

Infrastructure Development for the Expo 2025 Osaka, Kansai, Japan, and Creating Vibrancy around the Expo

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Regional Development Bureau



**Kansai Regional
Development Bureau**

Efforts toward the Osaka-Kansai Expo

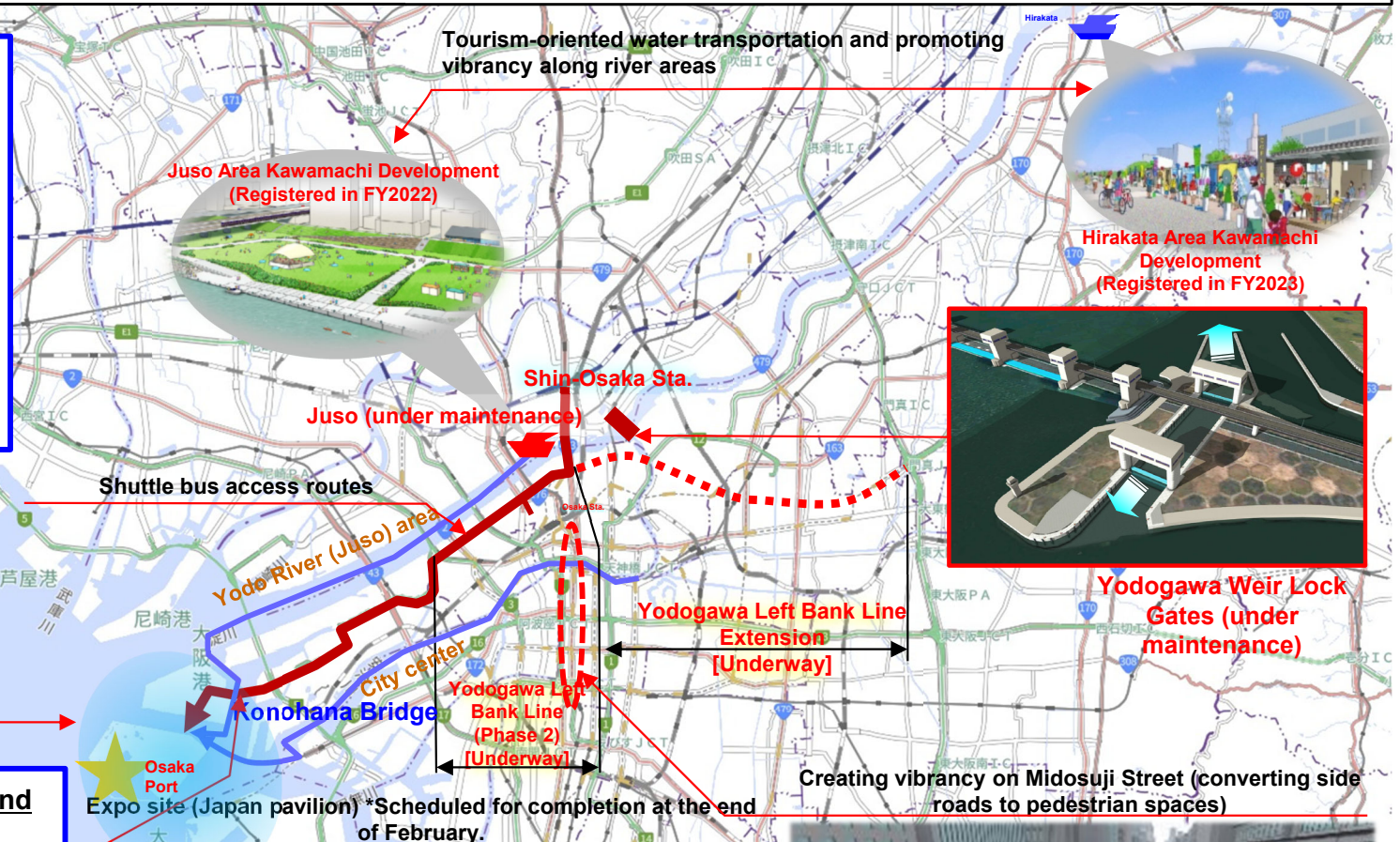
- In preparation for the Osaka-Kansai Expo, we are advancing initiatives such as constructing the Japan Pavilion, developing access routes to the coastal area, promoting the decarbonization of port facilities, and creating vibrant urban spaces.
- Additionally, we are collaborating with relevant organizations to ensure smooth transportation for visitors.

