

1. TRANSPORTATION NETWORK
 2. AIR LINES WITH FOREIGN COUNTRIES.
 ROUTES OF OCEAN-GOING LINES

1. Transportation Network

The means of transport in Japan consist mainly of railways and automobiles. Regular ship lanes linking islands and air routes connecting major cities with local cities have also been developed.

The railways in Japan are generally classified into railways placed under the management of the Japan National Railways (national railways) and railways under private management (private railways). The operating kilometerage as of March 31, 1972, was 20,924 km for the national railways and 5,878 km for the private railways. The number of railway stations was 5,221 (including passenger and freight stations) for the national railways and 4,814 for the private railways. Most of the railways in Japan are narrow gauge (1,067 mm), whereas the Sinkansen and some of the railways in major cities and their outlying areas are standard gauge (1,435 mm). Of the Japan National Railways' lines, electrified sections measure 6,685 km and multiple-track lines 5,064 km.

The roads based on the Road Law are classified into national expressways, national highways, prefectural roads, and Si, Mati and Mura roads. As of March 31, 1972, national highways (including expressways) totaled 33,686 km, prefectural roads 124,852 km, and Si, Mati and Mura roads 879,225 km.

As of March 31, 1972, distances between airports, as classified by air-routes, totaled 50,000 km. Airports and airfields totaled about 70 (excluding privately-managed airfields).

As of April 1, 1972, there were about 970 regular service ship lines, and the ports for these regular lines totaled about 1,070 as of June 1, 1972.

Salient Points of the Legend and Map Compilation

This map shows railways, roads, air routes and sea routes, and their connecting railway stations, interchanges, airports and ports and harbors. It also shows the outline of the domestic transportation network.

Of all the railway routes, routes about 10 km (4 mm on the map) or over are shown on the map. The subway lines constructed in Tōkyō, Yokohama, Ōsaka, Nagoya, Sapporo and other cities were omitted.

The roads shown on the map consist of national highways and principal prefectural roads. In the map, roads were shown according to the same

standard as for the railways, but some major routes less than 10 km were also shown in the map.

Of all the domestic air routes, those most frequently used were shown in the map, as long as they did not complicate the presentation of the map.

Airports were classified according to the Airport Law. The first class airports are international airports, with only Tōkyō and Ōsaka airports falling in this category. The second class airports are those required for major domestic air routes. The third class airports are the airports necessary for the operation of local air transport service. All these airports are placed under the control of the Ministry of Transport or local governments. Other airfields, as referred to here, are the Japan Defense Agency-managed airfields where the departure and arrival of civil aircraft designated for public service are authorized.

Of all the sea lanes, the map shows only regular routes. Ports and harbors are classified into specially designated ports, major ports, and principal local ports. The specially designated ports, as referred to here, are those that are particularly important for promoting foreign trade.

Sources

1. Japan Travel Bureau, Timetable, April 1973.
2. Japan National Railways, General Survey on Railways, 1972.
3. Ministry of Transport, Statistical Yearbook of Private Railways, 1972.
4. Prefectural Governments, Map of Roads under Prefectural Jurisdiction.
5. Ministry of Transport, Statistical Yearbook of Roads, 1973.
6. Ministry of Transport, Radio Navigation Chart.
7. Ministry of Transport, High Altitude Control Area Chart.
8. Ministry of Transport, Statistical Yearbook of Air Transport, 1972.
9. Data from Regional Shipping Bureau, Ministry of Transport.
10. Ministry of Transport, Table of Ports and Harbors.
11. Ministry of Transport, General Statistical Survey of Land Transport, 1972.
12. Ministry of Transport, 1973 White Paper on Transport.

2. Air Lines with Foreign Countries

The airlines which had regular international passenger service routes and whose aircraft arrived and departed from airports in Japan as of March 10, 1975, include the Japan Air Lines (JAL) and 29 foreign airlines.

The air routes centered around Japan are generally classified into the Pacific Route, Southeast Asia Route, South-bound Europe Route, North-bound Europe Route, and Atlantic Route.

