

# 1. FLOW OF RICE. FLOW OF MANDARIN ORANGES 2. FLOW OF RAW MILK. FLOW OF FRESH FISHERY PRODUCTS 3. FLOW OF CRUDE OIL. FLOW OF IRON AND STEEL

## 1. Flow of Rice

The rice crop in 1972 amounted to 11,890,000 tons, of which 5,410,000 tons were purchased by the Government. Semi-rationed rice totaled 1,840,000 tons. Of the rice purchased by the Government, 3,320,000 tons were shipped from rice producing prefectures to rice consumption prefectures. Of these, 590,000 tons were from Hokkaidō, 430,000 tons from Akita Prefecture, 260,000 tons from Yamagata Prefecture, 250,000 tons from Niigata Prefecture, and 230,000 tons from Aomori Prefecture, these five prefectures accounting for 52.8% of the total national shipment. The receipt of rice was 550,000 tons by Tōkyō Prefecture, 450,000 tons by Ōsaka Prefecture, 400,000 tons by Kanagawa Prefecture, 360,000 tons by Hyōgo Prefecture and 310,000 tons by Aichi Prefecture, these five prefectures accounting for 62.7% of the total national rice receipts. The rice purchased under the Staple Food Control Law is qualitatively inspected and its grades and prices are determined by the Government.

### Salient Points of the Legend and Map Compilation

This map shows the output and consumption of rice, as classified by prefecture, in 1972 with a combination of semicircles. The shipment of rice was shown with a belt-like symbol in case the shipment to a buying prefecture exceeded 10,000 tons.

### Source

1. Ministry of Agriculture and Forestry, Statistical Annual Report on Staple Food Control, 1972.

## 1. Flow of Mandarin Oranges

The supplies of fruits to markets in 1970 amounted to 5,700,000 tons, in which the share of mandarin oranges was greatest with 1,700,000 tons. Practically all the yield and shipment of mandarin oranges were shared by 19 major producing prefectures throughout the nation, which shipped 1,060,000 tons of mandarin oranges to nine major mandarin orange consumption areas.

### Salient Points of the Legend and Map Compilation

Of the mandarin oranges received by nine major consumption areas in the one year period from July 1970 to June 1971, this map shows the receipt of mandarin oranges from 19 major producing prefectures with circular symbols. Further, the inside of each circle is indicated in a different color, depending on the shipping region.

The shipment of mandarin oranges is shown with belt-like symbols connecting 19 major producing prefectures, which ship more than 1,000 tons, with consumption areas.

The nine major mandarin orange consumption areas, as referred to here, include Sapporo, Sendai, Keihin, Kanazawa-Toyama, Tyūkyō, Keihansin, Okayama, Hiroshima, and Kitakyūsyū. The 19 major mandarin orange producing prefectures are Kanagawa, Sizuoka, Aichi, Mie, Ōsaka, Wakayama, Hiroshima, Yamaguchi and every prefecture in Sikkoku Region and Kyūsyū Region excluding Okinawa Prefecture.

### Source

1. Ministry of Agriculture and Forestry, Survey on the Shipment and Transportation of Perishables, 1972.

## 2. Flow of Raw Milk

The output of raw milk in 1972 was 4,940,000 tons, in which Hokkaidō's share was greatest with 1,340,000 tons (27% of the national total), followed by Tiba Prefecture with 240,000 tons, Gunma Prefecture with 230,000 tons and Hyōgo Prefecture with 190,000 tons. The amount of raw milk moved from producing prefectures to others was 1,600,000 tons.

The ratio of the amount of raw milk shipped out to its output has been increasing from year to year. It stood at 24.4% in 1965, 26.8% in 1970 and 32.3% in 1972. The raw milk thus shipped was processed in consumption areas mainly for drinking purposes, whereas practically all dairy products are processed in the districts where raw milk is produced. The inter-prefectural movement of raw milk used to be conducted between neighboring prefectures. Recently, however, Tōkyō Prefecture receives raw milk from Aomori, Iwate, Miyagi, Hukushima and Nagano prefectures, and Ōsaka Prefecture receives milk from Kumamoto and Miyazaki prefectures due to a rise in milk consumption. The shipment by Tōkyō Prefecture of raw milk (68,000 tons)

exceeds its output (47,000 tons), because some of the raw milk shipped in from other prefectures is reshipped to other prefectures.

