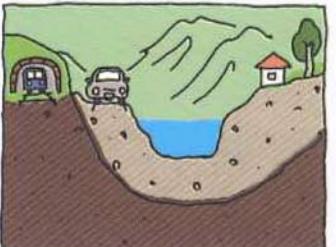


## What would happen if there were a Kamenose landslide?

### Expected effects

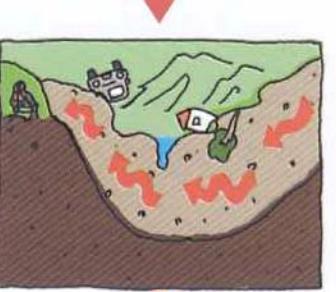


### Resulting damage

- Direct damage resulting from the landslide**
- (1) Damage to homes, fields, and roads within the landslide area
  - (2) Transportation cut off by damage to Route 25
  - (3) Danger that the main JR Kansai railway (Yamatoji Line) tunnel near the end of the landslide might collapse

### Landslide!

The riverbed of the Yamato River is lifted up, reducing the width of the river.



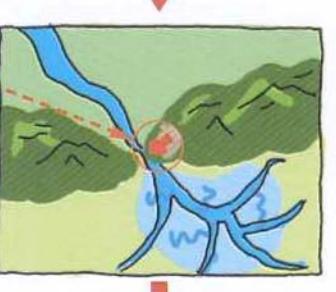
### Indirect damage resulting from the landslide

Because a portion of the surface of rupture crosses under the Yamato River, it is expected that the riverbed will be uplifted. This will reduce the width of the river, blocking the channel and forming what is known as a "natural dam," resulting in flood damage.

- (1) Flood damage resulting from flooding of the Nara Basin upstream
- (2) Flood damage downstream in the Osaka Plains resulting from collapse of the natural dam

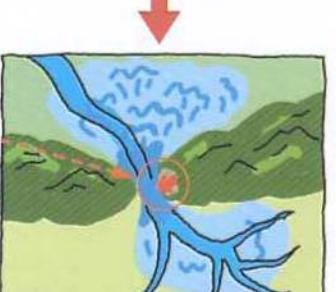
### Formation of a natural dam

The river becomes dammed.



### Submerging of upstream areas

Water backs up behind the natural dam.



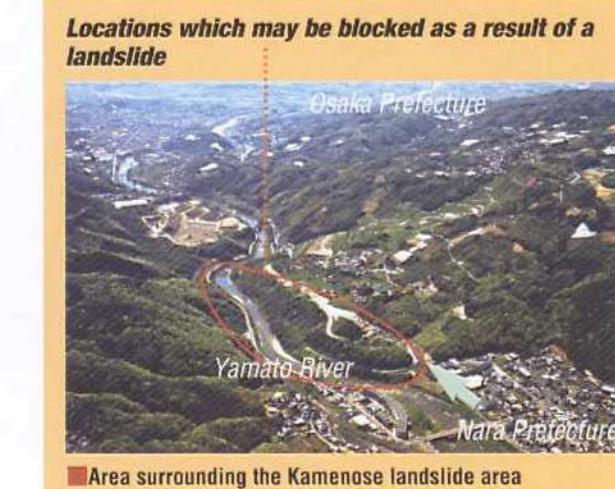
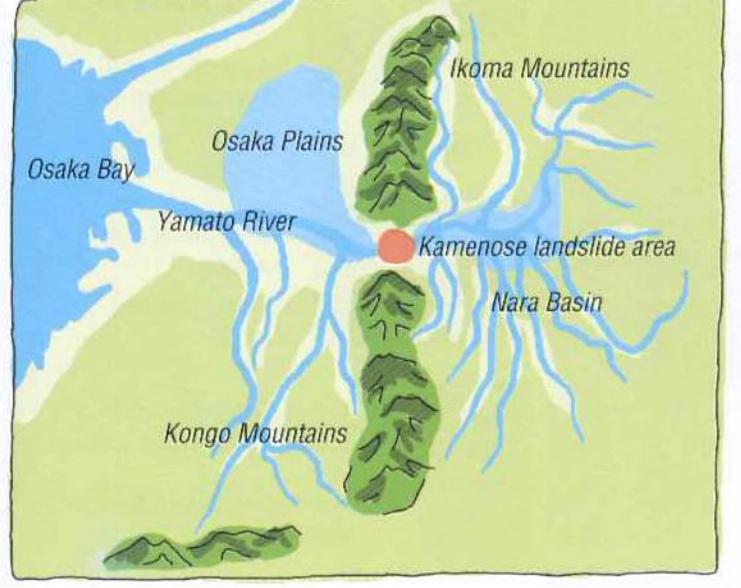
### Collapse of the natural dam

The natural dam collapses.