Formation of Carbon Neutral Port (CNP)



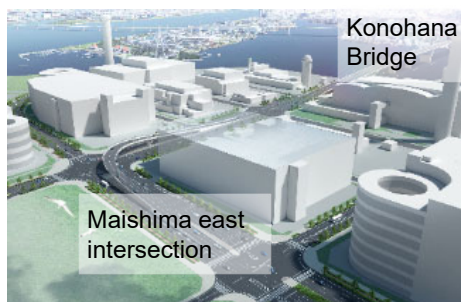
Hydrogen fuel cell vessel "Mahoroba"

Source: Press release by Iwatani Corporation, October 24, 2024



Six-lane expansion of roads and bridges around Yumeshima

[Opening in December FY2024]



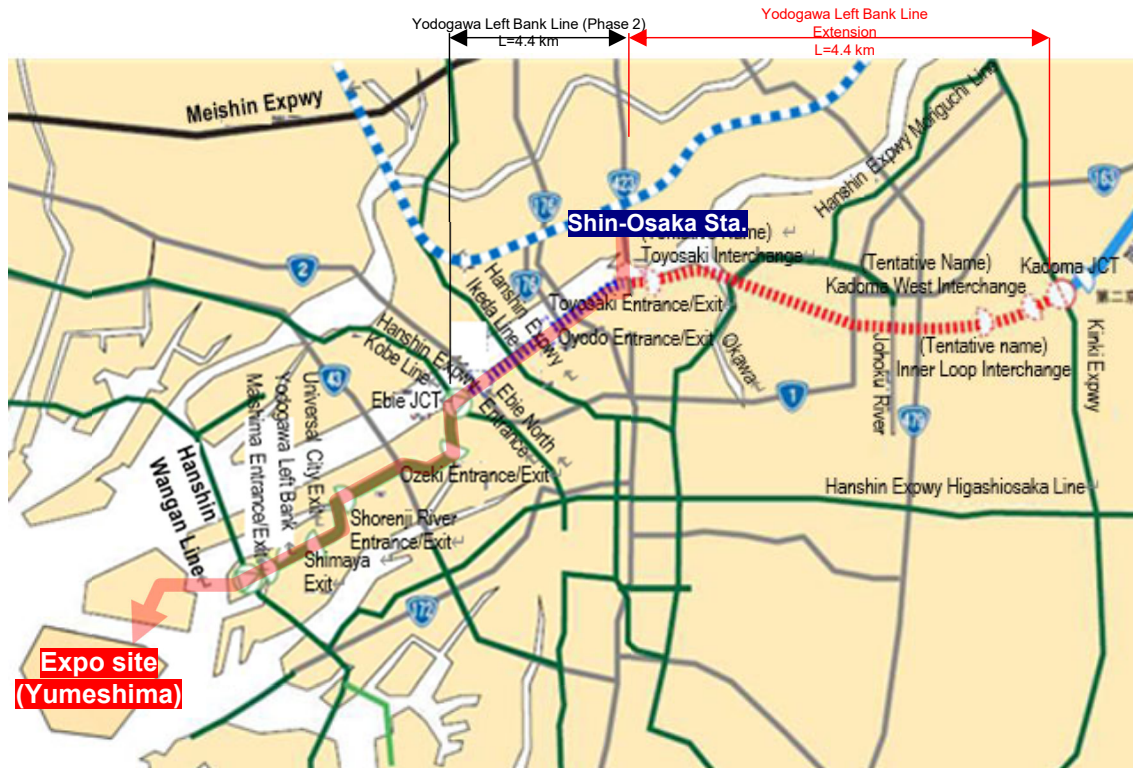
Hello kitty introduces the charm and potential of algae.



