction of infrastructure to protect lives and livelihoods and ensure the safety of living spaces)

Concentrated support for local public organizations' efforts in disaster prevention and mitigation measures for increasingly severe and frequent wind and water disasters, landslides, large earthquakes, tsunamis, and aging countermeasures for preventive maintenance.

Flood and landslide measures in light of recent heavy rain disasters (Example in Wakayama Prefecture)

River channel excavation (Example in Wakayama Prefecture)

Transmissive erosion control weir maintenance (Example in Hyogo Prefecture)

Low-cost water level gauge development specialized for floods

Control module
Communications module
Water level gauge
Local Public Entity
River Administrator

Development of disaster prevention bases and evacuation sites in urban areas (Example in Wakayama Prefecture)

Development of river embankments, etc.

Provision of River Information, etc.

Development of disaster prevention bases

Development of evacuation facilities for floods and other disasters

Seismic retrofitting of portside roads

Development of seismically reinforced quays

Earthquake, tsunami, and wind and water damage measures for ports

(Example in Wakayama Prefecture)

Development of revetments

Development of coastal dikes to protect hinterlands from tsunamis and storm surges (Example in Wakayama Prefecture)

Before development

After development

Comprehensive social capital development grants (Projects leading to enhanced growth and regional revitalization)

Townscape development
(Example in Osaka Prefecture)

Before development

After development

IC access road development (Example in Hyogo Prefecture)

Before development

After development

Development of access roads between tourist and industrial areas

Installation of tourist information boards

Development of IC access roads

Smart IC

Waterfront and scenic area development (Example in Osaka City)

Before development

After development

Formation of Regional Bases through a Roadside Station (Example in Nara Prefecture)

Before development

After development (Development of floating pontoons)

Measures for accommodating large cruise ships (Example in Hyogo Prefecture)

Before development

After development

Development of port facilities (Example in Hyogo Prefecture)

Before development

After development

Urban park development (Example in Osaka Prefecture)

Before development

After development

Subsidies (Implementing focused and planned support)

Based on the Infrastructure Longevity Plan, individual subsidy projects (maintenance projects) are established for aging countermeasures, providing focused and planned support for local public organizations.

Road maintenance projects



Repainting of deteriorated paint

River maintenance projects

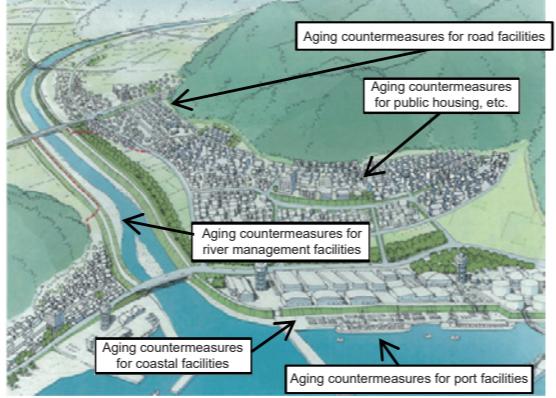


Port maintenance projects



Repairs to aging quays

Coastal maintenance projects



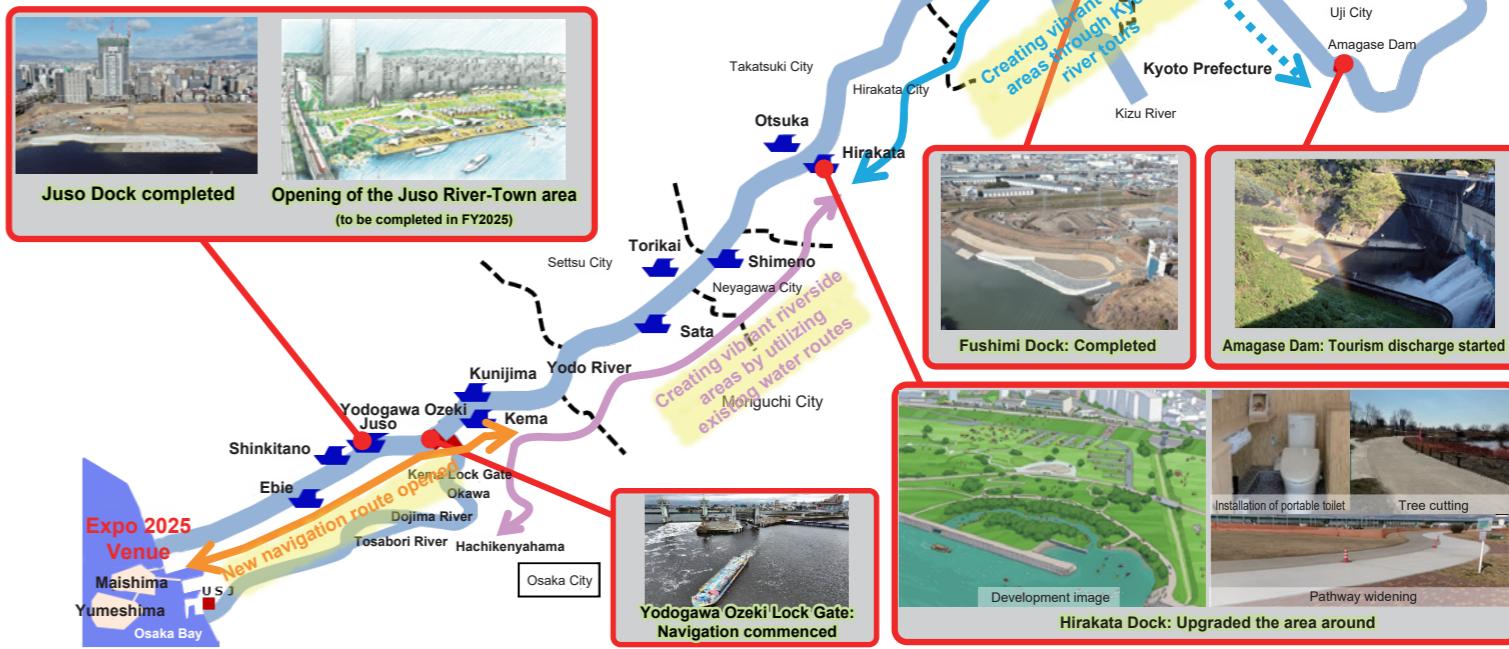
Initiative Related to Expo 2025 Osaka, Kansai

