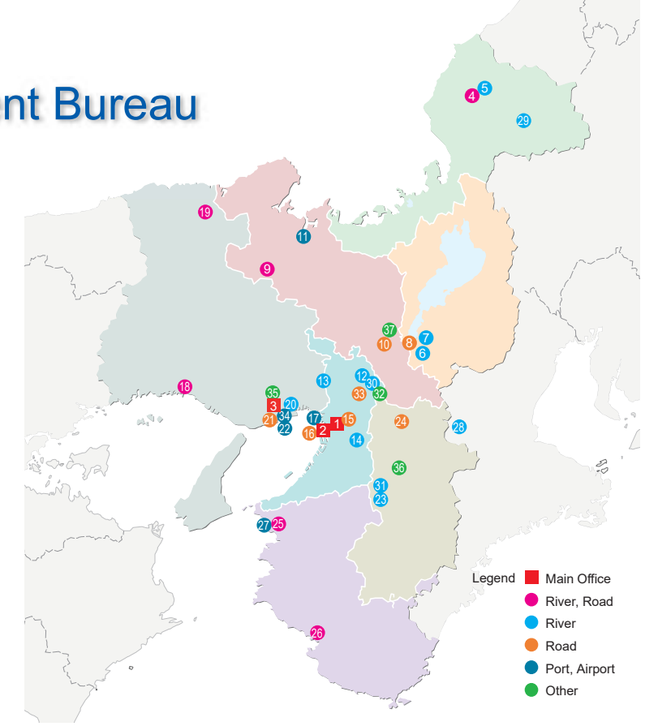
For the 2023 Fiscal Year Kinki Regional Development Bureau Summary

Get Kansai's Vitality into Shape.

国土交通省 近畿地方整備局
Ministry of Land,Infrastructure,Transport and Tourism Kinki Regional Development Bureau

Kinki Regional Development Bureau Main Office Locations

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



1 Kinki Regional Development Bureau	540-8586 Otemae Joint Government Building, 3-1-41 Otemae, Chuo-ku, Osaka-shi, Osaka	06（6942）1141	https://www.kkr.mlit.go.jp/
2 Kinki Regional Development Bureau (Preservation Instruction and Supervision Office)	540-8586 Otemae Joint Government Building 9F, 3-1-41 Otemae, Chuo-ku, Osaka-shi, Osaka	06（6942）8066	https://www.kkr.mlit.go.jp/build/
3 Kinki Regional Development Bureau (Ports and Airports)	650-0024 Kobe Regional Joint Government Building, 29 Kaigandori, Chuo-ku, Kobe-shi, Hyogo	078（391）7571	https://www.pa.kkr.mlit.go.jp/
4 Fukui Office of River and National Highway	918-8015 2-14-7 Hanandominami, Fukui-shi, Fukui	0776（35）2661	https://www.kkr.mlit.go.jp/fukui/
5 Asuwagawa Dam Construction Office	918-8239 Polaris Building, 1-2111 Seiwa, Fukui-shi, Fukui	0776（27）0642	https://www.kkr.mlit.go.jp/asuwa/
6 Biwako River Office	520-2279 4-5-1 Kurozu, Otsu-shi, Shiga	077（546）0844	https://www.kkr.mlit.go.jp/biwako/
7 Daidogawa Dam Construction Office	520-2144 1-19-32 Ogaya, Otsu-shi, Shiga	077（545）5675	https://www.kkr.mlit.go.jp/daido/
8 Shiga National Highway Office	520-0803 4-5 Tatsugaoka, Otsu-shi, Shiga	077（523）1741	https://www.kkr.mlit.go.jp/shiga/
9 Fukuchiyama Office of River and National Highway	620-0875 2459-14 Koaza-Imaoka, Aza-hori, Fukuchiyama-shi, Kyoto	0773（22）5104	https://www.kkr.mlit.go.jp/fukuchiyama/
10 Kyoto National Highway Office	600-8234 808 Minamifudondo-cho, Shiokoji-sagaru, Nishinotoin-dori, Shimogyo-ku, Kyoto-shi, Kyoto	075（351）3300	https://www.kkr.mlit.go.jp/kyoto/
11 Maizuru Port Office	624-0946 910 Aza-Shimofukui, Maizuru-shi, Kyoto	0773（75）0844	https://www.pa.kkr.mlit.go.jp/maizuruport/
12 Yodogawa River Office	573-1191 2-2-10 Shinmachi, Hirakata-shi, Osaka	072（843）2861	https://www.kkr.mlit.go.jp/yodogawa/
13 Inagawa River Office	563-0027 2-2-39 Ueikeda, Ikeda-shi, Osaka	072（751）1111	https://www.kkr.mlit.go.jp/inagawa/
14 Yamatogawa River Office	582-0009 2-10-8 Taisho, Kashiwara-shi, Osaka	072（971）1381	https://www.kkr.mlit.go.jp/yamato/
15 Osaka National Highway Office	536-0004 2-12-35 Imafukunishi, Joto-ku, Osaka-shi, Osaka	06（6932）1421	https://www.kkr.mlit.go.jp/osaka/
16 Naniwa National Highway Office	550-0027 1-4-18, Nishikujyou-minami, Nishiku, Osaka-shi, Osaka	06（6581）1802	https://www.kkr.mlit.go.jp/naniwa/
17 Osaka Harbor and Airport Development Office	552-0007 Osaka Bay Tower Office, 15F, 1-2-1 Benten, Minato-ku, Osaka-shi, Osaka	06（6574）8561	https://www.pa.kkr.mlit.go.jp/osakaport/
18 Himeji Office of River and National Highway	670-0947 1-250 Hojo, Himeji-shi, Hyogo	079（282）8211	https://www.kkr.mlit.go.jp/himeji/
19 Toyooka Office of River and National Highway	668-0025 10-3 Saiwaicho, Toyooka-shi, Hyogo	0796（22）3126	https://www.kkr.mlit.go.jp/toyooka/
20 Rokko Sabo Office	658-0052 3-13-15 Sumiyoshi Higashimachi, Higashinada-ku, Kobe-shi, Hyogo	078（851）0535	https://www.kkr.mlit.go.jp/rokko/
21 Hyogo National Highway Office	650-0042 3-11 Hatobacho, Chuo-ku, Kobe-shi, Hyogo	078（334）1600	https://www.kkr.mlit.go.jp/hyogo/
22 Kobe Port Office	651-0082 7-30 Onohamacho, Chuo-ku, Kobe-shi, Hyogo	078（331）6701	https://www.pa.kkr.mlit.go.jp/kobeport/
23 Kii Mountain District Sabo Office	637-0002 1681 Sanzaicho, Gojo-shi, Nara	0747（25）3111	https://www.kkr.mlit.go.jp/kiisankei/
24 Nara National Highway Office	630-8115 3-5-11 Omiyacho, Nara-shi, Nara	0742（33）1391	https://www.kkr.mlit.go.jp/nara/
25 Wakayama Office of River and National Highway	640-8227 16 Nishimigiwacho, Wakayama-shi, Wakayama	073（424）2471	https://www.kkr.mlit.go.jp/wakayama/
26 Kinan Office of River and National Highway	646-0003 142 Nakamaro, Tanabe-shi, Wakayama	0739（22）4564	https://www.kkr.mlit.go.jp/kinan/
27 Wakayama Port Office	640-8404 1334 Yakushubata-no-tsubo, Minato, Wakayama-shi, Wakayama	073（422）8186	https://www.pa.kkr.mlit.go.jp/wakayamaport/
28 Kizugawa-Jouryu River Office	518-0723 812-1 Kiyamachi, Nabari-shi, Mie	0595（63）1611	https://www.kkr.mlit.go.jp/kizujyo/
29 Kuzuryugawa Integrated Dam and Reservoir Group Management Office	912-0021 29-28 Nakano, Ono-shi, Fukui	0779（66）5300	https://www.kkr.mlit.go.jp/kuzuryu/
30 Yodogawa Integrated Dam and Reservoir Group Management Office	573-0166 10-1 Yamadaike Kitamachi, Hirakata-shi, Osaka	072（856）3131	https://www.kkr.mlit.go.jp/yodoto/
31 Kinokawa Intregrated Dam and Reservoir Group Management Office	637-0002 1681 Sanzaicho, Gojo-shi, Nara	0747（25）3013	https://www.kkr.mlit.go.jp/kinokawa/
32 Kinki Technical and Engineering Office	573-0166 11-1 Yamadaike Kitamachi, Hirakata-shi, Osaka	072（856）1941	https://www.kkr.mlit.go.jp/kingi/
33 Kinki Road Maintenance Management Office	573-0094 3-2-3 Minami-Nakaburi, Hirakata-shi, Osaka	072（800）6222	https://www.kkr.mlit.go.jp/rd_mainte/
34 Kobe Research and Engineering Office for Port and Airport	651-0082 7-30 Onohamacho, Chuo-ku, Kobe-shi, Hyogo	078（331）0057	https://www.pa.kkr.mlit.go.jp/kobegicyo/
35 Akashi Kaikyo National Government Park Office	650-0024 Kobe Regional Joint Government Building, 29 Kaigandori, Chuo-ku, Kobe-shi, Hyogo	078（392）2992	https://www.kkr.mlit.go.jp/akashi/
36 Asuka Historical National Government Park Office	634-0144 538 Oaza-Hirata, Asuka-mura, Takaichi-gun, Nara	0744（54）2662	https://www.kkr.mlit.go.jp/asuka/
37 Kyoto Government Buildings Office	606-8395 Kyoto Second Regional Government Building 34-12 Higashi-Marutamachi, Kawabata-higashi-iru, Marutamachi, Sakyo-ku, Kyoto-shi, Kyoto	075（752）0505	https://www.kkr.mlit.go.jp/kyoei/

