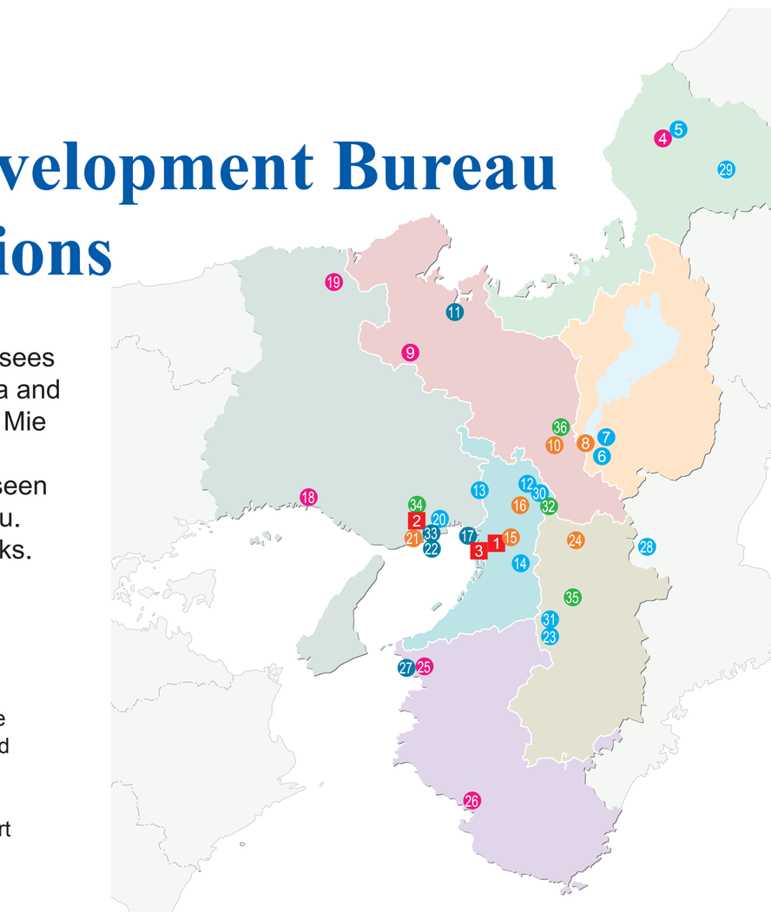
For the 2019 Fiscal Year Kinki Regional Development Bureau Summary

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.



No.	Office	Address	Phone	URL
1	Kinki Regional Development Bureau	1-5-44 Otemae, Chuo-ku, Osaka-shi, Osaka 540-8586 Osaka Joint Government Building 1	06 (6942) 1141	http://www.kkr.mlit.go.jp/
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/
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/
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/
13	Inagawa River Office	2-2-39 Ueikeda, Ikeda-shi, Osaka 563-0027	072 (751) 1111	http://www.kkr.mlit.go.jp/inagawa/
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	Osaka Bay Tower Office, 15F, 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/kobegicyo/
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/

Made April 2019

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.
To fulfil the duties of the bureau, there are 33 offices with 71 branches.
As of July 1st, 2018, there are 2,229 employees of the Kinki Regional Development Bureau that carry out the duties of the bureau.

Kinki Regional Development Bureau Framework

General Affairs Department (6 Divisions)
- Personnel Affairs Division; General Affairs Division; Accounti ng Division; Contract Division; Accounting and Procurement Division; Welfare Division
- Personnel and welfare of officials, acceptance, shipping and review of official documents, information disclosure, protection of personal information, budget, settlement and accounting, bidding and contracting, management of state-owned property, supervision of public interest corporations

Planning Department (6 Divisions)
- Planning Division; Regional Planning Division; Engineering Affairs Management Division; Engineering Affairs Survey Division; Execution Planning Division; Information Technology Division
- National land planning, regional land planning, coordination among public works, regional river planning, trunk road network adjustments, improvement of techniques and management of projects directly controlled, improvement of cumulative standards, civil engineering inspection and improvement of civil engineering, quality control of public works, public works cost reductions, statistics and reports of civil engineering works, investigation of supply and demand trends in labor and materials for direct construction projects, civil engineering, personnel training, material testing for civil engineering work, construction methods, maintenance and operation of construction machinery, maintenance planning, construction, supervision and inspection for telecommunications facilities, development and management of information systems

Urban Administration Department (6 Divisions)
- Planning and Management Division; Construction Industry 1st Division; Construction Industry 2nd Division; City Planning Division; Housing Improvement Division; Building Safety Division
- National land planning, regional land planning, urban planning, land expropriation, construction permissions, consulting and supervision, residential zoning permits and supervision, apartment building management and real estate appraisal registrations as well as supervision, land price publication and residential land development and supervision, land readjustment consultation, supervision and subsidies, town planning, road projects, ancient city conservation planning, research and adjustments and subsidies, urban park project consultation, supervision and subsidies, national park management and maintenance, sewer consultation, supervision and subsidies, residential management consultation, supervision and subsidies, authorized architect registration, certified inspection agency registration

River Department (6 Divisions, 1 Center)
- Water Administration Division; River Planning Division; Local River Division; River Environment Division; River Works Division; River Management Division; Forecast Center for Water Disaster
- Waterway administration and supervision, management of directly controlled rivers, supervision of river pebble collection agencies, waterway and water resource development and use facilities, erosion management, landslide prevention facilities, planning, construction and inspection for privately managed projects related to coastlines, river maintenance planning, flood information and flood prevention warnings
- Landfilling of public waters and land reclamation permits and licenses, Supervision, consultation and subsidies for regional groups performing river projects

Road Department (8 Divisions)
- Road Administration Division; Road Planning 1st Division; Road Planning 2nd Division; Local Roads Division; Planning and Coordination Division; Road Works Division; Road Management Division; Road Traffic Management Division
- Administrative oversight of roads, management of directly controlled national roads, road maintenance and conservation planning, common utility duct development, road development etc. Long-term planning, construction of nationally controlled roads, environmental measures and traffic safety measures for directly controlled public roads
- Adjustment, instruction and supervision for the improvement and on-site conservation of local roads, subsidies for general national roads, prefectural roads and municipal roads outside designated sections, permissions to establish regional public transportation corporations, on-site inspections

Ports and Airports Department (7 Divisions, 3 Offices, 1 Center)
- Port and Harbor Administration Division; Port Administration Division; Port Planning Division; Port Project Management Division; Port and Airport Construction and Compensation Division; Marine Environment and Engineering Division; Port and Airport Disaster Prevention Security and Emergency Division; Cruise Promotion and Port Logistics Planning Office; Safety Management Office; Quality Control Office; Kinki Area Coastal Area Disaster Reduction Centre
- Maintenance of ports, maintenance and management of routes, control of marine pollution, maintenance and management of coasts inside ports and harbors, maintenance of civil engineering facilities at airports and disaster restoration
- Utilization, conservation and management of harbors, permissions for public area landfilling and reclamation in ports
- Instruction, supervision and subsidies for port related endeavors

Government Buildings Department (4 Divisions, 1 Office)
- Government Buildings Planning Division; Coording Division; Architecture and Buildings Engineering Division; Technology and Facility Evaluation Division; Preservation Instruction and Supervision Room
- Construction planning and drafting, design and cumulative standards and establishment of design standards for building construction, promotion, instruction, supervision and inspection for construction
- Government office facilities field surveys and on-site conservation instruction

Land Acquisition Department (3 Divisions)
- Land Acquisition Planning Division; Land Acquisition Compensation Division; Land Acquisition Management Division
- Acquisition of land etc. pertaining to directly controlled projects, acquisition and use of land rights as entrepreneurs or proprietors of directly controlled projects, evaluation criteria for land and calculation criteria compensation amounts, compensation consultant registration, and land register improvement, compensation consultant registration, land register improvement, and support for local public bodies with respect to land with unclear ownership.

Director of Disaster Prevention and Relief Office (2 Office)
- Disaster Prevention and Relief Office; Disaster Risk Management Office
- Emergency repairs of public facilities damaged by natural disaster, creation of emergency action plans for disasters, administrative work pertaining to emergency disaster dispatch crews, etc.

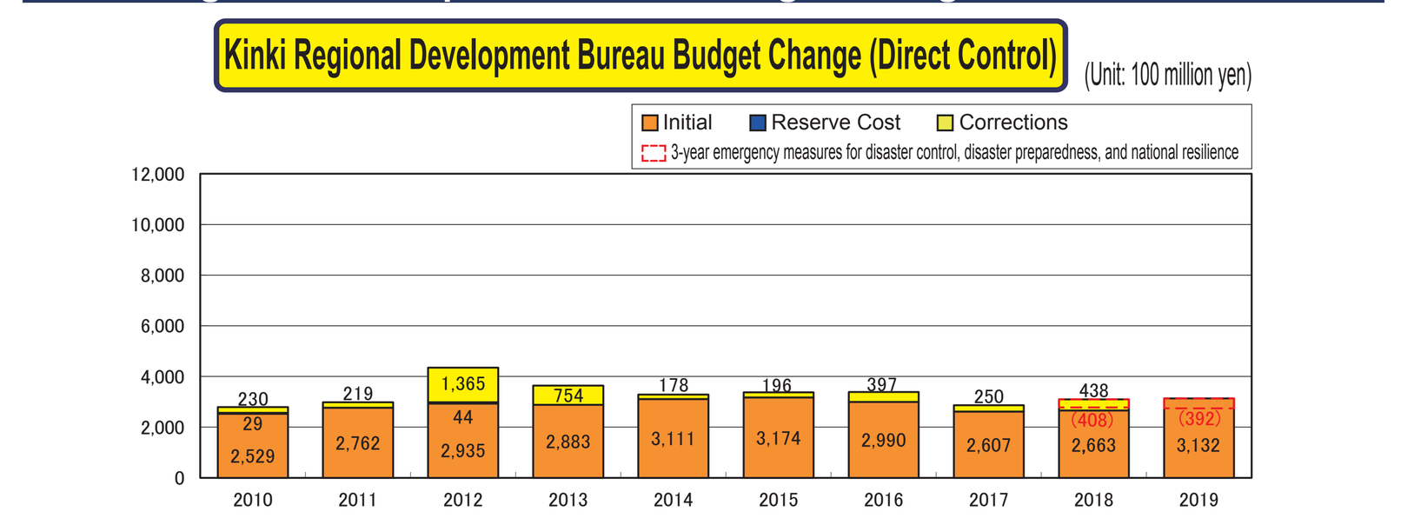
Offices (33 Offices) — **Branch Offices** (71 Branch Offices); Local Office of Administration Buildings
- Osaka: 8. Hyogo: 7. Kyoto: 4. Nara: 4. Shiga: 3. Wakayama: 3. Fukui: 3. Mie: 1. Total: 33 Offices