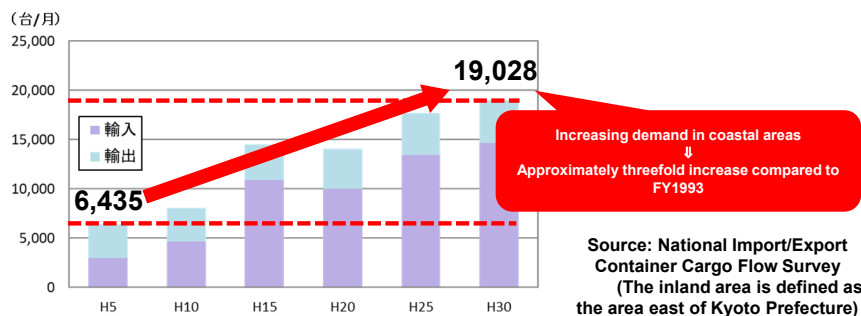
Improved Access to the Osaka Bay Coastal Area

- A new route directly connecting inland and coastal areas, with the full development of the Yodogawa Left Bank Line, is expected to improve punctuality on the Hanshin Expressway, enhance logistics efficiency, and revitalize coastal area development.

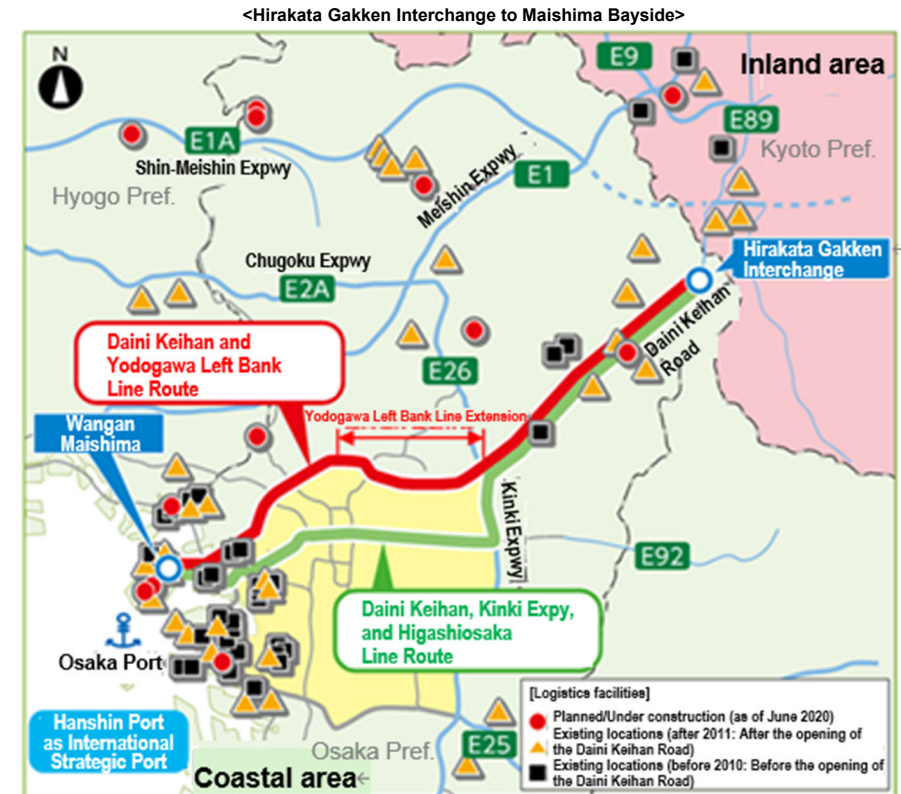
Logistics facilities and networks between coastal and inland areas



