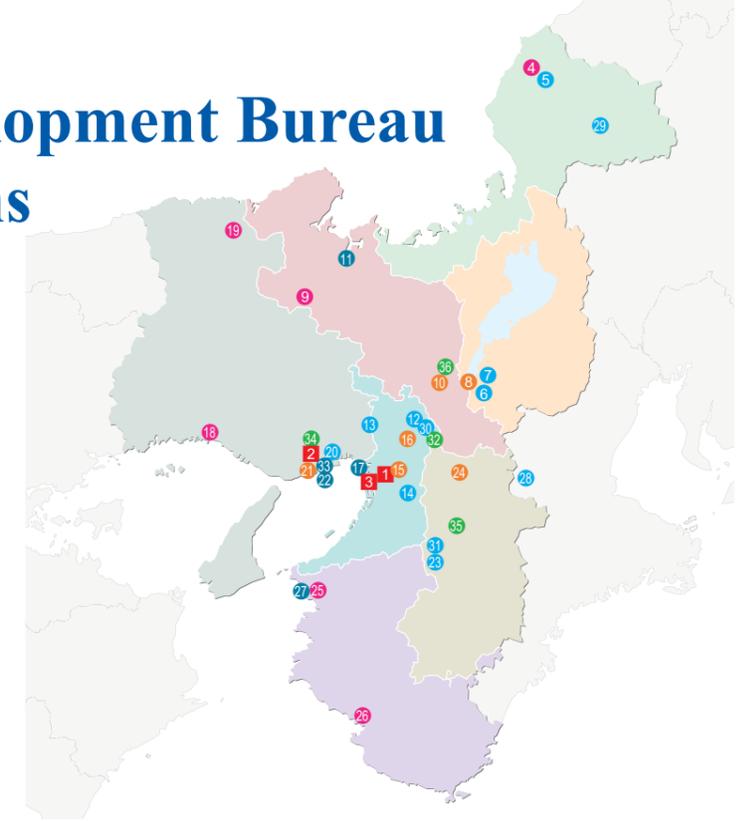


For the 2017 Fiscal Year
Kinki Regional Development
Bureau Summary

Get Kansai's
Vitality into
Shape.

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.



Legend

- 1 Main Office
- 2 River, Road
- 3 River
- 4 Road
- 5 Port, Airport
- 6 Other

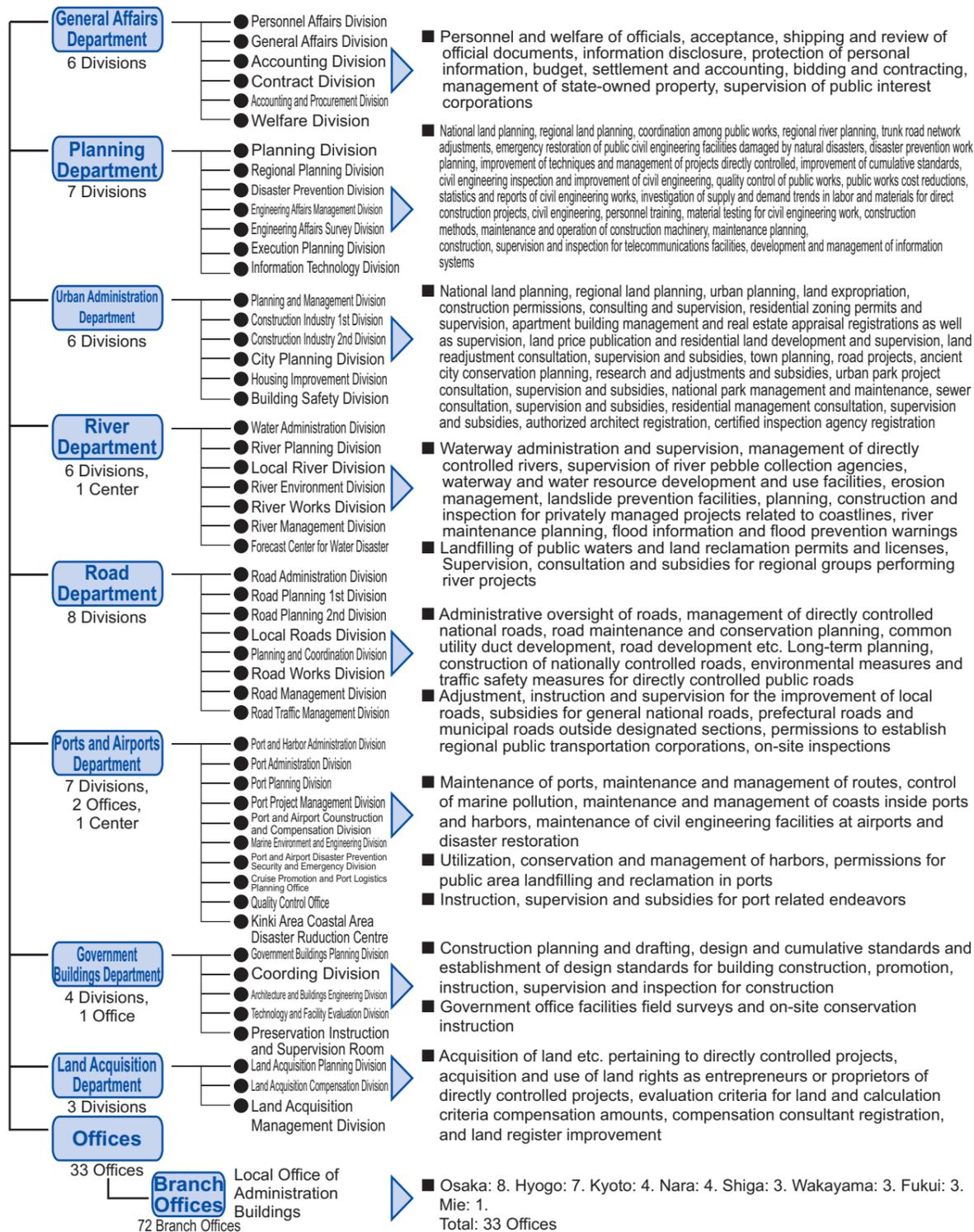
1	Kinki Regional Development Bureau	1-5-44 Otemae, Chuo-ku, Osaka-shi, Osaka 540-8586 Osaka Joint Government Building	06 (6942) 1141	http://www.kkr.mlit.go.jp/index.html
2	Kinki Regional Development Bureau (Ports and Airports)	29 Kaigandori, Chuo-ku, Kobe-shi, Hyogo 650-0024 Kobe Regional Joint Government Building	078 (391) 7571	http://www.pa.kkr.mlit.go.jp/index.html
3	Kinki Regional Development Bureau (Conservation Planning and Supervisor's Office)	4-1-6 Nakanoshima, Kita-ku Osaka-shi, Osaka 530-0005	06 (6443) 1791	http://www.kkr.mlit.go.jp/kantoku/
4	Fukui Office of River and National Highway	2-14-7 Hanandominami, Fukui-shi, Fukui 918-8015	0776 (35) 2661	http://www.kkr.mlit.go.jp/fukui/
5	Asuwagawa Dam Construction Office	Polaris Building, 1-2111 Seiwa, Fukui-shi, Fukui 918-8239	0776 (27) 0642	http://www.kkr.mlit.go.jp/asuwa/
6	Biwako River Office	4-5-1 Kurozu, Otsu-shi, Shiga 520-2279	077 (546) 0844	http://www.kkr.mlit.go.jp/biwako/index.php
7	Daidogawa Dam Construction Office	1-19-32 Ogaya, Otsu-shi, Shiga 520-2144	077 (545) 5675	http://www.kkr.mlit.go.jp/daido/
8	Shiga National Highway Office	4-5 Tatsugaoka, Otsu-shi, Shiga 520-0803	077 (523) 1741	http://www.kkr.mlit.go.jp/shiga/
9	Fukuchiyama Office of River and National Highway	2459-14 Koaza-Imaoka, Aza-hori, Fukuchiyama-shi, Kyoto 620-0875	0773 (22) 5104	http://www.kkr.mlit.go.jp/fukuchiyama/
10	Kyoto National Highway Office	808 Minamifudondo-cho, Shiokoji-sagaru, Nishinotoin-dori, Shimogyo-ku, Kyoto-shi, Kyoto 600-8234	075 (351) 3300	http://www.kkr.mlit.go.jp/kyoto/
11	Maizuru Port Office	910 Aza-Shimofukui, Maizuru-shi, Kyoto 624-0946	0773 (75) 0844	http://www.pa.kkr.mlit.go.jp/maizuruport/
12	Yodogawa River Office	2-2-10 Shinmachi, Hirakata-shi, Osaka 573-1191	072 (843) 2861	http://www.kkr.mlit.go.jp/yodogawa/index.php
13	Inagawa River Office	2-2-39 Uekeda, Ikeda-shi, Osaka 563-0027	072 (751) 1111	http://www.kkr.mlit.go.jp/inagawa/index.php
14	Yamatogawa River Office	3 Chome-8-33 Kawakita, Fujiidera-shi, Osaka 583-0001	072 (971) 1381	http://www.kkr.mlit.go.jp/yamato/
15	Osaka National Highway Office	2-12-35 Imafukunishi, Joto-ku, Osaka-shi, Osaka 536-0004	06 (6932) 1421	http://www.kkr.mlit.go.jp/osaka/
16	Naniwa National Highway Office	3 Chome-2-3 Minaminakaburi, Hirakata-shi, Osaka 573-0094	072 (833) 0261	http://www.kkr.mlit.go.jp/naniwa/
17	Osaka Harbor and Airport Development Office	ORC Ichibangai, 1-2-1 Benten, Minato-ku, Osaka-shi, Osaka 552-0007	06 (6574) 8561	http://www.pa.kkr.mlit.go.jp/osakaport/
18	Himeji Office of River and National Highway	1-250 Hojo, Himeji-shi, Hyogo 670-0947	079 (282) 8211	http://www.kkr.mlit.go.jp/himeji/
19	Toyooka Office of River and National Highway	10-3 Saiwaicho, Toyooka-shi, Hyogo 668-0025	0796 (22) 3126	http://www.kkr.mlit.go.jp/toyooka/
20	Rokko Sabo Office	3-13-15 Sumiyoshi Higashimachi, Higashinada-ku, Kobe-shi, Hyogo 658-0052	078 (851) 0535	http://www.kkr.mlit.go.jp/rokko/
21	Hyogo National Highway Office	3-11 Hatobacho, Chuo-ku, Kobe-shi, Hyogo 650-0042	078 (334) 1600	http://www.kkr.mlit.go.jp/hyogo/
22	Kobe Port Office	7-30 Onohamacho, Chuo-ku, Kobe-shi, Hyogo 651-0082	078 (331) 6701	http://www.pa.kkr.mlit.go.jp/kobeport/
23	Kii Mountain District Sabo Office	1681 Sanzaicho, Gojo-shi, Nara 637-0002	0747 (25) 3111	http://www.kkr.mlit.go.jp/kiisankei/
24	Nara National Highway Office	3 Chome-5-11 Omiyacho, Nara-shi, Nara 630-8115	0742 (33) 1391	http://www.kkr.mlit.go.jp/nara/
25	Wakayama Office of River and National Highway	16 Nishimigiwacho, Wakayama-shi, Wakayama 640-8227	073 (424) 2471	http://www.kkr.mlit.go.jp/wakayama/
26	Kinan Office of River and National Highway	142 Nakamaro, Tanabe-shi, Wakayama 646-0003	0739 (22) 4564	http://www.kkr.mlit.go.jp/kinan/
27	Wakayama Port Office	1334 Yakushubata-no-tsubo, Minato, Wakayama-shi, Wakayama 640-8404	073 (422) 8186	http://www.pa.kkr.mlit.go.jp/wakayamaport/
28	Kizugawa-Jouryu River Office	812-1 Kiyamachi, Nabari-shi, Mie 518-0723	0595 (63) 1611	http://www.kkr.mlit.go.jp/kizujyo/
29	Kuzuryugawa Integrated Dam and Reservoir Group Management Office	29-28 Nakano, Ono-shi, Fukui 912-0021	0779 (66) 5300	http://www.kkr.mlit.go.jp/kuzuryu/
30	Yodogawa Integrated Dam and Reservoir Group Management Office	10-1 Yamadaike Kitamachi, Hirakata-shi, Osaka 573-0166	072 (856) 3131	http://www.kkr.mlit.go.jp/yodoto/
31	Kinokawa Integrated Dam and Reservoir Group Management Office	1681 Sanzaicho, Gojo-shi, Nara 637-0002	0747 (25) 3013	http://www.kkr.mlit.go.jp/kinokawa/
32	Kinki Technical and Engineering Office	11-1 Yamadaike Kitamachi, Hirakata-shi, Osaka 573-0166	072 (856) 1941	http://www.kkr.mlit.go.jp/kingi/
33	Kobe Research and Engineering Office for Port and Airport	7-30 Onohamacho, Chuo-ku, Kobe-shi, Hyogo 651-0082	078 (331) 0057	http://www.pa.kkr.mlit.go.jp/kobecigyo/
34	Akashi Kaikyo National Government Park Office	29 Kaigandori, Chuo-ku, Kobe-shi, Hyogo 650-0024 Kobe Regional Joint Government Building	078 (392) 2992	http://www.kkr.mlit.go.jp/akashi/
35	Asuka Historical National Government Park Office	538 Oaza-Hirata, Asuka-mura, Takaichi-gun, Nara 634-0144	0744 (54) 2662	http://www.kkr.mlit.go.jp/asuka/
36	Kyoto Government Buildings Office	Kyoto Second Regional Government Building 34-12 Higashi-Marutamachi, Kawabata-higashi-iru, Marutamachi, Sakyo-ku, Kyoto-shi, Kyoto 606-8395	075 (752) 0505	http://www.kkr.mlit.go.jp/kyoei/

