

Tokyo's Taxis

Feature

For the Tokyo Olympics / Paralympics



▲TSTiE (Tokyo Sightseeing Taxi in English) driver certification system



▲TSTiE driver certification logo



▲Improved services for foreign visitors

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▲Tickets for free initial fares being distributed at the presentation meeting hall of a Rikunabi limited liability company.

Job-hunting support taxis

University students who are job-hunting are given free initial fare services and support in their job-hunting.



Efforts are being made in introducing a **fare for the shortened distance of initial charge (in the 400s of yen)** for better affordability and fare systems that make taxis more user-friendly.

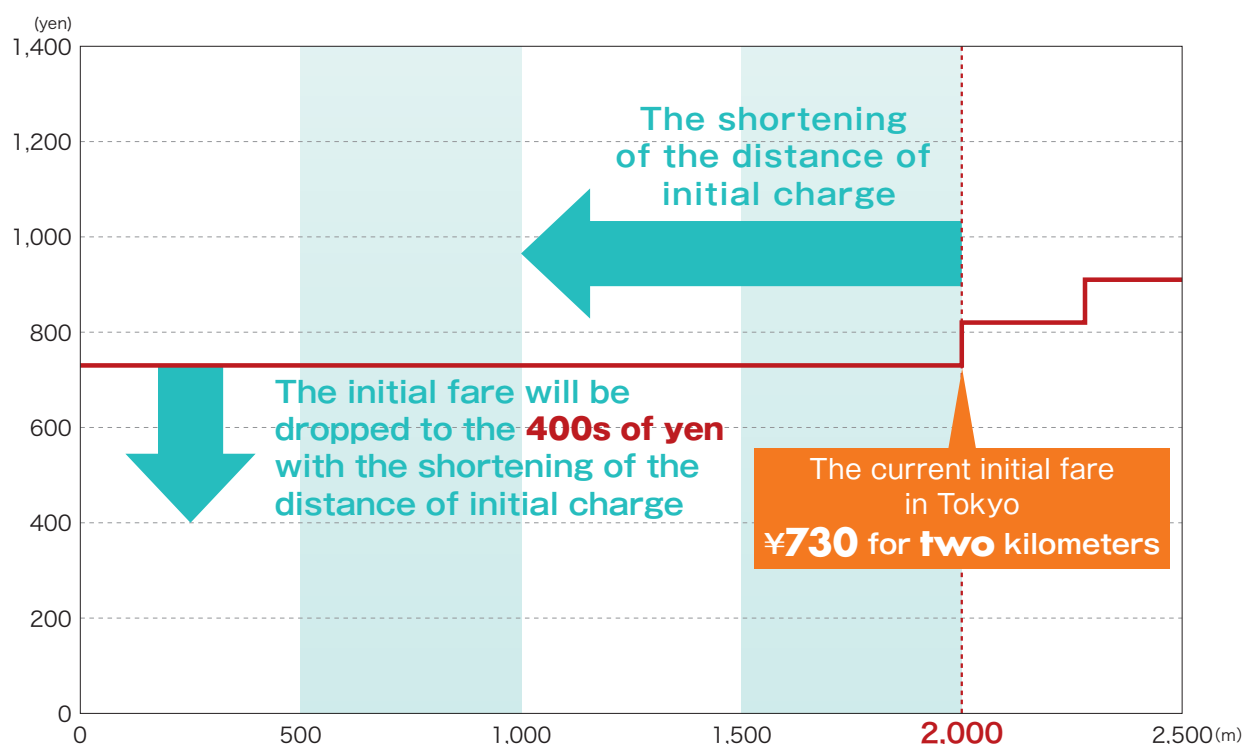
Goal of the efforts in the fare for the shortened distance of initial charge

Taxi fares in Tokyo are by no means more expensive than in other major cities around the world*, but the initial fare is currently ¥730 because the distance of the initial charge is relatively long at 2 kilometers.

By **shortening the distance of the initial charge and lowering the fare to the 400s of yen**, current customers as well as tourists and people who have not used taxis much in the past (such as the elderly and young people) will find the taxis more user-friendly. We are speeding our efforts in introducing a taxi fare system that meets the needs of customers who only need to travel short distances.

*Refer to "The current status of taxi industries in other countries" on p.33.

Concept of the fare for the shortened distance of initial charge



The current initial fare in Tokyo is ¥730 for two kilometers (as of June 2016)





Ten thousand UD taxis will be introduced by the 2020 Olympic and Paralympic Games.

UD (Universal Design) taxis

The city of Tokyo has allocated **about ¥6.1 billion** as support for introducing UD (universal design) taxis at the 2016 budget proposals. This means that **six hundred thousand yen per vehicle** is granted. **Ten thousand vehicles**, which adds up to 20% of the fifty thousand taxis in Tokyo, will be introduced by 2020 Olympic and Paralympic Games.

Number of vehicles introduced (auxiliary base)

	Tokyo	Kanagawa Prefecture	Saitama Prefecture	Chiba Prefecture
2011	2 vehicles	15 vehicles	—	6 vehicles
2012	13 vehicles	71 vehicles	10 vehicles	6 vehicles
2013	13 vehicles	34 vehicles	4 vehicles	1 vehicles
2014	15 vehicles	17 vehicles	4 vehicles	5 vehicles
2015	8 vehicles	6 vehicles	6 vehicles	1 vehicles

According to the Kanto District Transport Bureau



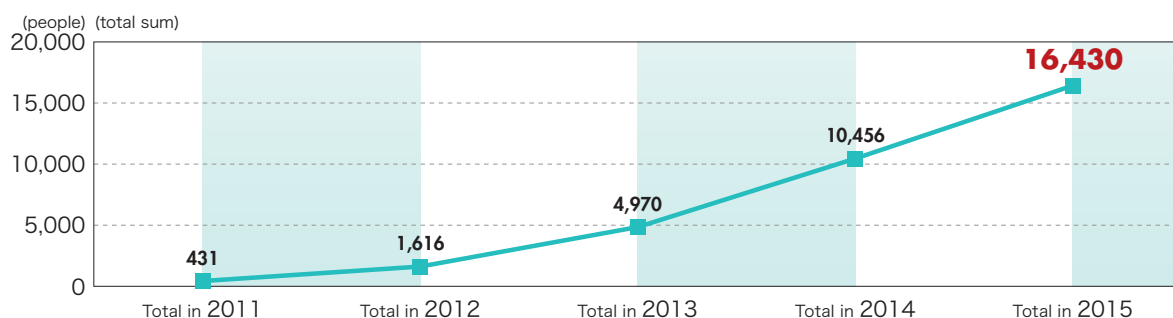
Training for Universal Drivers

Training on subjects such as how to communicate with elderly and disabled passengers, how to handle wheelchairs, and how to assist with boarding is provided by the National Welfare Transportation Service Association.

Courses that offer the necessary training for drivers is also provided by the Tokyo Taxi Center as of April 1, 2014 and **half of the drivers in Tokyo are scheduled to be qualified by 2020.**



Transitions in the number of drivers who have completed UD training (Tokyo)



Source: The National Welfare Transportation Service Association

SECTION 01

For the Tokyo
Olympics /
Paralympics



The goal is to **foster three hundred taxi drivers who can provide services in English for tourism** by the beginning of the Olympic and Paralympic Games.

TSTiE driver certification system

The **TSTiE Driver** certification system was established in 2015, and **the fostering of drivers who can provide tourist information in English** is being implemented.

As of February 2016, there are fifteen certified TSTiE drivers, and the goal is to increase this number to three hundred by the beginning of the 2020 Olympic and Paralympic Games. It is expected that there will be an increase in the number of foreign visitors, and efforts are being made to improve the services that taxi drivers can offer them.



TSTiE driver certification logo
"TSTiE" stands for "Tokyo Sightseeing Taxi in English".

Conditions for TSTiE driver certification

〈Step1〉

- The driver must pass the **Tokyo city guide screening**.
- The driver must complete the **training for Universal Drivers**.

〈Step2〉

- The driver must complete the **training in foreign languages for Tokyo sightseeing taxi drivers**.

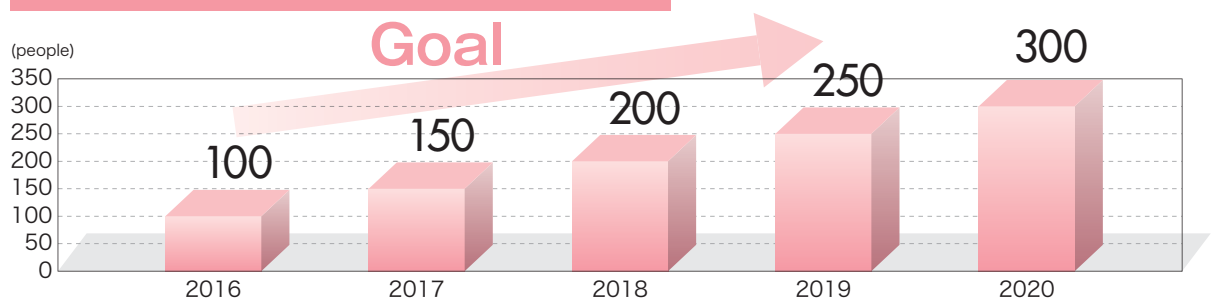
〈Step3〉

- The driver must obtain language skills equivalent to that of a **600 TOEIC score**.

〈Step4〉

- The driver must pass the **certification program for drivers who can provide services in English for tourism**.
(20 hours of training and oral test)

Transitions in targeted numbers of TSTiE drivers

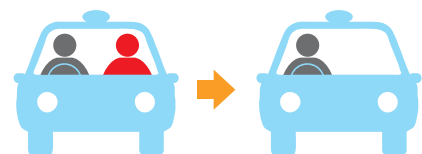


Proposals in special zones for structural reform

[Expansion of paid tour guide services in foreign languages]

*Proposals are being made to departments and agencies to let drivers who show that they have reached a certain level of quality upon undergoing examination and training offer paid tour guide services even without certification as interpreters or guides.

The appeal of sightseeing in Tokyo is enhanced as tourists from abroad can easily receive guided tours in English.



Attending interpreter required
Increased cost burden

Attending interpreter not required
Lessened cost burden



Creating a pleasant environment for visitors from abroad.

Operation of multilingual taxis (Hospitality Taxis)



▲ Indicated with this sign

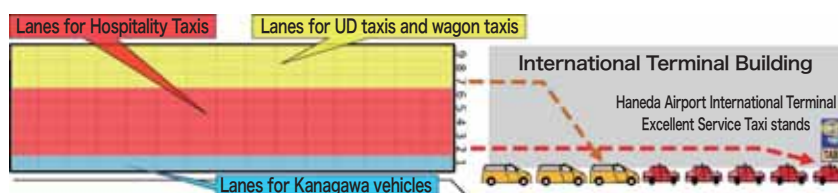
Training on serving visitors from abroad

The training that is offered by the Tokyo Taxi Center, which involves role-playing, is aimed at improving customer service by teaching customs practiced by foreign nationals, basic communication skills needed in operating a taxi, and more.

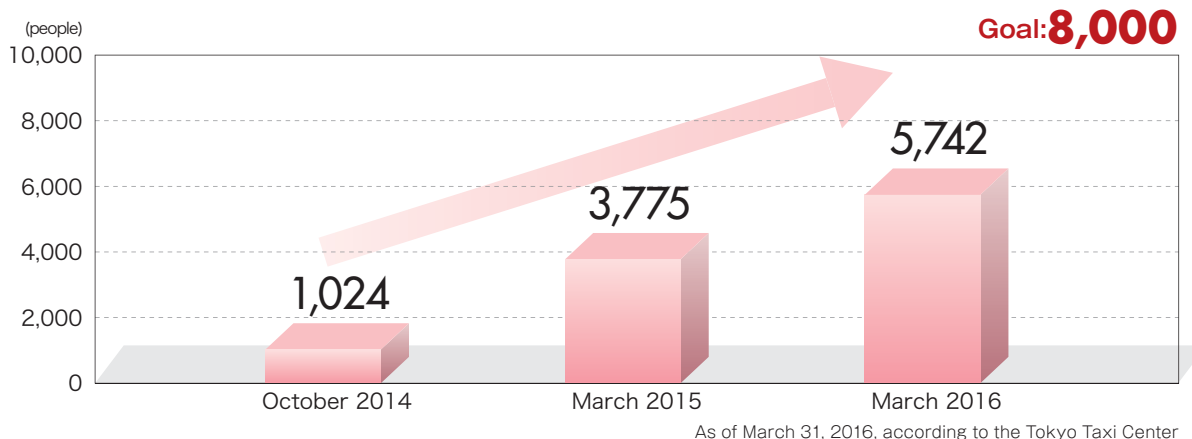


Exclusive lanes for drivers who have completed training on serving visitors from abroad

As of December 15, 2014, drivers who have completed the above-mentioned training are granted access to exclusive lanes. This is to increase the level of hospitality by allowing visitors from abroad to choose taxis with drivers who can communicate in English.



