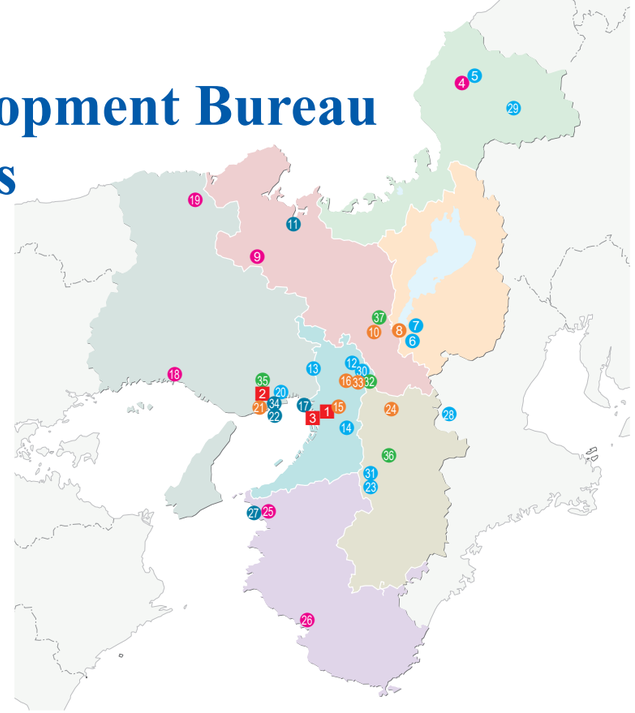
For the 2020 Fiscal Year　Kinki Regional Development Bureau　Summary

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.



1 **Kinki Regional Development Bureau**	1-5-44 Otemae, Chuo-ku, Osaka-shi, Osaka 540-8586 Osaka Joint Government Building 1	06 (6942) 1141	http://www.kkr.mlit.go.jp/
2 **Kinki Regional Development Bureau (Ports and Airports)**	29 Kaigandori, Chuo-ku, Kobe-shi, Hyogo 650-0024 Kobe Regional Joint Government Building	078 (391) 7571	http://www.pa.kkr.mlit.go.jp/
3 **Kinki Regional Development Bureau**	(Conservation Planning and Supervisor's Office) 4-1-6 Nakanoshima, Kita-ku Osaka-shi, Osaka 530-0005	06 (6443) 1791	http://www.kkr.mlit.go.jp/kantoku/
4 Fukui Office of River and National Highway	2-14-7 Hanandominami, Fukui-shi, Fukui 918-8015	0776 (35) 2661	http://www.kkr.mlit.go.jp/fukui/
5 **Asuwagawa Dam Construction Office**	Polaris Building, 1-2111 Seiwa, Fukui-shi, Fukui 918-8239	0776 (27) 0642	http://www.kkr.mlit.go.jp/asuwa/
6 **Biwako River Office**	4-5-1 Kurozu, Otsu-shi, Shiga 520-2279	077 (546) 0844	http://www.kkr.mlit.go.jp/biwako/
7 **Daidogawa Dam Construction Office**	1-19-32 Ogaya, Otsu-shi, Shiga 520-2144	077 (545) 5675	http://www.kkr.mlit.go.jp/daido/
8 **Shiga National Highway Office**	4-5 Tatsugaoka, Otsu-shi, Shiga 520-0803	077 (523) 1741	http://www.kkr.mlit.go.jp/shiga/
9 **Fukuchiyama Office of River and National Highway**	2459-14 Koaza-Imaoka, Aza-hori, Fukuchiyama-shi, Kyoto 620-0875	0773 (22) 5104	http://www.kkr.mlit.go.jp/fukuchiyama/
10 **Kyoto National Highway Office**	808 Minamifudondo-cho, Shiokoji-sagaru, Nishinotoin-dori, Shimogyo-ku, Kyoto-shi, Kyoto 600-8234	075 (351) 3300	http://www.kkr.mlit.go.jp/kyoto/
11 **Maizuru Port Office**	910 Aza-Shimofukui, Maizuru-shi, Kyoto 624-0946	0773 (75) 0844	http://www.pa.kkr.mlit.go.jp/maizuruport/
12 **Yodogawa River Office**	2-2-10 Shinmachi, Hirakata-shi, Osaka 573-1191	072 (843) 2861	http://www.kkr.mlit.go.jp/yodogawa/
13 **Inagawa River Office**	2-2-39 Ueikeda, Ikeda-shi, Osaka 563-0027	072 (751) 1111	http://www.kkr.mlit.go.jp/inagawa/
14 **Yamatogawa River Office**	2-10-8 Taisho, Kashiwara-shi, Osaka 582-0009	072 (971) 1381	http://www.kkr.mlit.go.jp/yamato/
15 **Osaka National Highway Office**	2-12-35 Imafukunishi, Joto-ku, Osaka-shi, Osaka 536-0004	06 (6932) 1421	http://www.kkr.mlit.go.jp/osaka/
16 **Naniwa National Highway Office**	3 Chome-2-3 Minaminakaburi, Hirakata-shi, Osaka 573-0094	072 (833) 0261	http://www.kkr.mlit.go.jp/naniwa/
17 **Osaka Harbor and Airport Development Office**	Osaka Bay Tower Office, 15F, 1-2-1 Benten, Minato-ku, Osaka-shi, Osaka 552-0007	06 (6574) 8561	http://www.pa.kkr.mlit.go.jp/osakaport/
18 **Himeji Office of River and National Highway**	1-250 Hojo, Himeji-shi, Hyogo 670-0947	079 (282) 8211	http://www.kkr.mlit.go.jp/himeji/
19 **Toyooka Office of River and National Highway**	10-3 Saiwaicho, Toyooka-shi, Hyogo 668-0025	0796 (22) 3126	http://www.kkr.mlit.go.jp/toyooka/
20 **Rokko Sabo Office**	3-13-15 Sumiyoshi Higashimachi, Higashinada-ku, Kobe-shi, Hyogo 658-0052	078 (851) 0535	http://www.kkr.mlit.go.jp/rokko/
21 **Hyogo National Highway Office**	3-11 Hatobacho, Chuo-ku, Kobe-shi, Hyogo 650-0042	078 (334) 1600	http://www.kkr.mlit.go.jp/hyogo/
22 **Kobe Port Office**	7-30 Onohamacho, Chuo-ku, Kobe-shi, Hyogo 651-0082	078 (331) 6701	http://www.pa.kkr.mlit.go.jp/kobeport/
23 **Kii Mountain District Sabo Office**	1681 Sanzaicho, Gojo-shi, Nara 637-0002	0747 (25) 3111	http://www.kkr.mlit.go.jp/kiisankei/
24 **Nara National Highway Office**	3 Chome-5-11 Omiyacho, Nara-shi, Nara 630-8115	0742 (33) 1391	http://www.kkr.mlit.go.jp/nara/
25 **Wakayama Office of River and National Highway**	16 Nishimigiwacho, Wakayama-shi, Wakayama 640-8227	073 (424) 2471	http://www.kkr.mlit.go.jp/wakayama/
26 **Kinan Office of River and National Highway**	142 Nakamaro, Tanabe-shi, Wakayama 646-0003	0739 (22) 4564	http://www.kkr.mlit.go.jp/kinan/
27 **Wakayama Port Office**	1334 Yakushubata-no-tsubo, Minato, Wakayama-shi, Wakayama 640-8404	073 (422) 8186	http://www.pa.kkr.mlit.go.jp/wakayamaport/
28 **Kizugawa-Jouryu River Office**	812-1 Kiyamachi, Nabari-shi, Mie 518-0723	0595 (63) 1611	http://www.kkr.mlit.go.jp/kizujyo/
29 **Kuzuryugawa Integrated Dam and Reservoir Group Management Office**	29-28 Nakano, Ono-shi, Fukui 912-0021	0779 (66) 5300	http://www.kkr.mlit.go.jp/kuzuryu/
30 **Yodogawa Integrated Dam and Reservoir Group Management Office**	10-1 Yamadaike Kitamachi, Hirakata-shi, Osaka 573-0166	072 (856) 3131	http://www.kkr.mlit.go.jp/yodoto/
31 **Kinokawa Integrated Dam and Reservoir Group Management Office**	1681 Sanzaicho, Gojo-shi, Nara 637-0002	0747 (25) 3013	http://www.kkr.mlit.go.jp/kinokawa/
32 **Kinki Technical and Engineering Office**	11-1 Yamadaike Kitamachi, Hirakata-shi, Osaka 573-0166	072 (856) 1941	http://www.kkr.mlit.go.jp/kingi/
33 **Kinki Road Maintenance Management Office**	3-2-3 Minami-Nakaburi, Hirakata-shi, Osaka 573-0094	072 (800) 6222	https://www.kkr.mlit.go.jp/rd_mainte/
34 **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/
35 **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/
36 **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/
37 **Kyoto Government Buildings Office**	Kyoto Second Regional Government Building 34-12 Higashi-Marutamachi, Kawabata-higashi-iru, Marutamachi, Sakyo-ku, Kyoto-shi, Kyoto 606-8395	075 (752) 0505	http://www.kkr.mlit.go.jp/kyoei/