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, 47 divisions, 3 offices and 2 centers (Ports and Harbors are controlled in Kobe). To fulfil the duties of the bureau, there are 33 offices with 72 branches. As of July 1st, 2016, there are 2,239 employees of the Kinki Regional Development Bureau that carry out the duties of the bureau.

Kinki Regional Development Bureau Framework



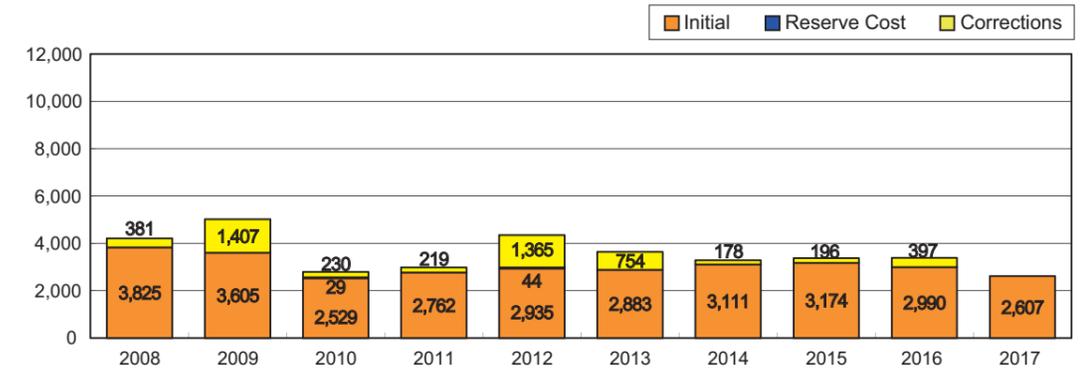
Kinki Regional Development Bureau History

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 4 th 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, 3 rd 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, 3 rd 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, 3 rd Port Construction Department became the Ministry of Transportation 3 rd Port Construction Department.
January 1948	Home Affairs changes into the Prime Minister Office Kinki District Construction Bureau and became an the local office for the Prime Minister's Office.
July 1948	According to the founding of the Ministry of Construction, the Prime Minister Office Kinki District Construction Bureau had its name changed to Ministry of Construction Kinki District Construction Bureau.
August 1952	Ministry of Transportation 3 rd Port Construction Department had its name changed to Ministry of Transportation 3 rd 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 1-5-44 Otemae, Chuo-ku, Osaka.
May 1965	Due to a revision in the Ministry of Transportation Installation Law, the Ministry of Transportation 3 rd 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 3 rd Port Construction Bureau were merged. Furthermore, the Ministry of Land, Infrastructure and Transport Kinki Regional Development Bureau was established.

Kinki Regional Development Bureau Budget Change

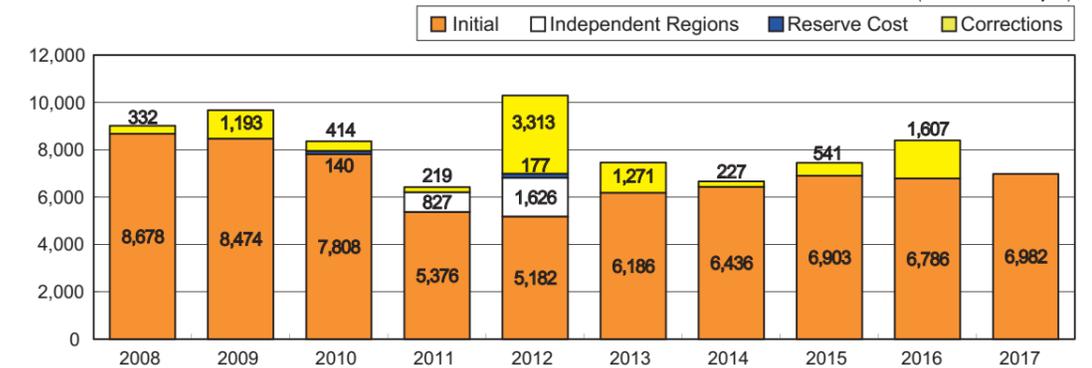
Kinki Regional Development Bureau Budget Change (Direct Control)

(Unit: 100 million yen)



Kinki Regional Development Bureau Budget Change (Subsidies and grants)

(Unit: 100 million yen)



