

Infrastructure Development Triggered by Expo 2025 Osaka-Kansai

February 26, 2026

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Regional Development Bureau

Infrastructure Development Triggered by Expo 2025 Osaka-Kansai

- Taking advantage of Expo 2025 Osaka-Kansai, we have been advancing the development of infrastructure, including development of access routes to coastal areas.
- Many people from all over the world visited the Expo and the Japan Pavilion. We will leverage the achievements of Expo 2025 Osaka-Kansai at GREEN × EXPO 2027.

Osaka Wangan Road west extension (Under construction)



(3) Yumeshima (Expansion of cargo handling area) (Under construction *Partially operational during the Expo)



(4) Japan Pavilion (Expo 2025 Osaka-Kansai)



(1) Yodogawa Gateway (Opened in March 2025)



(2) Yodogawa Left Bank Line (Phase 2) Completion Image (Under construction *Used temporarily during the Expo)



(5) GREEN × EXPO 2027



(1) Utilizing Disaster Prevention Infrastructure in Normal Times (Creating vibrant communities through Yodogawa water transport)

- To enable the transport of reconstruction materials by boat during a disaster, emergency boat docks and the Yodogawa Gateway have been developed along the Yodo River.
- Utilizing water transport, various events and social experiments such as transporting Expo visitors were conducted during the Expo.
- We will continue to promote the liveliness of the area through Yodogawa water transport in normal times.

Great Hanshin-Awaji Earthquake, January 1995

Damage to the embankment

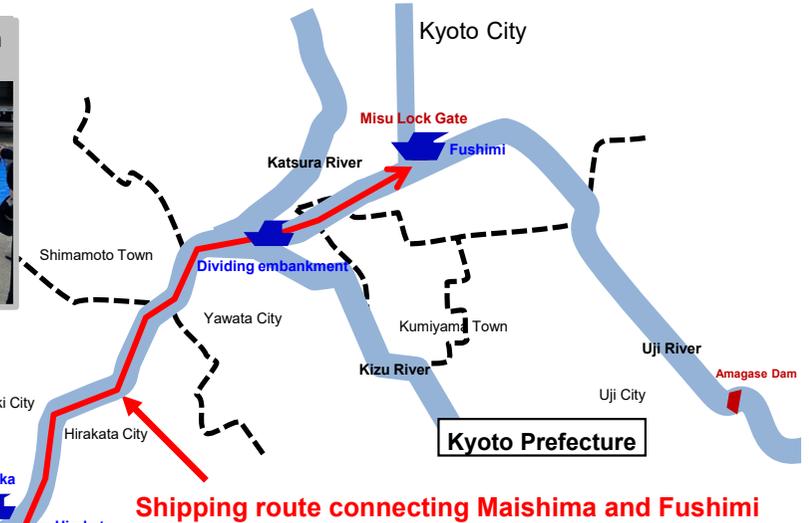


Paralysis of land traffic following the earthquake



Restoration work to the seawall was carried out using boats

Emergency supply transportation training in cooperation with local governments



Shipping route connecting Maishima and Fushimi

Initiatives to revitalize the local area



<Legend>
 Dock

Yodogawa Gateway (Opened in March 2025)

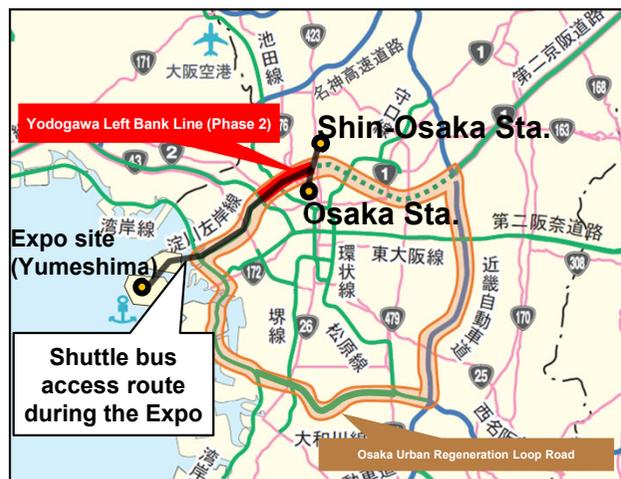


After Expo 2025 Osaka-Kansai, construction on the Osaka IR project is underway on Yumeshima Island, aiming for an opening around autumn 2030.