Transition in the number of hospitality taxi drivers



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Use Tokyo's most widely-used smartphone-based taxi dispatch system that allows you to reach **over 12,000 taxis**.

Dispatching a taxi with a smartphone app (Tokyo Taxi Association-TAKKUN)

It is now possible to quickly and easily call a cab with a smartphone app. The number of users is increasing as it has many functions that eliminate the need to explain to an operator where you need to be picked up or where your destination is.

The "Tokyo Taxi Association-TAKKUN" app, which is **the first of its kind in the world** - exceeding the boundaries of taxi companies and allowing you to call the nearest taxi vehicle to you in special zones / the Busan district, began its full-scale services in January 22, 2014.

This app currently allows you to reach roughly **12,412 taxis** in areas including the Tama district.

(The total number of taxis in Tokyo is **about 44 thousand**, which accounts for **about 28%** of all taxis nationwide.)

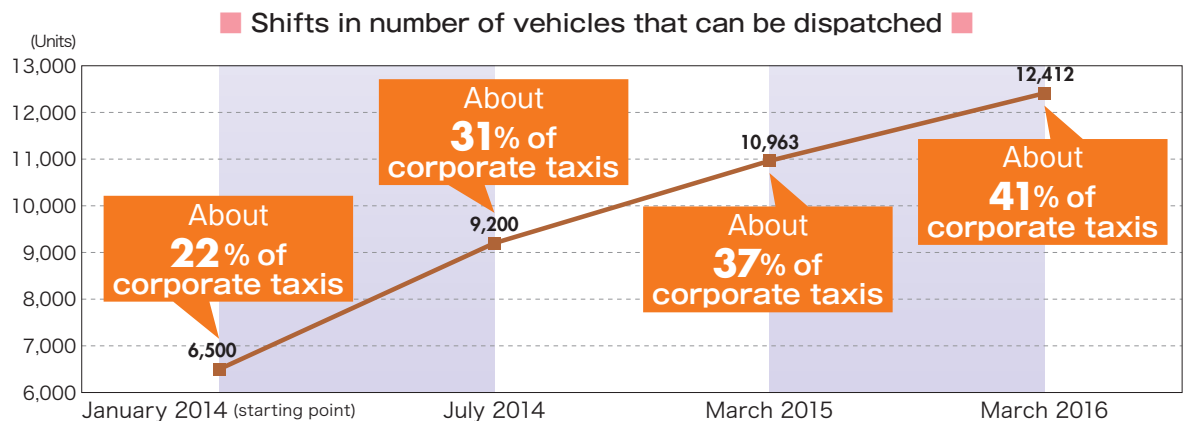
(The total number of corporate taxis in Tokyo is **about 30 thousand**, which accounts for **about 41%** of all corporate taxis nationwide.)

Plans for further enhancements such as those in collaboration with multilingual and sightseeing apps are underway for the Olympic and Paralympic Games in addition to the apps in the Japanese and English versions that are currently available.

Please be sure to install it!



● Official Tokyo Taxi Association-TAKKUN website <http://takkun.taxi-tokyo.or.jp/>



As of March 31, 2016, according to the Tokyo Hire-Taxi Association





Promoting digitalization and active IT use to provide better services.

Efficiency in vehicles dispatched by radio

Effects brought upon by the introduction of digital systems

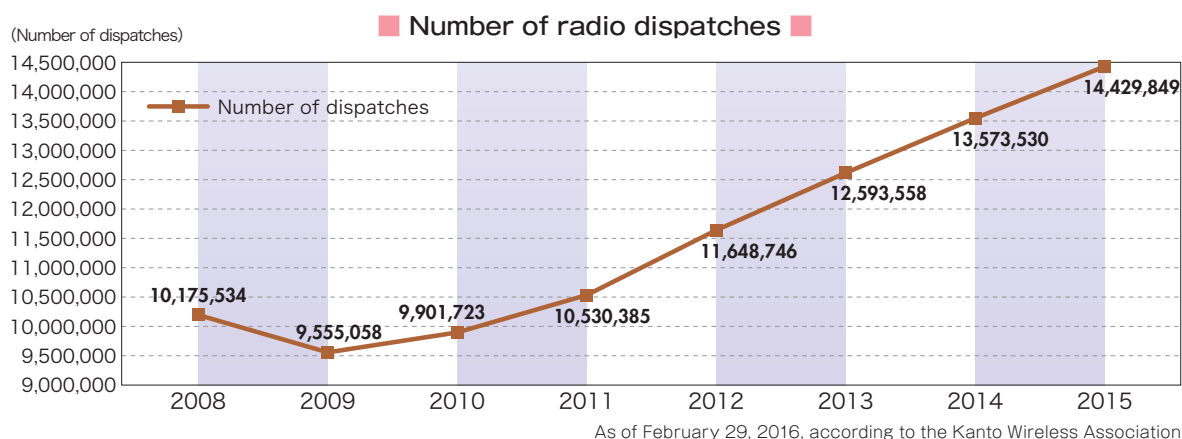
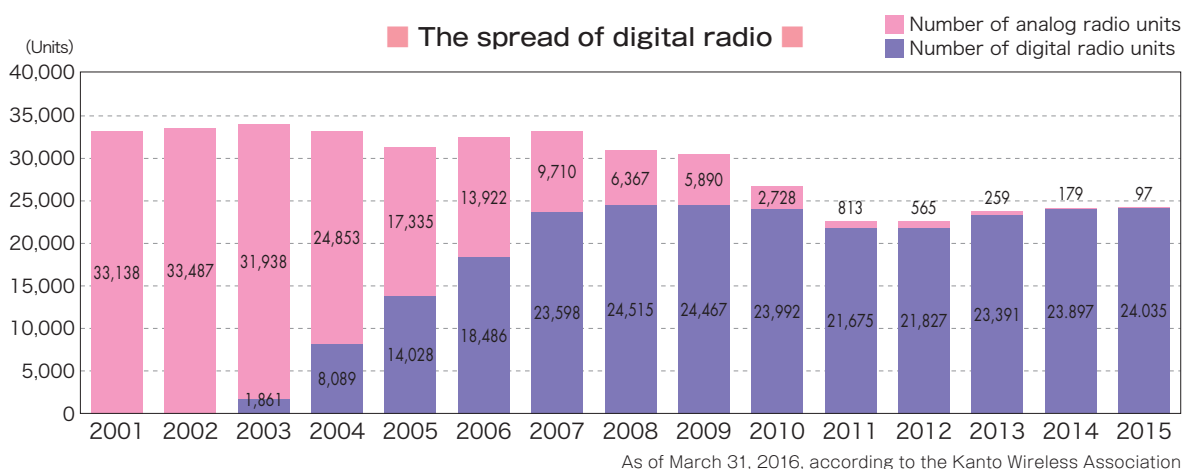
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Shortened average reception time for dispatch (example by Wireless Group A)

70 seconds to 27 seconds by switching from analog radio to digital radio

*time shortened by about 60%



Acceptance of credit cards, electronic money, etc.

In addition to accepting conventional forms of payment such as cash, tickets, or coupons; the acceptance of credit cards, IC cards, electronic money, etc. to conform to the diversification in methods of payment is making payment **cashless and fast**. The cost of installing systems for this is about thirty-thousand yen per vehicle but the number of vehicles that have them is rising each year.

Credit card system installed: 91%

Electronic money system installed: 64%

(from a survey of corporate taxis, as of March 31, 2015)





Access to the airport at reasonable fares.

Operation of fixed-fare taxis

Implementation of the Haneda Airport fixed fare system

A fixed fare system for rides between Haneda Airport and various locations in Tokyo was introduced with the collaboration of the International Terminal as of October 21, 2010. This system allows the offering of services with **fares 10 to 30% lower than those indicated on the meters and without the need to worry about fares going up due to conditions such as traffic congestions.**

There are also fixed fares to Haneda Airport and Tokyo Disney Resort. Each vehicle also has a point-and-speak phrase guide in English, Korean, and Chinese to help smoothening communication with visitors from abroad.

- The "Fixed Fares to Haneda Airport" page on the Tokyo Hire-Taxi Association website
<http://www.taxi-tokyo.or.jp/teigaku/>



羽田空港 定額運賃



羽田空港までご利用の場合は、ご利用1時間前までにお申し込みください。
 (ご予約は各タクシー会社または無線配車センターへ。)

Fixed fares that are low even on a global scale

The fixed fares to and from the airport are low even on an international scale. **There are no such fare settings in London (with fares being 1.5 to 2 times higher on the meters than those in Tokyo), making them about equal to the fares in New York.**

羽田空港定額運賃

Fixed Fares from / to Haneda Airport
 羽田空港 定額運賃
 羽田空港 定額運賃

羽田空港 定額運賃は、定額運賃+有料道路利用料でタクシーをご利用いただけます。

Taxi fares for the routes between Haneda Airport and the zones below are fixed fares + fees for toll roads.

羽田空港 定額運賃+有料道路利用料+有料道路利用料でタクシーをご利用いただけます。

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Access routes of fixed-fare taxi can be searched on the Haneda Airport Terminal web portal.



Services evaluated highly on an international level.

The taxi services in Tokyo are the best in the world

The Tokyo Olympics / Paralympics bid speech

SECTION 01

For the Tokyo Olympics / Paralympics

When giving a presentation to the IOC bidding to host the Olympic and Paralympic Games in Tokyo, Christel Takigawa stated that **the taxi services in Japan are ranked the highest in the world.**

[Partial extract of the original document]

A recent study on seventy-five thousand people who travel around the world showed that Tokyo is the safest city in the world. **The same study showed that Tokyo ranked No. 1 in its public transportation system, cleanliness of the streets, and kindness of its taxi drivers as well.**

●How kind were the taxi drivers?

Tokyo (Japan)	7.71
Cancun (Mexico)	7.69
Singapore	7.58
Punta Cana (Dominican Republic)	7.46
Dublin (Ireland)	7.45

●What is your overall assessment of the taxi services there?

Tokyo (Japan)	8.18
Singapore	8.12
Dubai (United Arab Emirates)	7.84
Dublin (Ireland)	7.70
London (England)	7.61

Source: Results of the 2012 TripAdvisor survey on cities of the world by tourists

Sending messages out to the world

<http://www.taxi-tokyo.or.jp/english/>

PR activities are being carried out such as through **websites in English** for sending out information overseas and throughout the world, and through the **English version of "Tokyo's Taxis"** in PDF files available on the Tokyo Hire-Taxi Association website.



English page



"Welcome to Tokyo!" page

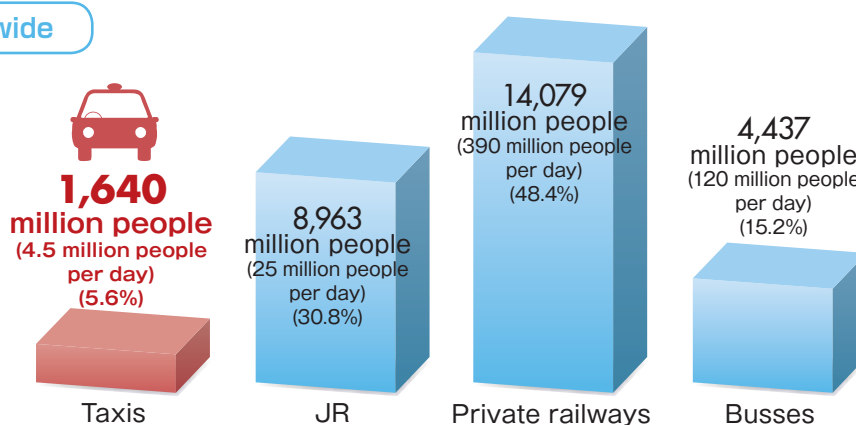


Assuming an essential role in city life, only made possible with door-to-door services.

Number of carried passengers, classified by transportation facility

Other public transport facilities share the responsibility of transporting passengers only within specific time frames (from first departures until last stops) from one designated location to another, but taxis are available twenty-four hours a day, with door-to-door services that meet the needs of individual passengers and play an essential role in city life.

