

多種多様な交通アクセスルートが確保され、地震災害での孤立化を防ぎます。

Access is possible through a wide variety of transportation methods. This is to prevent the area from being cut off from the outside world after an earthquake.

臨海副都心のアクセスルートは、道路、鉄道、海上輸送のさまざまなルートが整備、確保されており、地震災害においても孤立化することはありません。

The waterfront city center can be accessed through roads, railways, and maritime transport, and the routes for these forms of transportation are maintained regularly, so the area will not be isolated following an earthquake disaster.

新交通システム(ゆりかもめ)の安全性 Safety Features of The New Yurikamome Transportation System

新交通システムの土木構造物は、関東大震災レベルの大地震に対しても破壊しないような地震設計を行っています。
支柱の基礎は、地盤深くまで打ち込むなどの液状化対策も実施しています。

This new public works transportation system has been developed to withstand the force of an earthquake on the scale of the Great Kanto Earthquake of 1923. The braced foundation has a base deep underground to prevent liquefaction as well.

鉄道(東京臨海高速鉄道)の安全性 Railway System Safety Features (Tokyo Waterfront Area Rapid Transit)

臨海高速鉄道は、運輸省の土木学会および建築学会などの基準に基づき、設計されています。
関東大震災レベルの大震災にも耐えられるよう設計され、液状化対策にも万全を期しています。

The Tokyo Waterfront Area Rapid Transit system was designed according to the standards established by the Ministry of Transport, Japan Society of Civil Engineers, and the Japan Society of Architects. It is built to withstand even an earthquake as strong as the Great Kanto Earthquake of 1923, with additional countermeasures to make absolutely sure that there will be no problems with liquefaction.

道路の安全性 Road System Safety Features

首都高速道路や臨海副都心の内外を結ぶ橋梁については、道路橋示方書などの基準に従って、
液状化対策を含む耐震設計を十分に行っています。

The Shuto Expressway and bridges connecting the inside and outside of the waterfront city center are built according to the standards of the Specifications for Highway Bridges, and constructed with ample consideration for both earthquake resistance and liquefaction countermeasures.