Made April 2020

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 Summary

Office Jurisdiction

Bureaus are located in both Kobe and Osaka cities. Framework includes Administrative, Construction Planning, Rivers, Roads, Ports and Harbors, Maintenance and Land for a total of 8 departments, 46 divisions, 4 offices, and 2 centers, as well as 2 offices primarily responsible for disaster preparedness.
To fulfil the duties of the bureau, there are 34 offices with 67 branches.
As of July 1st, 2019, there are 2,198 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, land expropriation, construction permissions, consulting and supervision, residential zoning permits and supervision, apartment building management and real estate appraisal registrations as well as supervision, land price publication and residential land development and supervision, land readjustment consultation, supervision and subsidies, town planning, road projects, ancient city conservation planning, research and adjustments and subsidies, urban park project consultation, supervision and subsidies, national park management and maintenance, sewer consultation, supervision and subsidies, residential management consultation, supervision and subsidies, authorized architect registration, certified inspection agency registration

River Department — 6 Divisions, 1 Center
- Water Administration Division
- River Planning Division
- Local River Division
- River Environment Division
- River Works Division
- River Management Division
- Forecast Center for Water Disaster

■ Waterway administration and supervision, management of directly controlled rivers, supervision of river pebble collection agencies, waterway and water resource development and use facilities, erosion management, landslide prevention facilities, planning, construction and inspection for privately managed projects related to coastlines, river maintenance planning, flood information and flood prevention warnings
■ Landfilling of public waters and land reclamation permits and licenses, supervision, consultation and subsidies for regional groups performing river projects

Road Department — 8 Divisions
- Road Administration Division
- Road Planning 1st Division
- Road Planning 2nd Division
- Local Roads Division
- Planning and Coordination Division
- Road Works Division
- Road Management Division
- Road Traffic Management Division

■ Administrative oversight of roads, management of directly controlled national roads, road maintenance and conservation planning, common utility duct development, road development etc. long-term planning, construction of nationally controlled roads, environmental measures and traffic safety measures for directly controlled public roads
■ Adjustment, instruction and supervision for the improvement and on-site conservation of local roads, subsidies for general national roads, prefectural roads and municipal roads outside designated sections, permissions to establish regional public transportation corporations, on-site inspections

Ports and Airports Department — 7 Divisions, 3 Offices, 1 Center
- Port and Harbor Administration Division
- Port Administration Division
- Port Planning Division
- Port Project Management Division
- Port and Airport 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, 1 Office
- Government Buildings Planning Division
- Coording Division
- Architecture and Buildings Engineering Division
- Technology and Facility Evaluation Division
- Preservation Instruction and Supervision Room

■ Construction planning and drafting, design and cumulative standards and establishment of design standards for building construction, promotion, instruction, supervision and inspection for construction
■ Government office facilities field surveys and on-site conservation instruction

Land Acquisition Department — 3 Divisions
- Land Acquisition Planning Division
- Land Acquisition Compensation Division
- Land Acquisition Management Division

■ Acquisition of land etc. pertaining to directly controlled projects, acquisition and use of land rights as entrepreneurs or proprietors of directly controlled projects, evaluation criteria for land and calculation criteria compensation amounts, compensation consultant registration, and land register improvement, compensation consultant registration, land register improvement, and support for local public bodies with respect to land with unclear ownership

Director of Disaster Prevention and Relief Office — 2 Office
- Disaster Prevention and Relief Office
- Disaster Risk Management Office

■ Emergency repairs of public facilities damaged by natural disaster, creation of emergency action plans for disasters, administrative work pertaining to emergency disaster dispatch crews, etc.

Offices — 34 Offices

Branch Offices — 67 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

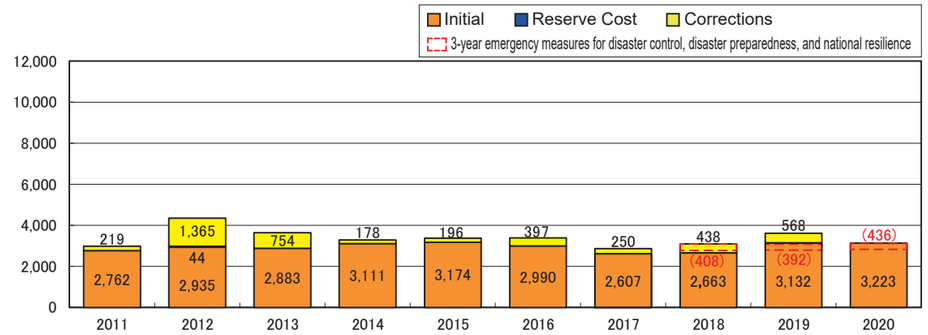
Kinki Regional Development Bureau History

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 Office Kinki District Construction Bureau and became an the local office for the Prime Minister's Office.
July	1948	According to the founding of the Ministry of Construction, the Prime Minister Office Kinki District Construction Bureau had its name changed to Ministry of Construction Kinki District Construction Bureau.
August	1952	Ministry of Transportation 3rd Port Construction Department had its name changed to Ministry of Transportation 3rd Port Construction Bureau.
December	1958	Ministry of Construction Kinki District Construction Bureau moved from 2-6 Tosabori-dori, Nishi-ku, Osaka to its current location at the Osaka Joint Government Building at 1-5-44 Otemae, Chuo-ku, Osaka.
May	1965	Due to a revision in the Ministry of Transportation Installation Law, the Ministry of Transportation 3rd Port Construction Bureau absorbed the duties of airport engineering works. The Airport Engineering Division was established.
January	2001	Due to the reorganization of ministries and agencies, the Ministry of Construction Kinki District Construction Bureau and the Ministry of Transportation 3rd Port Construction Bureau were merged. Furthermore, the Ministry of Land, Infrastructure and Transport Kinki Regional Development Bureau was established.

Kinki Regional Development Bureau Budget Change

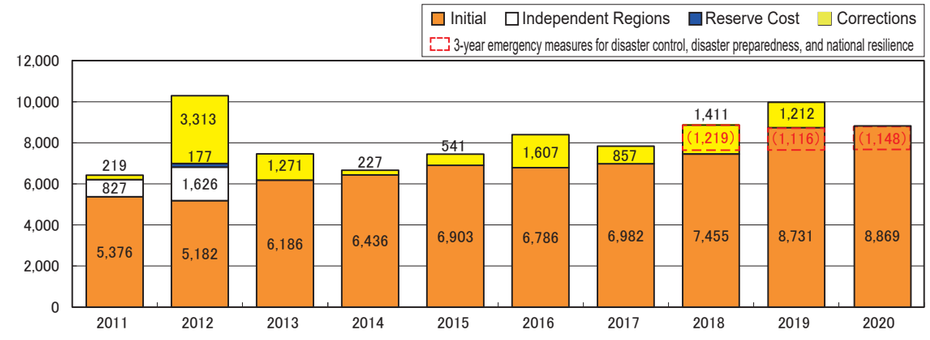
Kinki Regional Development Bureau Budget Change (Direct Control)

(Unit: 100 million yen)



Kinki Regional Development Bureau Budget Change (Subsidies and grants)

(Unit: 100 million yen)



Overview of Budget Corrections from 2011 Onward (Excluding Direct Control and Treasury Debt Burden Act)

(Unit:1 million yen)

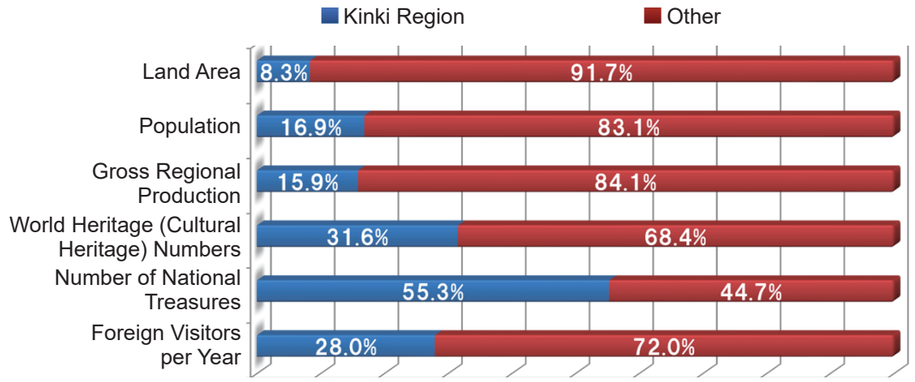
	FY 2011		FY 2012		FY 2013		FY 2014		FY 2015	
	Initial	Corrections	Initial	Corrections	Initial	Corrections	Initial	Corrections	Initial	Corrections
Flood Control	59,376	4,602	68,919	41,279	72,241	16,035	76,522	3,922	77,859	12,920
Coasts	2,096	50	2,478	512	2,089	0	2,302	0	1,525	–
Road Maintenance	180,225	15,236	184,282	82,952	173,705	47,469	189,623	12,583	196,462	6,524
Harbors	22,545	250	23,193	10,282	28,217	11,518	33,607	1,000	34,544	200
National Parks etc.	4,839	0	3,335	56	3,883	150	4,210	0	4,954	0
(General Public Total)	269,081	20,138	282,206	135,081	280,134	75,172	306,264	17,504	315,344	19,644
Office Building Maintenance	6,308	1,751	11,272	1,437	8,142	260	4,847	313	2,068	0
Airports	834	0	0	0	0	0	0	0	0	0
(Total)	276,223	21,889	293,478	136,518	288,276	75,432	311,111	17,817	317,412	19,644

