

Appendix: Chronology of Transportation (1868–1984)

Chronology of transportation (1868-1984)

Year	Railroads	Roads	Coastal and river transport
1868	Oki Mimpei, a samurai from the Saga fief, reports to the government recommending construction of railroads.	Transport of troops and supplies for the Boshin War begins. Government institutes post-station regulations.	The <i>Naniwa Maru</i> from the Osaka Unjoshō becomes courier ship between Osaka and Yokohama. Small steamboat service begins between Osaka and Kobe.
1869	Government decides to build a railroad between Tokyo and Kyoto.	Inspection gates eliminated on all roads. Horse-drawn carriages start operating between Yokohama and Tokyo.	Kimansen established and routes set up between Kobe and Yokohama. Kaiso Company established in Osaka and Tokyo.
1870	Office of Tetsudo-gakari established. Survey and then construction starts for a line between Tokyo and Yokohama. Ministry of Public Works established.	Permits issued for rickshaw operation.	Regulations on steam mail-ships and commercial ships laid down. Kaiso opens scheduled route between Tokyo and Osaka.
1871	Tetsudo-gakari renamed Tetsudo-ryo.	Postal service inaugurated.	First steel ship built domestically (for Niigata Customs).
1872	Railroad starts operating between Tokyo and Yokohama (passenger service only).	Post-station system abolished. Rikuun Company established at all stations. Rikuun Moto Company established. Horse-drawn carriage companies established throughout country.	Steamboats go into service on the Tone River. Nihon Koku Yubin Jokisen Kaisha (Japan Mail Steamship Company) established.

- 1873 Tokyo-Yokohama railroad starts carrying freight.
 Mitsui given permission to handle railroad freight.
 Rikuum Moto Kaisha Protection Law enacted (Cabinet Decree 230).
 Mitsui given permission to handle railroad freight.
- 1874 Railroad opens between Kobe and Osaka.
 Thorough protection of tree rows ordered.
 Fujikawa Un'yu Company established.
- 1875 Kobe Works produces first domestic passenger coaches.
 Vehicle tax regulations enacted.
 Rikuum Moto renamed Naikoku Tsuun.
 Rikuum disbanded at each station.
 Government starts protection of Mitsubishi Kisen Company.
 Mitsubishi starts route between Yokohama and Shanghai.
 Japan Mail Steamship Co. disbanded.
 Government gives first set of orders to Mitsubishi Kisen.
 Mitsubishi Kisen renamed Yubin Kisen Mitsubishi Company.
- 1876 First cars equipped with bogie trucks (including domestically produced cars).
 Railroad starts operating between Osaka and Kyoto.
 Road types and classifications determined.
 Government sells steamships bought from Japan Mail Steamship Co. to Yubin Kisen Mitsubishi Co., and provides aid to coastal shipping (Order no. 2).
 Ishikawajima Hirano Shipyard established.

Chronology (continued)

Year	Railroads	Roads	Coastal and river transport
1877	Tetsudo-ryo renamed Tetsudo-kyoku (Railway Bureau). Railroad between Kyoto and Kobe begins service. Technical Training College (Kogisei Yoseisho) established.	British consular report on transport in Japan.	Mitsubishi enlisted for military transport during the Satsuma Rebellion.
1878	Construction of railroad between Kyoto and Otsu begins.	Regulations enacted by Kanagawa Prefecture for maintaining roads and bridges.	Construction begins on Nobiru Port. Tokyo Wan Kisen Company established.
1879	First Japanese locomotive engineer.	Naikoku Tsuun Kaisha Protection Law abolished.	
1880	Osakayama Tunnel opens. Railroad between Kyoto and Otsu completed. Hokkaido Kaitakushi Railway begins service.		Government requests reports from coastal prefectures on sunken ships. Tokyo Fu Hansen Company established.
1881	Nihon Tetsudo Kaisha (Japan Railway Company) (first private railroad company) established.	Government stops providing funds to prefectures for civil engineering costs.	The Englishman E.H. Hunter establishes Osaka Ironworks (predecessor of Hitachi Shipbuilding).
1882	Tokyo Basha Tetsudo (Horse-Drawn Railway) starts operation.	Transport of mail by horse-drawn carriage makes progress.	Third set of orders given to Mitsubishi. Kyodo Un'yu Company established. Tona and Kitakami canals open to traffic.