Nationwide

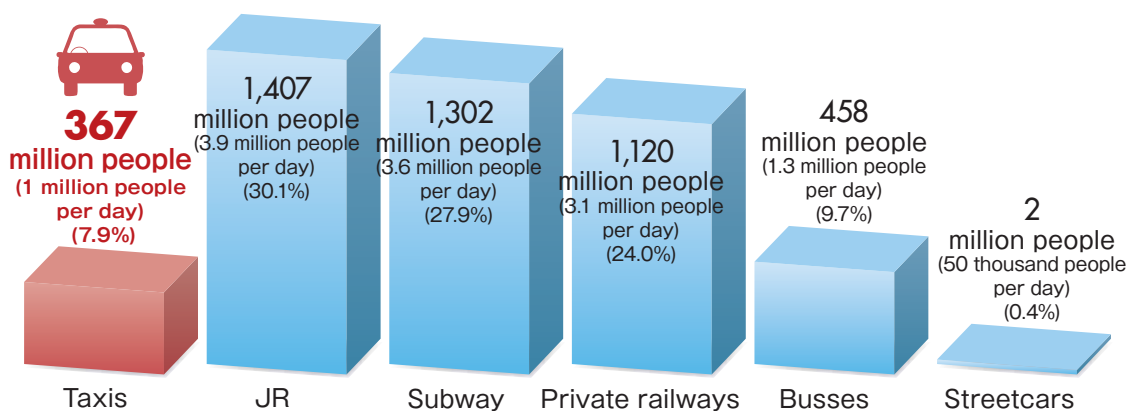


Total number of carried passengers nationwide:

29,119 million people (100%)

Source: Traffic Economy Statistics Directory (Institution for Transport Policy Studies, 2015)

Tokyo



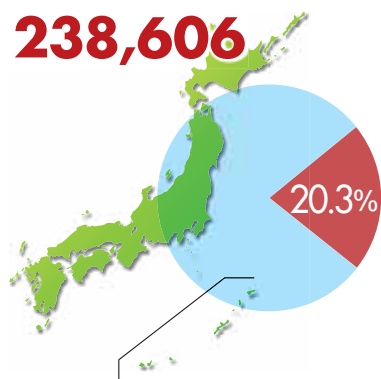
Total number of non-periodic carried passengers in the special wards of Tokyo:

4,674 million people (100%)

Source: Annual Report on Urban Transportation (Institution for Transport Policy Studies, 2016)

Total number of taxis
nationwide (2014)

238,606

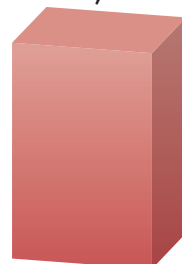


Total number of taxis in Tokyo (2015)

48,488

(20.3% of total nationwide)

30,913



Corporate taxis

13,937



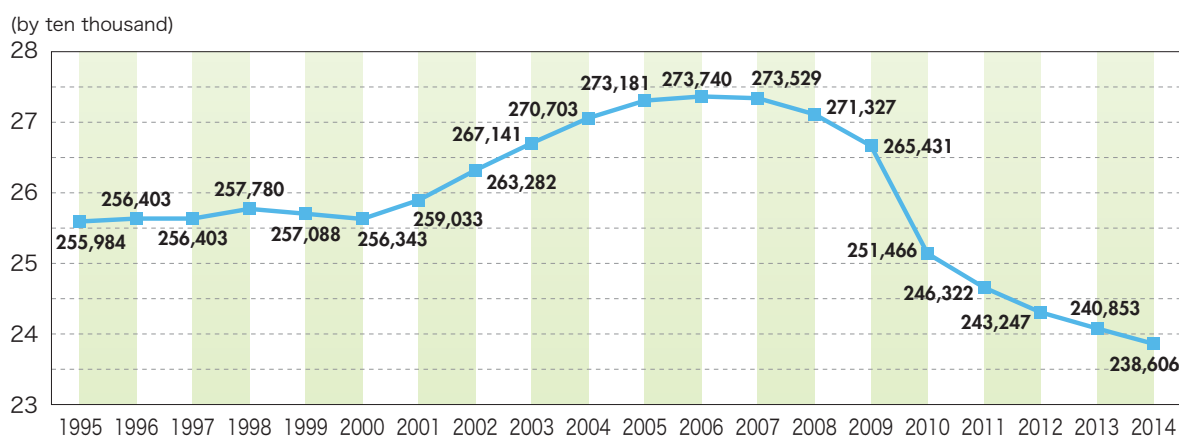
Private taxis

3,638



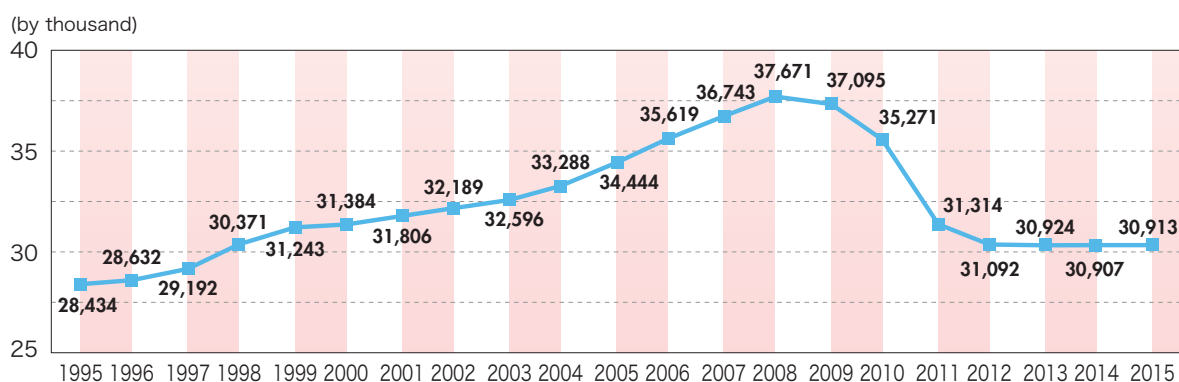
Hired taxis

Transitions in the total number of taxis nationwide



As of March 31, 2015, according to the Ministry of Land, Infrastructure, Transport and Tourism

Transitions in the number of corporate taxis in Tokyo



As of March 31, 2016, according to the Kanto District Transport Bureau



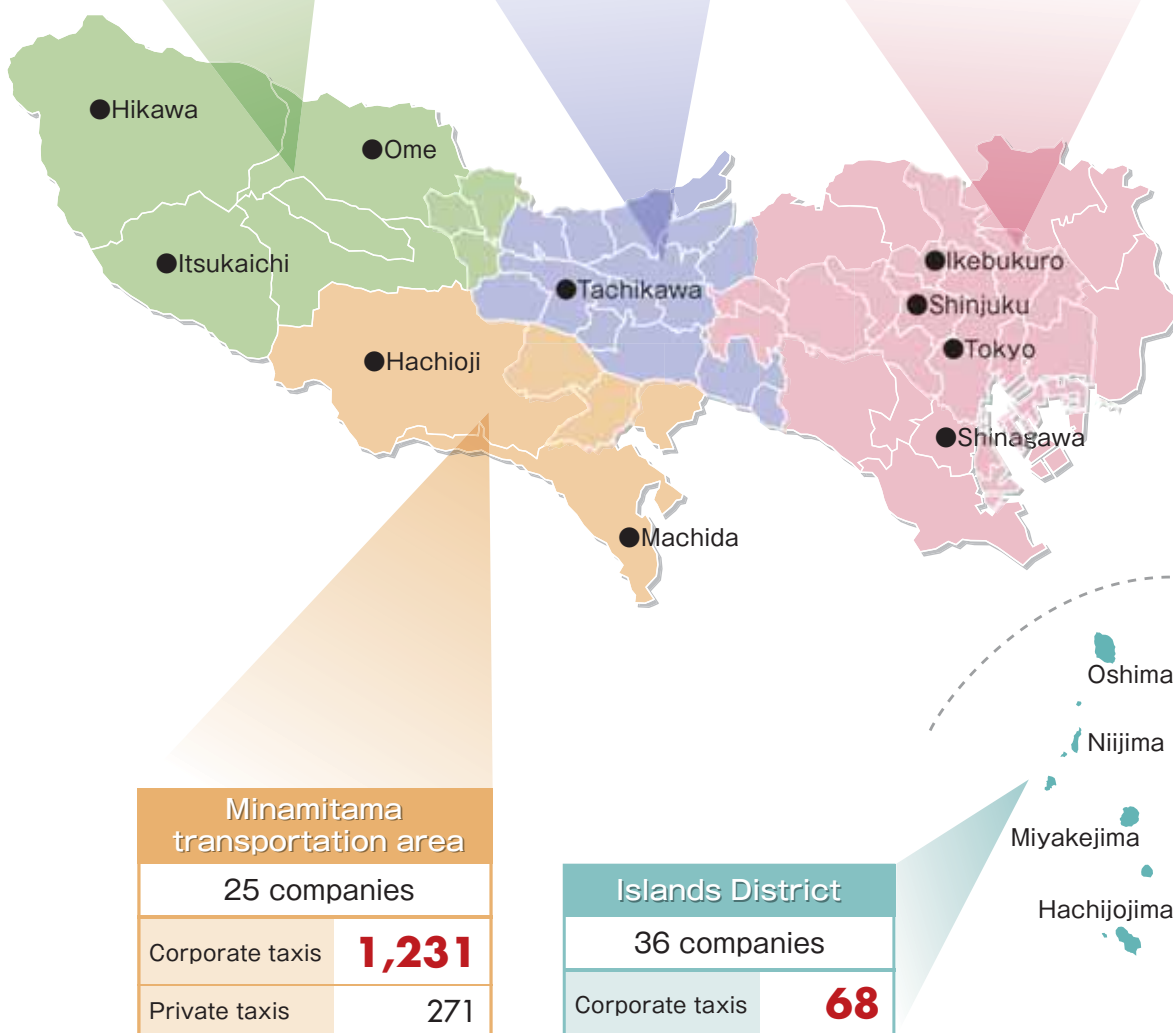
Meeting regional transportation needs in five zones.

Taxi zones and number of vehicles

Nishitama transportation area	
8 companies	
Corporate taxis	209

Kitatama transportation area	
40 companies	
Corporate taxis	1,748
Private taxis	165

Special zones / Busan transportation area	
343 companies	
Corporate taxis	27,657
Hired taxis	3,638
Total	31,296
Private taxis	13,501



As of March 31, 2016, according to the Kanto District Transport Bureau

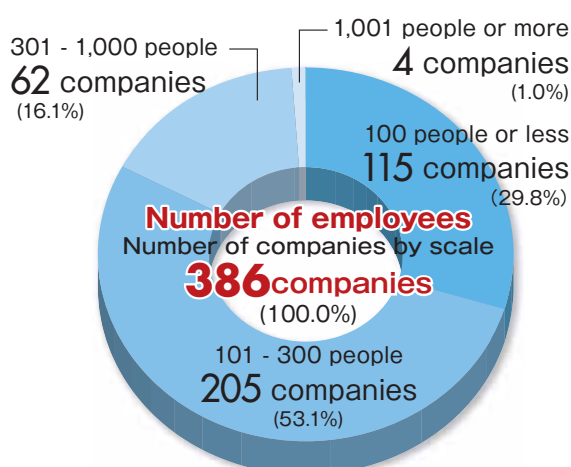


A systematic 24-hour service system of about 2.5 people per vehicle.

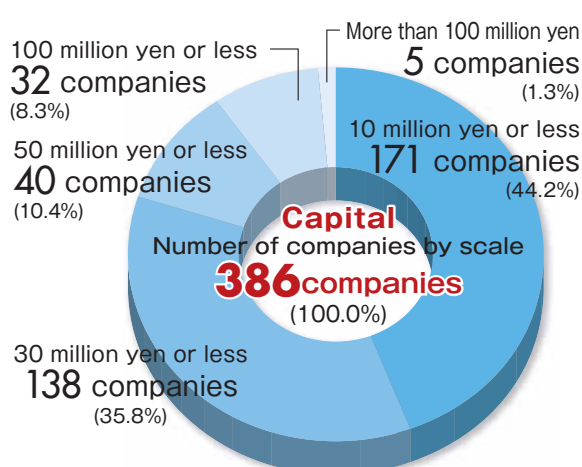
The scale of corporate taxi companies

Taxi companies, which are mostly small and mid-sized, do not receive monetary aid from the government like other public transportation companies do.

