

Abstract

The purpose of this study is to elucidate characteristics and factors on hinterland, and relations between hinterland and port space through the process of the formation of a port hinterland. This kind of study is not seen much in geographical research, though ports have been greatly transformed in recent years. This study is chiefly analyzed from the aspect of the transportation network and the industrial structure in the port hinterland. Kushiro port, which is the largest port in the eastern part of Hokkaido, is selected as a study area.

In this study, the following things are clarified.

In the pioneering age, some penetration lines extended from the port and the port came to play the role of the gateway to the interior. One penetration line grew up into a rail trunk line and brought the port a large amount of cargo, and modern quays were constructed instead of the past trading beach.

Before the 1960s, a transportation network dominant in railways was formed. At the beginning of this rail dominance era, the Karikachi Pass, which was a traffic bottleneck, decided the sphere of the hinterland of the Kushiro port. As the Kushiro port was chiefly constructed for mass rail transport and coal export, a vast site for rail transport and a coal yard were prepared in and behind the wharf. This divided the port from the town.

Motorization forms a transportation network dominant in trucks. The area within a radius of about 120 km, which is the distance a truck is

able to shuttle in a day trip, determines a port hinterland. But as for the ferry cargo, ferry ports make the whole area of Hokkaido hinterland. And international relations with Russia and the influence of drift ice in the Sea of Okhotsk are other factors in deciding the size of the port hinterland. A new port was constructed to meet the changes of the industrial structure and the development of motorization in the port hinterland. Port space of the old port has been reorganized into amusement space as a result of the construction of the new port.

Keywords: port hinterland, port space, transportation network, gateway, industrial structure, motorization

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