As of April, 2023

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 (locatedd in Kobe Sity for ports and harbors).

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

As of April 1st, 2023, there are 2,223 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
- ●Accounting 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, regulations on residential land development, land expropriation, construction permissions, consultingand supervision, residential zoning permits and supervision, apartment building management, condominium management, residential accommodation management and real estate appraisal registrations, instuction and supervision, land price publication and residential land development and supervision, land readjustment consultation, supervision and subsidies, town planning, road projects, emergency embankment repair project, 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, disciplinary procedures for first-class architects, certified inspection agency registration

River Department — 6 Divisions and 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, and 1 Center
- ●Port and Harbor Administration Division
- ●Port Administration Division
- ●Port Planning Division
- ●Port Project Management Division
- ●Port and Airport Counstruction 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 and 1 Office
- ●Government Buildings Planning Division
- ●Coording Division
- ●Architecture and Buildings Engineering Division
- ●Technology and Facility Evaluation Division
- ●Preservation Instruction and Supervision Office

■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 Offices
- ●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 — 34 Offices

Branch Offices — 65 Branch Offices — Local Office of Administration Buildings

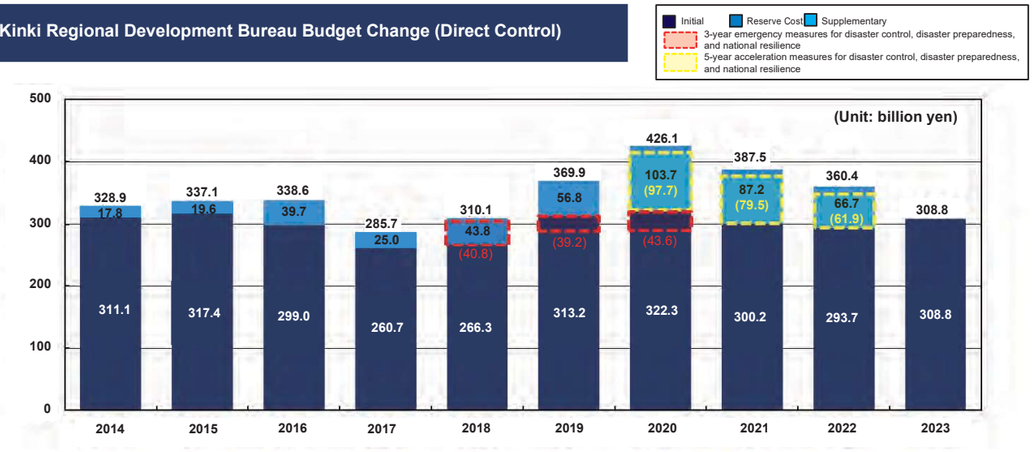
■Osaka: 9, Hyogo: 7, Kyoto: 4, Nara: 4, Shiga: 3, Wakayama: 3, Fukui: 3, Mie: 1, Total: 34 Offices

Kinki Regional Development Bureau History

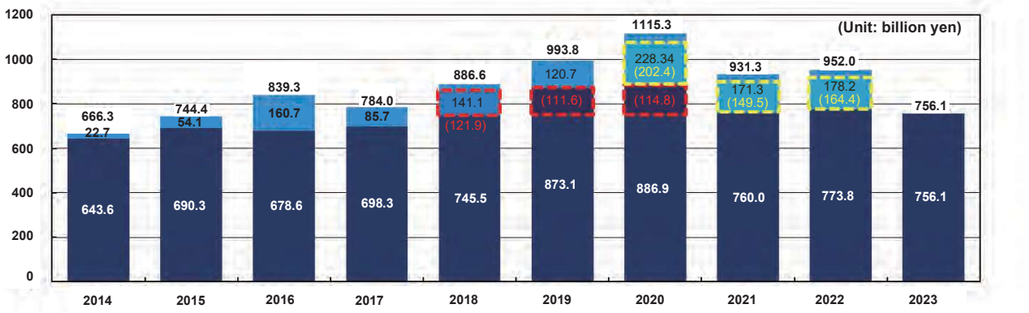
March	1874	The Home Ministry Osaka Branch of Civil Engineering was established.
May	1875	Home Ministry Osaka Branch of Civil Engineering had its name changed to Home Ministry Civil Engineering Osaka Bureau.
January	1877	The Home Ministry Civil Engineering Osaka Bureau was restructured and renamed to 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's 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's Office Kinki District Construction Bureau had its name changed to Ministry of Construction Kinki District Construction Bureau.
August	1952	Ministry of Transportation 3rd Port Construction Department had its name changed to Ministry of Transportation 3rd Port Construction Bureau.
December	1958	Ministry of Construction Kinki District Construction Bureau moved from 2-6 Tosabori-dori, Nishi-ku, Osaka to its current location at the Osaka Joint Government Building at 1-5-44 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.
November	2022	Ministry of Land, Infrastructure, Transport and Tourism Kinki Regional Development Bureau moved from Osaka Joint Government Building at 1-5-44 Otemae, Chuo-ku, Osaka to its current location at the Otemae Joint Government Building at 3-1-41 Otemae, Chuo-ku, Osaka.

Kinki Regional Development Bureau Budget Change

Kinki Regional Development Bureau Budget Change (Direct Control)



Kinki Regional Development Bureau Budget Change (Subsidies and grants)



Overview of initial and supplementary budgets since 2014 (direct control) *Excluding zero government bonds

(Unit: million yen)

Initial budget	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2012	FY2013
Flood Control	76,522	77,859	72,022	66,227	67,571	91,919	94,969	83,293	74,291	79,867
Coasts	2,302	1,525	2,215	2,637	2,677	3,710	3,587	3,101	3,465	3,248
Road Maintenance	189,623	196,462	178,086	148,238	157,124	181,439	190,062	179,720	180,849	193,780
Harbors	33,607	34,544	33,775	31,449	31,586	30,231	27,374	27,808	25,681	24,319
National Parks etc.	4,210	4,954	6,154	6,504	4,977	4,475	4,586	4,860	4,295	4,609
(General Public Total)	306,264	315,344	292,252	255,055	263,935	311,774	320,578	298,782	288,581	305,822
Office Building Maintenance	4,847	2,068	6,721	5,582	2,079	1,108	1,422	1,199	4,963	2,764
Airports	0	0	0	44	280	312	318	263	162	202
(Total)	311,111	317,412	298,973	260,681	266,294	313,194	322,318	300,244	293,706	308,789