Kinki Regional Development Bureau History

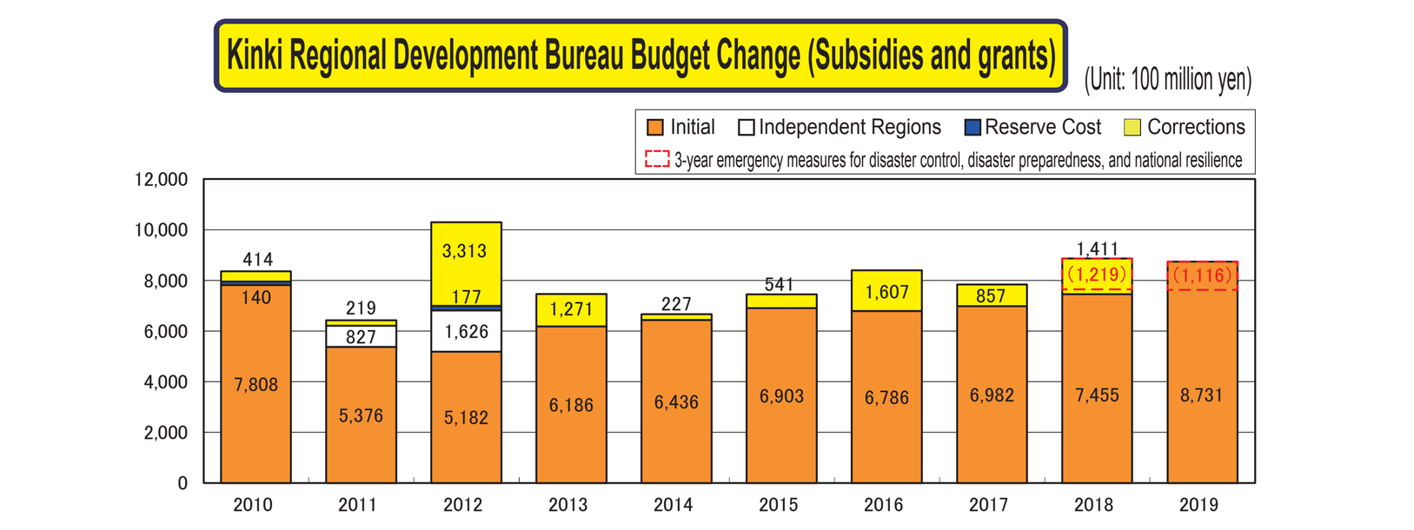
March 1874	The Home Ministry Osaka Branch of Civil Engineering was established.
May 1875	Home Ministry Osaka Branch of Civil Engineering had its name changed to Home Ministry Civil Engineering Osaka Bureau.
January 1877	The Home Ministry Civil Engineering Osaka Bureau was restructured and renamed to 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 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 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 1-5-44 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 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 2009 Onward (Excluding Direct Control and Treasury Debt Burden Act) (Unit:1 million yen)

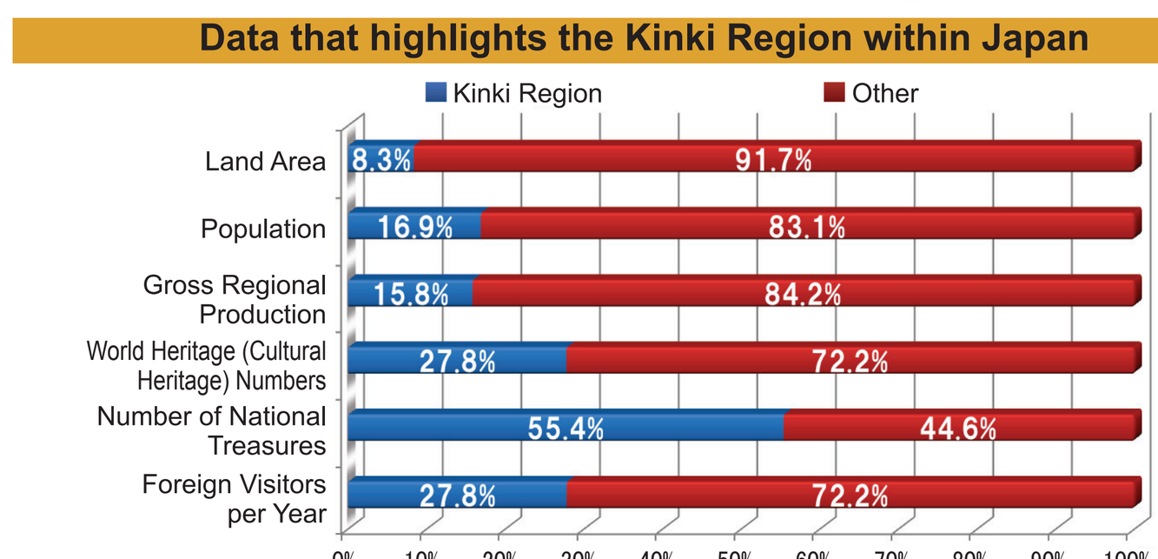
	FY 2010		FY 2011		FY 2012		FY 2013		FY 2014	
	Initial	Corrections	Initial	Corrections	Initial	Corrections	Initial	Corrections	Initial	Corrections
Flood Control	52,255	5,589	59,376	4,602	68,919	41,279	72,241	16,035	76,522	3,922
Coasts	843	120	2,096	50	2,478	512	2,089	0	2,302	0
Road Maintenance	186,107	17,129	180,225	15,236	184,282	82,952	173,705	47,469	189,623	12,583
Harbors	6,581	210	22,545	250	23,193	10,282	28,217	11,518	33,607	1,000
National Parks etc.	3,159	0	4,839	0	3,335	56	3,883	150	4,210	0
(General Public Total)	248,945	23,048	269,081	20,138	282,206	135,081	280,134	75,172	306,264	17,504
Office Building Maintenance	3,647	0	6,308	1,751	11,272	1,437	8,142	260	4,847	313
Airports	303	0	834	0	0	0	0	0	0	0
(Total)	252,895	23,048	276,223	21,889	293,478	136,518	288,276	75,432	311,111	17,817

	FY 2015		FY 2016		FY 2017		FY 2018		FY 2019	
	Initial	Corrections	Initial	Corrections	Initial	Corrections	Initial	Corrections	Initial	Corrections
Flood Control	77,859	12,920	72,022	10,713	66,227	11,181	67,571	28,086	91,919	–
Coasts	1,525	–	2,215	345	2,637	408	2,677	1,283	3,710	–
Road Maintenance	196,462	6,524	178,086	25,755	148,238	12,658	157,124	11,064	181,439	–
Harbors	34,544	200	33,775	2,422	31,449	450	31,586	2,630	30,231	–
National Parks etc.	4,954	0	6,154	480	6,504	300	4,977	0	4,475	–
(General Public Total)	315,344	19,644	292,253	39,715	255,055	24,997	263,935	43,063	311,774	–
Office Building Maintenance	2,068	0	6,721	0	5,582	0	2,079	734	1,108	–
Airports	0	0	0	0	44	0	280	0	312	–
(Total)	317,412	19,644	298,974	39,715	260,681	24,997	266,294	43,797	313,193	–

※ Service Handling Fees are excluded from FY 2010 on

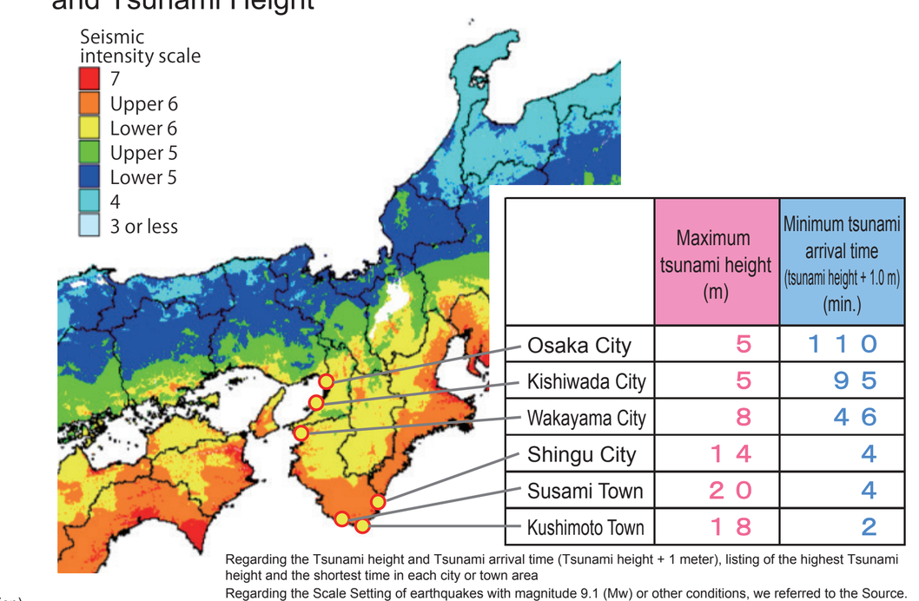
Current Kinki Region Information

Data that highlights the Kinki Region within Japan



Land Area: Geographical Survey Institute Prefectural Area Report of 2017
Population: Ministry of Internal Affairs Census (As of October 1st, 2018)
Gross Production: Cabinet Prefectural Economic Calculations of 2015
World Heritage (Cultural Heritage) Numbers: UNESCO Website
Foreign Visitors per year: Tourism Authority 2018 Foreign Visitor Consumption Trends Survey
(Each prefecture's visitor number compared to the visitors in the total area of the Kinki Region)

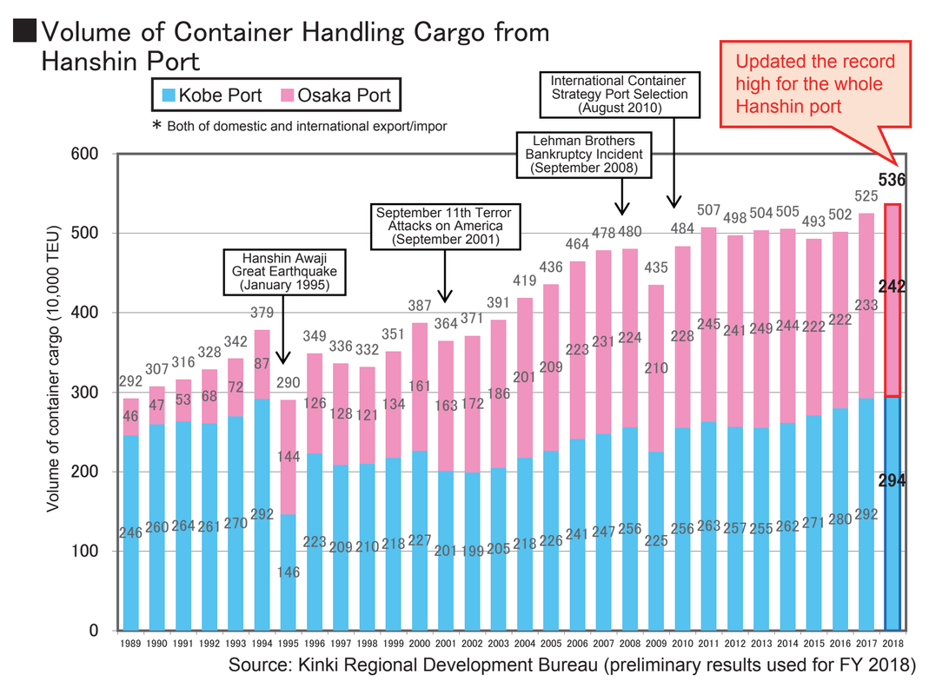
■Nankai Trough Megathrust Earthquake Magnitude Distribution and Tsunami Height



	Maximum tsunami height (m)	Minimum tsunami arrival time (tsunami height + 1.0 m) (min.)
Osaka City	5	110
Kishiwada City	5	95
Wakayama City	8	46
Shingu City	14	4
Susami Town	20	4
Kushimoto Town	18	2