Hokkaidō processed 1,330 tons of raw milk (27% of the national total), of which dairy products accounted for 87% (which corresponds to 58% of the dairy products processed throughout the nation).

### Salient Points of the Legend and Map Compilation

The output of raw milk and the amount processed in 1972 were indicated with semicircular symbols. Of the output, the rate of the amount shipped to other prefectures and of the amount processed, the rate of the amount shipped in from other prefectures were subdivided.

The shipment was shown with belt-like symbols when the amount shipped exceeded 2,500 tons by a raw milk producing prefecture to a prefecture where it was processed.

In the map, Hokkaidō was divided into the four areas of Kitami, Obihiro, Sapporo and Hakodate to indicate the output of raw milk and the amounts processed and shipped.

### Source

1. Ministry of Agriculture and Forestry, Statistics on Raw Milk and Dairy Products, 1972.

## 2. Flow of Fresh Fishery Products

The landings of the Japanese fishing industry in 1972 amounted to 7,150,000 tons, of which the landings (excluding the products processed on ships) at 64 major fishing ports were 4,580,000 tons. Of these, 1,490,000 tons were shipped. By area, the shipments included 30.0% within prefectures, 29.6% to Big Six Cities (14.3% to Tōkyō-Yokohama, 4.2% to Nagoya, and 11.1% to Kyōto-Ōsaka-Kōbe), and 40.5% to other areas. As against 1968, the within-prefecture shipments increased from 22.0% to 30.0% and the shipments to the Big Six Cities dropped from 34.8% to 29.6%.

### Salient Points of the Legend and Map Compilation

This map shows the shipments of fresh fishery products from 64 major fishing ports in the nation to the wholesale markets of the 12 consuming areas into which the nation was divided. With respect to the names of consuming areas, "Tōkyō-Yokohama," represents the total receipt of fresh fishery products by the central wholesale markets of Tōkyō and Yokohama. "Kantō-Tōsan" represents the total receipt of fresh fishery products by the central wholesale markets of Nagano and Yamanashi prefectures and those of the Kantō Region other than Tōkyō and Yokohama. "Other areas" represents the total receipt of fresh fishery products by the central wholesale markets of other areas. The shipments from each fishing port to various places was indicated with belt-like symbols when it exceeded 1,000 tons a year.

The fresh fishery products, as referred to in this map, include fishes and other marine products and whales but do not include shellfishes and seaweeds.

### Source

1. Ministry of Agriculture and Forestry, 1972 Annual Bulletin of Statistics of Fishery Products Marketing.

## 3. Flow of Crude Oil

Japan imported 227,870,000 tons of crude oil in 1972, of which 25,130,000 tons were transferred from the importing ports to other ports. The domestic flow of crude oil, which amounted to only 1,170,000 tons in 1965, soared to 3,540,000 tons in 1970 and 25,130,000 tons in 1972.

The flow of crude oil has increased to a great extent since 1971, because a crude oil storing base was constructed at Kiire in Kagosima Prefecture, thus making it possible for some of the imported crude oil to be transferred to refineries in Japan by way of the crude oil storing base. Of the crude oil imported in 1972, the quantity directly diverted to oil refineries accounted for 92.3%, and the quantity diverted to the bases (Kiire, Atumi and Syōwa) 7.7%. Of the crude oil diverted to the bases, the amount transferred from the Kiire base was 16,680,000 tons or 66.4%.

### Salient Points of the Legend and Map Compilation

With respect to the ports and harbors which imported more than 20,000 tons of crude oil, this map shows with circular symbols the amount of crude oil imported.

The flow of crude oil, in case it exceeded 20,000 tons, from the importing ports to other ports and harbors was indicated with belt-like symbols. Note, however, that Tōkyō, Yokohama, Yokosuka, Tiba and Kisarazu ports were incorporated into "Keihin'yō," Nagoya, Kinuura and Yokokaiti ports into "Nagoya-Yokokaiti," and Ōsaka, Sakai-Senboku, Amagasaki-Nisnomyi-Asiya Ports into "Sakai-Senboku."

### Source

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

## 3. Flow of Iron and Steel

Due to a rise in the demand for iron and steel, the flow of iron and steel increased from year to year. The flow which amounted to 110,770,000 tons in 1965 increased by 2.2 times to 243,100,000 tons in 1972.