1883	Japan Railway starts operating between Ueno and Kumagaya. Nakasendo Railway bonds go on sale.	Mikuraya Rikuso agency of Nihombashi starts handling Japan Railway freight.
1884	Japan Railway opens entire line between Ueno and Maebashi for service. Construction starts on Nakasendo Railway.	Regulations enacted controlling operations at post-stations. Osaka Shosen Kaisha (Osaka Merchant Shipping Company) established. Western-style pier completed at port of Kobe.
1885	Japan Railway opens line between Shingawa and Akabane. Ministry of Public Works abolished.	Nippon Yusen Company established by amalgamating Mitsubishi and Kyodo Un'yu.
1886	Nakasendo Railway proposal changed to Tokaido proposal.	Kawasaki Shipyard established.
1887	Enactment of Private Railway Ordinance.	Asano Kaisobu established (later becomes Toyo Kisen Company). Nagasaki Shipyard sold to Mitsubishi (re-named Mitsubishi Shipyard in 1888).
1888	First boom in private railroad investment and construction (-1890). Iyo Railway begins operation (762 mm gauge); first light railway.	Construction of Japanese-style ships with capacity of 500 <i>koku</i> or more halted.

Chronology (continued)

Year	Railroads	Roads	Coastal and river transport
1889	Entire Tokaido Line (between Kobe and Shimbashi) opens for service. Celebration of completion of 1,000 miles of railroad.	Rapid increase in railroad freight handlers.	Ishikawajima Shipyard established.
1890	Operation of first electric trams in Japan (Third National Exposition). Enactment of Tram Ordinance. Tetsudo-kyoku renamed Tetsudo-cho (under the Home Ministry).		Tone Canal opens to traffic. Construction of Japan's first steel freight-passenger ship, the <i>Chikugogawa Maru</i> . Lake Biwa Canal opens.
1891	Bill on railroad policy. Japan Railway opens entire route between Ueno and Aomori.	Nihon Un'yu Company successfully bids as communications subcontractor.	Nippon Yusen sells off all sailing-ships.
1892	Enactment of Railroad Construction Law. First compound engine (made in US, operated on Chikuho Railway).	Tenryu Un'yu Company established.	
1893	Abt system instituted (for icy passes). First domestically produced locomotive (Kobe Works). Tetsudo-cho renamed Tetsudo-kyoku (under the Ministry of Communications).	Naikoku Tsuun changes operations from long-distance road transport to railroad freight pick-up and delivery.	Japan Shipping Alliance established (predecessor to Japan Shipowners Alliance).

1894		Naikoku Tsuun returned to status as communications subcontractor.	Outbreak of Sino-Japanese War creates shortage of coastal-route ships and confusion.
1895	Kyoto Electric Railway starts operation (first electric tram operation).		
1896	Hokkaido Railroad Construction Law enacted. Railroad Rolling-stock Factory (Nagoya) and Kisha Seizo (Steam Train Manufacturing Company) (Osaka) begin operation.	Japan Railway starts freight handling and delivery.	Enactment of the Navigation Promotion Law and the Shipbuilding Promotion Law. River Law enacted (change from navigation/irrigation construction to flood-control construction, which affects river transport). Construction on port of Nagoya begins.
1897	Railroad Operations Bureau established (as external agency of the Ministry of Communications).	Kyosan Un'yu Company established.	Osaka Port construction starts.
1898		National Transport Alliance established.	Open Port Law amended (controlling barges and lighters). Construction begins on <i>Hiuchi Maru</i> (at Mitsubishi Shipyard in Nagasaki).
1899	Dining cars begin operating (San'yo Railway). Implementation of system to reduce long-distance fares.	Nihon Teigyo Company established.	Shipping Law and Ships Crew Law enacted. Reclamation project starts at port of Yokohama. Flood-control construction begins on Yodo River.

