Corporate Profile

IHI Infrastructure Systems Co., Ltd.

IHI Realize your dreams

“Contributing to the development of society through tech nology”

“Human Resources is the only and the largest asset of the company”

Tatara Bridge

Introduction

Under the IHI Group management philosophies, “Contribute to the development of society through technology” and “Human resources are our single most valuable asset”, IHI Infrastructure Systems Co., Ltd. has united exceptional talent and extensive experience to deliver advanced technological capabilities, striving to provide high-quality social infrastructure that ensures safety and peace of mind.
In recent years, in addition to the manufacturing and construction of bridges and floodgates domestically and internationally, we are also actively working on measures to address the aging of social infrastructure and maintenance management issues, which are expected to become increasingly important in the future, in collaboration with our affiliate, IHI Construction Service Co., Ltd.
Furthermore, in global strategic regions, we continue to contribute to solving international issues by aligning our technological strengths and experience with the needs of each country, while promoting collaboration with local industries in those regions.
We remain committed to strengthening our initiatives and expanding our business to fulfill our social responsibilities.
IHI Infrastructure Systems Co., Ltd. ensures compliance and actively works to create a more comfortable working environment and enhance digital infrastructure. United as one team, our executives and employees strive to contribute to the development of both local and international communities, while realizing the IHI Group's vision of “Create a world where nature and technology work in unity”

President
Manabu Inoue

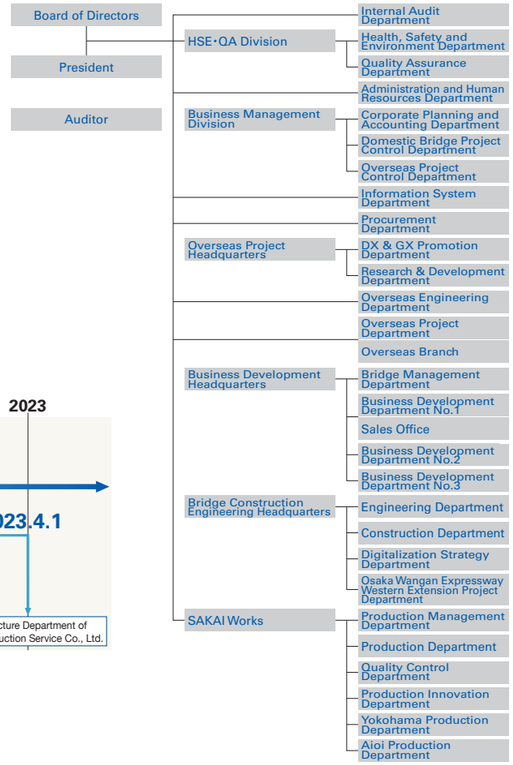
Realize your dreams

Company profile / Organization / History

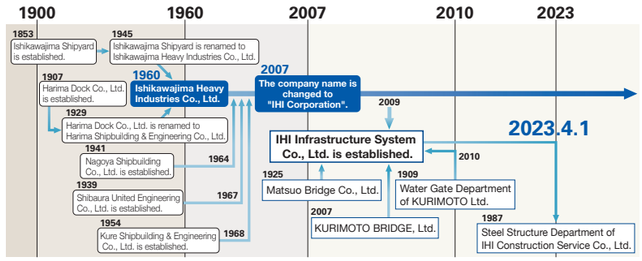
■ Company profile

Name:	IHI Infrastructure Systems Co., Ltd.
Head office:	3 Ohama-nishimachi, Sakai-ku, Sakai city, Osaka 590-0977 Japan TEL:+81-72-223-0981 FAX:+81-72-223-0967
Capital:	1,000 million yen
Representative:	President Manabu Inoue
Employees:	878 (as of April 2025)
Year of establishment:	November 1, 2009
Business activities:	The design, fabrication, construction, assessment, repair, and maintenance of bridges, as well as the fabrication of gates and other steel structures

■ Organization



■ History



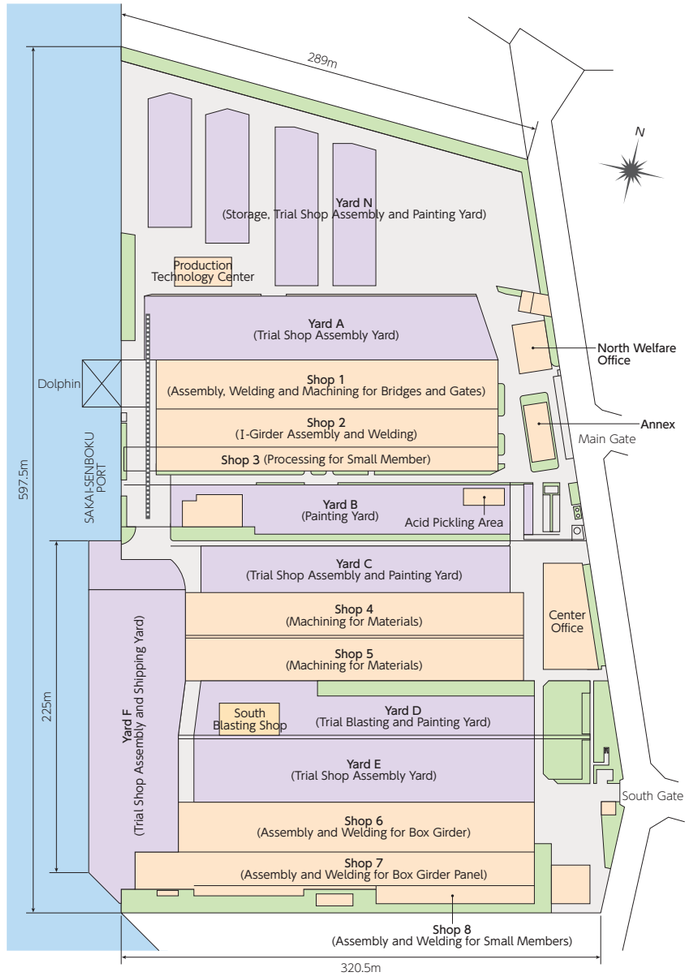
(Head office / Sakai Works on March 2023)

