**Ensure Safety and Security**

**Countermeasures against a possible Nankai Trough Earthquake and other disasters and earthquakes**

Disaster prevention measures and earthquake disaster countermeasures continue to be implemented to reduce damage at the time of disaster occurrence and to support smooth and prompt emergency activities.

- **Earthquake disaster countermeasures**
  - Based on the experiences of the disaster, earthquake-resistant reinforcement for road bridges that are built on old standards is implemented.

- **Measures against heavy rain**
  - Measures to enhance safety are implemented at the places where there is a risk of landslides and falling rocks caused by heavy rain and typhoons.

**Promotion of wide area network development**

With regard to the section where there is a risk of influencing the wide area traffic due to the shedding of the current road caused by earthquakes, tsunami, and heavy rain disasters in the future, the development of high-standard arterial roads, etc., which connect major cities, shall be promoted.

- **Promotion of undergrounding**
  - From the viewpoints of improving disaster prevention of roads, ensuring a safe and comfortable passage space, forming a good landscape, and promoting tourism, etc., undergrounding is promoted. Based on the amendments to the Road Law, etc., undergrounding is promoted regarding roads that are important for disaster prevention such as emergency transportation roads. Thus road blockage caused by collapse of utility poles etc. will be prevented.

**Reinforcement of Growth by Productivity Improvement**

To realize prompt and smooth logistics, strengthen international competitiveness, and alleviate traffic jams, etc., the development of ring roads will be promoted.

**Strategic maintenance and updates for infrastructure aging measures, etc.**

Inspection of road facilities (bridges, tunnels, pavements, slope surfaces, earthwork constructions, road accessories, etc.) to grasp safety continues steadily. Measures against aging by maintenance cycles such as inspections, diagnoses etc. are also promoted.

- The ratio of the number of bridges over 50 years after construction that are managed by the Kinki Regional Development Bureau is 32% as of 2016, but it will increase to 50% after 10 years.

- Based on the long life of road bridge repair plan, repairs of the Yodogawa-ohashi Bridge, etc. are implemented systematically.

- By proactively repairing before reaching large-scale repair, long-life plan for bridge is applied.