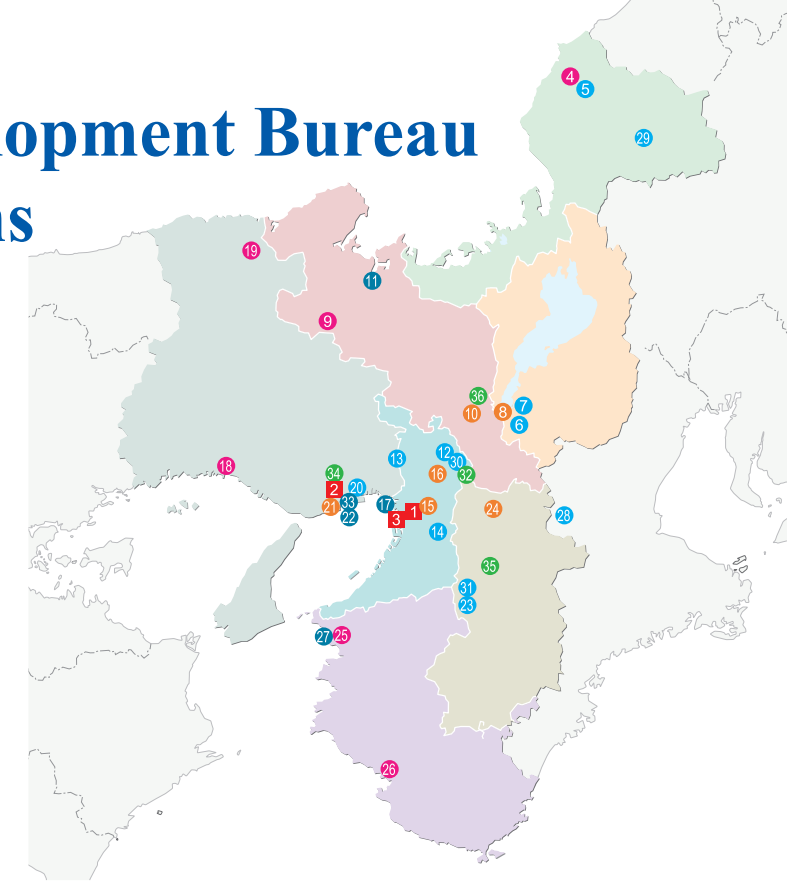


For the 2018 Fiscal Year
Kinki Regional Development
Bureau Summary

Get Kansai's
Vitality into
Shape.

Kinki Regional Development Bureau
Main Office Locations

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



Legend
■ Main Office
● River, Road
● River
● Road
● Port, Airport
● Other

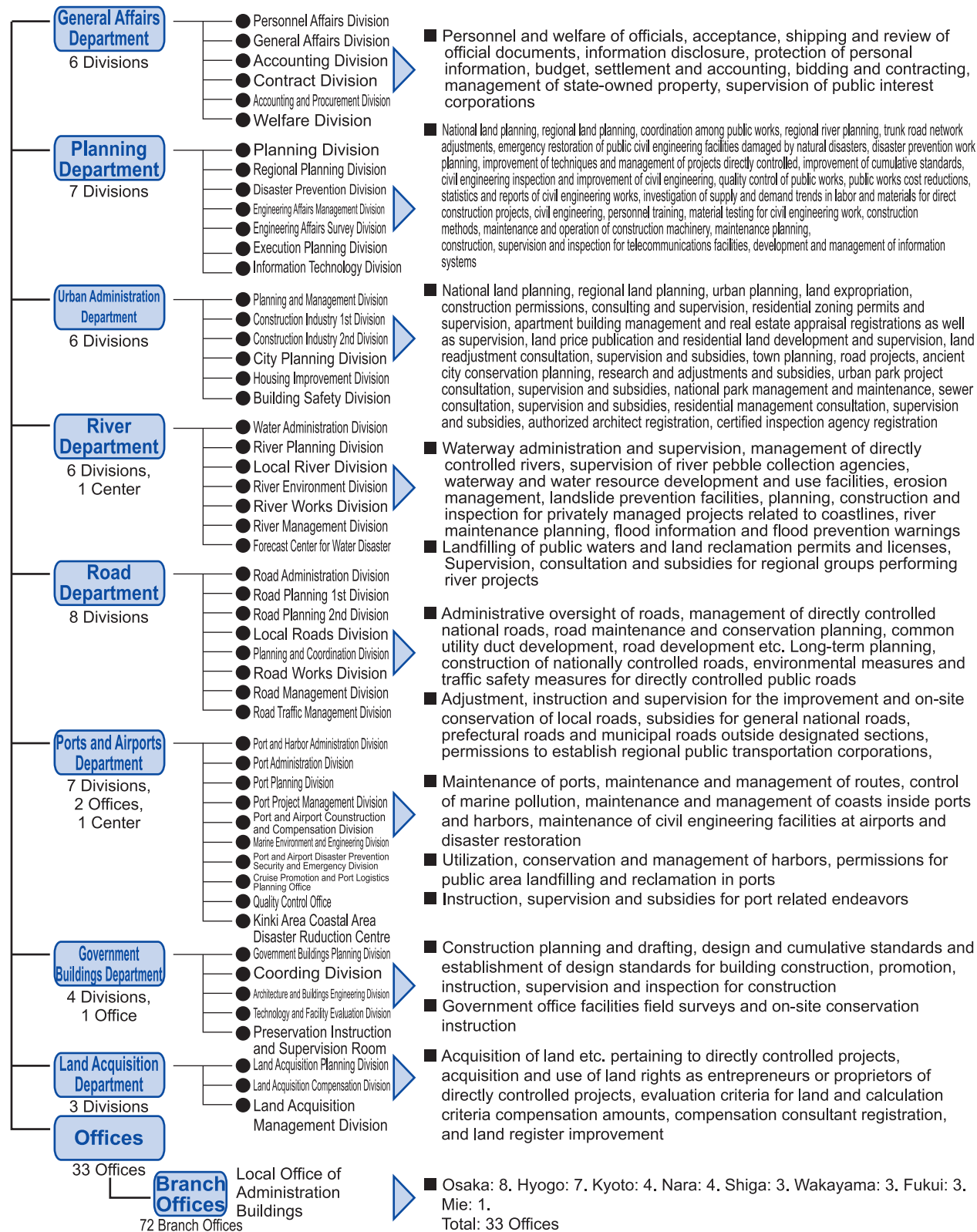
1	Kinki Regional Development Bureau	1-5-44 Otemae, Chuo-ku, Osaka-shi, Osaka 540-8586	Osaka Joint Government Building 1	06 (6942) 1141	http://www.kkr.mlit.go.jp/index.html
2	Kinki Regional Development Bureau (Ports and Airports)	29 Kaigandori, Chuo-ku, Kobe-shi, Hyogo 650-0024	Kobe Regional Joint Government Building	078 (391) 7571	http://www.pa.kkr.mlit.go.jp/index.html
3	Kinki Regional Development Bureau (Conservation Planning and Supervisor's Office)	4-1-6 Nakanoshima, Kita-ku Osaka-shi, Osaka 530-0005		06 (6443) 1791	http://www.kkr.mlit.go.jp/kantoku/
4	Fukui Office of River and National Highway	2-14-7 Hanandominami, Fukui-shi, Fukui 918-8015		0776 (35) 2661	http://www.kkr.mlit.go.jp/fukui/
5	Asuwagawa Dam Construction Office	Polaris Building, 1-2111 Seiwa, Fukui-shi, Fukui 918-8239		0776 (27) 0642	http://www.kkr.mlit.go.jp/asuwa/
6	Biwako River Office	4-5-1 Kurozu, Otsu-shi, Shiga 520-2279		077 (546) 0844	http://www.kkr.mlit.go.jp/biwako/index.php
7	Daidogawa Dam Construction Office	1-19-32 Ogaya, Otsu-shi, Shiga 520-2144		077 (545) 5675	http://www.kkr.mlit.go.jp/daido/
8	Shiga National Highway Office	4-5 Tatsugaoka, Otsu-shi, Shiga 520-0803		077 (523) 1741	http://www.kkr.mlit.go.jp/shiga/
9	Fukuchiyama Office of River and National Highway	2459-14 Koaza-Imaoka, Aza-hori, Fukuchiyama-shi, Kyoto 620-0875		0773 (22) 5104	http://www.kkr.mlit.go.jp/fukuchiyama/
10	Kyoto National Highway Office	808 Minamifudondo-cho, Shiokoji-sagaru, Nishinotoin-dori, Shimogyo-ku, Kyoto-shi, Kyoto 600-8234		075 (351) 3300	http://www.kkr.mlit.go.jp/kyoto/
11	Maizuru Port Office	910 Aza-Shimofukui, Maizuru-shi, Kyoto 624-0946		0773 (75) 0844	http://www.pa.kkr.mlit.go.jp/maizuruport/
12	Yodogawa River Office	2-2-10 Shinmachi, Hirakata-shi, Osaka 573-1191		072 (843) 2861	http://www.kkr.mlit.go.jp/yodogawa/index.php
13	Inagawa River Office	2-2-39 Ueikedai, Ikeda-shi, Osaka 563-0027		072 (751) 1111	http://www.kkr.mlit.go.jp/inagawa/index.php
14	Yamatogawa River Office	3 Chome-8-33 Kawakita, Fujiidera-shi, Osaka 583-0001		072 (971) 1381	http://www.kkr.mlit.go.jp/yamato/
15	Osaka National Highway Office	2-12-35 Imafukunishi, Joto-ku, Osaka-shi, Osaka 536-0004		06 (6932) 1421	http://www.kkr.mlit.go.jp/osaka/
16	Naniwa National Highway Office	3 Chome-2-3 Minaminakaburi, Hirakata-shi, Osaka 573-0094		072 (833) 0261	http://www.kkr.mlit.go.jp/naniwa/
17	Osaka Harbor and Airport Development Office	ORC Ichibangai, 1-2-1 Bentei, 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	Kinano 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-Isubo, 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-ku, Marutamachi, Sakyo-ku, Kyoto-shi, Kyoto 606-8395		075 (752) 0505	http://www.kkr.mlit.go.jp/kyoei/

Kinki Regional Development Bureau Summary

Office Jurisdiction

Bureaus are located in both Kobe and Osaka cities. Framework includes Administrative, Construction Planning, Rivers, Roads, Ports and Harbors, Maintenance and Land for a total of 8 Departments, 47 divisions, 3 offices and 2 centers (Ports and Harbors are controlled in Kobe). To fulfil the duties of the bureau, there are 33 offices with 72 branches. As of July 1st, 2017, there are 2,235 employees of the Kinki Regional Development Bureau that carry out the duties of the bureau.