Sakai Works

Sakai Works is located in Osaka Sakai City's coastal industrial zone. With the efficient operational process using BIM system and skilled man power in high technology and technique, the Sakai Works, on a daily basis, provides high quality products and contributes to society by providing safe and reliable social infrastructure maintenance.

Sakai Works, with a total site area of 174,745㎡ is equipped with variety of NC machines, articulated robot systems, automatic steel girder production line, automatic panel production line for box girders, and one of the largest horizontal boring machine in Japan. Outside along the Sakai Semboku Port is a 225m long wharf equipped with 200 ton jib crane. The factory has a significant aspect for constructing large-scale structures, such as steel bridges and dams and river gates, and also suitable for marine transport using a crane vessel.

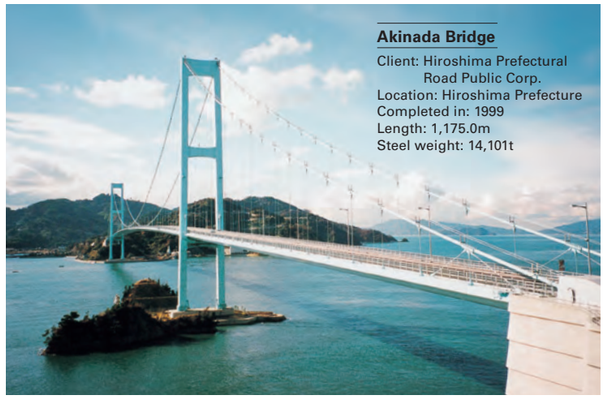
As in the past, today Sakai Works' products and technologies that support society will be introduced widely to both Japan and overseas.



Bridge projects (in Japan)

Akashi-Kaikyo Bridge
Client: Honshu-Shikoku Bridge Authority
Location: Hyogo Prefecture
Completed in: 1997
Length: 3,911.1m
Steel weight: 178,138t

Daini Ondo Bridge
Client: Hiroshima Prefecture
Location: 8 Kegoya, Kure city, Hiroshima Prefecture-1 Tsuboi, Onndo-machi
Completed in: 2011
Length: 292m
Steel weight: 4,764t



Akinada Bridge
Client: Hiroshima Prefectural Road Public Corp.
Location: Hiroshima Prefecture
Completed in: 1999
Length: 1,175.0m
Steel weight: 14,101t

Yuri Bridge
Client: Yurihonjo city, Akita Prefecture
Location: Yurihonjo city, Akita Prefecture
Completed in: 2013
Length: 190.5m
Steel weight: 2,614t

Hakucho Bridge
Client: Hokkaido Regional Development Bureau
Location: Hokkaido
Completed in: 1996
Length: 1,380.0m
Steel weight: 19,766t

Iwakurojima Bridge (Great Seto Bridge)
Client: Honshu-Shikoku Bridge Authority
Location: Kagawa Prefecture
Completed in: 1986
Length: 720m
Steel weight: 33,258t

Uminomori Bridge
Client: Tokyo
Location: Tokyo
Completed in: 2020
Length: 249.5m
Steel weight: 6,337t

Asakegawa Bridge
Client: NEXCO Central Nagoya Branch office
Location: Mie Prefecture
Completed in: 2016
Length: 325m
Steel weight: 4,766t

Tsukiji Bridge
Client: Tokyo
Location: Tokyo
Completed in: 2014
Length: 245m
Steel weight: 5,525t

Shirogane Bridge
Client: Hokkaido Regional Development Bureau
Location: Yubari city, Hokkaido
Completed in: 2013
Length: 174m
Steel weight: 903t

Bridge projects (in Japan)

Tokyo Bay Aqua-Line
Client: Trans-Tokyo Bay Highway Corporation
Location: Tokyo, Chiba Prefecture
Completed in: 1996
Length: 4,384.4m
Steel weight: 24,424t

Sekiguchi Bridge
Client: NEXCO Central
Location: Sekiguchi, Atsugi city, Kanagawa Prefecture
Completed in: 2013
Length: 289m, 55m
Steel weight: 3,209t

