

A large, dark green circular graphic is positioned in the top-left corner of the page, partially overlapping the header text.

## Our operations for recovery

in response to “The Heavy Rain disaster in July 2018”

Make efforts  
toward a timely restoration  
from the disaster damage

# The function of failed banks was restored in two weeks after the failure

In anticipation for the next one,  
we had to restore the banks emergently.

Under repairs, Oda River levee (Mabi Town, Kurashiki City, Okayama)  
Photo: 15 July 2018



Photo: 8 July



Photo: 11 July



Photo: 15 July



Photo: 21 July



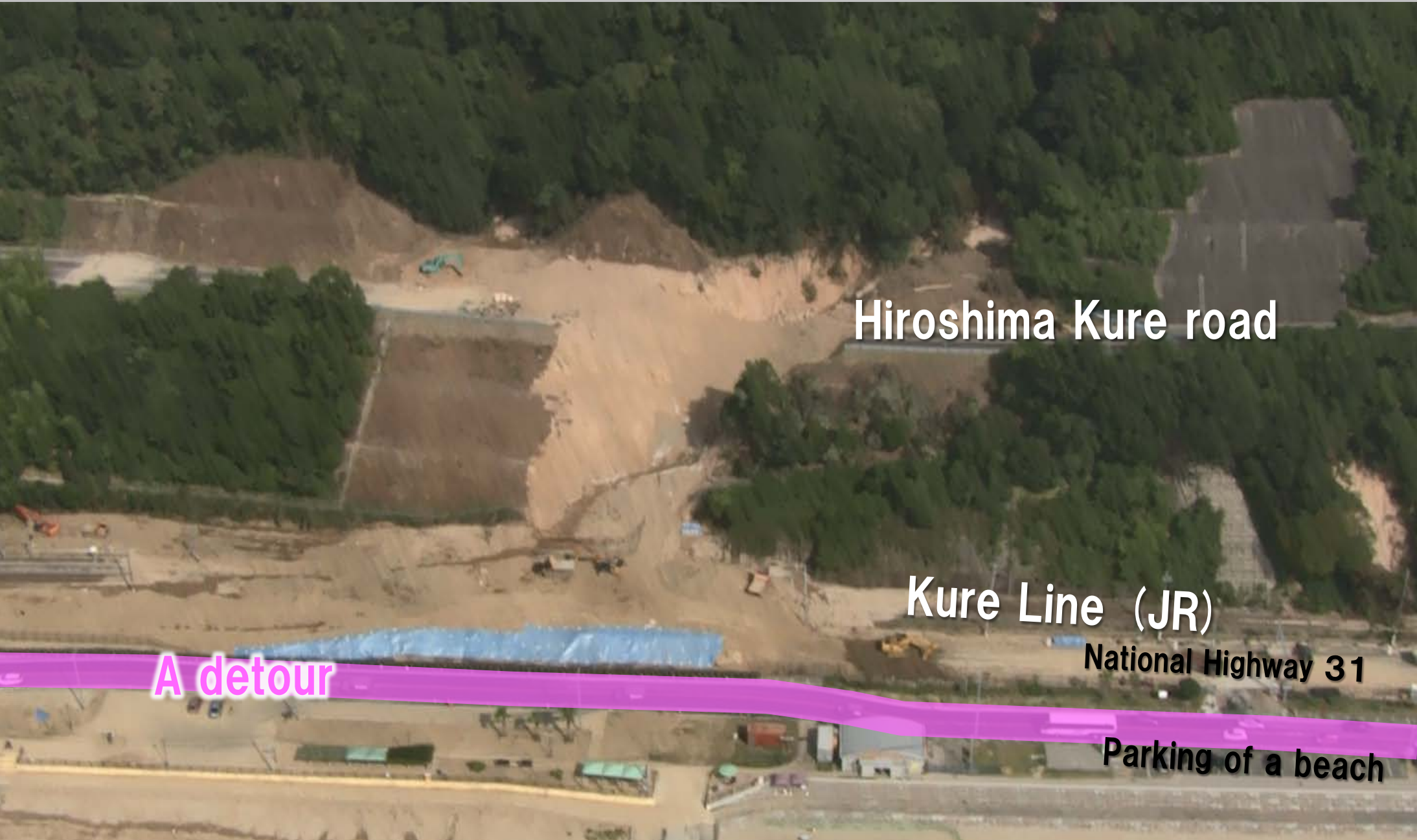
Under repairs around the clock

# Turning a parking area into the by passing detour, the blocked section of the road was **reopened sooner than expected.**

■ Just after the disaster (Photo: 9 July 2018)



