

For the 2025 Fiscal Year Kinki Regional Development Bureau Summary



Get Kansai's Vitality into Shape.



国土交通省
近畿地方整備局

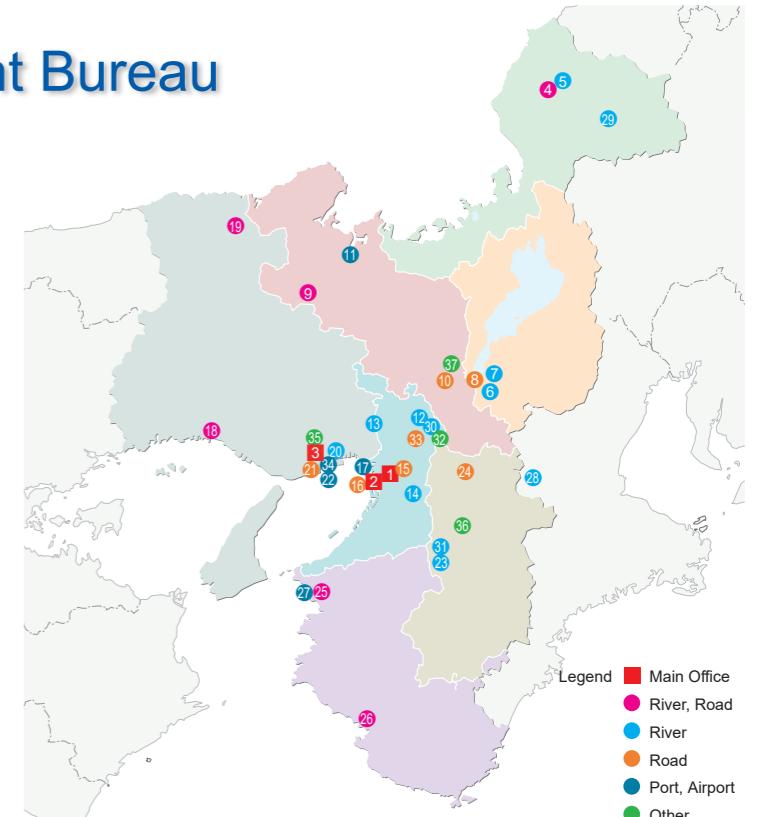
Ministry of Land, Infrastructure, Transport and Tourism Kinki Regional Development Bureau

Kinki Regional Development Bureau Main Office Locations

- The Kinki Regional Development Bureau oversees all of Fukui, Shiga, Kyoto, Osaka, Hyogo, Nara and Wakayama prefectures as well as a portion of Mie prefecture.
- Fukui prefecture's ports and airports are overseen by the Hokuriku Regional Development Bureau.
- The Yodogawa River Office also oversees parks.



Number	Location	Address	Phone Number	Website
1	Kinki Regional Development Bureau	540-8586 Otemae Joint Government Building, 3-1-41 Otemae, Chuo-ku, Osaka-shi, Osaka	06(6942)1141	https://www.kkr.mlit.go.jp/
2	Kinki Regional Development Bureau (Preservation Instruction and Supervision Office)	540-8586 Otemae Joint Government Building 9F, 3-1-41 Otemae, Chuo-ku, Osaka-shi, Osaka	06(6942)8066	https://www.kkr.mlit.go.jp/build/
3	Kinki Regional Development Bureau (Ports and Airports)	650-0024 Kobe Regional Joint Government Building, 29 Kaigandori, Chuo-ku, Kobe-shi, Hyogo	078(391)7571	https://www.pa.kkr.mlit.go.jp/
4	Fukui Office of River and National Highway	918-8015 2-14-7 Hanandominami, Fukui-shi, Fukui	0776(35)2661	https://www.kkr.mlit.go.jp/fukui/
5	Asuwagawa Dam Construction Office	918-8239 Polaris Building, 1-2111 Seiwa, Fukui-shi, Fukui	0776(27)0642	https://www.kkr.mlit.go.jp/asuwa/
6	Biwako River Office	520-2279 4-5-1 Kurozu, Otsu-shi, Shiga	077(546)0844	https://www.kkr.mlit.go.jp/biwako/
7	Daidogawa Dam Construction Office	520-2144 4-19-32 Ogaya, Otsu-shi, Shiga	077(545)5675	https://www.kkr.mlit.go.jp/daido/
8	Shiga National Highway Office	520-0803 4-5 Tatsugaoaka, Otsu-shi, Shiga	077(523)1741	https://www.kkr.mlit.go.jp/shiga/
9	Fukuchiyama Office of River and National Highway	620-0875 2459-14 Koaza-Imaoka, Aza-hori, Fukuchiyama-shi, Kyoto	0773(22)5104	https://www.kkr.mlit.go.jp/fukuchiyama/
10	Kyoto National Highway Office	600-8234 808 Minamifundo-cho, Shiojiki-sagaru, Nishinotoin-dori, Shimogyo-ku, Kyoto-shi, Kyoto	075(351)3300	https://www.kkr.mlit.go.jp/kyoto/
11	Maizuru Port Office	624-0946 910 Aza-Shimofukui, Maizuru-shi, Kyoto	0773(75)0844	https://www.pa.kkr.mlit.go.jp/maizuruport/
12	Yodogawa River Office	573-1191 2-2-10 Shinmachi, Hirakata-shi, Osaka	072(843)2861	https://www.kkr.mlit.go.jp/yodogawa/
13	Inagawa River Office	563-0027 2-2-39 Ueikeda, Ikeda-shi, Osaka	072(751)1111	https://www.kkr.mlit.go.jp/inagawa/
14	Yamatogawa River Office	582-0009 2-10-8 Taisho, Kashihara-shi, Osaka	072(971)1381	https://www.kkr.mlit.go.jp/yamato/
15	Osaka National Highway Office	536-0004 2-12-35 Imafukunishi, Joto-ku, Osaka-shi, Osaka	06(6932)1421	https://www.kkr.mlit.go.jp/osaka/
16	Naniwa National Highway Office	550-0025 1-4-18, Kujo-minami, Nishi-ku, Osaka-shi, Osaka	06(6581)1802	https://www.kkr.mlit.go.jp/naniwa/
17	Osaka Port and Airport Construction Office	552-0007 Osaka Bay Tower Office, 15F, 1-2-1 Benten, Minato-ku, Osaka-shi, Osaka	06(6574)8561	https://www.pa.kkr.mlit.go.jp/osakaport/
18	Himeji Office of River and National Highway	670-0947 1-250 Hojo, Himeji-shi, Hyogo	079(282)8211	https://www.kkr.mlit.go.jp/himeji/
19	Toyooka Office of River and National Highway	668-0025 10-3 Saiwaicho, Toyooka-shi, Hyogo	0796(22)3126	https://www.kkr.mlit.go.jp/toyooka/
20	Rokko Sabo Office	658-0052 3-13-15 Sumiyoshi Higashimachi, Higashinada-ku, Kobe-shi, Hyogo	078(851)0535	https://www.kkr.mlit.go.jp/rokko/
21	Hyogo National Highway Office	650-0042 3-11 Hatabachi, Chuo-ku, Kobe-shi, Hyogo	078(334)1600	https://www.kkr.mlit.go.jp/hyogo/
22	Kobe Port Office	651-0082 7-30 Onohamacho, Chuo-ku, Kobe-shi, Hyogo	078(331)6701	https://www.pa.kkr.mlit.go.jp/kobeport/
23	Kii Mountain District Sabo Office	637-0002 1681 Sanzaicho, Gojo-shi, Nara	0747(25)3111	https://www.kkr.mlit.go.jp/kiisankei/
24	Nara National Highway Office	630-8115 3-5-11 Omiyacho, Nara-shi, Nara	0742(33)1391	https://www.kkr.mlit.go.jp/nara/
25	Wakayama Office of River and National Highway	640-8227 16 Nishimigiwacho, Wakayama-shi, Wakayama	073(424)2471	https://www.kkr.mlit.go.jp/wakayama/
26	Kinan Office of River and National Highway	646-0003 142 Nakamaro, Tanabe-shi, Wakayama	0739(22)4564	https://www.kkr.mlit.go.jp/kinan/
27	Wakayama Port Office	640-8404 1344 Yakushubata-no-tsubo, Minato, Wakayama-shi, Wakayama	073(422)8186	https://www.pa.kkr.mlit.go.jp/wakayamaport/
28	Kizugawa-Jouryu River Office	518-0723 812-1 Kiyamachi, Nabari-shi, Mie	0595(63)1611	https://www.kkr.mlit.go.jp/kizuyjo/
29	Kuzuryugawa Integrated Dam and Reservoir Group Management Office	912-0021 29-28 Nakano, Ono-shi, Fukui	0779(66)5300	https://www.kkr.mlit.go.jp/kuzuryu/
30	Yodogawa Integrated Dam and Reservoir Group Management Office	573-0166 10-1 Yamadaika Kitamachi, Hirakata-shi, Osaka	072(856)3131	https://www.kkr.mlit.go.jp/yodoto/
31	Kinokawa Integrated Dam and Reservoir Group Management Office	637-0002 1681 Sanzaicho, Gojo-shi, Nara	0747(25)3013	https://www.kkr.mlit.go.jp/kinokawa/
32	Kinki Technical and Engineering Office	573-0166 11-1 Yamadaika Kitamachi, Hirakata-shi, Osaka	072(856)1941	https://www.kkr.mlit.go.jp/kingi/
33	Kinki Road Maintenance Management Office	573-0094 3-2-3 Minami-Nakaburi, Hirakata-shi, Osaka	072(800)6222	https://www.kkr.mlit.go.jp/rd_mainte/
34	Kobe Research and Engineering Office for Port and Airport	651-0082 7-30 Onohamacho, Chuo-ku, Kobe-shi, Hyogo	078(331)0057	https://www.pa.kkr.mlit.go.jp/kobegicyo/
35	Akashi Kaikyo National Government Park Office	650-0024 Kobe Regional Joint Government Building, 29 Kaigandori, Chuo-ku, Kobe-shi, Hyogo	078(392)2992	https://www.kkr.mlit.go.jp/akashi/
36	Asuka Historical National Government Park Office	634-0144 538 Oaza-Hirata, Asuka-mura, Takaichi-gun, Nara	0744(54)2662	https://www.kkr.mlit.go.jp/asuka/
37	Kyoto Government Buildings Office	606-8395 Kyoto Second Regional Government Building 34-12 Higashi-Marutamachi, Kawabata-higashi-iru, Marutamachi, Sakyo-ku, Kyoto-shi, Kyoto	075(752)0505	https://www.kkr.mlit.go.jp/kyoei/



