



やさしい日本語版・英語版
Easy Japanese/English

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約 1,000 人が参加した建設促進総決起大会

北陸新幹線は、日本に元気をもたらし地方創生を促進する重要な国家プロジェクトです。未決定の福井県敦賀市以西のルートについて、亀岡市・南丹市・京丹波町は、同県小浜市から本市を通る「小浜ルート」の実現に向け、一致団結して取り組みを進めています。

The Hokuriku Shinkansen (Hokuriku Region Bullet Train) is an important national project that invigorates the country and promotes regional revitalization. With regards to the tentative route westward of Tsuruga City, Fukui Prefecture, Kameoka city, Nantan city, Kyōtamba Town have banded together to work towards the realization of an "Obama route" that passes through our city from Obama City, Fukui Prefecture.

小浜ルート実現に向けて
長年の取り組みを展開

いよいよ新幹線！
40 年来の夢を
結実させよう！

Finally, the Shinkansen!
Let's make this 40-Year
Dream a Reality!



北陸新幹線小浜ルート建設の実現を！

Towards the Realization of the Obama Route
Developing Initiatives for the Long Run

北陸新幹線は、上信越・北陸地方を経由して首都圏と近畿圏を結ぶ計画の高速鉄道路線として、昭和 47 年に基本計画が決定されました。東海道新幹線の代替機能を果たすとともに、高速交通ネットワークの形成により沿線地域全体の発展に寄与するものとして大きな期待が寄せられています。

In 1972 (Showa 47), the basic plan for the Hokuriku Shinkansen, an express railway line that is part of the plan to connect the Tokyo metropolitan region and the Kinki region via the Joshin-etsu・Hokuriku area, came into effect. Not only does it serve as an alternative to the Tokaido Shinkansen, it holds great promise as the formation of such a high-speed transportation network will help contribute to the development of the areas along the railway network.

平成 27 年 3 月に東京・金沢間の運行を開始し、平成 34 年度に金沢・敦賀間の開業が予定されています。敦賀以西のルートについては、昭和 48 年、国において、小浜市付近を主要な経路とし、大阪に至る整備計画「小浜ルート」が決定。亀岡市は、同年 8 月、南丹市・京丹波町（当時は亀岡市・船井郡・北桑田郡の 1 市 8 町）とともに「北陸新幹線口丹波建設促進協議会」を設立し、以来、早期実現に向けて活動を長期間にわたり展開してきました。

Service between Tokyo and Kanazawa officially opened on March 2015 (Heisei 27) and service between Kanazawa and Tsuruga is scheduled to open on the fiscal year of 2022 (Heisei 34). With regards to the route westward of Tsuruga, the areas around Obama city were identified as

important points of passage in the country in 1973 (Showa 48) and a development plan for a route ending in Osaka, the “Obama Route,” was put into place. In August of the same year, Kameoka city, along with Nantan city and Kyōtamba town (At that time, this refers to the 1 city and 8 towns of Kameoka city, Funai District, and the now defunct Kitakuwada District), established the “Hokuriku Shinkansen Kuchi-tamba* Construction Promotion Committee” which ever since, developed long-term activities to promote the early realization of the Hokuriku Shinkansen.

*Kuchi-tamba: Refers to cities, districts and towns located at the ‘entrance’ of the Tamba region.

建設促進総決起大会を開催

The Opening of the Construction Promotion Grand Rally

しかし最近になって、この「小浜ルート」の他に複数のルートが候補に挙がっています。敦賀から大津に至る「湖西ルート」、米原に至る「米原ルート」に加え、小浜から京都に至るルート、小浜から舞鶴、京都經由で関西国際空港に至るルートがそれぞれ提案され、決定に向け検討されています。そのような中で、特に「小浜ルート」は国の整備計画において決定された唯一の公式ルートであり、本市をはじめ口丹波地域全体の総意として、実現を強くアピールしていく必要があります。そこで2月11日、ガレリアかめおかにおいて「2016 北陸新幹線小浜ルート建設促進総決起大会」(北陸新幹線口丹波建設促進協議会〈京都丹波基幹交通整備協議会〉主催)を開催。本市をはじめ南丹市、京丹波町、京都府内、小浜市の関係者、市民の皆さんなど約 1,000 人が、同ルートの整備と口丹波地域における「(仮称)新京都駅」の建設の実現に向け一堂に結集しました。