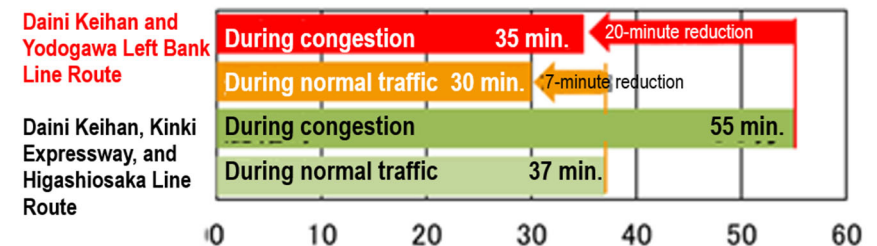
Trends in import/export container cargo volume (land transport)



Required time during congestion and normal conditions between Hanshin Port and inland areas



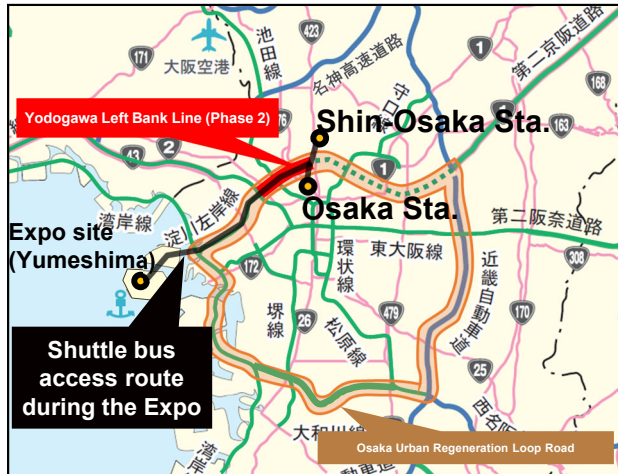
Source: Logistics facilities in coastal and inland areas, survey by Naniwa National Highway



Yodogawa Left Bank Line (Phase 2): Development status during the Expo (Image)

- The Yodogawa Left Bank Line (Phase 2) is part of the Osaka Urban Regeneration Loop Road (approx. 4.3 km long) and is scheduled to open in FY2032.
- During the Expo period**, although the development status varies by section, **the Yodogawa Left Bank Line (Phase 2) will be temporarily used as an access route for shuttle buses connecting Shin-Osaka Station, Osaka Station, and the Expo site.**