Overview of Budget Corrections from 2008 Onward (Excluding Direct Control and Treasury Debt Burden Act)

(Unit: 1 million yen)

	FY 2008		FY 2009		FY 2010		FY 2011		FY 2012	
	Initial	Corrections								
Flood Control	82,722	9,563	75,510	28,003	52,255	5,589	59,376	4,602	68,919	41,279
Coasts	552	20	723	1,189	843	120	2,096	50	2,478	512
Road Maintenance	252,735	22,035	256,270	35,500	186,107	17,129	180,225	15,236	184,282	82,952
Harbors	37,937	4,315	18,626	75,718	6,581	210	22,545	250	23,193	10,282
National Parks etc.	4,238	0	4,170	200	3,159	0	4,839	0	3,335	56
(General Public Total)	378,184	35,933	355,299	140,610	248,945	23,048	269,081	20,138	282,206	135,081
Office Building Maintenance	3,209	2,187	3,884	60	3,647	0	6,308	1,751	11,272	1,437
Airports	1,109	0	1,349	0	303	0	834	0	0	0
(Total)	382,502	38,120	360,532	140,670	252,895	23,048	276,223	21,889	293,478	136,518

	FY 2013		FY 2014		FY 2015		FY 2016		FY 2017	
	Initial	Corrections								
Flood Control	72,241	16,035	76,522	3,922	77,859	12,920	72,022	10,713	66,227	-
Coasts	2,089	0	2,302	0	1,525	-	2,215	345	2,637	-
Road Maintenance	173,705	47,469	189,623	12,583	196,462	6,524	178,086	25,755	148,238	-
Harbors	28,217	11,518	33,607	1,000	34,544	200	33,775	2,422	31,449	-
National Parks etc.	3,883	150	4,210	0	4,954	0	6,154	480	6,504	-
(General Public Total)	280,134	75,172	306,264	17,504	315,344	19,644	292,253	39,715	255,055	-
Office Building Maintenance	8,142	260	4,847	313	2,068	0	6,721	0	5,582	-
Airports	0	0	0	0	0	0	0	0	44	-
(Total)	288,276	75,432	311,111	17,817	317,412	19,644	298,974	39,715	260,681	-

* Service Handling Fees are excluded from FY 2010 on

Current Kinki Region Information

Total Length of Protected River ways
 Nationwide Total 88,076.0 km
 Kinki Region Total 10,412.9 km (11.8%)

Source: Ministry of Land, Infrastructure and Commerce: Water Management; Homeland Security Bureau Protected River ways Total Length Report (Current as of April 30th, 2016)

Maintenance Rate of Directly Controlled Embankments
 Nationwide Total: 66.4%

$\text{Maintenance Rate} = \frac{\text{Current Embankment Length}}{\text{Necessary Embankment Length}}$
Maintenance Rate of Directly Controlled Embankments
 Kinki Region Total: 52.8%

Source: Ministry of Land, Infrastructure and Commerce: Water Management; Homeland Security Bureau: Quality of Directly Controlled River Maintenance Facilities (Current as of the end of March 2016)

Total Length of Specified National Roads
 Nationwide Total 23,691.2 km
 Kinki Region Total 2,159.8 km (9%)

Maintenance Rate
 Nationwide Total: 65.8%

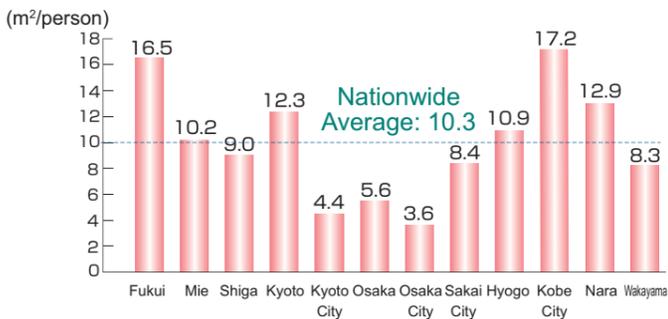
$\text{Maintenance Rate} = \frac{\text{Serviced Total}}{\text{Actual Total}}$
Maintenance Rate
 Kinki Region Total: 57.5%

Source: 2016 Annual Report on Road Statistics

Urban Area Total Land Area
 Nationwide Total: 1,448,850 ha
 Kinki Region Total: 254,233 ha (17.5%)
 7 Prefectures Total (Excluding Mie Prefecture)

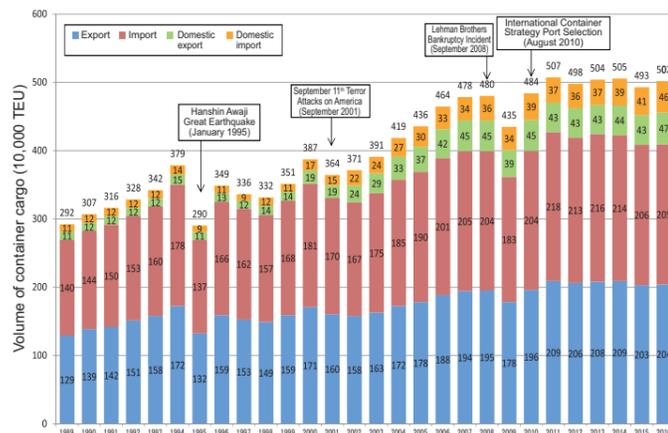
Source: 2015 City Planning Annual Report (Current as of March 31st, 2015)

Per Capita City Park Area



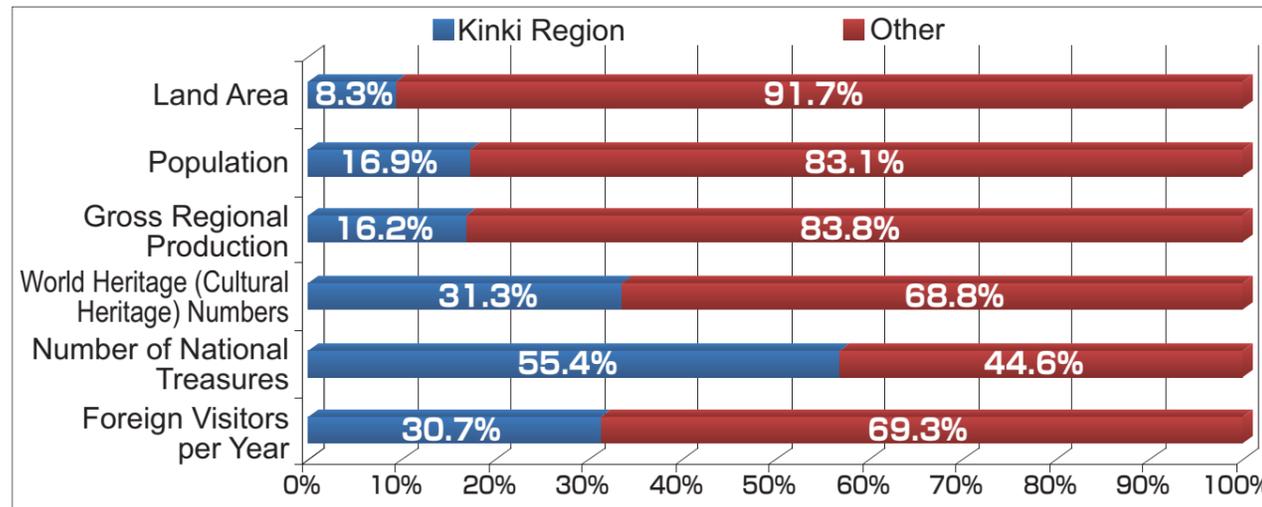
Current as of March 31st, 2016
 Source: Urban Parks Database
 ※ Does not include government ordinances

Transport of cargo from Hanshin Port



Source: Kinki Regional Development Bureau Investigation

Data that highlights the Kinki Region within Japan



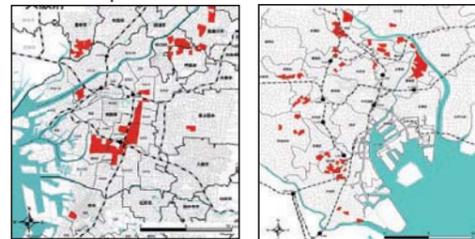
Land Area: Geographical Survey Institute Prefectural Area Report of 2016
 Population: Ministry of Internal Affairs 2016 Census
 Gross Production: Cabinet Prefectural Economic Calculations of 2013
 World Heritage (Cultural Heritage) Numbers: UNESCO Website
 Foreign Visitors per year: Tourism Authority 2016 Foreign Visitor Consumption Trends Survey
 (Each prefecture's visitor number compared to the visitors in the total area of the Kinki Region)

Foreign Countries and Kinki Region

National GDP Comparison							
U.S.A.	18,036	France	2,418	Korea	1,377	Kinki Region	993
China	11,158	India	2,116	Russia	1,326	Indonesia	861
Japan	4,383	Italy	1,821	Australia	1,230	Holland	750
Germany	3,363	Brazil	1,772	Spain	1,192	Turkey	717
U.K.	2,858	Canada	1,552	Mexico	1,140	Saudi Arabia	653