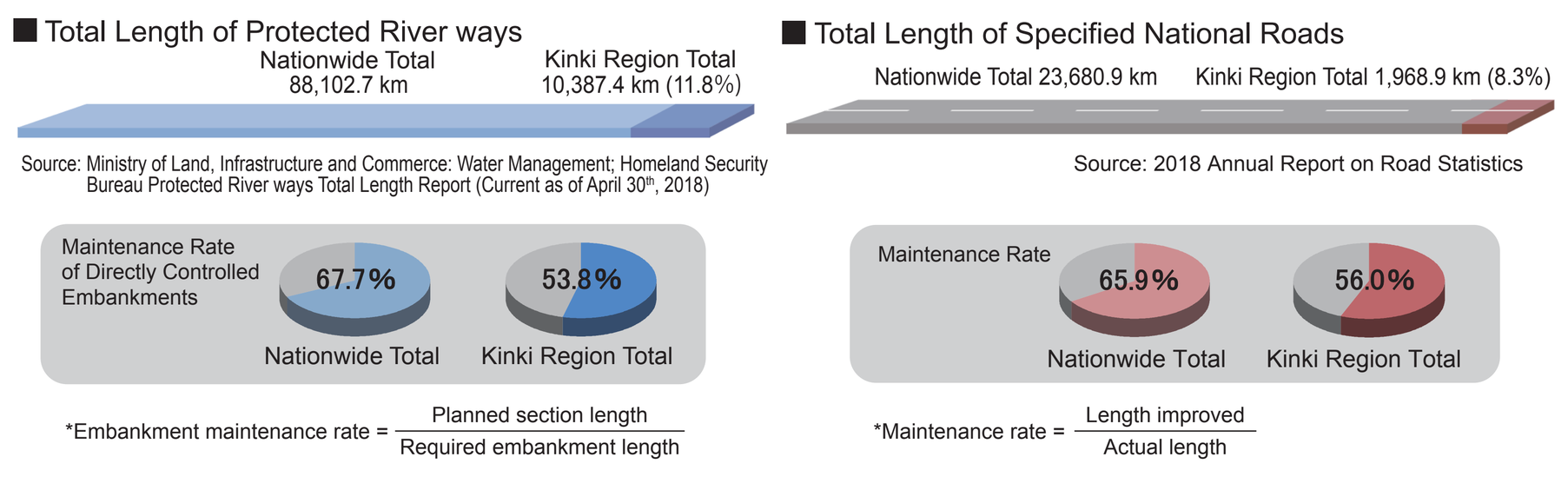
Regarding the Tsunami height and Tsunami arrival time (Tsunami height + 1 meter), listing of the highest Tsunami height and the shortest time in each city or town area
Regarding the Scale Setting of earthquakes with magnitude 9.1 (Mw) or other conditions, we referred to the Source.
Source: Cabinet Office, Nankai Trough Megathrust Earthquake Model Investigative Commission (Secondary Report) (August 29th, 2012)

■Volume of Container Handling Cargo from Hanshin Port



Source: Kinki Regional Development Bureau (preliminary results used for FY 2018)

■Total Length of Protected River ways



Source: Ministry of Land, Infrastructure and Commerce: Water Management; Homeland Security Bureau Protected River ways Total Length Report (Current as of April 30th, 2018)

*Embankment maintenance rate = Planned section length / Required embankment length

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 2018)

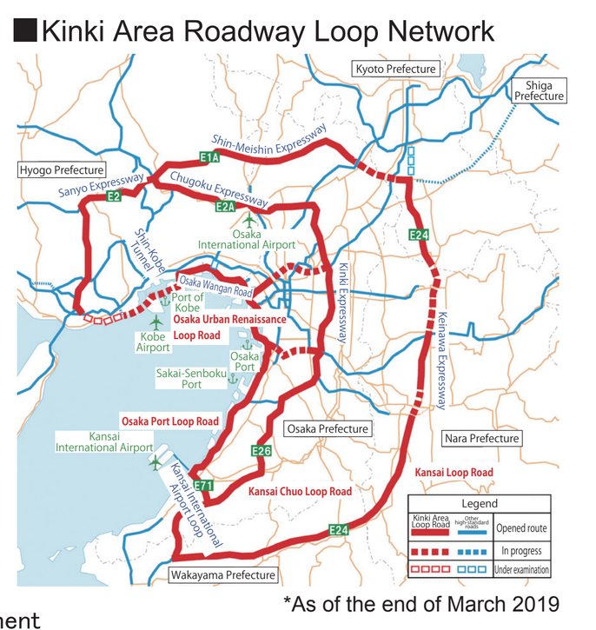
■Total Length of Specified National Roads

Source: 2018 Annual Report on Road Statistics

*Maintenance rate = Length improved / Actual length

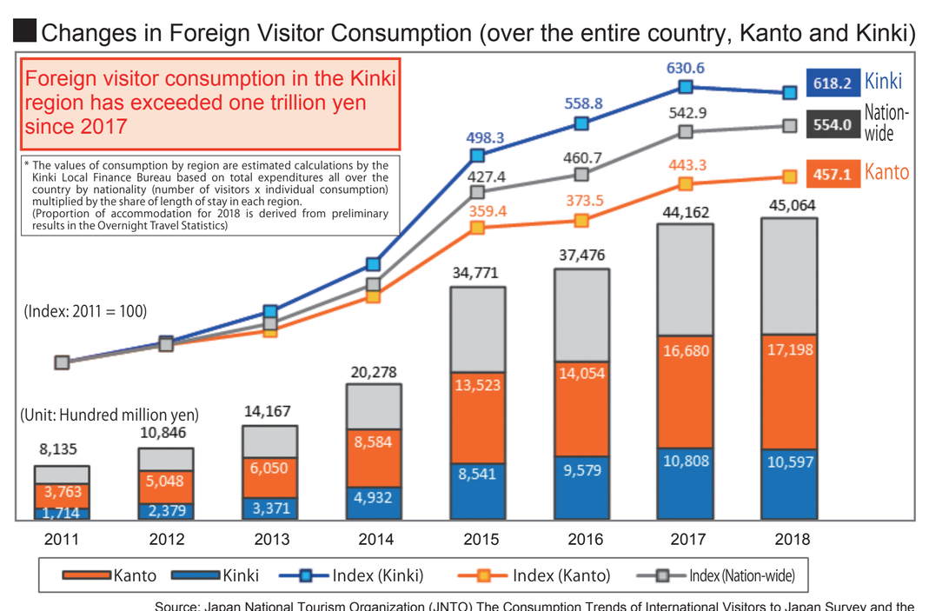
Source: 2018 Annual Report on Road Statistics

■Kinki Area Roadway Loop Network



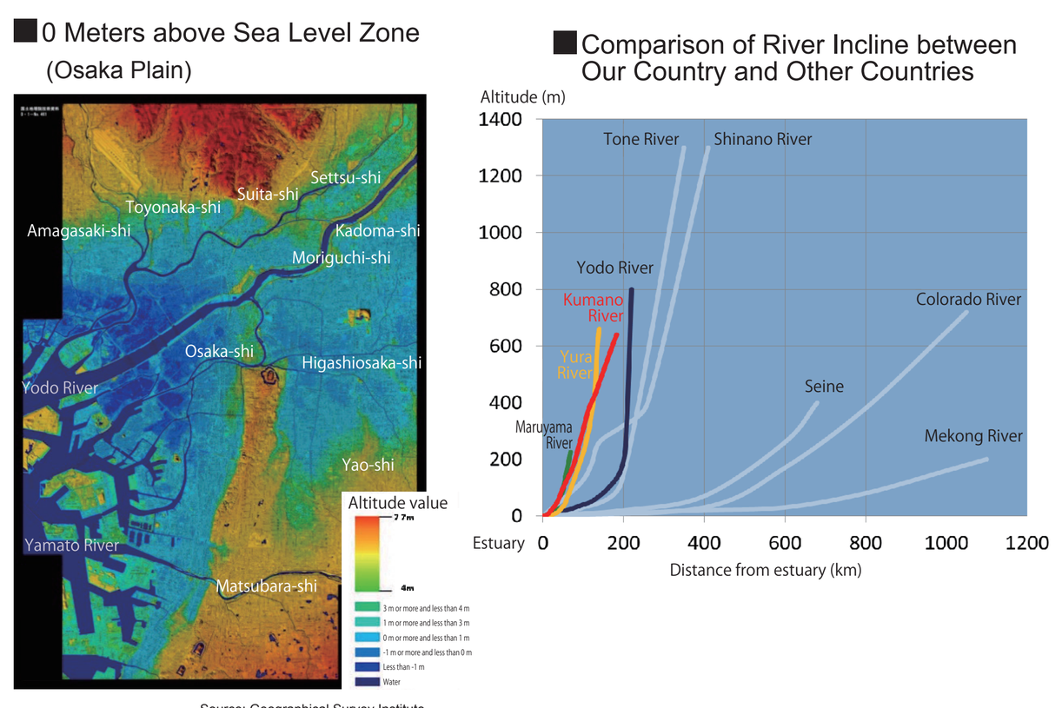
*As of the end of March 2019

■Changes in Foreign Visitor Consumption (over the entire country, Kanto and Kinki)



Source: Japan National Tourism Organization (JNTO) The Consumption Trends of International Visitors to Japan Survey and the Overnight Travel Statistics Survey by the Japan Tourism Agency

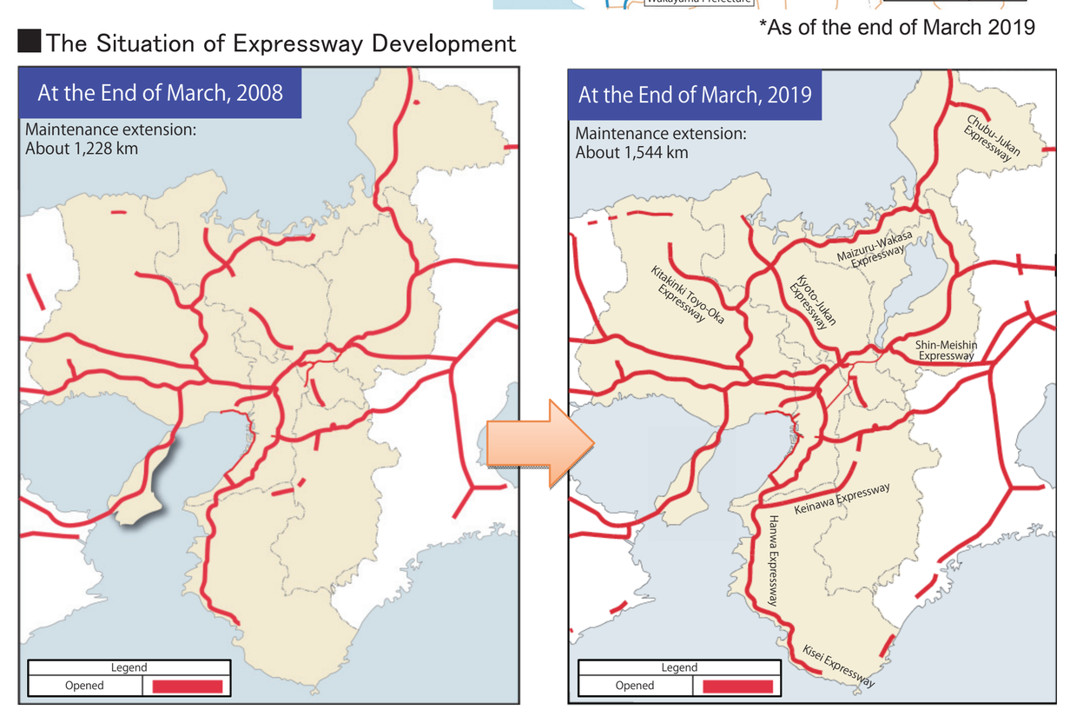
■0 Meters above Sea Level Zone (Osaka Plain)



