

1. AIRCRAFT PASSENGER TRAFFIC VOLUME
 2. FREQUENCY OF SAILINGS AND NUMBER OF PASSENGERS
 3. FREQUENCY OF FLIGHTS WITH FOREIGN COUNTRIES.
 SHIP FREIGHT TRAFFIC VOLUME WITH FOREIGN COUNTRIES

1. Aircraft Passenger Traffic Volume

In 1971, the regular domestic air routes in Japan consisted of eight main air routes linking Titose, Tôkyô, Ôsaka and Hukuoka airports and about 110 local air routes.

These air routes are made up of high-altitude routes (more than 24,000 feet) and low-altitude routes (less than 24,000 feet). The high-altitude route is commonly known as the jet route and reserved for flights by jet aircraft.

There were 80,000 flights in 1971 (excluding Okinawa) on the main routes and 174,000 on the local routes. Flights covered 58,450,000 kilometers on the main routes and 77,650,000 kilometers on the local routes, while the flight hours totaled 110,000 hours on the main routes and 210,000 hours on the local routes.

The number of passengers was 7,800,000 on the main routes and 8,300,000 on the local routes. The passenger-kilometers was 5,900,000,000 on the main routes and 4,200,000,000 on the local routes. The seat occupancy rate (ratio of passenger-kilometers per route to seat-kilometers per route) was 64% on the main routes and 74% on the local routes.

The inter-island transport in Okinawa Prefecture was 78% for aircraft and 22% for ships.

The annual number of passengers enplaning and deplaning at airports totaled 32,100,000 in the whole nation, of which 8,700,000 were handled by Ôsaka International Airport, 8,300,000 by Tôkyô International Airport, 3,300,000 by Hukuoka Airport and 2,600,000 by Sapporo Airport (Titose Airfield). These four airports accounted for about 70% of the total number of enplaning and deplaning passengers.

Salient Points of the Legend and Map Compilation

The air routes showing the volume of air passenger transport were shown in a manner as close to the actual air routes as possible. For an air lane in which there was more than one air route, an attempt was made to show the route which had the highest frequency of flights. In regard to the air passenger transport volume, the added number of passengers transported on each route was taken as representing the air passenger transport volume for the route.

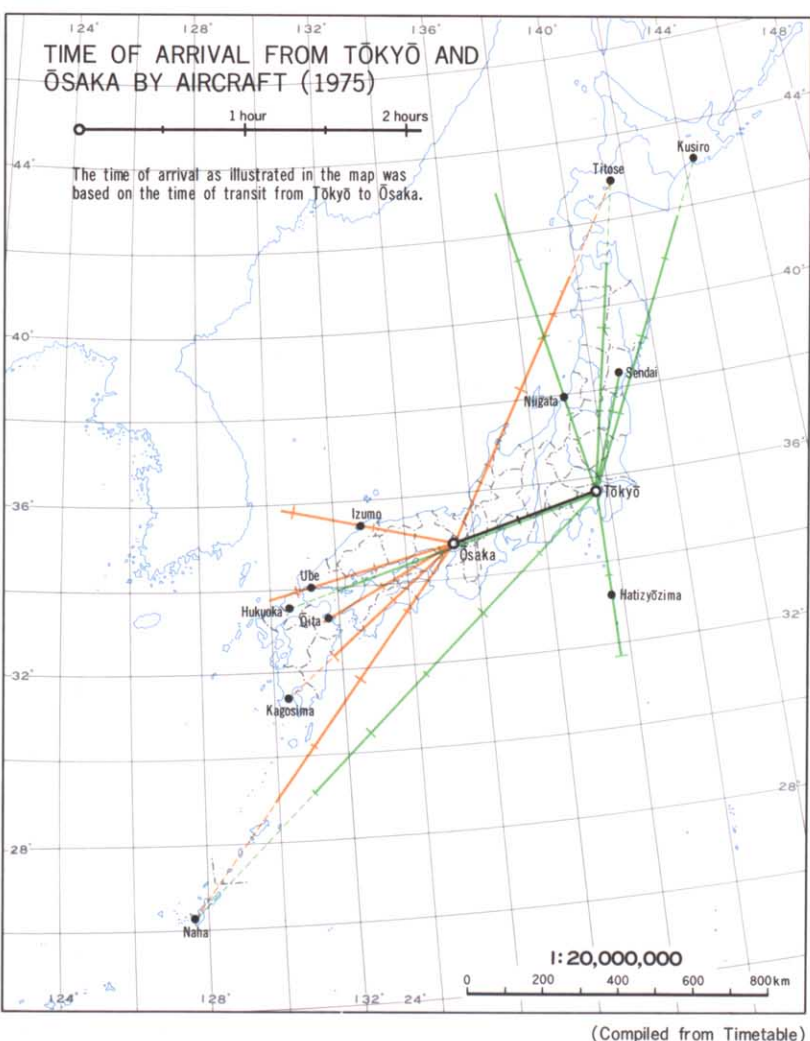
The air passenger transport volume for unscheduled air flights, such as between Niigata and Sado and between Wakkanai and Risiri, are not shown in the map.