As of April, 2025

Kinki Regional Development Bureau Summary

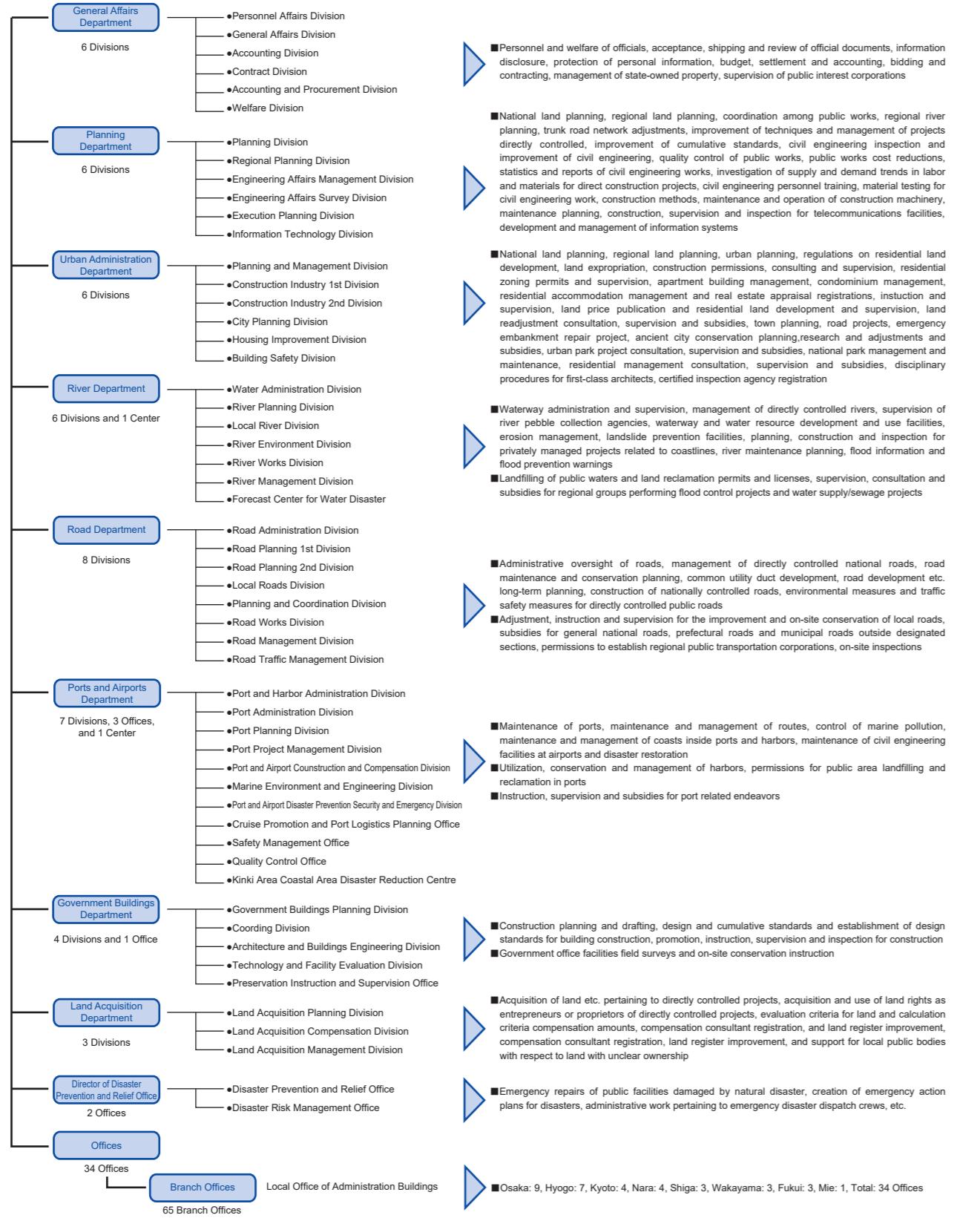
Office Jurisdiction

Bureaus are located in both Kobe and Osaka cities. Framework includes Administrative, Construction Planning, Rivers, Roads, Ports and Harbors, Maintenance and Land for a total of 8 departments, 46 divisions, 4 offices, and 2 centers, as well as 2 offices primarily responsible for disaster preparedness (located in Kobe City for ports and harbors).

To fulfil the duties of the bureau, there are 34 offices with 65 branches.

As of April 1st, 2025, there are 2,237 employees of the Kinki Regional Development Bureau that carry out the duties of the bureau.