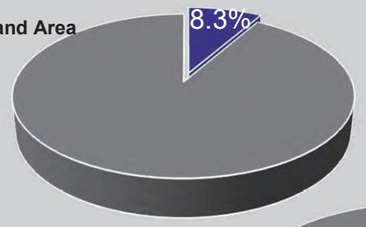
Supplementary budget	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2012	FY2013
Flood Control	3,922	12,920	10,713	11,181	28,086	27,647	47,851	31,740	25,267	–
Coasts	0	–	345	408	1,283	277	661	1,291	1,369	–
Road Maintenance	12,583	6,524	25,715	12,658	11,064	28,656	45,558	48,956	34,177	–
Harbors	1,000	200	2,422	450	2,630	0	8,982	3,931	5,101	–
National Parks etc.	0	0	480	300	0	90	453	639	652	–
(General Public Total)	17,505	19,644	39,675	24,997	43,063	56,670	103,505	86,557	66,567	–
Office Building Maintenance	313	0	0	0	734	81	159	692	128	–
Airports	0	0	0	0	0	0	0	0	0	–
(Total)	17,818	19,644	39,675	24,997	43,797	56,751	103,664	87,249	66,695	–

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

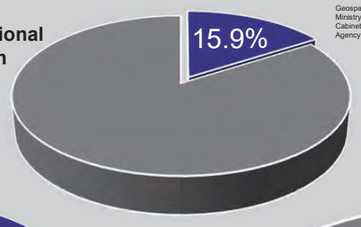
Current Kinki Region Information

Data that highlights the Kinki Region within Japan

■ Land Area

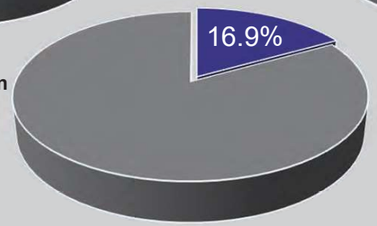


■ Gross Regional Production

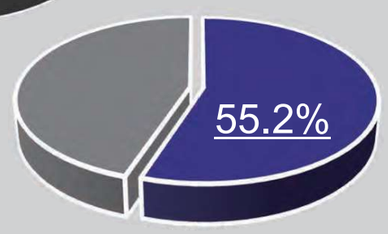


Kinki Region
Others

■ Population

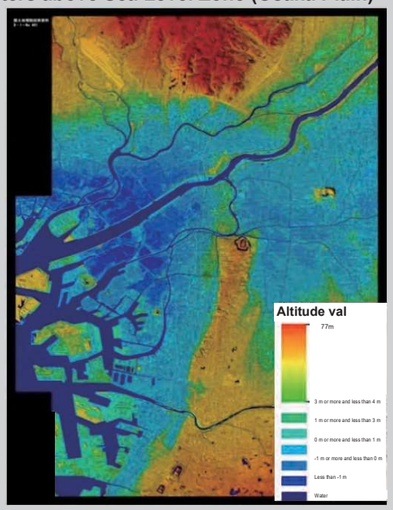


■ World Heritage (Cultural Heritage) Numbers



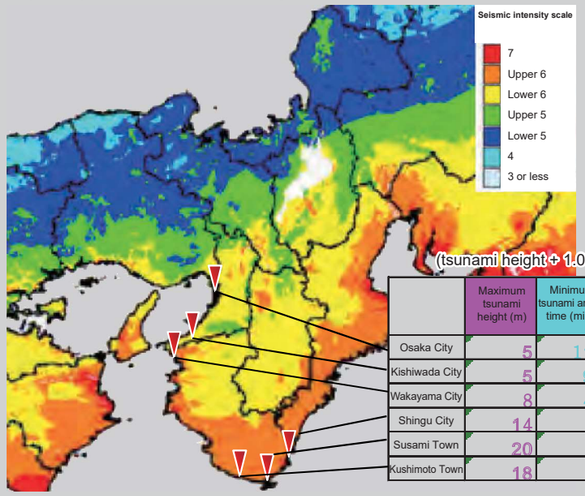
Geospatial Information Authority of Japan	Area by prefecture	January 1, 2023
Ministry of Internal Affairs and Communications	Population estimates	October 1, 2021
Cabinet Office	Gross domestic product within the region	Fiscal 2019
Agency for Cultural Affairs	Number of national treasures designated	March 1, 2023

■ 0 Meters above Sea Level Zone (Osaka Plain)



Source: Geographical Survey Institute

■ Nankai Trough Megathrust Earthquake Magnitude Distribution and Tsunami Height



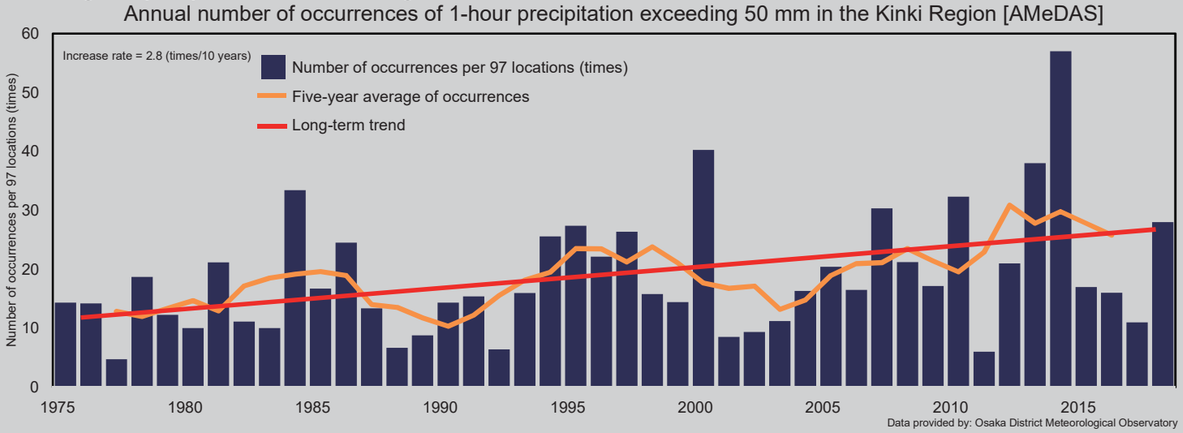
(tsunami height + 1.0 m)

	Maximum tsunami height (m)	Minimum tsunami arrival time (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 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 29, 2012)

■ Changes in precipitation in the Kinki Region

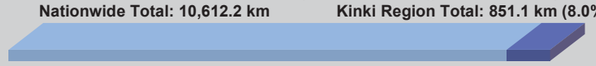
Annual number of occurrences of 1-hour precipitation exceeding 50 mm in the Kinki Region [AMeDAS]



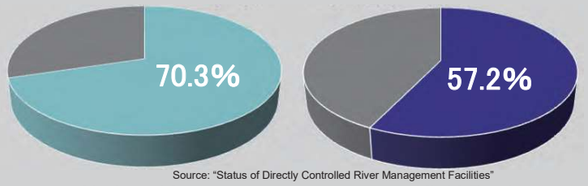
Data provided by: Osaka District Meteorological Observatory

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

Nationwide Total: 10,612.2 km　Kinki Region Total: 851.1 km (8.0%)



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

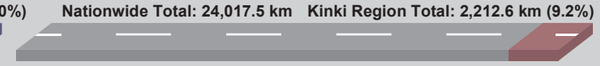


Source: "Status of Directly Controlled River Management Facilities" (March 2022)

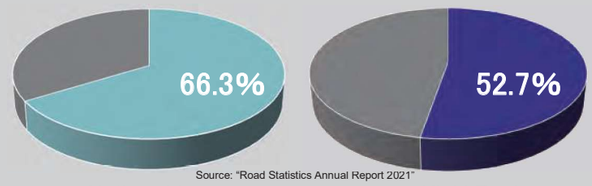
Nationwide　Kinki Region

■ Extension of general national highways (National management section)

Nationwide Total: 24,017.5 km　Kinki Region Total: 2,212.6 km (9.2%)