Source: Geographical Survey Institute

■Comparison of River Incline between Our Country and Other Countries

■The Situation of Expressway Development



■Official land prices, business district volatility, ranking table

	2014	2015	2016	2017	2018	2019
1	Nagoya City, Nakamura Ward, Tsubaki-cho	Kanazawa City, Hiro'oka	Osaka City, Chuo Ward, Shinsaibashi-suji	Osaka City, Chuo Ward, Dotonbori	Hokkaido, Kutchan-cho, Minami 1 Jonishi	Hokkaido, Kutchan-cho, Minami 1 Jonishi
2	Kawasaki City, Saiwai Ward, Omiya-cho	Nagoya City, Nakamura Ward, Tsubaki-cho	Osaka City, Chuo Ward, Dotonbori	Osaka City, Chuo Ward, Souemon-cho	Osaka City, Chuo Ward, Dotonbori	Osaka City, Chuo Ward, Nipponbashi
3	Kawasaki City, Nakahara Ward, Kosugi-machi	Tokyo, Chuo Ward, Ginza	Nagoya City, Nakamura Ward, Tsubaki-cho	Osaka City, Kita Ward, Komatsubara-cho	Kyoto City, Minami Ward, Higashikujo	Osaka City, Kita Ward, Chayamachi
4	Kanazawa City, Hiro'oka	Tokyo, Chuo Ward, Ginza	Osaka City, Chuo Ward, Souemon-cho	Osaka City, Chuo Ward, Shinsaibashi-suji	Kyoto, Higashiyama Ward, Shijo-dori	Kyoto, Higashiyama Ward, Shijo-dori
5	Osaka City, Fukushima Ward, Fukushima	Hiroshima City, Naka Ward, Horikawa-cho	Nagoya City, Nakamura Ward, Meieki	Osaka City, Kita Ward, Chayamachi	Nagoya City, Nakamura Ward, Tsubaki-cho	Osaka City, Kita Ward, Shibata
6	Nagoya City, Nakamura Ward, Meieki	Tokyo, Chuo Ward, Ginza	Osaka City, Kita Ward, Chayamachi	Kyoto City, Higashiyama Ward, Shijo-dori	Nagoya City, Nakamura Ward, Meieki	Naha City, Maejima
7	Osaka City, Chuo Ward, Kawaramachi	Tokyo, Chuo Ward, Ginza	Kanazawa City, Hiro'oka	Nagoya City, Nakamura Ward, Meieki	Kyoto City, Higashiyama Ward, Sanjo-dori	Kyoto City, Shimogyo Ward, Shichijo-dori
8	Kawasaki City, Kawasaki Ward, Ekimae-honcho	Tokyo, Chuo Ward, Ginza	Osaka City, Kita Ward, Komatsubara-cho	Tokyo, Chuo Ward, Ginza	Kobe City, Chuo Ward, Isogamidori	Kyoto City, Higashiyama Ward, Sanjo-dori
9	Osaka City, Chuo Ward, Andojimachi	Hiroshima City, Higashi Ward, Hikarimachi	Osaka City, Chuo Ward, Namba	Tokyo, Chuo Ward, Ginza	Sapporo City, Chuo Ward, Minami 6 Jonishi	Naha City, Kumoji
10	Osaka City, Kita Ward, Nozaki-cho	Nagoya City, Nakamura Ward, Meieki	Sapporo City, Chuo Ward, Minami	Tokyo, Chuo Ward, Ginza	Kobe City, Chuo Ward, Akashimachi	Osaka City, Yodogawa Ward, Miyahara

Source: Official land prices (Ministry of Land, Infrastructure, Transport and Tourism)

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. In addition, by the disaster prevention measures that prepare for floods, improve the river security level, and secure the local safety and relief.

■Maruyamagawa flood control basin project

■Emergency flood prevention measures for the Yuragawa River (Start: 2014, Period: Almost 5 years)

■Amagase Dam Restart Project

■Emergency flood prevention measures at the middle reaches of the Kakogawa River (Start: 2017, Period: Almost 10 years)

■Directly controlled erosion protection project at Kii Mountain Range

■Emergency flood prevention measures for the Kumano River (Start: 2017, Period: Almost 5 years)

■Hanshin Namba Line Yodogawa Bridge reconstruction project

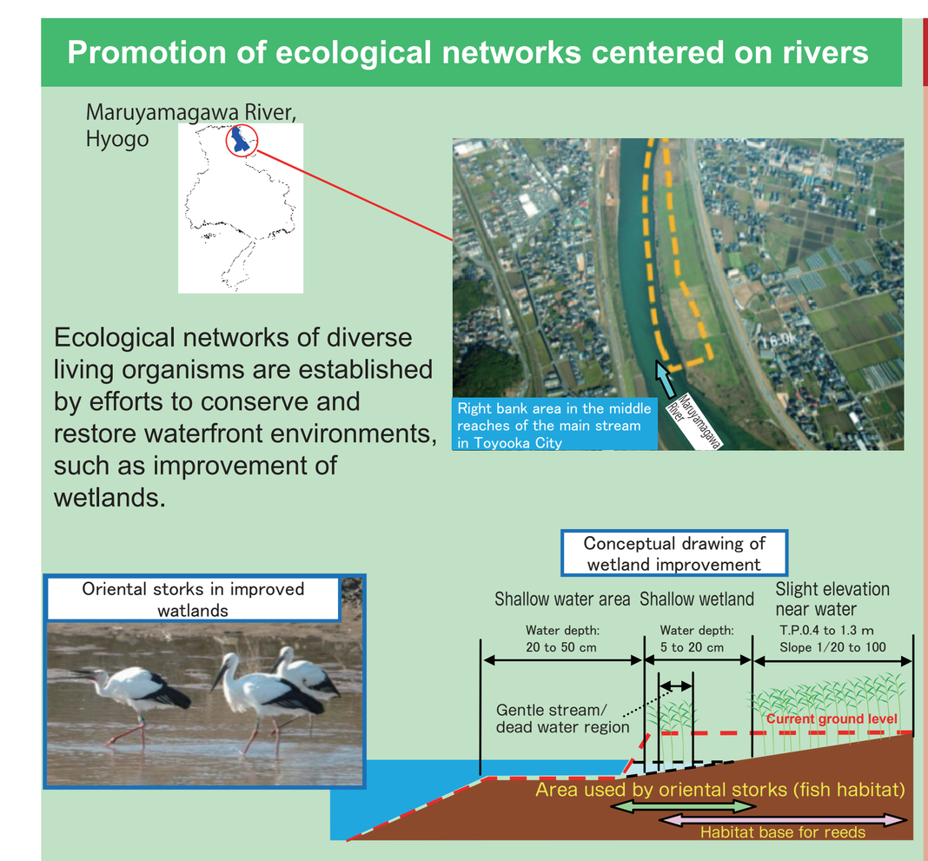
Problems with the height below the bridge girder were solved by reconstruction.

Regional Revitalizaton and Realization of an Affluent Life

Promotion of ecological networks centered on rivers

Maruyamagawa River, Hyogo

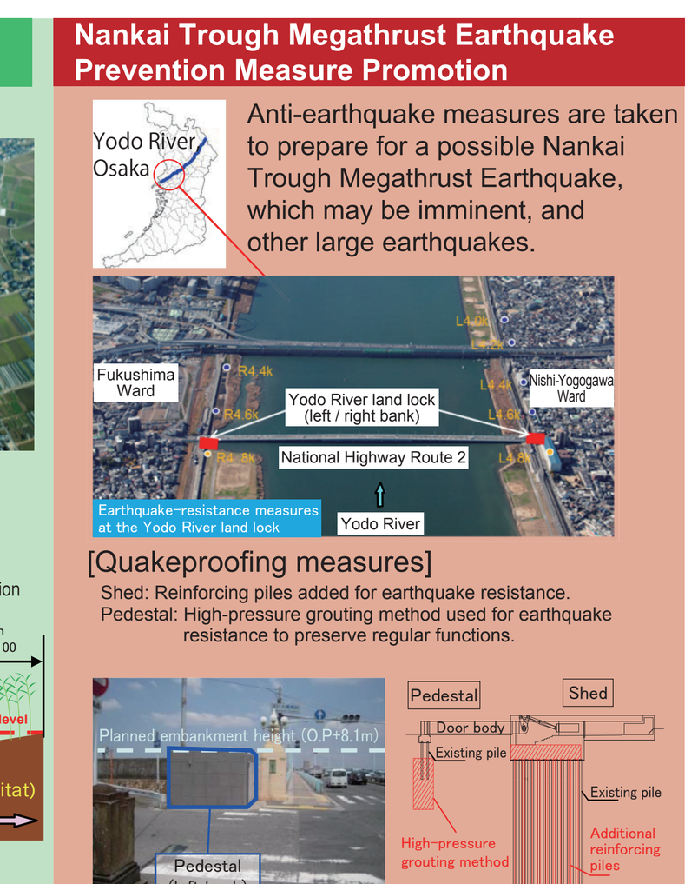
Ecological networks of diverse living organisms are established by efforts to conserve and restore waterfront environments, such as improvement of wetlands.



Nankai Trough Megathrust Earthquake Prevention Measure Promotion

Yodo River, Osaka

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



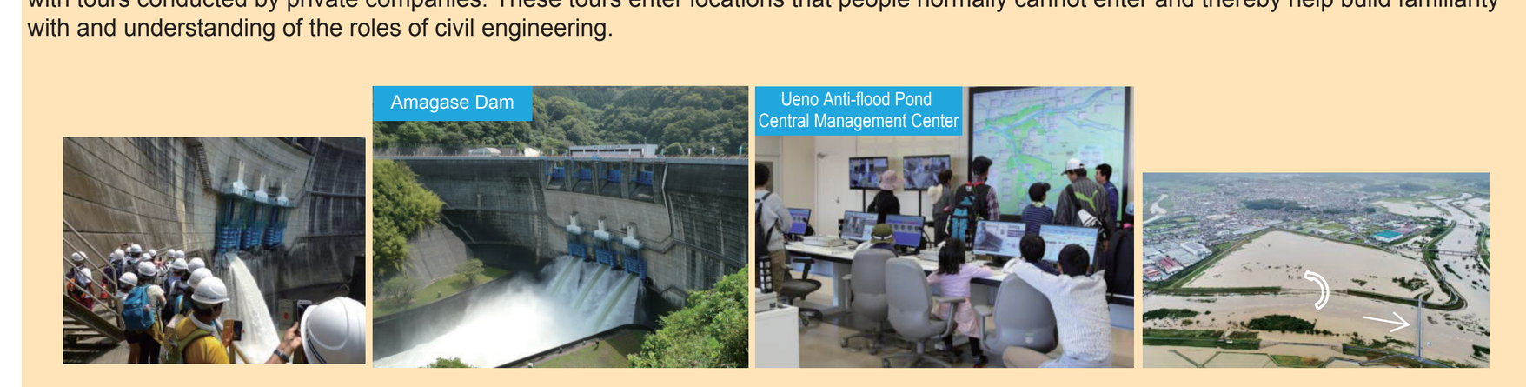
[Quakeproofing measures]
Shed: Reinforcing piles added for earthquake resistance.
Pedestal: High-pressure grouting method used for earthquake resistance to preserve regular functions.

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 (measures to prevent large-scale flooding, and structural measures for crisis management), which are planned to be completed in fiscal 2020, will continue to be carried out.

Infrastructure usage that contributes to local regional development through sightseeing

Viewing bridges, dams, and other public infrastructure as sightseeing resources, tours are conducted of such infrastructure in collaboration with tours conducted by private companies. These tours enter locations that people normally cannot enter and thereby help build familiarity with and understanding of the roles of civil engineering.



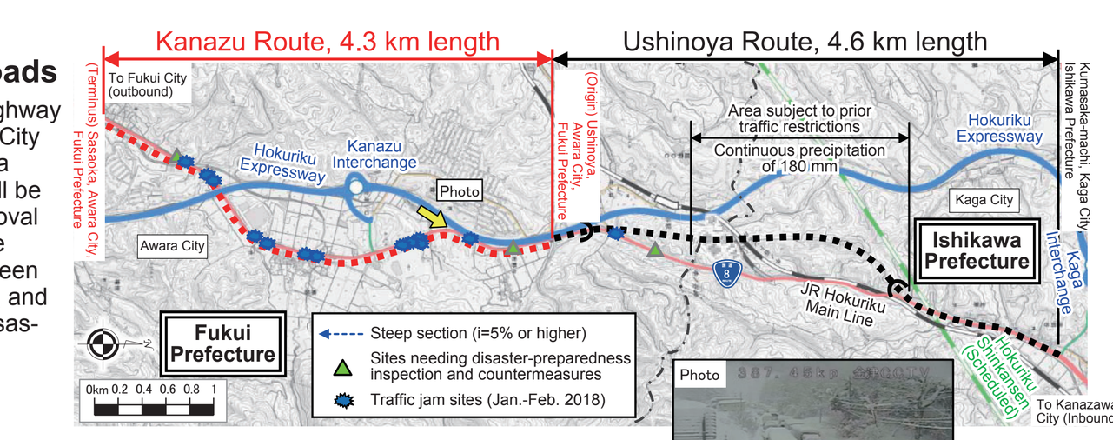
Roads

Ensuring the Safety and Security of the People

Securing flows of goods and people in the event of a disaster

○**Disaster-resistant roads**

The reliability of the National Highway Route 8, Kanazu Route (Awara City Ushinoya to Awara City Sasaoka route) as a main line network will be improved through the rapid removal of winter traffic impediments, the strengthening of roadways between Fukui and Ishikawa Prefectures, and the removal of sites requiring disaster-preparedness inspection measures.