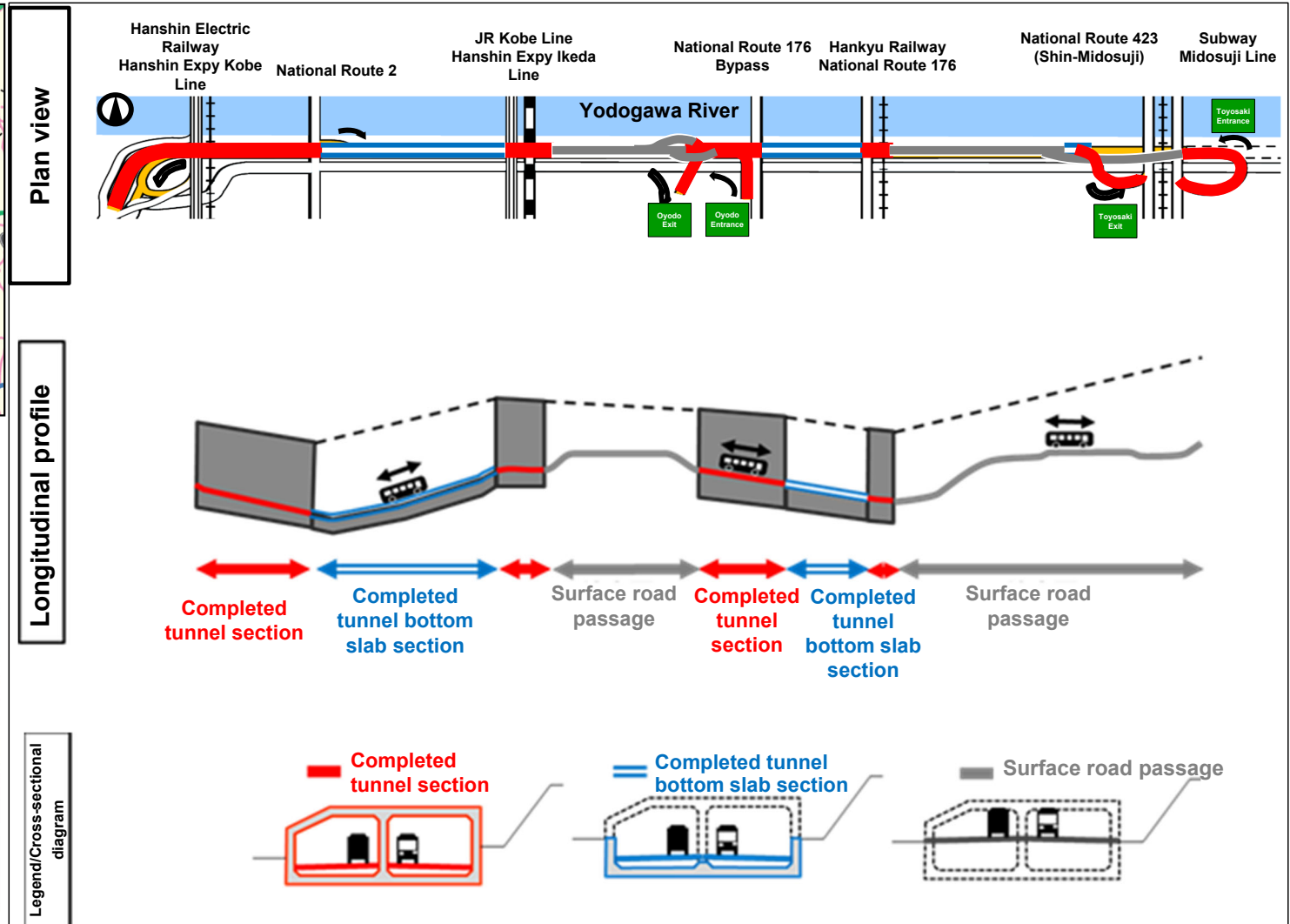
[Location map]



[Yodogawa Left Bank Line (Phase 2) completion image]



[Development status for the temporary use of Yodogawa Left Bank Line (Phase 2) during the Expo period]