An international air route between Tōkyō and Peking was opened in September 1974 under an aviation agreement between Japan and China. The UTA opened flight services between Tōkyō and Nouméa on New Caledonia on November 1, 1974, and the IR between Teheran and Tōkyō via Peking on November 20, 1974. Practically every air route operated by the Japan Air Lines (JAL) is overlapped by those of foreign airlines.

The times required to reach major cities in the world from Tōkyō are nine hours 30 minutes to Sydney, 18 hours 30 minutes to Lima, 24 hours to São Paulo, 24 hours to Buenos Aires, six hours 50 minutes to Anchorage, 10 hours 20 minutes to Moskva, 24 hours to London (via the southern route), 17 hours to Paris (via the polar route), and 10 hours 20 minutes to Johannesburg.

Salient Points of the Legend and Map Compilation

The map shows the regular passenger service routes of the Japan Air Lines (JAL) and foreign airlines whose aircraft arrive and depart from airports in Japan. The air routes shown in this map do not represent actual flight courses.

Source

1. Timetables of international air routes of respective aviation companies, 1975.

2. Routes of Ocean-going Lines

The regular oceangoing liner routes of Japan as of April 1, 1974, totaled 37, which include the Middle and Near East-Mediterranean, New York, Southeast Asia, Caribbean, Latin America's West Coast, Pan-Pacific and other routes. Of these, container ships are in service on seven routes—Europe, Mediterranean, New York, North America's Northwest Coast, California, Australia and North America's Pacific Coast routes.

The annual total crossings on these sea routes were about 2,800 in 1973. With the Suez Canal closed from 1967 due to the war in the Middle East, vessels were forced to make trips either around Cape of Good Hope at the southern tip of Africa or through the Panama Canal. In 1975, however, the closure of the Suez Canal came to an end and was reopened for all vessels.