Kinki Regional Development Bureau Framework



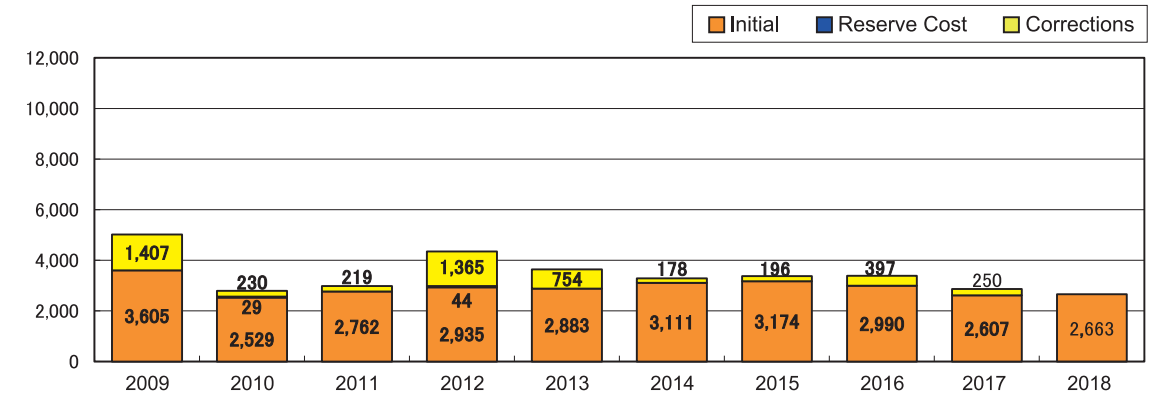
Kinki Regional Development Bureau History

March 1874	The Home Ministry Osaka Branch of Civil Engineering was established.
May 1875	Home Ministry Osaka Branch of Civil Engineering had its name changed to Home Ministry Civil Engineering Osaka Bureau.
January 1877	The Home Ministry Civil Engineering Osaka Bureau was restructured and renamed to Home Ministry Yodo River Branch of Civil Engineering (Yodo River Management and Construction).
July 1886	Following the orders of the Supervising Officer of Civil Engineering, the bureau was reorganized into the 4 th Ward Supervision Office and gained direct control over the Chubu and Kinki areas and began performing and supervising civil engineering works.
July 1894	Name changed to Fifth Ward Civil Supervision Office. Jurisdiction changed to Kinki, Tokushima and Kochi areas.
April 1905	Name changed to Civil Engineering Office, Osaka Branch of the Ministry of Home Affairs. Supervision authority was transferred to the Ministry and the civil engineering office absorbed responsibility for civil engineering for directly controlled land.
April 1919	Civil Engineering Office, Kobe Branch of the Ministry of Home Affairs was established. The jurisdiction of the office in Osaka changed.
November 1943	The Harbor Division changed to the Transport Ministry of Communication, 3 rd Port Construction Department. The Osaka Civil Engineering office changed into the Kinki Civil Engineering Office of the Ministry of Home Affairs and under order of Transport Ministry of Communication, 3 rd Port Construction Department was merged with the Kobe office and the jurisdiction changed to include everything east of Hyogo due to the establishment of the Chubu Shikoku office.
May 1945	Because of government revisions, the Transport Ministry of Communication, 3 rd Port Construction Department became the Ministry of Transportation 3 rd Port Construction Department.
January 1948	Home Affairs changes into the Prime Minister Office Kinki District Construction Bureau and became the local office for the Prime Minister's Office.
July 1948	According to the founding of the Ministry of Construction, the Prime Minister Office Kinki District Construction Bureau had its name changed to Ministry of Construction Kinki District Construction Bureau.
August 1952	Ministry of Transportation 3 rd Port Construction Department had its name changed to Ministry of Transportation 3 rd Port Construction Bureau.
December 1958	Ministry of Construction Kinki District Construction Bureau moved from 2-6 Tosabori-dori, Nishi-ku, Osaka to its current location at the Osaka Joint Government Building at 1-5-44 Otemae, Chuo-ku, Osaka.
May 1968	Due to a revision in the Ministry of Transportation Installation Law, the Ministry of Transportation 3 rd Port Construction Bureau absorbed the duties of airport engineering works. The Airport Engineering Division was established.
January 2001	Due to the reorganization of ministries and agencies, the Ministry of Construction Kinki District Construction Bureau and the Ministry of Transportation 3 rd Port Construction Bureau were merged. Furthermore, the Ministry of Land, Infrastructure and Transport Kinki Regional Development Bureau was established.

Kinki Regional Development Bureau Budget Change

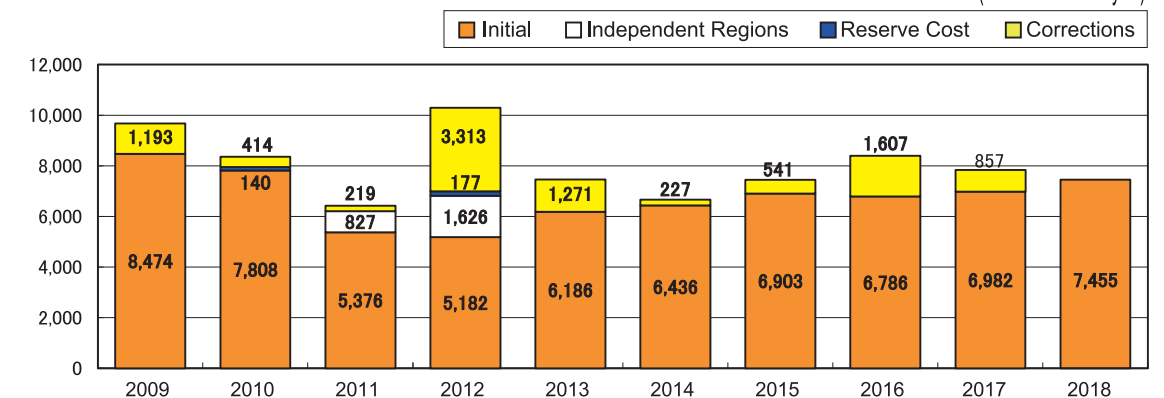
Kinki Regional Development Bureau Budget Change (Direct Control)

(Unit: 100 million yen)



Kinki Regional Development Bureau Budget Change (Subsidies and grants)

(Unit: 100 million yen)



Overview of Budget Corrections from 2009 Onward (Excluding Direct Control and Treasury Debt Burden Act) (Unit: 1 million yen)

	FY 2009		FY 2010		FY 2011		FY 2012		FY 2013	
	Initial	Corrections	Initial	Corrections	Initial	Corrections	Initial	Corrections	Initial	Corrections
Flood Control	75,510	28,003	52,255	5,589	59,376	4,602	68,919	41,279	72,241	16,035
Coasts	723	1,189	843	120	2,096	50	2,478	512	2,089	0
Road Maintenance	256,270	35,500	186,107	17,129	180,225	15,236	184,282	82,952	173,705	47,469
Harbors	18,626	75,718	6,581	210	22,545	250	23,193	10,282	28,217	11,518
National Parks etc.	4,170	200	3,159	0	4,839	0	3,335	56	3,883	150
(General Public Total)	355,299	140,610	248,945	23,048	269,081	20,138	282,206	135,081	280,134	75,172
Office Building Maintenance	3,884	60	3,647	0	6,308	1,751	11,272	1,437	8,142	260
Airports	1,349	0	303	0	834	0	0	0	0	0
(Total)	360,532	140,670	252,895	23,048	276,223	21,889	293,478	136,518	288,276	75,432

	FY 2014		FY 2015		FY 2016		FY 2017		FY 2018	
	Initial	Corrections	Initial	Corrections	Initial	Corrections	Initial	Corrections	Initial	Corrections
Flood Control	76,522	3,922	77,859	12,920	72,022	10,713	66,227	11,181	67,571	-
Coasts	2,302	0	1,525	-	2,215	345	2,637	408	2,677	-
Road Maintenance	189,623	12,583	196,462	6,524	178,086	25,755	148,238	12,658	157,124	-
Harbors	33,607	1,000	34,544	200	33,775	2,422	31,449	450	31,586	-
National Parks etc.	4,210	0	4,954	0	6,154	480	6,504	300	4,977	-
(General Public Total)	306,264	17,504	315,344	19,644	292,253	39,715	255,055	24,997	263,935	-
Office Building Maintenance	4,847	313	2,068	0	6,721	0	5,582	0	2,079	-
Airports	0	0	0	0	0	0	44	0	280	-
(Total)	311,111	17,817	317,412	19,644	298,974	39,715	260,681	24,997	266,294	-

