



Japan Inter-regional Travel Survey 1990

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Abstract

T.B.A.

Keywords

Preferred citation style

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1.0 Document Description

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2.0 Study Description

Citation

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Study Scope

Keywords:	Origin-destination matrix , Travel demand , Mode of transport , Inter-regional travel
Abstract:	T.B.A.
Time Period:	-
Date of Collection:	-
Country:	Japan
Geographic Coverage:	all over Japan
Geographic Unit(s):	Traffic zone
Unit of Analysis:	originally individual data but aggregated to the prefectural-based data.
Universe:	All kinds of Japanese citizens who traveled from one region to another region on a day in October 1990 are covered. Only inter-regional travel for private and business purposes is observed. Region is defined as the daily-life activity area in which people commute to workplace and go to school. All over Japan is divided into 207 traffic zones. Not included the daily travel such as home-to-work, work-to-home, home-to-school, school-to-home.
Kind of Data:	Prefectural-data

Methodology and Processing

Time Method: Cross-sectional

Sampling Procedure: Sampling procedure is different among modes. Rail: random sampling of rail-use travelers from the inter-regional trains which are randomly selected on a one day. Ship: Car: randomly

Mode of Data Collection: Paper and pencil based personal interviews for public transport (except plane). Paper and pencil based self-administered questionnaire for Plane.

Sources Statement

3.0 File Description

File: 1990od_japan.NSDstat

- Number of cases: 2500
- No. of variables per record: 10
- Type of File: NSDstat 200203

4.0 Variable Description

Variable Groups

- [Inter-zonal traffic volumes](#)

Inter-zonal traffic volumes

Variables within *Inter-zonal traffic volumes*

- [Origin zone: Number](#)
- [Origin zone: Name](#)
- [Destination zone: Number](#)
- [Destination zone: Name](#)
- [Mode of transport: Plane](#)
- [Mode of transport: Rail](#)
- [Mode of transport: Ship](#)
- [Mode of transport: Bus](#)
- [Mode of transport: Car](#)
- [Observed volume \(* 1000 persons/year\)](#)

Variables

Variable: Origin zone: Number

Range of Valid Data Values: 1 to 50

Summary Statistics:

Minimum : 1

Maximum : 50

Variable Format: numeric

Variable: Origin zone: Name

Value	Label	Frequency
1 .	Dohoku	50
2 .	Miyazaki	50
3 .	Kagoshima	50
4 .	Okinawa	50
5 .	Doto	50
6 .	Doo	50
7 .	Donan	50
8 .	Aomori	50
9 .	Iwate	50
10 .	Miyagi	50
11 .	Akita	50
12 .	Yamagata	50
13 .	Fukushima	50
14 .	Ibaraki	50

15 .	Tochigi	50
16 .	Gunma	50
17 .	Saitama	50
18 .	Chiba	50
19 .	Tokyo	50
20 .	Kanagawa	50
21 .	Niigata	50
22 .	Toyama	50
23 .	Ishikawa	50
24 .	Fukui	50
25 .	Yamanashi	50
26 .	Nagano	50
27 .	Gifu	50
28 .	Shizuoka	50
29 .	Aichi	50
30 .	Mie	50

31 .	Shiga	50
32 .	Kyoto	50
33 .	Osaka	50
34 .	Hyogo	50
35 .	Nara	50
36 .	Wakayama	50
37 .	Tottori	50
38 .	Shimane	50
39 .	Okayama	50
40 .	Hiroshima	50
41 .	Yamaguchi	50
42 .	Tokushima	50
43 .	Kagawa	50
44 .	Ehime	50
45 .	Kouchi	50
46 .	Fukuoka	50

47 .	Saga	50
48 .	Nagasaki	50
49 .	Kumamoto	50
50 .	Oita	50

Range of Valid Data Values: 1 to 50

Summary Statistics:

Variable Format: numeric

Variable: Destination zone: Number

Range of Valid Data Values: 1 to 50

Summary Statistics:

Minimum : 1

Maximum : 50

Variable Format: numeric

Variable: Destination zone: Name

Value	Label	Frequency
1 .	Dohoku	50
2 .	Doto	50
3 .	Doo	50
4 .	Donan	50
5 .	Aomori	50
6 .	Iwate	50
7 .	Miyagi	50
8 .	Akita	50
9 .	Yamagata	50
10 .	Fukushima	50
11 .	Ibaraki	50
12 .	Tochigi	50
13 .	Gunma	50
14 .	Saitama	50

15 .	Chiba	50
16 .	Tokyo	50
17 .	Kanagawa	50
18 .	Niigata	50
19 .	Toyama	50
20 .	Ishikawa	50
21 .	Fukui	50
22 .	Yamanashi	50
23 .	Nagano	50
24 .	Gifu	50
25 .	Shizuoka	50
26 .	Aichi	50
27 .	Mie	50
28 .	Shiga	50
29 .	Kyoto	50
30 .	Osaka	50

31 .	Hyogo	50
32 .	Nara	50
33 .	Wakayama	50
34 .	Tottori	50
35 .	Shimane	50
36 .	Okayama	50
37 .	Hiroshima	50
38 .	Yamaguchi	50
39 .	Tokushima	50
40 .	Kagawa	50
41 .	Ehime	50
42 .	Kouchi	50
43 .	Fukuoka	50
44 .	Saga	50
45 .	Nagasaki	50
46 .	Kumamoto	50

47 .	Oita	50
48 .	Miyazaki	50
49 .	Kagoshima	50
50 .	Okinawa	50

Range of Valid Data Values: 1 to 50

Summary Statistics:

Variable Format: numeric

Variable: Mode of transport: Plane

Value	Label	Frequency
0 .		791
1 .		288
2 .		162
3 .		100
4 .		92
5 .		68
6 .		62
7 .		48
8 .		58
9 .		51
10 .		47
11 .		21
12 .		39
13 .		29

14 .	22
15 .	21
16 .	22
17 .	17
18 .	21
19 .	15
20 .	8
21 .	16
22 .	16
23 .	14
24 .	14
25 .	8
26 .	9
27 .	13
28 .	7
29 .	10

30 .	12
31 .	14
32 .	6
33 .	12
34 .	8
35 .	8
36 .	11
37 .	5
38 .	7
39 .	11
40 .	6
41 .	5
42 .	5
43 .	5
44 .	7
45 .	5

46 .	10
47 .	6
48 .	9
49 .	5
50 .	6
51 .	3
52 .	3
53 .	9
54 .	6
55 .	3
56 .	3
57 .	1
58 .	1
59 .	2
60 .	5
61 .	2

62 .	2
63 .	3
64 .	2
65 .	2
66 .	3
67 .	3
68 .	3
69 .	3
70 .	3
71 .	1
72 .	4
73 .	4
75 .	2
78 .	1
79 .	2
80 .	1

81 .	1
82 .	1
83 .	1
84 .	3
85 .	3
86 .	1
87 .	1
88 .	2
91 .	2
93 .	2
94 .	1
95 .	1
96 .	1
97 .	1
98 .	1
99 .	1

101 .	2
102 .	2
103 .	3
104 .	1
105 .	1
106 .	1
107 .	1
111 .	2
113 .	1
115 .	3
118 .	1
119 .	3
120 .	1
121 .	1
124 .	1
127 .	1

128 .	2
129 .	1
130 .	1
131 .	3
136 .	1
139 .	1
140 .	2
144 .	1
147 .	1
148 .	1
149 .	1
150 .	2
152 .	1
154 .	5
155 .	2
158 .	3

159 .	1
162 .	1
165 .	1
167 .	1
168 .	1
170 .	1
171 .	2
172 .	1
173 .	1
174 .	1
175 .	1
178 .	1
180 .	1
181 .	1
184 .	1
186 .	1

190 .	1
205 .	2
208 .	2
209 .	1
211 .	1
212 .	1
213 .	2
216 .	1
221 .	1
222 .	1
224 .	2
225 .	1
230 .	1
231 .	1
232 .	1
233 .	1