By scale in number of employees



By scale in capital



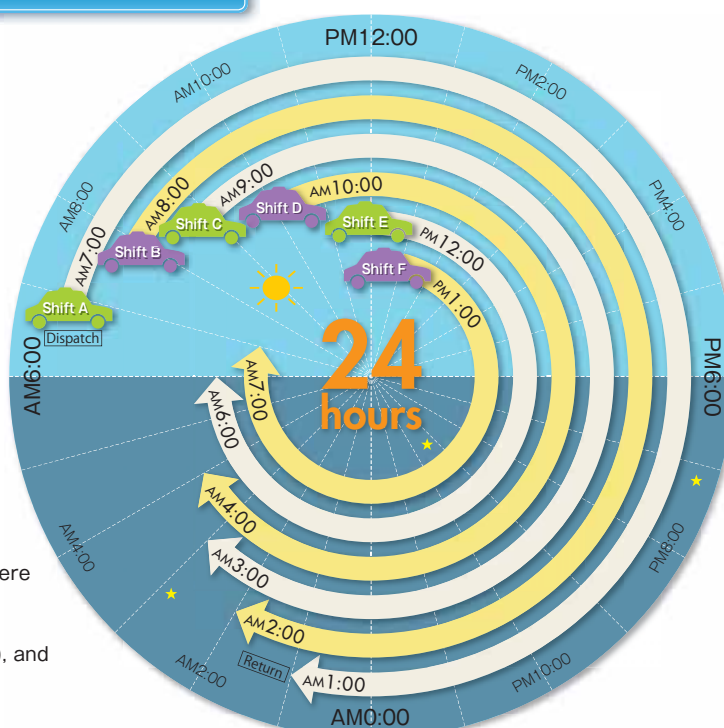
SECTION 02

An overview of the taxi industry

As of April 1, 2014, according to the Tokyo Hire-Taxi Association

The service system of corporate taxis

Corporate taxis use a service system that meets the demands of each and every passenger from early in the morning to late at night all throughout the year primarily with the vehicles driven by about 2.5 drivers each, and divided into six shifts, namely A, B, C, D, E, and F.



*1. In addition to Shifts A to F on the right, there are also a few vehicles that operate in additional shift systems including Shift G (2 p.m. to 8 a.m.), Shift H (3 p.m. to 9 a.m.), and Shift I (4 p.m. to 10 a.m.).

As of 31.03.15, according to the Tokyo Hire-Taxi Association

The increased number of vehicles after the loosening of regulations *1

Restrictions on the number of taxi were eliminated on February 1, 2002 and the terms and conditions that were put in place until then were substantially loosened as shown below.

- (1) From a system of approval to a system of prior notification
- (2) The minimum number of vehicles that had to be kept dropping from 60 to 10
- (3) From the need to own a business office and garage to having rights to lease
- (4) From the need to purchase new vehicles to the right to purchase used vehicles

- Entry has become extremely easy and the expenses required per vehicle have dramatically dropped as a result of the substantial loosening of the conditions for entry. Because it has become a business that anyone can enter at reasonable fees, the number of taxis has grown significantly in a short period of time to reach 6,087 vehicles. There is also a significant number of companies that started off with ten vehicles but increased their number of vehicles due to increased management efficiency.
- Taxis are regulated in some form or another in terms of comprehensive metropolitan transport policies in most major cities throughout the world. However, metropolitan transport policies were ignored in Japan and principles of competition were forced in. This led to opposite effects such as the wages of drivers decreasing and traffic disturbances.

Initiatives related to the recent decrease in number of vehicles *2

The supply-side control measures (the designation, etc. of specified special regions for monitoring) enacted by the Ministry of Land, Infrastructure, Transport and Tourism through notification on July 11, 2008

- New entry → The minimum number of vehicles is to be increased from 10 to 40 (special zones / Busan area)
- Increased number of vehicles → upgraded inspections, etc.
- Decreased number of vehicles → exempt from inspections
- Initiatives related to the autonomous decrease of vehicles within the industry

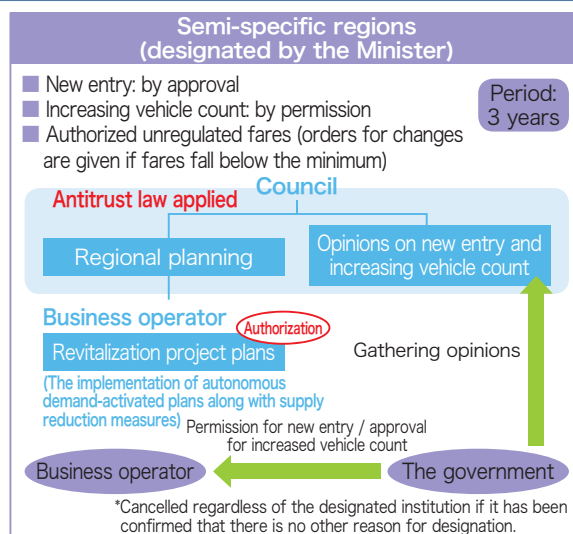
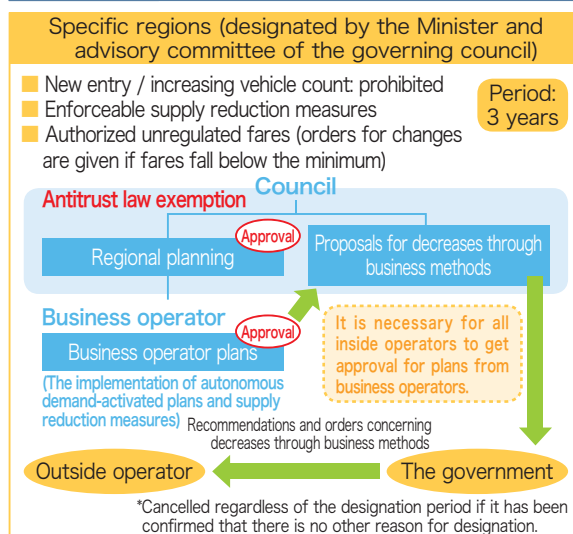
▶ This has led to a significant decrease in the number of vehicles as of 2010.

Revisions in the “Act on Special Measures Concerning Taxis” *3

The “Act on the Partial Revision of Acts on Special Measures, etc. Concerning the Standardization and Revitalization of General Passenger Vehicle Transportation Business in Specific Regions” was enacted on January 27, 2014 (designation, etc. of specific and semi-specific regions).

General rules

- New entry: by permission
- Increasing vehicle count: by notification
- Automatically approved fares (strict examinations for fares that fall below the minimum)



Nationwide	Designated regions (designated by notification)	Specific designated regions (designated by notification)
By registration [training]	By registration [examination]	By registration [examination]

◆ Mandatory measures to prevent overworked driving

Stipulations concerning the prevention of overworked driving have been upgraded from being ministerial ordinances to being legal obligations.

◆ Implementing revitalization projects for business operators

Providing stipulations that are of the same intentions as those of the Trucking Business Act.

in the taxi industry and its repercussions

TAXICABS
IN TOKYO
2016

Comparing frameworks that involve taxi business regulations

Relationship with P13		—	*1	*2		*3		
		Loosening of regulations Before 2002	Loosening of regulations After 2002	Enforcement of law on special measures After October 2009		Acts for the promotion of improved services and safe usage of taxis		
				General rules	Specific regions (specified in accordance with factors such as excess supply)	General rules	Semi-specific regions (specified regions that may have excess supply)	Specific regions (specified regions that have excess supply)
Entry		By licensing (licensed only within the range needed to meet demands)	By permission (permitted if criteria such as safety standards are met)	By permission (permitted if criteria such as safety standards are met)	By permission (permitted only when there is new demand)	By permission (permitted if criteria such as safety standards are met)	By permission (permitted within the range where there is no excess supply)	Permission not granted
Increasing vehicle count		By approval (approved only within the range needed to meet demand)	By prior notification (unregulated as a general rule)	By prior notification (unregulated as a general rule)	By approval (approved only when there is new demand)	By prior notification (unregulated as a general rule)	By approval (- approved within the range where there is no excess supply - approved with compliance with laws, managerial efforts, etc. taken into consideration)	Approval not granted
Fares		By approval	By approval	By approval	By approval	By approval	Authorized unregulated fare system (- notifications on the range stipulated by the government / orders to change fares outside the range)	Authorized unregulated fare system (- notifications on the range stipulated by the government / orders to change fares outside the range)
Measures against excess supply	(1) Controlling increased vehicle counts	—	Emergency adjustment measures (new entry and increased numbers of vehicles are prohibited for a specified period in regions where excess supply is found)	Emergency adjustment measures (new entry and increased number of vehicles are prohibited for a specified period in regions where excess supplies are found)		—	—	—
	(2) Promotion of decreased vehicle counts	—	—	—	Participation in the Council Efforts by business operators (autonomously developing demand, for instance by decreasing the number of vehicles based on plans developed by the Council)	—	Participation in the Council Initiatives by business operators (autonomously developing demand, for instance by decreasing the number of vehicles based on plans developed by the Council)	Participation in the Council Efforts by business operators (- mandatory decrease of the number of vehicles based on plans developed by the Council - autonomously developing demand based on plans developed by the Council)
		—	—	—	Measures for business operators not participating in the Council → none	—	Measures for business operators not participating in the Council → none	Measures for business operators not participating in the Council (orders to decrease supply transportation capacity through restrictions on business methods)

Source: The Ministry of Land, Infrastructure, Transport and Tourism (2014)

SECTION 03

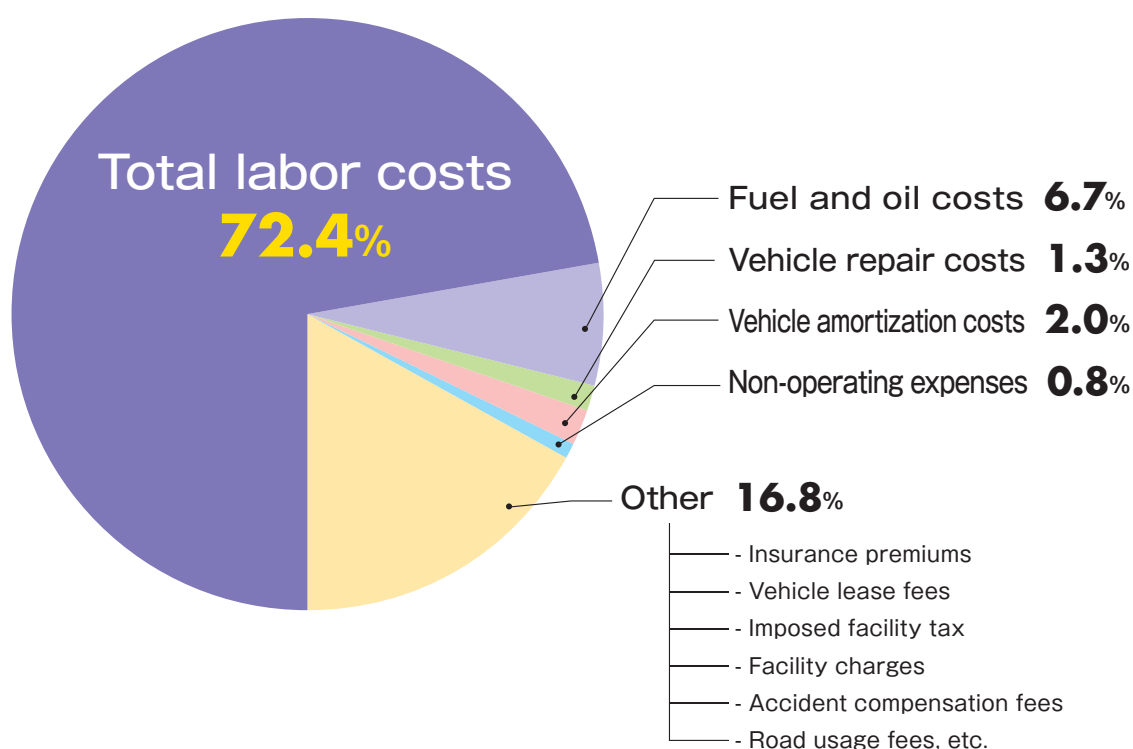
The loosening of regulations regarding entry in the taxi industry and its repercussions



Labor costs amount to 72% of all costs.
The taxi business is a labor-intensive business.