* Service Handling Fees are excluded from FY 2010 on

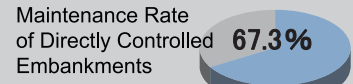
Current Kinki Region Information

Total Length of Protected River ways

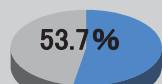
Nationwide Total 88,099.5 km
Kinki Region Total 10,384.5 km (11.8%)



Source: Ministry of Land, Infrastructure and Commerce: Water Management; Homeland Security Bureau Protected River ways Total Length Report (Current as of April 30th, 2017)



Nationwide Total 67.3%



Kinki Region Total 53.7%

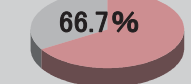
Source: Ministry of Land, Infrastructure and Commerce: Water Management; Homeland Security Bureau: Quality of Directly Controlled River Maintenance Facilities (Current as of the end of March 2017)

Total Length of Specified National Roads

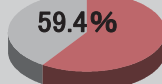
Nationwide Total 23,653.2 km Kinki Region Total 2,164.0 km (9.1%)



Maintenance Rate 66.7%



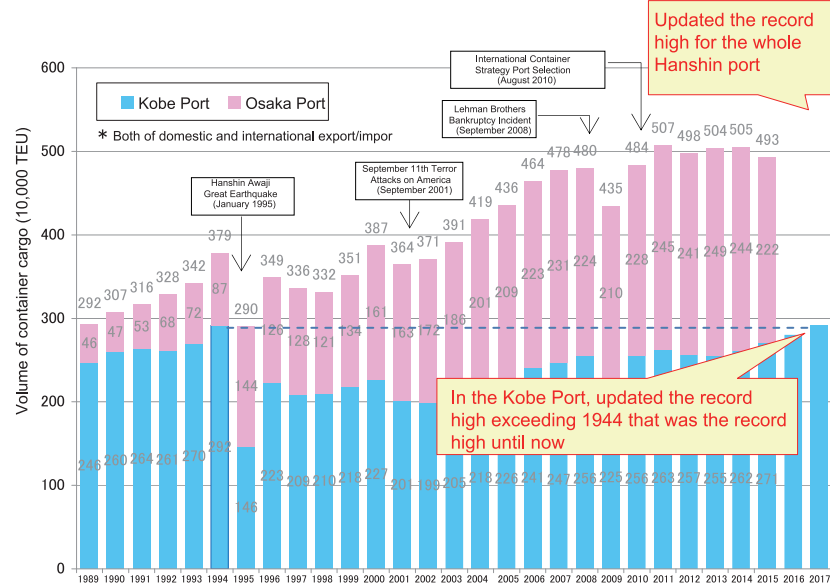
Nationwide Total



Kinki Region Total 59.4%

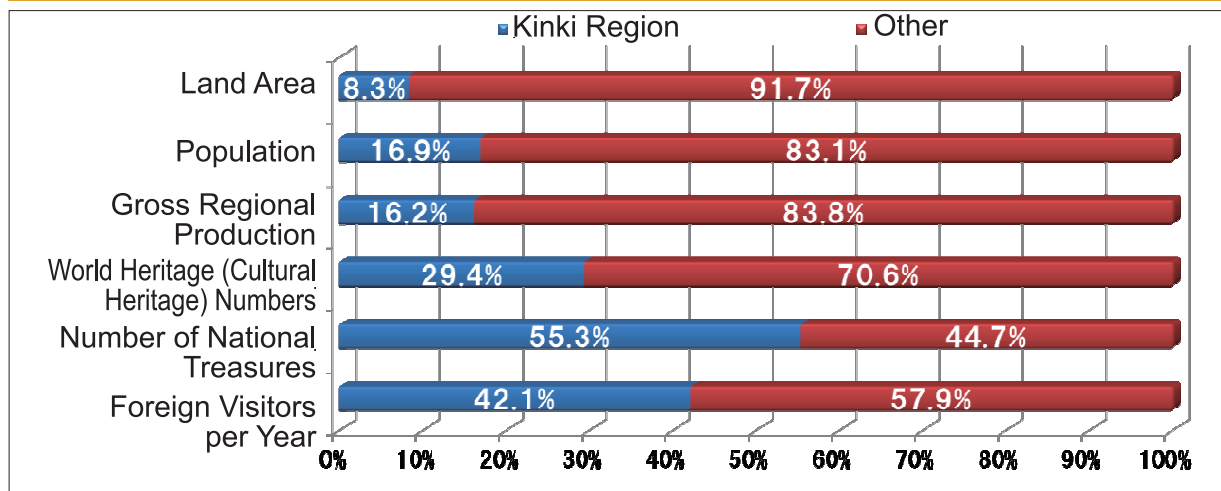
Source: 2017 Annual Report on Road Statistics

Volume of Container Handling Cargo from Hanshin Port



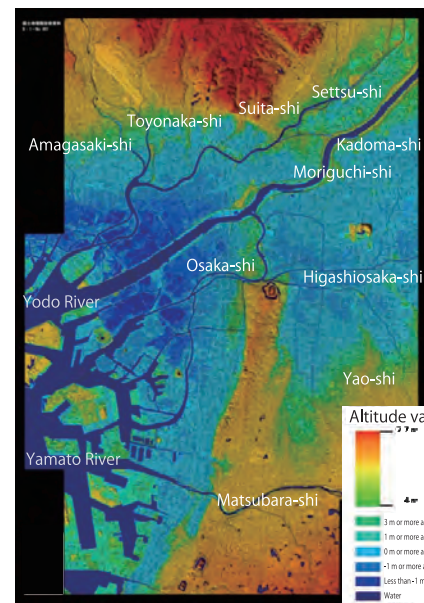
Source: The result of 2017 is a preliminary figure

Data that highlights the Kinki Region within Japan



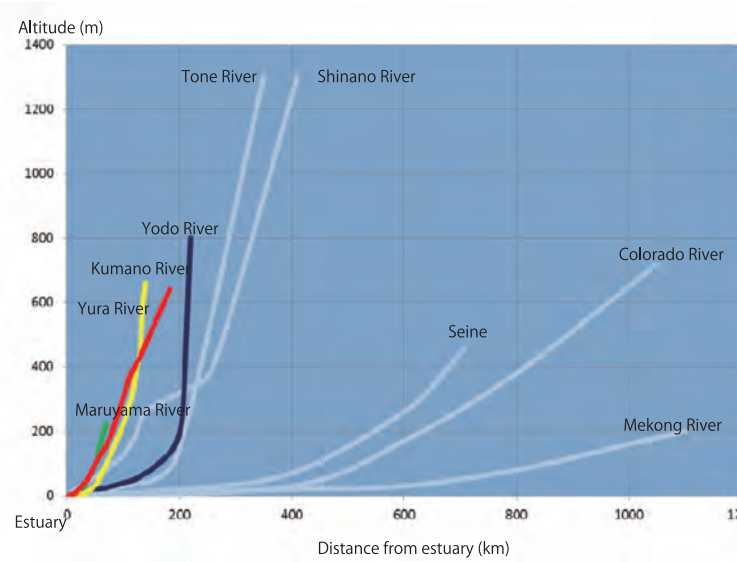
Land Area: Geographical Survey Institute Prefectural Area Report of 2017
 Population: Ministry of Internal Affairs 2016 Census
 Gross Production: Cabinet Prefectural Economic Calculations of 2014
 World Heritage (Cultural Heritage) Numbers: UNESCO Website
 Foreign Visitors per year: Tourism Authority 2017 Foreign Visitor Consumption Trends Survey
 (Each prefecture's visitor number compared to the visitors in the total area of the Kinki Region)

0 Meters above Sea Level Zone (Osaka Plain)



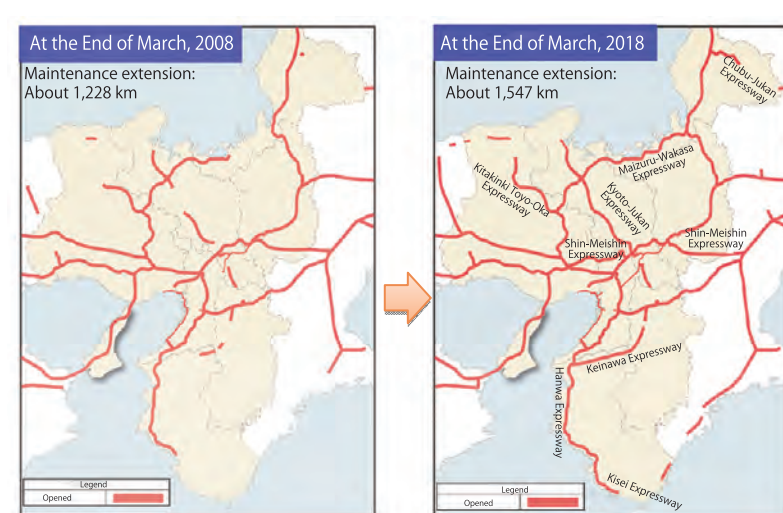
Source: Geographical Survey Institute

Comparison of River Incline between Our Country and Other Countries

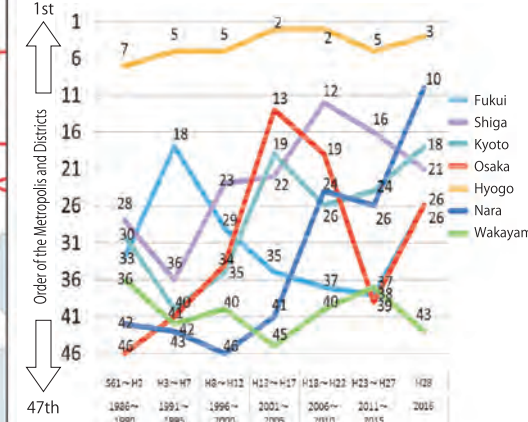


In Japan, because about 70% of the land is mountainous or slanted, rivers have a shorter length in total compared to other countries and has a steep grade. Therefore, when large rain falls, the volume of water increases suddenly, and flows out at a stretch on the plains, and flooding is caused between the plains and estuary coast. In addition, there are many places that are lower than the rivers in the plains where many people live in.