Namamugi JCT
Client: Shuto Expressway Co., Ltd.
Location: Tsurumi Ward, Yokohama City
Completed in: 2016
Length: 336m (Up main road, outer loop), 340m (Down main road, inner loop), 299.87m (B connecting road), 292.716m (D connecting road), 86.86m (Kishitani-Namamugi Line), Pier
Steel weight: 10,280t

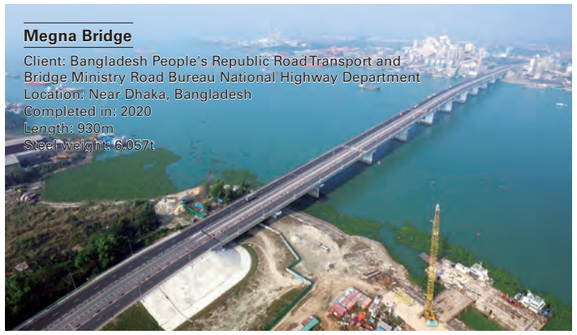
Hinoki North Elevated Bridge
Hinoki Central Elevated Bridge
Hinoki South Elevated Bridge
Nakasone Elevated Bridge
Client: Chubu Regional Bureau, Ministry of Land, Infrastructure, Transport and Tourism
Location: Hinoki-cho, Ogaki city, Gifu Prefecture
Completed in: 2012
Length: 284m, 143m, 162.5m, 185m, 289m
Steel weight: 2,178t 2,103t 1,483t 1,275t

Bridge projects (Overseas)

Osman Gazi Bridge (Izmit Bay Crossing Bridge)
Client: Directorate-General of Road Transport Regulation, Ministry of Transport Maritime Affairs and Communications, Republic of Turkey
Location: Gulf of Izmit, Republic of Turkey
Completed in: 2016
Length: 2,682m
Steel weight: 70,490t (main towers, bridge beam, cables)

Nhật Tân Bridge
Client: Ministry of Transport of Vietnam
Location: Hanoi, Vietnam
Completed in: 2014
Length: 1,500m
Steel weight: 14,500t

Second Bosporus Bridge
Client: The Ministry of Transportation of the Republic of Turkey
Location: Istanbul, Turkey
Completed in: 1988
Length: 1,090m
Steel weight: 32,000t



Megna Bridge
Client: Bangladesh People's Republic Road Transport and Bridge Ministry Road Bureau National Highway Department
Location: Near Dhaka, Bangladesh
Completed in: 2020
Length: 930m
Steel weight: 6,057t

Huey P Long Bridge Widening
Client: Louisiana Department of Transportation and Development
Location: Louisiana, U.S.A.
Completed in: 2012
Length: 726m
Steel weight: 16,000t

Bridge maintenance

We are urged by society to effectively utilize existing social capital stock and extend its lifetime. Our challenges include not only repairing bridges deteriorated and damaged over years to restore their original state, but also reinforcing and remodeling them to improve their performance for increasing traffic volumes, seismic proof and other future demands.

Seismic reinforcement work

Seismic reinforcement work on Arakawa Wangan Bridge

Remodeled the intermediate support point area of the Arakawa Wangan Bridge (7 span Cantilever truss, total span: 840m) to secure resistance from Level 2 earthquakes (of the offshore Southern Hyogo Prefecture earthquake class)

Client: Metropolitan Expressway Company Limited

Improved earthquake resistance of bearings and couplers

Replaced bearings with a reaction force of 10,000 KN, and installed a bridge collapse prevention device to improve the earthquake resistance of the bridge.

Before (Pivot roller bearings) → **After** (Rubber bearings)

Client: Metropolitan Expressway Company Limited

Seismic reinforcement work overseas

IHI Infrastructure carried out large-scale bridge seismic reinforcement projects in Istanbul, Turkey. To provide for the future massive earthquakes, we have completed the seismic strengthening project that consists of four sections, including the first and second Bosporus bridges.

Client: Ministry of Public Works, Republic of Turkey

Reinforcement of corners and supporting points of steel bridges

Reinforced the corners and supporting points of a steel bridge over 40 years old located on the Metropolitan Expressway, in order to maintain safety and driving comfort.

Client: Metropolitan Expressway Company Limited

Widening

Widening work is carried out in order to mitigate chronic congestion on expressways. Projects in city centers require considerably challenging design, fabrication and implementation techniques, as they involve the renovation of structures within limited space while ensuring continuous traffic flow.