Kinki Regional Development Bureau Framework

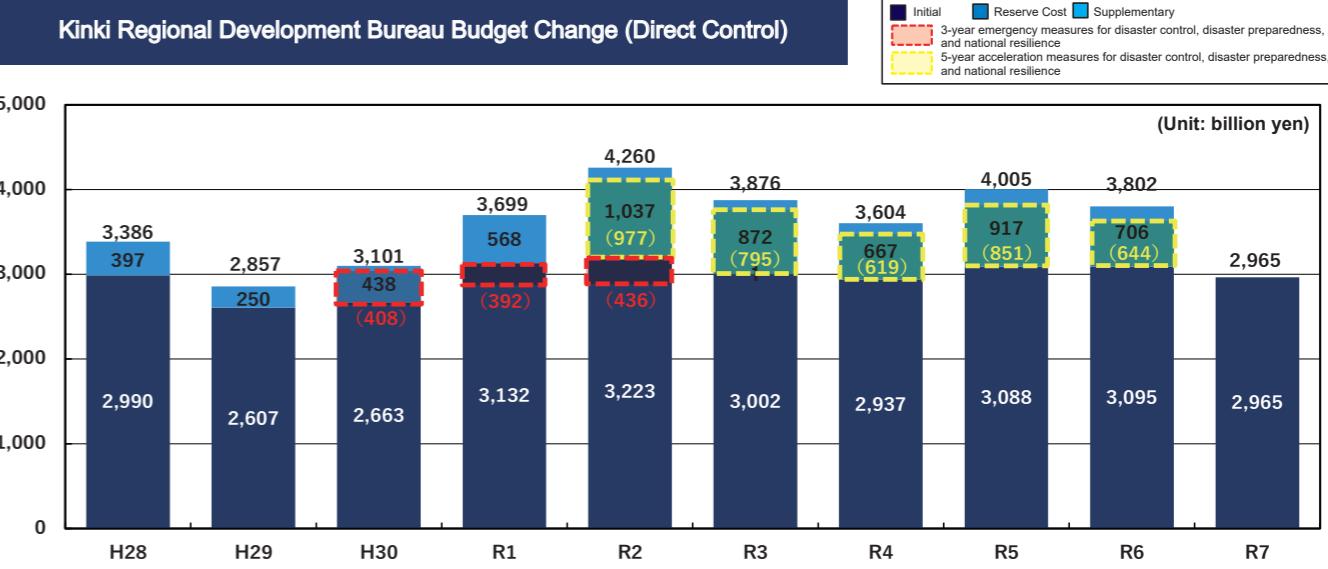


Kinki Regional Development Bureau History

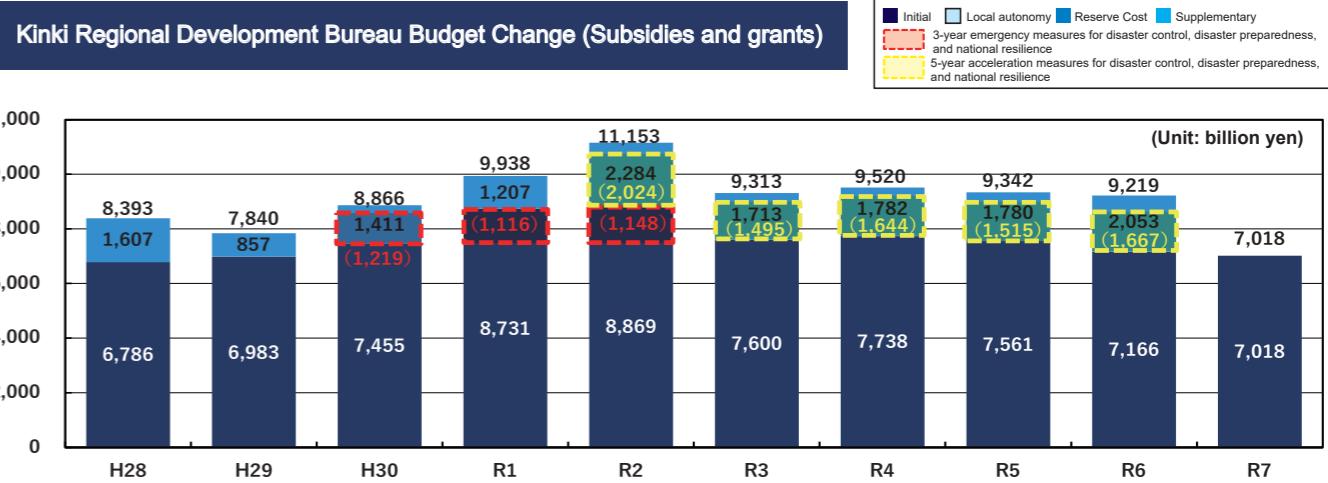
March	1874	The Home Ministry Osaka Branch of Civil Engineering was established.
May	1875	Home Ministry Osaka Branch of Civil Engineering had its name changed to Home Ministry Civil Engineering Osaka Bureau.
January	1877	The Home Ministry Civil Engineering Osaka Bureau was restructured and renamed to Home Ministry Yodo River Branch of Civil Engineering (Yodo River Management and Construction).
July	1886	Following the orders of the Supervising Officer of Civil Engineering, the bureau was reorganized into the 4th Ward Supervision Office and gained direct control over the Chubu and Kinki areas and began performing and supervising civil engineering works.
July	1894	Name changed to Fifth Ward Civil Supervision Office. Jurisdiction changed to Kinki, Tokushima and Kochi areas.
April	1905	Name changed to Civil Engineering Office, Osaka Branch of the Ministry of Home Affairs. Supervision authority was transferred to the Ministry and the civil engineering office absorbed responsibility for civil engineering for directly controlled land.
April	1919	Civil Engineering Office, Kobe Branch of the Ministry of Home Affairs was established. The jurisdiction of the office in Osaka changed.
November	1943	The Harbor Division changed to the Transport Ministry of Communication, 3rd Port Construction Department. The Osaka Civil Engineering Office changed into the Kinki Civil Engineering Office of the Ministry of Home Affairs and under order of Transport Ministry of Communication, 3rd Port Construction Department was merged with the Kobe office and the jurisdiction changed to include everything east of Hyogo due to the establishment of the Chubu Shikoku office.
May	1945	Because of government revisions, the Transport Ministry of Communication, 3rd Port Construction Department became the Ministry of Transportation 3rd Port Construction Department.
January	1948	Home Affairs changes into the Prime Minister's Office Kinki District Construction Bureau and became the local office for the Prime Minister's Office.
July	1948	According to the founding of the Ministry of Construction, the Prime Minister's Office Kinki District Construction Bureau had its name changed to Ministry of Construction Kinki District Construction Bureau.
August	1952	Ministry of Transportation 3rd Port Construction Department had its name changed to Ministry of Transportation 3rd Port Construction Bureau.
December	1958	Ministry of Construction Kinki District Construction Bureau moved from 2-6 Tosabori-dori, Nishi-ku, Osaka to its current location at the Osaka Joint Government Building at 1-5-4 Otemae, Chuo-ku, Osaka.
May	1965	Due to a revision in the Ministry of Transportation Installation Law, the Ministry of Transportation 3rd Port Construction Bureau absorbed the duties of airport engineering works. The Airport Engineering Division was established.
January	2001	Due to the reorganization of ministries and agencies, the Ministry of Construction Kinki District Construction Bureau and the Ministry of Transportation 3rd Port Construction Bureau were merged. Furthermore, the Ministry of Land, Infrastructure, Transport and Tourism Kinki Regional Development Bureau was established.
November	2022	Ministry of Land, Infrastructure, Transport and Tourism Kinki Regional Development Bureau moved from Osaka Joint Government Building at 1-5-4 Otemae, Chuo-ku, Osaka to its current location at the Otemae Joint Government Building at 3-1-1 Otemae, Chuo-ku, Osaka.

Kinki Regional Development Bureau Budget Change

Kinki Regional Development Bureau Budget Change (Direct Control)



Kinki Regional Development Bureau Budget Change (Subsidies and grants)



Overview of initial and supplementary budgets since 2016 (direct control) *Excluding zero government bonds

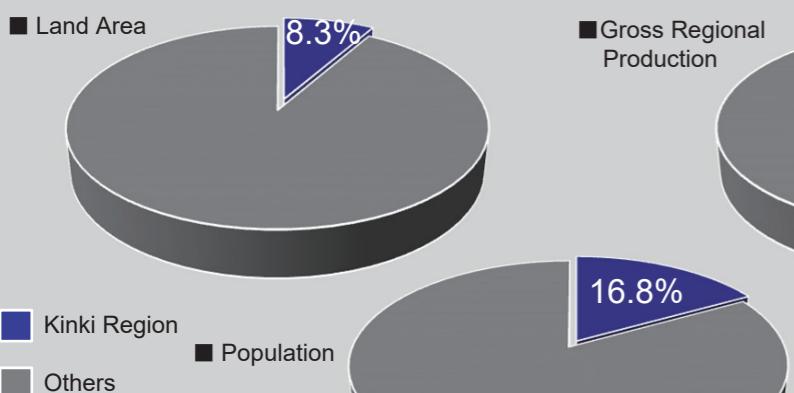
Initial budget	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025
Flood Control	72,022	66,227	67,571	91,919	94,969	83,293	74,291	79,867	80,501	78,522
Coasts	2,215	2,637	2,677	3,710	3,587	3,101	3,465	3,248	3,509	3,194
Road Maintenance	178,086	148,238	157,124	181,439	190,062	179,720	180,849	193,780	193,671	177,924
Harbors	33,775	31,449	31,586	30,231	27,374	27,808	25,681	24,319	23,808	23,374
National Parks etc.	6,154	6,504	4,977	4,475	4,586	4,860	4,295	4,609	4,416	4,640
(General Public Total)	292,252	255,055	263,935	311,774	320,578	298,782	288,581	305,822	305,906	292,657
Office Building Maintenance	6,721	5,582	2,079	1,108	1,422	1,199	4,963	2,764	3,270	3,516
Airports	0	44	280	312	318	263	162	202	326	367
(Total)	298,973	260,681	266,294	313,194	322,318	300,244	293,706	308,789	309,502	296,540

Supplementary budget	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025
Flood Control	10,713	11,181	28,086	27,647	47,851	31,740	25,267	41,239	29,517	-
Coasts	345	408	1,283	277	661	1,291	1,369	1,417	1,042	-
Road Maintenance	25,715	12,658	11,064	28,656	45,558	48,956	34,177	43,572	35,409	-
Harbors	2,422	450	2,630	0	8,982	3,931	5,101	4,704	4,218	-
National Parks etc.	480	300	0	90	453	639	652	628	420	-
(General Public Total)	39,675	24,997	43,063	56,670	103,505	86,557	66,567	91,560	70,607	-
Office Building Maintenance	0	0	734	81	159	692	128	166	43	-
Airports	0	0	0	0	0	0	0	0	0	-
(Total)	39,675	24,997	43,797	56,751	103,664	87,249	66,695	91,727	70,649	-

