



Photo 6 Collapsed Two Story "Bunka Apartment"
In the back there is a SRC building with no damage
Hyogo Prefectural Government



Photo 7 Traditional Wooden Column and Heavy Roof Shrine Collapsed
In the back another undamaged SRC building
Hyogo Prefectural Government



Photo 8 Ground Floor Collapse of Steel Structure Building
Ground floor with not enough structural walls gave in
Kobe Municipal Office



Photo 9 Damage to the Middle Floor of SRC Building
The new building next to it has no structural damage
Hyogo Prefectural Government

1800's and early 1900's when the port of Kobe was opened to international commerce, and which had added historic value to the City of Kobe - were all destroyed.

D. Damage to Transportation Systems

The earthquake caused structural damage to railroads and highways and paralyzed the efficient transportation network which had enabled this densely populated metropolis to operate. Most structural damage was to elevated sections and to bridges. The Port of Kobe, which forms the economic base of Kobe and supports the trade-oriented Japanese economy, suffered heavy damage and disrupted the flow of commodities both in Japan and also abroad to Japan's trade partners.

1) Damage to the railway system

The following railway lines suffered structural damage and halted operations immediately after the earthquake:

- Shinkansen (bullet train system)
- JR (nationwide rail system) Tokaido, Sanyo and Fukuchiyama lines
- Hankyu Kobe, Itami, Imazu, Takarazuka lines
- Hanshin Honsen line
- Kobedentetsu Arima, Awao, Sanda lines
- Kobe City Subway Yamate line
- Kobekosokutetsudo Tozai line
- Kobeshinkootsuo (lightweight rail) Port Island, Rokko Island lines

2) Damage to highway and national artery road system

The following highways and national artery roads suffered structural damage and were impassable:

- Hanshin expressway Kobe route
- Hanshin expressway Wangan route
- Meishin Highway
- Chugoku Highway
- National Artery Road No. 2
- National Artery Road No. 43

As shown in Figures 3 and 4, this structural damage cut off the vital links between Kobe and Osaka as well as between eastern and western Japan. The daily average of 1.34 million people and 606,000 vehicles no longer had access to these transportation networks, paralyzing the metropolitan area and greatly hampering immediate relief efforts. Also, trunk and feeder roads were cut by debris from collapsed houses and buildings. Public roads were impassable in a total of 9,403 locations. Given the high density of houses and buildings and the number of road-blocks, numerous neighborhoods were accessible only by foot or bicycle.