However, many other routes aside from the “Obama Route” have been put on the table recently. In addition to the “Kosei Route” stretching from Tsuruga to Otsu and the “Maibara Route” that ends in Maibara, a route from Obama to Kyoto, a route from Obama to Maizuru, through Kyoto and ending in Kansai International Airport have been proposed respectively and are being considered. Amongst all this, the “Obama Route” is the only official route outlined in the country’s development plans and as per the general consensus of the Kuchi-tamba region including our city, there is a need to strongly appeal for the actualization of this route. Therefore, on February 11th, the “2016 Hokuriku Shinkansen Obama Route: Construction Promotion Grand Rally” (Organized by the Hokuriku Shinkansen Kuchi-tamba Construction Promotion Committee <Kyoto Tamba Core Transportation Infrastructure Committee>) was held at the Galleria Kameoka. Numbering at about 1000 people, officials and citizens from our city, Kyōtamba town, Kyoto prefecture and Obama city gathered under one roof to work towards the realization of the construction of the “Shin-Kyoto Station (tentative name),” to outfit the aforementioned route in the Tamba region.

大会第1部では、大阪産業大学工学部教授の波床正敏さんが「新幹線とまちづくり」と題し基調講演。「新幹線の建設は、人的交流や産業振興などに寄与する有力な社会基盤となります。地域の結びつきを深め、地元の資本を活用し、相互に都市としての機能を高めていくことが大切です」と、新幹線の建設が沿線地域の飛躍的な発展につながることを強調されました。

In the first part of the rally, Professor Hatoko Masatoshi from Osaka Sangyo University’s Department of Engineering made a keynote speech based on the theme of “Shinkansen and Town Development.” He said, “The construction of the Shinkansen itself will serve as a powerful social infrastructure that would contribute to human interaction and industrial development. The fact that it will serve to deepen regional ties, put local funds to practical use, and raise each city’s profile is also important.” By doing so, he emphasized how the construction of the Shinkansen will lead to the rapid development of the areas along the railway network.

大会第2部では、同協議会会長でもある桂川市長が、危機管理の観点から災害時に東海道新幹線などの代替ルートとなる「小浜ルート」の必要性を指摘の上、「希望に満ちた未来を拓くため、口丹波地域が進めてきた活動に込められた願いと情熱をしっかりと国に届けます」と力強くあいさつ。続いて「京都丹波地域からのアピール」の後、大会の総意として「北陸新幹線小浜ルート建設促進に関する決議」が採択され、政府および関係当局に対し、当初の整備計画に基づいて「小浜ルート」での建設を決定するよう強く訴求しました。

During the second part of the rally, from a crisis management standpoint, Mayor Katsuragawa, and also Chairman of the Committee, pointed out the necessity of the “Obama Route” as an alternative route to the Tokaido Shinkansen in the event of a disaster. In addition, he also gave a powerful greeting speech where he said, “In order to pave the way for a bright future, I will do my utmost to convey and deliver everyone’s hopes and passion that have been the driving force of the activities undertaken by the Kuchi-tamba region.” Continuing on, after the “Appeal from the Kyoto-Tamba region” session, the “Resolution on the Promotion of the Construction of the Hokuriku Shinkansen, Obama Route” was adopted as the general consensus of the rally. Following that, a strong appeal to the government and relevant authorities for the execution of the construction of the “Obama Route,” as outlined in the original development plan, was made.

大会はクライマックスを迎え、最後に参加者全員で高らかに「ガンバロー」を三唱。沿線地域全体の発展を願う思いが会場に大きく響き、40 年来的口丹波地域の夢の実現に向け、一致団結して取り組んでいく決意を強固なものにしました。

As the rally reached its climax, all participants raised their voices in unison as they gave 3 loud cheers of “Ganbaro (Let’s do our best)!” The desires and hopes of everyone from areas along the railway network resounded through the convention hall. With a new strengthened sense of resolve, everyone was determined to make this 40-year dream a reality.