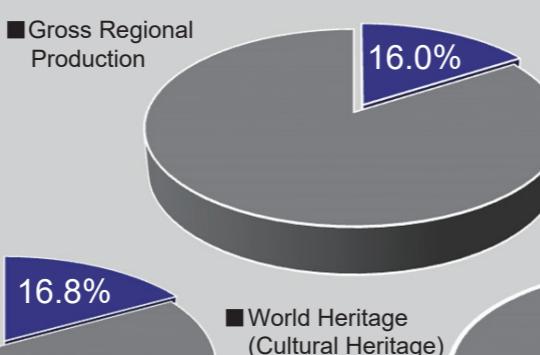
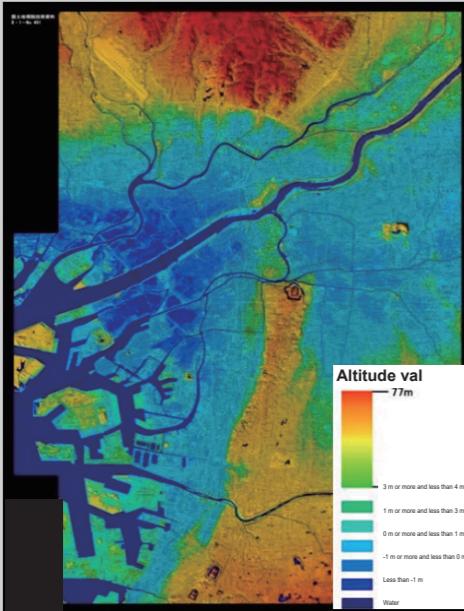
*Figures are rounded to the nearest whole number, so fractions may not add up to the total.

Current Kinki Region Information

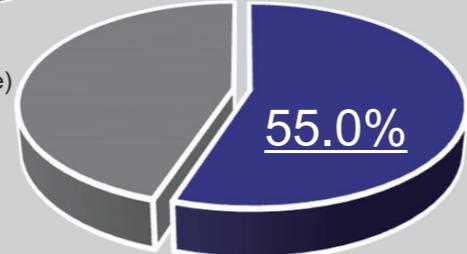
Data that highlights the Kinki Region within Japan



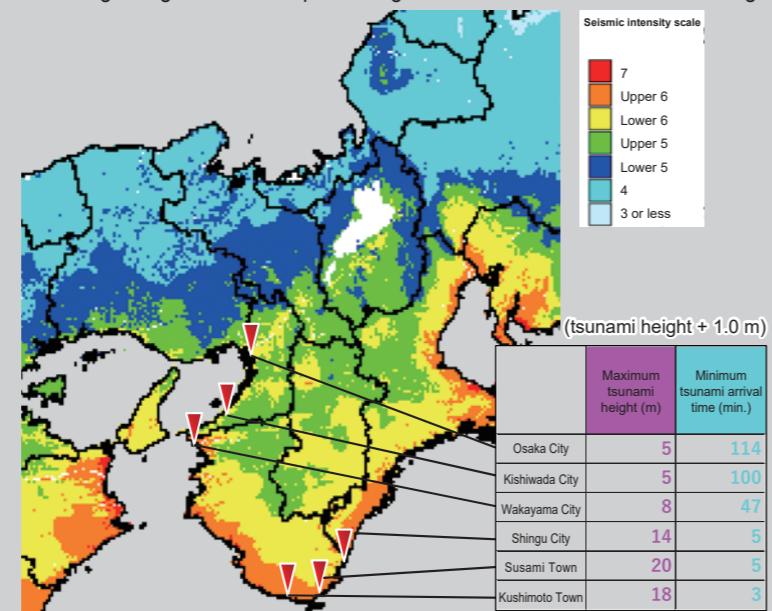
■ 10 Meters above Sea Level Zone (Osaka Plain)



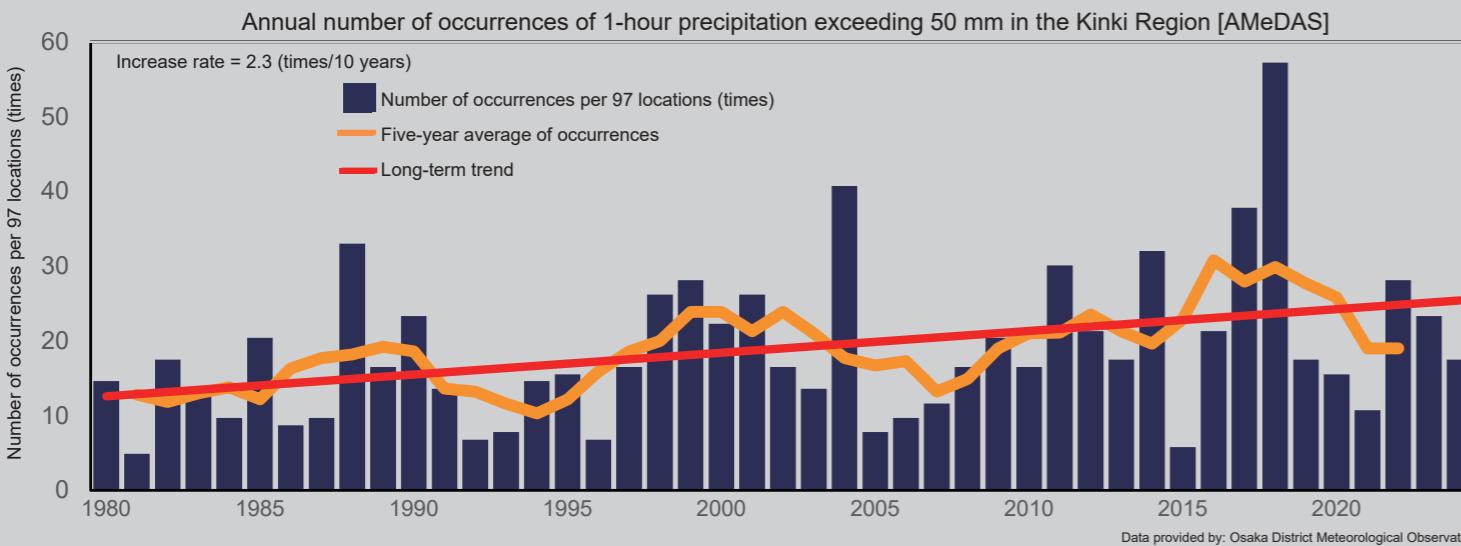
■ World Heritage (Cultural Heritage) Numbers



■ Nankai Trough Megathrust Earthquake Magnitude Distribution and Tsunami Height



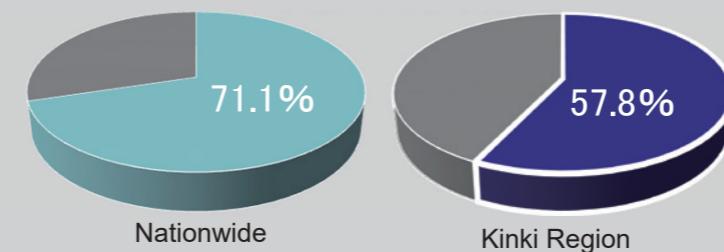
■ Changes in precipitation in the Kinki Region



■ Extension of first-class rivers (National management section)

Nationwide Total: 10,668.1 km Kinki Region Total: 851.1 km (8.0%)

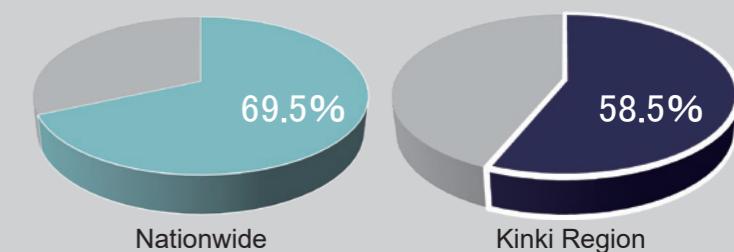
Embankment construction rate of first-class rivers (National management section)