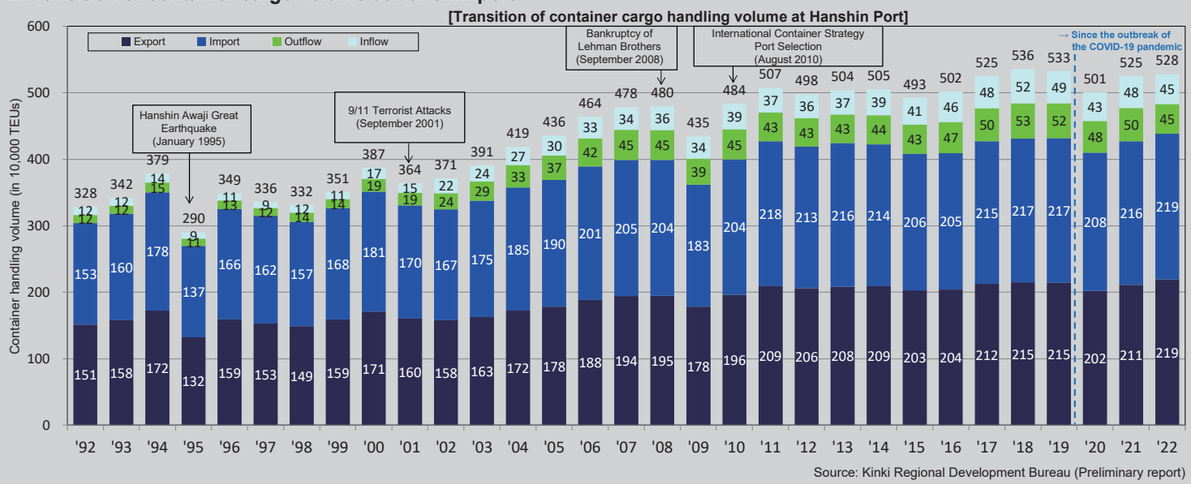
Construction rate of general national highways (National management section)



Source: "Road Statistics Annual Report 2021"

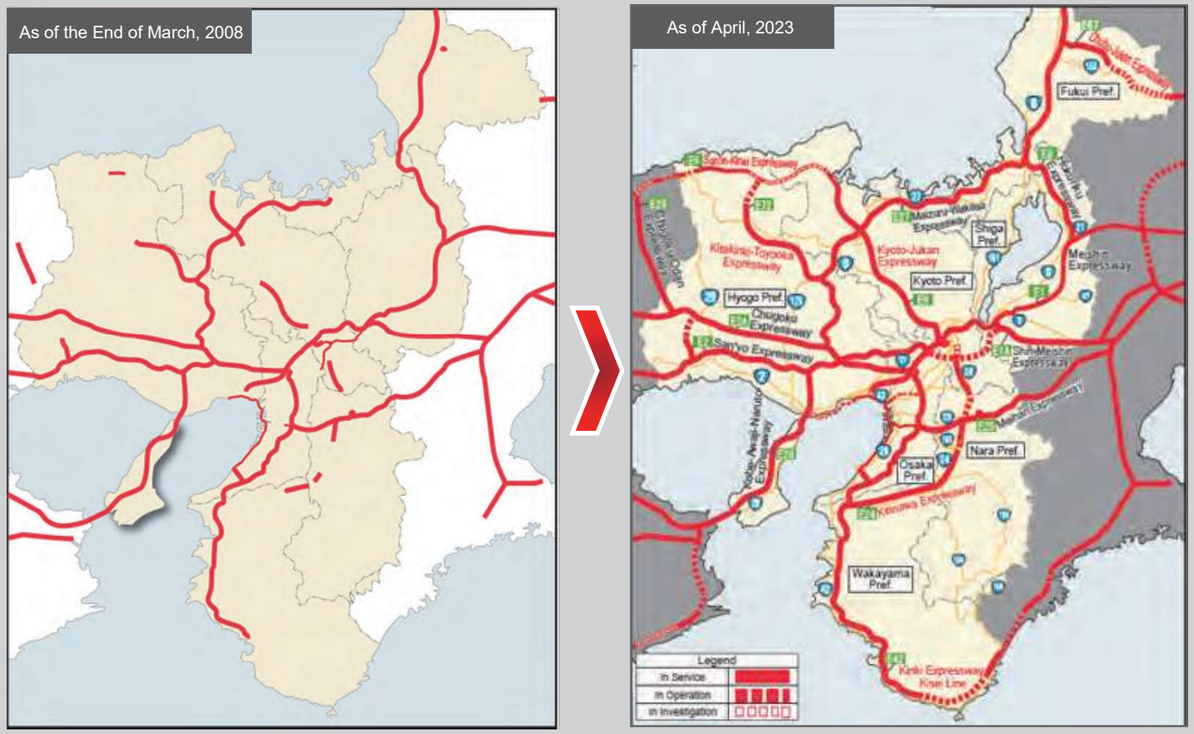
Nationwide　Kinki Region

■ Transition of container cargo volume at Hanshin port



Source: Kinki Regional Development Bureau (Preliminary report)

■ The Situation of Expressway Development



Rivers

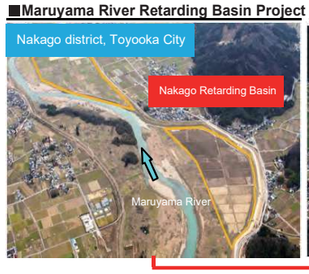
River Projects (10 River Systems : Shingu River, Kino River, Yamato River, Yodo River, Kako River, Ibo River, Maruyama River, Yura River, Kita River, Kuzuryu River)
Dam Projects (3 locations: Daidogawa Dam, Asuwagawa Dam, Improvement of the dam in the upstream of Kuzuryu River)
Landslide Prevention Projects (1 location: Kamenose district)
Erosion Control Projects (4 locations: Rokko Mountain Range, Kizu River System, Kuzuryu River System, Kii Mountain Range)
Coastal Area Projects (1 location: Toban Coast)

Safety of the People, Guarantee of Security

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

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

■Maruyama River Retarding Basin Project



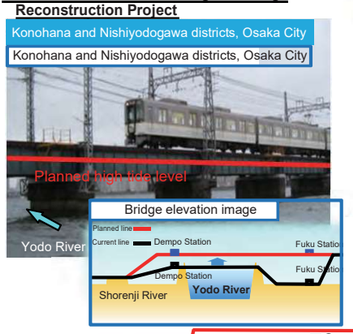
■Yura River midstream channel excavation

■Asuwagawa Dam Construction Project

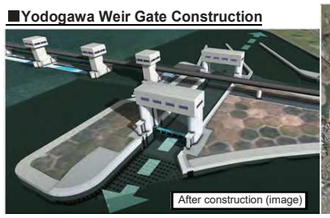
■Otogawa Dam Construction Project

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

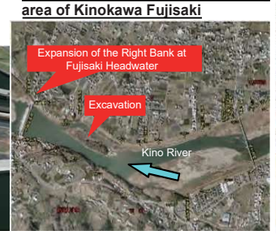
■Hanshin Namba Line Yodogawa Bridge Reconstruction Project



■Yodogawa Weir Gate Construction



■Countermeasures for the narrowing area of Kinokawa Fujisaki

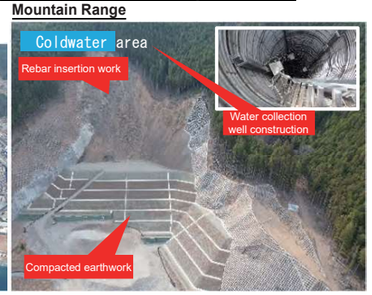


■Kumano River Improvement Project

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

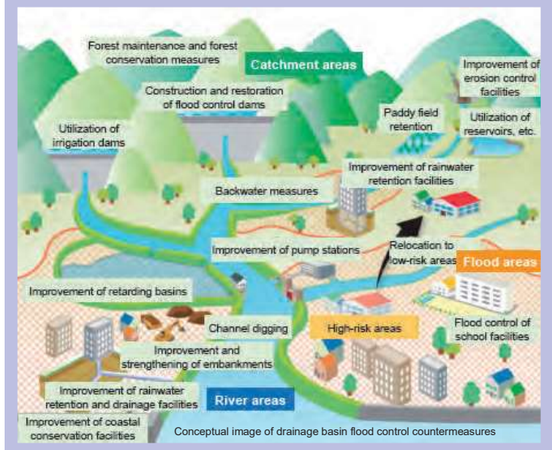
■Yamato River Midstream Resilience Project (Designated as a Specific Urban River in 2021)

■Direct Erosion Control Project for the Kii Mountain Range



Promotion of flood control in drainage basins

In order to respond to disasters occurring more frequently and causing more severe damage due to climate change, we consider not only the catchment and river areas but also the flooded area as one collective catchment area in our drastic flood control measures. By collaborating with all parties concerned according to the characteristics of the region, we will promote drainage basin flood control from both hardware and software perspectives.