Chronology (continued)

Year	Railroads	Roads	Coastal and river transport
1900	Private Railroad Law and Railroad Operation Law enacted. Sleeping-cars go into operation (on San'yō and government railroads).	First motor vehicles imported. Bicycle imports increase. System set up in Naikoku Tsuun to issue and call in freight receipts.	Port and Harbour Survey Commission established. Regulations for shipping inspections instituted.
1901	San'yō Railway opens entire route between Kobe and Shimonoseki.	Naikoku Tsuun expands handling of railroad freight delivery.	Nakagawa Canal opens at Nagoya Port. Railroad ferries go into service between Shimonoseki and Moji. Yura Steamboat Company starts scheduled service on Yura River between Fukuchiyama and Yura.
1902	Tokyo City Railways established.	Bicycle regulations instituted.	
1903	Sasago Tunnel opens. Trams operate in Tokyo and Osaka.	Communications account instituted at Naikoku Tsuun.	Osaka rickshaw drivers oppose use of passenger cruise boats on city rivers.
1904	Electrification of Kōbu Railway (first electrification of a steam railroad, and first implementation of multiple-unit control).	Regulations on motor vehicles established.	Outbreak of Russo-Japanese War causes shortage in vessels on coastal shipping routes. Wakamatsu Port opens.
1905	Hanshin Electric Railway begins operating (first operation of inter-urban electric trains). Seto Automatic Railway begins steam car operation (Serpillet system).	Naikoku Tsuun starts delivery of passenger baggage at all stations on all lines.	San'yō Steamship begins ferry service between Shimonoseki and Pusan with the <i>Iki Maru</i> .

<p>1906</p> <p>First express train operates between Tokyo and Shimonoseki. Japan National Railway Law enacted. South Manchurian Railway established.</p>	<p>Port and Harbour Survey Commission reinstated.</p>
<p>1907</p> <p>Nationalization of 17 private railroads completed.</p>	<p>Meiji Transport Company established. Port and Harbour Survey Commission regulations instituted. Designation of important ports and harbours.</p>
<p>1908</p> <p>Railway Agency established as a government organization. Petrol-powered cars appear (Chikugo Tramway).</p>	<p>Revision of criminal laws makes regulations on handling freight receipts stricter. Tetsudo-cho abolishes system of rebates on general freight fares. Seikan (Aomori-Hakodate) Railroad ferries begin service. Miike Port opens. Osaka Ironworks builds Japan's first tanker, the <i>Tora Maru</i>.</p>
<p>1909</p> <p>Names officially adopted for National Railway lines. First Kudo-type steam car appears. The Yamanote Line is electrified.</p>	<p>World financial panic causes difficulties in transport operations.</p>
<p>1910</p> <p>Light Railway Law enacted. Basic model for passenger coach with bogie trucks established. Russell snowplough imported.</p>	<p>Uko (Uno-Takamatsu) Railroad Ferry Line goes into operation. National Transport Alliance petitions Railway Agency on the prevention of disorder in the market from too many small operators.</p>

Chronology (continued)

Year	Railroads	Roads	Coastal and river transport
1911	Freight ferry service begins between Shimono-seki and Komorie. Guidelines set up for production of completely domestic steam locomotives.		
1912	Operation of special express trains starts between Shimbashi and Shimonoseki.	Hire-car operations start in the Hakone vicinity.	
1913	Completion of the first Model 9600 steam locomotive.	Motorized bus service begins operation in the Tokyo vicinity.	Canal Law enacted. Naikoku Tsuun stops operating steamboats on the Tone River. Reclamation begins at Kawasaki Port.
1914	Tokyo Station finished (passenger station). Completion of the first Model 8620 steam locomotive.	Motor-vehicle transport of small baggage begins between Tokyo and Ueno stations.	
1915			Utsumiya Shipping Agency opens. Time limit on operations by Nippon Yusen ends, but further extension of 30 years granted.
1916	First domestically produced electric locomotive goes into operation (Osaka-Koya Railway).	Railway Transporters' Association established.	