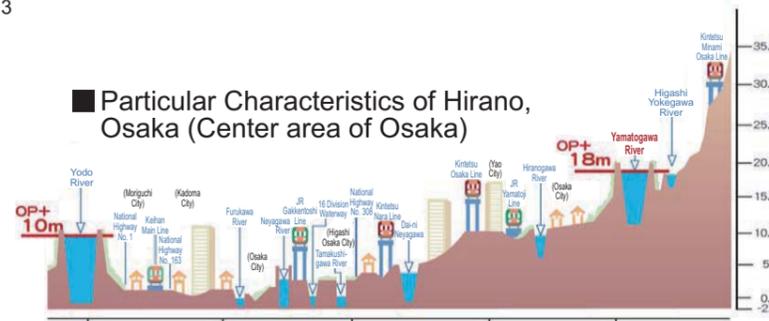
Ministry of Internal Affairs Communications and Statistics Bureau, 2017 World Statistics (Unit: US\$ billion)
 Country Statistics Current 2015; Kinki Current 2013

Distribution of Dense Urban Areas Susceptible to Earthquakes and other natural disasters



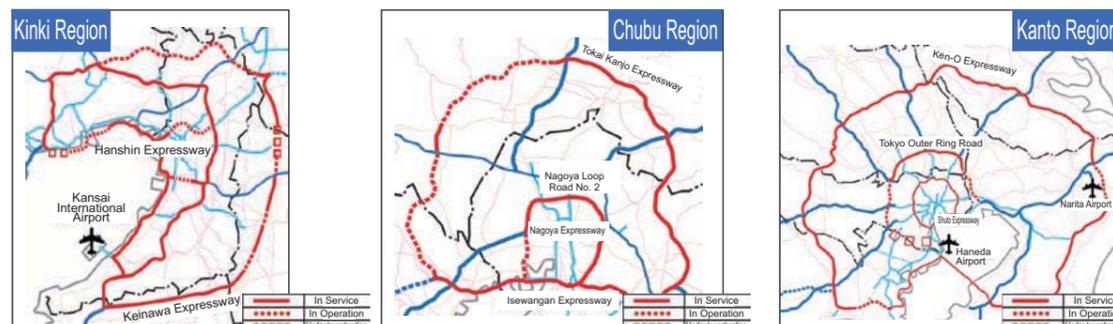
Source: Report on Vulnerable Urban Areas (October 12, 2014)

Particular Characteristics of Hirano, Osaka (Center area of Osaka)



- The Osaka Metropolitan Area is at 0 m above sea level and is vulnerable to flood damage
- Yodo River Floods 10 m higher than the city level

Metropolitan Area Loop Line Road Maintenance Status



Maintenance Rate 72%

Maintenance Rate: Current as of April 2017

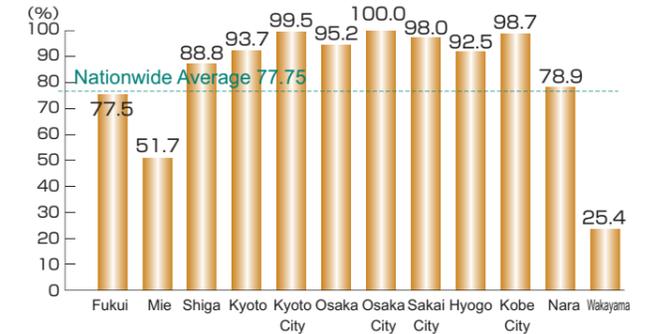
Maintenance Rate 70%

Maintenance Rate: Current As April 2017

Maintenance Rate 79%

Maintenance Rate: Current As April 2017

Penetration Rate of Sewage Processing

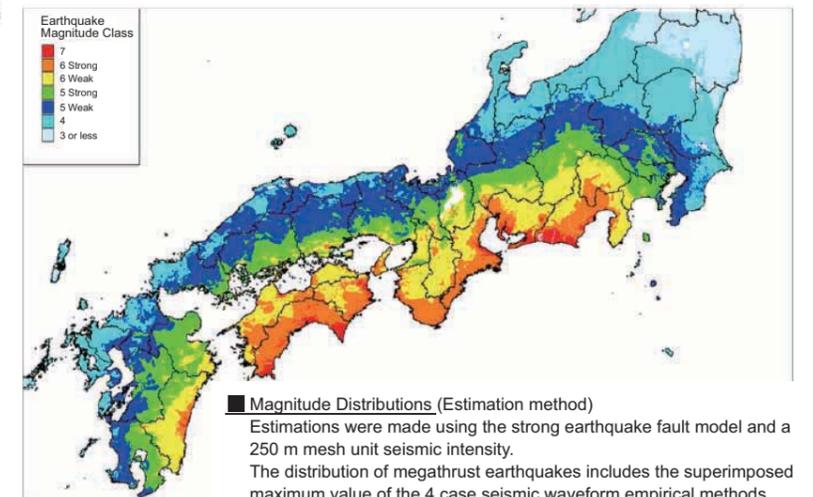


Source: Public Interest Group Japan Sewer Association (Current as of March 31st, 2016)
 ※ (Nationwide average excludes Fukui)

World Heritage and Intangible Cultural Heritage Distribution



Nankai Trough Megathrust Earthquake Magnitude Distribution



Magnitude Distributions (Estimation method)
 Estimations were made using the strong earthquake fault model and a 250 m mesh unit seismic intensity.
 The distribution of megathrust earthquakes includes the superimposed maximum value of the 4 case seismic waveform empirical methods.

Source: Cabinet Office Nankai Trough Megathrust Earthquake Model Investigative Commission (Secondary Report)(August 29th, 2012)

Rivers

River Projects (10 River Systems: Shingugawa River, Kinokawa River, Yamatogawa River, Yodo River, Kakogawa River, Ibogawa River, Maruyamagawa River, Yuragawa River, Kitagawa River, Kuzuryu-gawa River)
 Dam Projects (3 locations: Daidogawa Dam, Amagase Dam, Asuwagawa Dam)
 Landslide Prevention Projects (1 location: Kamenose district)
 Erosion Control Projects (4 locations: Rokkyo Mountain Range, Kidzugawa River System, Kuzuryu-gawa River System, Kii Mountain Range)
 Coastal Area Projects (1 location: Toban Coast)

Safety of the People, Guarantee of Security

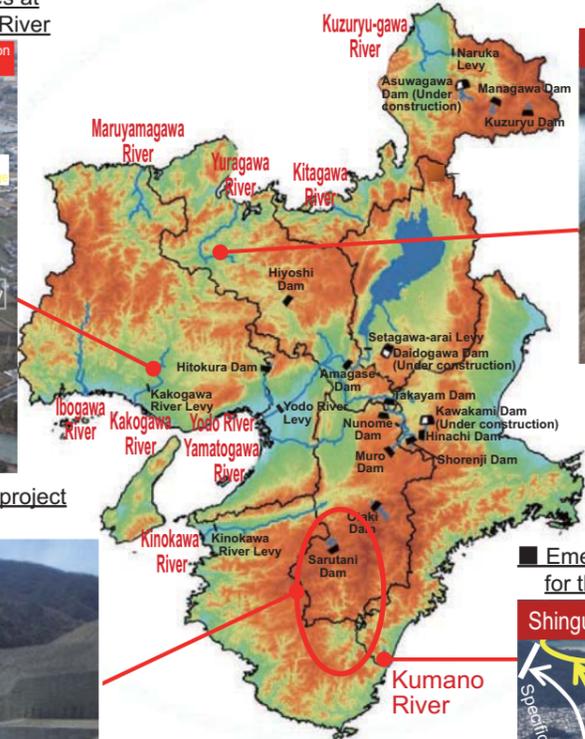
Focus on flood/landslide control measures for prevention of recurrence

Emergency flood control measures are taken to prevent the recurrence of disasters that have caused considerable damage in recent years.