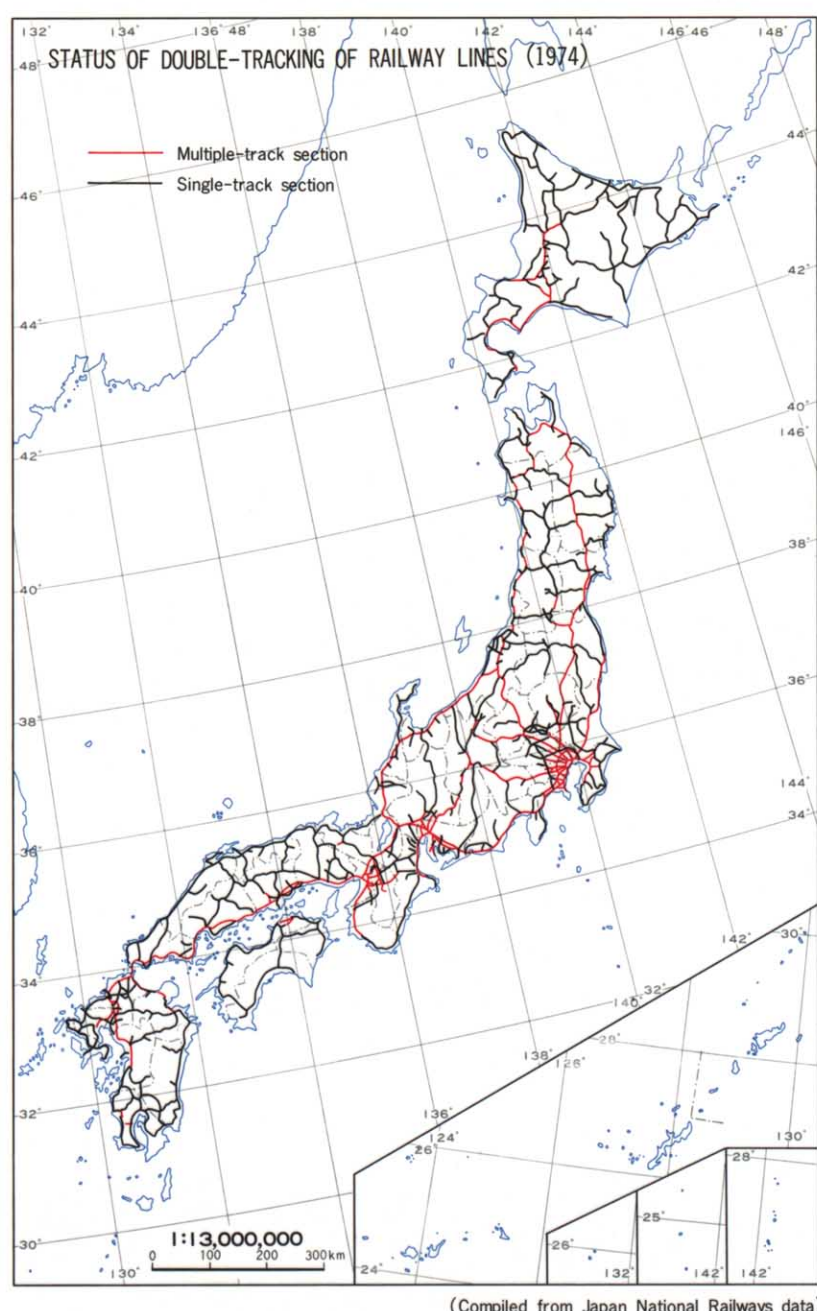
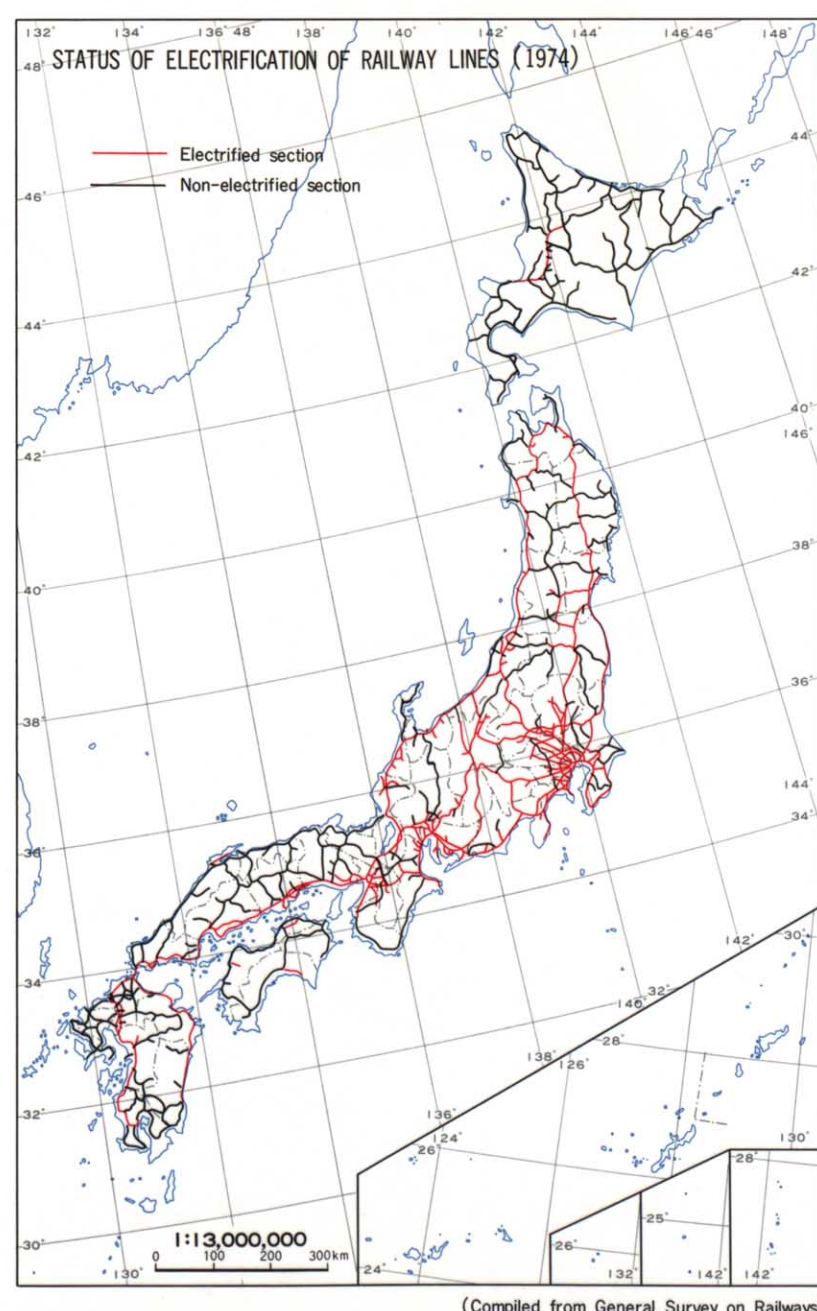
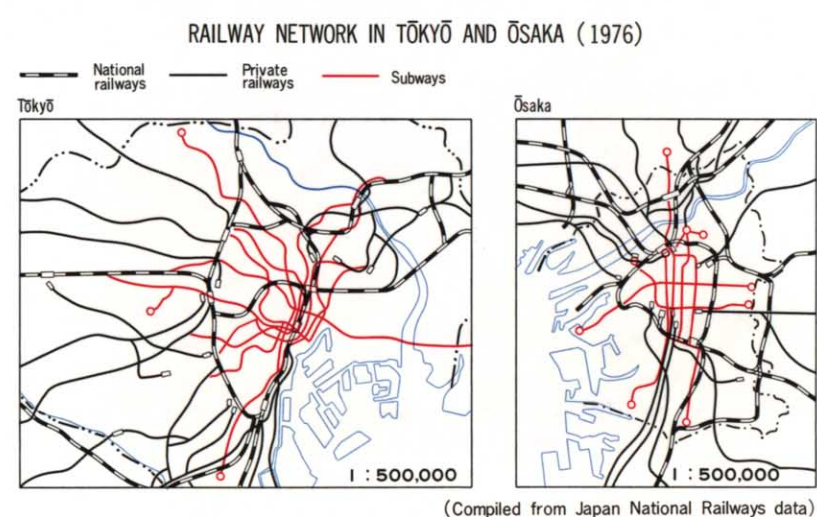
With the exception of the ferryboat services between Simonoseki in Japan and Pusan in Korea, Japan's oceangoing routes are operated by cargo ships.