Sources

1. Ministry of Transport, Statistical Yearbook of Air Transport, 1971.
2. Ministry of Transport, Navigation Chart.
3. Ministry of Transport, High Altitude Control Area.
4. Okinawa Prefectural Government, Handbook for Sightseeing of Okinawa, 1972.

2. Frequency of Sailings and Number of Passengers

Regular domestic passenger service lines totaled 963 as of March 31, 1972, and the ships assigned to these lines totaled 1,994, with tonnage amounting to 540,000 tons. There were 613 companies in the passenger transport business.



With respect to passenger ferrying services (including unscheduled ferries), 188 lines were serviced by 384 ships, with tonnage amounting to 340,000 tons. There were 143 operators in this line of work. Passenger ferrying services have become remarkably developed in recent years. As of December 1, 1972, there were 15 intermediate-distance lines (100-300 kilometers) and 11 long-distance lines (more than 300 kilometers). Of these routes, the routes between Maizuru and Otaru, between Tôkyô and Kusiro, and between Tôkyô and Tomakomai cover more than 1,000 kilometers.

The actual passenger transport volume shown by the passenger transport companies in the one-year period from April 1972 to March 1973 was 188,000,000 passengers or 6,200,000,000 passenger-kilometers, of which the ferrying services handled 3,500,000 passengers or 1,700,000,000 passenger-kilometers.

Large vessels are assigned to long-distance ferry services, whereas relatively small ships are assigned to offshore lines.

Salient Points of the Legend and Map Compilation

The weekly frequency of sailings was shown only for the regular lines. Any line less than 50 kilometers in length was omitted.

The number of passengers getting on and off per annum includes that of passengers getting on and off on the irregular lines per annum. The map does not show any port where the annual number of passengers getting on and off per annum is less than 100,000.

Sources

1. Ministry of Transport, Port and Harbor Survey, 1972.
2. Ministry of Transport, Status Table on Passenger (Regular and Irregular), Automobile and Cargo Transport.
3. Ministry of Transport, General Statistical Survey of Land Transport, 1972.
4. Okinawa Prefectural Government, Handbook for Sightseeing of Okinawa, 1972.
5. Ministry of Transport, 1973 White Paper on Transport.
6. Traffic Cooperative Society, Traffic Yearbook.

3. Frequency of Flights with Foreign Countries

The weekly number of international air passenger flights in Japan as of March 10, 1975, was 463, including departures and arrivals.

Of this figure, the flights on Sunday included 59 departures and 65 arrivals. On Friday, there were 76 departures and 72 arrivals.

When the number of flights leaving and arriving in Japan is checked by air line, 266 flights (28.7%) were made by the Japan Air Lines (JAL), 122 (13.1%)

by the Korean Air Lines (KAL), 92 (9.9%) each by the Northwest Orient Airlines (NWA) and Cathay Pacific Airways(CA), and 76 flights (8.2%) by the Pan American World Airways(PAA).

There were many between-airport flights—71 flights between Tôkyô and Taipei, 75 flights between Ôsaka and Taipei, 121 flights between Tôkyô and Hong Kong, 126 flights between Hong Kong and Taipei, 131 flights between Bangkok and Hong Kong, 91 flights between Tôkyô and Honolulu and 77 flights between Tôkyô and Anchorage.