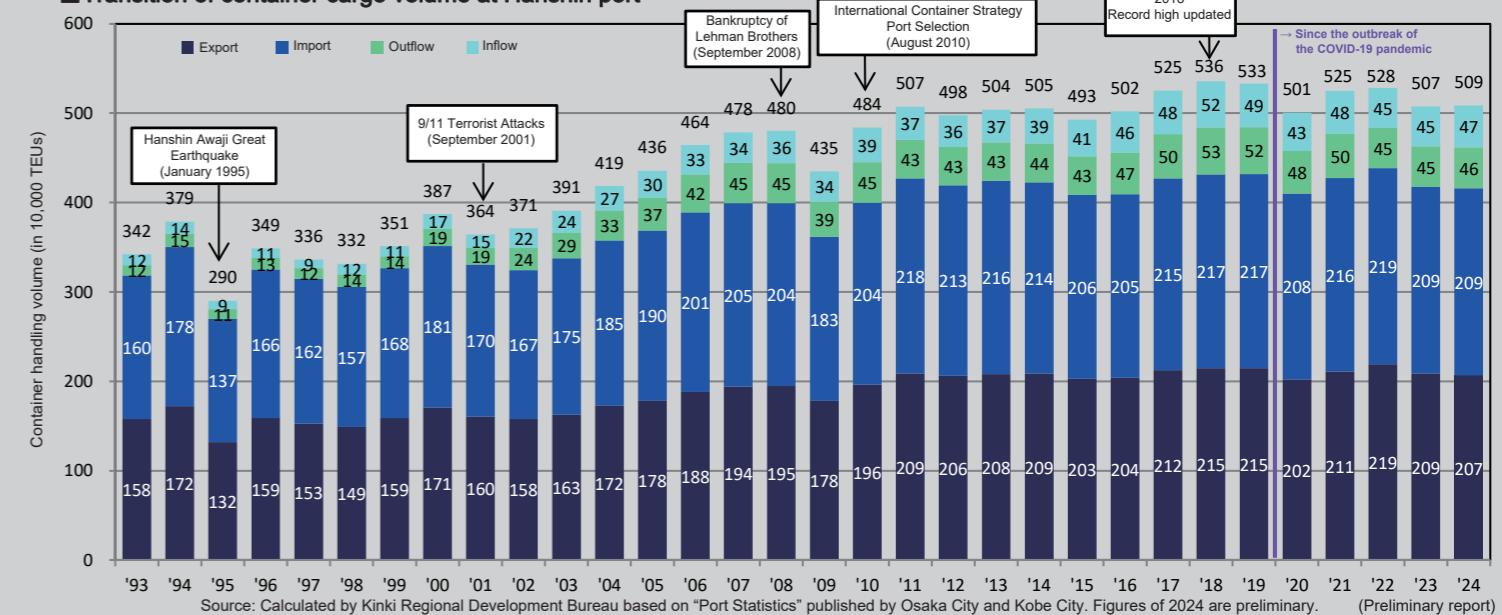
■ Extension of general national highways (National management section)

Nationwide Total: 24,147.3 km Kinki Region Total: 2,222.5 km (9.2%)

Construction rate of general national highways (National management section)



■ Transition of container cargo volume at Hanshin port



■ About the New Kansai Regional Plan

Currently, the Kinki Regional Development Bureau and Kinki District Transport Bureau are working on a new Kansai Regional Plan as part of the National Land Formation Plan, which outlines a comprehensive and long-term vision for the nation's land. This plan looks ahead to 2050 and focuses on the next ten years.

In December 2024, we compiled and published an Interim Report (Draft). The final decision by the Minister of Land, Infrastructure, Transport and Tourism will be made around the end of fiscal 2025.

Key Concept



Kansai Transformation

—Kansai that interacts, connects, and transforms—

Kansai's Future Visions and Regional Partnership Projects (Draft)

[Vision 1] Kansai, a region that challenges and grows
(1) National Land Axis Network Project
(2) Kansai Transportation Network Project
(3) Kansai Growth Engine Project

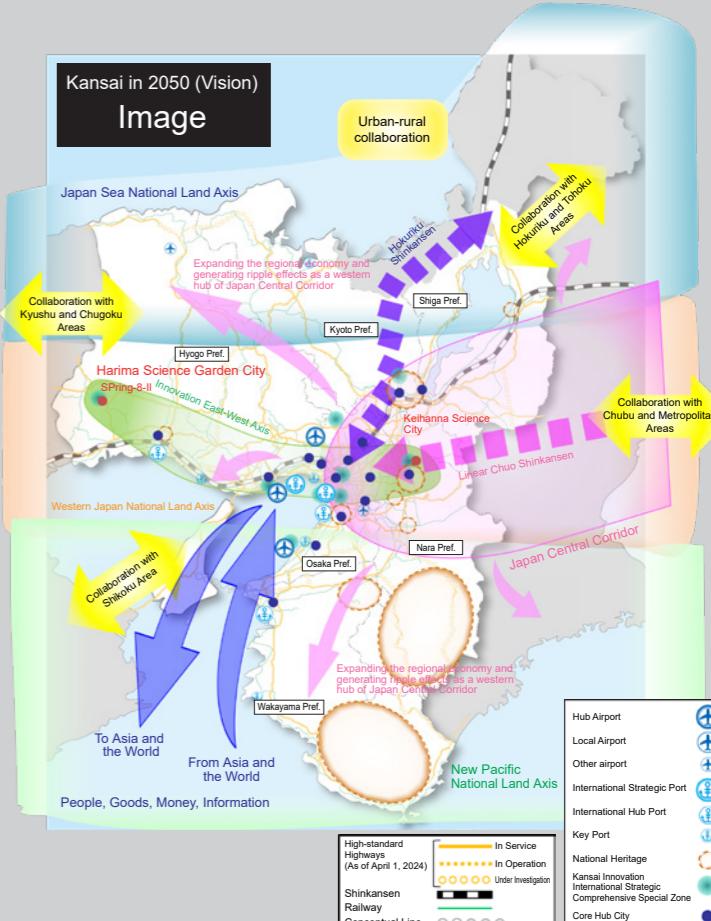
[Vision 2] Kansai, where people can live proudly in prosperity
(4) Urban Appeal Enhancement Project
(5) Regional Revitalization Project

[Vision 3] Kansai, a resilient region that does not yield to disasters
(6) Kansai Resilience / Disaster Prevention Collaboration Project

[Vision 4] Kansai, where people and nature coexist in harmony, striving for sustainability
(7) GX Project
(8) Symbiosis Project of Greenery, Water, and Living Things

[Vision 5] Kansai, a region that continually fascinates people
(9) Fascinating Kansai Project

(10) Collaboration Project with Other Regions



Rivers

River Projects (10 River Systems: Shingu River, Kino River, Yamato River, Yodo River, Kako River, Ibo River, Maruyama River, Yura River, Kita River, Kuzuryu River)
 Dam Projects (3 locations: Daidogawa Dam, Asuwagawa Dam, Improvement of the dam in the upstream of Kuzuryu River)
 Landslide Prevention Projects (1 location: Kamenose district)
 Erosion Control Projects (3 locations: Rokko Mountain Range, Kizu River System, Kii Mountain Range)
 Coastal Area Projects (1 location: Toban Coast)

Safety of the People, Guarantee of Security

Flood control measures - focused implementation of measures against flood and sediment disasters for disaster prevention

We implement emergency measures in areas that have experienced major disasters recently to prevent future disasters. Furthermore, we accelerate preemptive disaster prevention measures to ensure safety and peace of mind in the region.

■ Maruyama River Retarding Basin Project



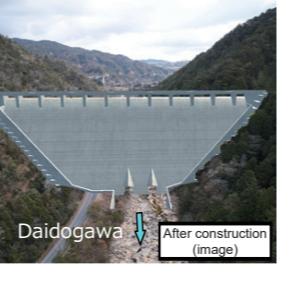
■ Oshimozu District River-widening Project



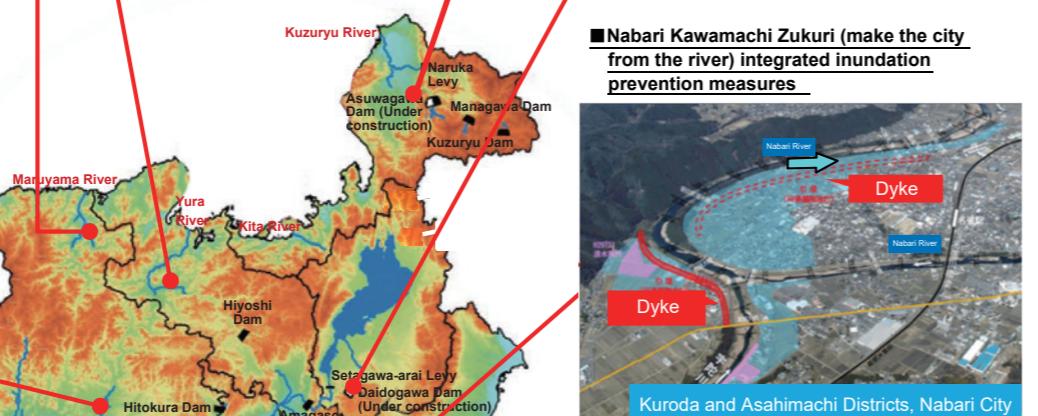
■ Asuwagawa Dam Construction Project



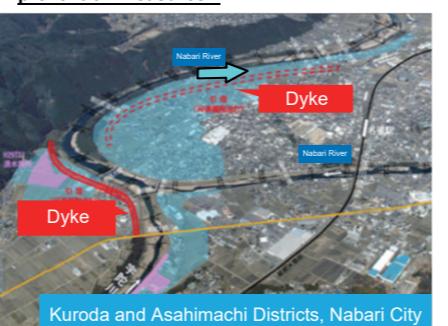
■ Daidogawa Dam Construction Project



■ Emergency flood prevention measures at the middle reaches of the Kako River



■ Nabari Kawamachi Zukuri (make the city from the river) integrated inundation prevention measures