Client: Nagoya Expressway

Bridge maintenance projects

Sabane Bridge (Upgrade of Seismic Performance)

Client: Yamagata Prefecture
Location: Obanazawa City, Yamagata Prefecture
Construction overview: Replacement of Bearing
Completed in: February 2016

Wakato Bridge (Rehabilitation)

Client: Kitakyushu City Road public corporation
Location: Kitakyushu City, Fukuoka Prefecture
Construction overview: Connection of Stell Deck
Reinforcement of Truss Beam
Completed in: October 2017

Wakato Bridge (Rehabilitation)

Client: Kitakyushu City Road public corporation
Location: Kitakyushu City, Fukuoka Prefecture
Construction overview: Replacement of hannger,
Cable-Band Bolt etc
Completed in: October 2012

Rainbow Bridge (Rehabilitation)

Client: Metropolitan Expressway Company Limited
Location: Minato-ku, Tokyo
Construction overview: Repaint of Main Cable
Construction overview: Coking the cable band
Completed in: September 2016

1st & 2nd Bosphorus Bridge Rehabilitation Project

Client: Ministry of Public Works and Settlement, Turkey
Location: Istanbul, Turkey
Construction overview: Replacemento of Hanger Cables, Main Cable Wrapping etc
Installation of Dehumidification System
Completed in: April 2016

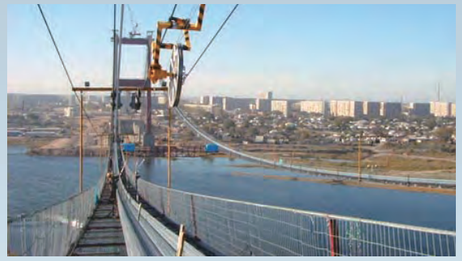
Arakawa-Wangan Bridge (Upgrade of Seismic Performance)

Client: Metropolitan Expressway Company Limited
Location: Koto-ku, Tokyo
Construction overview: Reinforcement of Truss Point
Installation of Damper
Installation of bridhe collapse prevention device
Completed in: March 2013

Erection

Introduction of our cutting-edge technologies in erection

Erection of cables of suspension bridge



Air spinning (AS) construction method

World's top class suspension bridge cable "Aerial erection technology"

The cable erection of a suspension bridge has two methods - namely, the Air Spinning (AS) method and the Pre-fabricated Parallel Wire Strand (PPWS) method.
The Air Spinning Method is a method to erect cables, by spinning small 5 mm dimension wires one by one. We use the low tension control method, in order to ensure quality and workability. Unlike other manufacturers, we have experience in the erection of overseas suspension bridges using the AS method. Through long experience, we have developed and established know-how on the AS method, including quality control, high-speed erection, adaptation to longer span bridges, and improved AS erection machineries which enable 24 hours seamless operation.

Overhanging erections for cable stayed bridges

Balancing erection method

"Floating balance toy"

The usual method for the construction of cable stayed bridges is to erect the girders in the side span at first, and then to erect the center span by the cantilever erection method. However, this method requires an underwater bent for the erection of the side span, and this can have a substantial effect on the environment.
We provide a solution to this problem by the "Balancing Erection Method", where the main girder is erected from a tower, to both sides of the axis direction, by using a "Diagonal Bent". This method does not require an underwater bent. Although this may look like some kind of balancing toy, and you may think it is unstable, actually good stability is secured by applying our advanced position control technologies. This erection method is stable even during an earthquake or typhoon.

Cable erection method

Straight-line cable erection method

Making the erection of arches more efficient by using preload

The cable erection method is extremely challenging and labor-intensive, and typically adopted in constructing arches. Here, the bridge body is suspended by hanger cables from a main cable fixed between pylons, meaning the deflection may constantly changes according to each step of erection, and requiring the length of the hanger cables to be frequently adjusted.
In traditional cases, the left and right sides of the bridge body shall be constructed alternately; but by changing the erection sequence to complete one side first, improved method can shorten the moving distance of the workers and minimize the adjustment work of hanger cables by preload.

Batch setting of large blocks using a heavy-duty carrier

Batch setting of large blocks using a heavy-duty carrier

Making narrow areas passable by changing the motions of large carriers on both sides

This method is adopted in many projects for erecting girders on express way or major roads, located with constrained conditions such as a lack of work space for setting up, insufficient capabilities of large cranes, or limited time for erection (e.g. one-night erection.)
Erection work in such cases requires special techniques to transport girders to the correct erection position, avoiding obstacles that may exist on the left, right, top or bottom.
Normally, heavy-duty carrier on both sides are connected by steel bars to fix their interval.
Now, by using a developed sequence to control each vehicle positions, the vehicle motions can be changed by keeping fixed distance between each carriers.
Consequently, the relative position of the carriers can be independently adjusted for pitch and roll, which has expanded the feasible scope of erection work in the case that the width of the transport pathways are constrained.

Large block erection

Erection of large blocks using floating cranes

Large blocks are erected all at once

The floating crane method is a major large-block erection method. When a large block, if long or deformed, is lifted, the girder will cause substantial deformation from the initial lifting until the end of erection another deformation may occur from temperature changes. Simulating these deformations or stress states of the girder in advance will help to ensure safe and accurate erection.

Fast launching erection over heavy traffic

Fast launching erection over heavy traffic

Faster and safer erection above heavy traffic

The launching method means erecting bridge girders fabricated beside the point of erection by launching. With this approach, erection above an existing road, which ordinarily required road closure over three nights, can be completed in one night. We have accumulated expertise on safe erection within short periods of time, even for multi-width bridges, curved girders or other complex conditions. This method thus significantly helps to reduce traffic congestion caused by traffic regulation, and to prevent bad impact on distribution systems.