■Measures to prevent and reduce flooding as much as possible

- Development of river embankments and retarding basins
- Construction and restoration of flood control dams
- Rainwater retention infiltration and drainage facilities
- Development of erosion control facilities
- Improvement of coastal conservation facilities
- Advance release of irrigation dams, etc.
- Advancing rainfall forecasts that contribute to decision-making in relation to the advance release of irrigation dams, etc.
- Improvement of paddy field retention function
- Forest maintenance and forest conservation measures
- Development of rainwater retention infiltration facilities by private companies, etc.
- Development of retarding basins and rainwater retention infiltration facilities utilizing unused

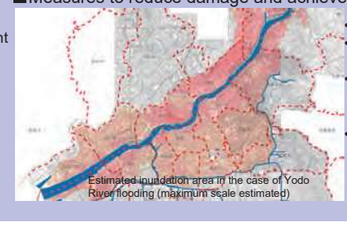
Others

■Measures to reduce what may be damaged

- Promotion of high-rise town development
- Location control and encouragement of relocation in high-risk areas

Others

■Measures to reduce damage and achieve early restoration and recovery



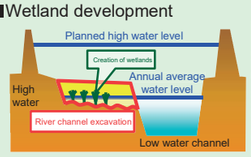
- Formulation of hazard maps, My Timeline, etc.
- Measures against flooding of facilities for those requiring special care
- Measures to prevent the spread of road structures adjacent to bridges and rivers in river crossing points
- Maintenance of evacuation functions by measures against flooding of schools and sports facilities

Others

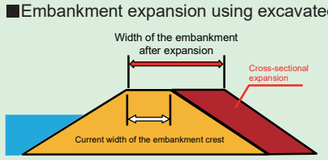
Achieving sustainable economic growth

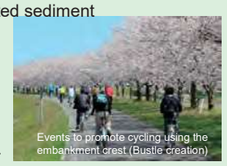
We will promote the conservation and regeneration of the habitat, growth, breeding environment, etc., of river wildlife. We will work to both secure a favorable river environment and ensure safety and security by utilizing excavated soil and sand for wetland improvement for embankment expansion.

■Wetland development



■Embankment expansion using excavated sediment





Sharing and disseminating information on flood and sediment disasters linked to residents' actions

We aim for "Zero Delay in Evacuation," informing residents about flood risks and encouraging them to think about evacuation actions, as well as supporting the creation of personal disaster prevention maps and timelines.

Infrastructure usage that contributes to local and 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.

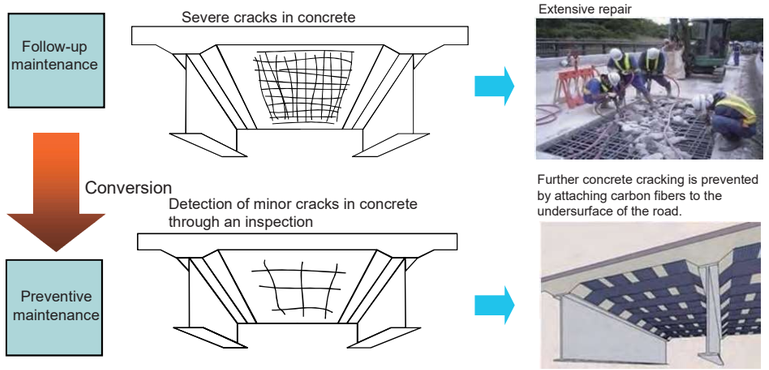
Roads

Safety of the People, Guarantee of Security

Realization of sustainable infrastructure maintenance through measures against infrastructure aging, etc.

We diagnose the soundness of road facilities (bridges, tunnels, paving, slopes, earthworks, road accessories, etc.) from inspections and promote aging countermeasures through a maintenance cycle of diagnosis and measures.

[Major projects] Repairs to Higo Bridge on National Route 27
Repairs to Kareigawa Tunnel on National Route 42
Repairs to Tsurumai Bridge girders on the Municipal Road Tomigaoka Nakamachi Line (Repairs contracted out)



Example of bridge inspection

National Route 26 Sakai Overpass in Osaka Prefecture

Example of tunnel inspection

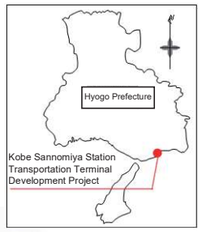
Tsubaki Tunnel on the Kisei Expressway in Wakayama Prefecture

Creating prosperous and energetic regions and decentralized nation building

Promoting the development of transportation and disaster prevention bases

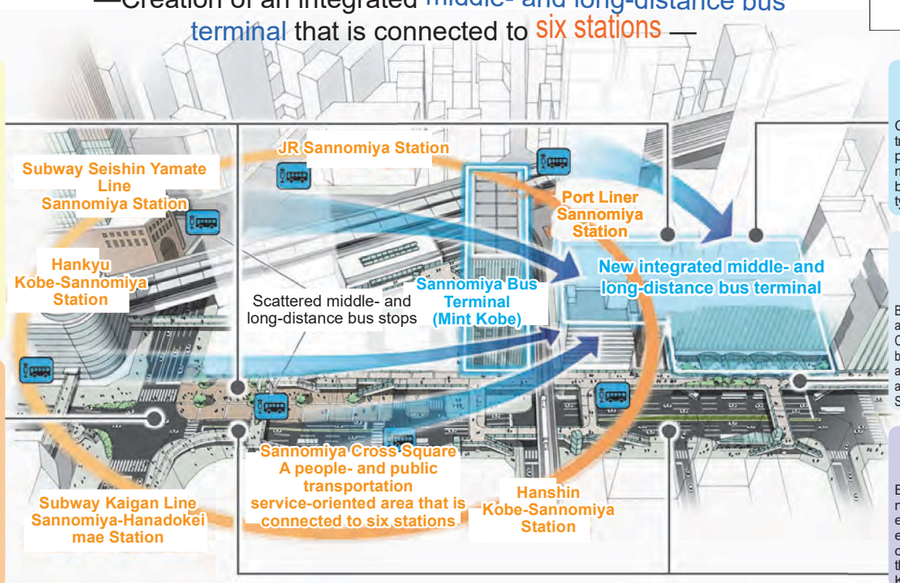
The development of the Kobe Sannomiya Station Traffic Terminal on National Route 2, in conjunction with the redevelopment building (private project), consolidates dispersed bus stops to create new medium and long-distance bus terminals and other transportation hubs, improving transfer and waiting environments, smoothing traffic flow, and enhancing disaster prevention functions.