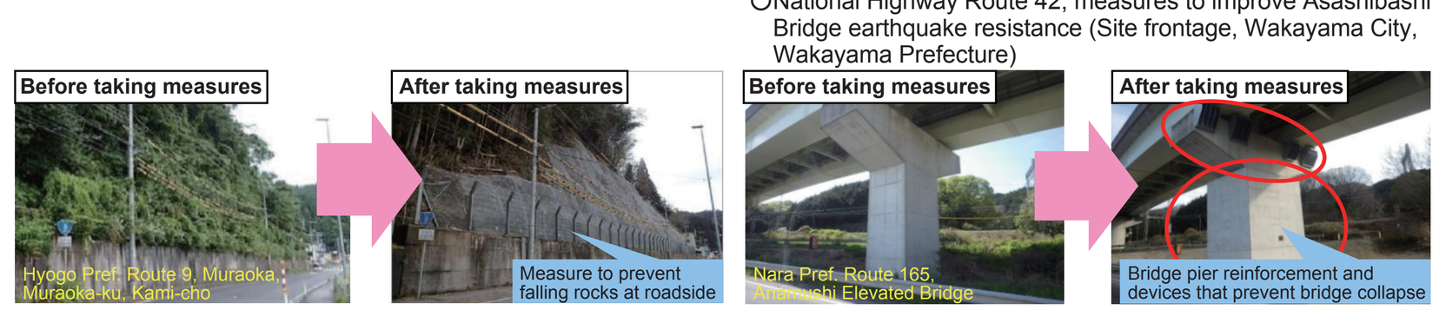


[Major projects]
○National Highway Route 8, Kanazu Route (Site frontage, Ushinoya to Sasaoka, Awara City, Fukui Prefecture)
○National Highway Route 169, Okutoro Route (3rd phase) (Site frontage, Shimooi to Komatsu, Kitayama-mura, Higashimuro-gun, Wakayama Prefecture)

○**Disaster preparedness and earthquake countermeasures**

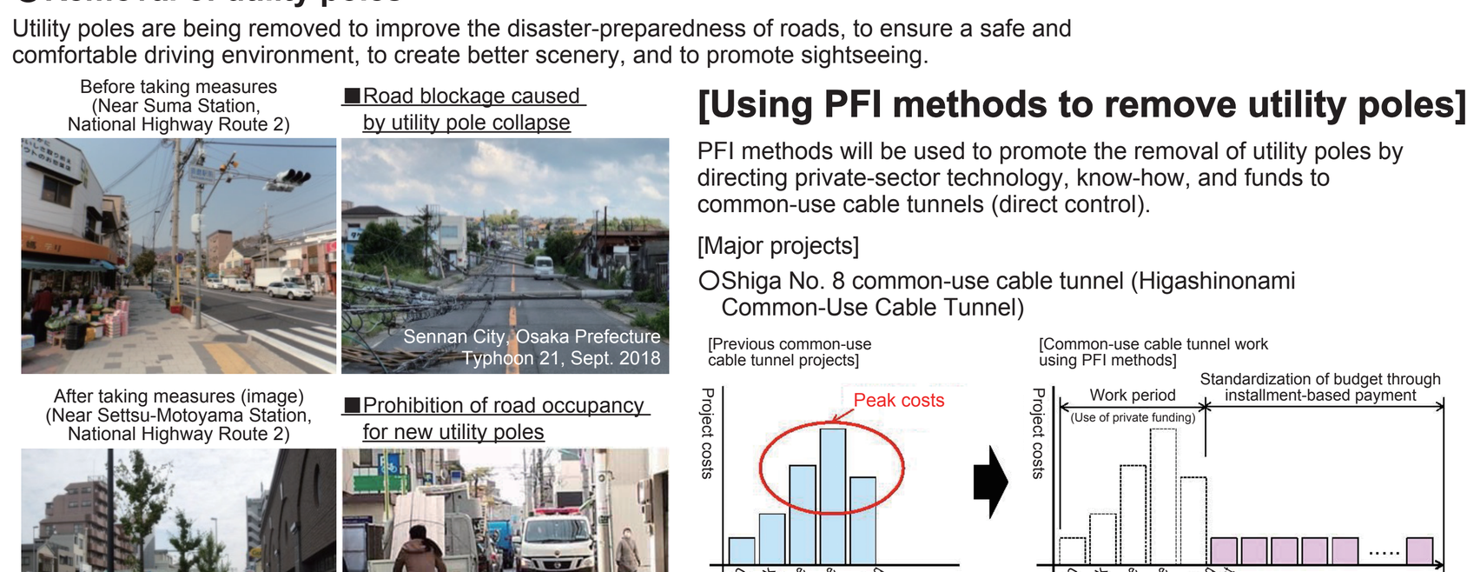
Measures will continue to be taken to ensure disaster and earthquake preparedness by reducing damage caused by disasters and supporting smooth, rapid emergency response activities.

[Major projects]
○National Highway Route 27, disaster preparedness measures in the Hirose area (Site frontage, Ayabe City, Kyoto Prefecture)
○National Highway Route 42, measures to improve Asashibashi Bridge earthquake resistance (Site frontage, Wakayama City, Wakayama Prefecture)



○**Removal of utility poles**

Utility poles are being removed to improve the disaster-preparedness of roads, to ensure a safe and comfortable driving environment, to create better scenery, and to promote sightseeing.



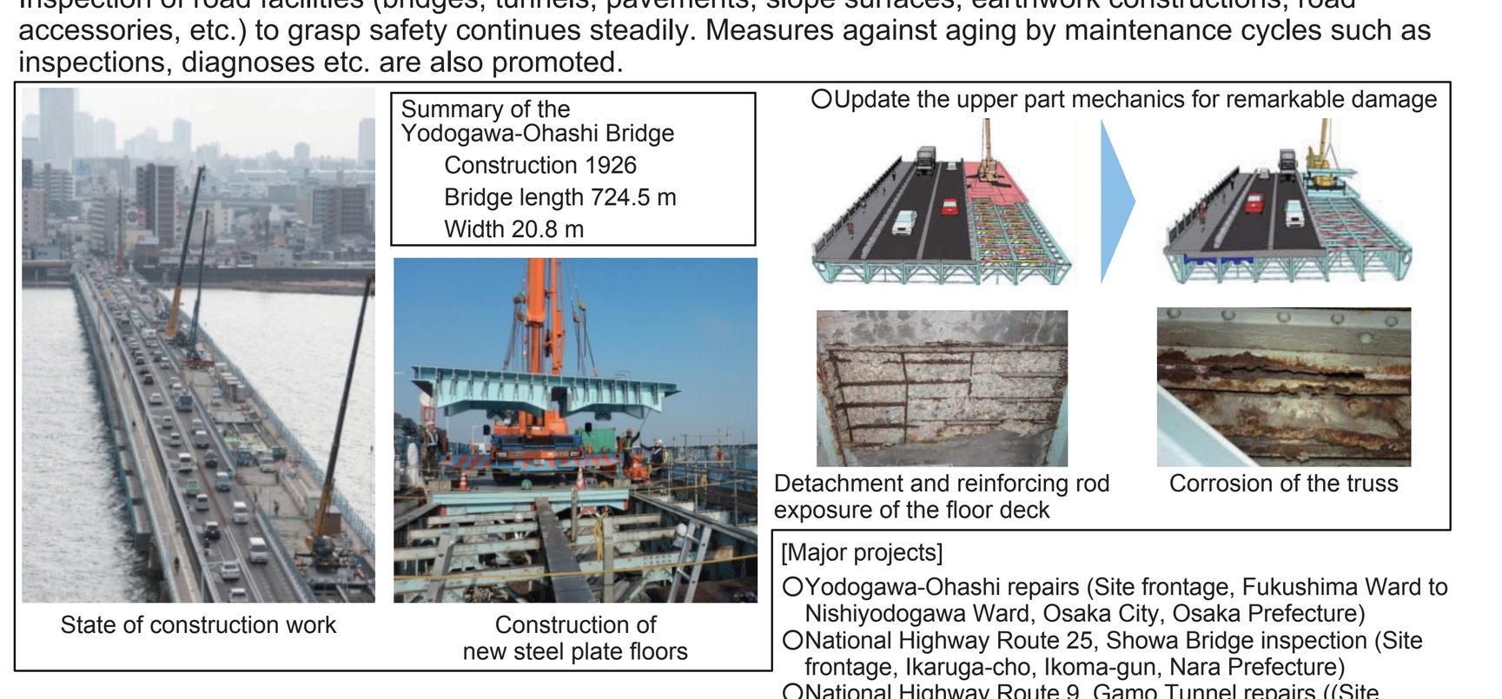
[Using PFI methods to remove utility poles]

PFI methods will be used to promote the removal of utility poles by directing private-sector technology, know-how, and funds to common-use cable tunnels (direct control).

[Major projects]
○Shiga No. 8 common-use cable tunnel (Higashinonami Common-Use Cable Tunnel)

Future-oriented work addressing aging infrastructure

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.



State of construction work
Construction of new steel plate floors
Detachment and reinforcing rod exposure of the floor deck
Corrosion of the truss