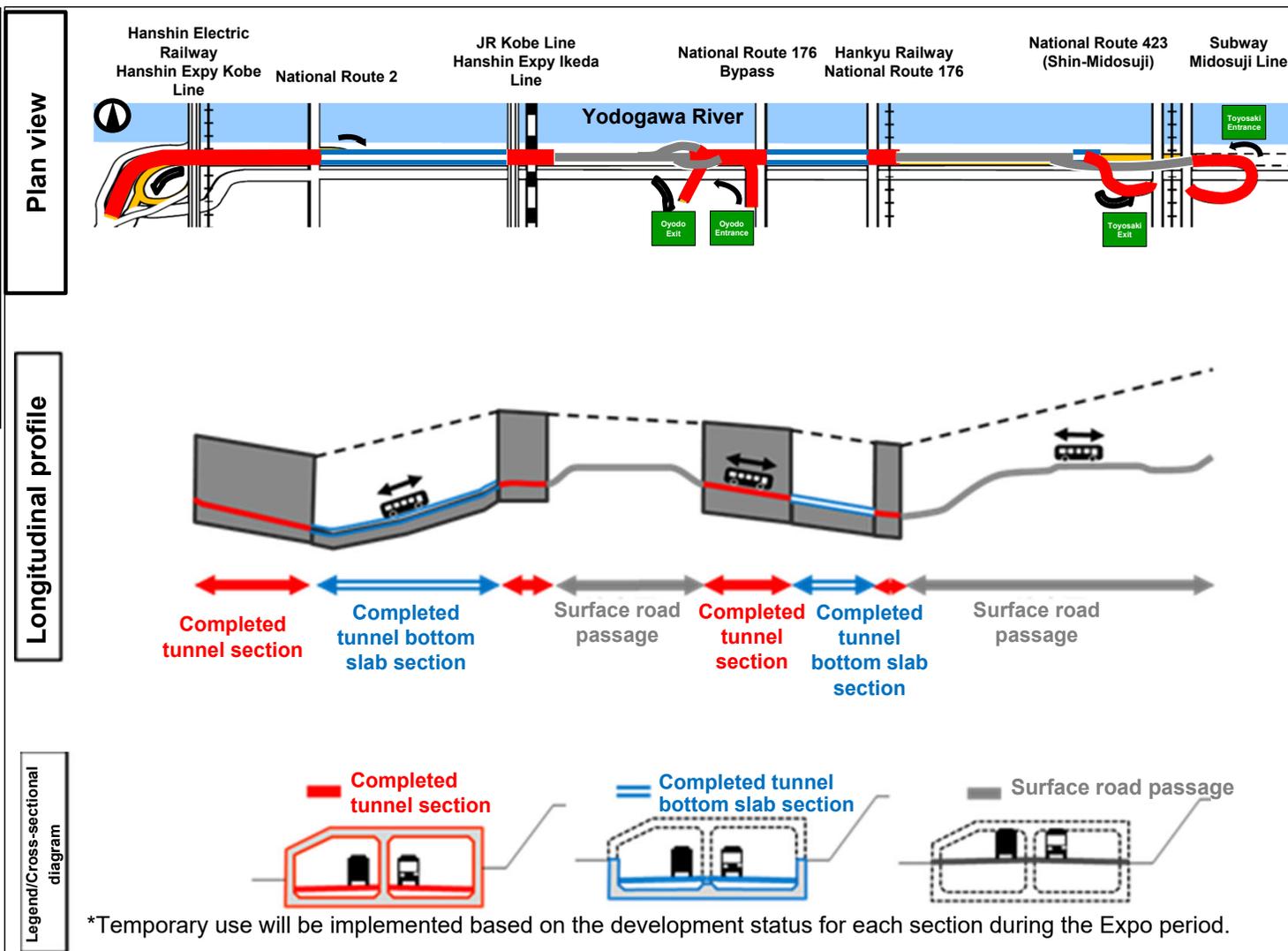
(2) Hanshin Expressway Yodogawa Left Bank Line (Phase 2): Provisional Use as an Access Route to the Expo Site