Classified by means of transport, automobiles accounted for 72.3% of the total flow of iron and steel, ships 25.4% and railways 2.3%. Iron and steel were shipped mainly from major steelworks in Keihin'yō, Tyūkyō, Hansin, Kitakyūsyū, Setouti (Hukuyama, Mizusima, etc.), Kasima, Kamaisi, Muroran and other places. The transport of iron and steel to farther places is done mainly by sea, whereas the inland transport is done mainly by automobile.

The inland transport of iron and steel in the Kantō Region is greater than in other regions, because automobile and equipment plants requiring iron and steel are distributed in inland prefectures, such as Saitama, Gunma and Totigi.

### Salient Points of the Legend and Map Compilation

This map shows the flow of iron and steel of the prefectures (Hokkaidō, Iwate, Ibaraki, Saitama, Tiba, Tōkyō, Kanagawa, Niigata, Aichi, Ōsaka, Hyōgo, Wakayama, Okayama, Hiroshima, Yamaguchi and Hukuoka) which shipped more than 1% of the national total amount of products (¥6,700,000 million) of the iron and steel industry in 1972. The shipments were separately shown for land and sea transport.

The volume of land transport represents the total of railway and automobile transport. The volume was shown with belt-like symbols, when it exceeded 50,000 tons. In sea transport, ports shipping more than 50,000 tons of iron and steel were shown with belt-like symbols. Tōkyō, Kanagawa and Tiba were incorporated into "Keihin'yō," and Ōsaka and Hyōgo into "Hansin".

### Source

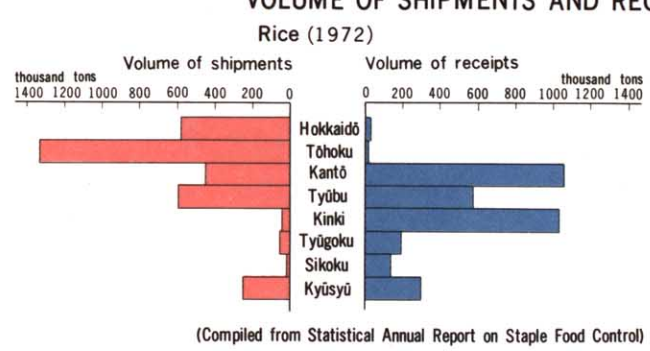
1. Ministry of Transport, 1972 Domestic Freight Traffic Origin-Destination Table.
2. Ministry of Transport, 1972 Port and Harbor Survey.

### 9 MAJOR CONSUMPTION AREAS IN THE FLOW OF MANDARIN ORANGES

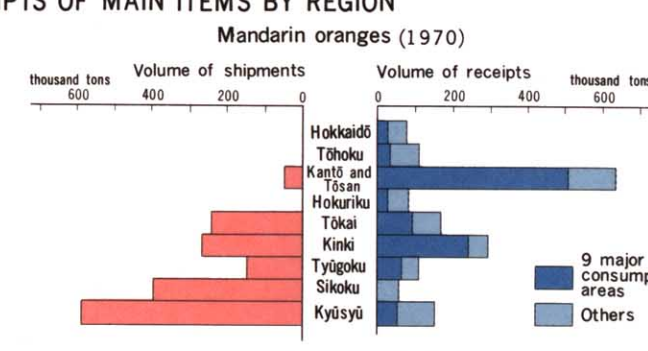
Names of regions	Names of included cities
Sapporo consumption area	Sapporo Si, Otaru Si
Sendai consumption area	Sendai Si, Siogama Si
Keihin consumption area	Tōkyō Prefecture, Yokohama Si, Kawasaki Si, Yokosuka Si, Huzisawa Si, Ōmiya Si, Urawa Si, Kawaguti Si, Toda Si, Tiba Si, Itikawa Si, Hunabasi Si, Matudo Si
Kanazawa and Toyama consumption area	Kanazawa Si, Toyama Si, Takaoka Si
Tyūkyō consumption area	Nagoya Si, Itinomiya Si, Gihu Si, Yokokaiti Si
Keihansin consumption area	Kyōto Si, Ōsaka Prefecture, Kōbe Si, Himezi Si, Amagasaki Si, Nisnomyi Si, Akasi Si
Okayama consumption area	Okayama Si, Kurasiki Si
Hiroshima consumption area	Hiroshima Si, Kure Si
Kitakyūsyū consumption area	Hukuoka Si, Kitakyūsyū Si, Ube Si, Simonosaki Si