### Flood damage downstream

Flood damage occurs downstream.



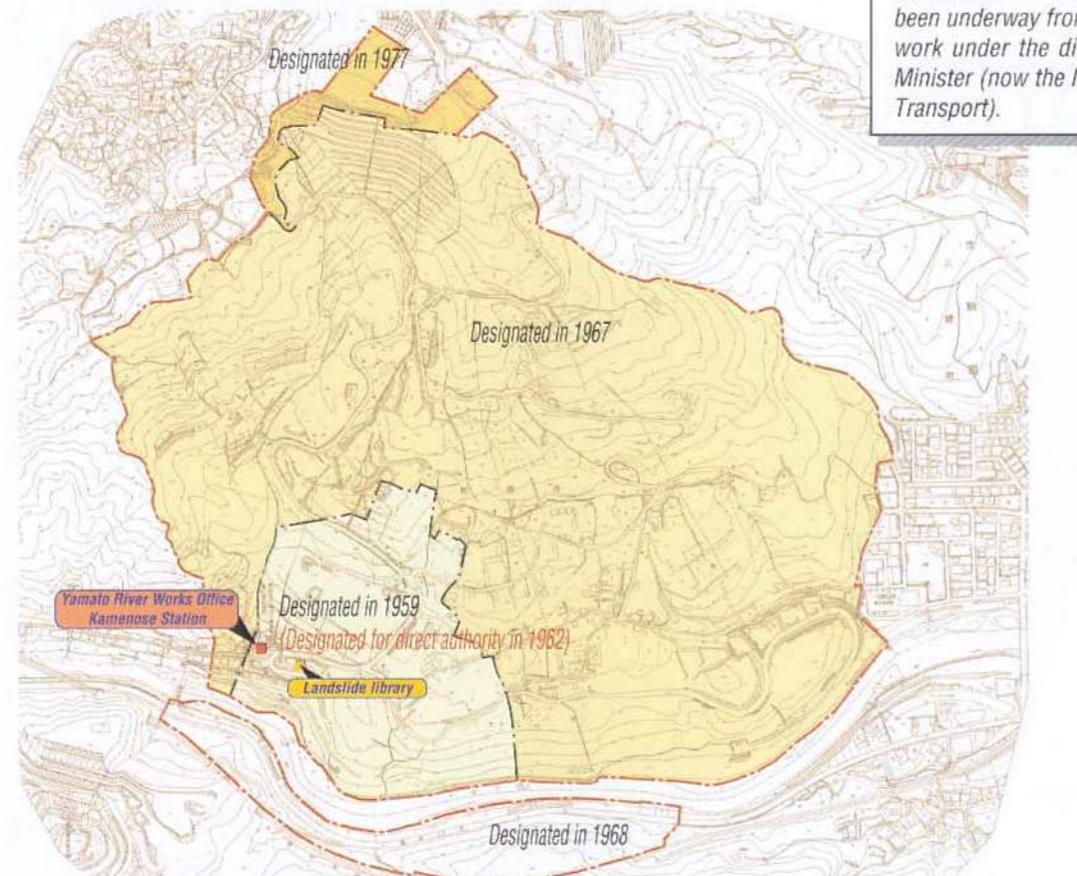
### Locations which may be blocked as a result of a landslide

Because a portion of the surface of rupture crosses under the Yamato River, it is expected that the riverbed will be uplifted. This will reduce the width of the river, blocking the channel and forming what is known as a "natural dam," resulting in flood damage.

### Designation of landslide prevention areas and direct-administration areas

Landslide prevention areas		Direct-administration areas		Remarks
Area (ha)	Number and year declared	Area (ha)	Number and year declared	
9.0	October 23, 1959 Ministry of Construction Notification No. 2024	9.0	June 1, 1962 No. 1415	Determined by law of the 1951 - 1952 Shimizudani block landslide and including the subsequent movement activity beginning in 1951.
73.54	June 8, 1967 No. 754	73.54	December 26, 1967 No. 4837	Determined by (1) clarification of the settled area by survey of the neighboring area at the time of the 1951 - 1952 Shimizudani block landslide, and (2) the 1967 landslide.
9.05	February 5, 1968 No. 118			Determined by concerns over landslide damage in 1967.
2.7	February 28, 1977 No. 186	2.7	February 26, 1977 No. 186	Determined by permanent measure to unify rear area of slide mass on existing landslide area.
<b>Total</b>		<b>Total</b>		
85.24 ha		85.24 ha		
Osaka Prefecture		Osaka Prefecture		
9.05 ha				

In recognition of the fact that the Kamenose landslide area is of particular importance to the maintenance of the national infrastructure, mitigation measures have been underway from 1962, in the form of construction work under the direct authority of the Construction Minister (now the Minister of Land, Infrastructure and Transport).