	FY 2016		FY 2017		FY 2018		FY 2019		FY 2020	
	Initial	Corrections	Initial	Corrections	Initial	Corrections	Initial	Corrections	Initial	Corrections
Flood Control	72,022	10,713	66,227	11,181	67,571	28,086	91,919	27,647	94,970	–
Coasts	2,215	345	2,637	408	2,677	1,283	3,710	277	3,587	–
Road Maintenance	178,086	25,755	148,238	12,658	157,124	11,064	181,439	28,656	190,062	–
Harbors	33,775	2,422	31,449	450	31,586	2,630	30,231	0	27,374	–
National Parks etc.	6,154	480	6,504	300	4,977	0	4,475	90	4,586	–
(General Public Total)	292,253	39,715	255,055	24,997	263,935	43,063	311,774		311,774	–
Office Building Maintenance	6,721	0	5,582	0	2,079	734	1,108	81	1,422	–
Airports	0	0	44	0	280	0	312	0	318	–
(Total)	298,974	39,715	260,681	24,997	266,294	43,797	313,193	56,751	322,319	–

※ Service Handling Fees are excluded from FY 2010 on

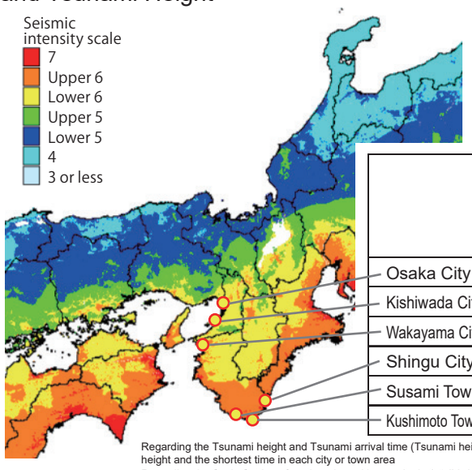
Current Kinki Region Information

Data that highlights the Kinki Region within Japan



Land Area: Geographical Survey Institute Prefectural Area Report of 2019
Population: Ministry of Internal Affairs Census (As of October 1st, 2019)
Gross Production: Cabinet Prefectural Economic Calculations of 2016
World Heritage (Cultural Heritage) Numbers: UNESCO Website
Foreign Visitors per year: Tourism Authority 2019 Foreign Visitor Consumption Trends Survey
(Each prefecture's visitor number compared to the visitors in the total area of the Kinki Region)

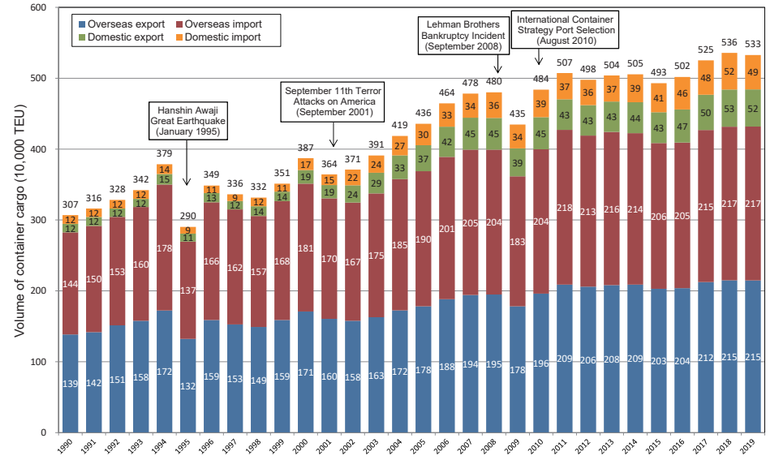
Nankai Trough Megathrust Earthquake Magnitude Distribution and Tsunami Height



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

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

Volume of Container Handling Cargo from Hanshin Port



Source: Kinki Regional Development Bureau (preliminary results used for FY 2019)

Total Length of Protected River Ways

Nationwide Total 88,100.7 km
Kinki Region Total 10,385.3 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, 2019)

Maintenance Rate of Directly Controlled Embankments

Nationwide Total | Kinki Region Total

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

Source: Ministry of Land, Infrastructure and Commerce: Water Management; Homeland Security Bureau: Quality of Directly Controlled River Maintenance Facilities (Current as of the end of March 2019)

Total Length of Specified National Roads

Nationwide Total 23,715.1 km
Kinki Region Total 1,989.3 km (8.4%)

Source: 2019 Annual Report on Road Statistics

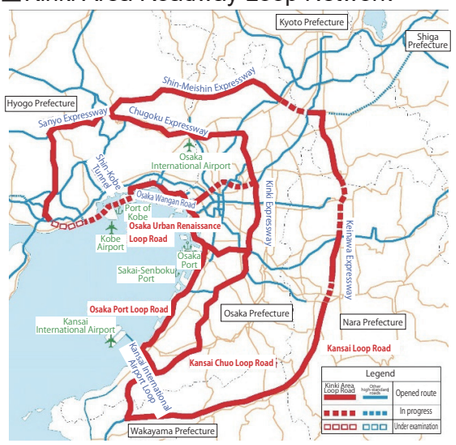
Maintenance Rate of Specified National Roads

Nationwide Total | Kinki Region Total

*Maintenance rate = Length improved / Actual length

Source: 2019 Annual Report on Road Statistics

Kinki Area Roadway Loop Network

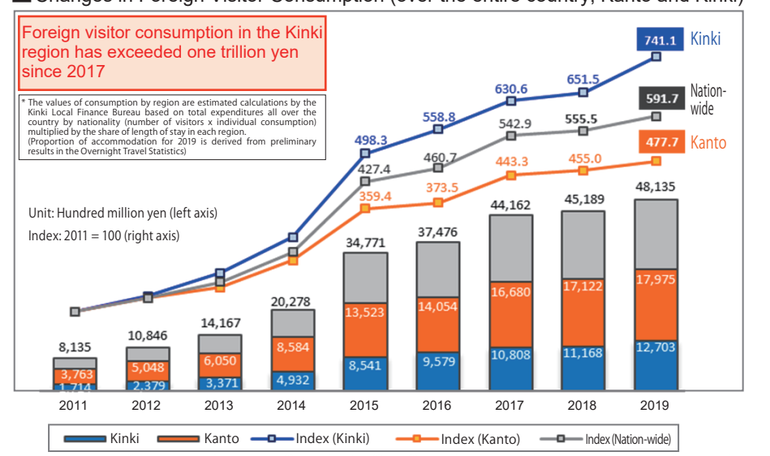


*As of the end of March 2020

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

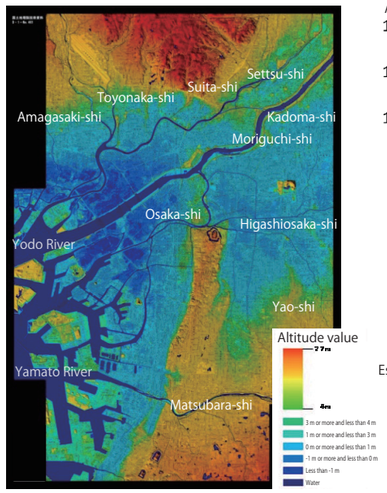
Foreign visitor consumption in the Kinki region has exceeded one trillion yen since 2017

* The values of consumption by region are estimated calculations by the Kinki Local Finance Bureau based on total expenditures all over the country by nationality (number of visitors x individual consumption) multiplied by the share of length of stay in each region.
(Proportion of accommodation for 2019 is derived from preliminary results in the Overnight Travel Statistics)