(Compiled from Survey on Shipment and Transportation of Perishables)

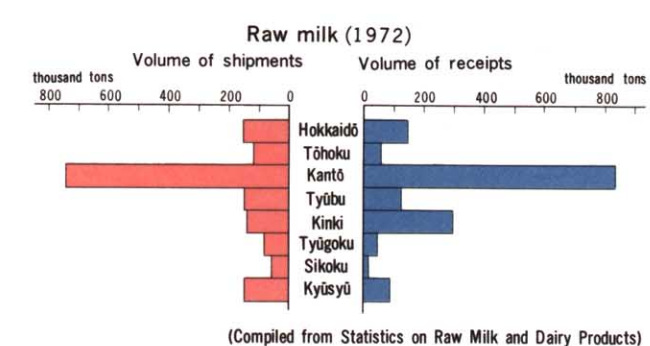
### VOLUME OF SHIPMENTS AND RECEIPTS OF MAIN ITEMS BY REGION



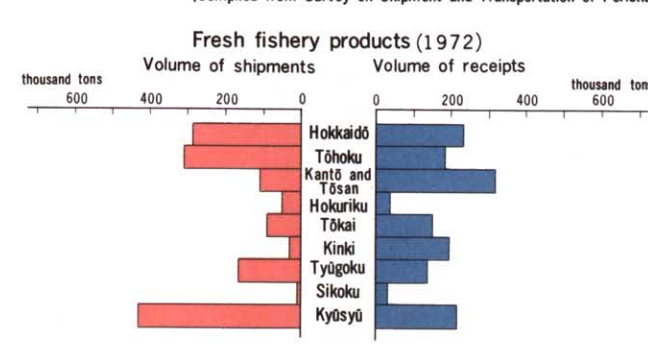
(Compiled from Statistical Annual Report on Staple Food Control)



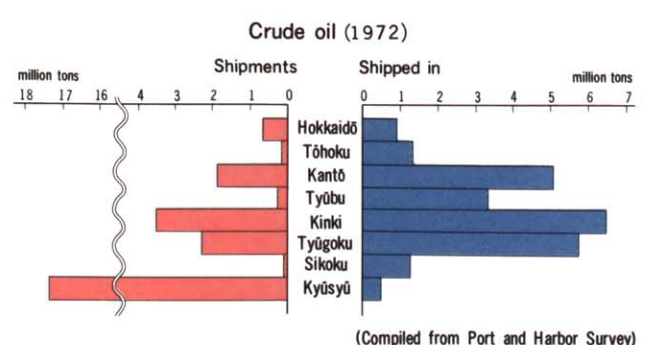
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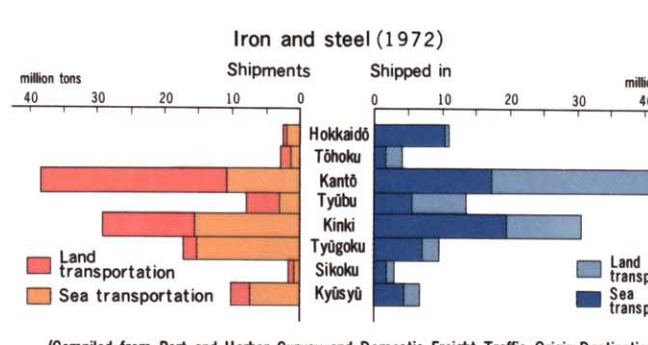
(Compiled from Statistics on Raw Milk and Dairy Products)



(Compiled from Annual Bulletin of Statistics on Fishery Products Marketing)

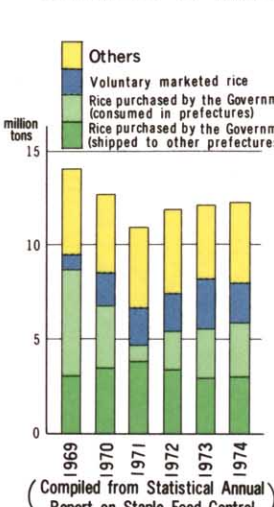


(Compiled from Port and Harbor Survey)