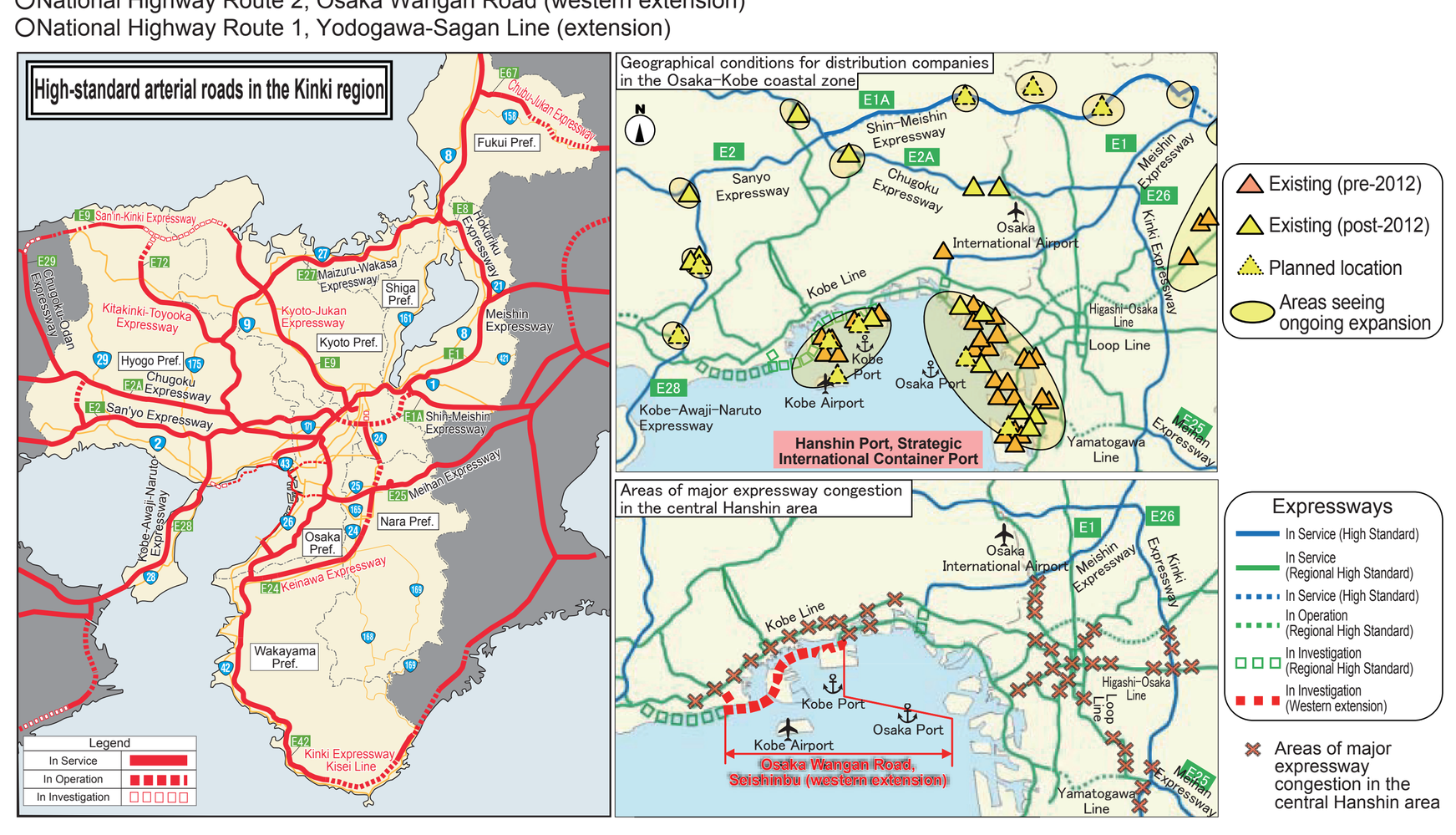
[Major projects]
○Yodogawa-Ohashi repairs (Site frontage, Fukushima Ward to Nishiyodogawa Ward, Osaka City, Osaka Prefecture)
○National Highway Route 25, Showa Bridge inspection (Site frontage, Ikaruga-cho, Ikoma-gun, Nara Prefecture)
○National Highway Route 9, Gamo Tunnel repairs (Site frontage, Shin'onsen-cho, Mikata-gun, Hyogo Prefecture)

Achieving strong, enduring economic growth / Reinforcing an efficient logistics network

Community-building that serves as a basis for a rich life / Road networks that connect communities and hubs

These projects aim to build a smooth, rapid, and highly competitive logistics network by promoting the development of the Kinki area's ring road network and alleviating traffic congestion. In order to build a broad-ranging network that is durable to disasters, the projects also work to develop high-standard roadways that connect major cities to ensure route substitutability for road sections wherein breakage of existing roads by future earthquakes, tsunamis, or heavy rains have the potential to have a large impact on traffic in a broad area.

[Main Project]
○Kinki Expressway Kisei line Shingu road (new project), Susami Kushimoto road, etc.
○Chubu Jukan Expressway: Ono-Aburazaka road (from Onohigashi to Izumi), etc.
○National Highway Route 2, Osaka Wangan Road (western extension)
○National Highway Route 1, Yodogawa-Sagan Line (extension)

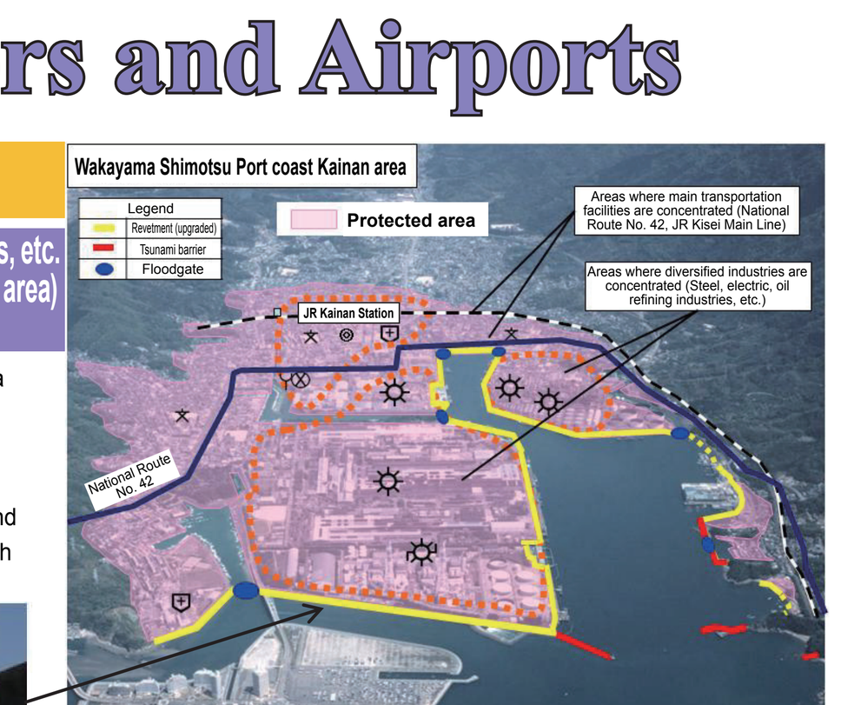


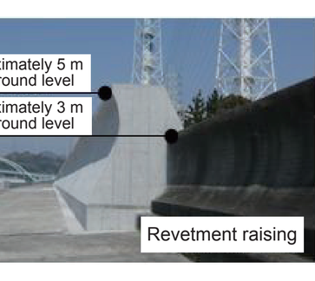
Ports, Harbors and Airports

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.





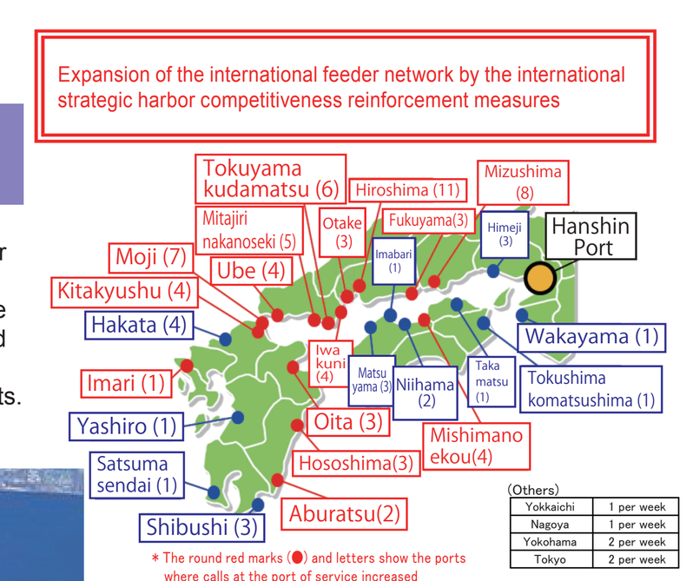
●Revetment height
Before upgrade: approximately 3 m from ground level
After upgrade: approximately 5 m from ground level

Revitalization of Economy / Region

Function enhancement of international container strategy port "Hanshin Port"

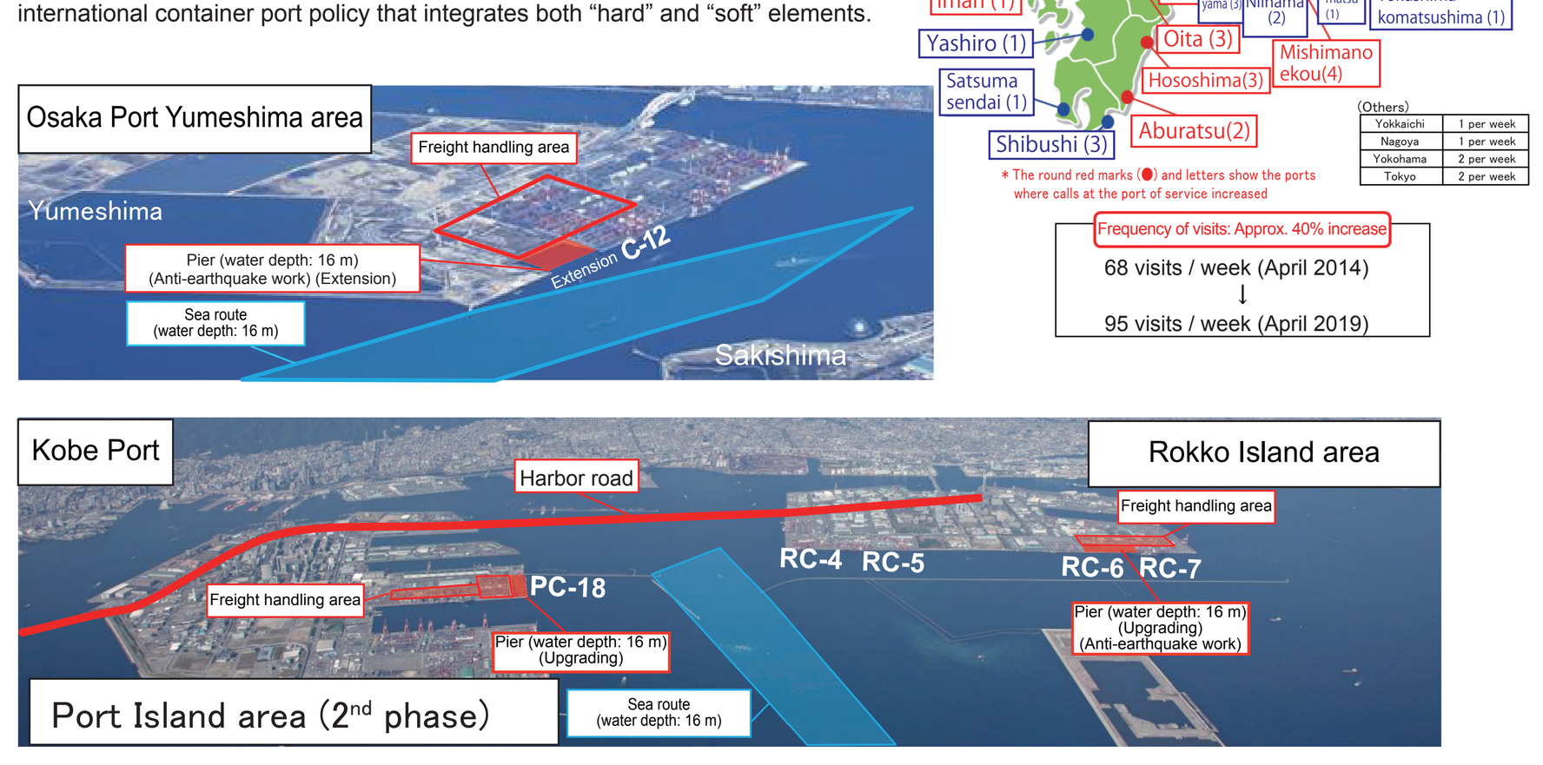
The world of maritime transportation and ports / harbors is undergoing change as shipping companies further reorganize their alliances and narrow down their ports of call, and AI, IoT, and other telecommunications and automation technologies rapidly progress. In this context, Japan is working to improve its industrial competitiveness as well as maintain and improve employment and incomes for the Japanese people by continuously implementing strategic international container port policy that integrates both "hard" and "soft" elements.

Expansion of the international feeder network by the international strategic harbor competitiveness reinforcement measures



(Others)	
Yokkaichi	1 per week
Nagoya	1 per week
Yokohama	2 per week
Tokyo	2 per week

Frequency of visits: Approx. 40% increase
68 visits / week (April 2014)
↓
95 visits / week (April 2019)



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

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

After disasters such as Nankai trough giant earthquakes, development of the Osaka sixth district combination government building (tentative name) with the necessary earthquake-resistant performance can go ahead by the PFI method, so that government agencies entering work on disaster prevention move into action precisely.