- The Yodogawa Left Bank Line (Phase 2) of the Hanshin Expressway is part of the Osaka Urban Renewal Loop Highway (approx. 4.3 km) and is scheduled to open in fiscal 2032.
- **Although the development status varies from section to section, the route was temporarily used as an access route for shuttle buses and taxis connecting Shin-Osaka Station and Osaka Station with the Expo site.**
- **Travel time was reduced by 16 minutes** compared to the route via the central Osaka area (**35 minutes to 19 minutes**).

[Location map]



[Temporary usage pattern of the Yodogawa Left Bank Line (Phase 2) during the Expo]

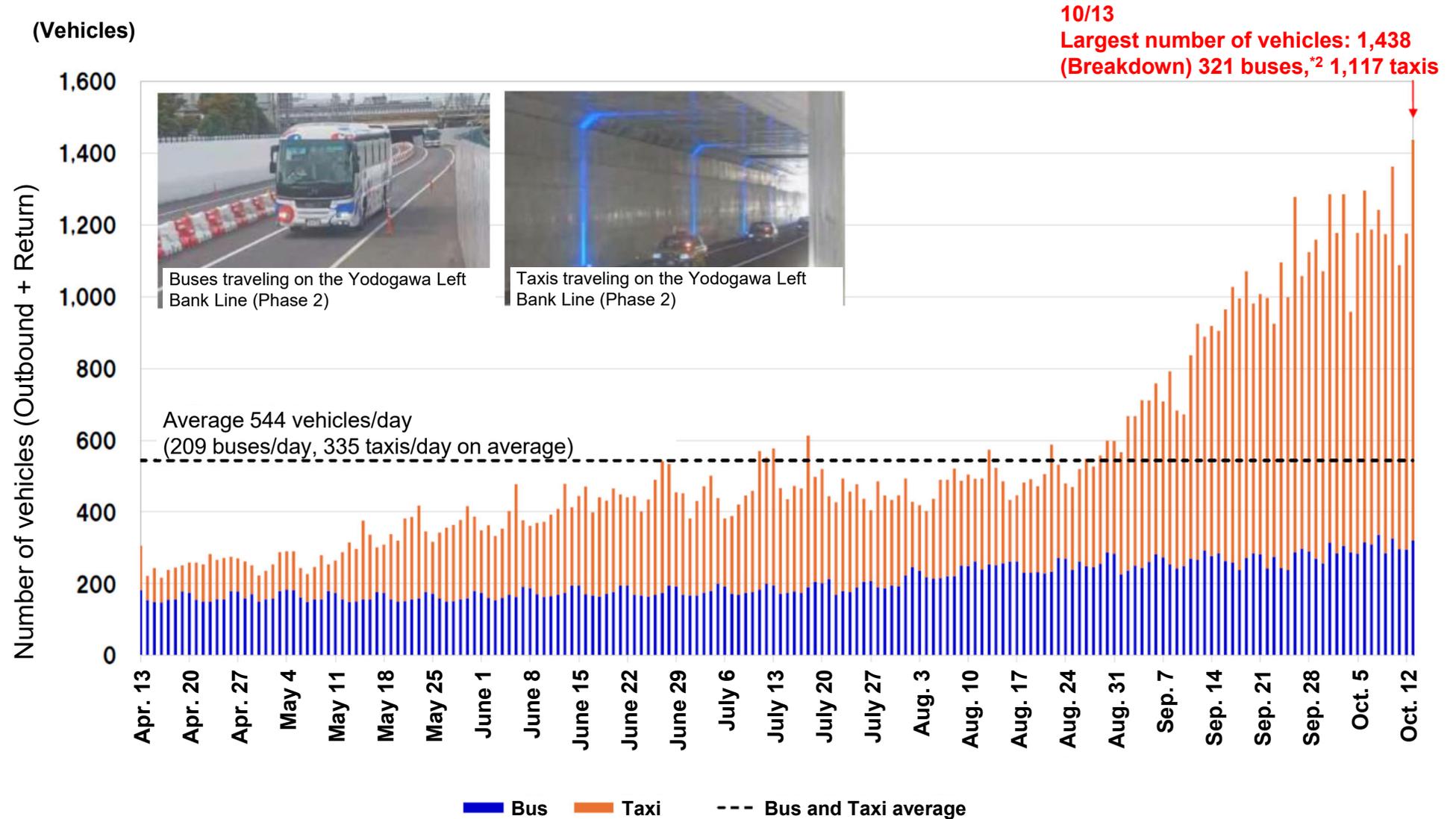


[Yodogawa Left Bank Line (Phase 2) completion image]