The Situation of Expressway Development



Order of the Metropolis and Districts is According to the Number of New Factory Locations



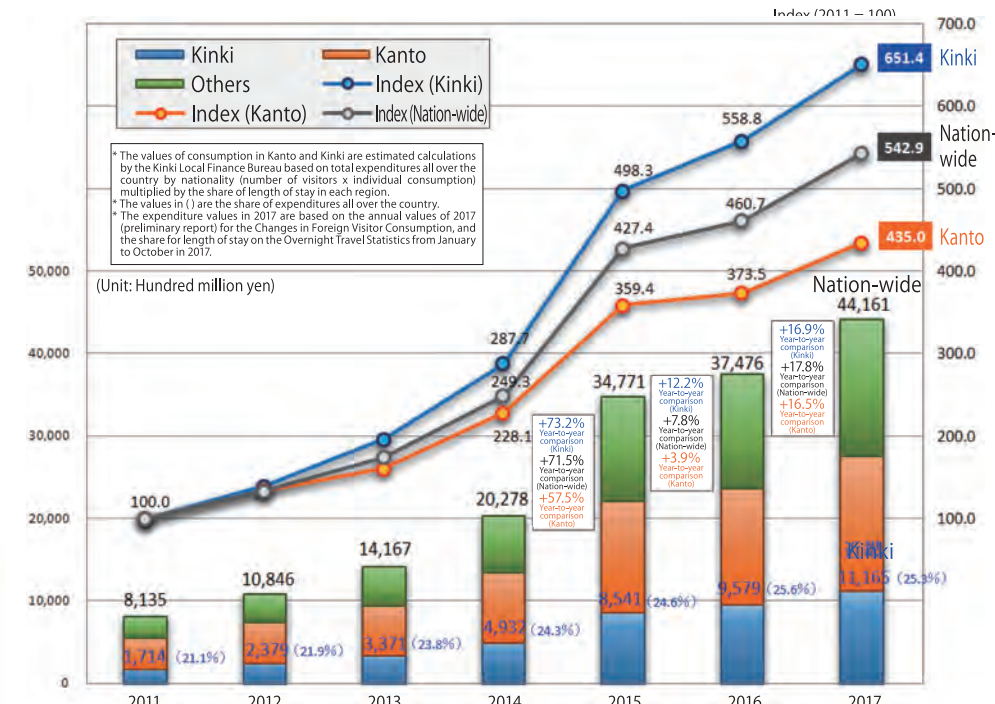
Source: Based on a survey of factory location trends (Ministry of Economy, Trade and Industry), calculated by the Development Bureau

Comparison of GDP between Kinki and Other Countries

Comparison of GDP					
U.S.A.	18,036	U.K.	2,858	Russia	1,326
China	11,158	Canada	1,552	Australia	1,230
Japan	4,383	Korea	1,377	Kinki Region	792

Source: Ministry of Internal Affairs Communications and Statistics Bureau, 2017 World Statistics Country Statistics Current 2015; Kinki Current 2014

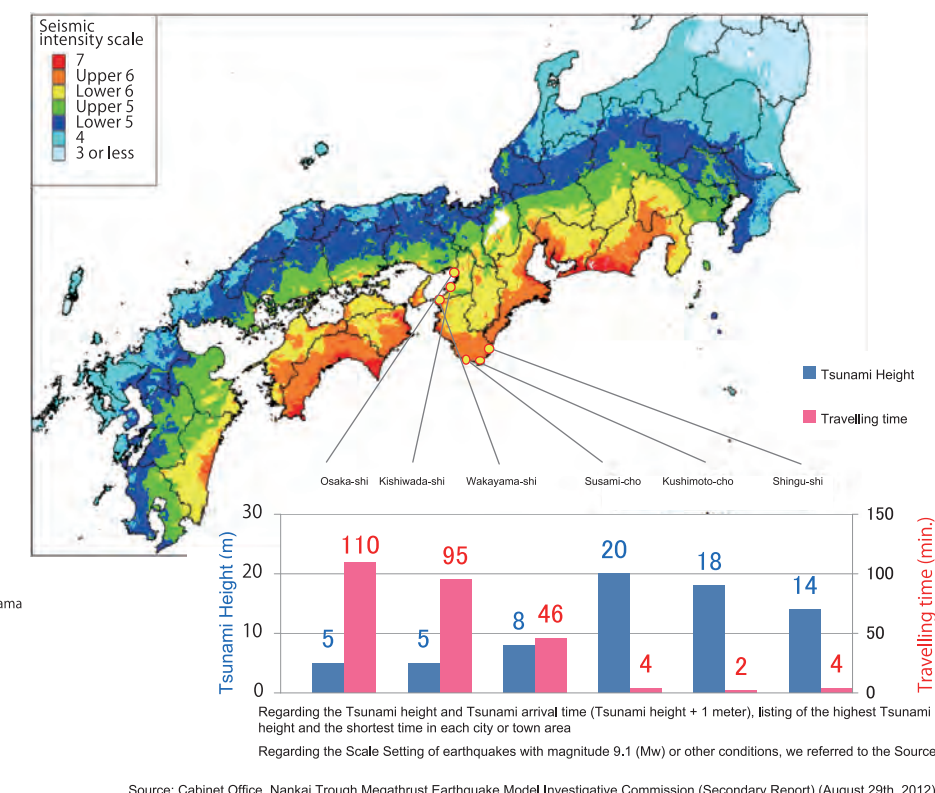
Changes in Foreign Visitor Consumption (over the entire country, Kanto and Kinki)



Travel expenditure per foreign tourist visiting Japan/ Year-to-year comparison (Nation-wide)							
Year	2011	2012	2013	2014	2015	2016	2017
Expenditure (Billion Yen)	130,819	129,798	136,693	151,174	176,167	155,896	153,921
Year-to-year comparison (%)	-	-2.0%	5.3%	10.6%	16.5%	-11.5%	-1.3%

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

Nankai Trough Megathrust Earthquake Magnitude Distribution and Tsunami Height



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

Rivers

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

Safety of the People, Guarantee of Security

Focus on flood/landslide control measures for prevention of recurrence

Emergency flood control measures are taken to prevent the recurrence of disasters that have caused considerable damage in recent years. In addition, by the disaster prevention measures that prepare for floods, improve the river security level, and secure the local safety and relief.

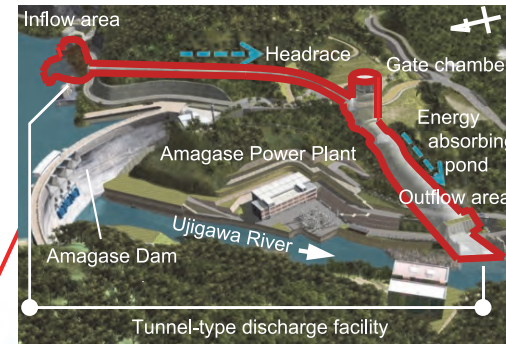
Maruyamagawa flood control basin project



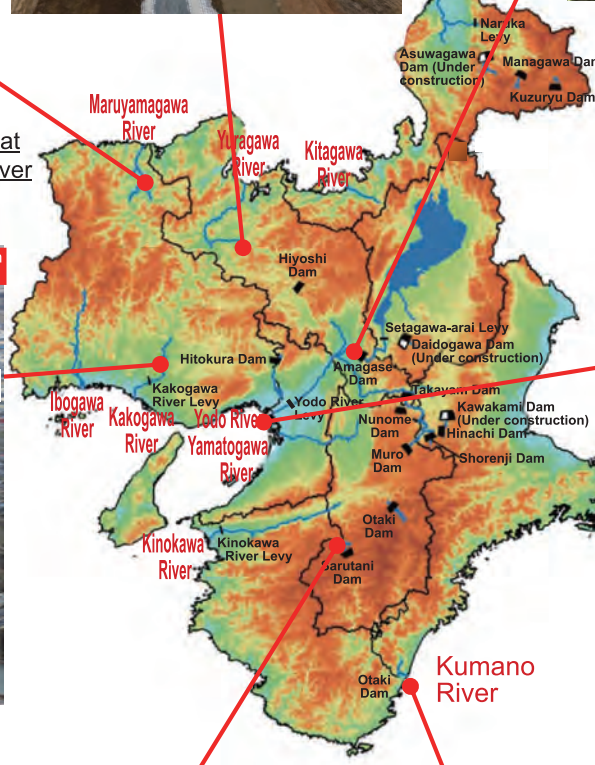
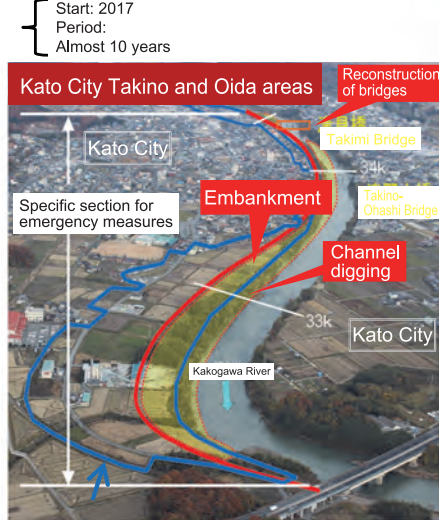
Emergency flood prevention measures for the Yuragawa River