235 .	1
237 .	1
239 .	1
240 .	1
248 .	1
249 .	1
251 .	1
270 .	1
272 .	2
274 .	1
281 .	2
286 .	1
287 .	1
289 .	1
297 .	1
299 .	1

303 .	1
305 .	1
308 .	1
309 .	1
310 .	2
311 .	1
312 .	1
317 .	1
324 .	1
327 .	1
328 .	1
333 .	1
338 .	2
339 .	1
349 .	1
353 .	1

358 .	1
367 .	2
372 .	1
379 .	1
389 .	1
421 .	1
425 .	1
466 .	1
468 .	1
497 .	1
523 .	1
526 .	1
558 .	1
576 .	1
592 .	1
879 .	1

888 .	1
1298 .	1
1374 .	1
2167 .	1
2282 .	1

Range of Valid Data Values: 0 to 2282

Summary Statistics:

Minimum : 0

Maximum : 2282

Mean : 25.436

Standard deviation : 96.427

Variable Format: numeric

Notes: Intra-traffic zonal traffic volume is purposefully ignored and considered as zero.

Variable: Mode of transport: Rail

Value	Label	Frequency
0 .		728
1 .		110
2 .		86
3 .		74
4 .		66
5 .		60
6 .		45
7 .		33
8 .		26
9 .		46
10 .		32
11 .		30
12 .		34
13 .		24

14 .	26
15 .	27
16 .	22
17 .	29
18 .	14
19 .	12
20 .	11
21 .	16
22 .	21
23 .	17
24 .	9
25 .	9
26 .	18
27 .	13
28 .	19
29 .	10

30 .	17
31 .	12
32 .	9
33 .	15
34 .	11
35 .	11
36 .	16
37 .	11
38 .	8
39 .	10
40 .	3
41 .	11
42 .	6
43 .	5
44 .	11
45 .	11

46 .	7
47 .	10
48 .	3
49 .	6
50 .	10
51 .	4
52 .	4
53 .	11
54 .	5
55 .	6
56 .	6
57 .	6
58 .	3
59 .	7
60 .	12
61 .	6

62 .	5
63 .	5
64 .	7
65 .	4
66 .	3
67 .	3
68 .	4
69 .	2
70 .	4
71 .	2
72 .	4
73 .	3
74 .	4
75 .	2
76 .	7
77 .	3

78 .	3
79 .	5
80 .	2
81 .	4
82 .	1
83 .	7
84 .	7
85 .	4
86 .	1
87 .	2
88 .	4
89 .	2
90 .	8
91 .	6
93 .	3
94 .	6

95 .	2
97 .	7
98 .	5
99 .	4
100 .	2
101 .	3
102 .	3
103 .	4
104 .	3
105 .	1
106 .	2
107 .	3
108 .	1
109 .	4
110 .	1
111 .	5

112 .	2
113 .	2
114 .	2
115 .	1
116 .	1
117 .	1
118 .	3
119 .	3
122 .	3
123 .	1
124 .	2
125 .	2
126 .	3
127 .	2
128 .	2
129 .	2

130 .	1
131 .	4
132 .	6
133 .	4
134 .	3
135 .	2
136 .	2
137 .	4
138 .	2
139 .	3
140 .	3
141 .	1
142 .	2
143 .	5
145 .	2
146 .	1

147 .	2
148 .	2
149 .	2
150 .	1
151 .	1
153 .	2
154 .	3
155 .	2
157 .	1
159 .	1
160 .	2
161 .	1
162 .	2
163 .	1
164 .	1
165 .	2

166 .	2
167 .	1
168 .	2
170 .	2
172 .	4
174 .	1
176 .	1
177 .	3
179 .	1
180 .	1
181 .	1
182 .	2
183 .	1
186 .	2
187 .	2
188 .	1

189 .	1
192 .	1
193 .	2
194 .	2
195 .	1
196 .	3
197 .	1
198 .	2
200 .	1
202 .	1
204 .	2
206 .	1
209 .	1
211 .	1
212 .	1
217 .	2