TRIAS

TRIAS is a generalized assembly bridge which can be constructed rapidly and economically.
It can be installed so quickly and easily in any kind of field that it functions as an emergency bridge and transports heavy vehicles immediately.
There are two types of TRIAS: the I-shaped girder type and the truss type, and both of them can be used for various purposes, such as post-disaster recovery or access road for construction.

Hakucho Bridge

Hyuga Ohashi Landing Bridge
Location: Miyazaki Prefecture
Length: 24m x 10, 22m x 5, 24m x 2
Width: 8m
Type: Deck Truss, Through Truss
Load capacity: Live Load B

Erection support

Erection truss for Kuki Bridge
Location: Yamanashi Prefecture
Length: 68m (34m x 2)
Type: Deck truss support
Load capacity: Concrete bridge support work

Post-disaster recovery

Nichinan TRIAS for post-disaster recovery
Location: Miyazaki Prefecture
Length: 40m
Width: 4m
Type: Through TRIAS
Load capacity: 200-t crawler crane

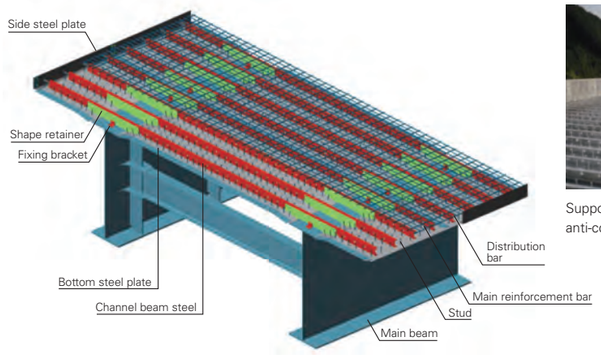
Post-disaster recovery

Ohtoumura TRIAS for post-disaster recovery
Location: Nara Prefecture
Length: 60m (20m x 3 structures)
Width: 6m
Type: I-shaped Girder TRIAS Type II
Load capacity: Live Load B

Channel beam composite slabs

These composite slabs are used on bridges and tunnels and are formed by using channel beam steel to reinforce the bottom steel plate. Easy to install with superior durability, the need for scaffolding can be eliminated by using IS clips and IW nuts.

Outline of a channel beam composite slab



Composite slabs for bridges

Supporting all types of bridges and anti-corrosion specficiations.

Tunnel slabs (precast)

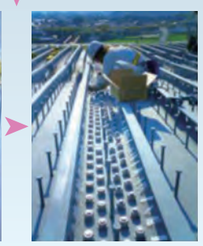
Can be applied to tunnel slabs.
Also supports precast slabs as well as concrete prepared on-site.

IS clips

By using IS clips in composite slab joints, it is possible to work from the top of the bridge without using scaffolding. Insert bolts into the composite slabs prior to installation on-site and secure using IS clips. Support plated bolts and non-plated durable type bolts.

IS clip installation procedures

IS clip installation



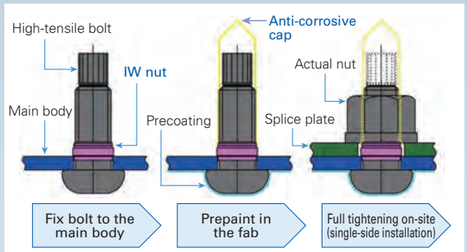
Splice plate intallation　　Temporary fastening with nuts

IW nuts

By using IW nuts in composite slab joints, it is possible to work from the top of the bridge without using scaffolding. When constructing plants, by installing bolts with IW nuts and coating the joints as well, on-site coating is not necessary. Supports coated bolts.

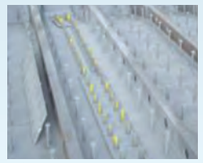
Installed IW nut

IW nut outline



IW nut installation procedures

Install bolt and paint in the fab



Install splice plate on-site　　Temporary and full tightening of actual nut.

Gate projects (Dam)

We are the leading provider of dams and river gates usable for all purposes, that covers from power generation and flood control to safeguarding lives from natural disasters and water utilization in the form of warm water intakes and discharges for river maintenance.
We also focus on emerging needs, such as developing new gate types that Harmonize with the surrounding landscape, protect the environment, and reduce life-cycle costs. Building on these technologies, IHI Infrastructure plays an important role in developing water utilization and flood control infrastructure in Southeast Asia and elsewhere, thereby contribute to the regional economic development.

Yamba Dam

Yamba Dam

Spillway
Crest radial gate: B11.0m x H15.10m x 4 gates
Regular flood discharge facility
High pressure radial gate: B4.85m x H4.85m x 2 gates
High pressure slide gate: B7.525m x H8.162m x 2 gates
Spillway for maintaining water level
High pressure radial gate: B5.0m x H5.0m x 1 gate
High pressure slide gate: B7.750m x H8.593m x 1 gate
Selective water intake:
Water intake 50m³/s (Siphon type)
Outlet
Jet flow gate ϕ1.8m x 1 gate
Hollow jet valve ϕ0.8m x 1 gate, etc.