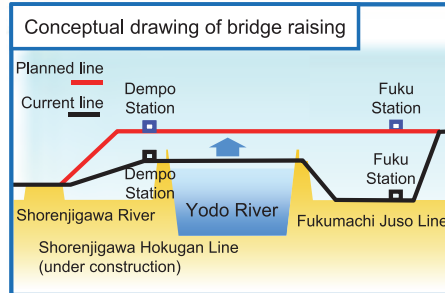
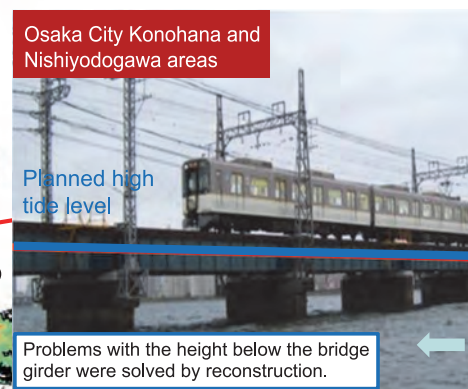
Amagase Dam Restart Project



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



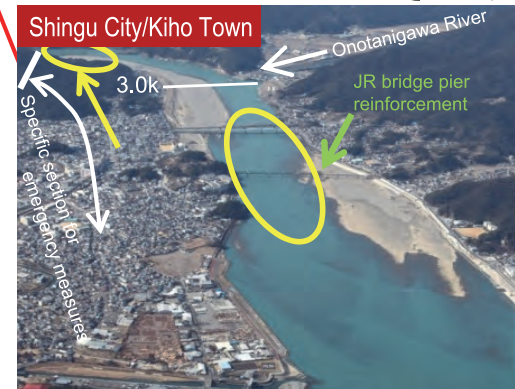
Hanshin Namba Line Yodogawa Bridge reconstruction project



Directly controlled erosion protection project at Kii Mountain Range



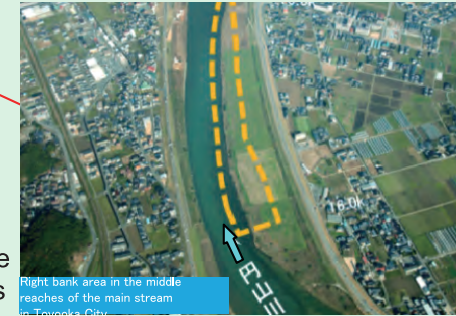
Emergency flood prevention measures for the Kumanogawa River



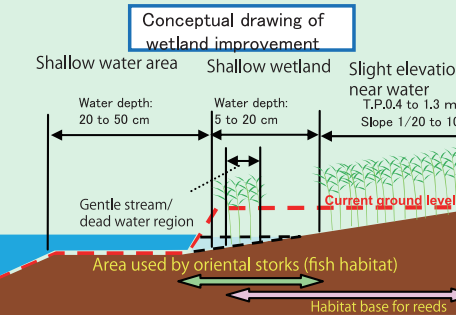
Regional Revitalization and Realization of an Affluent Life

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.

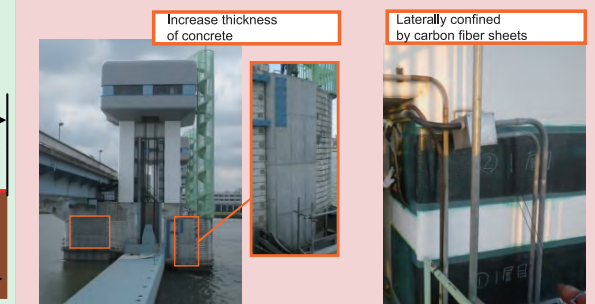


Nankai Trough Megathrust Earthquake Prevention Measure Promotion

Yodo River, Osaka

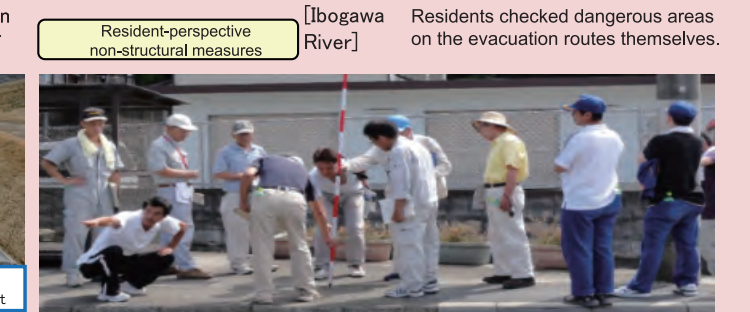
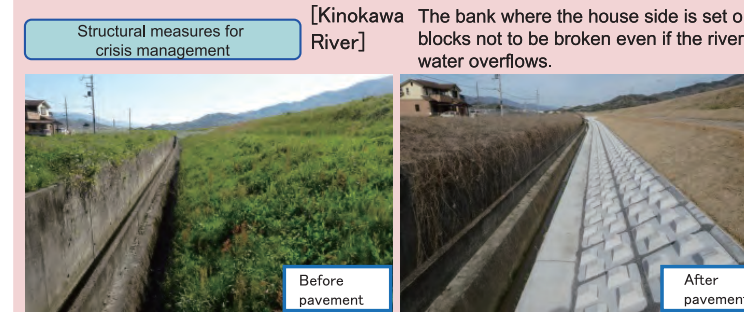


Anti-earthquake measures are taken to prepare for a possible Nankai Trough Megathrust Earthquake, which may be imminent, and other large earthquakes.

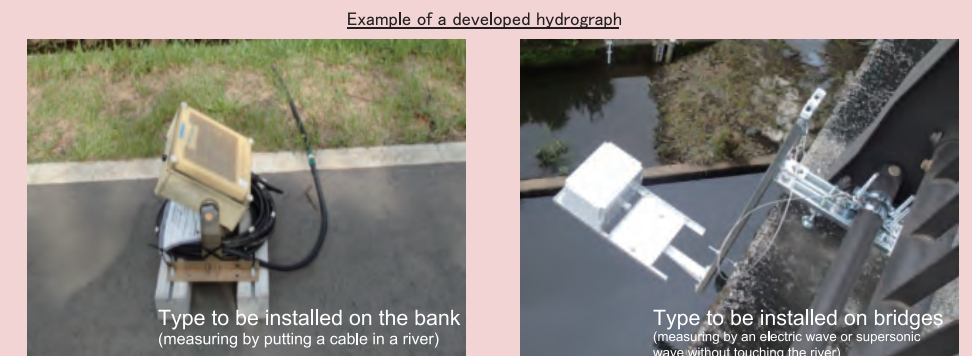
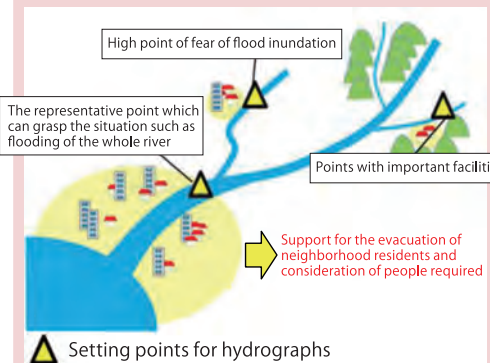


Measures taken to rebuild a "Water Damage Prevention Conscious Society"

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.



In small or medium size rivers, the setting of a hydrograph for development such as circumstantial judgements or river plans for evacuation have not advanced and grasping the present situation such as the river water level at the time of flooding is difficult. Therefore, in small or medium size rivers having high need of grasping the water level, install low-cost hydrographs (crisis control type hydrograph) specialized for flooding, and support the evacuation of neighborhood residents.