Emergency flood prevention measures at the middle reaches of the Kakogawa River



Directly controlled erosion protection project at Kii Mountain Range



Emergency flood prevention measures for the Yuragawa River



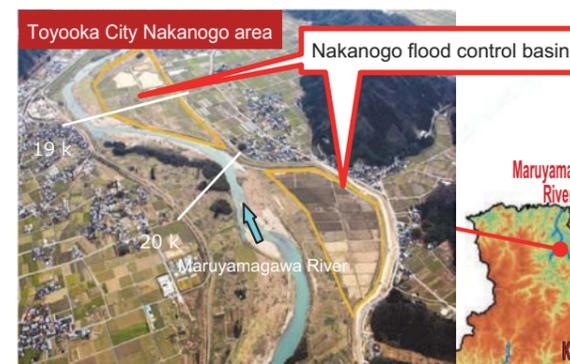
Emergency flood prevention measures for the Kumano River



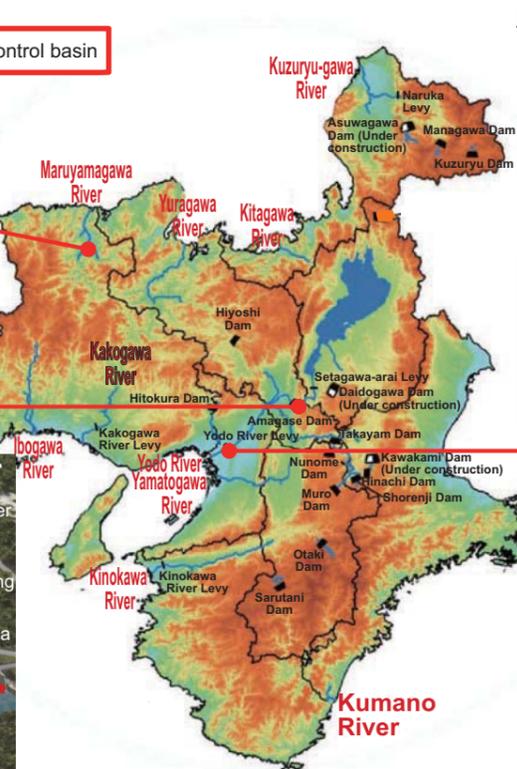
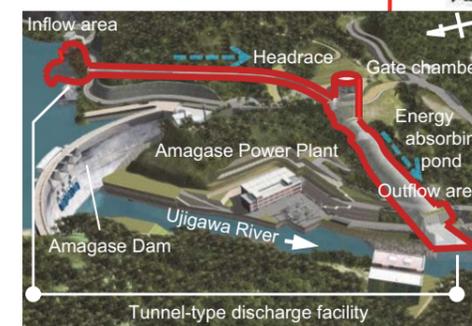
Reduction of damage from flooding by preventive flood control measures

Preventive flood control measures are taken to improve safety levels from flooding and ensure regional security and safety.

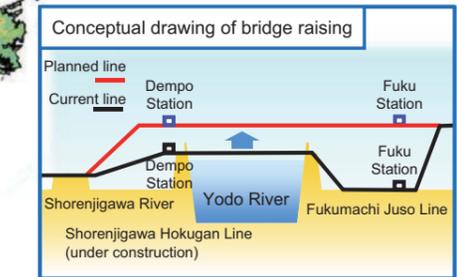
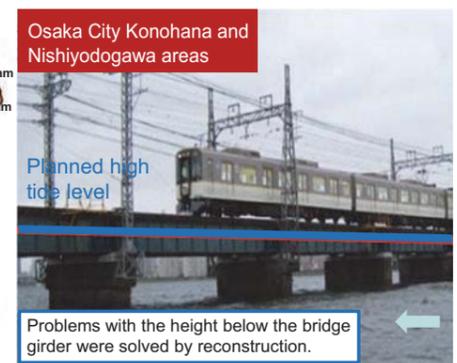
Maruyamagawa flood control basin project



Amagase Dam Restart Project



Hanshin Namba Line Yodogawa Bridge reconstruction project

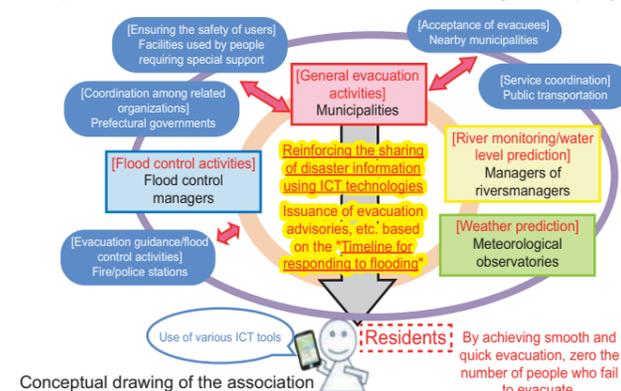


Measures taken to rebuild a "Water Damage Prevention Conscious Society"

Under the "Water Damage Prevention Conscious Society Vision," which was established in response to heavy rains in the Kanto and Tohoku regions, projects to improve rivers (structural measures to safely discharge flood water, and structural measures for crisis management), which are planned to be completed in fiscal 2020, will continue to be carried out.



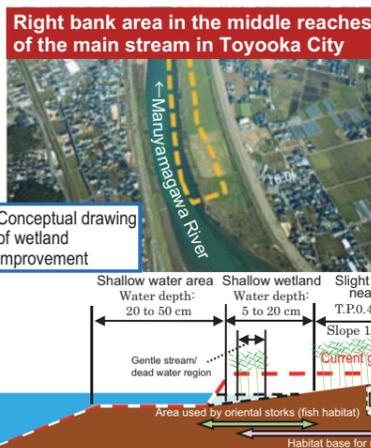
To reduce the number of persons who fail to escape to zero and minimize socioeconomic damage, an association consisting of local governments along rivers and managers of rivers will be established and related organizations will support and cooperate with each other on disaster mitigation projects.



Regional Revitalization and Realization of an Affluent Life

Promotion of ecological networks centered on rivers

Ecological networks of diverse living organisms are established by efforts to conserve and restore water-front environments, such as improvement of wetlands.



Nankai Trough Megathrust Earthquake Prevention Measure Promotion

Anti-earthquake measures are taken to prepare for a possible Nankai Trough Megathrust Earthquake, which may be imminent, and other large earthquakes.



Roads

Ensure Safety and Security

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

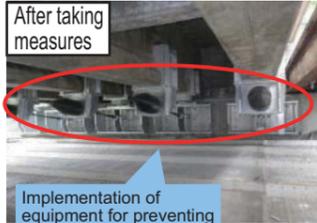
Disaster prevention measures and earthquake disaster countermeasures continue to be implemented to reduce damage at the time of disaster occurrence and to support smooth and prompt emergency activities.

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

Before taking measures


After taking measures

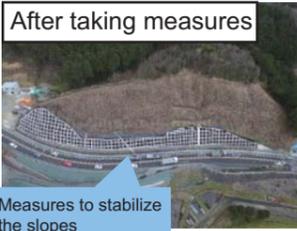

Implementation of equipment for pier reinforcement and preventing falling bridge

After taking measures


Implementation of equipment for preventing falling bridge

■ **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.

Before taking measures


After taking measures


Measures to stabilize the slopes

Example of damage slope face


- [Major projects]
- Tsuruga City Azo area disaster prevention measures (sight frontage, Suizu to sight frontage, Azo, Tsuruga City, Fukui Prefecture)
 - National Route No. 165, Anti-earthquake measures for Shinjo elevated bridge (sight frontage, Bennosho, Katsuragi City to sight frontage, Soone, Yamatotakada City, Nara Prefecture)

Promotion of undergrounding

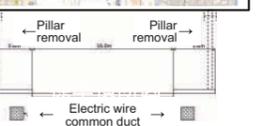
From the viewpoints of improving disaster prevention of roads, ensuring a safe and comfortable passage space, forming a good landscape, and promoting tourism, etc., undergrounding is promoted. Based on the amendments to the Road Law etc., undergrounding is promoted regarding roads that are important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

Osaka National Route No. 1 Electric Wire Utility Tunnel (Miyakojima Electric Wire Utility Tunnel)

Project location


Plain view
To Kyoto Prefecture
To Hyogo Prefecture
Project section: extension 3.5 km


Before implementation
Near Kyobashi Station on National Route No. 1

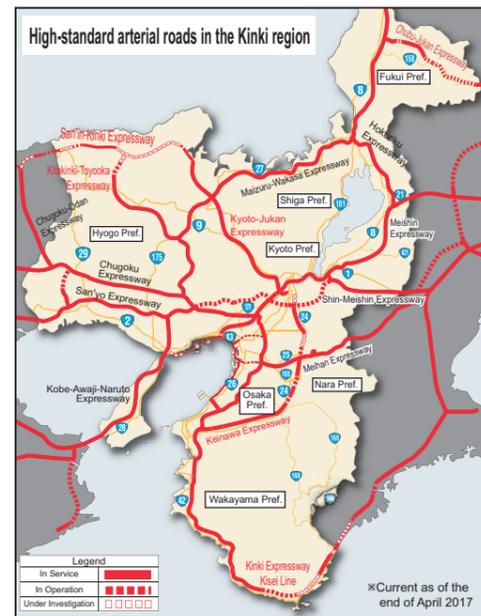

After implementation
Near Moriguchi Station on National Route No. 1


Ensuring safe and comfortable passage ways by eliminating utility poles

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 shredding 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 manor cities, shall be promoted.

- [Major projects]
- Chubu Jukan Expressway: Eihei Temple Ohno Road
 - Keinawa Expressway: Yamato Goshu Road, etc.



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.