### Kamenose Landslide Area Library

Those persons who would like to learn more detail about the contents introduced in this pamphlet should please visit the Kamenose Landslide Area Library. This facility presents the records of the Kamenose Landslide Area in an easy-to-understand manner, using panels and model displays. This important facility allows visitors to learn about a broad range of information including the causes of landslides, the history of the area, the locations of past damages, and the prevention projects that are currently being implemented.

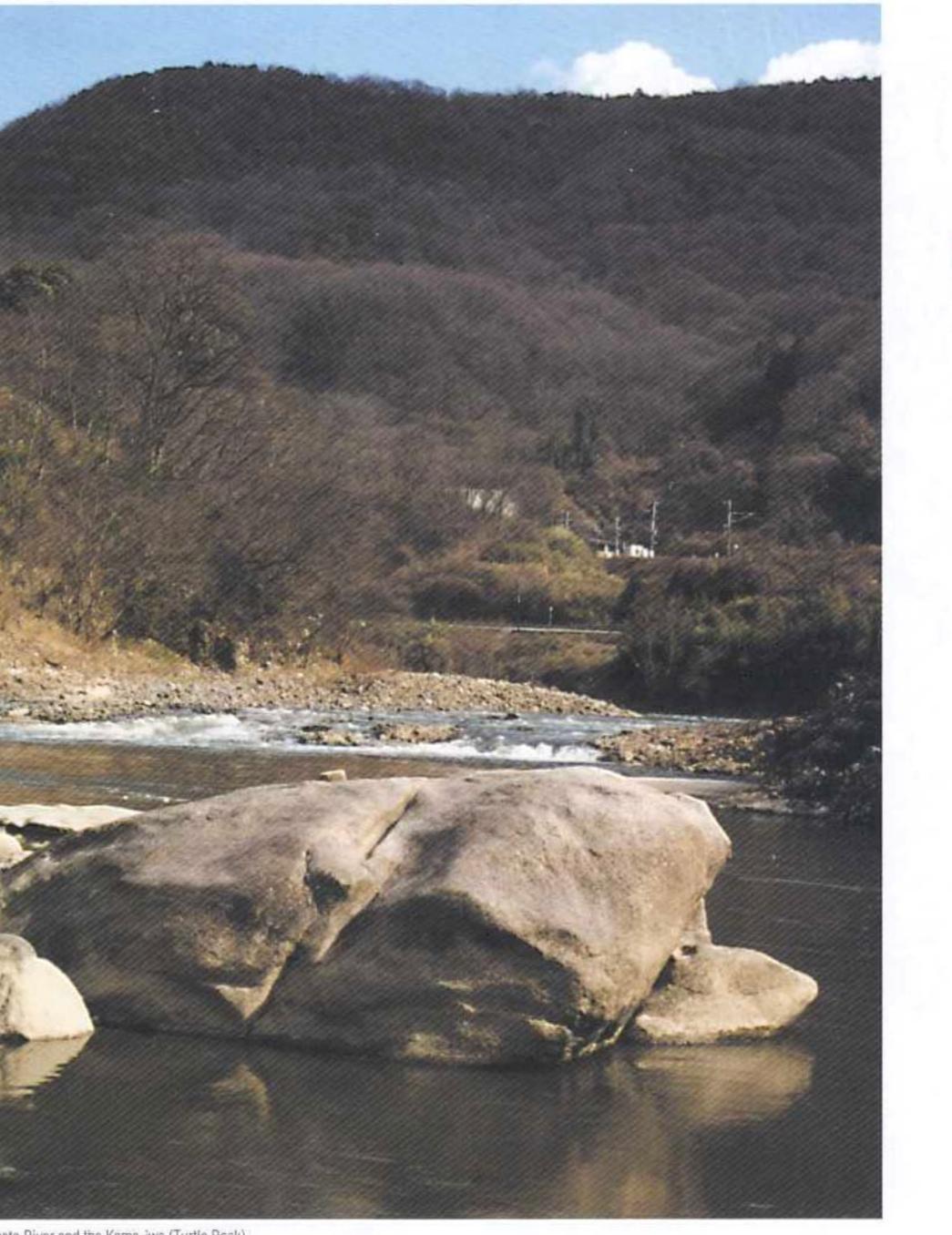
Persons who would like to visit this facility are requested to contact the library.