1917	Experimental implementation of standard gauge (on the Yokohama Line).	Company strife in Naikoku Tsuun.	Zone number 1 of reclamation completed at Yokkaichi Port. Construction completed on giant pier in Yokohama.
1918	Japan's first mountain cable-car begins operation in Ikoma.		Home Ministry takes over operation of ports.
1919	Regional Railway Law enacted. Model 18900 (labeled Model C51) steam locomotive completed.	Tokyo Metropolitan Motor Vehicle Company begins operation. Regulations set up on government certification of railroad freight handlers.	Naikoku Tsuun sells to Tokyo Tsusen Company all rights to its shipping routes on the Tone River.
1920	The Railway Ministry established.	The Road Law goes into effect.	Maritime Affairs Committee established. Coastal Steamship Alliance founded. Ordinance on Hydrography Office issued.
1921	Tramway Ordinance enacted. Operation of first gasoline railcar (Yoshima Tramway).	Chuo Keisansho (Central Accounting Office) established.	Law on Reclamation in Public Waters enacted.
1922	Revised Railroad Construction Law enacted. The era of rapid electric train transit in the big cities begins.		Kawasaki Canal opens to traffic. Ports and Harbours Association established.
1923	First cars of partial steel construction appear (Kobe Metropolitan Electric Tramway). Model 9900 (later D50) steam locomotive completed.	Nihon Unso increases its capitalization and is renamed Kokusai Unso.	Nippon Yusen makes its coastal shipping section independent to become Kinkai Yusen Company. Construction completed on Osaka Merchant Shipping's <i>Onodo Maru</i> , Japan's first diesel-powered ship.

Chronology (continued)

Year	Railroads	Roads	Coastal and river transport
1924		Tokyo begins operating its own buses. Committee to Survey the Small Transporter System established.	Construction of Otaru Port completed.
1925	Switch-over made to automatic couplers. Seikan freight-car ferry runs begin. First electrification on the Tokaido Line.	Japan Ford begins business in Yokohama.	Hachiuma Kisen established.
1926	Model 8200 (later the C52) steam locomotives imported (first three-cylinder engines).	Godo Unso Company established. Progress made in amalgamating small transporters.	Construction completed on the Shibaura Wharf at Tokyo Port. Port and Harbour Survey Commission revived.
1927	Tokyo Underground Railway begins operation (first underground railway).	Japan General Motors sets up in Osaka. Godo Unso is renamed Kokusai Tsuun. Special Small-Freight Handling System instituted.	Regulations enacted to put the port-opening regulations into effect. The Home Ministry announces its "Selection of Important Ports."
1928	Model C53 steam locomotive completed. The EF52, the first standard electric locomotive, completed. First electric cars of the 20-meter-length class appear (Osaka Railway). The Railway Ministry strengthens the authority of the land-transport auditors.	Naikoku Tsuun amalgamates with Kokusai Tsuun and three major companies and continues operations as Kokusai Tsuun.	

1929	DC11 diesel locomotives imported. Names are given to limited express trains.		Inland Waterway Navigation Law enacted. Construction of Osaka Port completed.
1930	The limited express train <i>Tsubame</i> begins operation.	Railway Ministry starts operating its own buses.	
1931	Third-class sleeping-cars appear. Shimizu Tunnel opens to traffic.		Hanabata Canal opens to traffic. Depression in shipping industry worsens.
1932	The Railway Welfare Association established.	Test models of standard motor vehicles (buses and lorries) completed.	Maritime Affairs Council established. Nakagawa and Fugan canals open to traffic. First facility to provide aid for ship improvements organized.
1933	Kiha Model 41000 gasoline railcar completed.	Motor Vehicle Transport Operations Law goes into effect.	Ship Safety Law enacted.
1934	Tanna Tunnel opens for service.	Nissan Motor Co. starts in business.	Difficult times begin for inland shipping because of the excess in number of ships. Car ferry begins operating on the Wakato Ferry Line (between Wakamatsu and Tobata).
1935			Aid to improve ports and harbours expanded in scope from important to designated ports and harbours. Second facility to provide aid for ship improvements starts.