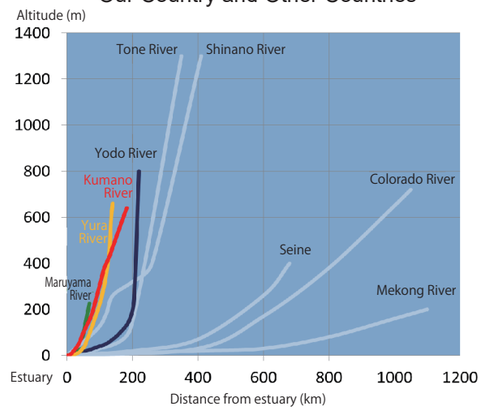
Source: Japan National Tourism Organization (JNTO) The Consumption Trends of International Visitors to Japan Survey and the Overnight Travel Statistics Survey by the Japan Tourism Agency

0 Meters above Sea Level Zone (Osaka Plain)

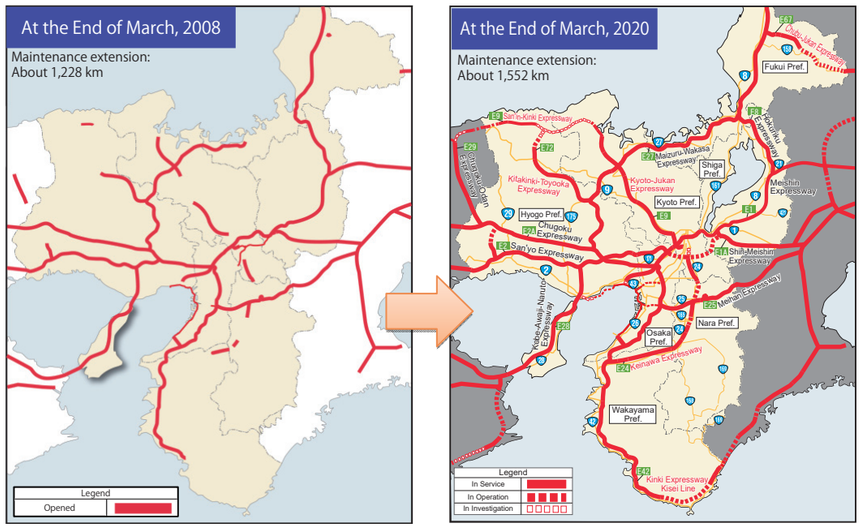


Source: Geographical Survey Institute

Comparison of River Incline between Our Country and Other Countries



The Situation of Expressway Development



Official Land Prices, Business District Volatility, Ranking Table

	2015	2016	2017	2018	2019	2020
1	Kanazawa City, Hiro'oka	Osaka City, Chuo Ward, Shinsaibashi-suji	Osaka City, Chuo Ward, Dotonbori	Hokkaido, Kutchan-cho, Minami 1 Jonishi	Hokkaido, Kutchan-cho, Minami 1 Jonishi	Hokkaido, Kutchan-cho, Minami 1 Jonishi
2	Nagoya City, Nakamura Ward, Tsubaki-cho	Osaka City, Chuo Ward, Dotonbori	Osaka City, Chuo Ward, Souemon-cho	Osaka City, Chuo Ward, Dotonbori	Osaka City, Chuo Ward, Nipponbashi	Naha City, Kumoji
3	Tokyo, Chuo Ward, Ginza	Nagoya City, Nakamura Ward, Tsubaki-cho	Osaka City, Kita Ward, Komatsubara-cho	Kyoto City, Minami Ward, Higashikujo	Osaka City, Kita Ward, Chayamachi	Osaka City, Chuo Ward, Souemon-cho
4	Tokyo, Chuo Ward, Ginza	Osaka City, Chuo Ward, Souemon-cho	Osaka City, Chuo Ward, Shinsaibashi-suji	Kyoto, Higashiyama Ward, Shijo-dori	Kyoto, Higashiyama Ward, Shijo-dori	Naha City, Kumoji
5	Hiroshima City, Naka Ward, Horikawa-cho	Nagoya City, Nakamura Ward, Meieki	Osaka City, Kita Ward, Chayamachi	Nagoya City, Nakamura Ward, Tsubaki-cho	Osaka City, Kita Ward, Shibata	Miyakojima City Hirara
6	Tokyo, Chuo Ward, Ginza	Osaka City, Kita Ward, Chayamachi	Kyoto City, Higashiyama Ward, Shijo-dori	Nagoya City, Nakamura Ward, Meieki	Naha City, Maejima	Toyonaka City Shinsenri Higashimachi
7	Tokyo, Chuo Ward, Ginza	Kanazawa City, Hiro'oka	Nagoya City, Nakamura Ward, Meieki	Kyoto City, Higashiyama Ward, Sanjo-dori	Kyoto City, Shimogyo Ward, Shichijo-dori	Naha City, Maejima
8	Tokyo, Chuo Ward, Ginza	Osaka City, Kita Ward, Komatsubara-cho	Tokyo, Chuo Ward, Ginza	Kobe City, Chuo Ward, Isogamidori	Kyoto City, Higashiyama Ward, Sanjo-dori	Osaka City, Yodogawa Ward, Miyahara
9	Hiroshima City, Higashi Ward, Hikarimachi	Osaka City, Chuo Ward, Namba	Tokyo, Chuo Ward, Ginza	Sapporo City, Chuo Ward, Minami 6 Jonishi	Naha City, Kumoji	Fukuoka City Chuo Ward Tenjin
10	Nagoya City, Nakamura Ward, Meieki	Sapporo City, Chuo Ward, Minami	Tokyo, Chuo Ward, Ginza	Kobe City, Chuo Ward, Akashimachi	Osaka City, Yodogawa Ward, Miyahara	Tokyo Metropolis Taito Ward Asakusa

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

Rivers

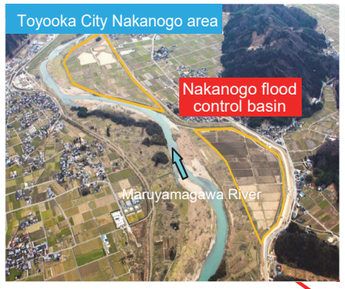
River Projects (10 River Systems: Shingugawa River, Kinokawa River, Yamatogawa River, Yodo River, Kakogawa River, Ibogawa River, Maruyamagawa River, Yuragawa River, Kitagawa River, Kuzuryu-gawa River)
Dam Projects (4 locations: Daidogawa Dam, Amagase Dam, Asuwagawa Dam, Improvement of the dam in the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

Safety of the People, Guarantee of Security

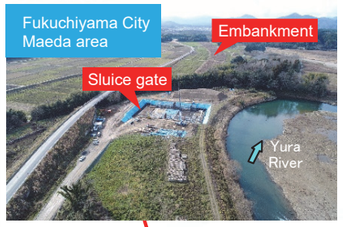
Focus on flood/landslide control measures for prevention of recurrence

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

■ Maruyamagawa flood control basin project



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



■ Asuwagawa Dam Construction Project

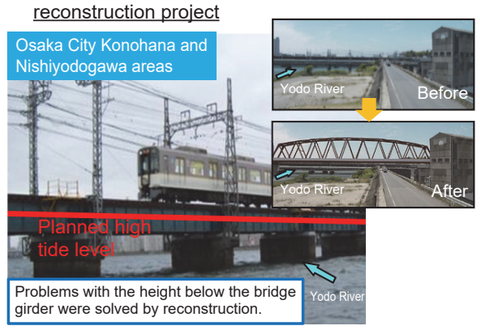
■ Amagase Dam Restart Project

■ Directly controlled erosion protection project at Kii Mountain Range

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

■ Yamatogawa River High-Grade Embankment Construction Project

■ Hanshin Namba Line Yodogawa Bridge reconstruction project



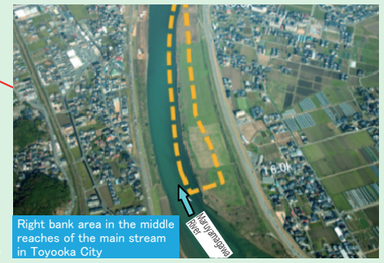
■ Emergency flood prevention measures for the Kumano River
Start: 2017
Period: Almost 5 years

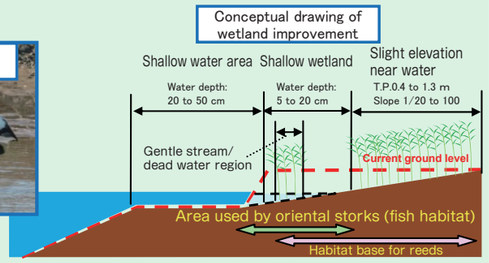
Regional Revitalizaton and Realization of an Affluent Life

Promotion of ecological networks centered on rivers

Maruyamagawa River, Hyogo

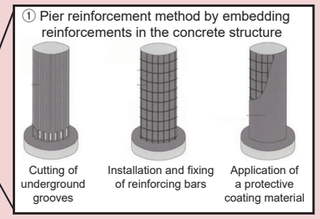
Ecological networks of diverse living organisms are established by efforts to conserve and restore waterfront environments, such as improvement of wetlands.