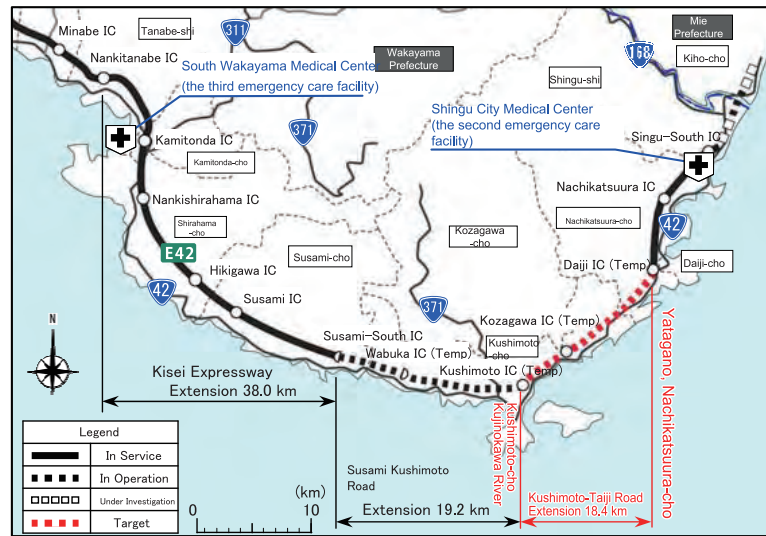


Roads

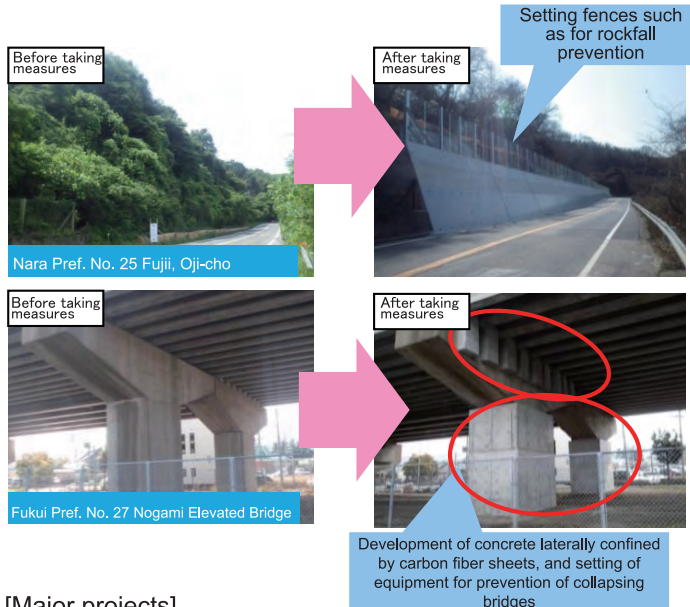
Ensure Safety and Security

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

The general National Highway No. 42, Taiji Kushimoto Road, was constructed with an extension of 18.4 km to secure the substitutability at the time of a disaster from Nankai trough giant earthquakes, and improvement of punctuality, quick-deliverability of emergency medical facilities and achieving the promotion of inter-regional exchanges. It was newly commercialized in 2018.



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

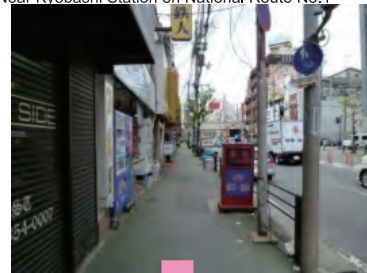


- [Major projects]
- National Route No. 29 Shimada district prevention measures (sight frontage, Ichinomiya City, Shiso City, Hyogo Prefecture)
 - National Route No. 165, Anti-earthquake measures for Shinjo elevated bridge (sight frontage, Bennosho, Katsuragi City to sight frontage, Soone, Yamatotakada City, Nara Prefecture)

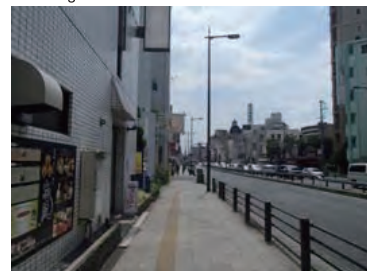
Promotion of undergrounding

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

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



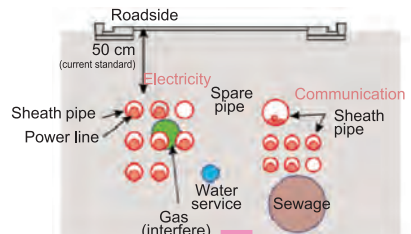
After implementation Near Moriguchi Station on National Route No.1



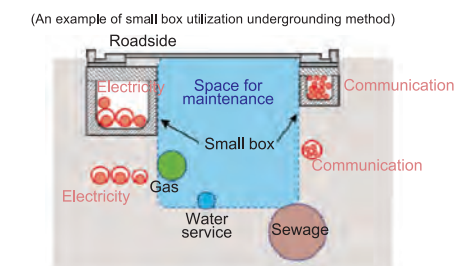
Ensuring safe and comfortable passage ways by eliminating utility poles

Introduction of a low-cost technique Such as the shallow undergrounding method and small box utilization undergrounding method

Past method (conventional duct line method)



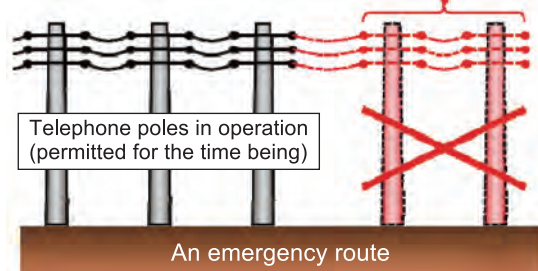
Method that adopts a low-cost technique



Summary of private use restrictions

- About the emergency transportation road of a direct control national highway, prohibited the private use of new telephone poles (since April 2016) Approximately 1,800 km in the Kinki jurisdiction (as of 2016)
 - About existing telephone poles, private use is permitted for the time being
 - When it is unavoidable*, allows the setting of temporary telephone poles (In principle two years)
- * When it is very difficult to secure private land promptly in cases where services such as electricity were newly necessary for housing development

New telephone poles (prohibiting the use)



Strategic maintenance and updates for infrastructure aging measures, etc.

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

○Promotion of the repair of the Yodogawa-Ohashi Bridge

○Update the upper part mechanics for remarkable damage

Summary of the Yodogawa-Ohashi Bridge

- Construction 1926
- 6-span steel Warren truss simple road elevation type bridge
- 12-span steel simple plate girder bridge
- Bridge length 724.516 m
- Width 20.828 m

Corrosion of the truss

Detachment and reinforcing rod exposure of the floor deck

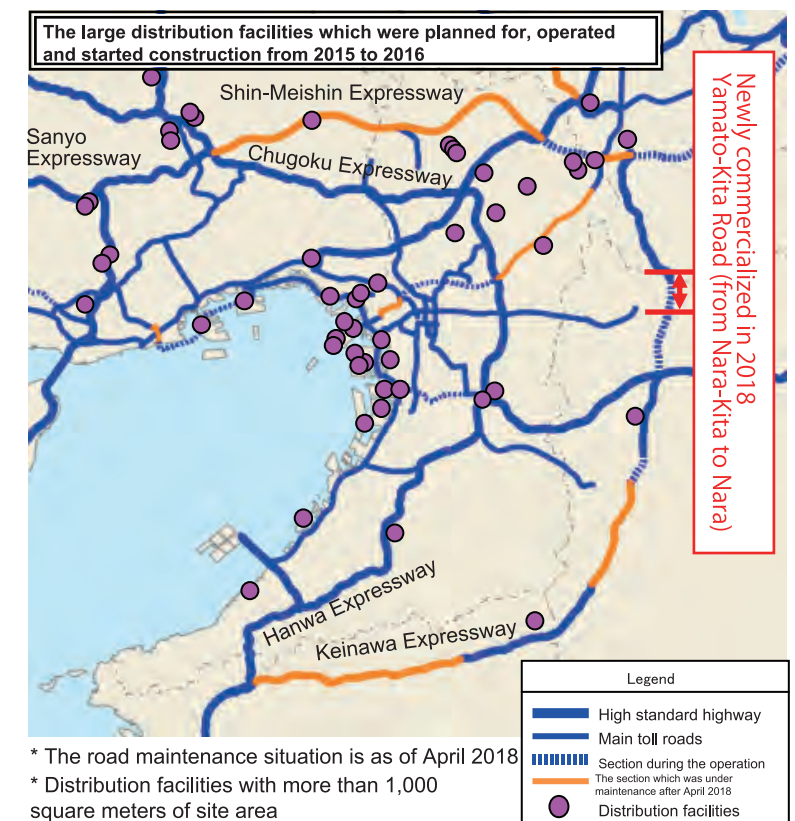
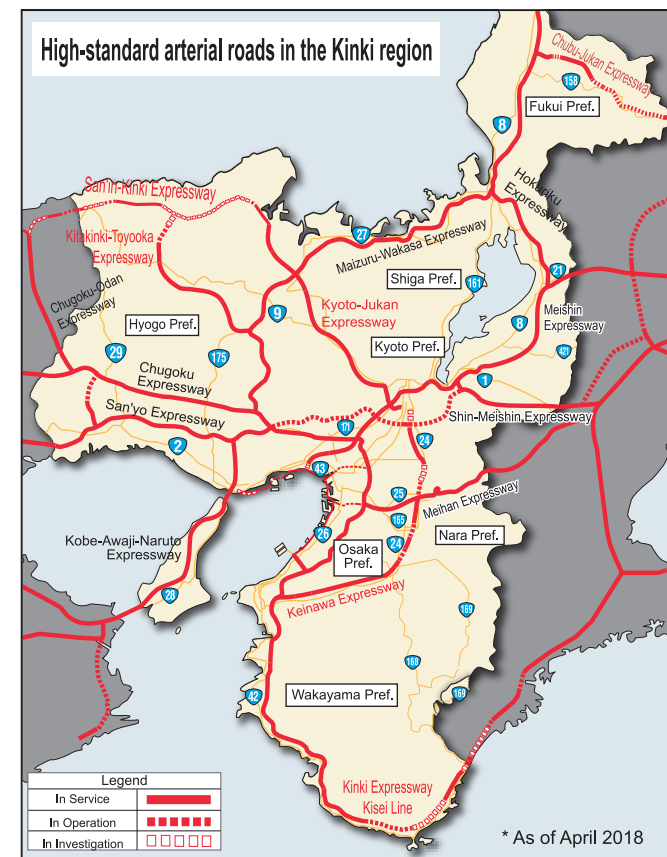
- [Major Projects]
- National Route No.2 Hamate BP Elevated Bridge Inspection (Sight frontage, Chuo-ku, Kobe City, Hyogo Prefecture)
 - National Route No.2 Yodogawa Ohashi repair (Sight frontage, Fukushima-ku to Nishiyogodogawa-ku, Osaka City, Osaka Prefecture)
 - National Route No.42 Repair of the Kinokawa Tunnel (Sight frontage, Shingu City, Wakayama Prefecture)

Reinforcement of Growth by Productivity Improvement

Promotion of wide area network

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

- [Main Project]
- Kinki Expressway Kisei line Kushimoto-Daiji road
 - Chubu Jukan Expressway: Ono-Aburazaka road (from Onohigashi to Izumi), etc.