■ Hanshin Namba Line Yodogawa Bridge Replacement



■ Yamato River Kubota Retarding Basin Flood Control Project



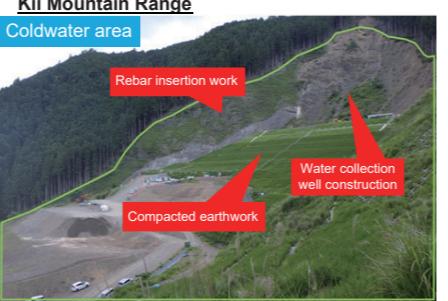
■ Kino River Fujisaki Narrow Pass Flood Prevention Project



■ Kumano River Channel Excavation Project



■ Direct Erosion Control Project for the Kii Mountain Range

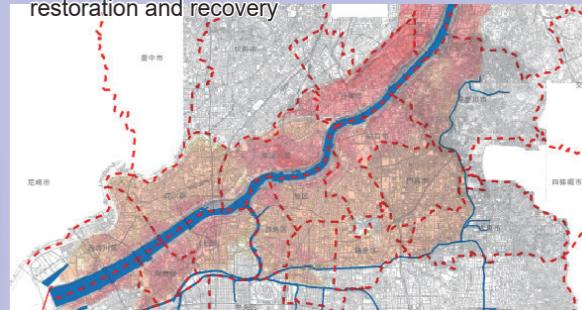


Promotion of flood control in drainage basins

In order to respond to disasters occurring more frequently and causing more severe damage due to climate change, we consider not only the catchment and river areas but also the flooded area as one collective catchment area in our drastic flood control measures.

By collaborating with all parties concerned according to the characteristics of the region, we will promote drainage basin flood control from both hardware and software perspectives.

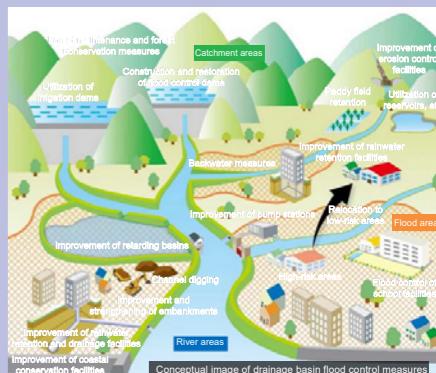
■ Measures to prevent and reduce flooding as much as possible



■ Measures to reduce what may be damaged

- Development of rainwater storage and infiltration facilities
- Utilization of reservoirs for flood control
- Construction and Renovation of Flood Control Dams
- Pre-release of water from multi-purpose dams
- Enhancing flood retention capabilities integrated with land use
- Development of river channel excavation, levees, retention basins, erosion control dams, and rainwater drainage facilities
- Strengthening levees aiming for resilient levees and other measures

■ Measures to reduce damage and achieve early restoration and recovery



- Closing gaps in flood risk information coverage and disseminating multi-level flood risk information
- Development of long-term forecasting technologies and real-time monitoring of inundation and collapse
- Flood countermeasures for factories and buildings, and formulation of BCPs
- Land use regulations, guidance, relocation promotion, risk information provision during real estate transactions, and exploration of financial incentives
- Strengthening the Tec-Force System through public-private partnerships
- Development and enhancement of drainage gates and drainage capacity
- Establishment of Nippon Disaster Prevention Assets, and other measures

Promotion of nature restoration, water environment improvement, and waterfront development

To revitalize local communities by conserving and restoring habitats for diverse organisms, improving water quality, and creating attractive landscapes and waterfront spaces, we will collaborate with various stakeholders to advance natural restoration, water environment improvement, and waterfront development.

Conservation and restoration of natural environments, including wetlands and backwaters



Promotion of nature-rich river development



Promotion of green infrastructure efforts



Formation of ecosystem networks in collaboration with local residents and businesses



Creation of vibrant communities by river-town development

Sharing and disseminating information on flood and sediment disasters that encourages residents to take action

Aiming for "Zero Delay in Evacuation," in cooperation with water basin flood control ambassadors, we inform residents of flood risks to encourage them to think about evacuation actions and also provide support for the creation of personal disaster prevention maps and timelines.



Advancing river management using UAVs and other technologies

By utilizing UAVs for river patrols, we aim to enhance and streamline river management. Careful inspection and monitoring of inaccessible or hazardous areas will ensure the safety of river spaces and facilities.

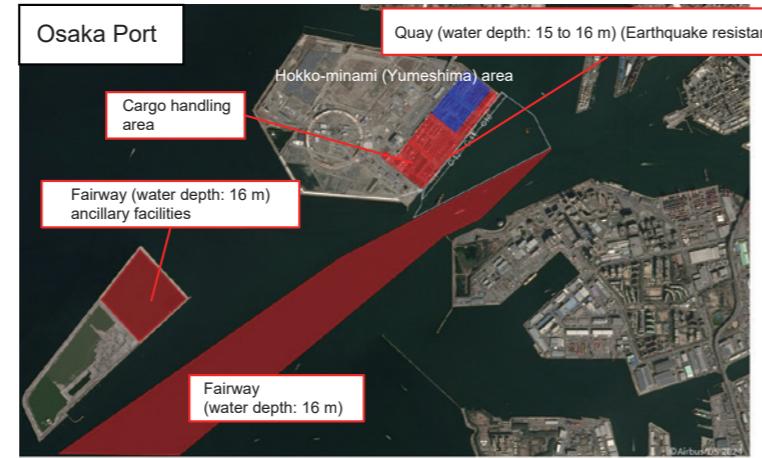
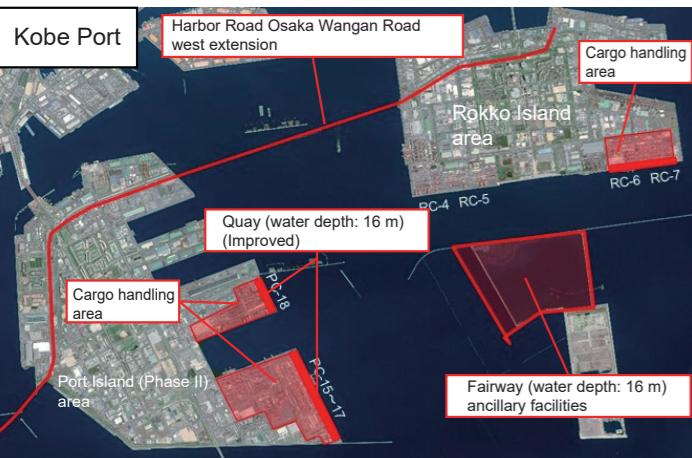


Ports, Harbors, and Airports

Achieving Sustainable Economic Growth

Enhancement of competitiveness of Hanshin Port, an international container strategic port

At Hanshin Port (Kobe Port and Osaka Port), as the trend toward larger vessels deployed on international trunk routes is expected to continue, we will promote the development of deep-water container terminals capable of accommodating these larger vessels and increased cargo volumes. Also, to ensure smooth transport of port cargo and enhance the functionality of the Hanshin Port, we will promote the development of harbor roads.

