1. Damages caused by the Great East Japan Earthquake

2. MLIT's emergency response to the Great East Japan Earthquake

3. Recent policy changes regarding tsunami disaster countermeasures

Basic Principles for MLIT's Emergency Response

- O Give primacy to saving lives, and exert every possible effort in rescue and relief operations and securing of emergency transportation routes by land, air or sea.
- O Vigorously pursue such measures as livelihood assistance to affected persons, sustaining of logistics operations, rehabilitation of facilities under the jurisdiction of MLIT such as roads, ports, airports, railways and rivers, securing of housings for victims and assistance to disaster-affected municipalities.

Establishment of MLIT's Emergency Headquarters

O Established MLIT's Emergency Headquarters at 15:15 (approx. 30 minutes after the quake)

Chief of headquarters: Minister of MLIT , Members of headquarters: Director-Generals of MLIT's Bureaus

- O The first meeting was held from 15:45, March 11. Meetings were held three to four times a day in the period immediately after the earthquake. 49 meetings have been held since.
- O Information is shared simultaneously with regional development bureaus nationwide by utilizing the TV conference system.
- O Prompt information sharing, quick decision-making and implementation of measurements could be achieved.





MLIT's Emergency Headquarters



- under the "Toothcomb Operation". ③Cooperation of local construction companies
 - based on the disaster agreement.

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Restoration of Roads

Rikuzentakata City, Iwate Prefecture



During Road Restoration (March 16, 2011)

Emergency Rehabilitation of Roads

Kesen Ohashi Bridge, Rikuzentakata City, Iwate Pref.





Superstructure of the bridge washed away by tsunami (March 19, 2011)



Temporary bridge was built to secure transportation route (July 12, 2011) 15

Restoration of Sendai Airport

OSendai Airport was severely damaged by inundation caused by massive tsunami.
OEarly recovery efforts were performed to clear the runway for rescue planes.
OWater draining began on March 17 by water drainage pump vehicles.
March 29: 3,000m-runway usable day and night.
April 13: Operation of civilian airplanes resumed.



Transportation of Petroleum by Freight Train



O Due to disruption of Tohoku JR Line, transportation of petroleum to Morioka and Koriyama became unable.
O Instead of the Tohoku Line, the freight trains carrying petroleum were operated through the Japan Sea side.



Approx. 57,000kl (about 2,850 20kl-tanker trucks) of petroleum was transported in about one month period before the Tohoku Line resumed.

The operation contributed to easing of fuel shortage in the disaster affected areas.

Detour route for Morioka (Arrival at Morioka Mar. 19 – Apr. 20) Detour route for Koriyama (Arrival at Koriyama Mar. 26 – Apr. 16)

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TEC-FORCE Dispatch

OTEC-FORCE (Technical Emergency Control Force) Specialist group that provides technical assistance for fast rehabilitation in the affected areas at the time of large scale natural disasters. (consists of MLIT staff) O62 staff were dispatched on the day of the disaster, 397 staff the next day and there were more than 500 staff by three days later. (18,115 person-day as of Jan 9, 2012)

18,115 person-day as of Jan 9, 2012



TEC-FORCE Dispatch (Disaster response equipment)

Drainage pump vehicles (30m³/min)



Movable task force HQ



Ku-SAT (Small satellite aperture terminal)



Satellite phones





Assisting disaster affected municipalities (liaison officers)

O Municipalities in coastal areas suffered severe damages to their buildings and to their staff, and their selfgoverning functions were paralyzed. MLIT officials (directors of regional bureaus or deputy general managers of local offices) who know well about disaster response were dispatched to afflicted municipalities from the day after the disaster (for about 80 days).

O Promptly implemented information sharing, field surveys, and needs assessment of municipalities.



Attending the headquarters meeting (Kuji City, Iwate Pref.)



On-site investigation (Yamada Town, Iwate Pref.)



Attending the headquarters meeting (Tanohata Village, Iwate Pref.)



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Assisting disaster affected municipalities (restoration of telecommunications)

- O Dispatched satellite communication vehicles to municipalities with paralyzed telecommunication systems where phone lines and mobile phone base stations were severely damaged by the earthquake and tsunami.
- O Restored communication between Regional Development Bureaus and municipalities and between the headquarters and branch offices of those municipalities.
- O Quick recovery of telecommunications enabled MLIT to gather information on the extent of damages and to understand the needs of municipalities, and to deliver appropriate support for municipalities.



Allocation of satellite communications vehicles (Ofunato City, Iwate Pref.)

Installation of Ku-SAT (Tanohata Village, Iwate Pref.)

Assisting disaster affected municipalities (Procurement of relief supplies)

- O Based on the needs of the municipalities, the relief supply procurement team was organized on March 13. (with cooperation of Japan Civil Engineering Contractors Association, Inc., etc)
- O Responded until March 31 when transportation and telecommunications started to normalize.
- O Delivered requested relief supplies in 3 days on average and with over 90 % achievement rate.





Relief supply procurement team (Tohoku Regional Development Bureau) Temporary housing (Minamisanriku Town)



Washing machines



Temporary lavatories



Emergency Rehabilitation of Coastal Levees

Sendai Bay Southern Coast (Kabasaki Coast) (Iwanuma City, Miyagi Pref.)







Rehabilitation work (August 31, 2011) 24

Reconstruction of Coastal Levees

Step 1 (Emergency rehabilitation 1) - completed by flood season