The number of passengers entering and leaving Japan was 7,450,000 in 1973, of which 4,730,000 were Japanese. The passenger transport volume of the Japan Air Lines was 2,580,000 passengers or 12,367,000,000 passenger-kilometers.

Salient Points of the Legend and Map Compilation

Of all the international air routes in Japan, this map only shows the flights on scheduled air passenger routes.

Source

1. 1975 Timetables of International Air Routes of Respective Aviation Companies.

3. Ship Freight Traffic Volume with Foreign Countries

The number of Japanese merchant ships as of July 1, 1974, totaled 9,974, with a total tonnage of 38,710,000 tons. Of these, there were 1,537 tankers (16,010,000 tons). Japan handles 12.4% of the world's total mercantile tonnage and ranks second to Liberia (17.8%).

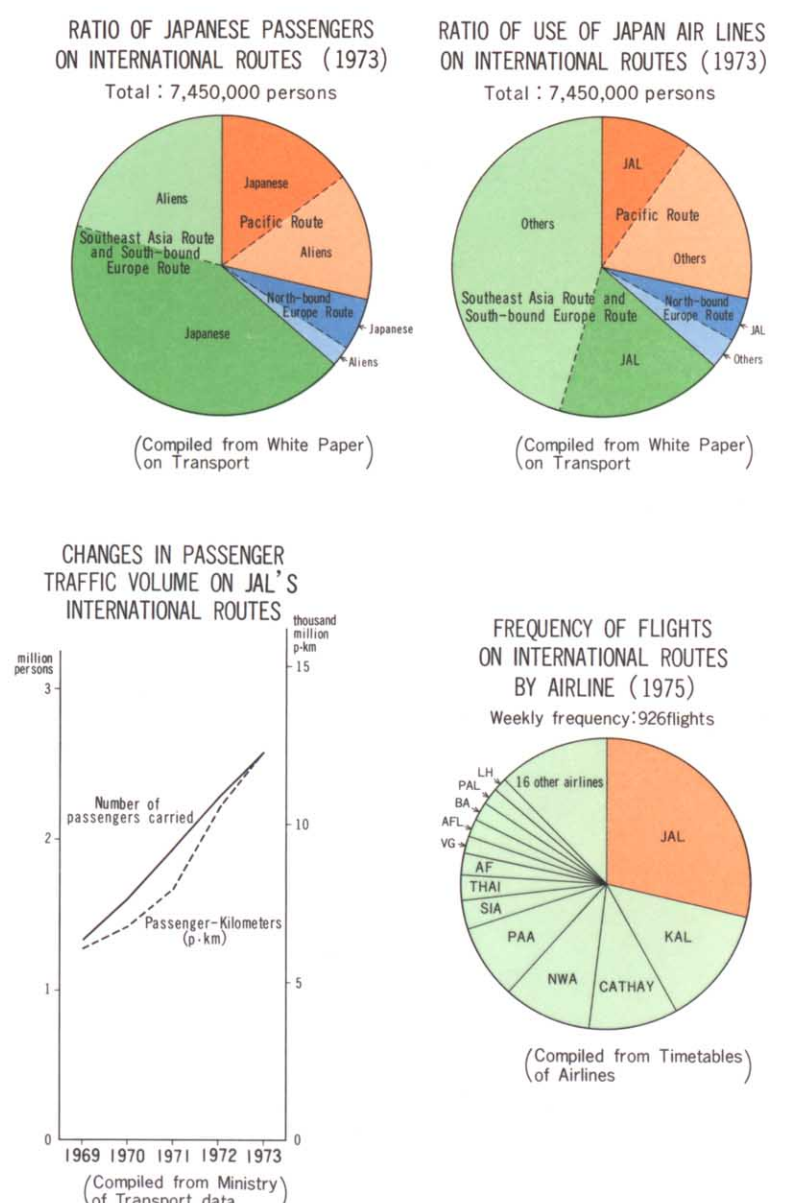
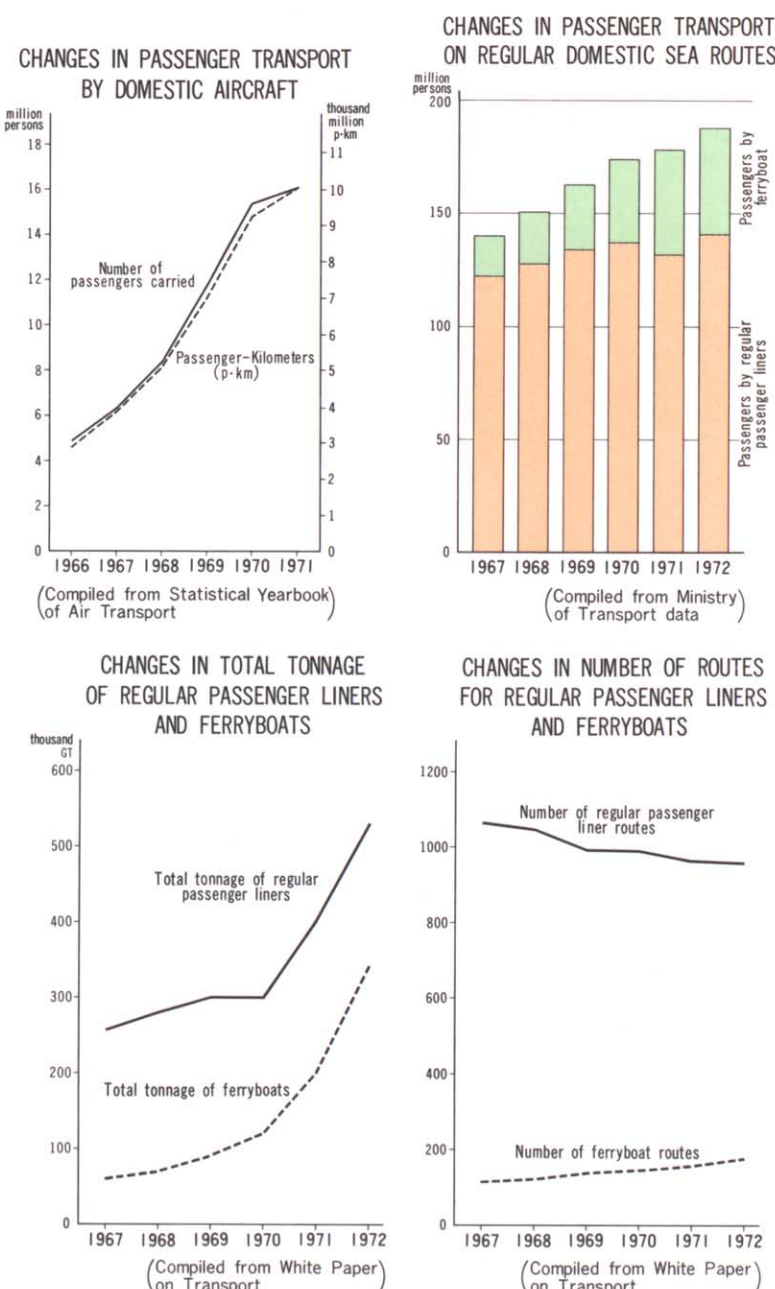
The volume of freight transported by these ships totaled 500,000,000 tons in 1974, of which container ships transported 5,000,000 tons, regular liners 14,500,000 tons, non-regular ships 238,000,000 tons and tankers 243,000,000 tons.