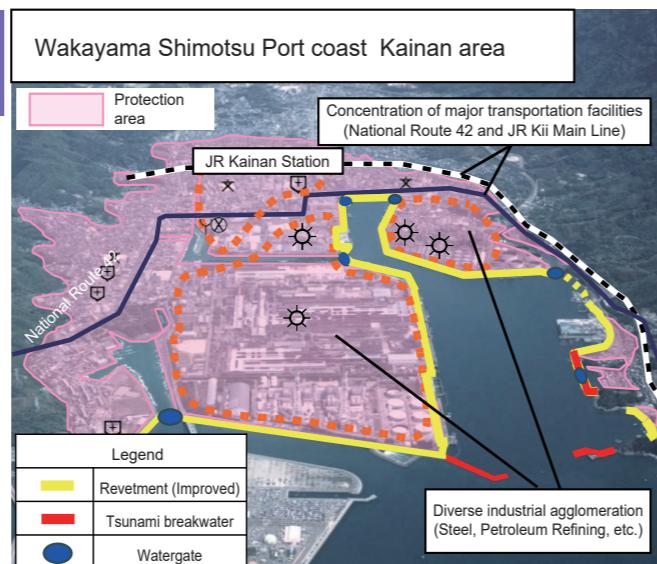


Ensuring Safety and Security of the People

Promotion of measures against the Nankai Trough Megathrust Earthquake Tsunami countermeasures at Wakayama Shimotsu Port coast (Kainan District)

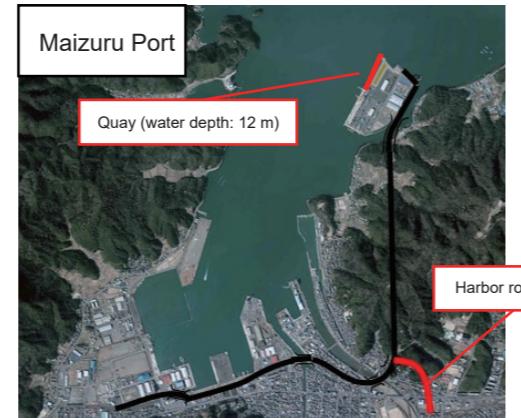
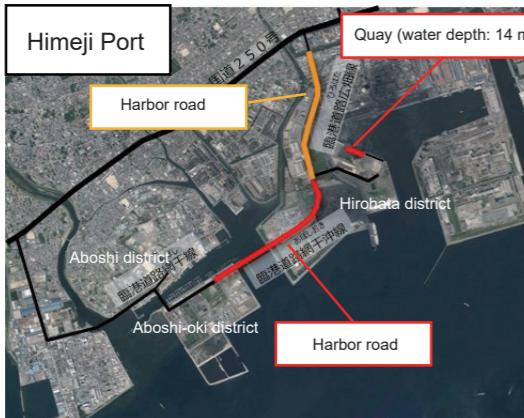
Areas projected to be inundated by a tsunami in Kainan City, Wakayama Prefecture, are home to administrative and disaster prevention hubs as well as manufacturers of high-value-added products.

Therefore, to protect people's lives and properties from large-scale earthquakes and tsunamis, such as the Nankai Trough earthquake, we will promote the improvement of coastal conservation facilities.



Regional Development Leveraging Unique Characteristics to Contribute to Regional Revitalization 2.0 and Decentralized Nation-Building

To accommodate increased cargo demand from corporate relocations and capital investments in the areas behind ports, as well as the trend toward larger vessels, and to ensure smooth land transportation of port cargo, we will promote the development of international logistics terminals.



Public Buildings

Safety of the People, Guarantee of Security

Promotion of the Nankai Trough earthquake countermeasures, etc. Strengthening the disaster prevention function of government offices and facilities that will serve as a disaster prevention base

Upgrading of government offices and facilities that serve as disaster control bases is being promoted in cooperation with the respective regions

Ensuring necessary earthquake resistance for government offices conducting disaster prevention activities after a potential Nankai Trough mega earthquake, reducing environmental impact* by about 47%, and as the nation's first "ZEB Oriented" government building complex, developing the Otemae Joint Government Building.



* Methods for reducing environmental impact include high-performance glass and eco-terraces (load reduction methods), solar power generation (use of natural energy), LED lighting, and large temperature difference air and water distribution (facility system efficiency).

Promotion of infrastructure aging countermeasures for the future

Countermeasures for aging of government facilities

Extending the service life of government facilities

Osaka Daisan National Government Building: Renovation of exterior walls, doors, and roofs

Kobe Regional Joint Government Building

Addressing significant aging parts of existing government facilities

Exterior wall renovation

Promotion of the use of wood



At facilities such as Kyoto Gyoen Nakadachiuri Rest House and Otemae Joint Government Building, we are actively utilizing wood for structural materials and interiors based on the Act for Promotion of Use of Wood in Public Buildings, etc.

Parks

Regional Development Leveraging Unique Characteristics to Contribute to Regional Revitalization 2.0 and Decentralized Nation-Building

Development of tourism base facilities in national parks



Nara Palace Site Historical Park (Heijo Palace Area)

Nara City, Nara

Efforts are underway to restore Nara-period structures, recreating the Heijo Palace as it once stood.



Yodogawa Riverside Park

Kyoto and Osaka

In the Sewaritei Area (Yawata City), people can view the 1.4 km rows of cherry blossom trees from the Observation Tower in spring.



Akashi Kaikyo National Government Park (Awaji Area)

Awaji City, Hyogo

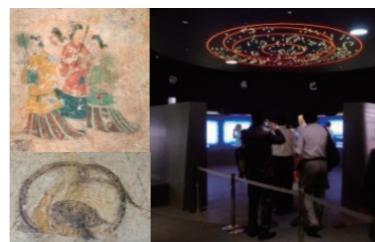
People can enjoy the scenery of seasonal flowers, including spring tulips, throughout the year.



Nara Palace Site Historical Park (Asuka Area)

Asuka-mura, Takaichi-gun, Nara

People can see a replica of the sarcophagus excavated from an old burial mound and a restored fresco.



Akashi Kaikyo National Government Park (Kobe Area)

Kobe, Hyogo Prefecture

People can easily experience mountain village life, such as old private houses.



Disaster Prevention

Emergency Disaster Response Task Force (TEC-FORCE)

<Main dispatch achievements>		Number of team members	Total number of members (person-days)
2021: Heavy snowfall on January 7		45	79
2021: Typhoon No. 10 (Mirinae)		9	42
2021: Record-breaking short-duration heavy rainfall in Fukui Prefecture		9	42
2021: Heavy snowfall starting December 25		26	54
2022: Heavy rainfall starting August 4		41	117
2022: Typhoon No. 14 (Nanmadol)		2	4
2022: Avian influenza		2	2
2023: Heavy snowfall starting January 24		64	116
2023: Landslide in Totsukawa Village, Nara Prefecture		3	4
2023: Typhoon No. 2 (Mawar) and associated active fronts causing heavy rainfall		14	20
2023: Classical swine fever in Minami Awaji City, Hyogo Prefecture		1	1
2023: Typhoon No. 7 (Lan)		17	19
2023: Landslide on National Route 169 in Shimokitayama Village, Nara Prefecture		14	20
2024: Noto Peninsula Earthquake		316	2198
2024: Heavy rainfall in the Noto Peninsula of Ishikawa Prefecture		58	383

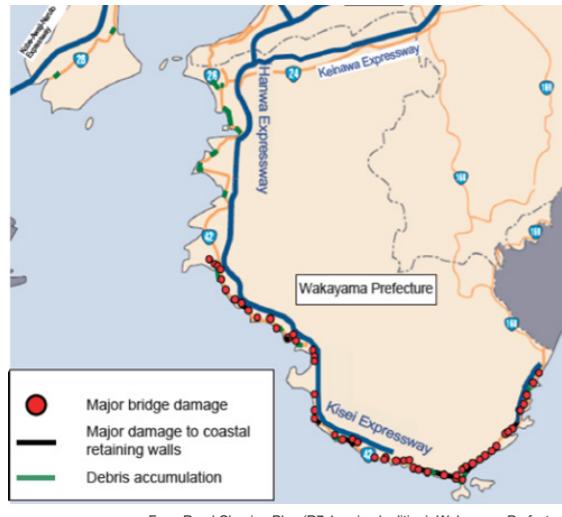


Measures against Great Earthquakes and Tsunamis in the Nankai Trough

[Damage assumption for directly controlled national highways]

	Flood extension	Major bridge damage	Major damage to coastal retaining walls	Debris accumulation
Wakayama Prefecture	Approx. 100 km	53 bridges	Approx. 20 km	Approx. 30 km

Surveys by Wakayama and Kinan River National Highway Offices as of May 2014



[Key Regional Disaster Prevention Base in Sakai Section 2 at Sakai Semboku Port]

■ This disaster prevention base plays a crucial role in large-scale disasters caused by earthquakes and tsunamis in the Nankai Trough, including relay and distribution of relief supplies, maritime transport support, assembly and camp functions for wide-area support forces, and disaster medical support functions. It serves as a relaxation space for citizens in normal times.