The cost structure of corporate taxis

Special zones / Busan district (30 standard companies) in 2014



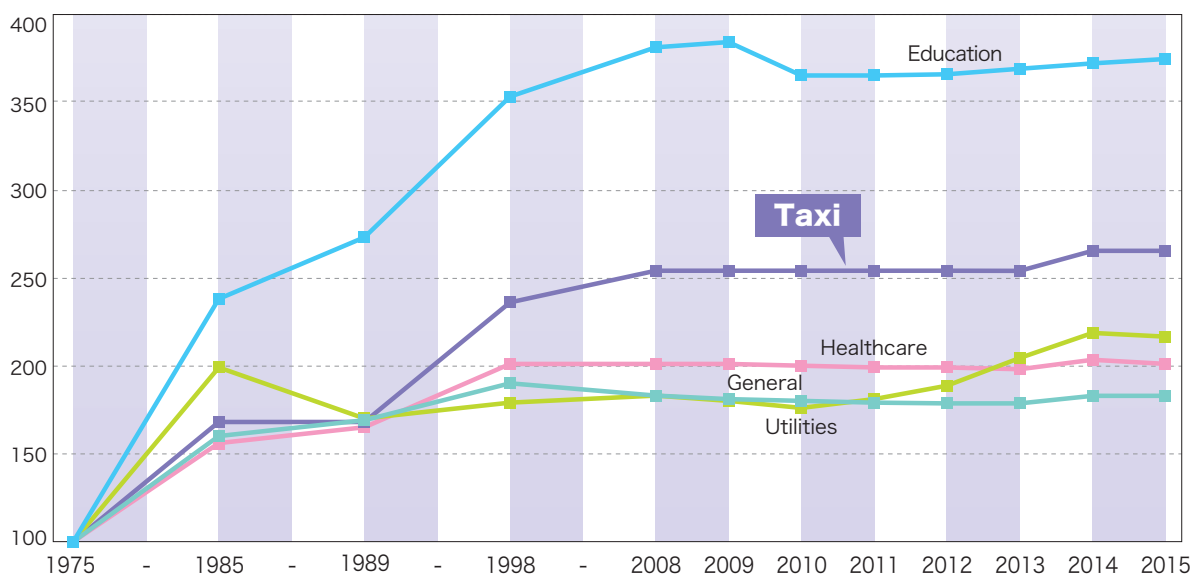
Cost structure transitions

Year	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014
Total labor costs	80.8	79.9	79.3	79.0	78.4	78.5	78.4	77.1	76.7	76.1	75.8	74.9	73.5	73.8	73.8	72.6	72.6	72.3	72.4
Fuel and oil costs	4.5	4.6	4.4	4.7	4.9	5.0	5.0	5.2	5.5	5.9	6.2	6.8	6.9	6.1	6.9	7.1	6.8	7.3	6.7
Vehicle repair costs	1.3	1.2	1.3	1.3	1.4	1.4	1.5	1.5	1.6	1.7	1.5	1.5	1.5	1.7	1.5	1.6	1.4	1.3	1.3
Vehicle amortization costs	1.9	2.0	2.0	2.0	1.8	1.8	1.8	1.9	1.7	1.6	1.5	1.5	1.7	1.5	1.0	1.2	1.6	1.8	2.0
Non-operating expenses	0.8	0.9	1.2	1.3	1.5	1.1	1.0	1.1	0.9	0.8	0.8	0.8	1.0	0.9	0.8	1.0	0.8	0.9	0.8
Other	10.7	11.4	11.8	11.7	12.0	12.2	12.3	13.2	13.6	13.9	14.2	14.5	15.4	16.0	16.0	16.5	16.8	16.4	16.8

As of March 31, 2015, according to the Tokyo Hire-Taxi Association

Consumer price index (special wards of Tokyo)

Index uses 1975 as 100



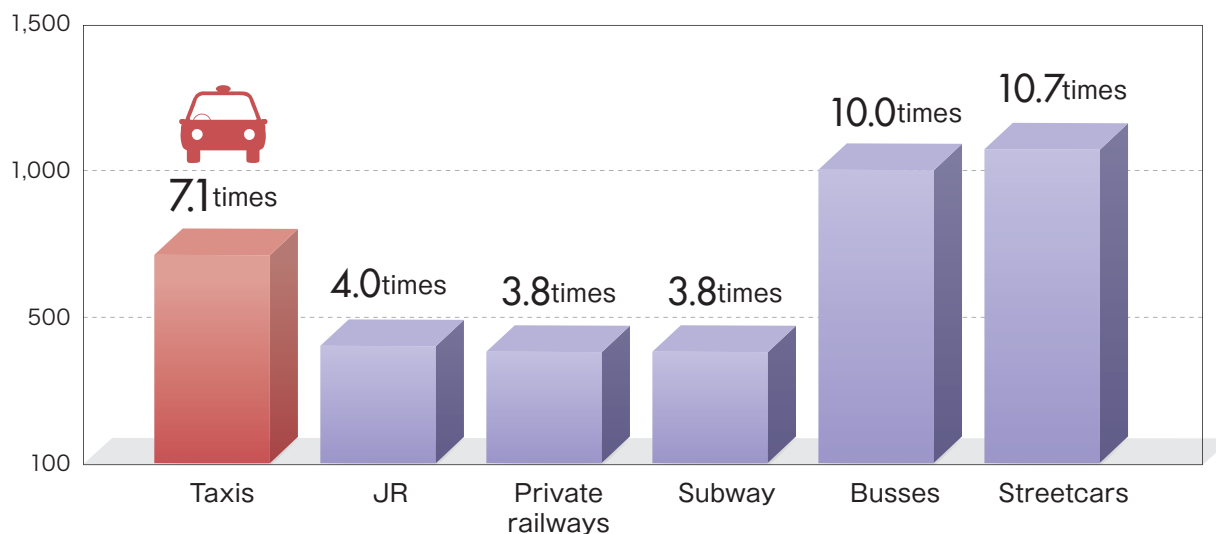
Source: "Costs in Tokyo" by the Tokyo Metropolitan Government (2015)

SECTION 04

The current status and initiatives in management

The rise of taxi fares compared with the rising fares of other forms of public transportation

Index uses 1966 as 100



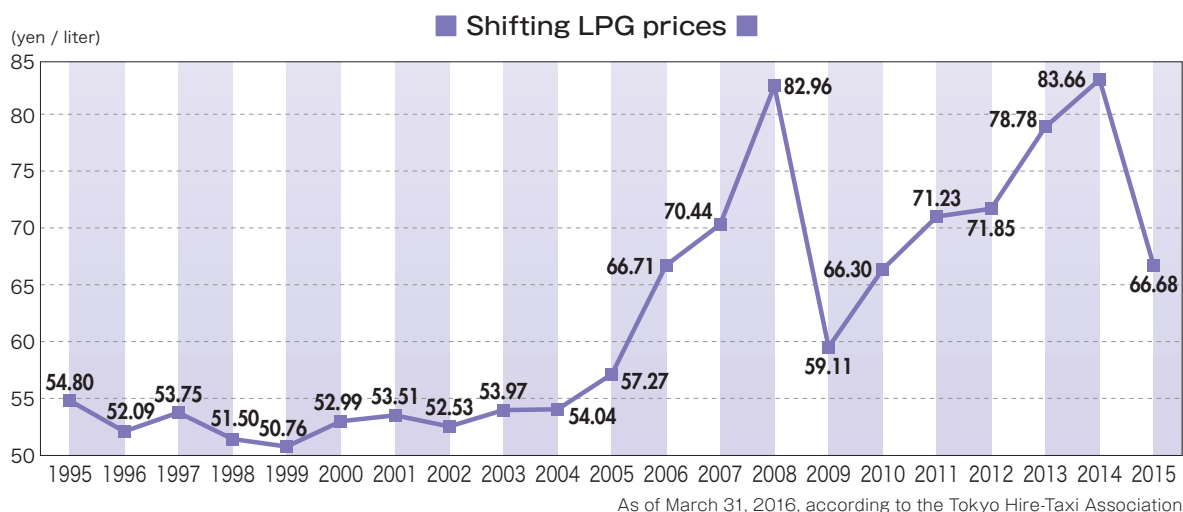
Source: Annual Report on Urban Transportation (Institution for Transport Policy Studies, 2016)



Active efforts are being made in dealing with fluctuating fuel prices and environmental measures.

The prices of fuel for taxis

LP gas prices are always unstable due to large fluctuations in FOB prices and currency exchange rates, and because half of the imports are from Saudi Arabia and other Middle Eastern countries.



Environmental measures



As of 1962, corporate taxis in Tokyo have been running on the environmentally-friendly LP gas, which emits low amounts of substances such as Nox (nitrogen oxide), SPM (suspended particulate matter), and Sox (sulfur oxide). The drivers also do their best to control air pollution by practicing “eco-driving” (fuel-efficient driving) as well as conform to idling stop driving, which is required under Tokyo’s ordinance on environmental preservation.

Active efforts in business operations that generate less environmental burden (under the Green Management certification system) have been promoted since 2004 along with the incorporation of fuel-efficient and low-emission vehicles such as hybrid, plug-in hybrid and electric vehicles.

An EV/HV taxi stand was set up in front of the Shin-Marunouchi Building at JR Tokyo Station in October 2011.



■ Number of taxis by fuel type ■

By fuel type								
By district	LPG	Hybrid (HV)	LPG converted vehicles(*1)	Plug-in hybrid vehicles (PHV)	Electric vehicles (EV)	Clean diesel vehicles	Gasoline-powered vehicles	Total
Special zones / Busan district	24,781	1,199	329	0	8	2	218	26,208
Tama district	2,921	124	2	4	2	2	32	3,085
Total	27,702	1,323	331	4	10	4	250	29,293

(Note) *1. So-called triple hybrid vehicles, where hybrid vehicles such as the Prius have been modified so that they can run on LPG.

As of April 1, 2015, according to the Tokyo Hire-Taxi Association

Yearly amount of tax paid per vehicle

Amount of tax paid for an LPG taxi vehicle: (standard-sized vehicle) 591,378 yen, previous year (579,133 yen)

[National tax] ● Liquefied petroleum gas tax: 149,009 yen ● Petroleum and coal tax: 15,838 yen
 ● Consumption tax: 398,983 yen ● Automobile weight tax: 7,800 yen
 [Local tax] ● Automobile acquisition tax: 10,248 yen ● Automobile tax: 9,500 yen

Classification	Tax type	Amount		Basis for calculation	Remarks
National tax	Liquefied petroleum gas tax	149,009 yen		Amount of tax: 9.8 yen per liter Annual distance: 89,100km (247.5km per day) Retained amount: 5.86km per liter	
	Petroleum and coal tax	15,838 yen		Amount of tax: 1,860 yen per ton Annual usage: 15,205 liters	Gaseous hydrocarbon *1,860 yen per ton as of April 1, 2016
	Consumption tax	Vehicle type	Standard-sized vehicle 40,992 yen	8/100 of 2,562,000 as the cost of a vehicle = 204,960 yen ÷ 5 years	8% taxed as of April 1, 2014
		Fuel and oil cost 93,323 yen		6.7/100 of 47,703 in 2014 transportation income = 3,196 yen × 365 days × 8/100	
		Vehicle repair cost 18,104 yen		1.3/100 of 47,703 in 2014 transportation income = 620 yen × 365 days × 8/100	
		Non-operating cost 11,154 yen		0.8/100 of 47,703 in 2014 transportation income = 382 yen × 365 days × 8/100	
		Other expenses 235,410 yen		16.9/100 of 47,703 in 2014 transportation income = 8,062 yen × 365 days × 8/100	
	Automobile weight tax	7,800 yen		2,600 yen per 0.5 tons	
Local tax	Automobile acquisition tax	Standard-sized vehicles: 10,248 yen		2/100 of 2,562,000 as the cost of a vehicle = 51,240 yen ÷ 5 years	
	Automobile tax	9,500 yen		Those (for business) that exceed 1,500cc	Taxed as of April 1, 1984

(Note) 1. Subject to consumption tax of 8% as of April 1, 2014 (3% increase)

As of April 1, 2016, according to the Ministry of Land, Infrastructure, Transport and Tourism