—Creation of an integrated middle- and long-distance bus terminal that is connected to six stations —



Station-based disaster preparedness center in Kobe, a disaster preparedness city
Providing disaster information and public transportation-related information at Sannomiya Cross Square
Using redeveloped buildings as temporary accommodation facilities, and adding alternative transportation functions to the new bus terminal

Sannomiya Cross Square creates an attractive station-front area
Creating “Sannomiya Cross Square” as a human-centered space at ground level that turns roads into a people- and public transportation service-oriented area



Integrated public transportation terminal
Creating a new transportation hub that provides easy access to middle- and long-distance buses and offers new type of mobility

Deck designed for attracting people and encouraging the active circulation of people
Building a deck to create a busy area that combines Sannomiya Cross Square and redeveloped buildings and to encourage the active circulation of people in the area in front of Kobe-Sannomiya Station

Mobility network to encourage active circulation of people
Building a new mobility network that provides easy access to roads and encourages the active circulation of people in the area in front of Kobe-Sannomiya Station

Functions of the Kobe-Sannomiya Station-Front Area (Image)

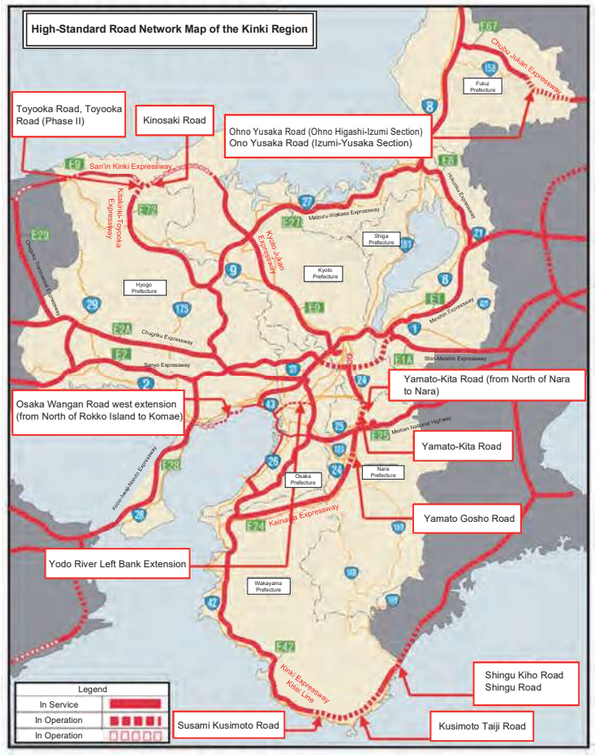
Creating prosperous and energetic regions and decentralized nation building

Ensuring economic and social activity recovery and accelerating and expanding the economic virtuous cycle

Promoting the development of wide-area road networks

We promote the development of a circular road network in the Kinki area to achieve a fast, smooth, and competitive logistics network by alleviating traffic congestion.
We promote the development of road networks connecting regions and hubs to support a society with digital implementation, smooth and invigorate the flow of people and goods, and transition to decentralized nation-building.

[Major projects]
—National Route 1 Yodo River Left Bank Extension
—National Route 2 Osaka Wangan Road west extension (from North of Rokko Island to Komae)
—National Route 24 Keinawa Expressway
Yamato-Kita Road (from North of Nara to Nara)
Yamato-Kita Road, Yamato Gosho Road
—National Route 42, Kinki Expressway Kisei Line
Susami Kusimoto Road, Kusimoto Taiji Road
Shingu Road, Shingu Kiho Road
—National Route 158, Chubu Jukan Expressway
Ohno Yusaka Road (Ohno Higashi-Izumi Section)
Ono Yusaka Road (Izumi-Yusaka Section)
—National Route 178 San’in Kinki Expressway
Kinosaki Road
—National Route 483 Kitakinki-Toyooka Expressway
Toyooka Road, Toyooka Road (Phase II)



Promotion of DX, GX, and MX in the Road Sector

We advance road management and data-driven traffic management for DX, promote energy-saving road construction and EV-compatible infrastructure for a decarbonized society for GX, and implement autonomous driving technology and human-centered road space restructuring for MX.

DX (Digital Transformation)

We promote the installation of digital sensing devices like CCTV and AI cameras, advance AI-based anomaly detection and traffic management, and aim for a transition to digital technology-based road management.

Automatic Traffic obstruction detection using CCTV + AI technology

GX (Green Transformation)

We will expand charging facilities using road space to promote the spread of electric vehicles, aiming to achieve the government’s goal of 100% electric vehicles (new passenger car sales) by 2035.

Status of EV charger installation at Roadside Station Kono

MX (Mobility Transformation)

We will promote the implementation of autonomous driving using regional hubs like road stations to ensure mobility and support sustainable initiatives in aging and depopulating mountainous areas.

Autonomous driving service based at Roadside Stations

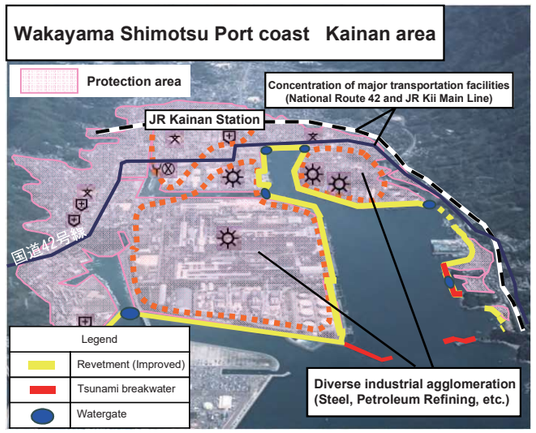
Ports, Harbors, and Airports

Safety of the People, Guarantee of Security

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.

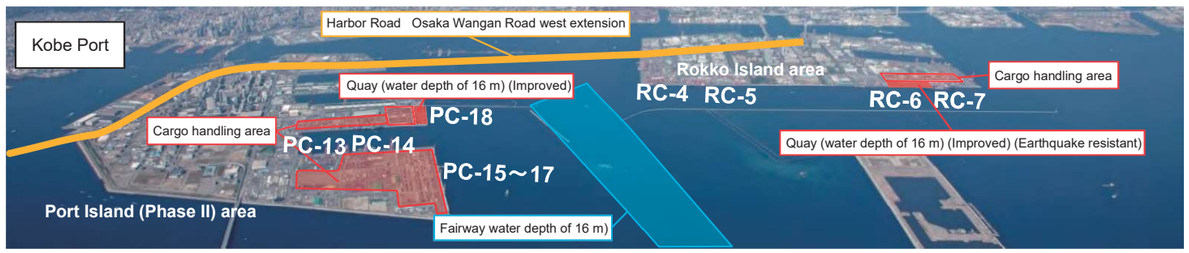
For this reason, we are implementing the improvement of coastal conservation facilities (including raised embankment works) for the protection of these facilities as well as human life and property against large-scale earthquakes, such as the predicted Nankai Trough earthquake.



Ensuring economic and social activity recovery and accelerating and expanding the economic virtuous cycle

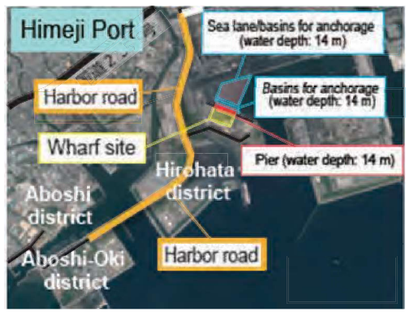
Function enhancement of international container strategy port "Hanshin Port"

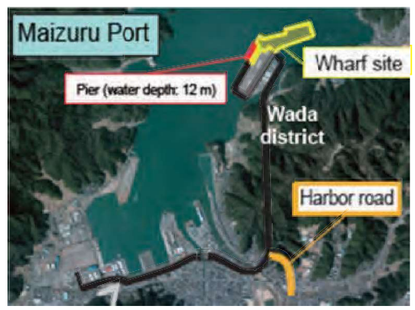
The world of maritime transportation and ports/harbors is changing as shipping companies further reorganize their alliances and narrow down their ports of call, and AI, IoT, and other telecommunications and automation technologies rapidly progress. In this context, Japan is working to both improve its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



Creating prosperous and energetic regions and decentralized nation building

In addition to responding to the increase in cargo demand and ship size due to business location and capital investment, we will promote the development of international logistics terminals, such as the development of piers and harbor roads, in order to ensure smooth land transportation.