Case of bridges

Inspection situation


Before taking measures
Corrosion of girder bridge rebar


After taking measures
Repair of cross-sections


Case of tunnels

Inspection situation


After taking measures
Cross section restoration / peeling prevention


After taking measures
Peeling prevention

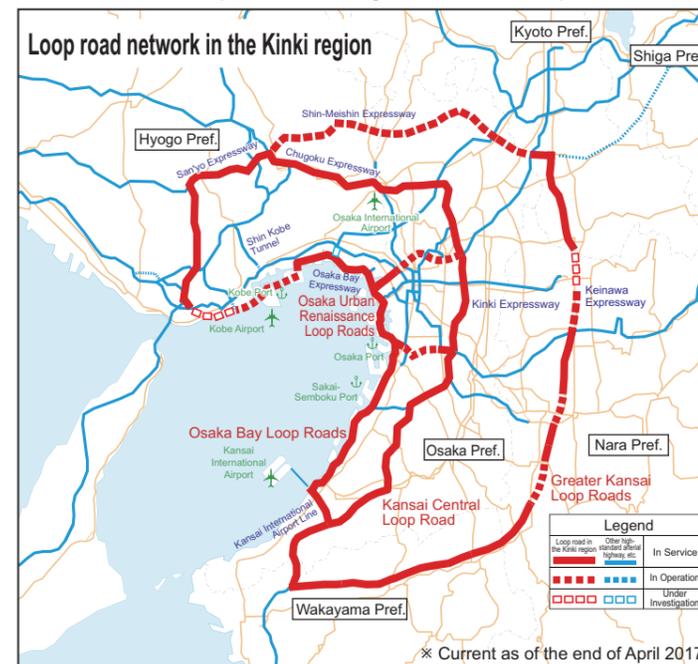

[Major projects]

- National Route No. 2 Yodogawa Ohashi repair (sight frontage, Fukusima-ku to Nishiyodogawa-ku, Osaka-city, Osaka prefecture)
- National Route No. 9 Kannon Tunnel repair (Sonobe-cho, Nantan City to sight frontage, Kyotamba-cho, Funai-gun, Kyoto Prefecture)
- National Route No. 24 Kishu Ohashi Bridge inspection (Taya to sight frontage, Dejima, Wakayama City, Wakayama Prefecture)

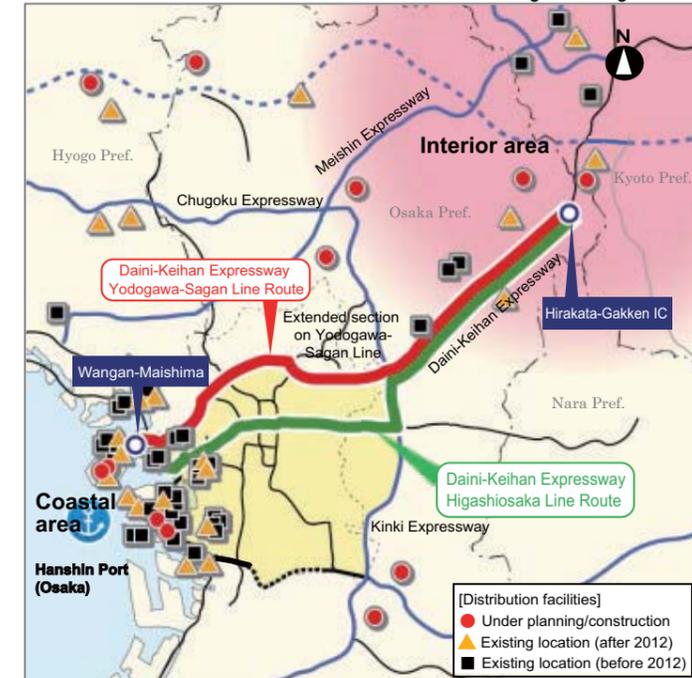
Reinforcement of Growth by Productivity Improvement

Promoting maintenance of the Kinki area ring road

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



National Route No. 1: Extended section on Yodogawa-Sagan Line



Distribution facilities in the coastal and interior areas: surveyed by Naniwa National Road Works Office

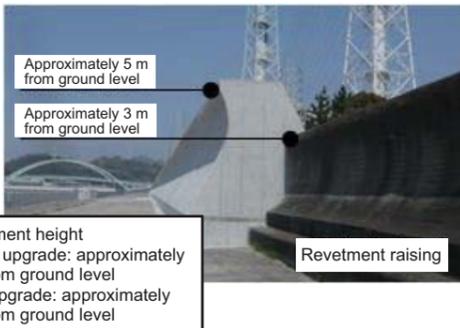
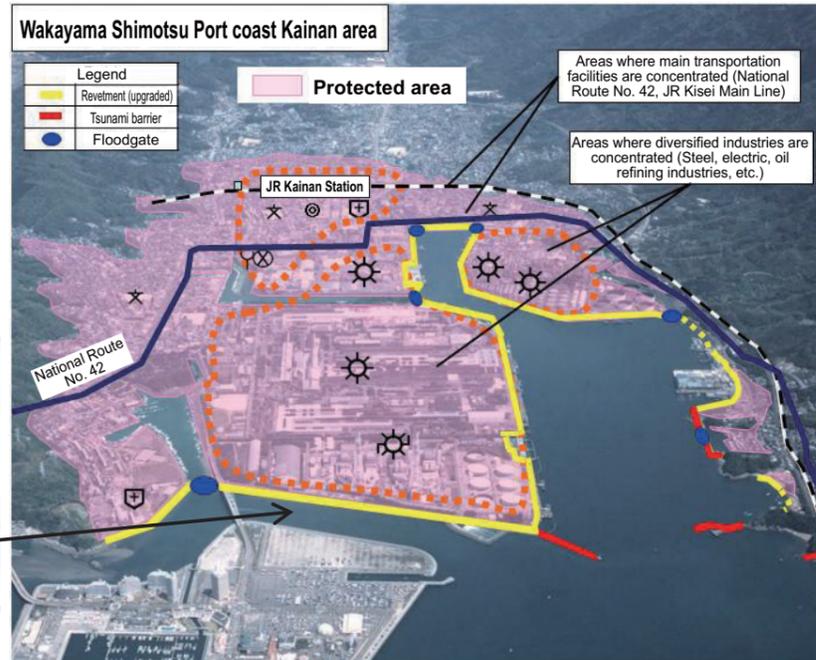
[Necessary time at peak times
 (Hirakata City (Hirakata-Gakken IC) - Osaka Port (Wangan-Maishima))
 [Current] 48 min. ⇒ [After construction] 33 min. (15 min. reduction)
 (Daini-Keihan Expressway, Higashiosaka Line is used) (Daini-Keihan Expressway, Extended section on Yodogawa-Sagan Line is used)

Ports, Harbors and Airports

Disaster Prevention and Reduction Measures

Promotion of the Nankai Trough earthquake countermeasures, etc. Tsunami countermeasure at the Shimotsu Port coast (Kainan area) in Wakayama prefecture

In the tsunami inundation prediction area in Kainan City, Wakayama Prefecture, administrative and disaster prevention center functions and manufacturers of high value added products are gathered. For this reason, we are promoting maintenance of coastal conservation facilities for the protection of these facilities as well as human life and property against large-scale earthquakes such as the Nankai Trough earthquake.



Revitalization of Economy / Region

Function enhancement of international container strategy port "Hanshin Port"

During changes in the situation surrounding shipping and port, including further enlargement of container ships and reorganization of major routes by cooperation among shipping companies, it is aimed that maintaining and expanding the major route to call at our country by deepening and accelerating port policies of international container strategy with non-structural and structural measures in order to strengthen the industrial competitiveness of Japan and to maintain and create national employment and income.

Support menu for competitiveness improvement project of international strategic port

Wide area cargo pick up promotion project	Targeting cargo transported to North America, Europe, etc. from ports other than international strategic ports, projects aimed at switching the use of major route departing from and arriving at the international strategic port.
Project to attract new major routes	Project to realize new port calls etc. of the major routes to international strategic ports
Traffic congestion measures business	Project to mitigate traffic congestion in front of terminal gates at international strategic ports



To enable large vessels operating on major sea routes to enter Kobe Port and Osaka Port, construction of large container terminals with global standard water depth and area is being promoted.

Maintenance

Securing Public Safety and Security

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 (Wakayama Central Government Building).

Project to extend the life of government offices and facilities

Major refurbishment contents of long-life project	
Protection of the building	(Example) Exterior wall, rooftop waterproof, fittings
Preventing degradation of disaster prevention equipment	(Example) Fire extinguishing equipment, fire alarm equipment
Preventing degradation of building lifeline	(Example) Water supply and drainage facility, electric substation facilities



By being able to safely use existing government offices and facilities for a longer period, reduction of total costs, etc. is achieved.

Parks

Realization of Abundant Living

Maintenance promotion of national park

In Kinki area, three national parks are managed.

- To respond to the growing demand for wide area recreation in the Kinki area
 - To protect and grow the rich natural environment
 - To be a place to interact with nature and people
 - Save and utilize historical and cultural heritage
- We strive to manage properly while promoting maintenance so that many people can use it while sharing the role for each park.



Akashi Kaikyo National Government Park

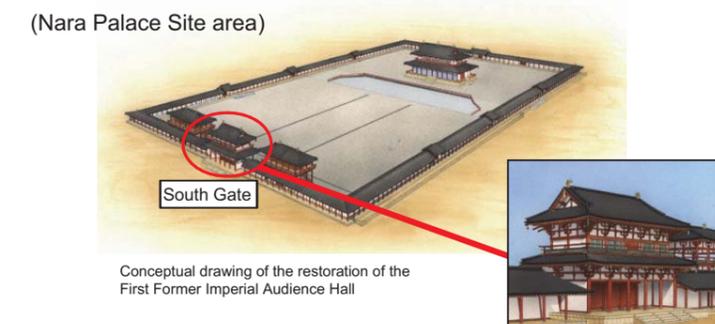


Area around the Kitora Tomb



Regarding the maintenance of the Nara Palace Historical Park (Asuka area)

Regarding the Nara Palace Site area, construction work on the Nara Palace Site Exhibition Pavilion, which will open to the public in spring 2018, and the manufacture, installation, etc. of exhibits will be continued. Restoration work on the South Gate of the First Former Imperial Audience Hall will be launched.