- Promotion of the earthquake resistance of government office facilities
  Nara National Government Building No. 3, earthquake-resistance work
- Promotion of ceiling earthquake proofing measures for government office facilities
  Osaka Prefectural Police, 1st Riot Squad / Osaka Prefectural Police Academy, Specialized General Education Dept., ceiling repairs

Improvement using PFI methods | Promotion of the use of wood materials | Optimal use of public property in cooperation with communities

Promotion of future-oriented measures addressing aging infrastructure Deterioration measures for government office facilities

- Extending the life of government building infrastructure
  Nara National Government Building No. 2, life-extension repairs
- Improvement of the aging deteriorated parts of existing government offifities
  Osaka National Government Building No. 3, elevator repairs
  Osaka Customs, Enforcement Division, in-house generator repairs

Maintenance of Important Government Buildings

Kansai-kan of the National Diet Library Annex

Receiving an expenditure commission, we have implemented upgrading of government offices including the **Kansai-kan of the National Diet Library, Japan Coast Guard School**, and the **Tanabe Public Employment Security Office in Kyoto.**

Parks

Rich and Vibrant Community Development

Development of tourism base facility in national park

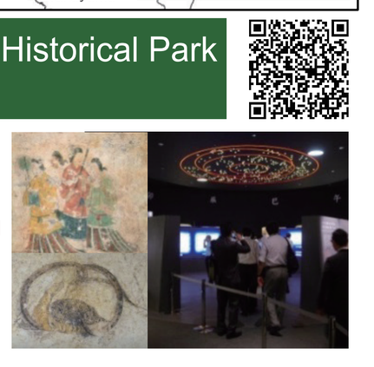
The homepage of each park can be seen when the QR code is read with a smartphone.

Yodogawa Riverside Park (Sewaritei Area)
Yawata, Kyoto
People can view the1.4 km rows of cherry blossom trees from the Observation Tower in spring

Akashi Kaikyo National Government Park (Awaji Area)
Awaji, Hyogo
People can enjoy the scenery of seasonal flowers including spring tulips throughout the year

Akashi Kaikyo National Government Park (Kobe Area)
Kobe, Kyoto
People can easily experience mountain village life such as old private houses with thatch roofs and farming in the fields

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



Nara Palace Site Historical Park (Heijo Palace Area)
Nara City, Nara Prefecture
People will be guided about the highlights of the entire park including the figures of now and bygone days of the Heijo shrine trace
(At the southern gate restoration worksite where construction is currently underway, people can watch carpenters specialized in temple construction use period techniques to restore the building to its original state.)

Safety and Security

Technical Emergency Control FORCE

<Main dispatch achievement>	The number of people	The total number of workdays (person, days)
2017 Heavy rain in North Kyushu	36	398
2017 Typhoon 21 (Kinki)	39	55
2018 Heavy snowfall in the Fukui region	39	75
2018 Northern Osaka earthquake	141	346
2018 July 2018 heavy ranis	264	965
2018 Typhoon 21	67	92

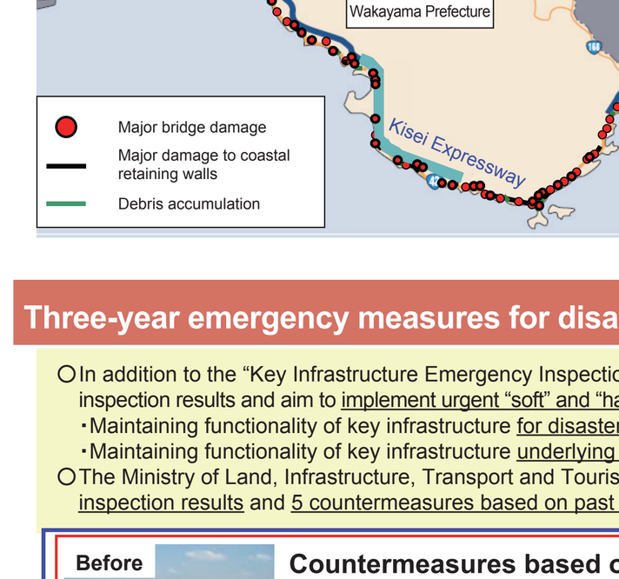
Survey of disaster damage to the soil base under roads / Danger assessment of concrete-block walls (2018 Northern Osaka earthquake)
Survey of disaster damage at collapsed slopes (July 2018 heavy ranis)
Drainage work at Kansai International Airport (2018 Typhoon 21)

Plan for opening up roads on the coast of the Kii Peninsula after a Nankai megathrust earthquake and/or tsunami

【National highway damage forecasts】

	Extent of inundation	Major bridge damage	Major damage to coastal retaining walls	Accumulated debris
Wakayama Pref.	Approx. 100 km	53 bridges	Approx. 20 km	Approx. 30 km

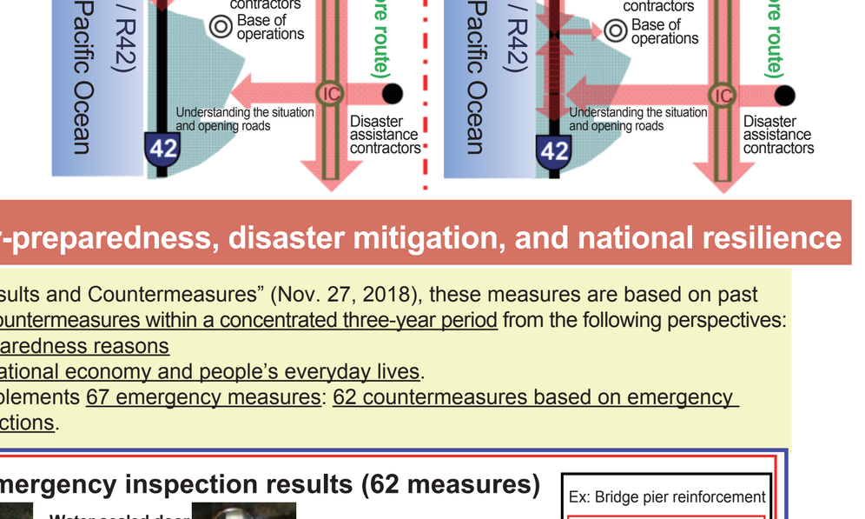
Source: Wakayama Kinan Office of River and National Highway (Data valid as of May 2014)



【Plan for opening up roads】
■ Based on tsunami damage forecasts, the Wakayama Prefecture Road Accessibility Plan designates certain roads as "open routes" that are to be given priority in the post-disaster clearing process due to considerations pertaining to emergency transport roadway networks.
■ Establishes step-by-step targets for "road-opening" aimed at securing emergency medical transport routes.

【Step 1⇒Targets to be completed within 24 hours after the disaster】
Securing core routes, routes to coastal areas, etc. (outside of forecasted flood areas)

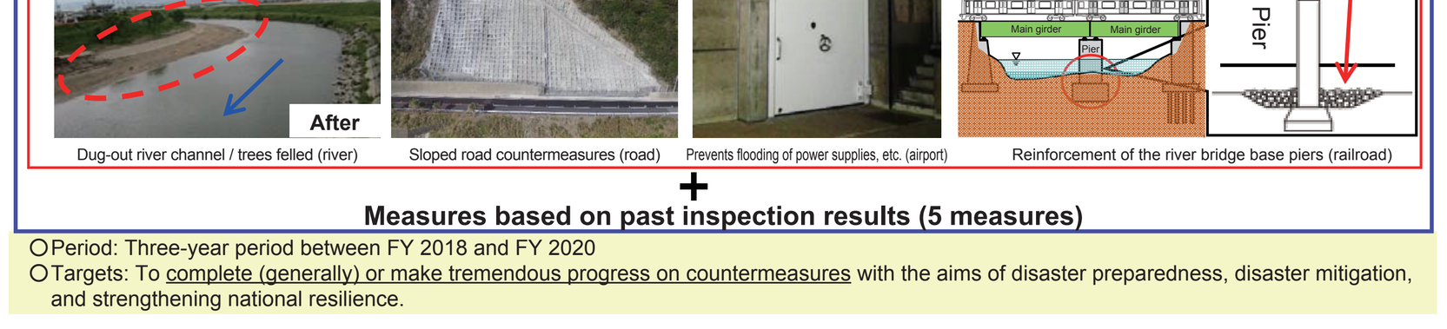
【Step 2⇒Targets to be completed within 48 hours after the disaster】
Once the tsunami warning has been lifted, securing routes to the base of operations (city hall, etc.)



Three-year emergency measures for disaster-preparedness, disaster mitigation, and national resilience

○In addition to the "Key Infrastructure Emergency Inspection Results and Countermeasures" (Nov. 27, 2018), these measures are based on past inspection results and aim to implement urgent "soft" and "hard" countermeasures within a concentrated three-year period from the following perspectives:
・Maintaining functionality of key infrastructure for disaster-preparedness reasons
・Maintaining functionality of key infrastructure underlying the national economy and people's everyday lives.
○The Ministry of Land, Infrastructure, Transport and Tourism implements 67 emergency measures: 62 countermeasures based on emergency inspection results and 5 countermeasures based on past inspections.

Countermeasures based on emergency inspection results (62 measures)



Dug-out river channel / trees felled (river) | Sloped road countermeasures (road) | Prevents flooding of power supplies, etc. (airport) | Reinforcement of the river bridge base piers (railroad)

+

Measures based on past inspection results (5 measures)

○Period: Three-year period between FY 2018 and FY 2020
○Targets: To complete (generally) or make tremendous progress on countermeasures with the aims of disaster preparedness, disaster mitigation, and strengthening national resilience.

New approaches

Developing a sustainable construction industry

The working-age population is shrinking throughout Japan. The construction industry is sustained by the baby-boomer generation, which is expected to retire in droves in around a decade. This calls into question the sustainability of the construction industry in the years ahead.
In order that the construction industry can continue to fulfill its roles in disaster response and infrastructure building and maintenance, these projects aim to strengthen initiatives to reform workstyles and improve productivity in the industry.

"Two holidays per week" initiatives

○Implement initiatives based on the necessity of ensuring two holidays per week for employees in the construction industry.
○Implement initiatives to improve work environments for design work, etc.

Appropriate construction schedules

- ☐Implement a "construction schedule support system" that enables the computation of schedules with two holidays per week
- ☐Review and reconsider preparation and cleanup periods for construction projects
- ☐Specify conditions for setting schedules
- ☐Consolidate construction processes (critical passes) for order-receiving and order-placing
- ☐Use a system that allows for wide margins

Revision of expenses to account for two holidays per week

- ☐Revise labor costs, equipment rental costs, and indirect costs

Scoring of public works assessment results

- ☐Add "ensure two holidays per week" into construction progress management processes
- ☐Add "workstyle reforms" under imagination and creativity

Guidelines for operational improvements (weekly stance)

- ☐Do not set deadlines on the day after a holiday (e.g. Monday)
- ☐Do not issue new requests on the day before a holiday (Friday, etc.)
- ☐Do not issue requests outside of working hours on "no overtime days"
- ☐Do not conduct meetings during lunch breaks or after 5 PM
- ☐Create time for work appropriate for the work content
- ☐Confirm and share other points between those issuing and receiving orders

Improving Productivity "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.

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 for "salary, vacation, and hope" instead of "tight, dangerous, and dirty."