Salient Points of the Legend and Map Compilation

Since statistical data were not available on the actual routes used for freight transport, the routes for freight transport were assumed, while referring to the lanes of ocean-going vessels, and the volume of exports and imports classified by port in the Port and Harbor Survey were tabulated to indicate the volume for each route. It is to be noted, however, that the statistics include the volume of freight transported by foreign merchant ships as well as that of Japanese mercantile boats. The freight transport volume (volume of exports and imports) in 1972 totaled about 620,000,000 tons.

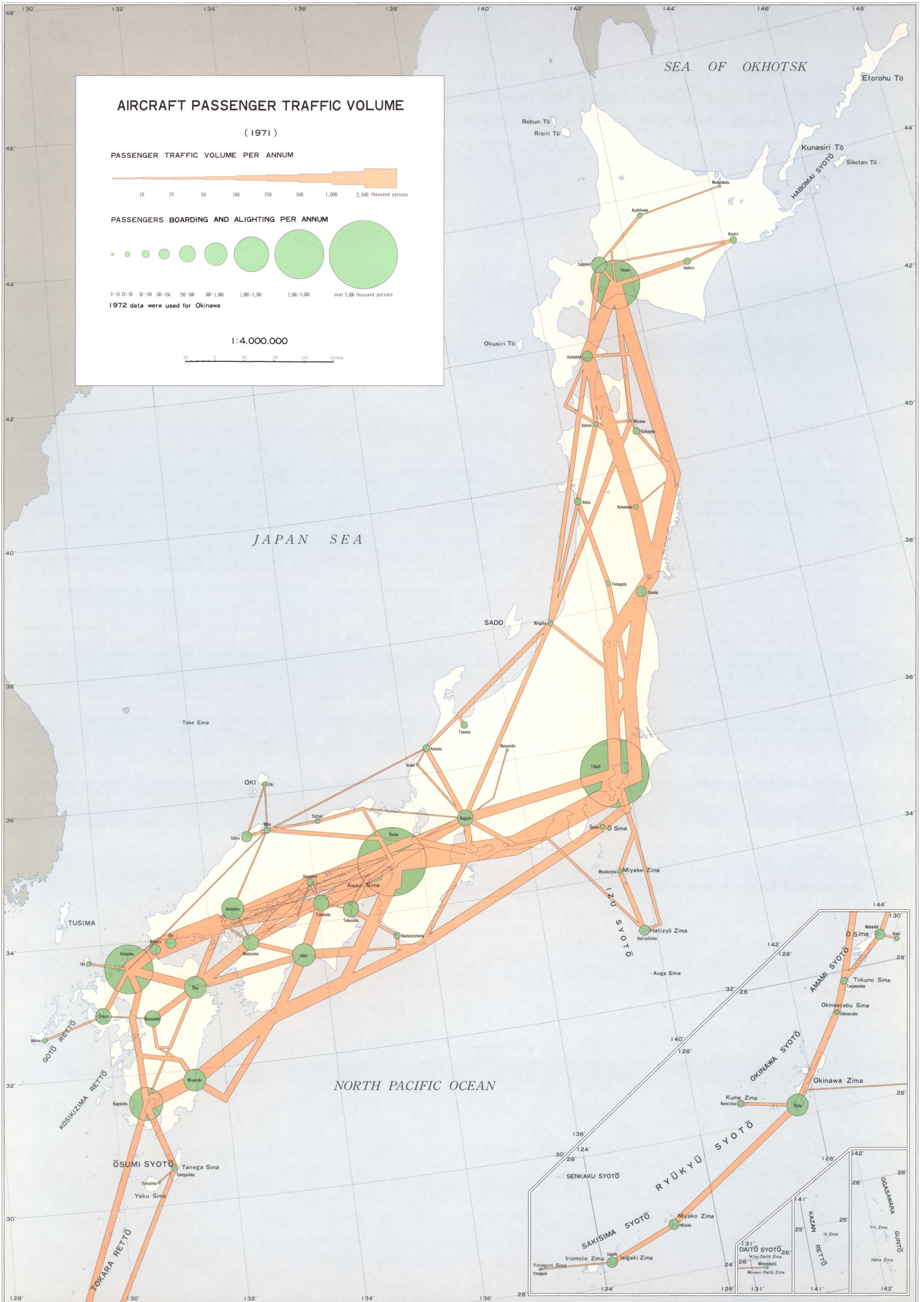
Source

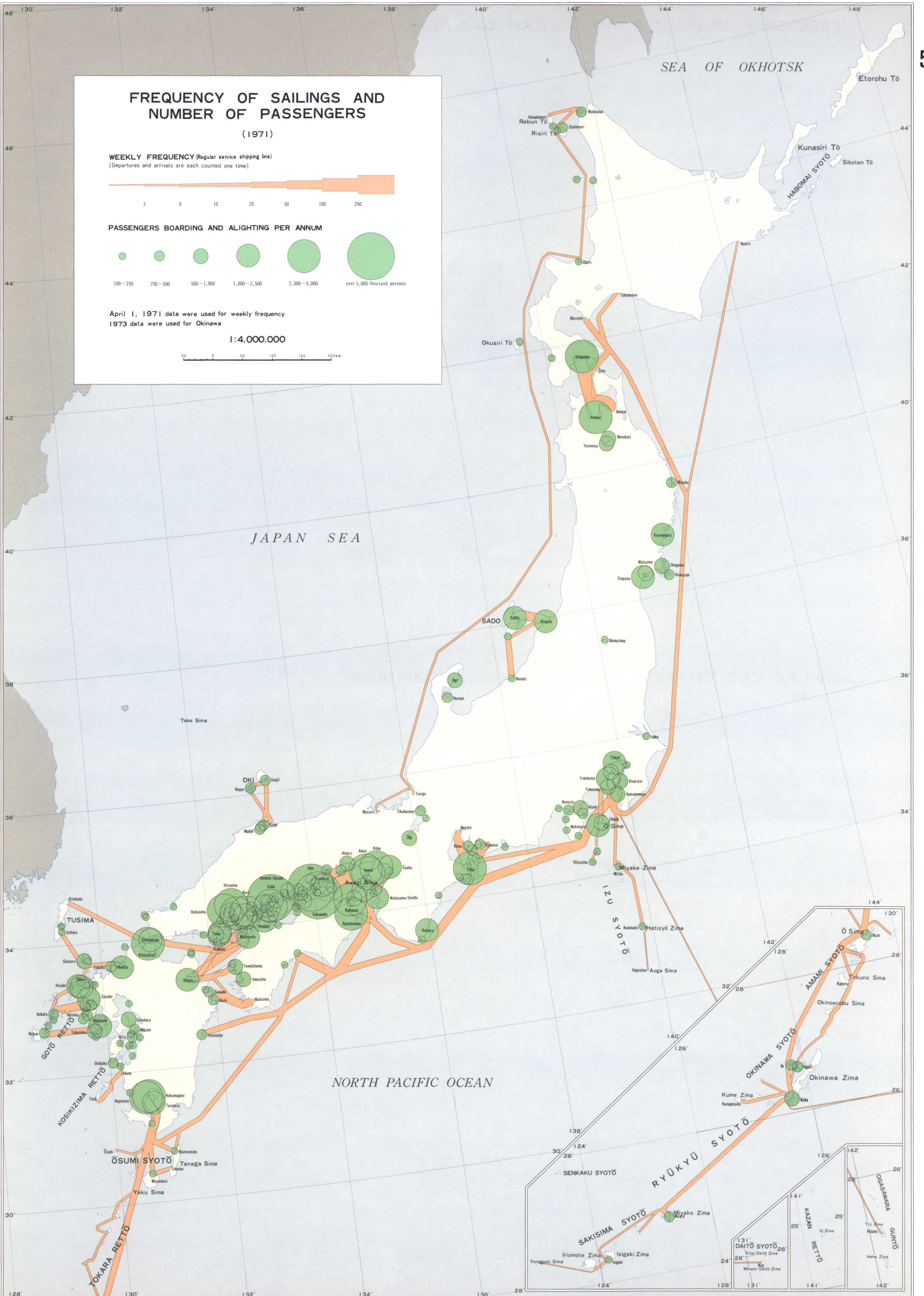
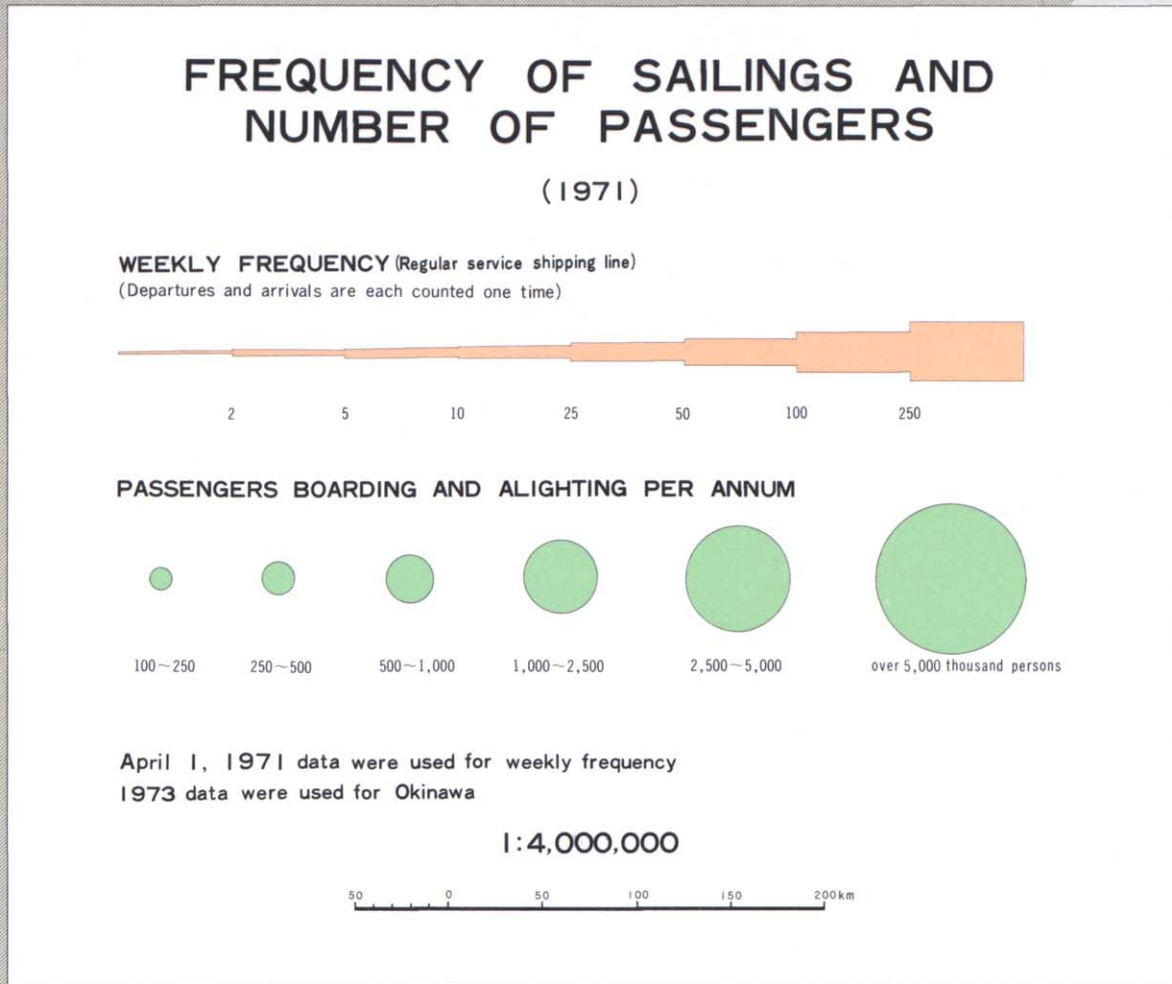
1. Ministry of Transport, Port and Harbor Survey, 1972.