Nankai trough megathrust earthquake prevention measure promotion

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



Disaster prevention measures

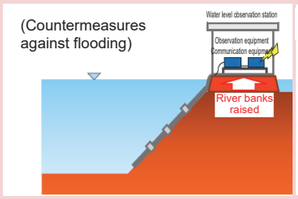
Considering that escalating natural disasters have caused severe damage across the nation in recent years, the Kinki Regional Development Bureau will continue to make concentrated efforts to implement the “Urgent Three-Year Project to Prevent and Mitigate Disasters and Make the Nation More Resilient to Disasters” from both “software” and “hardware” perspectives.

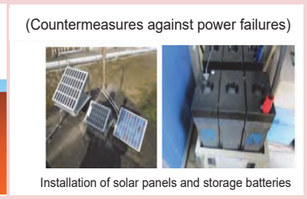
Implementation of hardware-focused measures for crisis management (including rescuing those failing to escape)

Embankments have been built to protect houses even if the river water overflows. [Kinokawa River]

Floodgate observation systems, river monitoring cameras, and other measures

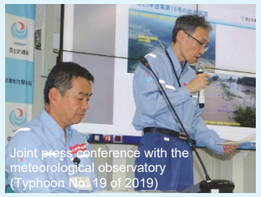
Monitoring systems and communication infrastructure were reinforced by taking measures against nighttime river monitoring failures and power failures.





Project to promote the sharing of hazard/risk information associated with flooding, landslides and other types of disasters to raise residents’ awareness of evacuation behaviors

Based on lessons from the July 2018 torrential rain disaster, measures have been reinforced to promote the sharing of information in collaboration with the mass media so that hazard/risk information (floods, landslide disasters, etc.) disseminated by the national or local governments can be linked to evacuation behaviors.



Infrastructure usage that contributes to local regional development through sightseeing

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

Roads

The Kinki Regional Development Bureau will continue to make concentrated efforts to implement the “Urgent Three-Year Project to Prevent and Mitigate Disasters and Make the Nation More Resilient to Disasters” from both “software” and “hardware” perspectives. With an eye toward the post-project years, our efforts will also be devoted to realizing a safer and more secure society by promoting disaster prevention and mitigation.

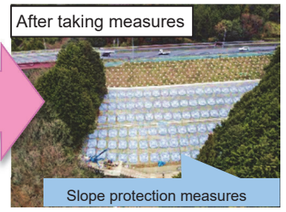
Ensuring the Safety and Security of the People

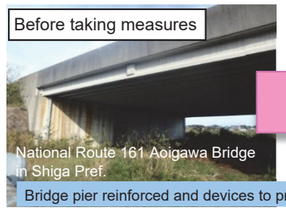
Securing flows of goods and people in the event of a disaster

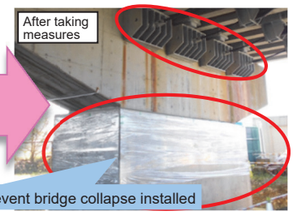
○Disaster preparedness and earthquake countermeasures

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

[Major projects]
- ○ National Route 24: Disaster prevention measures in the Koyama area (Gojo City, Nara)
- ○ National Route 26: Earthquake-resistant measures for Kaizuka Elevated Bridge (Kaizuka City, Osaka)







○Removal of utility poles

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

■Road blockage caused by utility pole collapse

■Prohibition of road occupancy for new utility poles

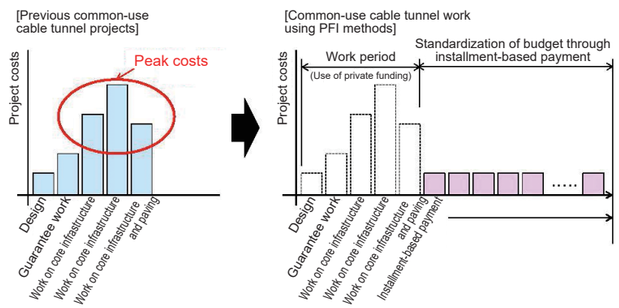
■Removal of utility poles (National Route 9 in the Saiin area, Kyoto)

[Using PFI methods to remove utility poles]

Efforts to remove utility poles will be undertaken by employing the PFI method and using private-sector technology, know-how, and funds.

[Major projects]

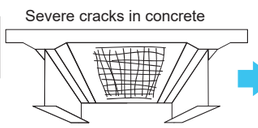
○Shiga No. 8 common-use cable tunnel (Higashinonami Common-Use Cable Tunnel)



Future-oriented work addressing aging infrastructure (Road facilities)

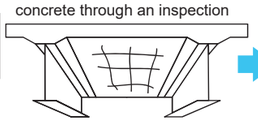
Inspection of road facilities (bridges, tunnels, pavements, slope surfaces, earthwork constructions, road accessories, etc.) to grasp safety continues steadily. Measures against aging by maintenance cycles such as inspections, diagnoses etc. are also promoted.

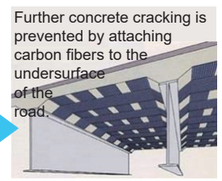
Follow-up maintenance



Conversion

Preventive maintenance

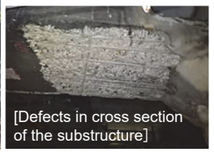




[Major projects]
- ○ Repair of Tenjin Bridge on National Route 2
- ○ Repair of Koesaka Tunnel on National Route 158
- ○ Inspection of Yamatogawa Bridge on National Route 26

[Tenjin Bridge (full view)]

[Overview of Tenjin Bridge]
Installed in 1927
Length: 76.5 m Width: 18.5 m



Accelerating Efforts to Boost Productivity and Growth Potential

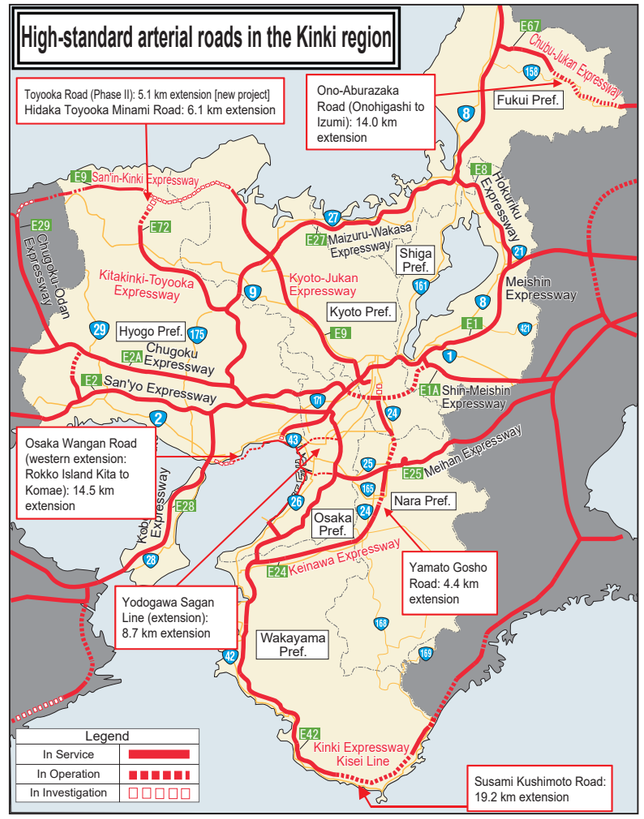
Creating a More Affluent and Livable Community

Reinforcing an efficient logistics network

Road networks that connect communities and hubs

These projects aim to build a smooth, rapid and highly competitive logistics network by promoting the development of a ring road network in the Kinki region to alleviate traffic congestion. To create a more affluent and livable community in the new era of Reiwa, the projects are also designed to promote the formation of a broader economic and living zone by connecting unique local communities and small sites through a road network.