Nam Ngiep I Hydroelectic Power Station

Nam Ngiep I Hydroelectic Power Station

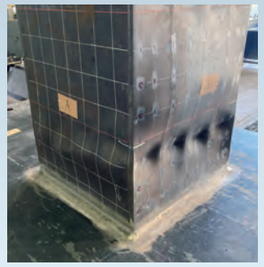
Main Dam
Penstock: Tube ϕ6.76m ～3.74m×
Tube length186.055m x 2 lines
Spillway gate: Radial gate B12.25m x H14.71m x 4 gates
Intake gate: Slide gate B6.76m x H6.76m x 1 gate
Draft gate: Slide gate B9.81m x H4.697m x 2 gates
Re-Regulation Dam
Re-Regulation gate: Wheel gate width 5.0m x H5.0m x 1 gate
Re-Regulaiton Intake gate: Wheel gate width 10.0m x H11.1m x 1 gate
Re-Regulaiton Draft gate: Slide gate B9.27m x H7.65m x 1 gate

Research and Development

Seismic Technology

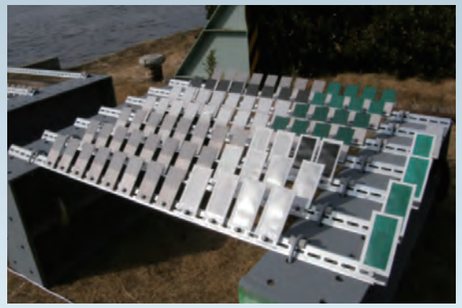
Seismic Performance Evaluation

Efforts to Ensure the Safety of Structures During Large Earthquakes



Japan is one of the world's leading earthquake-prone countries, and in recent years, it has suffered significant damage from the Hyogo-ken Nanbu Earthquake and the Great East Japan Earthquake. Additionally, there is a high probability that large earthquakes, such as the Tokai, Tonankai, and Nankai earthquakes, will occur in the near future, raising concerns about damage to civil engineering structures. It is necessary for civil engineering structures, including bridges, to not only avoid damage during earthquakes but also maintain their integrity to ensure the security of lifelines. To ensure seismic performance, we are continuously working on these efforts.

Development of Anti-Corrosion Technology

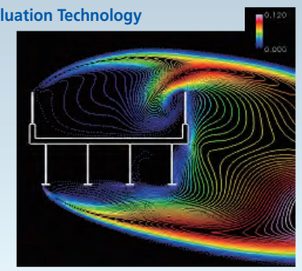


To improve the durability of steel bridges and sluice gates and reduce LCC (Life Cycle Cost), it is useful to prevent damage and deterioration caused by these corrosion. We conduct corrosion tests for various corrosion prevention methods and conduct research and development to improve corrosion prevention technology.

Wind Resistance Technology

Wind Resistance Evaluation Technology

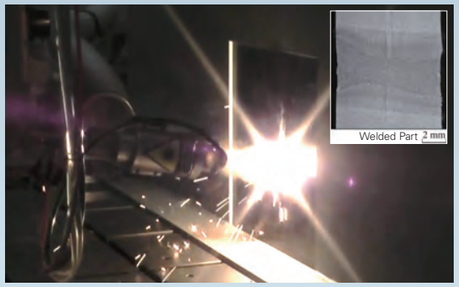
To build long span bridges, it is necessary to overcome the problems of deformation and vibration caused by wind. We evaluate wind resistance using methods such as wind tunnel experiments and response analysis, and propose optimal solutions for each problem.



Welding Technology

Laser Repair Welding

Laser Repair Welding Technology for Existing Bridge Members



We are developing repair welding technology using laser welding as an efficient repair technology for aging social infrastructure. By irradiating the laser, which is characterized by deep penetration welding, at the crack occurrence point, it is possible to repair weld the penetrating crack with one pass from one side.

Welding Construction Technology Under Vibration

Application to in-service in-situ welding

As part of the repair and reinforcement technology for social infrastructure, which is expected to increase in demand in the future, we are considering welding materials and welding conditions that are less likely to cause welding defects by reproducing the vibration generated in steel decks with actuators, assuming steel decks repair work under road service.

Loading Test Equipment

Wheel Load Running Test Machine

Fatigue Durability Evaluation of Bridge slabs

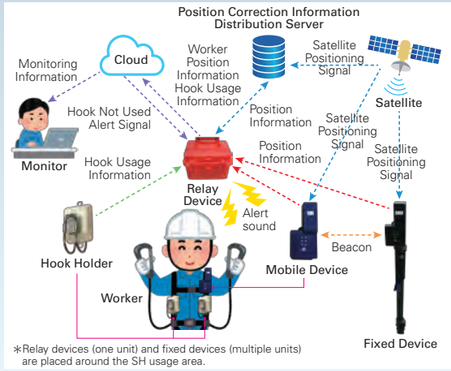
Due to the increase in traffic volume and the size of vehicles, the damage requiring repair and reinforcement of road bridge slabs has become more pronounced. This test machine reproduces conditions close to actual wheel loads by moving the loading device while applying load from the wheels, clarifying the failure mechanisms of road bridge slabs and verifying the fatigue durability of new types of decks and repair / reinforcement methods. The test machine owned by IIS is one of the few large test machines in Japan and can accommodate various test conditions.