218 .	4
220 .	2
221 .	2
222 .	2
225 .	1
226 .	1
227 .	2
228 .	1
231 .	1
233 .	1
235 .	1
236 .	1
237 .	1
238 .	1
239 .	4
240 .	1

242 .	2
245 .	1
246 .	1
254 .	1
257 .	1
258 .	1
261 .	1
262 .	2
264 .	1
266 .	1
275 .	2
279 .	1
284 .	1
285 .	2
287 .	1
288 .	1

289 .	1
294 .	1
295 .	1
297 .	1
298 .	1
302 .	2
303 .	1
308 .	1
309 .	1
323 .	1
332 .	1
339 .	1
342 .	1
343 .	1
346 .	1
351 .	1

354 .	2
356 .	2
358 .	1
359 .	1
360 .	1
362 .	2
369 .	1
371 .	1
374 .	1
375 .	1
378 .	3
383 .	1
384 .	1
388 .	1
391 .	1
392 .	1

406 .	1
408 .	1
411 .	1
413 .	1
414 .	1
416 .	1
418 .	2
421 .	3
422 .	1
423 .	1
424 .	1
428 .	2
432 .	1
434 .	1
444 .	1
445 .	1

455 .	1
461 .	1
464 .	1
465 .	1
466 .	1
469 .	2
471 .	1
477 .	1
478 .	1
480 .	1
482 .	2
493 .	1
498 .	1
500 .	1
501 .	1
503 .	1

507 .	1
509 .	1
512 .	1
515 .	1
519 .	1
523 .	1
529 .	1
530 .	1
540 .	1
547 .	1
549 .	2
555 .	1
560 .	2
562 .	1
564 .	1
565 .	1

566 .	1
574 .	1
575 .	1
582 .	1
584 .	1
588 .	1
592 .	1
593 .	1
599 .	1
600 .	1
606 .	1
608 .	1
613 .	1
615 .	1
619 .	1
640 .	1

652 .	3
657 .	1
660 .	2
664 .	1
666 .	1
683 .	1
690 .	1
700 .	1
714 .	1
717 .	1
740 .	1
745 .	1
747 .	1
760 .	1
790 .	1
805 .	1

818 .	1
827 .	1
835 .	1
850 .	1
852 .	1
857 .	1
864 .	1
878 .	1
879 .	1
888 .	1
908 .	1
921 .	1
928 .	1
987 .	1
991 .	1
1004 .	1

1014 .	1
1037 .	1
1052 .	1
1063 .	1
1085 .	1
1096 .	1
1147 .	1
1221 .	1
1224 .	1
1298 .	1
1403 .	1
1551 .	1
1554 .	1
1611 .	1
1703 .	1
1722 .	1

1796 .	1
1856 .	1
1898 .	1
1972 .	1
1975 .	1
1998 .	1
2010 .	1
2011 .	1
2139 .	1
2220 .	1
2324 .	1
2729 .	1
2822 .	1
2929 .	1
3204 .	1
3518 .	1

3940 .	1
4061 .	1
4107 .	1
4357 .	1
4539 .	1
4557 .	1
4584 .	1

Range of Valid Data Values: 0 to 4584

Summary Statistics:

Minimum : 0

Maximum : 4584

Mean : 94.439

Standard deviation : 335.645

Variable Format: numeric

Notes: Intra-traffic zonal traffic volume is purposefully ignored and considered as zero.

Variable: Mode of transport: Ship

Value	Label	Frequency
0 .		2168
1 .		63
2 .		51
3 .		32
4 .		25
5 .		13
6 .		12
7 .		5
8 .		7
9 .		6
10 .		5
11 .		8
12 .		4
13 .		3

14 .	6
15 .	2
16 .	4
17 .	1
18 .	4
19 .	1
20 .	1
21 .	2
22 .	3
23 .	1
24 .	3
25 .	3
26 .	2
27 .	1
28 .	3
32 .	1