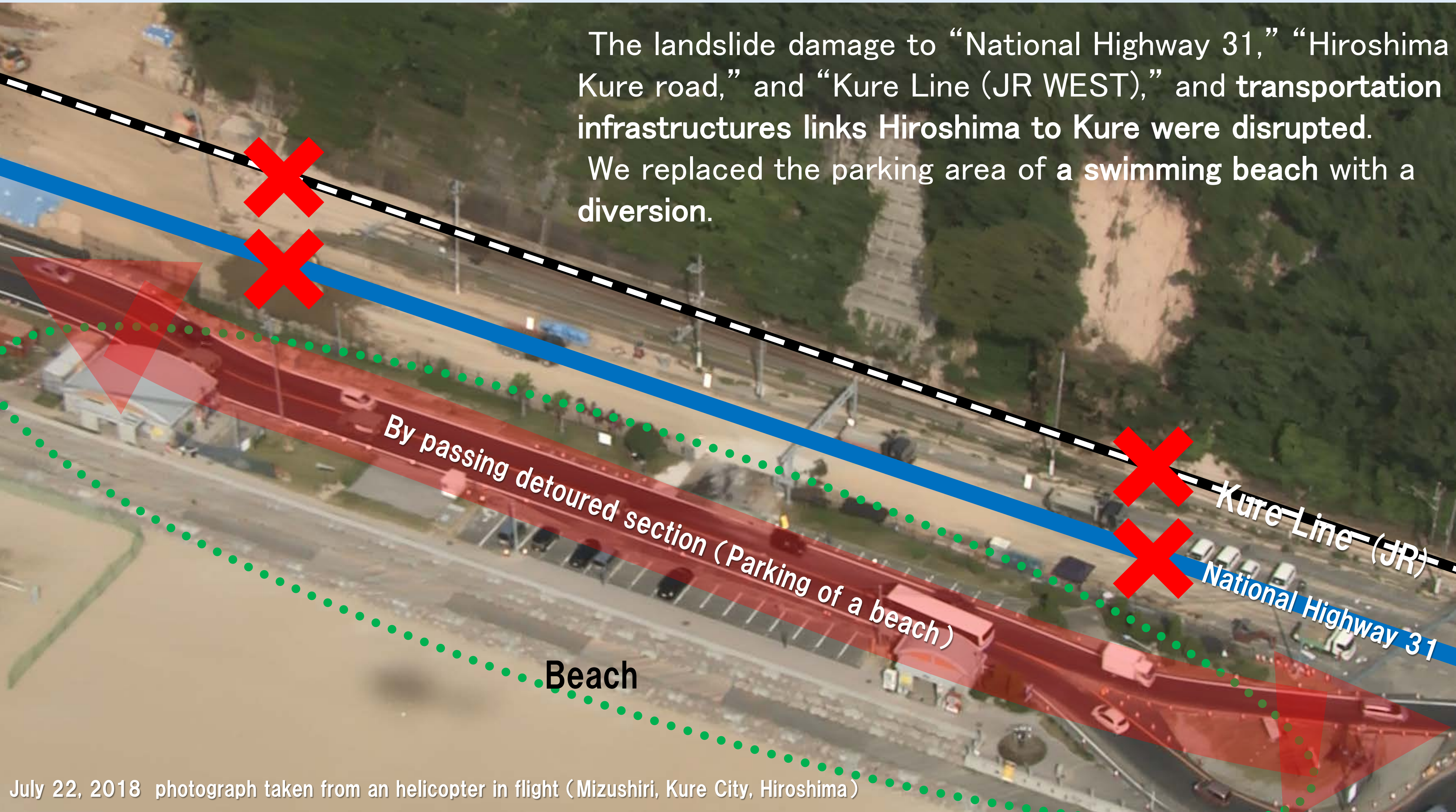
■ After the maintenance of the detour (Photo: 12 July 2018)



July 6  
22:00  
National Highway 31  
**Blocked**

Only after **5 days**  
The maintenance of the bypassing detour

July 11  
23:00  
**Reopened**



The landslide damage to “National Highway 31,” “Hiroshima Kure road,” and “Kure Line (JR WEST),” and transportation infrastructures links Hiroshima to Kure were disrupted. We replaced the parking area of a swimming beach with a diversion.

Keep in mind

~How we responded to “the heavy rain disaster in July 2018”~

# Floating garbage on the sea traffic

## Secure the safety of an ocean lane

by a marine environment maintenance ship

“The heavy rain disaster in July 2018” brought a large amount of driftwood and debris to Hiroshima Bay and the Inland Sea.

For the safety of ocean lane, we collected driftwood and floating debris by collected marine environment maintenance ships. The amount of debris reacted well over **1,700m<sup>3</sup>**. This amounts to the entire debris collection of the last year (2017).



**To secure the safety of an ocean lane and transport relief supplies**