Please contact freely:

(Yamato River Construction Bureau, Second Engineering Works Department, Number 1 Survey Section)  
TEL: 0729-711-1391

home page address  
<http://www.yamato.kkr.mlit.go.jp/>

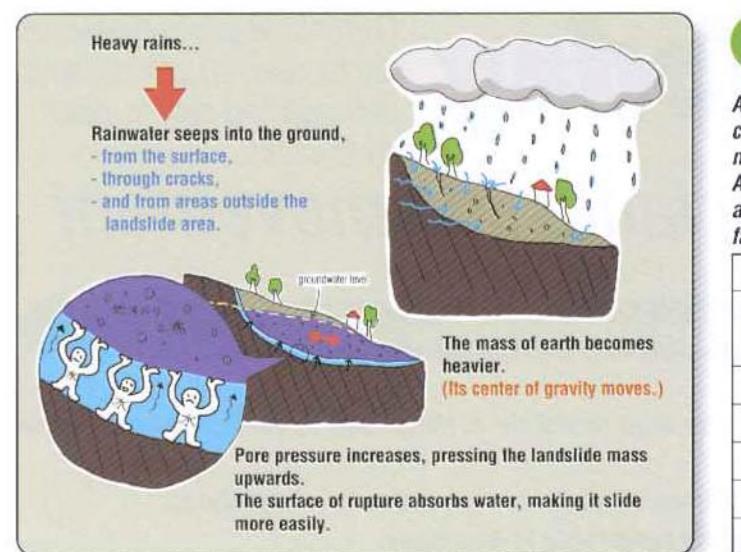
Created November 2002



The Kamenose landslide area is located on the right bank of a valley formed by the Yamato River as it flows from the Nara Basin to the Osaka Plains. This river forms the border between Nara and Osaka prefectures.

In the Manyo era (7th century), Kamenose was known as Tatsutagoe, and has since been known as a strategic transportation choke point. In more recent times, Kamenose has fulfilled an important role in transportation, including the transport of farm produce, fertilizer, and other products between Nara and Osaka by ship. Currently, Kamenose remains an important point for transportation between Osaka and Nara, where both Route 25 and the JR Yamatoji line main JR Kansai railway run side-by-side along the left bank of the Yamato River.