Salient Points of the Legend and Map Compilation

The map shows the routes of regular Japanese oceangoing liners. In cases where the presentation proved difficult because of heavy concentration of ports at particular areas, some ports were omitted while considering the frequency of port calls. The name of the city, and not the name of the port, was used to identify a port of call.

Sources

1. Ministry of Transport, Table of Routes of Regular Oceangoing Ships as of April 1, 1974.
2. Data from shipping companies in Japan.



INTERNATIONAL AIRLINES OPERATING SERVICES TO AND FROM JAPAN


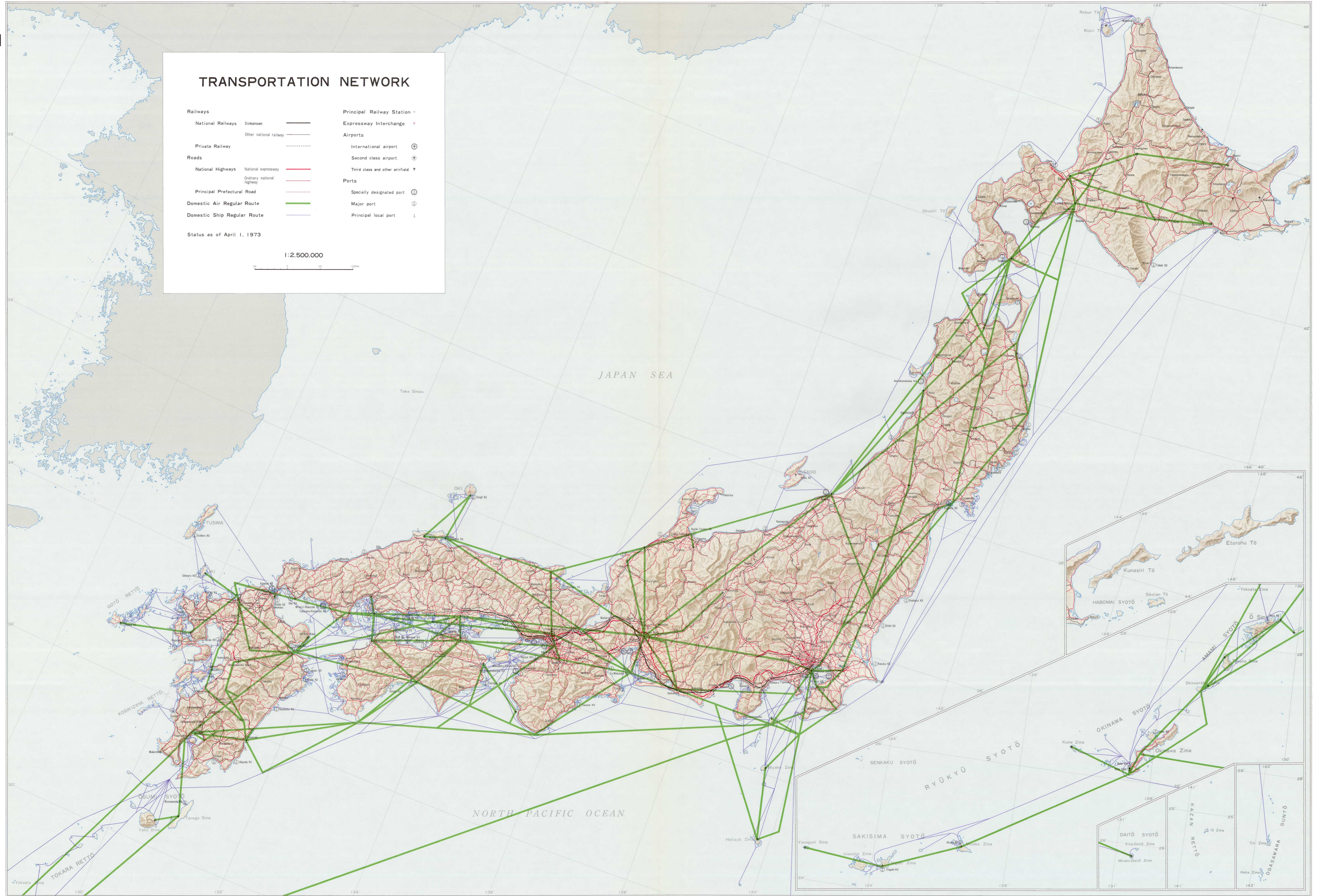
Abbreviation	Name	Abbreviation	Name
AF	Air France	MAS	Malaysian Airline System
AFL	Aeroflot Soviet Air Lines	NWA	Northwest Orient Airlines
AI	Air India	PAA	Pan American World Airways
AZ	Alitalia Airlines	PAL	Philippine Air Lines
BA	British Airways	PIA	Pakistan International Airlines
CAAC	General Administration of Civil Aviation of China	QANTAS	Qantas Airways
CATHAY	Cathay Pacific Airways	SAB	Sabena Belgian World Airlines
CPA	Canadian Pacific Air	SAS	Scandinavian Airlines
EGYPTAIR	Egyptair	SIA	Singapore Airlines
FT	Flying Tiger	SR	Swissair
IR	Iran National Air Lines	THAI	Thai Airways International
JAL	Japan Air Lines	UTA	Union de Transports Aériens
KAL	Korean Air Lines	VARIG	Variq-Brazilian Airlines
KLM	KLM Royal Dutch Airlines	VG	Air Siam
LH	Lufthansa German Airlines	VNA	Air Vietnam

TRANSPORTATION NETWORK

Railways		Principal Railway Station ●
National Railways	Sinkansen ———	Expressway Interchange ◆
	Other national railway ———	Airports
Private Railway	-----	International airport ⊕
Roads		Second class airport ⊕
National Highways	National expressway ———	Third class and other airfield †
	Ordinary national highway ———	Ports
Principal Prefectural Road	-----	Specially designated port ①
Domestic Air Regular Route	———	Major port ②
Domestic Ship Regular Route	———	Principal local port ③

Status as of April 1, 1973

1:2,500,000

AIR LINES WITH FOREIGN COUNTRIES

(1975)

