Construction of Railroads in Osaka

I . Construction of Railroads in Osaka up to the Present (History and Challenges)

Ⅱ . Railroads in Osaka: Future Plans

Transportation Office, Department of Urban and Public Works, Osaka Prefectural Government
Ⅰ. Construction of Railroads in Osaka up to the Present (1. History (i))

Map Key:
- Black: Before 1959
- Yellow: 1960 – 1975
- Blue: From 2006 on

* Osaka Municipal Subway excluded
Construction of a line from Osaka City Center to Senri-Chuo
1970 Japan World Expo (Mar. 15 – Sept. 13)
⇒ A railway was constructed on an expressway
  Connecting Osaka City Center, Senri-Chuo Sta. (temporary),
  and Expo Main Gate Sta.
After the Expo (Sept. 14 – )
⇒ Started operation connecting Osaka City Center and Senri-Chuo Sta.
  * The Expo Line was removed 3 months later;
    then an expressway was built.
I. Construction of Railroads in Osaka up to the Present (1. History (ii))
Expanding the existing railroad network

- **Building infrastructure to improve connections**
  - Providing easier access to Shin-Osaka, Osaka, and to Kansai International Airport, which connects every region of Japan to the rest of Asia.

- Enhancing the appeal of Osaka as a gateway city to the rest of Japan
  - Increasing the charm of Osaka
  - Making maximum use of resources in the entire Kansai region to attract more visitors.
Ⅱ . Railroads in Osaka: Future Plans (1. Issues to Focus on)

Public Transportation Strategies
(formulated by Osaka Prefecture, Jan. 2014)

■ Goals
Make maximum use of established public transportation facilities as well as extensive resources for commerce and tourism
  - Improve the accessibility of Kansai International Airport, Shin-Osaka, and Osaka (Umekita), which are central locations of the wider areas surrounding them; improve regional coordination between Osaka's metropolitan area and its suburbs; improve access to sightseeing attractions
  - Increase the convenience of the railroads from the point of view of passengers by making it easier to transfer between lines

■ Issues to Focus on
1. Expand the railroad network
   (Provide easier access to places that serve as centers of wider areas, improve coordination between cities, give better access to sight-seeing attractions)
2. Increase the convenience of public transportation
   (Allow easier transfer between lines and provide better access to information)
3. Encourage the use of public transportation
   (Collaborate with various agencies to take initiatives and to raise awareness)
Expanding the existing railroad network

- **Role of the four strategic railways**
  The railways play an important role in establishing Osaka as the hub of the metropolitan area, improving coordination in the Kansai area, and attracting visitors to the region

- Kita-Osaka Kyuko Railway extension
- Osaka Monorail extension
- Naniwasuji Line
- Line Connecting Nishi-Umeda, Juso, and Shin-Osaka

The extension projects of the following two lines are now in progress
- **Kita-Osaka Kyuko Railway**
  - Scheduled to start service in 2020
- **Osaka Monorail**
  - Scheduled to start service in 2029
1. Construction plan
   ○ Sections to be constructed:
     Joining Senri-Chuo Station, Minoo-Semba Station (tentative name), and Shin-Minoo Station (tentative name) (2.5 km)
   ○ Station structures:
     Senri-Chuo Station (underground structure)
     Minoo-Semba Station (underground structure)
     Shin-Minoo Station (elevated structure)
   ○ Approximate cost of project: 60 billion yen
   ○ Anticipated load: 42,000 passengers per day

2. Construction period and start of service
   ○ Construction period: 2016 – 2020
   ○ Starting service: 2020

Projected appearance

Longitudinal view of the extension

Elevated portion

Underground portion

Shin-Minoo Sta. (tentative name)

Minoo-Senba Sta. (tentative name)
Osaka Monorail Route Map

Osaka Airport

Ⅱ. Railroads in Osaka: Future Plans (4. Osaka Monorail Extension (i))

Planned extension

International Culture Park (Saito)

- Saito-Nishi
- Toyokawa
- Handai-Byoin-Mae
- Koen-Higashiguchi
- Minami-Ibaraki
- Sawaragi
- Settsu
- Minami-Settsu
- Dainichi

Handai-Byoin-Mae

Toyonaka

Koen-Higashiguchi

Minami-Ibaraki

Sawaragi

Settsu

Minami-Settsu

Dainichi

Kadoma-Shi

Osaka Monorail Route Map

Railroads in Osaka: Future Plans (4. Osaka Monorail Extension (i))

Planned extension

International Culture Park (Saito)

- Saito-Nishi
- Toyokawa
- Handai-Byoin-Mae
- Koen-Higashiguchi
- Minami-Ibaraki
- Sawaragi
- Settsu
- Minami-Settsu
- Dainichi

Handai-Byoin-Mae

Toyonaka

Koen-Higashiguchi

Minami-Ibaraki

Sawaragi

Settsu

Minami-Settsu

Dainichi

Kadoma-Shi
1. Construction plan
   ○ Section to be constructed: joining Kadoma-Shi Station (tentative name) and Uryudo Station (9.0 km)
   ○ Station structures:
   ○ Approximate cost of project: 105 billion yen
   ○ Anticipated load: 37,000 passengers per day

2. Construction period and start of service
   ○ Construction period: 2019 – 2029
   ○ Starting service: 2029