33 .	2
34 .	1
36 .	2
37 .	1
39 .	2
40 .	2
41 .	1
43 .	1
45 .	3
51 .	3
52 .	2
54 .	1
55 .	1
56 .	1
59 .	1
60 .	1

64 .	1
65 .	1
69 .	2
74 .	1
75 .	2
76 .	1
82 .	1
88 .	1
94 .	2
98 .	1
111 .	1
113 .	1
115 .	1
122 .	1
147 .	1
148 .	1

154 .	1
156 .	1
159 .	1
160 .	1
169 .	1
224 .	1
248 .	1
257 .	1
313 .	1
338 .	1
363 .	1
367 .	1
401 .	1
489 .	1
566 .	1
604 .	1

Range of Valid Data Values: 0 to 604

Summary Statistics:

Minimum : 0

Maximum : 604

Mean : 3.808

Standard deviation : 28.895

Variable Format: numeric

Notes: Intra-traffic zonal traffic volume is purposefully ignored and considered as zero.

Variable: Mode of transport: Bus

Value	Label	Frequency
0 .		1922
1 .		161
2 .		75
3 .		50
4 .		41
5 .		31
6 .		16
7 .		20
8 .		14
9 .		15
10 .		10
11 .		4
12 .		10
13 .		6

14 .	5
15 .	2
16 .	6
17 .	3
18 .	7
19 .	7
20 .	2
21 .	4
22 .	3
23 .	2
24 .	4
26 .	2
27 .	3
28 .	1
29 .	1
30 .	1

32 .	1
33 .	2
35 .	2
36 .	1
37 .	1
38 .	2
40 .	2
41 .	2
43 .	1
45 .	1
46 .	3
47 .	2
49 .	3
51 .	1
52 .	2
53 .	1

56 .	1
60 .	1
63 .	2
64 .	1
65 .	1
66 .	1
67 .	1
69 .	1
70 .	1
71 .	1
72 .	2
75 .	1
78 .	1
82 .	1
90 .	1
91 .	1

92 .	1
95 .	1
101 .	3
105 .	1
109 .	1
113 .	1
117 .	1
143 .	1
156 .	1
159 .	1
164 .	1
169 .	1
175 .	1
182 .	1
187 .	1
239 .	1

256 .	1
270 .	1
276 .	1
420 .	1
424 .	1
442 .	1
454 .	1
481 .	1
724 .	1

Range of Valid Data Values: 0 to 724

Summary Statistics:

Minimum : 0

Maximum : 724

Mean : 4.538

Standard deviation : 29.868

Variable Format: numeric

Notes: Intra-traffic zonal traffic volume is purposefully ignored and considered as zero.

Variable: Mode of transport: Car

Value	Label	Frequency
0 .		803
1 .		250
2 .		126
3 .		86
4 .		58
5 .		62
6 .		35
7 .		46
8 .		28
9 .		30
10 .		23
11 .		24
12 .		22
13 .		19

14 .	17
15 .	23
16 .	9
17 .	16
18 .	10
19 .	14
20 .	7
21 .	12
22 .	13
23 .	10
24 .	5
25 .	13
26 .	8
27 .	9
28 .	5
29 .	10

30 .	14
31 .	9
32 .	10
33 .	6
34 .	10
35 .	5
36 .	5
37 .	6
38 .	5
39 .	5
40 .	6
41 .	3
42 .	7
43 .	11
44 .	7
45 .	3

46 .	6
47 .	2
48 .	3
49 .	4
50 .	5
51 .	2
52 .	2
53 .	6
54 .	3
55 .	2
56 .	5
57 .	7
59 .	4
60 .	4
61 .	1
62 .	5

63 .	4
64 .	9
65 .	2
66 .	1
67 .	4
68 .	4
69 .	6
70 .	6
71 .	2
72 .	3
73 .	3
74 .	2
75 .	2
76 .	6
77 .	1
78 .	2

79 .	2
80 .	4
81 .	3
82 .	3
83 .	2
84 .	2
85 .	1
86 .	2
87 .	2
88 .	1
89 .	1
90 .	5
91 .	2
92 .	2
93 .	1
94 .	2