48.2



AIR LINES

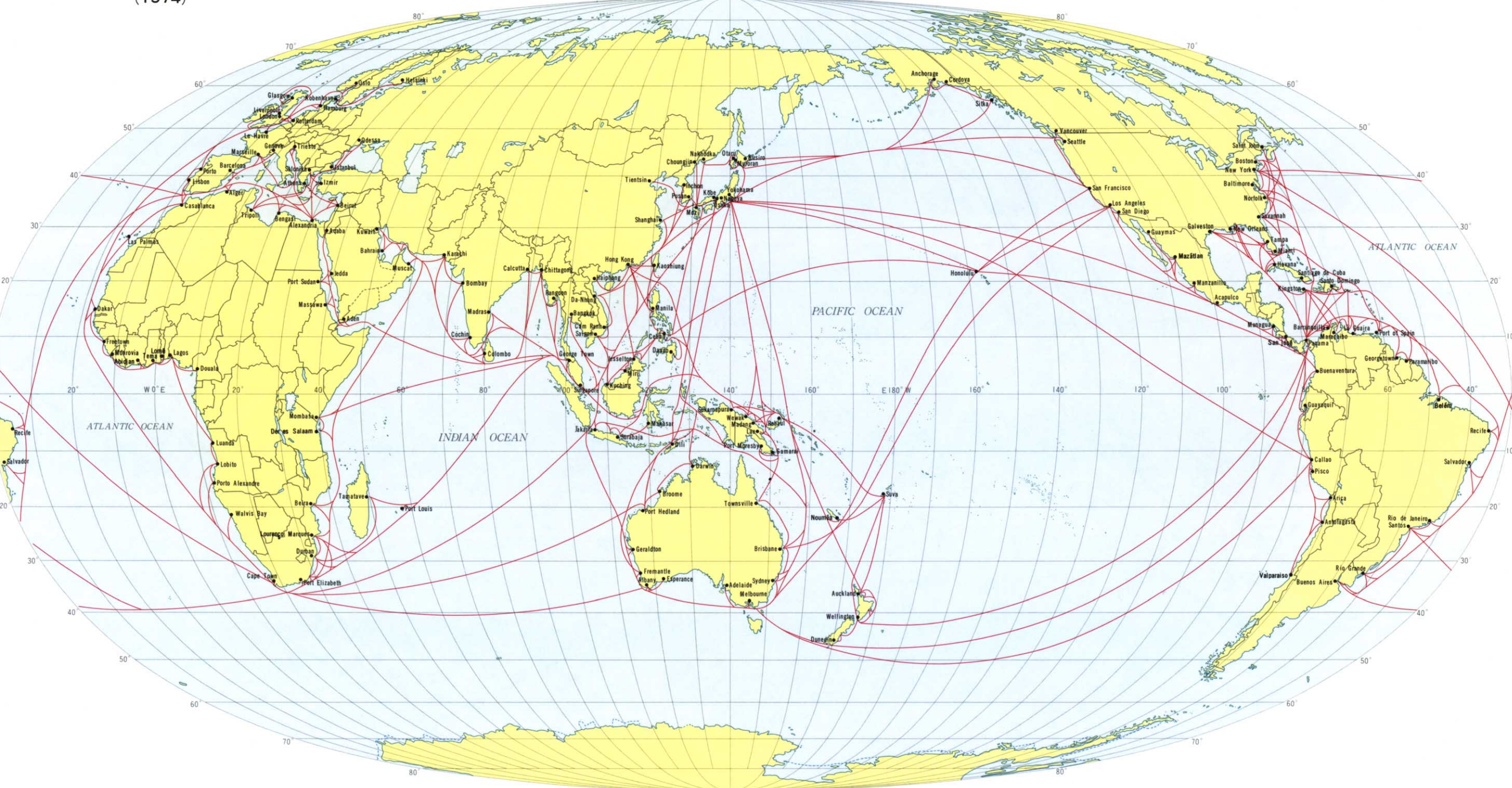
- Routes of scheduled flights of passenger planes of Japanese air lines
- Routes of scheduled flights of passenger planes of foreign air lines
- Overlapping routes of scheduled flights of passenger planes of Japanese air lines and foreign air lines

Status as of March 10, 1975

1:110,000,000
 1000 0 1000 2000 3000 4000 5000 km

ROUTES OF OCEAN-GOING LINES

(1974)



OCEAN ROUTES

- Routes of regular service of ocean-going lines

Status as of April 1, 1974

1:110,000,000
 1000 0 1000 2000 3000 4000 5000 km