(2) Yodogawa Left Bank Line (Phase 2): Daily Usage Volume during the Expo

- The usage volume was low at the beginning of the Expo, but **taxi volume increased significantly from September onwards.**
- **Average of 544 vehicles per day** (209 buses, 335 taxis), **with the highest number of 1,438 vehicles** (321 buses, 1,117 taxis) **on the final day.**



*1 Organized by the total number of vehicles heading to and returning from the Expo site.

*2 The largest number of buses was 337 on October 8th.

Data provided by Osaka City Construction Bureau

(3) Development of Transportation Infrastructure in Yumeshima and Other Areas

- To prevent the influx of traffic into the Yumeshima area during the preparation for and period of the Expo from affecting the port logistics functions of the Yumeshima Container Terminal, transportation infrastructure around Yumeshima was developed.
- Even after the Expo, we will continue to utilize the transportation infrastructure to improve the efficiency of the Yumeshima Container Terminal and increase the volume of cargo handled.

Legend:

- : Developed by MLIT
- : Developed by Osaka City

Infrastructure Callouts:

- Overpass at Maishima East Intersection:** Left turn is allowed at all times. (From south to north) and (From west to east).
- Konohana Ohashi Bridge:** Expanded from 4 lanes to 6 lanes.
- Widening of main roads:** 4 lanes to 6 lanes and roads behind the container terminal.
- Yumemai Ohashi Bridge:** Expanded from 4 lanes to 6 lanes.
- Expansion of cargo handling area:** Additional gates.
- Overpass (2 bridges):** North overpass (from west to east) and South overpass (from west to east).
- Railway (South route):** Development of vehicle waiting area (670 vehicles in total in Yumeshima).
- Introduction of CONPAS*:** Operation started in March 2024.

Other Labels: Maishima, Yumeshima, Expo Venue (approx. 155 ha), Yumeshima Container Terminal, Yumeshima Station, Sakishima.

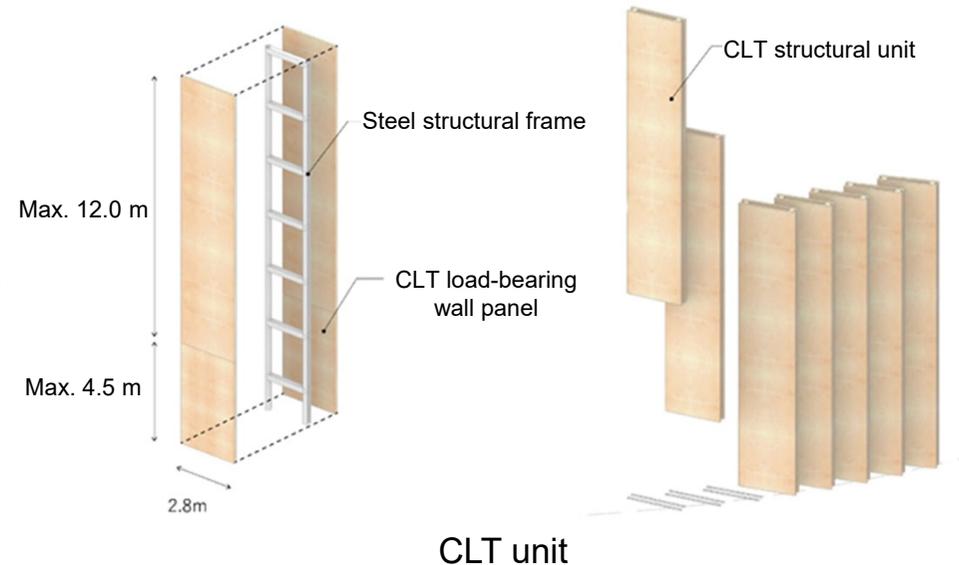
* A system developed by the Ministry of Land, Infrastructure, Transport and Tourism with the aim of eliminating congestion in front of container terminal gates, shortening the time container trailers spend at terminals, and improving the efficiency and productivity of container transport.