Safety and Security

Technical Emergency Control FORCE

TEC-FORCE (Technical Emergency Control Force)



It is a group of experts established in the Ministry of Land, Infrastructure, Transport and Tourism, and each Regional Development Bureau, etc. in order to perform smooth and prompt implementation of technical support for disaster emergency measures such as; prompt grasp of the damage situation carried out by afflicted local government, prevention of occurrence and spread of damage, and early restoration of afflicted areas when a large-scale natural disaster occurs or there is a risk of an occurrence.

Disaster situation investigation



Information and communication support



Emergency measures

Disassembly / assembly type backhoe



Support for afflicted municipalities

Signed "support at the time of disaster" between Regional Development Bureau and municipalities

An agreement is concluded for quick and smooth dispatch of TEC-FORCE, liaison, and machinery for disaster countermeasures in order to prevent damage expansion and secondary disasters, when a disaster occurred in the area of a local government (municipality) or there is a risk of a disaster.

Agreement at the time of disaster with various organizations • Construction business continuity plan (construction business BCP)

Concluded a disaster agreement between the Regional Development Bureau and various organizations

In response to the occurrence or fear of disasters such as Earthquakes, tsunamis, wind and flood damage, an agreement is concluded in order to prepare system in advance, prompt and smooth emergency response immediately after the disaster, and implementation of emergency no-bid contract construction, etc. against occurrence or risk of etc.

Promotion of construction business continuity plan (construction BCP) at the time of disaster

For large-scale natural disasters, secondary disaster prevention, emergency response, early restoration and reconstruction of infrastructure are the most important tasks. For this reason, construction companies, etc. need to take measures to mitigate their damage and to strengthen disaster response capabilities for quick returning to normal operations, and Kinki Regional Development Bureau, with expectation that such efforts will be promoted, implements a construction business continuity certification system in the event of a disaster.

What is Business Continuity Plan (BCP)?

When a company suffers damage due to a disaster or accident, it is expected to minimize the damage or avoid interruption of the important operations as well as to resume in the shortest possible period. This plan to pursue business continuity is called as "Business Continuity Plan (BCP)."

Current Certified Companies

This system is established from FY 2012 and certified 646 companies with business continuity capability at the time of disaster (as of March 24, 2017).



Surveys of damaged roads (Typhoon No. 10 Torrential Rain in Tohoku in September 2016)



Emergency construction assisted by lighting car (April, 2016 Kumamoto Earthquake) Investigation of road damage area

Major activities

- ◆March, 2011 Great East Japan Earthquake 2,882 people (18,115 person-days in total) from all over the country
- ◆August, 2014 Landslide occurred in Hiroshima prefecture 439 people from all over the country (2,431 person-days in total)
- ◆August, 2014 Torrential rain disaster occurred in Fukuchiyama city, etc. in Kyoto Prefecture 158 people from all over the country (378 person-days in total)
- ◆September, 2015 Torrential rain in Kanto and Tohoku 826 people from all over the country (2,587 person-days in total)
- ◆April, 2016 Kumamoto Earthquake 2,110 people from all over the country (10,912 person-days in total)
- ◆September, 2016 Typhoon No. 10 Torrential Rain in Tohoku 938 people from all over the country (3,524 person-days in total)

Activity content

Dispatch of Information Contact Personnel (Liaison), etc. to Emergency Disaster Response Task Force (TEC-FORCE) and afflicted local government.

TEC-FORCE activities by the Kinki Regional Development Bureau in 2016

- ◆Kumamoto Earthquake
 - For 30 days from April 15 to May 13, 16 groups comprising 128 members (792 person-days in total) were dispatched by the Kinki Regional Development Bureau.
 - Seven lighting cars, two satellite communications cars, two disaster headquarters cars and one dismantling-type backhoe capable of unmanned operation were dispatched.
- ◆Typhoon No. 10 Torrential Rain in Tohoku
 - For 17 days from August 31 to September 16, six groups comprising 44 members (317 person-days in total) were dispatched by the Kinki Regional Development Bureau.



Local Government Support Activities (Technical support by TEC-FORCE, Miyazu City, Kyoto Prefecture)

Crisis management and response for large-scale natural disasters such as the huge earthquake and tsunami of the Nankai Trough

Nankai Trough earthquake countermeasure plan

The Ministry of Land, Infrastructure Transport and Tourism has formulated the "Nankai Trough Earthquake Countermeasures Plan" and "Kinki District Regional Countermeasures Plan" on April 1, 2014 as a response to the occurrence of the Nankai Trough earthquake, and the ministry compiled measures to tackle with full efforts.

Various training in cooperation with other organizations

In cooperation with administrative organizations as well as disaster prevention organizations such as local governments and public institutions, in order to protect citizens' safety and security from large-scale natural disasters and crisis management events, various kinds of training are implemented.

Use daily training results



Implemented training of securing traffic routes for emergency vehicles jointly with police, etc.

Training of removing unattended cars

Emergency drainage training by pumping cars by TEC-FORCE members



Pump car drainage training

For actual disaster response



Disaster of typhoon No 18 in 2013

Grasped the disaster situation and provided support for emergency restoration works

Monitoring of disaster sites using satellite communication
Dispatch of lighting car to the emergency restoration site

Kanto Tohoku torrential rain in 2015

Large-scale drainage work in Jyoso City, Ibaraki prefecture

Drainage of flooded area by pump car



Enhancing observation of localized torrential rain • Accelerating information transmission

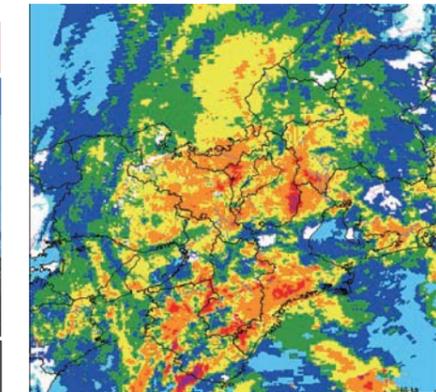
Currently, water disasters due to localized torrential rain are increasing, as a countermeasure, high-performance compact radar, capable of high precision and high frequency observation, is developed, which shorten the time for observation data distribution to strengthen the crisis management responsiveness.

Prediction of localized torrential rain and consideration of early detection method will be conducted from the observation data.

High-performance compact radar rain gauge (Rokko)



High-performance compact radar location [Rokko • Taguchi • Washomiyama • Katsuragi]



"Rainfall situation of Typhoon No. 18 analyzed by the C band radar of the Ministry of Land, Infrastructure, Transport and Tourism" 3:00, September 16, 2013

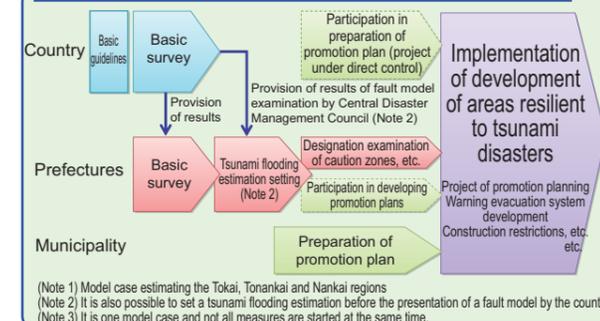
Promotion of development of areas resilient to tsunami disasters

Local governments are supported in order to prevent and reduce future tsunami disasters by implementing a "multiple protection" system that includes structural and non-structural measures for "Development of Areas Resilient to Tsunami Disasters."

Basic idea for the largest class tsunami

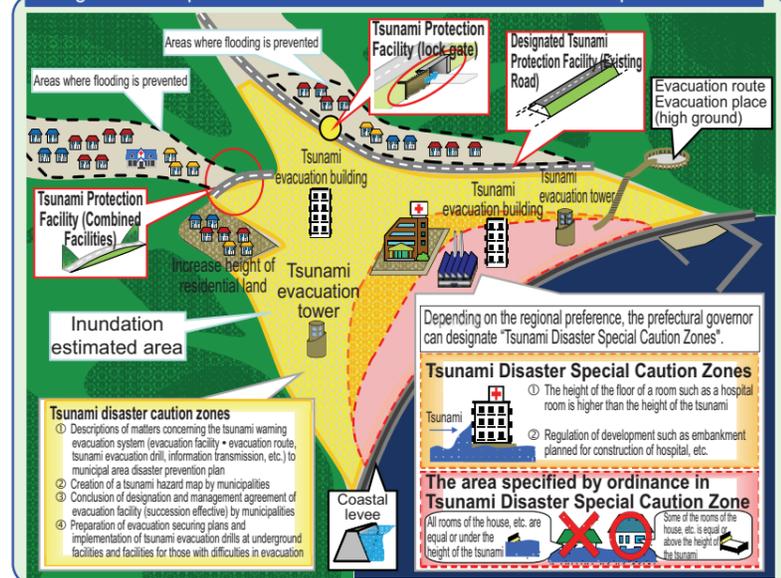
- It is important to take countermeasures based on the concept of "disaster reduction" focusing on minimizing damages.
- Thus, the damage caused by the tsunami shall be reduced as much as possible through structural measures such as coastal conservation facilities.
- For tsunamis exceeding the above, non-structural measures that focus on evacuation, such as the development of hazard maps, shall be emphasized.

