

17. 戦災復興と占領期 Period of Occupation and Reconstruction After WWII

Kobe's city center suffered extensive damage from air raids. Following World War II, occupation forces requisitioned buildings and land. As people worked to rebuild their lives, Kobe City drew up a plan to reconstruct the war-torn city and advanced a large-scale land readjustment project.

17-1. 戦後の行政改革 Postwar Administrative Reform

In the immediate aftermath of World War II, Kobe City set about implementing a program of administrative reform. Steps it took included establishing new departments and reducing the number of staff.

17-2. 戦災復興都市計画 Urban Planning to Rebuild from War Damage

The Kobe City Reconstruction Headquarters and Reconstruction Committee were established in 1945. The following year, a plan to rebuild from war damage centering on street and block reorganization was put into action.

17-3. 特別市制 Special City System

In 1947, Kobe City aimed to transition to the Special City System. However, subsequent legal revisions changed the requirements, and it was unable to achieve Special City status.

17-4. 神戸港の移管と発展 Transfer and Development of Kobe Port

The Port and Harbour Act was enacted in 1950, and in 1951, Kobe City became the administrator of Kobe Port. Subsequently, the port developed as a designated special major port.

18. 文化施設の充実 Expansion of Cultural Facilities

Throughout the 1950s, Kobe City worked to expand its cultural facilities. In 1951, it opened Oji Zoo and the Kobe City Museum of Art. Suma Aquarium, which opened in 1957, emphasized educational outreach activities, such as hosting internationally diverse exhibitions and running educational programs for schools.

19. 「山、海へ行く」の都市開発 Urban Development: “Bringing the Mountains to the Sea”

As Kobe's industry recovered during the Japanese economic miracle, the city faced a shortage of land for its port and industrial facilities. This prompted it to undertake land reclamation work in the eastern part of the Port of Kobe. Through development that involved “bringing the mountains to the sea”—in other words, filling the ocean with mountain soil—the city

created coastal industrial zones and residential areas. As a result, the city's land area expanded and its port grew.

20. 道路・鉄道の整備 Development of Roads and Railways

Before World War II, Kobe City had been developing its roads and railways. This resumed after the war, with improvements to transport infrastructure making it even easier for people to get around. Key developments included the opening of National Route 43 in 1965, the Rokko Toll Road, and the Kobe Rapid Transit Railway. These improvements also paved the way for the Bridge of Dreams, a visionary plan put forward by Haraguchi Chujiro, the twelfth mayor of Kobe City, to connect Kobe with Awaji Island.

21. ファッション都市とポートピア'81 Fashion City and Portopia '81

The oil crisis of 1973 delivered a severe blow to Kobe's economy. Seeking to shift its industrial structure away from overreliance on heavy industry, the city declared itself a “fashion city,” positioning lifestyle and cultural industries as its new focus. As a symbol of this vision, Portopia '81 was held on Port Island in 1981, attracting around 16 million visitors. That same year also saw the opening of the Port Liner, an automated driverless train.

22. 福祉都市づくり Welfare-oriented Urban Development

In 1977, Kobe City enacted the Ordinance to Protect the Welfare of Kobe Citizens. In 1989, as part of its centennial celebrations it opened Shiawase-no-Mura (village of happiness), a comprehensive welfare facility in Kita Ward. In this way, Kobe aims to be a welfare city where all citizens can live with peace of mind.

23. 環境保全と消費者問題 Environmental Conservation and Consumer Issues

Kobe City stepped up its environmental conservation efforts in response to pollution and PCB contamination in the 1960s. Actions it took to improve the urban environment included the Green Kobe Project in 1971, followed by the Human Environment City Declaration and the enactment of the Environmental Ordinance the following year. In 1974, it introduced the Consumer Protection Ordinance with the aim of establishing strong consumer rights.