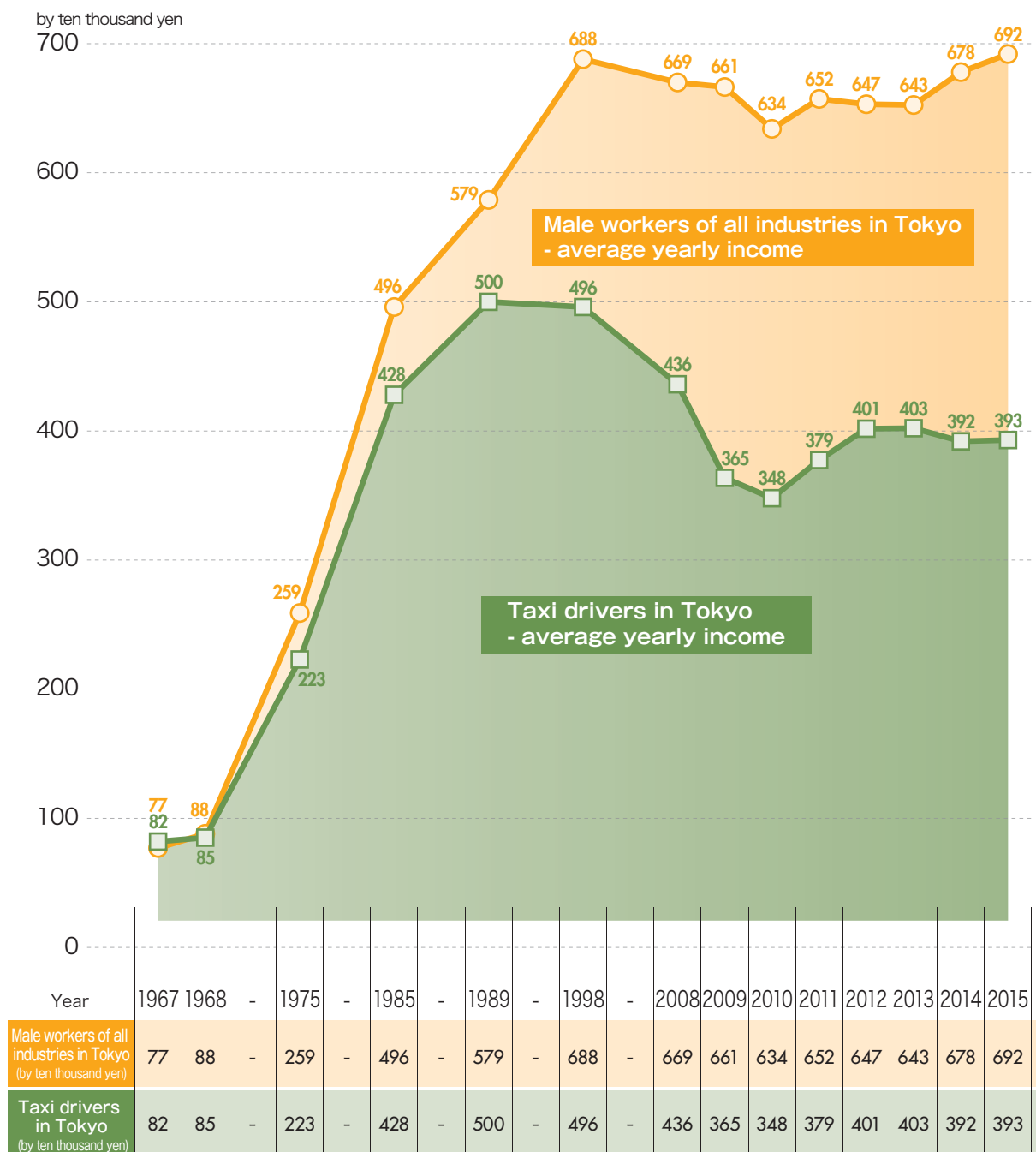
SECTION 04

The current status and initiatives in management



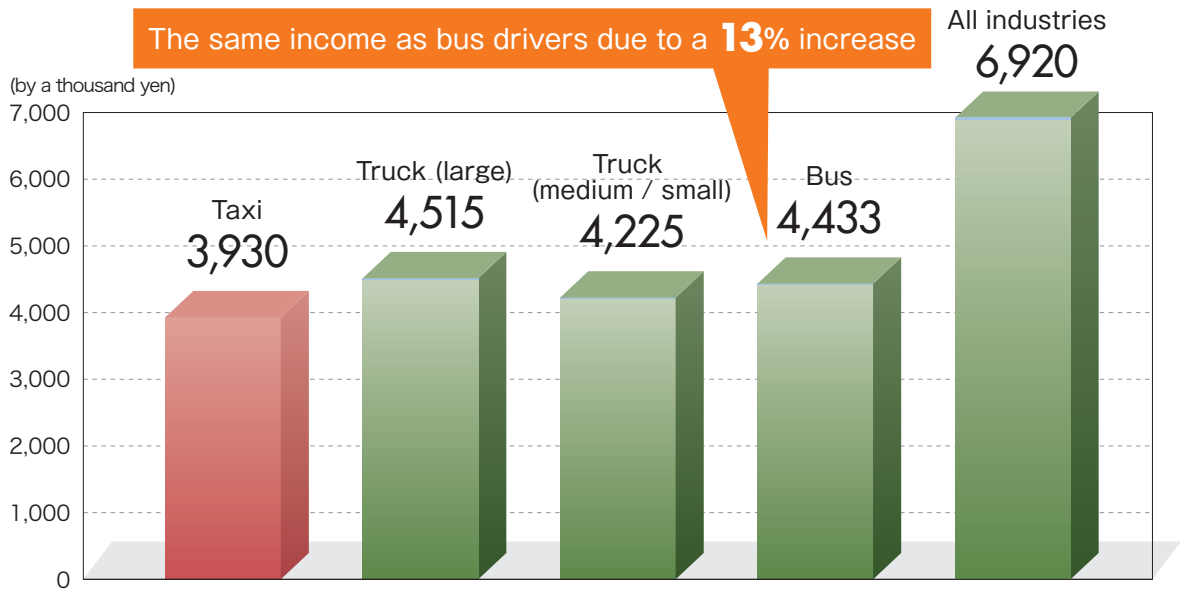
There is a **roughly 3 million yen difference** in average yearly income when compared with other industries. We must make efforts to improve the situation.

Comparison of income between taxi drivers and workers in other industries



Source: Basic Survey on Wage Structure, by the Ministry of Health, Labour and Welfare (2015)

Comparison of the estimated yearly income of automobile drivers (males, in Tokyo)



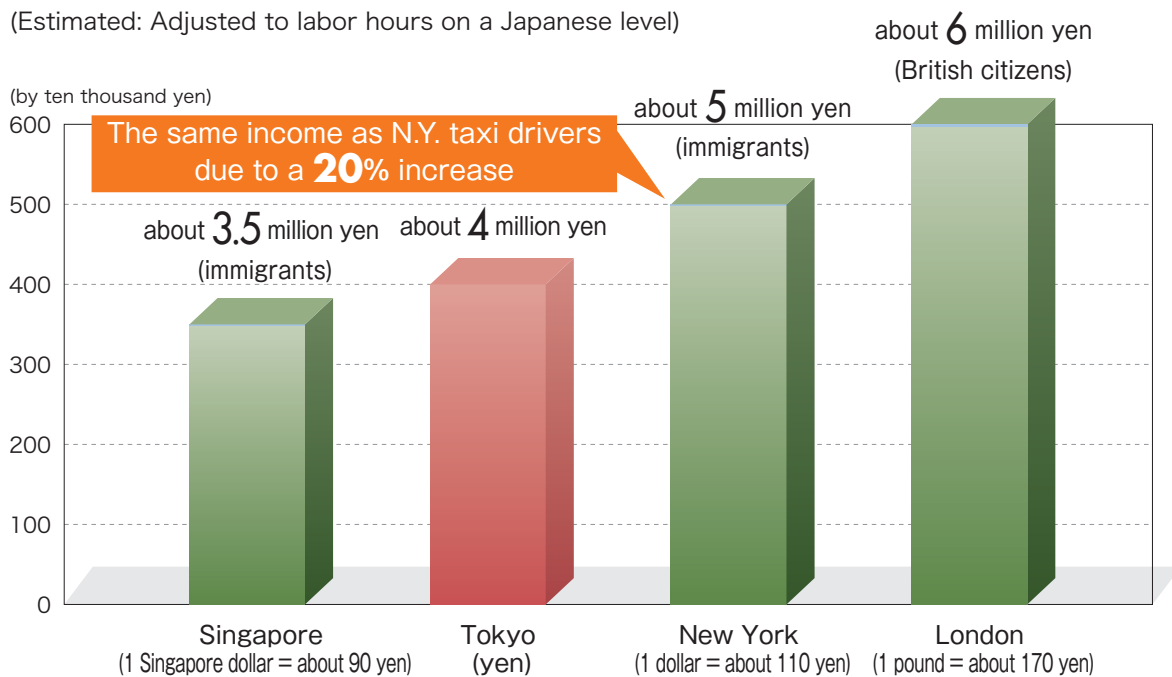
Source: Basic Survey on Wage Structure, by the Ministry of Health, Labour and Welfare (2015)

SECTION 05

The working conditions
of taxi drivers and
future initiatives

Comparison of yearly income between taxi drivers in various countries

(Estimated: Adjusted to labor hours on a Japanese level)



March 2012, inspection of Singapore by Nihon Kotsu Co., Ltd.

April 2013, inspection of New York by the Tokyo Hire-Taxi Association

November 2014, inspection of London by the Tokyo Hire-Taxi Association



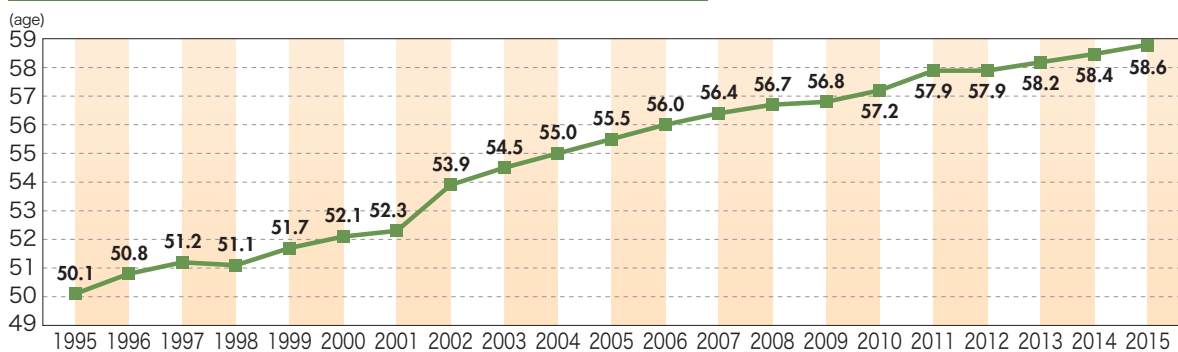
Promoting the employment of new-graduate and female drivers.

Securing new labor power through the employment of new-graduate drivers.

The employment of new-graduate drivers

New graduates are welcome in the industry, as the average age of taxi drivers is now very high at 58.6 years old. They can flexibly respond to diversifying needs such as sightseeing taxis and nursing care / maternity taxis, and enhance the image of the industry as well.

Transition in the average age of corporate taxi drivers



As of March 31, 2016, according to the Tokyo Taxi Center

Benefits for new graduates

- **Low turnover rate** (about 10% of new graduates who become taxi drivers leave the profession, while the rate is 30% in other industries)

- **The income is higher than others in the same age range**

The average monthly income in the taxi industry in 2015: **about 328,000 yen**

The average starting salary for new graduates in Tokyo: **209,600 yen**

The average starting salary for new graduates: **202,000 yen**

(Source: Results of the Basic Survey on Wage Structure, by the Ministry of Health, Labour and Welfare (2015))

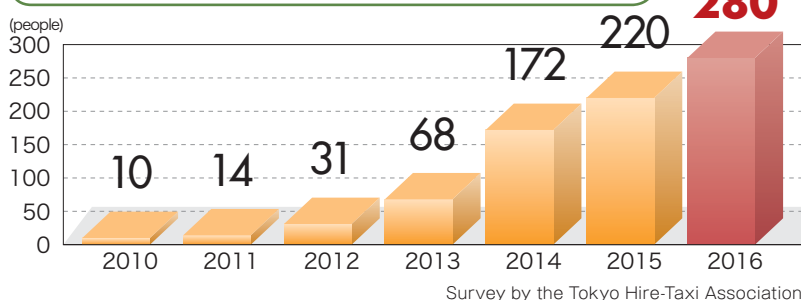
- **Easy to have a work-life balance**

(Those with alternate-day shifts can make time for themselves with 11 to 13 working days per month.)