Chronology (continued)

Year	Railroads	Roads	Coastal and river transport
1936	The D51 steam locomotive completed.	Establishment of Committee to Investigate the System for Small Transporters.	Route Control Law goes into effect.
1937	Limited express train <i>Kamome</i> begins operating.	Small Transporters Law and the Law on Nippon Tsuun Kabushiki Kaisha enacted. Toyota Motor Manufacturing established.	Temporary Shipping Control Law enacted. Standard specifications devised for the hot-bulb engine.
1938	Law for Coordinating Land Transport Operators enacted.	System of ration coupons for gasoline and heavy oil goes into effect.	Osaka enacts regulations on river shipping.
1939			Enactment of Law on Aid to Finance Ship Construction and Compensate for Losses.
1940	Land Transport Control Order goes into effect (plans devised for priority transport of important materials based on the Law for National Mobilization).	Nippon Tsuun contracts to transport controlled materials.	Shipping Control Order goes into effect. National government provides aid for construction of coastal industrial belt based on guidelines.
1941	Teito Rapid Transit Authority set up to unify all underground railways within the city of Tokyo. Model C59 steam locomotive completed.	Supply of gasoline for passenger vehicles halted. Land Transport Control Order revised.	General plan devised for supervision of wartime shipping. Order given to establish a ports and harbours control group based on the Law for National Mobilization. Opening of port of Tokyo.

1942	Kammon channel tunnel opens to traffic (single-track; second track opened in 1944).	Final unification of bus and lorry operators.	Building of wartime standard ships adopted. Control of auxiliary-powered sailing-ships begins.
1943	Ministry of Transport and Communications established (from unification of Railway and Communications ministries).	Motor Vehicle Freight Transporters' Union established. Special Wartime Proclamation on the Road Law enacted and put into effect.	Merchant Marine Commission established.
1944	All first-class, dining-, and sleeping-cars taken out of service. Limited express trains removed from service.	National Small Transporter Control Union established.	<i>Sakurajima Maru I</i> starts carrying motor vehicles between Kagoshima and Hakamagoshi.
1945	Ministry of Transport established (communications section split off from Ministry of Transport and Communications).	Regulations adopted to encourage improved efficiency in small transport operations (Ministry of Transport order).	Department for Monitoring Maritime Transport set up in Imperial Headquarters.
1946	Model EF58 electric locomotive completed.	Japan Motor Vehicle Supply Company disbanded. The Ministry of Transport announces a general plan on guidelines for the organization of small transporters.	SCAP sets up the Shipping Control Authority for the Japanese Merchant Marine (SCAIAP). Japan Coastal Motorized Shipping Union established. Means implemented to transfer railroad freight to maritime shipping.

Chronology (continued)

Year	Railroads	Roads	Coastal and river transport
1947	Joetsu Line electrified between Takasaki and Nagaoka (initiation of trunk route electrification).	Administration of motor vehicle transporters moved from Home Ministry to Ministry of Transport. Motor Vehicle Transportation Projects Law abolished.	Shipping Public Corporation Law enacted. Planned construction of shipyards starts.
1948	Last steam locomotives of National Railways produced (Model C62 for passenger trains and Model E10 for steep grades).	Road Transport Law goes into effect. Small Transport Council established.	Maritime Safety Agency established. Maritime Transport Law enacted.
1949	National Railways reorganized as Japanese National Railways, a public corporation independent of the Ministry of Transport.	Small Transport Council abolished and Transport Council is established.	Shipping Control Law enacted. Controls lifted on marine transport of domestic goods.
1950	Shonan Electric Trains begin operation (National Railways introduces electric multiple units in long-distance trains).	Small Transporters Law and Nippon Tsuun Law rescinded. Railroad Freight Handling Operations Law goes into effect.	Shipbuilding Law and Ports and Harbours Law enacted.
1951	Railroad Construction Law revised (construction of local lines resumes).	Revised Road Transport Law is enacted and goes into effect. The first buses without conductors begin operating	Law on Port and Harbour Transport Operations goes into effect.
1952		Law on Special Measures for Road Improvement and Revised Road Law enacted.	Order putting Ports and Harbours Law into effect is partially revised to provide 56 important ports and 7 designated important ports. Law to Prepare Navigational Routes to Distant Islands enacted.