Public Buildings

Safety of the People, Guarantee of Security

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

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

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


Otemae Joint Government Building

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

・Ensuring power supply for government facilities

Kyoto Second Regional Joint Government Building's in-house power generation facility renovation

Promotion of infrastructure aging countermeasures for the future Countermeasures for aging of government facilities

• Addressing significant aging parts of existing government facilities

Obama Regional Joint Government Building — Exterior wall renovation
Osaka Customs Nanko Office Sub-branch — Water supply and drainage facility renovation

Promotion of the use of wood

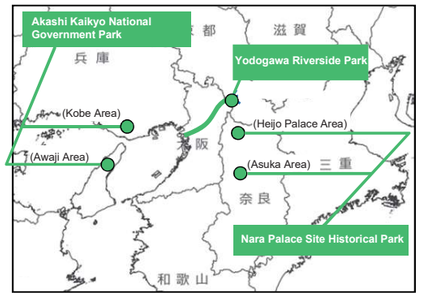

Kyoto Gyoen Nakadachiuri Rest House

Based on the Act for Promotion of Use of Wood in Public Buildings etc., wood has been actively used for newly constructed buildings and the interior design of public facilities, including Kyoto Gyoen Nakadachiuri Rest House and Japan Coast Guard's general training building.

Parks

Creating prosperous and energetic regions and decentralized nation building

Development of tourism base facilities in national parks



Nara Palace Site Historical Park (Heijo Palace Area)

Nara City, Nara

People will be guided about the highlights of the entire park, including the figures of the present and bygone days of the Heijo shrine trace.

Yodogawa Riverside Park

Kyoto and Osaka

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

Nara Palace Site Historical Park (Asuka Area)

Asuka-mura, Takaichi-gun, Nara

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

Akashi Kaikyo National Government Park (Awaji Area)

Awaji City, Hyogo

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

Akashi Kaikyo National Government Park (Kobe Area)

Kobe, Hyogo Prefecture

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

Safety and Security

Emergency Disaster Response Task Force (TEC-FORCE)

<Main dispatch achievements>	Number of team members	Total number of members (person-days)
2020 Heavy Rain in July	127	909
2021 Heavy Snow on January 7	45	79
2021 Typhoon Mirinae (Typhoon No. 10)	9	42
2021 Classical swine fever (CSF)	1	1
2021 Record-setting short-time heavy rain in Fukui Prefecture	9	42
2021 Heavy snow from December 25	26	54
2022 Heavy rain from August 4	41	117
2022 Typhoon Nanmadol (Typhoon No. 14)	2	4
2022 Avian influenza	2	2
2023 Heavy snow from January 24	64	116

Disaster response

Nighttime recovery work with lighting vehicles
[Landslide in Nara Prefecture, May 2022]

Damage situation survey
[Heavy rain from August 4, 2022]

Disaster drills and prevention education

Disaster drill at the new government building
[Earthquake initial response training in November 2022]

Water supply support (Dispatched to Shizuoka City and Others)
[Response to Typhoon Talas (Typhoon No. 15), 2022]

Crew protection support
[Heavy snow from January 24, 2023]

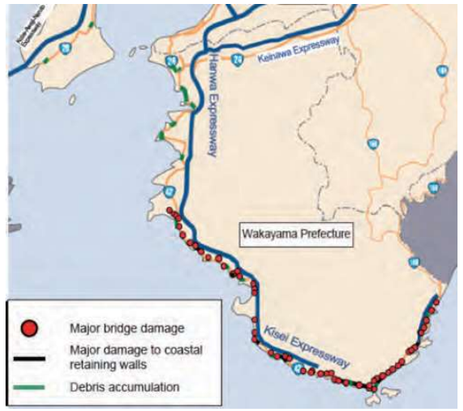
Disaster prevention education
[Disaster prevention education class in February 2022]

Measures against great earthquakes and tsunamis in the Nankai Trough

[Damage assumption for directly controlled national highways]

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

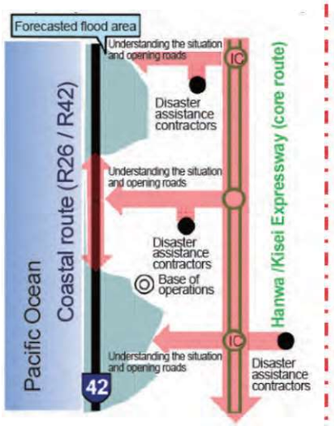
Surveys by Wakayama and Kinan River National Highway Offices as of May 2014



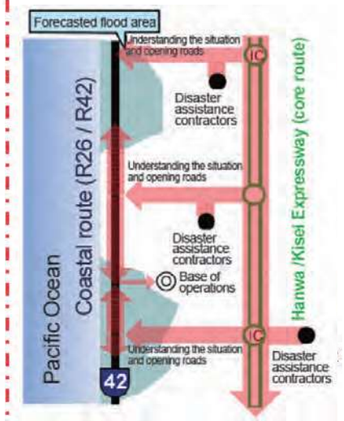
[Road clearing plan]

■In the Wakayama Prefecture Road Clearing Plan, based on the assumption of tsunami damage, roads are prioritized for clearing to establish an emergency transportation network. These prioritized roads are designated as “Clearing Routes.”
■To ensure rescue and relief routes aimed at saving lives, we set phased objectives for “Road Clearing” operations.

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



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



[Key Regional Disaster Prevention Base in Sakai Section 3 at Sakai Semboku Port]

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

[Emergency activities at the time of earthquake occurrence]

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

Infrastructure DX

Digital transformation in the infrastructure field

Digital Transforming infrastructure, land, and society with the power of data **X formation**

Digital data

- **Collection** Exp) Drones
- **Provision** Exp) API*
  *Application program interface
- **Network** Exp) 5G high-speed communications
- **Database** Exp) Cloud environment
- **Analysis** Exp) Advanced measures through data analysis

Overcoming limitations of data quality, quantity, and spatiotemporal restrictions and thoroughly utilizing data

Infrastructure supporting the nation

Survey, design, construction, maintenance, disaster response

Administrators | Construction industry | Communications industry | Occupying operators | Service industry | Academic field | ...

Horizontal expansion of technology and synergy effects through cross-organizational efforts

Contributing to the realization of Society 5.0 through the fusion of physical and cyber spaces for Enhanced Infrastructure and Land

Planning / Construction / Preservation / Utilization

1. Transformation of How to Build Infrastructure
   - Making it possible to manage sites without being bound to them
2. Transformation of How to Use Infrastructure
   - Smartly, safely, and sustainably
3. Transformation of How to Utilize Data
   More understandable and more usable

Physical space ⇔ Cyberspace

Promoting DX in all areas of infrastructure through comprehensive field initiatives

Society 5.0: A future society that balances economic development and social issue resolution through a system that highly integrates real and virtual spaces

Efforts to promote infrastructure DX at the Kinki Regional Development Bureau

■Automated construction at disaster recovery sites

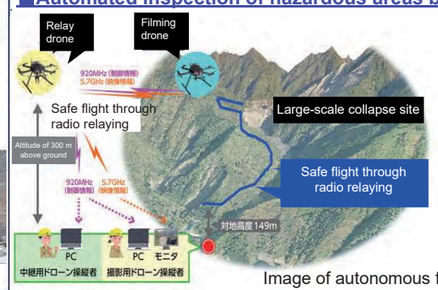
○Multiple construction machines operate automatically based on programmed construction conditions

Image of automated construction

Monitoring multiple machines by one person

Automated construction using AR markers

■Automated inspection of hazardous areas by drones



○Pre-programming flight routes as drones operate beyond the visual line of sight

○Autonomous flight beyond visual line of sight is a national first for disaster prevention and infrastructure management

Image of autonomous flight using two drones

■Remote monitoring and inspection

○Promoting a new way of working at construction sites by conducting supervision and inspection using video data

Image of remote presence

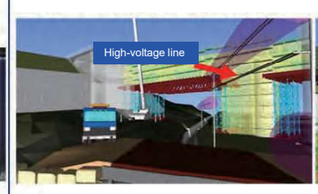
Implementation status

Supervisor’s confirmation status

Displaying on-site measurement conditions on a monitor

■Use of BIM/CIM (3D) models

○ Creating a 3D integrated model for geology, surveying, design, etc.
○ Anytime, anyone can freely share necessary data and consider according to each construction step