(4) Expo 2025 Osaka-Kansai, Japan Pavilion: Initiatives and Future Use (CLT)

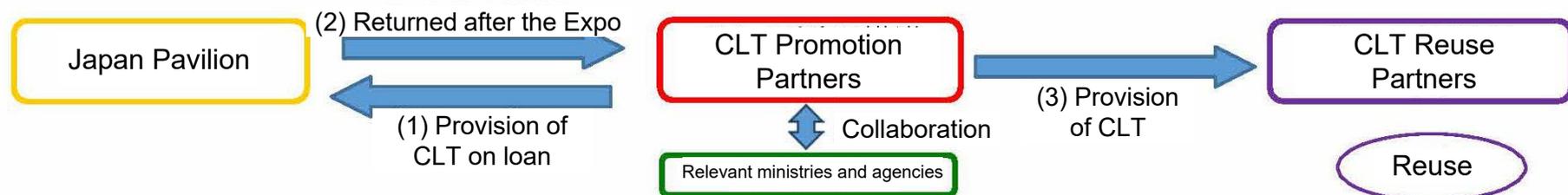
- The Japan Pavilion adopted Cross Laminated Timber (CLT), which is created by slicing small-diameter trees into thin boards and then laminating them to form thick panels, thereby optimizing the utilization of wood.
- CLT units were borrowed from CLT Promotion Partners, which were selected through open call, with the intention of reusing them after the event.
- For installation, no adhesives were used whatsoever; only dry joining methods, such as screws and one-sided bolts, were employed.



Appearance of the Japan Pavilion(Front)



- The CLT units lent by the partners are carefully removed during the demolition work currently underway.
- The removed CLT units will be returned to the CLT Promotion Partners, and then reused in various locations by CLT Reuse Partners (five local governments and eight private companies).



The baton was passed from Expo 2025 Osaka-Kansai to GREEN×EXPO 2027.



Handing over of the BIE (Bureau International des Expositions) flag at the closing ceremony of Expo 2025 Osaka-Kansai, Japan (October 13, 2025) ©Expo 2025



Myaku-Myaku's farewell ceremony held at the Prime Minister's Office (October 14, 2025)
Source: Ministry of Land, Infrastructure, Transport and Tourism website

Steadily advancing preparations for the event



Groundbreaking ceremony for the Japanese government exhibition (attended by Prime Minister Takaichi and others) (November 2, 2025)
Source: Ministry of Land, Infrastructure, Transport and Tourism website

Exhibition at GREEN×EXPO 2027, utilizing resources from Expo 2025 Osaka-Kansai



GREEN×EXPO 2027 Toho-Leo Co. STUDIO (Tentative)
Source: Toho-Leo Co. (PR TIMES)



Panasonic Group Pavilion "The Land of Nomo" at Expo 2025 Osaka-Kansai
Source: Panasonic Group website



Wooden tower "KAJIMA TREE"
Source: Kajima Corporation website

Toho-Leo Co., in collaboration with Panasonic Holdings Corporation and YUKO NAGAYAMA ASSOCIATES, is planning to reuse the facade (approx. 736 iron frames), lighting (40 units), speakers (12 units), and mist equipment from the Panasonic Group Pavilion "The Land of Nomo" at Expo 2025 Osaka-Kansai in the Toho-Leo exhibition area at GREEN×EXPO 2027 (as of July 29, 2025).

Kajima Corporation plans to exhibit KAJIMA TREE, a wooden tower. The KAJIMA TREE will reuse the wood used for the Grand Ring of Expo 2025 Osaka-Kansai.
*Kajima Corporation is a candidate company for the contract for the wood used for the Grand Ring of Expo 2025 Osaka-Kansai (as of October 29, 2025).