1953	First railroad bond issued. Mass production of diesel hydraulic rail-cars begins.	Nissan Motor Co., Hino Diesel, and Isuzu Motor Vehicle Co. introduce technology from Great Britain and France.	Plan to scrap low-performance inland vessels goes into operation.
1954	Mass production starts of lightweight electric cars with cardan drive (Model 300 for Eidan R.R. and Model 5000 for Tokyu R.R., etc.).	Cabinet adopts first five-year plan for road preparation.	Scandal occurs in shipbuilding. Worst disaster in Japanese maritime history when <i>Toya Maru</i> and four other Seikan ferries sink during a typhoon off Hokkaido. Car ferries go into service across the Akashi Strait and Naruto Strait.
1955	Excursion tickets go on sale for the first time.	Traffic accidents rapidly increase.	Council of Ports and Harbours instituted.
1956	Lightweight passenger coaches used for the first time on the National Railways. Entire Tokaido Main Line electrified, bringing travel time between Tokyo and Osaka to seven-and-a-half hours.	Japan Highway Corporation established.	Japan builds more ships annually than any other country. Inland shipping recovers to prewar levels.
1957	First AC electrification on the Senzan Line between Sendai and Sakunami and on the Hokuriku Main Line between Tamura and Tsuruga.	Enactment of the Law on Motor-Vehicle Road Construction for National Land Development and the National Motorway Law.	Unification of inland fares through the Inland Fare Alliance. The obsolescence of ships on remote-island service becomes an issue. Small Ship Operators' Association Law goes into effect.

Chronology (continued)

Year	Railroads	Roads	Coastal and river transport
1958	The <i>Kodama</i> , a limited express "business" train, begins operation, covering the distance between Tokyo and Osaka in 6 hours and 50 minutes.	Construction starts on the Meishin Motorway.	Measures adopted to deal with hard times in shipping. Incorporation of the Company for Preparing Routes to Hokkaido's Remote Islands.
1959	Limited express freight train, <i>Takara</i> , designed especially to carry containers, begins operating between Shiodome and Umeda.	Tokyo Motorway Corporation established.	The Domestic Passenger Ship Corporation Law enacted. The Law on Special Measures to Prepare Designated Port and Harbour Facilities goes into effect.
1960	All limited express trains on the Tokaido Main Line are operated by electric multiple units. First limited express train, the <i>Hatsukari</i> , using diesel railcars goes into operation.	New Road Traffic Law enacted and goes into effect.	Ishikawajima-Harima Heavy Industries created through the amalgamation of Ishikawajima Heavy Industries and Harima Shipyards.
1961	Large increase in the number of limited express trains in operation throughout the nation. Second five-year plan begins.	First lorry transporters convention held.	Revision of Domestic Passenger Ship Corporation Law, to become the Special Maritime Credit Corporation. Aid begins for the construction of ships to replace the wartime standard ships.
1962	Hokuriku Tunnel opens to traffic.	Hanshin Superhighway Corporation established.	Five-Year Plan for Port Facilities begins. The Law on Small Ship Operators goes into effect.

1963	The National Railways begins using automatic train stop (ATS) system.	Meishin Motorway between Amagasaki and Ritto opens to traffic.	Panel on Problems in Inland Shipping begun as an advisory body to the transport minister.
1964	Japan Railway Construction Corporation established. Tokyo Monorail begins operating between Hamamatsu-cho and Haneda airport. The Tokaido Shinkansen begins service between Tokyo and Shin-Osaka.	The Tokai and Hokuriku Motorway Construction Law is enacted and goes into effect. Road Law revised and classification of national highways into various grades abolished.	Inland Shipping Law and Inland Shipping Association Law enacted. Aid begins for the construction of (steel) vessels to replace obsolete and auxiliary-powered sailing-vessels.
1965	Third long-term National Railways plan begins. Model EF65 electric locomotive completed.	Construction starts on the Chuo Motorway between Chofu and Lake Kawaguchi and on the Tomei Motorway between Tokyo and Nagoya. Entire route on Meishin Motorway between Nishinomiya and Komaki opens to traffic.	Japan Federation of Inland Shipping established. Limits decided on the quantity of inland shipping vessels for the five years beginning 1965.
1966	Installation of ATS completed on all National Railway lines. Model EF90 (later renamed Model EF66) electric locomotive completed.	Lorries surpass railroads in ton-kilometre volume of freight transport. Law for Construction of Arterial Motorways for National Land Development enacted.	Law on the Special Maritime Credit Corporation revised to establish the Maritime Credit Corporation. Full-scale renovation of the system aiding the operation of sea routes to remote islands.
1967	Shin-Shimizu Tunnel opens to traffic.		Approval of regulations for adjustment of inland vessels. Consolidation of inland shipping operators begins.