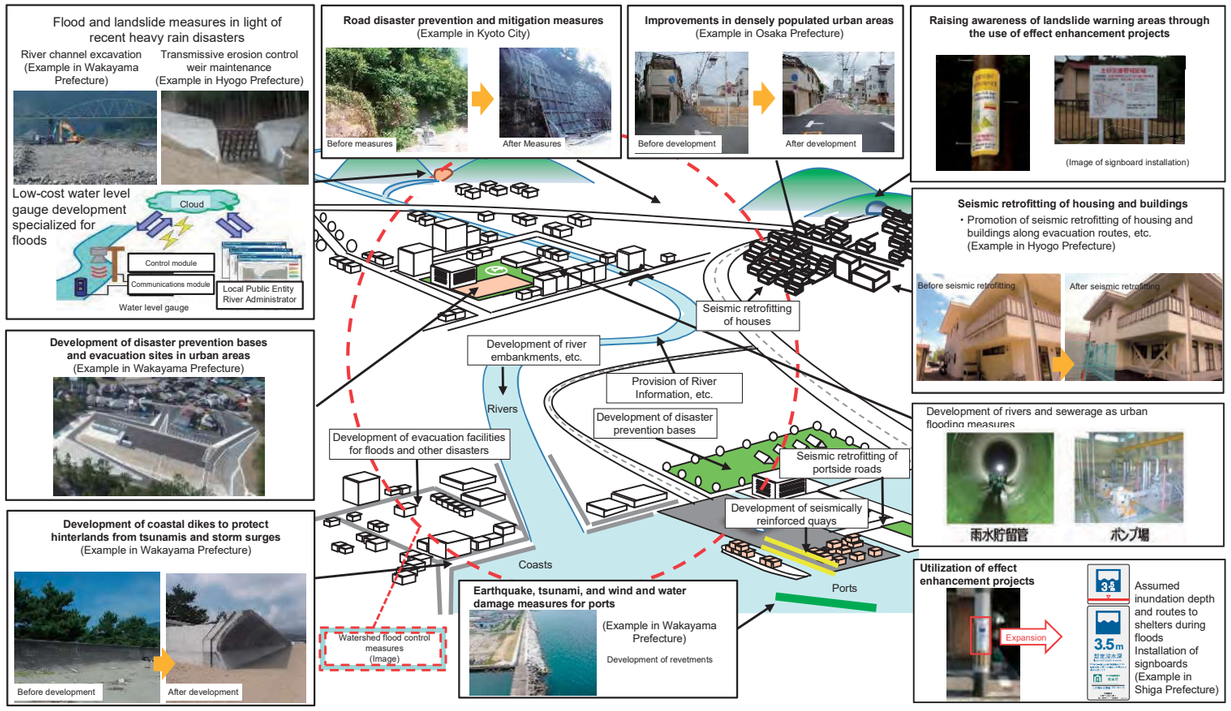
Considering safety management, such as distance from nearby high-voltage lines

Grants and Subsidies

Introduction of disaster prevention and safety grants and comprehensive social capital development grants

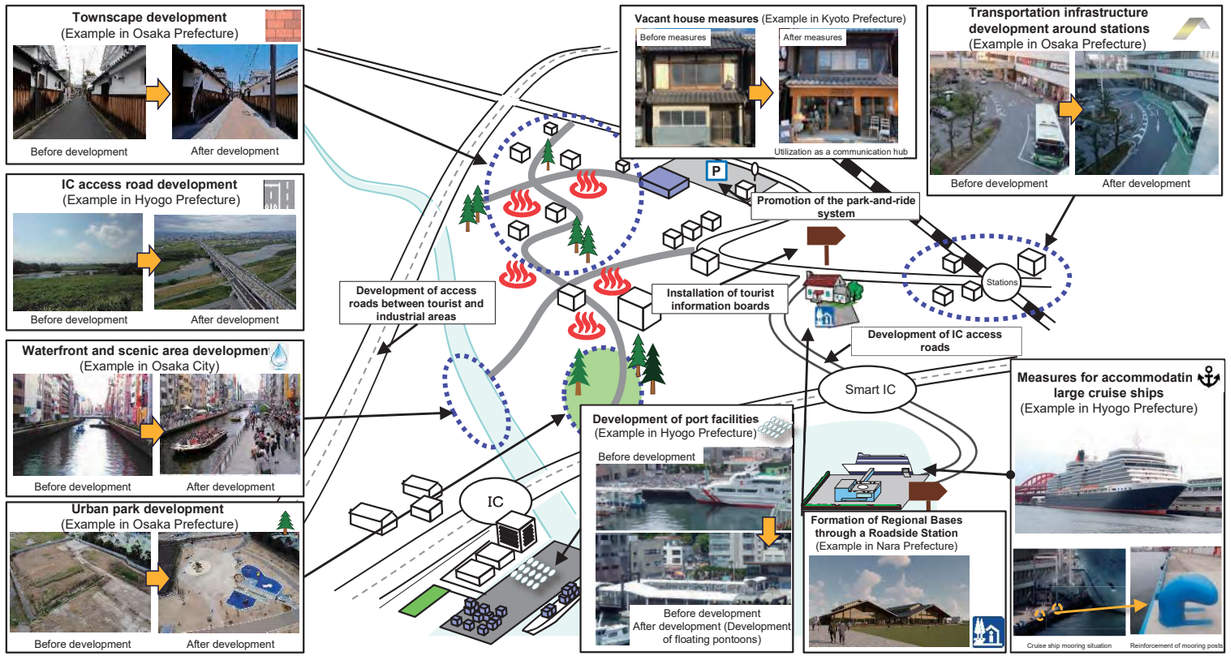
Disaster prevention and safety grants
(Focused support for the reconstruction of infrastructure to protect lives and livelihoods and ensure the safety of living spaces)

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



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

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



Introduction of individual subsidy projects for aging countermeasures

Subsidies
(Implementing focused and planned support)

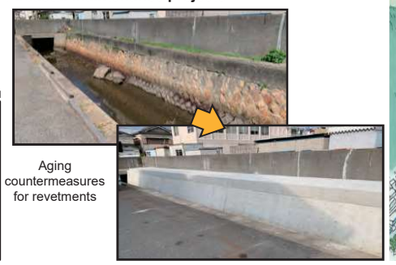
Based on the Infrastructure Longevity Plan, individual subsidy projects (maintenance projects) are established for aging countermeasures, providing focused and planned support for local public organizations.

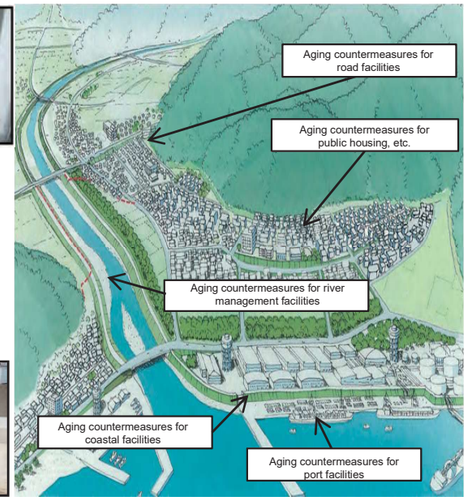
♦Road maintenance projects

♦River maintenance projects

♦Port maintenance projects

♦Coastal maintenance projects





Initiatives for the Osaka-Kansai Expo

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

Based on the Infrastructure Development Plan for the 2025 Japan International Exposition (Osaka-Kansai Expo), we enhance the functionality of transportation infrastructure, which will be the growth base of Osaka-Kansai after the expo and develop infrastructure around the venue to improve the attractiveness of the region.

- The Kinki Regional Development Bureau will develop the Japan Pavilion (tentative name), which disseminates initiatives related to Japan's unique SDGs under the expenditure commission from the Ministry of Economy, Trade and Industry.
- Supporting related projects such as the widening of Yumemai Bridge and Konohana Bridge and railway extensions as access routes to Yumeshima, the Expo venue, and the Yodogawa Left Bank Line.
- Developing the Yodogawa Weir Gate, which connects the Yodogawa Estuary and Osaka Bay to the upper Yodogawa, expanding disaster recovery routes using waterways and creating riverside bustle with new boat routes from Yodo River to Yumeshima, etc.