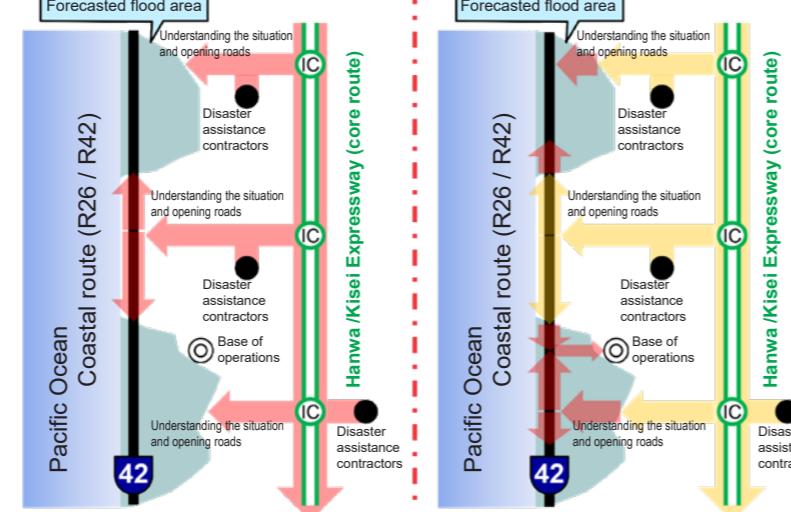
[Road clearing plan]

■ The Wakayama Prefecture Road Clearing Plan (R7.1 revised edition) involves selecting priority roads for clearing as "clearing routes," based on tsunami damage projections, taking into account the emergency transportation network and other factors.

■ To ensure rescue and relief routes aimed at saving lives, we set phased objectives for "Road Clearing" operations.

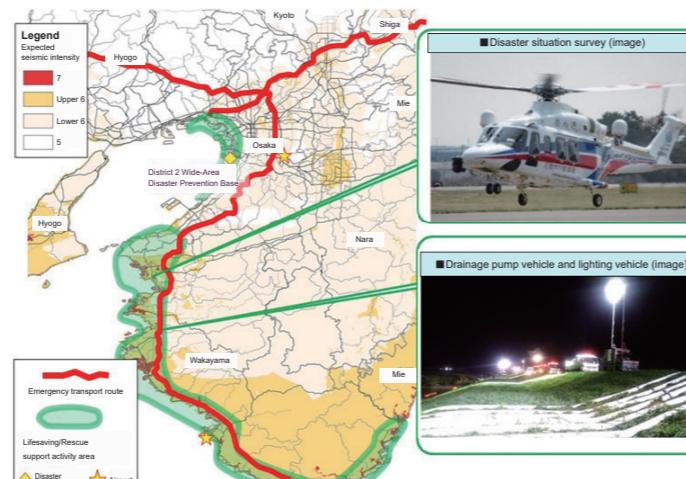
[STEP1 ⇒ Largely completed within 24 hours after the disaster] Ensuring trunk routes and routes to coastal areas (outside of flood-prone areas)

[STEP2 ⇒ Largely completed within 48 hours after the disaster] Once the tsunami warning has been lifted, securing routes to the base of operations (city hall, etc.)



[Emergency activities at the time of earthquake occurrence]

■ Conduct rapid disaster situation surveys using helicopters and CCTV after the disaster and dispatch the TEC-FORCE, coordinating with relevant agencies for drainage activities in tsunami-flooded areas using drainage pump vehicles.



Infrastructure DX

Promoting Digital Transformation (DX) in the Infrastructure Sector

Please scan here for the details →



By utilizing data and digital technology, we aim to transform social capital and public services based on citizens' needs while also reforming operations, organizations, processes, construction industry practices, and staff working styles to achieve a safe, secure, and enriched life.

DX Initiatives in the Infrastructure Sector by the Kinki Regional Development Bureau

Transformation of services such as administrative procedures

Speeding up administrative procedures

- ◆ Streamlining maintenance and management by building a road data platform
- ◆ Indication of flood-prone areas utilizing 3D mapping software
- ◆ Remote land boundary verification in hazardous areas



Indication of flood-prone areas

Improving services in daily life

- ◆ Streamlining and advancing river management through the digitization of river status ledgers
- ◆ Going online with construction industry-related procedures



Simplifying procedures at the gate with CONPAS

Services to enhance safety in daily life

- ◆ Demonstration experiment of autonomous driving technology in parks
- ◆ Streamlining container gate operations at Hanshin Port through the introduction of CONPAS

Improving on-site safety and efficiency

Achieving a safe and comfortable working environment

- ◆ Enhancing safety through unmanned construction
- ◆ Speeding up TEC-FORCE activities through real-time data utilization
- ◆ Speeding up the investigation of hazardous areas during disasters



Image of remote presence

Improving work efficiency utilizing AI and other technologies

- ◆ Remote supervision and inspection in areas with poor communication coverage
- ◆ Automatic detection of traffic disruptions through AI-enabled CCTV cameras
- ◆ Visualization and digitization of information on underground facilities through 3D modeling
- ◆ Advanced and streamlined facility inspections (erosion control) through fully automated drone flights
- ◆ Advanced dam management utilizing AI



Automatic detection of stranded vehicles

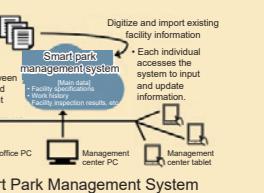
Efficiently mastering skills through digitalization

- ◆ Utilization of manuals to create 3D construction data

Reforming operational process and way of working

Operational process transformation

- ◆ Streamlining and advancing construction production system utilizing BIM/CIM
- ◆ Utilizing BIM with EIR in facility maintenance projects
- ◆ Workstyle improvements utilizing RPA
- ◆ Promotion of online registration applications



Streamlined inspection and management operations

- ◆ Seamless transition from disaster damage assessment to reconstruction work
- ◆ Streamlining and advancing park management through cloud-based urban park ledgers and related systems

Human resource development support

- ◆ Developing personnel capable of utilizing 3D data and digital technologies (Regional Development Bureau, local governments, etc.)
- ◆ Workstyle improvements utilizing RPA
- ◆ Providing support for local governments' DX efforts in urban development

Promoting workstyle reforms in the construction industry

Streamlined Guide for Preparing Civil Engineering Work Documents



By streamlining construction document preparation and clarifying the division of roles in document creation between contractors and clients, we aim to reduce the time required for documentation and promote workstyle reforms.

We will create revised editions of the guides to reflect the questionnaire survey results etc. from the industry association thereby further promoting workstyle reforms of both contractors and clients.

Streamlined Guide for Preparing Civil Engineering Work Documents



By enhancing communication between contractors and clients, we aim to facilitate appropriate design changes, expedite discussions, and ensure the proper and smooth execution of construction contracts, thereby promoting workstyle reforms.

Human resource development to promote dx in the infrastructure sector

Based at the Kinki Infrastructure DX Promotion Center (Hirakata City, Osaka Prefecture), we are working to develop human resources who can utilize BIM/CIM, ICT construction, 3D data, etc., by acquiring knowledge and skills related to digital technology.

We also support human resource development in the public and private sectors, including local governments and companies, with the aim of promoting DX in the infrastructure sector.

Experience

Infrastructure DX experience for students, the general public, and foreign trainees

- Experience in remote monitoring, AI, and VR-based DX technologies
- Introduction to private-sector innovations and NETIS technologies through video presentations



Development

Training for national and local government agencies and construction professionals

- Practical training and hands-on experience in BIM/CIM and ICT-based construction
- Training and hands-on experience in crewless (remote) construction
- Training in productivity improvement



Dissemination

Information is disseminated via websites, SNS, and other platforms

- Information on new technologies adopted by companies
- Initiatives related to Construction, BIM/CIM, and other government-private sector efforts
- Regional construction industry initiatives such as DX awards and DX competitions

About the Kinki Infrastructure DX Promotion Center:

The center focuses on training, hands-on experience, and information dissemination to develop and secure personnel to advance DX.

Grants and Subsidies

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

Disaster prevention and safety grants

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

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

Before development
After development

Earthquake, tsunami, and wind and water damage measures for ports (Example in Wakayama Prefecture)

Development of revetments

Watershed flood control measures (Image)

Before development
After development

Comprehensive social capital development grants

Integrating individual subsidies for local public organizations under the Ministry of Land, Infrastructure, Transport and Tourism into one grant, providing a comprehensive grant with high flexibility and creativity for local public organizations.

Townscape development

(Example in Osaka Prefecture)

Before development
After development

IC access road development

(Example in Hyogo Prefecture)

Before development
After development

Waterfront and scenic area development

(Example in Osaka City)

Before development
After development

Urban park development

(Example in Osaka Prefecture)

Before development
After development

Vacant house measures

(Example in Kyoto Prefecture)

Before measures
After measures

Transportation infrastructure development around stations

(Example in Osaka Prefecture)

Before development
After development

Development of port facilities

(Example in Hyogo Prefecture)

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

Formation of Regional Bases through a Roadside Station

(Example in Nara Prefecture)

Before development
After development (Cruise ship mooring situation)

Measures for accommodating large cruise ships

(Example in Hyogo Prefecture)

Before development
After development (Reinforcement of mooring pods)

Development of port facilities

(Example in Hyogo Prefecture)

Before development
After development

Formation of Regional Bases through a Roadside Station

(Example in Nara Prefecture)

Before development
After development (Cruise ship mooring situation)

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