PR fliers for the hiring of new-graduate drivers

Number of new-graduate drivers recruited



Orientation sessions for hiring new-graduate drivers

(Held on December 9 and 15, 2014)

Explanation on the employment of new graduates by business operators with experience in this area were given to about a hundred recruitment officers and related parties of taxi companies.



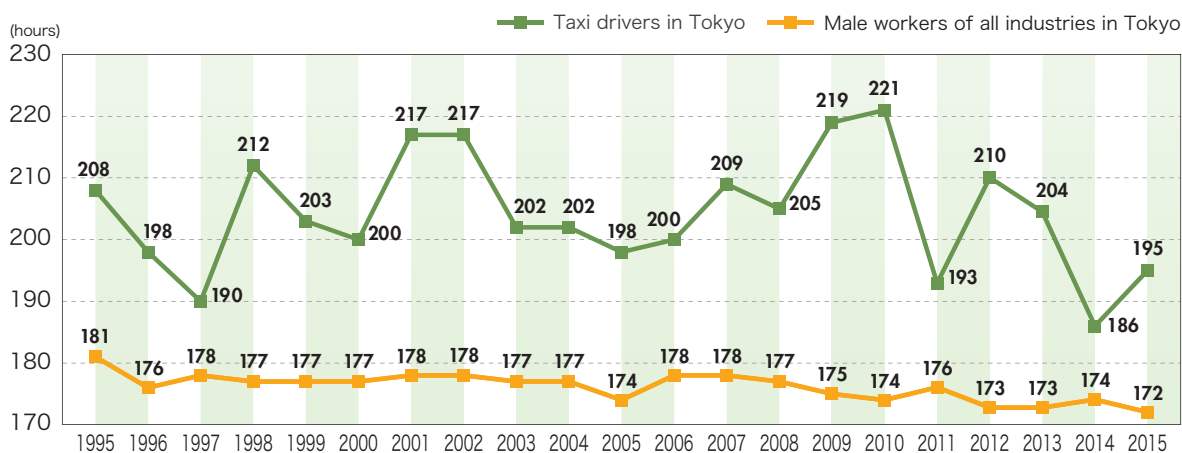
Implementation of job-hunting support taxis

As of 2015, "job-hunting support taxis", which provide a service where university students who are job hunting are given free initial fare services in order to advertise taxi driving as a choice for employment, contribute to society, and enhance the image of the industry.



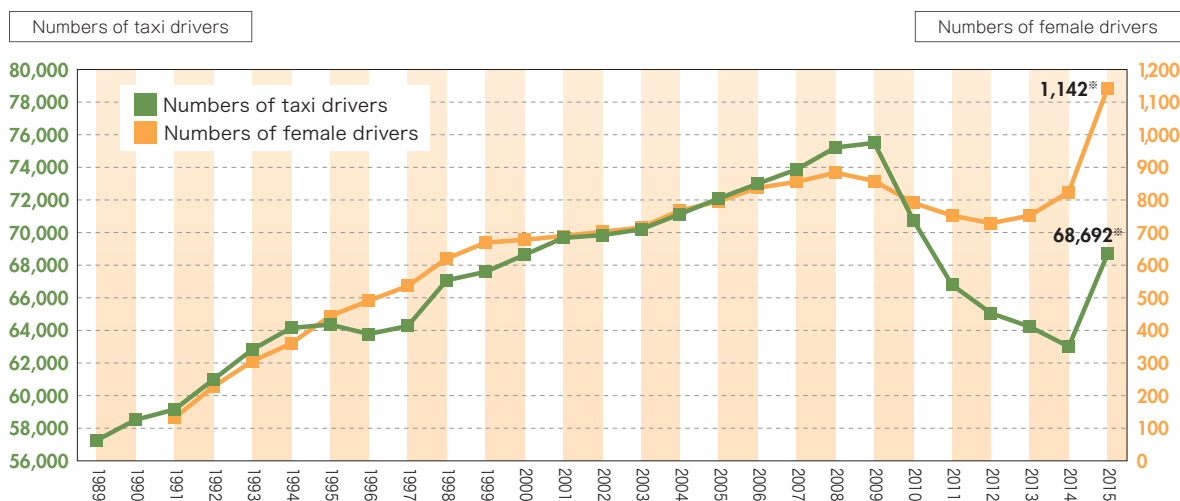
Tickets for free initial fares are distributed at JR Tokyo Station.

Comparison of monthly work hours between taxi drivers and workers in other industries



Source: Survey on Wage Structure, by the Ministry of Health, Labour and Welfare (2015)

Transition in the number of taxi drivers (number of driver's certificates issued) [Men / Women]



*The number of drivers in the Tama district and Islands district increased in addition to those in the special zones and the Busan district in 2015. As of March 31, 2016, according to the Santama Branch of the Tokyo Hire-Taxi Association and the Tokyo Taxi Center

SECTION 05

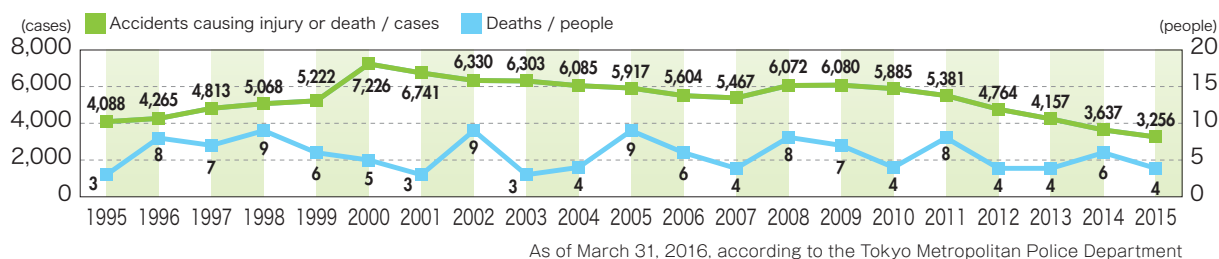
The working conditions of taxi drivers and future initiatives



Initiatives in safety and security are the pillar of the taxi business.

Transition in the number of accidents causing injury or death

Taxis



On the introduction of drive recorders

Drive recorders, like flight recorders for automobiles, equipped with CCD cameras and G sensors. They are used for efficiency in dealing with automobile accidents as well as for education and training on safety.

97.9% of corporate taxis have external cameras and 89.3% have internal cameras.



Measures for preventing automobile accidents

Measures taken by taxis for preventing automobile accidents

In addition to holding spring & autumn traffic safety campaigns, safe driver contests, transportation safety checks and overhaul inspections during the summer and year-end / New Year holiday seasons, Zero Accident Day activities, and summer campaigns for ending all traffic accidents, corporate taxi companies actively participate in the prevention of traffic accidents by promoting activities such as "This city and streets where kindness runs through", "Great campaign to prevent traffic accidents with all our might", and "Proper seat belt fastening", as well as spring & autumn workshops for accident prevention officers, by labeling the fifth of every month "Zero Taxi Accident Day", and distributing posters and stickers.

Tokyo Hire-Taxi Mutual Insurance Cooperative (established in April 1972)

As of March 31, 2016, business offices with 173 union members, 162 offices in bodily injury mutual aid associations, 132 offices with 9,365 vehicles in property damage mutual aid associations, and 8,241 other vehicles are affiliated. Safety education for the prevention of traffic accidents and a mutual aid system for traffic accidents (where up to 200 million yen per person and 200 million yen per accident in benefits are provided in cases where maximum insurance coverage is exceeded) are established. Furthermore, an umbrella policy with a Cooperative package that provides 5 billion yen (200 million yen exemption) per accident in coverage was incorporated in April 2000. There is also an add-on security system of workers' accident compensation insurance for occupational and non-occupational deaths of employees as well as occupational residual disabilities in place (133 offices with 21,427 people in public welfare and mutual aid businesses affiliated).

Automobile accident prevention and victim support

National Agency for Automotive Safety and Victims' Aid (reorganized in 2003)

Courses on how to prevent automobile accidents are given to dispatchers and aptitude tests for drivers are given through institutions that are involved in the same measures.

Victims of automobile accidents are also provided with psychological and economic support.

Courses for dispatchers, etc.

Measures to ensure the prevention of accidents are taken through courses on dispatching duties and the laws involved to maintain the safe operation of automobiles.



Aptitude tests and counseling for drivers

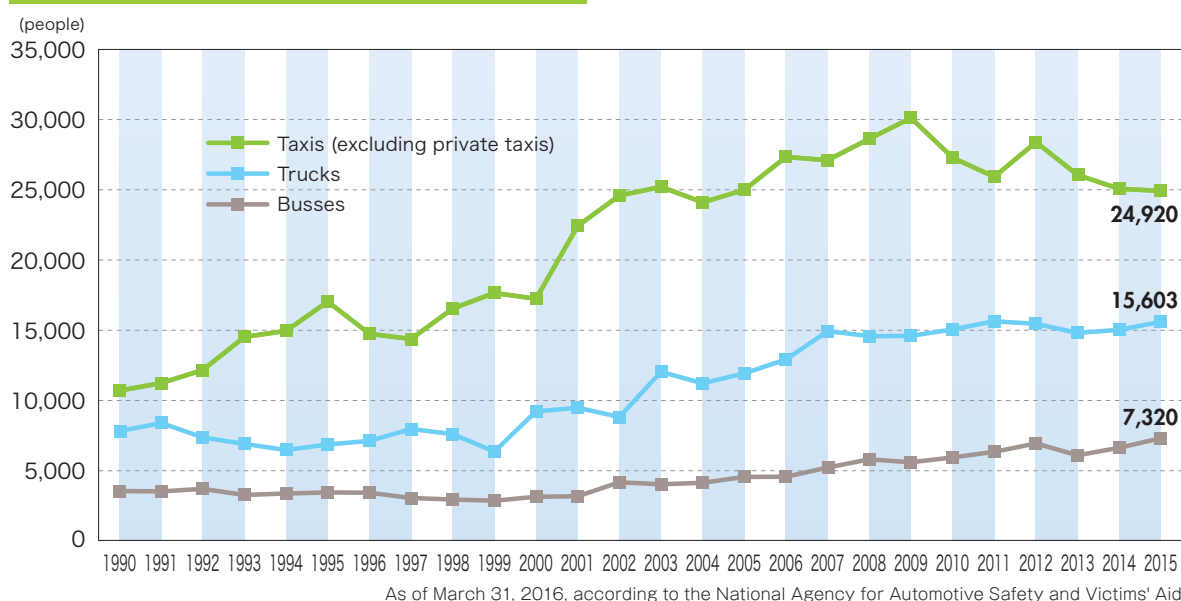
Measures are taken to prevent accidents through various diagnoses from a psychological and physiological aspect of the drivers' personalities, attitudes toward safe driving, cognitive and processing functioning, and visual functioning, as well as guidance and advice on safe driving that take into account their personal traits.

Automobile accident victim support

Victims of automobile accidents are given both psychological and economic support such as through payments of nursing care fees for those suffering from serious residual disabilities, loans for orphans from automobile accidents, the establishment of medical centers, and the opening of hotlines for consultations on accidents.

(toll-free: 0570-000738)

Transition in taking aptitude tests by drivers





Available 24 hours a day when it is time to rush off to the maternity hospital.