AIRCRAFT PASSENGER TRAFFIC VOLUME

52.1





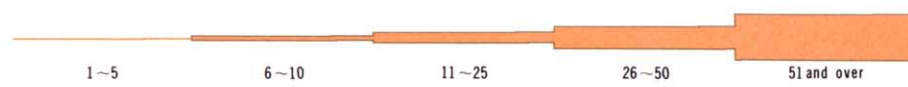
FREQUENCY OF FLIGHTS WITH FOREIGN COUNTRIES

(1975)

52.3



WEEKLY FREQUENCY OF SCHEDULED FLIGHTS OF PASSENGER PLANES
(Departures and arrivals are each counted one time)



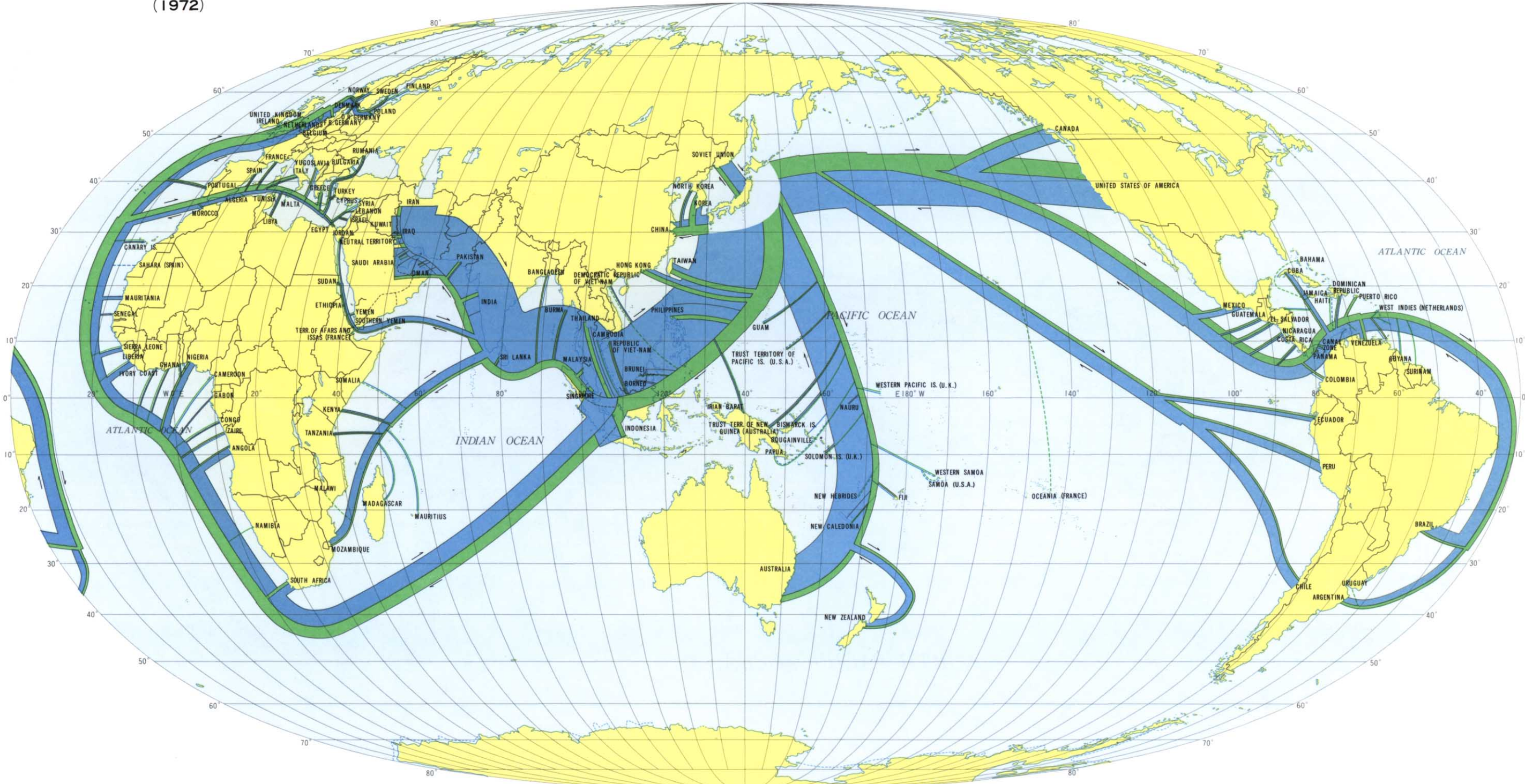
Status as of March 10, 1975

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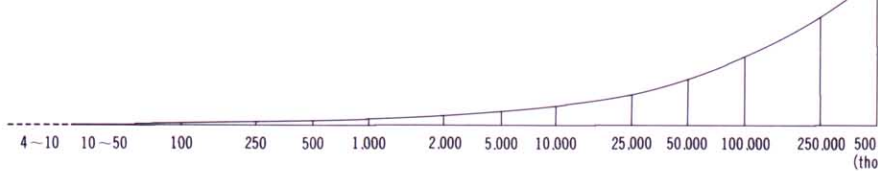


SHIP FREIGHT TRAFFIC VOLUME WITH FOREIGN COUNTRIES

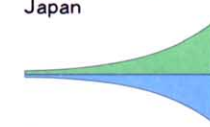
(1972)



SHIP TRAFFIC VOLUME (ANNUM)



Freight traffic volume from Japan



Freight traffic volume to Japan

1:110,000,000