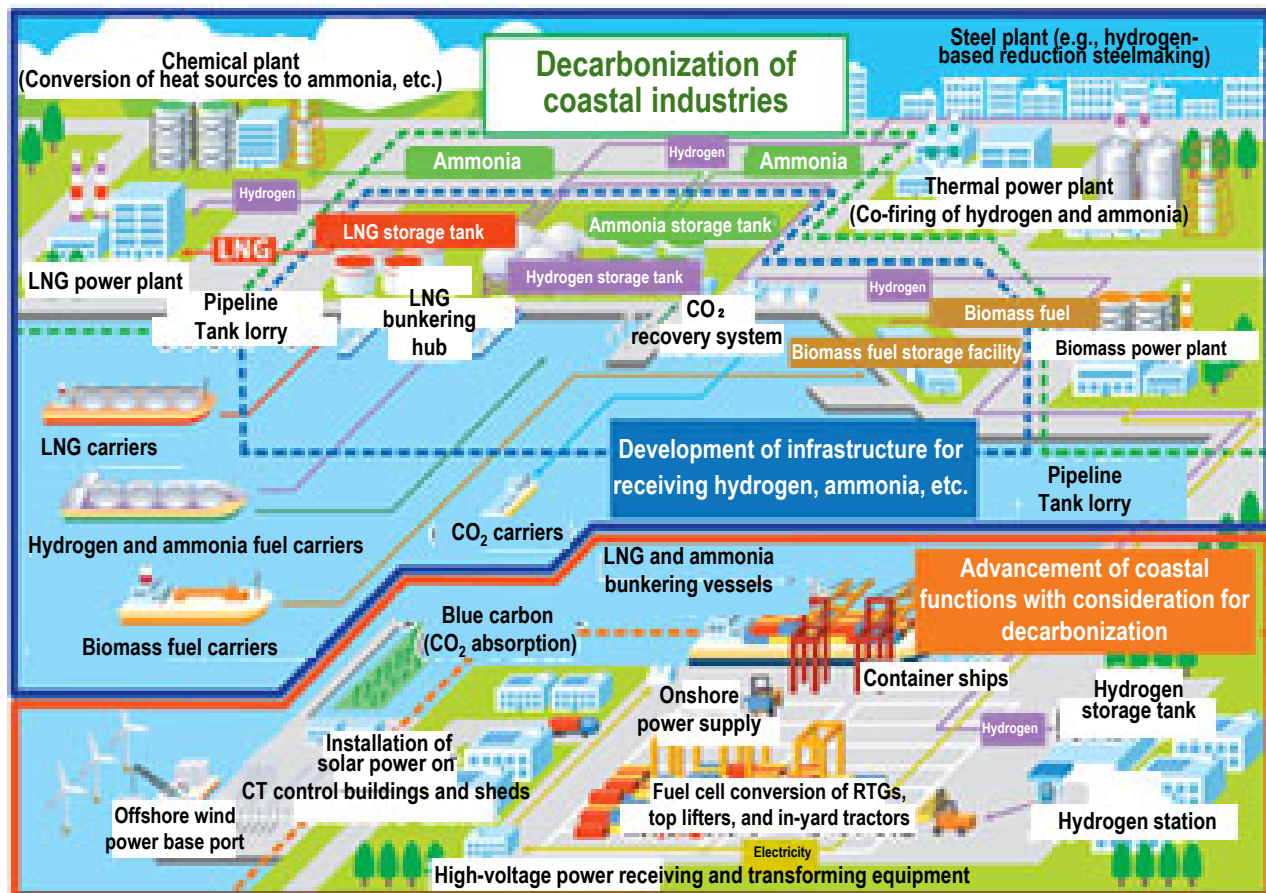


*Temporary use will be implemented based on the development status for each section during the Expo period.

Formation of Carbon Neutral Port (CNP)

- To ensure that the Osaka-Kansai Expo becomes a legacy toward a decarbonized society, we are promoting the formation of a Carbon Neutral Port (CNP) through initiatives such as enhancing port functions with a focus on decarbonization and developing facilities for handling hydrogen, ammonia, and other resources.
- In the Kinki region, we are advancing efforts toward CNP formation, targeting the achievement of Japan's 2050 carbon neutrality goal. These efforts will continue after the Expo, focusing on ports and surrounding enterprises.

■ Image of Carbon Neutral Port (CNP) formation



Contribution to industrial transformation and strengthening competitiveness

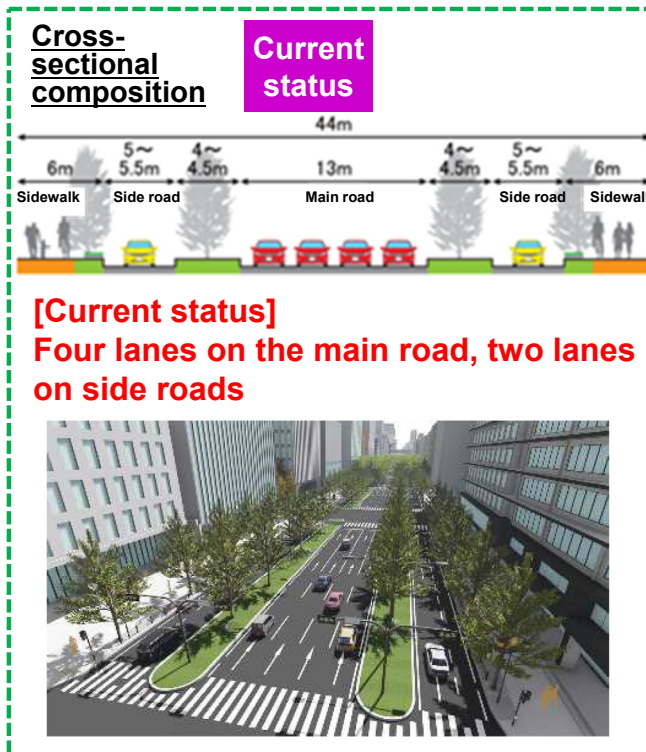
Contributing to the transformation of industrial structures and the enhancement of competitiveness in ports and coastal areas by developing the necessary infrastructure for the supply of hydrogen, ammonia, and other resources required for industrial energy transition.