[Major projects]
- ○ National Route 2, Osaka Wangan Road (western extension: Rokko Island Kita to Komae)
- ○ National Route 1, Yodogawa-Sagan Line (extension)
- ○ National Route 24, Keinawa Expressway, Yamato Gosho Road
- ○ National Route 483, Kitakinki Toyooka Expressway, Toyooka road (Phase II), Hidaka Toyooka Minami Road
- ○ National Route 158, Chubu Jukan Expressway, Ono-Aburazaka Road (Onohigashi to Izumi)
- ○ National Route 42, Kinki Expressway Kisei Line, Susami Kushimoto Road

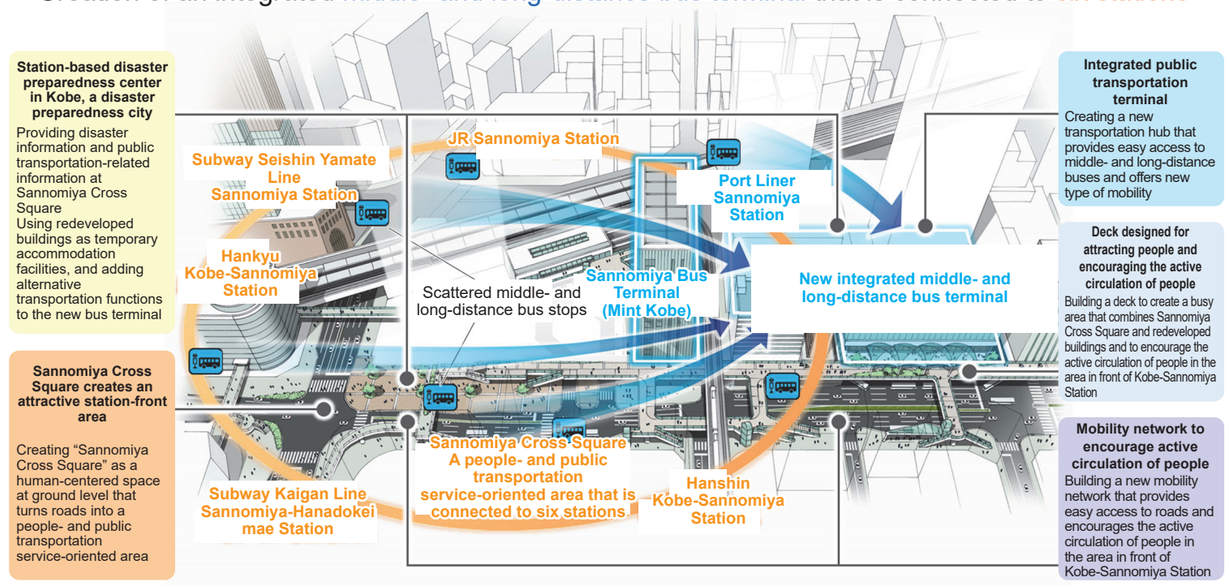


Implementing a bus terminal creation project

○ Project to construct a transportation terminal at National Route 2 Kobe-Sannomiya Station

This project, in collaboration with redeveloped buildings (private-sector businesses), aims to create a new integrated terminal for middle- and long-distance buses, thereby improving the transfer and waiting environment, promoting smooth transportation, and enhancing disaster prevention functions.

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



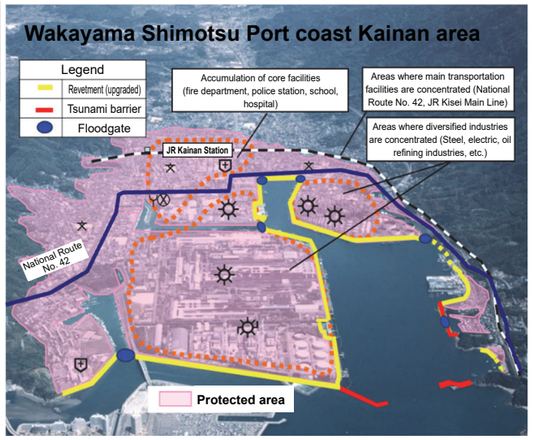
Functions of the Kobe-Sannomiya Station-Front Area (Image)

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

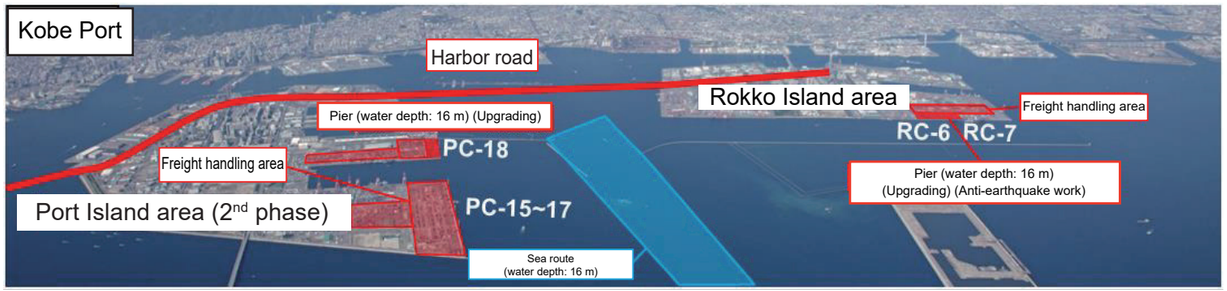
In the tsunami inundation prediction area in Kainan City, Wakayama Prefecture, administrative and disaster prevention center functions and manufacturers of high value added products are gathered. For this reason, we are implementing the improvement of coastal conservation facilities (including raised 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.



Revitalization of Economy / Region

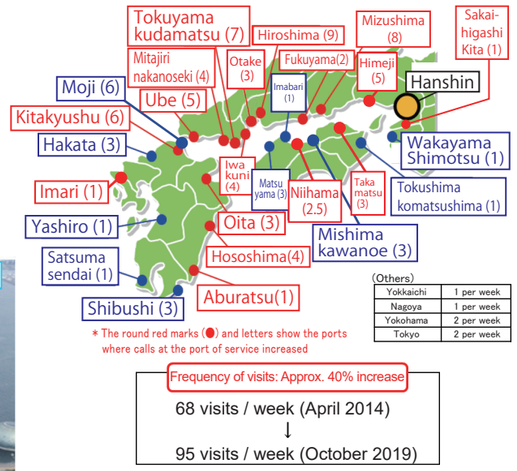
Function enhancement of international container strategy port "Hanshin Port"

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



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. In the Kobe Port district, the construction and improvement of roads have been undertaken to strengthen the function of transportation of sea cargo.

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



Frequency of visits: Approx. 40% increase

68 visits / week (April 2014)
↓
95 visits / week (October 2019)

Public Buildings

Securing Public Safety and Security

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

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

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

- **Promotion of the earthquake resistance of government office facilities**
  Nara National Government Building No. 3, earthquake-resistance work
- **Promotion of ceiling earthquake proofing measures for government office facilities**
  Hyogo Prefectural Police Academy and Shiga Prefectural Police Academy, ceiling repairs

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

- **Extending the life of government building infrastructure**
  Nara National Government Building No. 2, life-extension repairs
- **Improvement of the aging deteriorated parts of existing government offilities**
  Toyooka government building, outside wall repairs

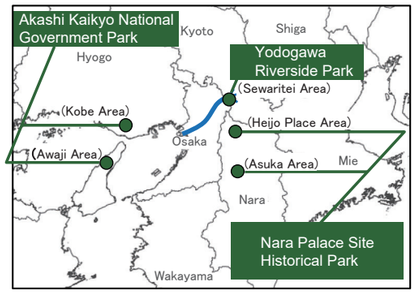
Promotion of the use of wood

Based on the Act on Promoting the Use of Legally Harvested Wood, wood has been actively used for newly constructed buildings and the interior design of public facilities, including Kyoto Gyoen Nakadachiuri Rest House, Japan Coast Guard’s general training building, and the Wakayama Prefectural Anti-riot Police Squad facilities.

Parks

Rich and Vibrant Community Development

Development of tourism base facility in national park



Yodogawa Riverside Park (Sewaritei Area)

Yawata, Kyoto
People can view the1.4 km rows of cherry blossom trees from the Observation Tower in spring

Akashi Kaikyo National Government Park (Awaji Area)

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

Akashi Kaikyo National Government Park (Kobe Area)

Kobe, Kyoto
People can easily experience mountain village life such as old private houses with thatch roofs and farming in the fields

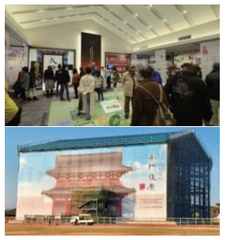
Nara Palace Site Historical Park (Asuka Area)

Asuka-mura, Takaichi-gun, Nara
People can see a replica of the sarcophagus excavated from an old burial mound and a restored fresco

Nara Palace Site Historical Park (Heijo Palace Area)

Nara City, Nara Prefecture
People will be guided about the highlights of the entire park including the figures of now and bygone days of the Heijo shrine trace

Visitors can watch temple and shrine carpenters use the techniques of the past to restore the building to its original state



Safety and Security

Technical Emergency Control FORCE

<Main dispatch achievement>	The number of people	The total number of workdays (person, days)
2018 Northern Osaka earthquake	141	346
2018 July 2018 heavy ranis	264	965
2018 Typhoon 21	67	92
2019 Heavy rain in late June	11	55
2019 Heavy rain brought by a rain front in August	26	153
2019 Typhoon 19	239	1,486


Damage-status survey at a slope failure site [Heavy rain from late June 2019]


Emergency water distribution implemented around the clock [Heavy rain brought by a rain front in August 2019]