Safety Technology

Safety Belt Usage Monitoring System

Secure Hawk

- By integrating GNSS positioning, hook attachment/detachment signals, and 3D monitoring technology, it is possible to constantly monitor when and where workers are using safety belts.
- Automatic voice alerts can be issued from relay devices to workers who enter the usage area.
- The behavior data of individual workers can be accumulated and analyzed to help plan safety management.



∗Relay devices (one unit) and fixed devices (multiple units) are placed around the SH usage area.

Concrete Technology

Temperature Stress Analysis

Crack Suppression Measures for Concrete Structures

During the construction of concrete structures, cracks may occur due to temperature stress and drying shrinkage caused by internal heating after concrete placement, which can be problematic. Therefore, we are developing technology to accurately simulate the behavior of temperature and strain during construction using FEM temperature stress analysis. As for bridge structures, there are achievements in crack suppression measures for concrete structures such as slabs, piers, abutments, wheel guards, and wall railings.

Loading Experiment Equipment

Various Experiments Related to Concrete

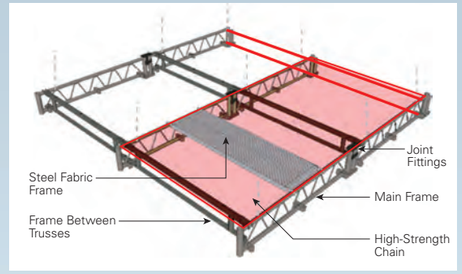
We conduct various experiments related to concrete using the following experimental equipment:

- Wheel Load Running Test Machine

Construction Technology

Floor-Type System Scaffolding

Rapid Floor™



As the demand for steel bridge repair work and slab replacement work increases, the adoption of system scaffolding is also increasing. Among them, we have developed "Rapid Floor™" (for operation and maintenance construction), a floor-type system scaffolding with high strength that can carry heavy loads and improve safety and workability. Main features:

(1) Achieves approximately four times the strength of conventional products by using a truss structure main frame and high-strength chains.
(2) Provides a flat and wide work space due to the 1.8m interval between hanging chains.
(3) The rotating structure of the main frame connection part allows for overhanging construction from the scaffolding, improving safety and workability during assembly and disassembly.
(4) Achieves economic efficiency by allowing the combination of commercially available products for flooring materials.

Diagnostic Technology

Concrete Filling Judgment Device

SCA Sensor

The SCA Sensor is a concrete filling judgment device that uses optical fibers and a digital RGB judgment device. The sensor tip is miniaturized and can be removed after judgment, leaving no foreign matter in the concrete structure.

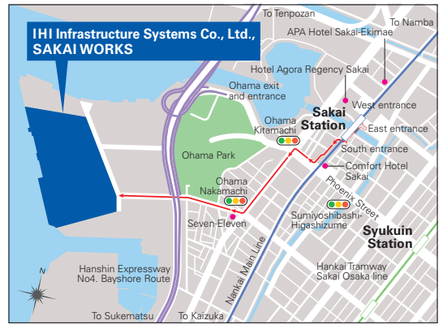
Diagnostic Technology

Each base / Group company

In addition to offices and sales offices, we are developing businesses that contribute widely to society by making the most of the Group's base network. We aim to further strengthen and expand our global network and global relations for the future.

Head office / Sakai Works

◎Nankai Line
About 5 minutes by car
About 15 minutes on foot from "Sakai" station.

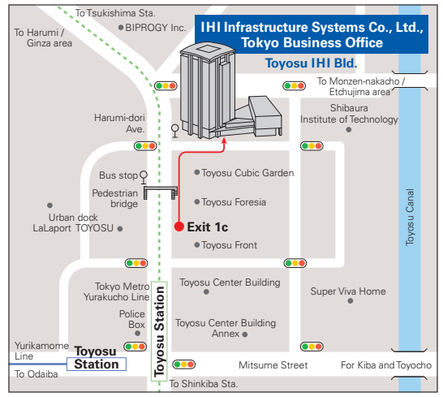


Tokyo Business Office

◎Subway Yurakucho Line
About 5 minutes on foot from exit "1c" of "Toyosu" station.

◎New Transit Yurikamome Line
About 10 minutes on foot from "Toyosu" station.

◎Highway: Route 9, Metropolitan Expressway "Edagawa" exit
(from the Wangan area)
"Kiba" exit
(from the center of Tokyo)



Business offices

•Head office, Sakai Works
3 Ohamanishi-machi, Sakai-ku, Sakai city,
Osaka, 590-0977, Japan
TEL+81-72-223-0981 FAX+81-72-223-0967

•Sakai Works, Yokohama Production Dept
11-1,11-2 (Kamome-chiku), Shin-sugita-cho,
Isogo-ku, Yokohama city,
Kanagawa, 235-0032, Japan

•Sakai Works, Aioi Production Dept
5292, Aioi, Aioi city,
Hyogo, 678-0041, Japan

•Tokyo Business Office
Toyosu IHI Bld., 1-1, Toyosu 3-chome, Koto-ku,
Tokyo 135-8710, JAPAN
TEL+81-3-6204-8538 FAX+81-3-6204-8932