How to proceed development of areas resilient to tsunami disasters



In the Kinki region,
- A promotion plan was prepared in March 2015 in Kushimoto Town, Wakayama Prefecture.
- Tsunami disaster caution zones were designated in Wakayama Prefecture in April 2016 and in Kyoto Prefecture in March 2017.

Image of development of areas resilient to tsunami disasters to protect the life



Grants

Revitalizing the economy and region; ensuring safety and security

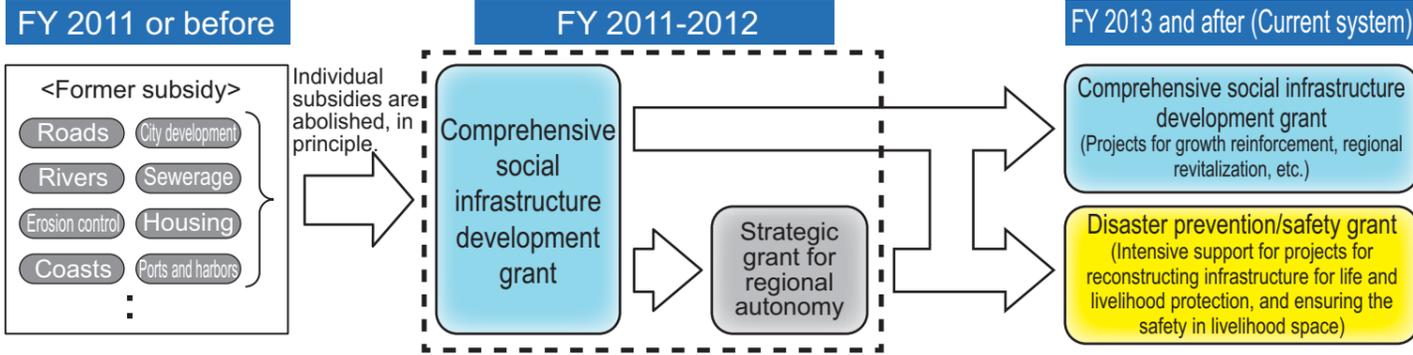
Comprehensive social infrastructure development grant and Disaster prevention/safety grant

Comprehensive social infrastructure development grant

- Established in FY2010 as a comprehensive grant by incorporating subsidies given to local governments under the jurisdiction of the Ministry of Land, Infrastructure and Transport so that local governments can use it more flexibly and freely

Disaster prevention/safety grant

- Established by FY 2012 supplementary budget to intensively support the measures against aging of facilities for protecting lives and livelihoods of local residents, the measures for preventing/reducing disaster, and the measures for comprehensively ensuring living space in the region



Features of both grants (Differences from individual subsidy)

- Administrative procedures which were individually performed per project were unified and standardized.
- Local governments can use national funds within the range of projects positioned as city development plans.
- Project of further enhancing the effect of social infrastructure development which serves as the core of city development plan can be performed by making use of the local government's ingenuity.

Introduction of major grant projects (related to urban/housing matters)

Intensive support for comprehensive prevention/reduction of disaster, the measures against aging of infrastructure, etc. in the region

From the viewpoint of promoting the safety/security of citizens through the measures to strengthen the national land, etc., intensive support will be given to the comprehensive disaster prevention/reduction against wind, flood and landslide, large-scale earthquakes/tsunamis which frequently occur, the comprehensive development plan to urgently respond to aging of infrastructure based on infrastructural life prolongation plan.



Formation of vigorous regions, development of living environment where residents can manage affluent life, and comprehensive social infrastructure development for enhancing competitiveness

From the viewpoint of promoting the revitalization of the economy and region, intensive support will be given to the comprehensive development for which various private and public sectors are involved by utilizing PPP and PFI, etc., or private investment is encouraged, such as development of growth foundation strengthening urban and regional competitiveness, promotion of "compact + network," development of affluent living environments and strengthening of efforts for tourism and industry.



Plans

Exchange base with other Asian countries based on history and innovation in order to realize a comfortable and affluent life

Kansai Regional Plan (Prepared in March 2016)

What is the Kansai Regional Plan?

The Kansai Regional Plan was prepared based on the National Spatial Strategy (prepared in August 2015), which aims to develop national land that promotes interaction-led regional revitalization. This plan applies to six prefectures in the Kinki region and adopts eight main projects to realize the ideal future image of Kansai over the next ten years by making the most of Kansai's experience and diversified potential.

Ideal future image of Kansai

Center of interaction with other Asian countries through history and innovation
Sphere where people can lead a comfortable, affluent and vigorous life

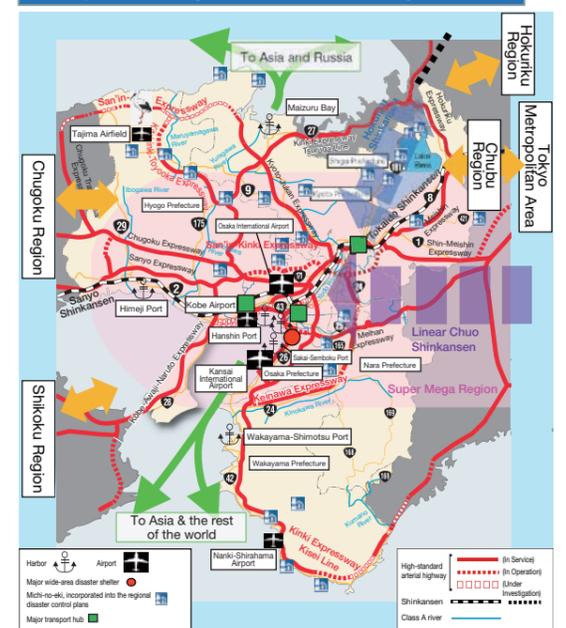
Major Projects

- Kansai gateway + Network project
- Kansai growth engine project
- History, culture and hospitality project
- Keihanshin brilliant city development project
- Local city vitality-up project
- Vigorous project for agricultural, mountainous and fishing villages
- Cooperation project for strengthening Kansai and disaster prevention
- Environmental symbiosis project

Effective promotion of the plan and future efforts

- To steadily implement and effectively promote the plan, the following two activities are being carried out by the Kinki Regional Plan Committee, which the Kinki Regional Development Bureau is also participating in.
- Promoting regional cooperation projects (previous successful cases spanning the eight main projects)
 - Monitoring the main projects (progress management)
- [Activities carried out in fiscal 2016]
- Organizational reconstruction for effective promotion
 - Selecting regional cooperation projects
 - Selecting projects subject to monitoring and evaluation indicators
- [Activities to be carried out in fiscal 2017]
- Holding PT meetings for regional cooperation projects
 - Conducting surveys for regional cooperation projects
 - Publicizing the results of monitoring

Conceptual drawing of the ideal future image of Kansai



New approaches

"i-Construction"

Productivity of each worker at construction site shall be improved, the business environment of the company shall be improved and the wage level of people working at construction site shall be increased and safety shall be ensured.

Current situation of productivity at construction site

- Lowered productivity with surplus labor force as background
- Productivity is not improved at construction sites of earthworks etc.
- There are still many labor accidents at construction site.
- Labor shortage is expected due to aging of population.

Approaches

Full usage of ICT technologies

- Three-dimensional measurement using UAV
- Design/construction plan based on three-dimensional data
- Construction using ICT construction machine
- Energy saving of inspection

Total optimization

- Standardization
- Enhancement of productivity of cast-in-place and precasting work

Equalization of construction period

- Flexible application of starting period of construction
- Spread and expansion to local governments

(Kinki Regional Development Bureau's PLUS1)

- Facilitation of construction work owing to communication between orderer and order receiver

What to Focus On

- Improve business environment of company by increasing productivity of each worker.
- Make construction site more attractive by increasing the wage level of people working at construction site.
- Aim at Zero fatal accident at construction site.
- Aim at "salary, vacation, hope," instead of "tight, dangerous, dirty"

Strengthening of system of Kinki Regional Development Bureau

Strengthening of system to promote i-Construction

- i-Construction Promotion Headquarters (Chairman-, Director- and Chief-level meeting)
- i-Construction Promotion Secretariat (Official-level meeting of Secretary-General and Head of Planning Dept.) (Established on February 15, 2016)

- Kinki region i-Construction Promotion Liaison and Adjustment meeting (Established on March 22, 2016)

- On-site tour was held for corporate managers. (On March 25, 2016)

- Establishment of i-Construction Kinki Support Center (April 2017)