Damage-status survey using a laser distance sensor


Aerial damage-status survey using a drone


Damage-status survey of a river [Typhoon 19 of 2019]

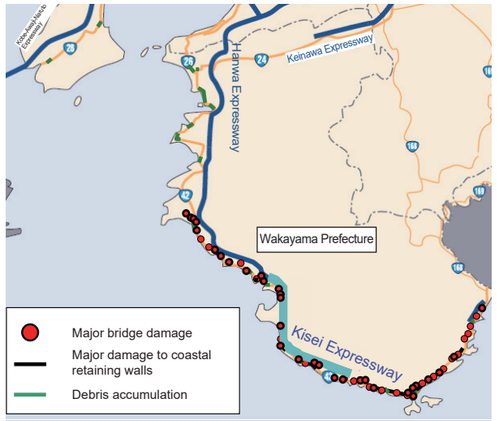

Clearing of deposited sand by a sprinkler truck

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

[National highway damage forecasts]

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

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



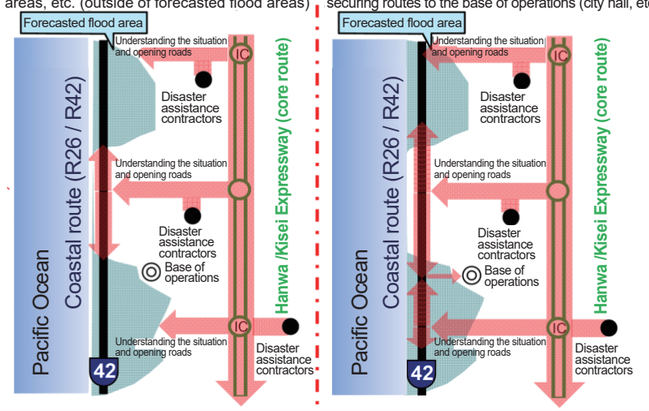
[Plan for opening up roads]

■ Based on tsunami damage forecasts, the Wakayama Prefecture Road Accessibility Plan designates certain roads as “open routes” that are to be given priority in the post-disaster clearing process due to considerations pertaining to emergency transport roadway networks.

■ Establishes step-by-step targets for “road-opening” aimed at securing emergency medical transport routes.

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

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

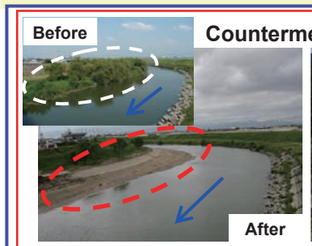


Three-year emergency measures for disaster-preparedness, disaster mitigation, and national resilience

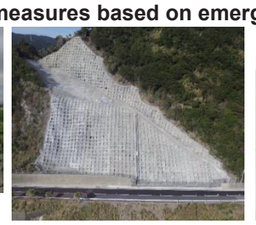
○In addition to the “Key Infrastructure Emergency Inspection Results and Countermeasures” (Nov. 27, 2018), these measures are based on past inspection results and aim to implement urgent “soft” and “hard” countermeasures within a concentrated three-year period from the following perspectives:
・Maintaining functionality of key infrastructure for disaster-preparedness reasons
・Maintaining functionality of key infrastructure underlying the national economy and people’s everyday lives.

○The Ministry of Land, Infrastructure, Transport and Tourism implements 67 emergency measures: 62 countermeasures based on emergency inspection results and 5 countermeasures based on past inspections.

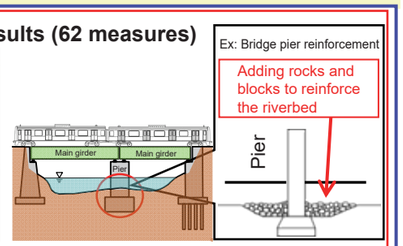
Countermeasures based on emergency inspection results (62 measures)



Dug-out river channel / trees felled (river)


Sloped road countermeasures (road)

Prevents flooding of power supplies, etc. (airport)



Reinforcement of the river bridge base piers (railroad)

+

Measures based on past inspection results (5 measures)

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

New Approaches

Initiatives to realize the new three “Ks” in public works carried out under the MLIT’s direct jurisdiction

・Implementing various initiatives, including model construction work, in public works carried out under the direct jurisdiction of the Ministry of Land, Infrastructure, Transport and Tourism (MLIT), in order to realize the new three “Ks” (*Kyuyo* (compensation), *Kyuka* (holiday), and *Kibo* (hope)) in the construction industry
・Ensuring the safety and security of local communities and supporting the local economy by developing human resources in the construction industry from a mid- to long-term perspective

<Compensation> Promoting utilization of the construction industry’s career advancement system

① Registration of information on skilled laborers

[Builder information]
・Company name
・Address
・Construction license information, etc.
[Construction site information]
・Name of construction site
・Description of construction work, etc.

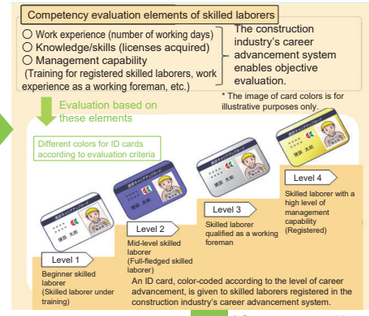
[Skilled laborer information]
・Employee information
・Licenses acquired
・Status of participation in the social insurance program

② Issuance of an ID card/reading the card on a construction site

Reading an ID card at the entrance of a construction site


Issuance of an ID card to a skilled laborer

③ Competency evaluation of skilled laborers



Creating an environment necessary to improve the treatment of skilled laborers

* System operated by the Construction Promotion Fund

<Holiday> “Two holidays per week” initiatives

Appropriate construction schedules

- ☐Implement a “construction schedule support system” that enables the computation of schedules with two holidays per week
- ☐Review and reconsider preparation and cleanup periods for construction projects
- ☐Specify conditions for setting schedules
- ☐Consolidate construction processes (critical passes) for order-receiving and order-placing
- ☐Use a system that allows for wide margins
- ☐Share information on companies ordering/receiving construction work through regular meetings to check work progress

Revision of expenses to account for two holidays per week

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

Scoring of public works assessment results

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

Guidelines for operational improvements (weekly stance)

- ☐Do not set deadlines on the day after a holiday (e.g. Monday)
- ☐Do not issue new requests on the day before a holiday (Friday, etc.)
- ☐Do not issue requests outside of working hours on “no overtime days”
- ☐Create time for work appropriate for the work content (Ensuring at least three days’ rest as part of the standard work period)
- ☐Do not conduct meetings during lunch breaks or after 5 PM
- ☐Conduct web meetings to talk about minor matters in the course of work
- ☐Have a chief examiner attend meetings in which important decisions are made on highly technical work
- ☐Confirm and share other points between those issuing and receiving orders

<Hope> “i-Construction”

What to focus on

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

BIM / CIM usage

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

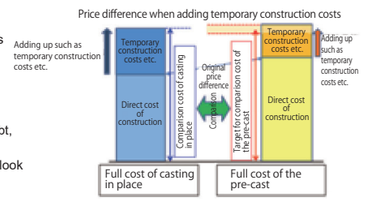
Approaches to further deepening

☐Full usage of ICT technologies

① Promotion of construction work using ICT (earthwork, paving, dredging, soil stabilization, slope protection, ancillary structure installation, etc.)
② Expansion of the types of applicable work (soil stabilization (deep layer), paving (repairs), etc.)