# Kamenose Landslide Mitigation Measures



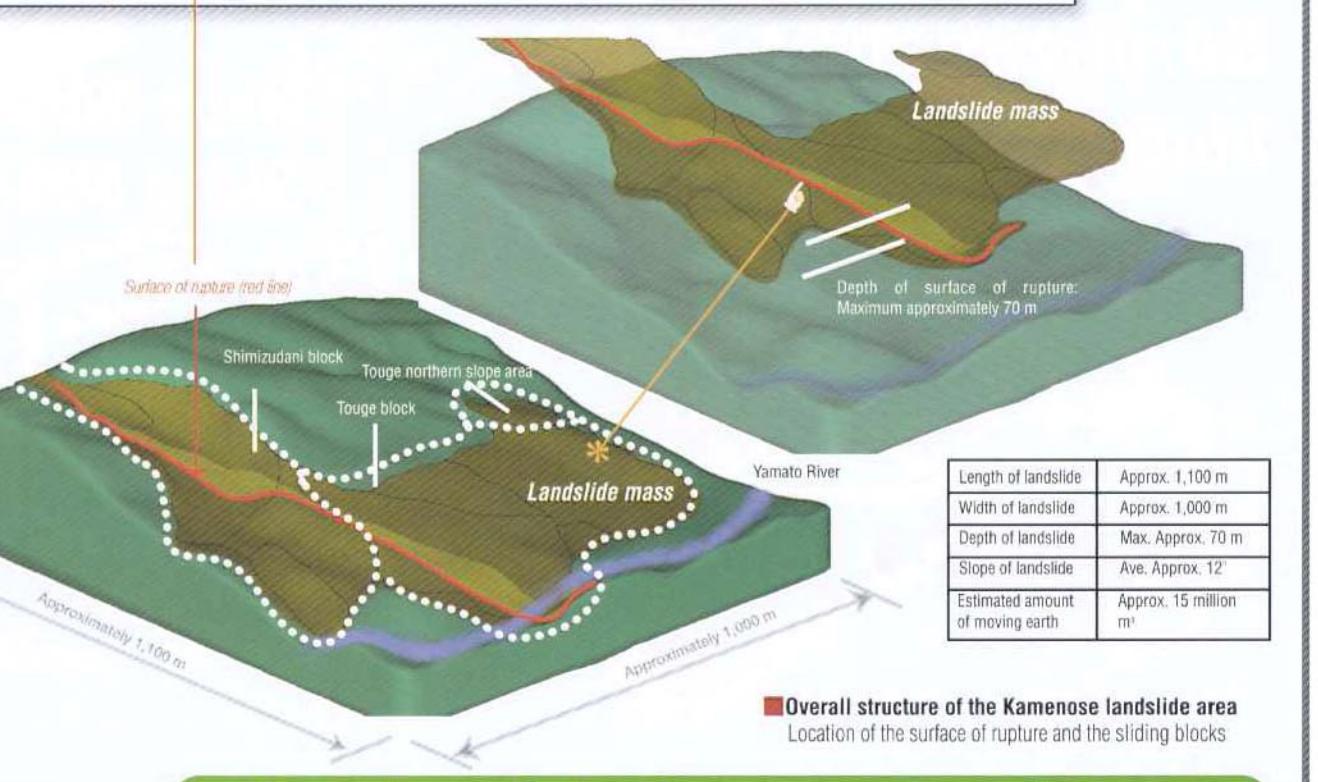
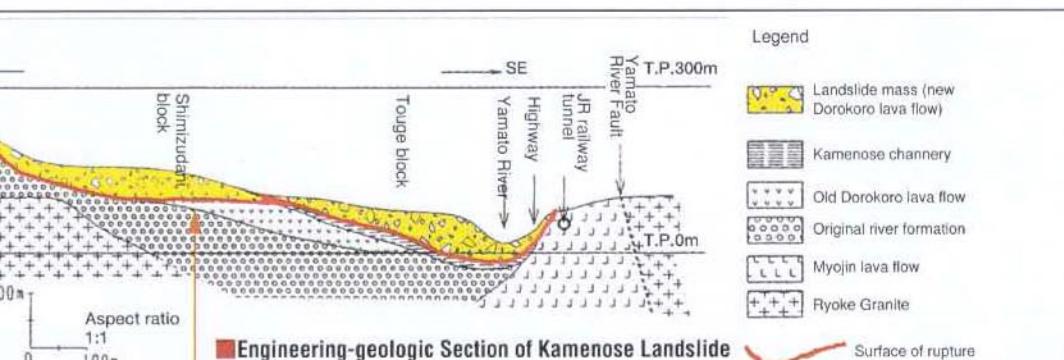
A landslide is a phenomenon which occurs when the top part of a layer of clay or other layer which slides easily (surface of rupture) begins to slowly move due to the effects of groundwater and other factors.

Although both are generally referred to as landslides, the table below shows a comparison between the type of landslide (slow landslide) and a slope failure (sudden landslide).

Landslide	Slope failure
A surface movement forms in a particular soil type or location in the soil structure. The ground itself becomes tilted.	Widening causes the earth near the surface to deteriorate, leading to a collapse.
Geography	Geographical slopes of 30° or less
Nature of activity	Continuous and recurring
Earth conditions	Little movement. Clouds move while crossing their original paths.
Contributing factors	Affected by groundwater.
Preliminary signs	Cracking sinking, upheaval, groundwater fluctuations

## Geology of The Kamenose area

The Formation in the Kamenose area is composed of Tertiary volcanic rocks and sedimentary rocks, on top of a few layers of shale that has altered and become clayey. Crustal movement then results in a slope forming in the direction of the Yamato River. It also appears that other factors, including activity of the Yamato River fault and erosion of the mountain spurs by the Yamato River, are also involved.



## Overview of the Kamenose landslide area

Yamato River Works Office, Kinki Regional Development Bureau, Ministry of Land, Infrastructure and Transport

Diagram showing a conceptual measurement system (GPS) and monitoring sensors.

Diagram showing the GPS landslide monitoring system for the future.

Diagram showing the GPS landslide monitoring system for the future.

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# Kamenose Today

## Reducing and stopping landslide movement

Current mitigation measures are focused on groundwater drainage and cast-in-place shaft works.

### Overview of landslide mitigation measures

"Landslide mitigation measures" are undertaken to reduce or stop landslide activity, and to prevent damage from occurring.

Landslide mitigation measures can be broadly divided into two types of works: **control** and **restraint** measures.

The following constitute the primary mitigation measures that are undertaken at Kamenose.

A broad range of investigations is used to determine the landslide movement block, form and location of the surface of rupture, groundwater distribution, groundwater level, and other factors. Several restraint methods are considered, and these are applied in combination as necessary in the landslide mitigation measures.