Creating competitive ports chosen by shippers and shipping companies

Responding to the global demand for decarbonization across the entire supply chain by promoting efforts to decarbonize port facilities and other initiatives, thereby creating competitive ports chosen by shippers and shipping companies.

- By reorganizing Midosuji Street into a people-centered space, it will be transformed into a world-class street.
- By the Expo, the section from Sennichimae Street to Nagahori Street (approx. 1 km long) aims for completion.
- Even after the Expo, efforts will continue, such as reviewing the overall traffic network in central Osaka, targeting for full pedestrianization.

◇ Initiatives to realize the future vision

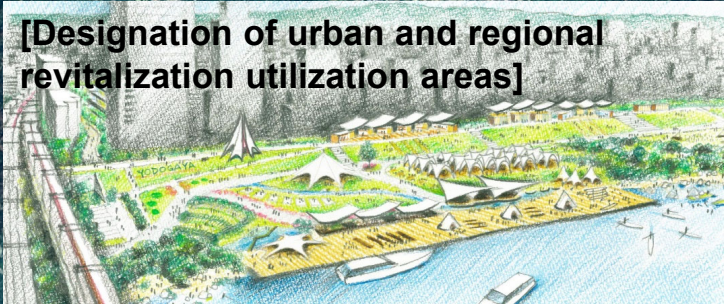


Full pedestrianization

Initiatives to revitalize Yodogawa water transportation

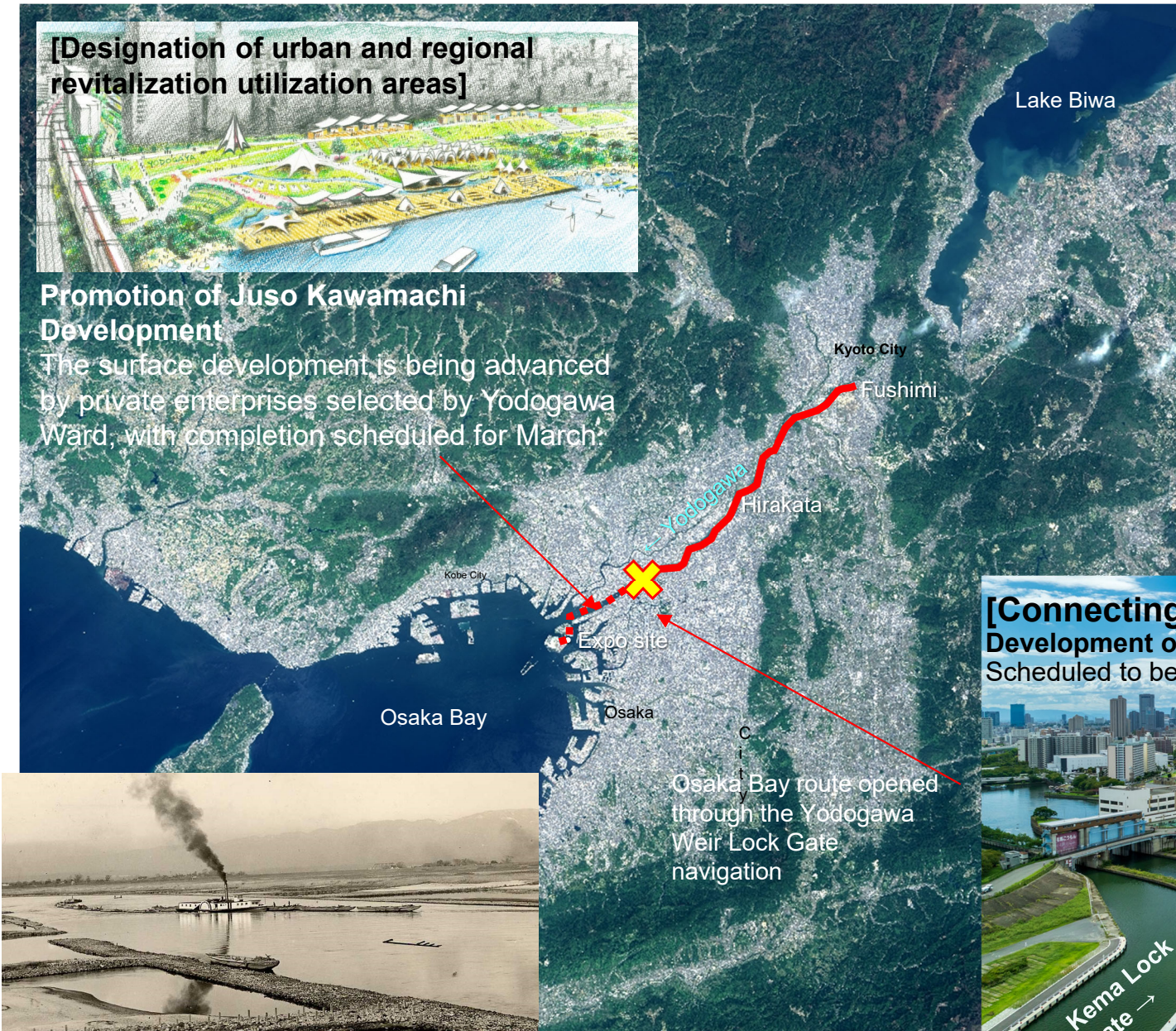