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

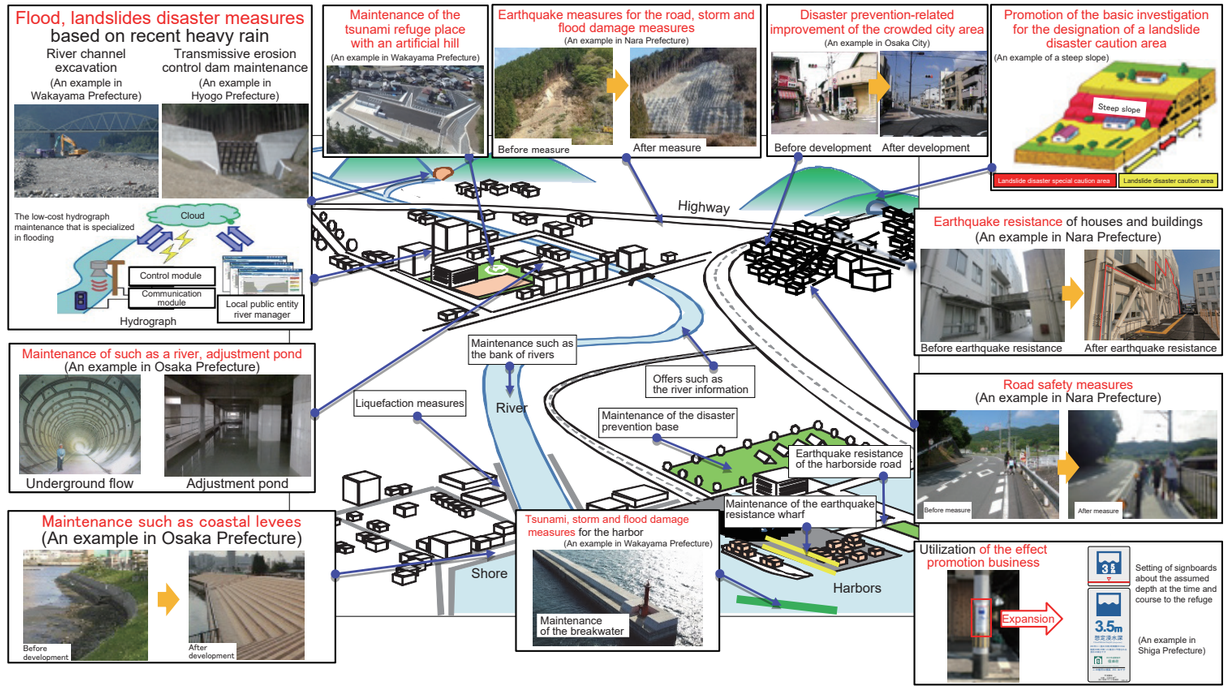
Grants

Ensuring safety and security, and revitalizing the economy and region

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

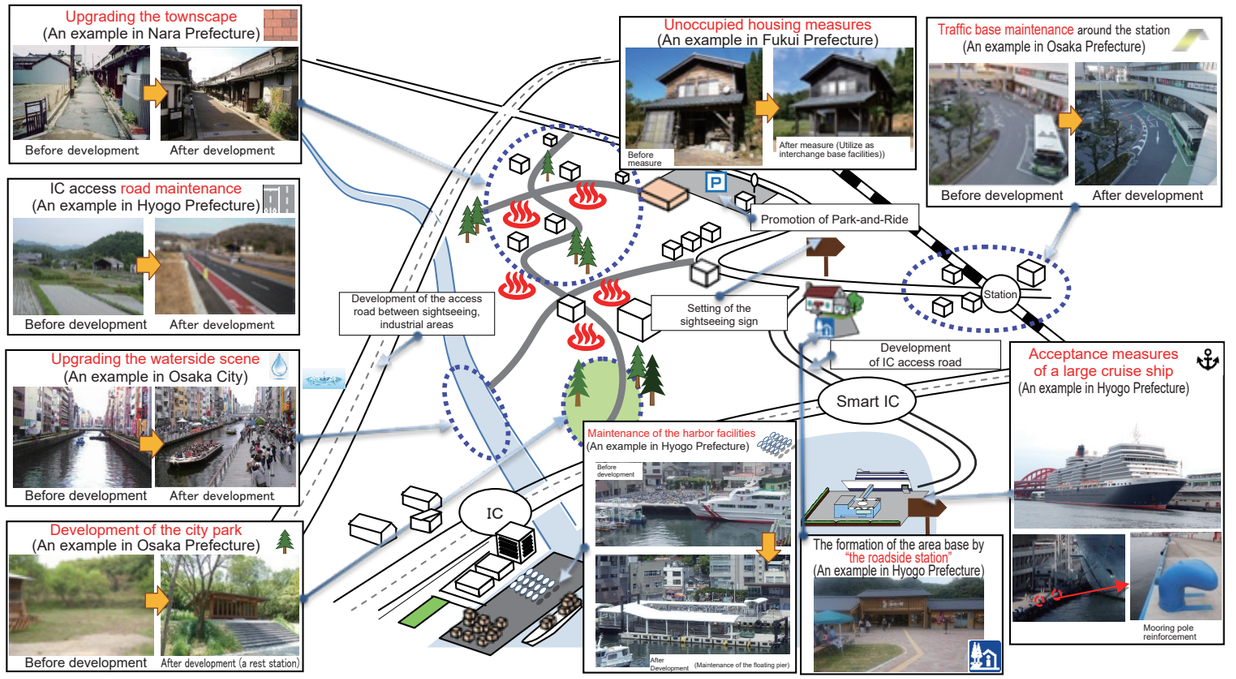
Disaster prevention/safety grant
(Support intensively "Infrastructure rebuilding to maintain life and living" and "Ensuring safety of the life space")

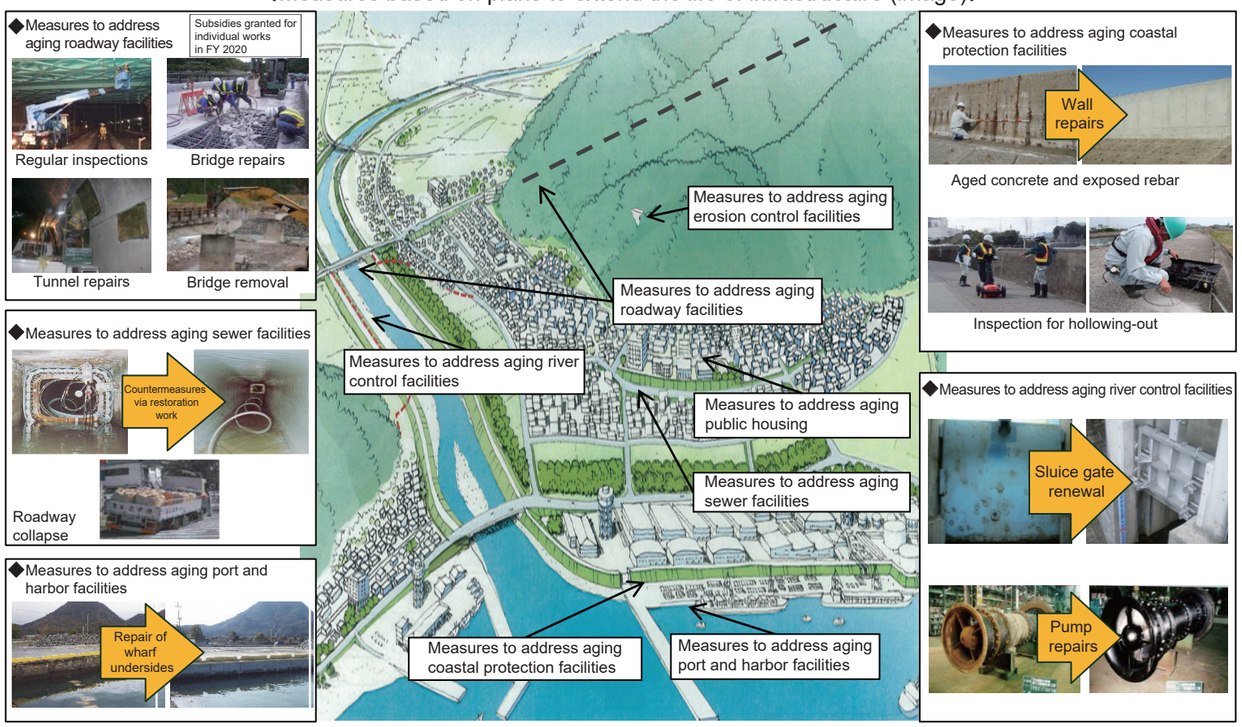
A grant to intensively support the measures against aging of facilities for protecting lives and livelihoods of local residents, the measures for preventing/reducing disaster, and the action of the ensuring safety of the general life space in the area.



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

Comprehensive grant by incorporating subsidies given to local governments under the jurisdiction of the Ministry of Land, Infrastructure and Transport so that local governments can use it more flexibly and freely and make use of inventive ideas.





Plans

Kansai Regional Plan (Prepared in March 2016)

Kansai Regional Plan

This is a roughly 10-year plan involving the six prefectures of the Kinki region, prepared as a strategic vision to continue to create growth by making optimal use of the experience accumulated so far in the Kinki region and the region's great potential, while addressing various issues, including the falling population, and preparedness for and response to large-scale disasters. To realize the five visions the Kansai region is pursuing, we will launch and promote eight major projects in collaboration with various entities in both the public and private sectors.

Major projects

1. Kansai gateway + network project
2. Kansai growth engine project
3. History, culture and hospitality project
4. Keihanshin San-san community development Project
5. Project to revitalize regional cities and towns
6. Project to invigorate farming, mountain and fishing villages
7. Project to make the Kansai region more resilient to natural disasters and undertake collaborative efforts for disaster preparedness
8. Project to pursue harmonious coexistence with the environment

Visions the Kansai region is pursuing

①A region that serves as a gateway to Asia and a growth engine for Japan
②A region rich in Japanese history and traditional culture, thereby appealing to people around the world
③A region in which people can live a life of comfort and affluence
④A region that is resilient to disasters and provides safety and security to both people and industries
⑤A sustainable and environmentally advanced region that enables the harmonious coexistence of people and nature