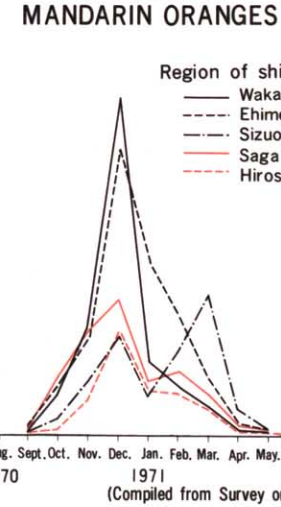
(Compiled from Port and Harbor Survey and Domestic Freight Traffic Origin-Destination Table)

### PRODUCTION AND SHIPMENT OF RICE



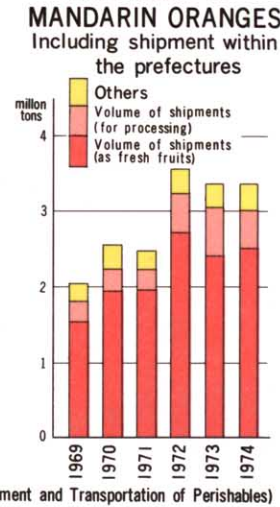
(Compiled from Statistical Annual Report on Staple Food Control)

### VOLUME OF MONTHLY SHIPMENTS OF MANDARIN ORANGES



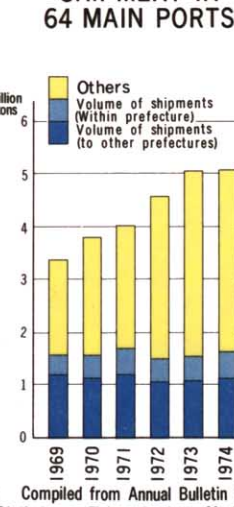
(Compiled from Survey on the Shipment and Transportation of Perishables)

### PRODUCTION AND SHIPMENT OF MANDARIN ORANGES



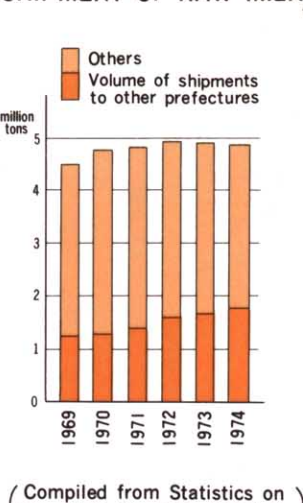
(Compiled from Annual Bulletin of Statistics on Fishery Products Marketing)

### LANDINGS AND SHIPMENT IN 64 MAIN PORTS



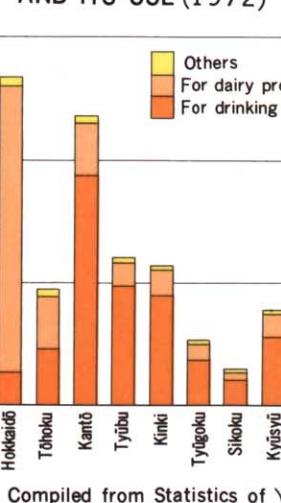
(Compiled from Annual Bulletin of Statistics on Fishery Products Marketing)

### PRODUCTION AND SHIPMENT OF RAW MILK



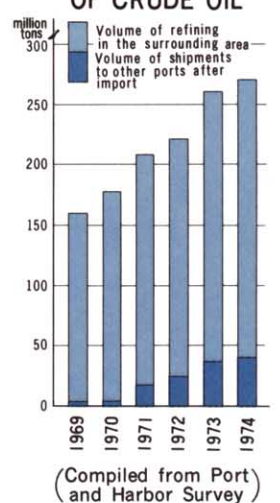
(Compiled from Statistics on Raw Milk and Dairy Products)

### PRODUCTION OF MILK AND ITS USE (1972)



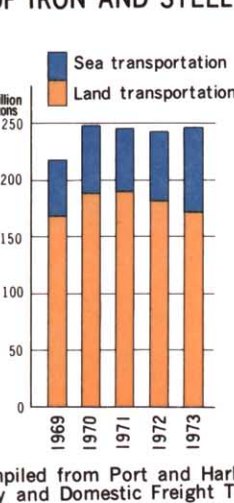
(Compiled from Statistics of Raw Milk and Dairy Products)

### VOLUME OF IMPORTS OF CRUDE OIL



(Compiled from Port and Harbor Survey)

### TRANSPORT VOLUME OF IRON AND STEEL



(Compiled from Port and Harbor Survey and Domestic Freight Traffic Origin-Destination Table)

60.1