- Aiming to create vibrancy along the Yodogawa River with water transportation as a core focus, relevant organizations along the river are collaborating, taking the Expo as an opportunity.
- Even after the Expo, efforts to promote regional revitalization through Yodogawa water transportation will continue, considering “Osaka IR” and “Kyoto by the River.”

[Designation of urban and regional revitalization utilization areas]



Promotion of Juso Kawamachi Development

The surface development is being advanced by private enterprises selected by Yodogawa Ward, with completion scheduled for March.



Osaka Bay route opened through the Yodogawa Weir Lock Gate navigation



Tourist boats around Hirakata in regular operation



Fushimi route revived in FY2024

[Connecting disrupted routes for the Expo]

Development of the Yodogawa Weir Lock Gate

Scheduled to be navigable by the end of March

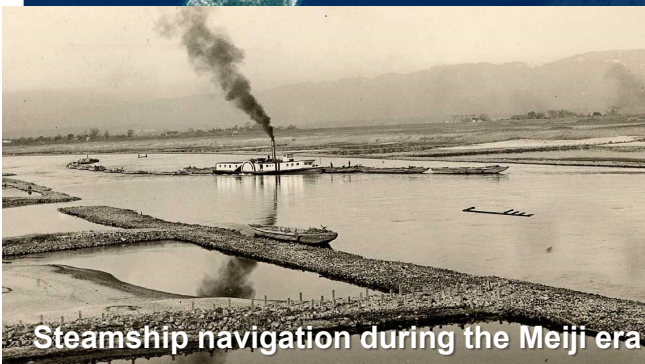


Kema Lock Gate →

Okawa River →

Lock gate →

Yodo River →



Steamship navigation during the Meiji era