Chronology (continued)

Year	Railroads	Roads	Coastal and river transport
1968	Advisory committee to the National Railways recommends the elimination of local lines. First electric car controlled by thyristor chopper (Eidan Model 6000).	Tomei Motorway between Tokyo and Atsugi and Chuo Motorway between Hachioji and Lake Sagami open to traffic.	Committee for Rationalization of Shipping makes its recommendations on the number of coastal ships for the five years from 1968 on. The Hankyu Ferry, Japan's first long-distance ferry, starts operating between Kobe and Kokura.
1969		Tomei Motorway's entire route between Tokyo and Komaki opens.	Inland shipping licensing system goes into effect.
1970	Law for Building a National Shinkansen Railroad Network goes into effect.	Local Road Corporation Law enacted.	National Inland Shippers and Transporters Union increases fares overall to a maximum of 23 per cent.
1971	Underground railway begins operating in Sapporo with pneumatic rubber-tyre cars running on concrete bed.	Motor vehicles surpass railroads in passenger-kilometres.	Fares of inland tankers increased by an average 3.3 per cent.
1972	Shinkansen begins operating between Shin-Osaka and Okayama.	Motor vehicles are required to have equipment installed to reduce exhaust gas emission.	Car ferry <i>Sanfurawa</i> begins operating between Nagoya and Kagoshima. Inland shipping organized into cartels to deal with the recession.
1973		Cabinet adopts seventh five-year plan for road preparation.	OPEC's four-fold increase in the price of oil is a tremendous shock to inland shipping.

1974	Enasan Tunnel opens to traffic.	Limitations removed on the construction of coastal ships.
1975	<p>Entire San'yo Shinkansen route opens for service (to Hakata).</p> <p>National Railways ends operation of steam locomotives on all trains. Last steam locomotive replacement completed on the Muroran Main Line and Yubari Line.</p>	Report by the Ship Construction Committee on appropriate number of ships to be built for the five years beginning 1975.
1976	Tohoku Motorway opened between Iwatsuki in Saitama Prefecture and Furukawa in Miyagi Prefecture.	Fifth plan adopted for preparation of ports and harbours. Japan Federation of Inland Shipping announces plan for normalizing inland shipping.
1977	Relaxation of traffic regulations in certain areas of Tokyo (prohibition of right turns, restricting large lorries from running on certain streets, etc.).	Japan Federation of Inland Shipping moves to improve situation caused by excess number of vessels.
1978		Ishikawajima-Harima Heavy Industries completes first factory ship (for pulp production).
1979	National Railways starts the <i>Yamaguchi</i> , a recreational steam-operated train, on its Yamaguchi Line.	Maritime Credit Corporation partially revised to modernize inland shipping and stabilize operators' management situation.

Chronology (continued)

Year	Railroads	Roads	Coastal and river transport
1980	Enactment of Law for Special Measures to Promote the Reconstruction of National Railway Operations (for removal of provincial lines).	Length of national motorways extends to 2,579 kilometres as of April and total production of motor vehicles reaches 11.17 million during the fiscal year.	
1981	The first new transportation systems, Kobe Port Liner and the Osaka New Tram, begin operating.		
1982	The Tohoku Shinkansen between Omiya and Morioka and the Joetsu Shinkansen between Omiya and Niigata begin operating.	Entire Chuo Motorway opens for service.	
1983	Pilot tunnel for Seikan Tunnel completed. Committee established to supervise reconstruction of the National Railways.	Entire Chugoku Motorway opens for service.	
1984	All freight marshalling yards eliminated. Sanriku Railway begins to operate (first privatization of national provincial or rural lines).		