Sales offices

•Business Development Headquarters
Toyosu IHI Bld., 1-1, Toyosu 3-chome, Koto-ku,
Tokyo 135-8710, JAPAN
TEL+81-3-6204-8533 FAX+81-3-6204-8931

•Business Development Department No.1
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TEL+81-3-6204-8534 FAX+81-3-6204-8931

•Business Development Department No.2
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•Hokkaido Sales Office
10F, Shin-Hokkaido Bld., 3-1, Kita7jonishi 4-chome,
Kita-ku, Sapporo city,
Hokkaido, 060-0807, Japan
TEL+81-11-788-4151 FAX+81-11-788-4261

•Tohoku Sales Office
Taijyu Seimei Sendai Honcho Bld., 1-1,
Honcho 1-chome, Aoba-ku, Sendai city,
Miyagi, 980-0014, Japan
TEL+81-22-267-3789 FAX+81-22-267-3725

•Kitakantou Sales Office
Kuruwabashi Bld., 2-5-2, Otemachi
Maebashi city, Gunma, 371-0026, Japan
TEL+81-27-212-3693 FAX+81-27-212-3692

•Yokohama Sales Office
Room 804, Excellent Plaza Shin-Yokohama,
2-5-22, Shin-Yokohama, Kohoku-ku, Yokohama city,
Kanagawa, 222-0033,Japan
TEL+81-45-620-5821 FAX+81-45-620-5822

•Chubu Sales Office
3F,BPR PLACE Nagoyamarunouchi,16-4,
Marunouchi1-chome, Naka-ku,
Nagoya city, Aichi, 460-0002, Japan
TEL+81-52-253-5809 FAX+81-52-253-5893

•Osaka Sales Office
Nakanoshima Festival Tower West Bld., 2-4,
Nakanoshima 3-chome, Kita-ku,
Osaka, 530-0005, Japan
TEL+81-6-7730-9825 FAX+81-6-7730-9827

•Hyogo Sales Office
Daido Bld., 5-2-15, Miyukidori, Chuo-ku, Kobe city,
Hyogo, 651-0087
TEL+81-78-241-1856 FAX+81-78-241-1856

•Chugoku Sales Office
4F, No.2 Teraoka Bld, 9-27, Hikarimachi1-chome,
Higashi-ku, Hiroshima city, Hiroshima, 732-0052, Japan
TEL+81-82-567-5737 FAX+81-82-567-5738

•Kyushu Sales Office
Fukuoka General Bld., 11-1, takasago 1-chome, Chuo-ku,
Fukuoka city, Fukuoka, 810-0011, Japan
TEL+81-92-523-4375 FAX+81-92-523-4361

•Okinawa Branch Office
Asahi Seimei Okinawa Bld., 14-3 kumoji 2-chome,
Naha city, Okinawa 900-0015, Japan
TEL+81-98-860-2331 FAX+81-98-863-7122

•Istanbul Branch (Republic of Turkey)

•Bucharest Branch (Romania)

•Dhaka Branch (Bangladesh)

•Yangon Branch (Myanmar)

Group companies

•IHI Construction Service Co.,Ltd.
Toyosu IHI Bld., 1-1, Toyosu 3-chome, Koto-ku,
Tokyo 135-8710, JAPAN
TEL+81-3-6204-8480 FAX+81-3-6204-8950

•IHI INFRASTRUCTURE ASIA Co.,Ltd.
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Economic Zone, Dong Hai 2 Ward,
Hai An District, Hai Phong City, Vietnam
TEL+84-225-8830112

•I&H Engineering Co.,Ltd.
Plot No.3, Kalakone Village, Myaungdagar Steel Industrial Zone,
Hmawbi Township, Yangon Region,
The Republic of the Union of Myanmar

•Alpha Systems Co.,Ltd.
36, Minamitanabecho, Wakayama city, Wakayama,
640-8254, Japan
TEL+81-73-402-6071 FAX+81-73-402-6072

Cover: Braila Bridge (Romania)
Client: National Company for the Administration of Road Infrastructure, Romania

Location: Braila, Romania
Completed in: 2023
Bridge Length: 1,974m
Steel Weight: 27,775t

IHI Infrastructure Systems Co., Ltd.

Head office, Sakai works 3 Ohama-nishimachi, Sakai-ku, Sakai-shi, Osaka, 590-0977, Japan
TEL +81-72-223-0981 FAX +81-72-223-0967

Tokyo Business Office Toyosu IHI Bld., 1-1, Toyosu 3-chome, Koto-ku, Tokyo 135-8710, JAPAN
TEL +81-3-6204-8538 FAX +81-3-6204-8932

URL: www.ihi.co.jp/iis/english/

- Information contained in this catalog is current as of May 2025.
- Note that specifications, dimensions and appearance contained in the catalog may be changed without notice for improvement.
- Note that the color tone of the product on the catalog may appear different from that of the actual product for reasons attributable to printing.
- Note that the addresses may be changed.

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