* The road maintenance situation is as of April 2018
* Distribution facilities with more than 1,000 square meters of site area

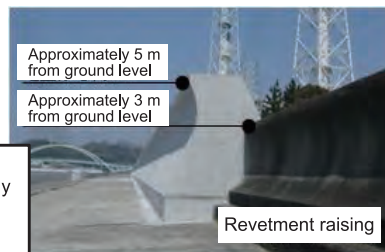
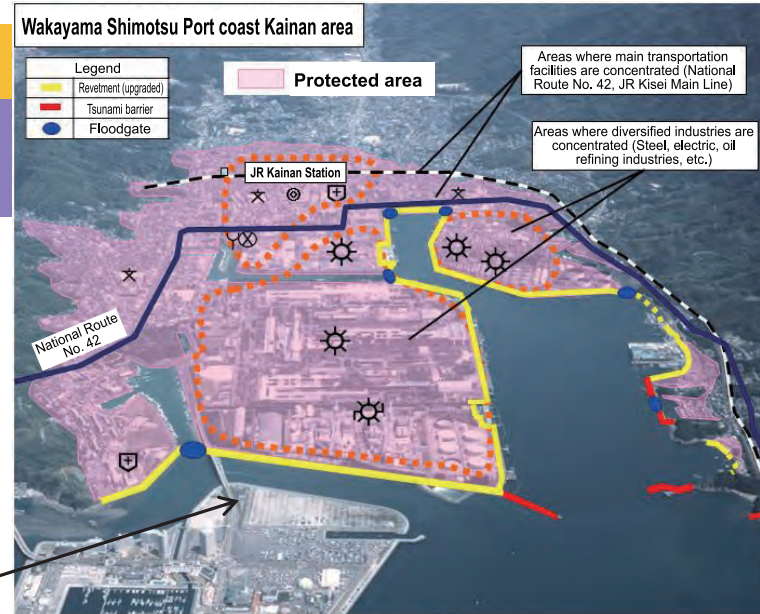
(Source: Japan Location Overview)

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.

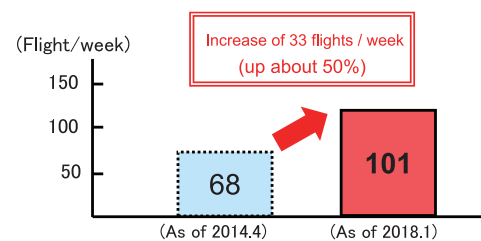


● Revetment height
Before upgrade: approximately 3 m from ground level
After upgrade: approximately 5 m from ground level

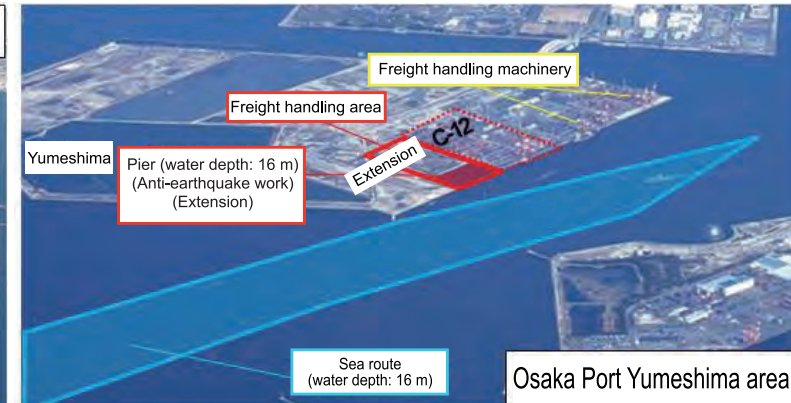
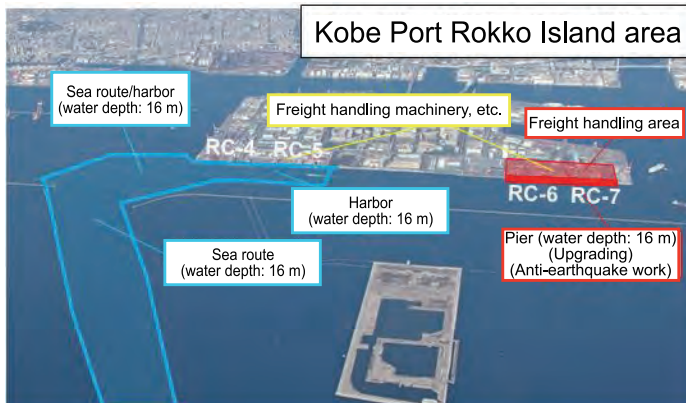
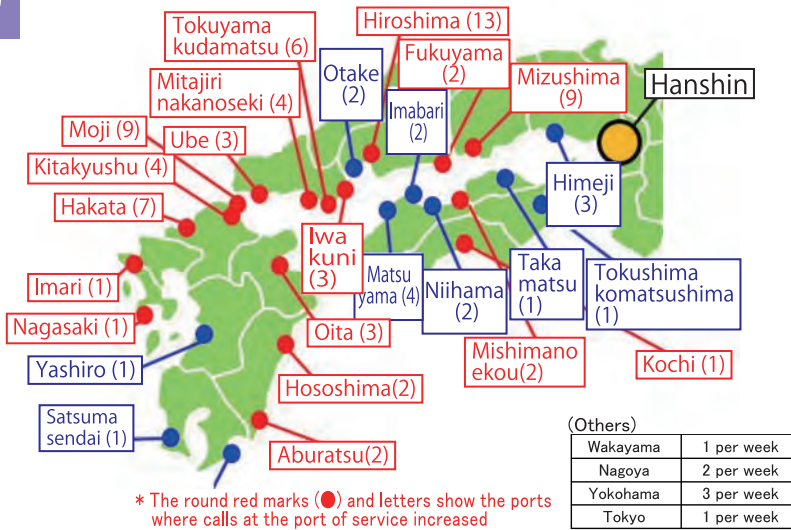
Revitalization of Economy / Region

Function enhancement of international container strategy port "Hanshin Port"

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



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



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
Earthquake-resistant repair of the Kyoto agriculture and forestry fisheries synthesis government building (annex)

■ Promotion of ceiling earthquake proofing measures for government office facilities
Ceiling repair of the Kobe Customs House main building atrium et al

Promotion of infrastructure deterioration measures

■ Deterioration measures for government office facilities
Improvement of the aging deteriorated parts of existing government office facilities
Osaka Godo Government building No. 3 elevator repair (The Coast Guard) Shimosato waterway observatory Roof, outer wall repair

Promotion of Wood Utilization

■ Efforts for wooden buildings
■ Efforts of lignification such as interior decoration
(Ministry of the Environment) Kyoto Imperial Garden Rebuilding of a Neutral Sales Resting Place

Maintenance of Important Government Buildings



Receiving an expenditure commission, we have implemented upgrading of government offices including the Kansai-kan of the National Diet Library, Reinan Riot Police station of the Fukui Prefectural Police 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 the 1.4 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



Also, people can see how the temple and shrine carpenters restored the building by old methods

Safety and Security

Technical Emergency Control FORCE



Implementation of investigation of the disaster situation of collapsed roads (2017 Heavy rain in North Kyushu)



Implementation of investigation of the disaster situation of collapsed rivers (2017 Heavy rain in North Kyushu)



Removal of sediment deposited on road surfaces (2017 Heavy rain in North Kyushu)



Investigation of the disaster situation of collapsed slope locations (2017 Typhoon No.21)



Support to the Local Government (Equipments)



Support to the Local Government (Human Support)



<Main dispatch achievement>	The number of people	The total number of workdays (person, days)
2015 Heavy rain in Kanto Tohoku	35	155
2016 Kumamoto earthquake	128	792
2016 Typhoon 10 (Hokkaido, Tohoku)	44	317
2017 Heavy rain in North Kyushu	68	398
2017 Typhoon 21 (Kinki)	39	55
2018 Heavy snowfall in the Fukui region	39	75

Support for afflicted municipalities

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

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

Cooperation with the construction industry group

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

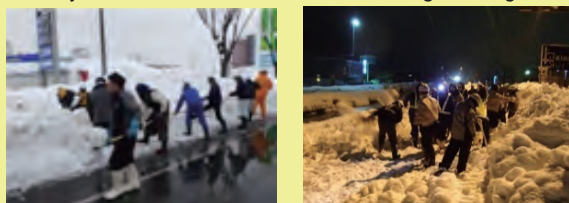
In response to the occurrence or fear of disasters such as Earthquakes, tsunamis, wind and flood damage, an agreement is concluded in order to prepare system in advance, prompt and smooth emergency response immediately after the disaster, and implementation of emergency no-bid contract construction,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

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

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

The correspondence results based on the disaster agreement!

■ Snow removal support for the February 2018 Fukui region heavy snowfall
Based on a "Comprehensive Agreement on the Disaster Emergency Procedure Duties and Procurement of Construction Material at the Time of the Disaster", (a company) a total of 131 snow removal workers from the association of construction industry society Kansai Branch in Japan were dispatched. The snow-removal work was carried out by the labor-intensive method for through the night and day.



What is Business Continuity Plan (BCP)?

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

Current Certified Companies

This system is established from FY 2012 and certified 660 companies with business continuity capability at the time of disaster (as of March 31, 2018).