Promoting the development of social capital that can be active even after Expo 2025 Osaka, Kansai

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Based on the Infrastructure Development Plan for the 2025 Japan International Exposition (Expo Osaka, Kansai), we have worked to enhance the functionality of transportation infrastructure, which will serve as the growth base of Osaka and Kansai after the Expo, as well as to develop infrastructure around the venue to boost the appeal of the area.

The opening of a navigation route through the Yodogawa Ozeki Lock Gate, connecting the mouth of the Yodo River and Osaka Bay to the upper reaches of the Yodo River, along with the commencement of the use of the Juso Dock, has expanded the disaster recovery route of vessels. Also, the completion of the Fushimi Dock has opened new water routes, including the one from Kyoto to Yumesima, creating bustling activities along the Yodo River.



Ensuring Smooth Road Traffic Through Traffic Management

Traffic diversion based on the Expo P&R fees linked with the ETC system

To encourage detours around congested areas in central Osaka, a dynamic pricing system was introduced, in which the P&R usage fees are adjusted based on date and time, route, etc., utilizing ETC information.



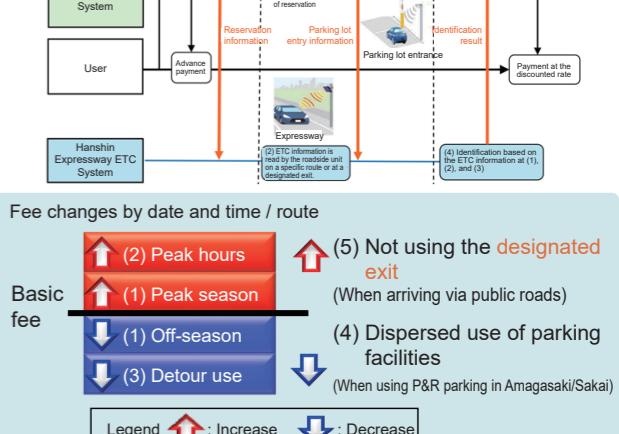
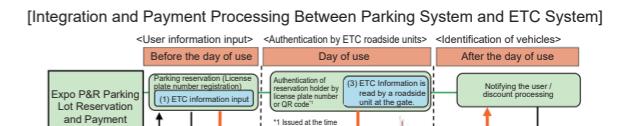
Excerpt from Expo Osaka, Kansai, P&R Parking Lot Usage Guide

Countermeasure for loitering traffic (Provision of parking lot reservation service)

To address vehicles wandering around searching for vacant parking spaces due to increased flows of people and goods, a pre-booking service was introduced at private parking lots and similar facilities, thereby reducing congestion and accidents.

<Service provision area>

- Around the venue: Maishima, Sakishima, Tempozan
- Around the shuttle bus service stations: Sakurajima, Bentencho, Osaka, Shin-osaka, Namba, Nakanoshima, Tennoji, Uehommachi, Sakai-higashi, Sakai Station, JR Amagasaki, Hanshin Amagasaki



Information coordination with the Visitor Transportation Information Center

Achieving smooth transportation for visitors through information sharing with the Visitor Transportation Information Center