The Action System of the Kinki Regional Development Bureau

For the i-Construction spread, we cooperate with people of learning, countries, local public entities and work groups concerned, and for local governments, we actively install a consultation window as well as hold classes, visits to spot parties for a construction supplier.
- ■Establishment of an i-Construction model office and support office (FY 2019)
- ■Establishment of the i-Construction Kinki support center (April 2017 establishment)
- ■Posted an ICT promotion adviser in each prefecture (June 2017 placement)
- ■Introduction of the registration system of the ICT technique inspector (December 2016 introduction)

Approaches to Further Deepening

☐Full usage of ICT technologies
①Spread of ICT utilization construction promotion (earthwork, paving and dredging)
②Expansion of the application mechanic class (soil stabilization work, covering works, etc.)
③Expansion of the three-dimensional design
④ICT introduction examination in the field of maintenance and government office repairs

☐Total optimization
①The development and expansion of guidelines
②Utilization of the pre-cast (clarification of the comparison)

☐Equalization of construction period
①Further inflection of the two years national debt, setting of zero government bonds
②Unification and publication of the ordering outlook by the local unit

(Kinki Regional Development Bureau's PLUS1)
☐Facilitation of construction work owing to communication between orderer and order receiver
①Implementation of regular meetings on the progress of construction, and information sharing

BIM / CIM usage

Use 3D modelling (visualization) in the studying / design stage, construction stage, and maintenance stages to view structures in their final state, enabling the prediction of various benefits, greater work efficiency, and greater productivity throughout all construction operations.

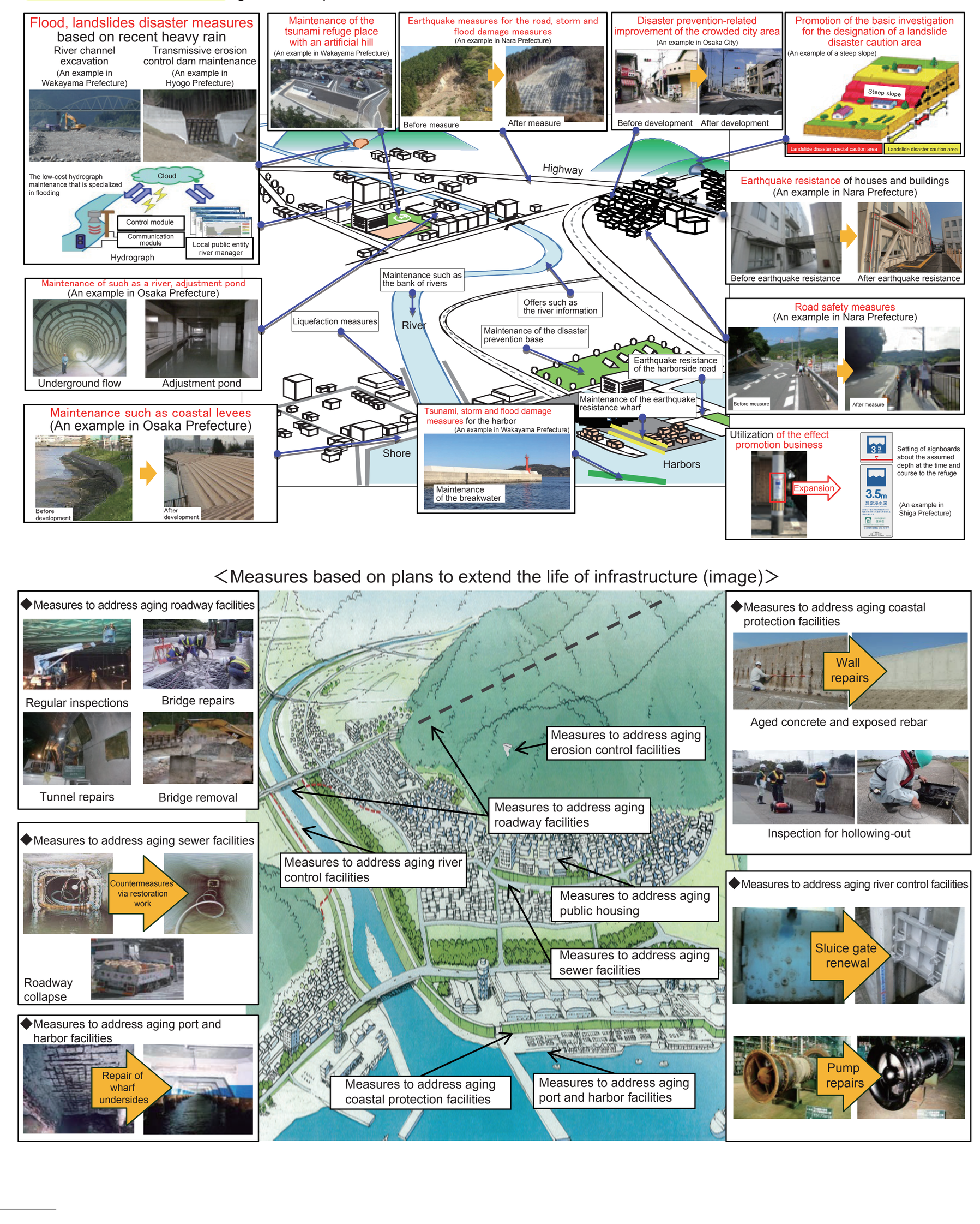
Grants

Revitalizing the economy and region; ensuring safety and security

Introduction of disaster prevention/safety grant and comprehensive social infrastructure development grant

Disaster prevention/safety grant (Support intensively "Infrastructure rebuilding to maintain life and living" and "Ensuring safety of the life space")

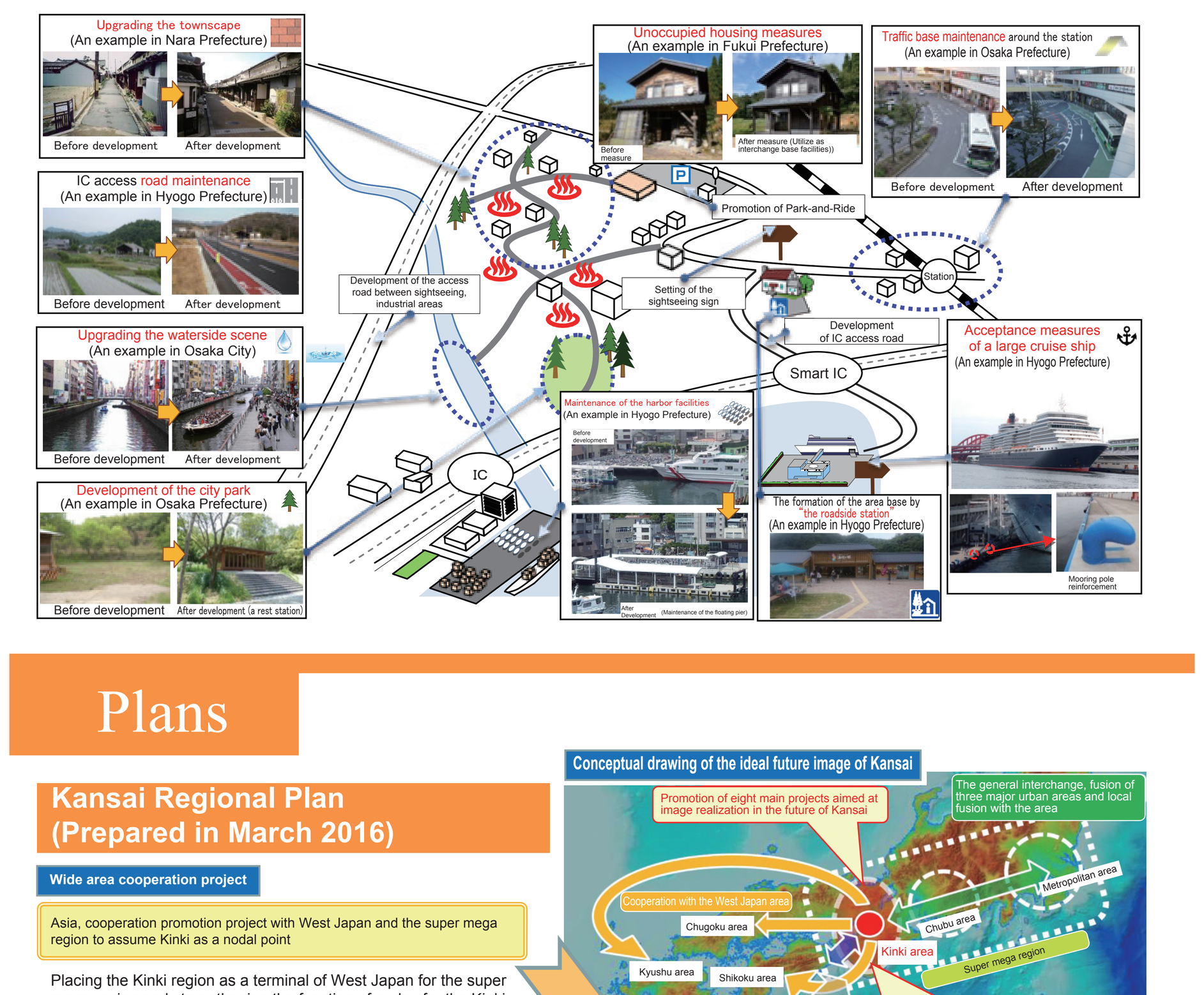
A grant to intensively support the measures against aging of facilities for protecting lives and livelihoods of local residents, the measures for preventing/reducing disaster, and the action of the ensuring safety of the general life space in the area.



<Measures based on plans to extend the life of infrastructure (image)>

Comprehensive social infrastructure development grant (Business to lead to strengthening growth or regional activation)

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 and make use of inventive ideas.



Plans

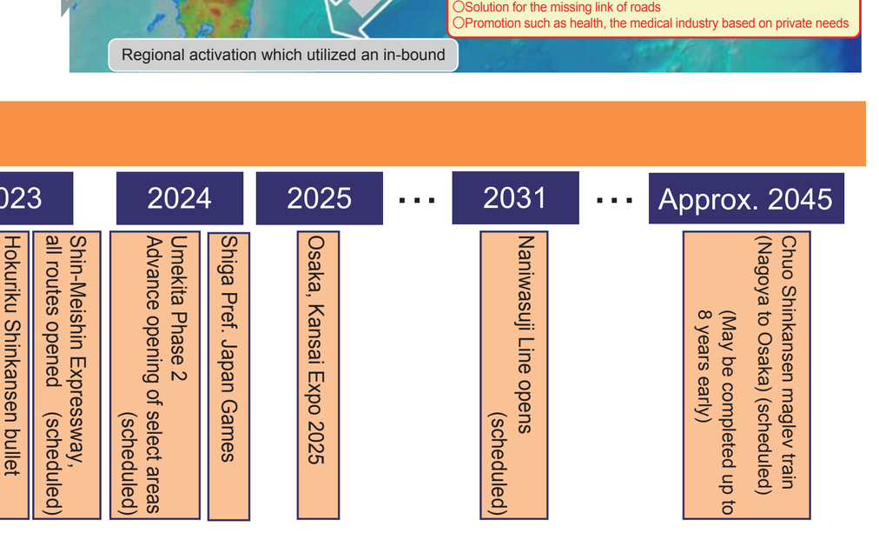
Kansai Regional Plan (Prepared in March 2016)

Wide area cooperation project

Asia, cooperation promotion project with West Japan and the super mega region to assume Kinki as a nodal point

Placing the Kinki region as a terminal of West Japan for the super mega region and strengthening the function of nodes for the Kinki region, the convection of people, goods and the information become activated, so that the vitalization of the sphere by promotion of innovation and the increase of in-bound.

Conceptual drawing of the ideal future image of Kansai



Future Kansai projects

2019	2020	2021	2022	2023	2024	2025	…	2031	…	Approx. 2045
G20 Osaka Summit (June); Rugby World Cup 2019 (Sept. to Nov.)	Tokyo Olympic and Paralympic Games (July to Sept.)	World Masters Games 2021 Kansai (May); Agency for Cultural Affairs relocation (scheduled)		Hokuriku Shinkansen bullet train opens (Kanazawa to Tsuruga) (scheduled); Shin-Meishin Expressway, all routes opened (scheduled)	Umekita Phase 2 Advance opening of select areas (scheduled); Shiga Pref. Japan Games	Osaka, Kansai Expo 2025		Naniwasuji Line opens (scheduled)		Chuo Shinkansen maglev train (Nagoya to Osaka) (scheduled) (May be completed up to 8 years early)