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

Various training in cooperation with other organizations

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

Disaster Response

With implementation of the daily training, we carry out support for giving a quick response at the time of the disaster and carry out support for the emergency restoration.

Use daily training results



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

Training of removing unattended cars (November 8, 2014: Wakayama Prefecture)

Emergency drainage training by pumping cars by TEC-FORCE members

Pump car drainage training (November 8, 2014: Wakayama Prefecture)



For actual disaster response



2016 Kumamoto earthquake

Grasped the disaster situation and provided support for emergency restoration works

- Transmission of the image using the satellite communications vehicle (April 20, 2016)
- Dispatch of lighting car to the emergency restoration site (April 29, 2016)

Typhoon 21 disaster in 2017

Operation of large-scale drainage in Kinokawa-shi, Wakayama

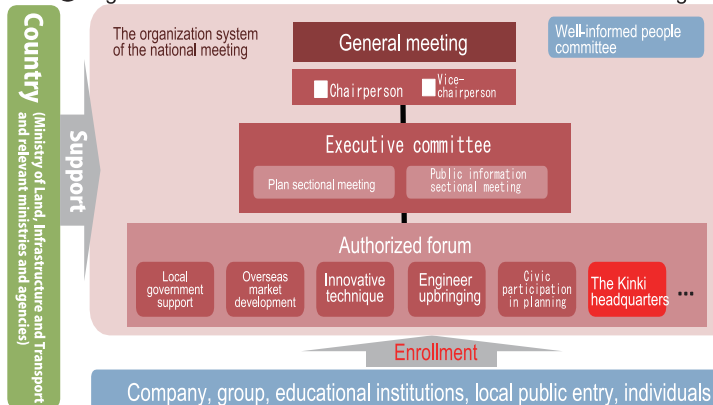
Drainage of flooded area by pump car (April 29, 2016)



Kinki Headquarters of the Infrastructure Maintenance National Meeting (Started on December 15, 2016)

The Infrastructure Maintenance National Meeting is the organization where various main constituents participate for the social realization that industry-university co-operation public and private sectors work on maintenance in solidarity with the purpose of utilizing infrastructure in a continuously good state. The Kinki headquarters is positioned in the certified forum and applied to problem solution about the infrastructure maintenance where facilities managers are carrying out activities.

Organization of the Infrastructure Maintenance National Meeting



Forum

About the problem of the maintenance of the infrastructure which the facilities manager holds, we plan information sharing with private enterprises, and perform the reporting of the technique to hold it from the private enterprises, so as to be able to perform discussion the problem solution.



In the forum

Pitch event

Suggesting the latest techniques (seeds) that private enterprises hold for the problem (needs) of the facilities manager, we plan technical excavation and social implementation, promotion of cooperation. As a result of the pitch event, we test seeds very likely to be problem solutions that facilities manager have in the field and inspect the technique.



In the pitch event

Example of tests in the field (demonstration experiments)

I want to do a proximity visual inspection of a bridge having difficulty with the use of the tower wagon, setting of the ladder and footing, without long-time suspension of traffic.

Facility manager (Provide needs) Matching

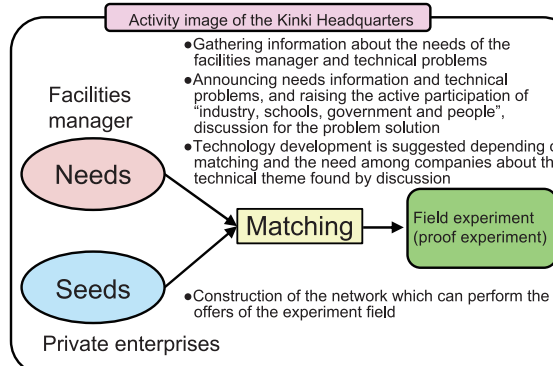
• We can install an inspection road with short suspension of traffic. And we hold a check technology to say that vehicle traffic is possible after installation.
• The inspection road that we set up is movable by human power, and we can approach the damage point easily and check it.

(Provide seeds) Private enterprises etc.



In the demonstration experiment

Confirm the applicability to the conditions, while aiming for further improvement on the points of improvement that were confirmed again.



Grants

Revitalizing the economy and region; ensuring safety and security

Introduction of Comprehensive social infrastructure development grant and Disaster prevention/safety grant

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.

Upgrading the townscape (An example in Nara Prefecture)

IC access road maintenance (An example in Hyogo Prefecture)

Upgrading the waterside scene (An example in Osaka City)

Development of the city park (An example in Osaka Prefecture)

Unoccupied housing measures (An example in Fukui Prefecture)

Traffic base maintenance around the station (An example in Osaka Prefecture)

Acceptance measures of a large cruise ship (An example in Hyogo Prefecture)

Maintenance of the harbor facilities (An example in Hyogo Prefecture)

The formation of the area base by "the roadside station" (An example in Hyogo Prefecture)

Smart IC

Development of the access road between sightseeing, industrial areas

Setting of the sightseeing sign

Promotion of Park-and-Ride

Development of IC access road

Maintenance of the tsunami refuge place with an artificial hill (An example in Wakayama Prefecture)

Earthquake measures for the road, storm and flood damage measures (An example in Nara Prefecture)

Disaster prevention-related improvement of the crowded city area (An example in Osaka City)

Promotion of the basic investigation for the designation of a landslide disaster caution area (An example of a steep slope)

Earthquake resistance of houses and buildings (An example in Nara Prefecture)

Road safety measures (An example in Nara Prefecture)

Maintenance such as coastal levees (An example in Osaka Prefecture)

Tsunami, storm and flood damage measures for the harbor (An example in Wakayama Prefecture)

Utilization of the effect promotion business

Setting of signboards about the assumed depth at the time and course to the refuge (An example in Shiga Prefecture)

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.

Flood, landslides disaster measures based on recent heavy rain

Maintenance of the tsunami refuge place with an artificial hill (An example in Wakayama Prefecture)

Earthquake measures for the road, storm and flood damage measures (An example in Nara Prefecture)

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Plans

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

Kansai Regional Plan (Prepared in March 2016)

What is the Kansai Regional Plan?

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

Major Projects

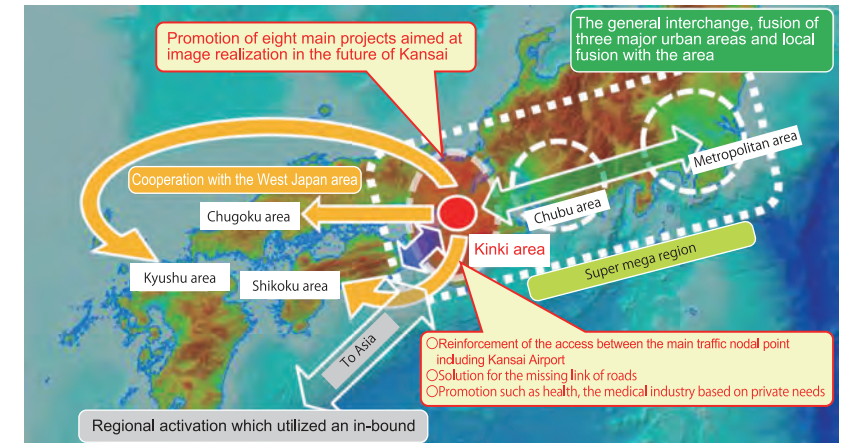
- 1 Kansai gateway + Network project
- 2 Kansai growth engine project
- 3 History, culture and hospitality project
- 4 Keihanshin brilliant city development project
- 5 Local city vitality-up project
- 6 Vigorous project for agricultural, mountainous and fishing villages
- 7 Cooperation project for strengthening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

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



Effective promotion of the plan and future efforts

To steadily implement and effectively promote the plan, the following two activities are being carried out by the Kinki Regional Plan Committee, which the Kinki Regional Development Bureau is also participating in.

- (1) Promoting regional cooperation projects
- (2) Monitoring the main projects (progress management)

[2017 Enforcement Content]

- Promotion of the wide area cooperation project
- Holding of the West Japan SMR study session (five times in total)
- The choice of business, an evaluation index targeted for monitoring and publication

[Planning to carry this out in 2018]

- Promotion of the wide area cooperation project
- The choice of business, an evaluation index targeted for monitoring and publication

New approaches

"i-Construction"

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

What to Focus On

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

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 the i-Construction Kinki support center (April 2017 establishment) *Corresponding to 27 case inquiries in the fiscal year 2017*
- Posted an ICT promotion adviser in each prefecture (June 2017 placement) (17 enrollments: fiscal year 2017)
- Introduction of the registration system of the ICT technique inspector (December 2016 introduction)(163 enrollments* fiscal year 2017)

Approaches to Further Deepening

□ Full usage of ICT technologies

- ① Spread of ICT utilization construction promotion (earthwork, paving)
- ② Expansion of the application mechanic class (river dredging mechanic, Co paving)
- ③ Expansion of the three-dimensional design
- ④ ICT introduction examination in the field of maintenance
- ⑤ ICT introduction examination in the field of government office repairs

□ Total optimization

- ① The development and expansion of guidelines
 - ② Utilization of the pre-cast (clarification of the comparison)
- Equalization of construction period
- ① Further infection of the two years national debt, setting of zero government bonds
 - ② Unification 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

① Implementation of regular meetings on the progress of construction, and information sharing

The ICT utilization construction enforcement situation within the jurisdiction of the Kinki Regional Development Bureau

	2016	2017
ICT construction work	Approximately 60% enforcement	About 70% (111/163)
ICT pavement	—	About 70% (9/14)

As of April 2018
* The enforcement situation for fiscal year 2017 excluding items under discussion