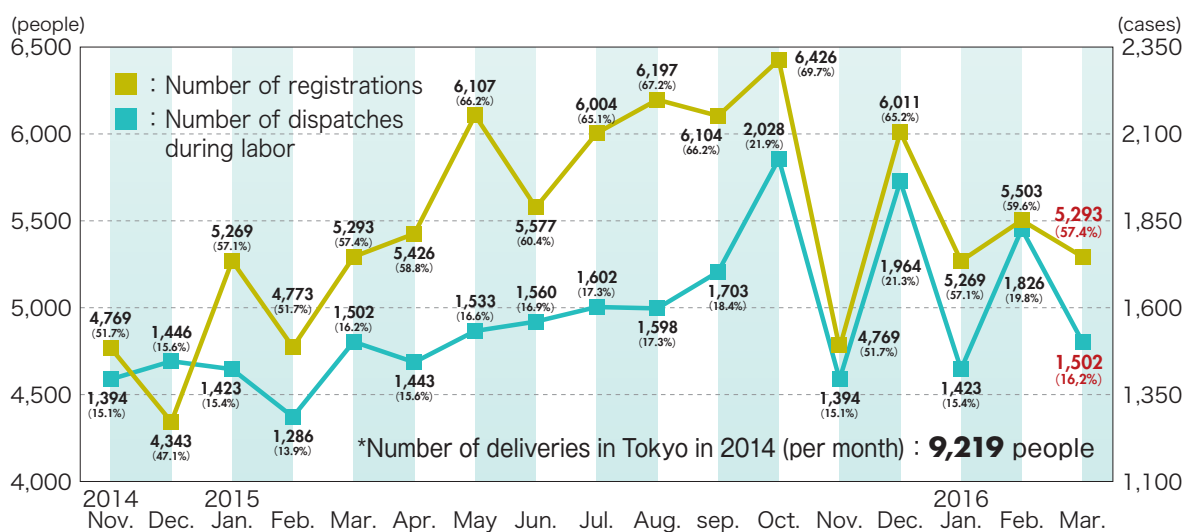
Maternity Taxi (Support for pregnant women)

Simply by registering once, customers can be immediately taken to the hospital when needed, 24 hours a day, 365 days a week, without the need to give the driver directions.

About **two years** after this service began in 2012, **about one-third** of the **fifteen hundred taxis** in Tokyo became available for the service. **About 70% of the pregnant women in Tokyo have registered and roughly 20% have used a Maternity Taxi when going into labor.**



Number of Maternity Taxi registrations / number of dispatches during labor



Reference: Table of radio taxi dispatches, by the Kanto Automobile Wireless Association
Outline of the annual population survey report of 2014 (determined number)



Feel safe when your child is being transported because you know the driver.

Kids' taxis (Childcare support)

Your child, even if alone, can take a taxi with a deferred payment system driven by an elite driver in charge of kids whom they are familiar with. It is a popular service that is mostly used for travelling to and from home and school / cram school. Passengers with newborns or infants can also relax without having the need to worry about their surroundings.

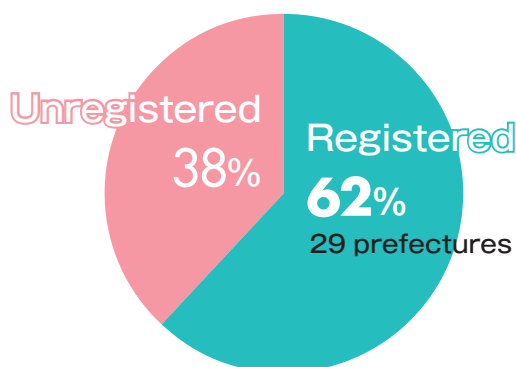


Kosodate Taxis

Support by the National Kosodate Taxi Association through transportation for households raising children. Convenient taxi services for children, their guardians, and pregnant women, where drivers who have received training from the National Kosodate Taxi Association provide support to customers accompanying small children or large amounts of luggage, take the place of guardians to pick up children from preschools, after-school daycare centers, or cram schools, or provide smooth transportation for pregnant women in labor.



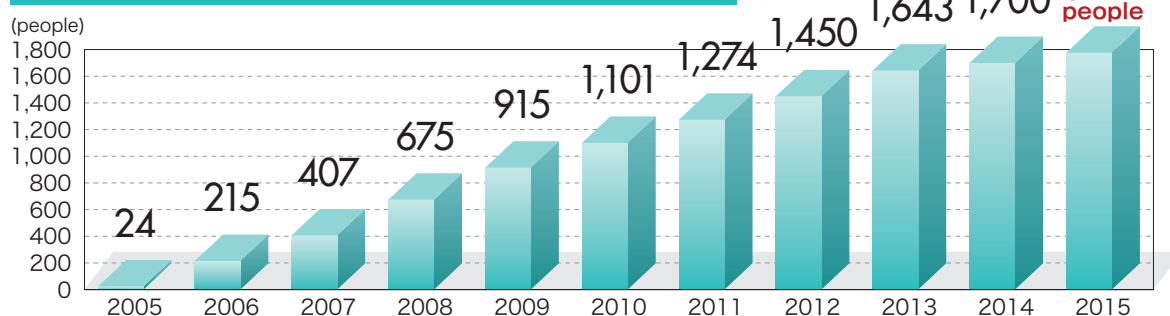
Prefectures with registered Child Raising Taxi services



Source: The National Child Raising Taxi Association (2015)

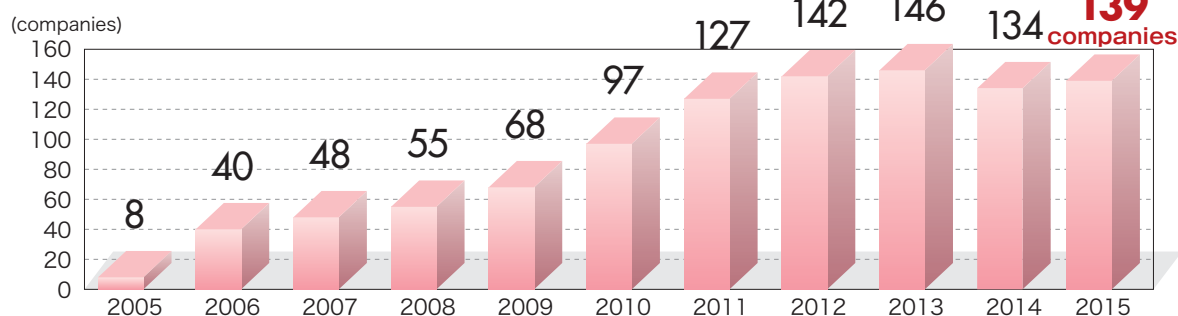


Number of registered Child Raising Taxi drivers in Japan



Source: The National Child Raising Taxi Association (2015)

Number of registered Child Raising Taxi companies in Japan



Source: The National Child Raising Taxi Association (2015)

SECTION 07

The improvement in taxi services



Certified drivers can guide you through Tokyo and major tourist sites in nearby prefectures.

Tokyo Sightseeing Taxi

As part of the measures to revitalize taxi services, the Tokyo Sightseeing Taxi Promotion Association, which consists of experts on tourism, administrative agencies, related organizations, and others in the taxi industry, was established in 2012 along with a certification system. Those who have completed three examinations and a course become certified Tokyo sightseeing taxi drivers. These drivers, who have attained special tourism skills, can offer Tokyo sightseeing taxi services.



- Tokyo Sightseeing Taxi webpage

http://www.taxi-tokyo.or.jp/kanko_taxi/



Institution-building / Exchanges of Opinions

Certification for Tokyo sightseeing taxi drivers

Tokyo city guide screening
Implementing organization:
the Tokyo Convention & Visitors Bureau



Pass

Universal Driver training
Researching organization:
Tokyo Hire-Taxi Association, etc.



Course taken

Tokyo sightseeing taxi driver certification training

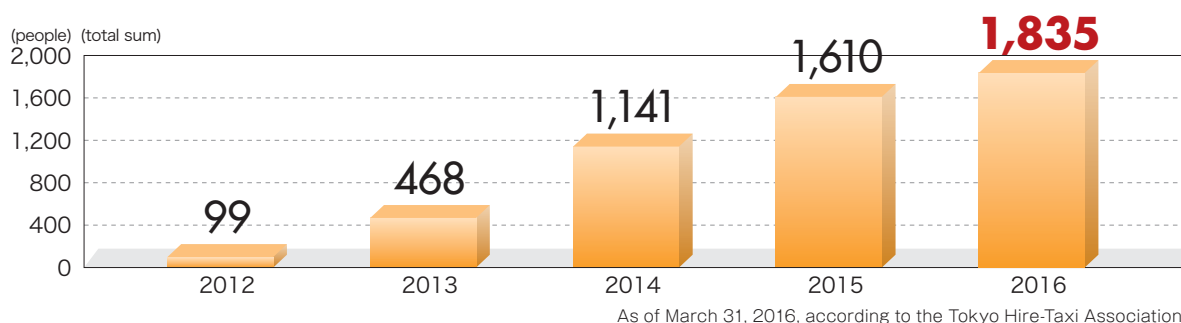
Training complete

Tokyo sightseeing taxi driver



Transition in the number of certified Tokyo sightseeing taxi drivers

The number of certified drivers is growing and the goal is to have **three thousand** certified Tokyo sightseeing taxi drivers by 2020. Under this system, drivers renew their certification every two years. Those who wish to continue their taxi operations must receive training again as a follow-up.



Benefits for Tokyo sightseeing taxi drivers

Tokyo sightseeing taxi drivers are recommended to stay by their passengers and play the multiple roles of tour guide, photographer, and helper. We have received preferential treatment through the contents below by presenting our logo magnets and certificates, and hope to further expand our activities in the future.

- **Tokyo Tower**

Free access to parking areas (drivers only)

- **Tokyo Skytree**

1 hour of free parking (except on special holidays such as back-to-back holidays of three days or more)

- **The Imperial Palace**

Exclusive parking space for sightseeing taxis at ¥300 obtained

(until now limited to sightseeing busses)

- **The Metropolitan Government Building**

Access to a priority parking area. The parking space can be used for up to one hour.

- **The Edo-Tokyo Museum**

Free access to regular exhibitions (drivers only)

Discounted fee (¥500 yen / hr.)



SECTION 07
The improvement in taxi services

Long-distance Tokyo sightseeing taxis

The need for long-distance trips has increased with the registration of places such as Mount Fuji and the Tomioka Silk Mill as World Heritage sites. By setting courses in a system that is convenient for customers, they can now easily take advantage of this opportunity with Tokyo sightseeing taxis.

[Examples of set routes]

- Tokyo to Fuji-Hakone
- Tokyo to the Tomioka Silk Mill / Kusatsu Hot Springs
- Tokyo to the Gotemba Premium Outlets: **¥55,000 (fare)**

(* Guide fees, parking fees, etc. not included)





For active communication with passengers.

Public relations activities

Website

<http://www.taxi-tokyo.or.jp>

For the general public with the latest information on issues such as the current state of the taxi industry and recent taxi services, as well as CSR activities.



Top page in Japanese



Association outline
& Access page



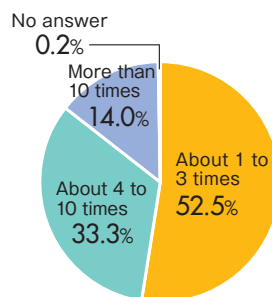
Taxi services,
CSR activities, etc. page

Questionnaire surveys

Questionnaire surveys are conducted every year to see how the general public views taxis and to receive feedback and comments. Ten thousand surveys were distributed to radio taxi users at major taxi stands in Tokyo from July 27 to July 31 in 2015 and the results are being used to improve services.

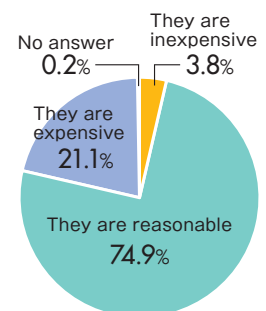
Q1

How many times a month do you take a taxi?



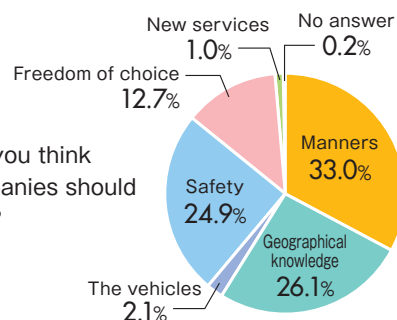
Q2

How do you see current taxi fares when considering that the service is door-to-door?



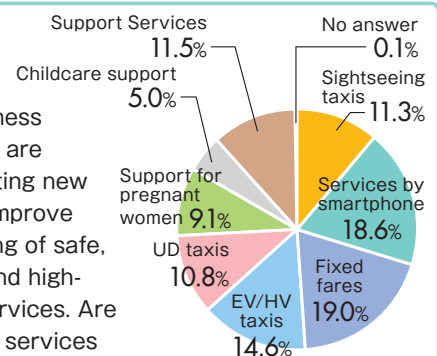
Q3

What do you think taxi companies should focus on?



Q4

Taxi business operators are implementing new ways to improve the offering of safe, secure, and high-quality services. Are there any services that you know of or have used?





Please take advantage of the various discount systems and available services.

Discount system for the disabled

There are discounts for the handicapped as well as 10% discounts on fares shown on the meters for people with intellectual disabilities.

The use of Braille stickers

Braille stickers including company names and vehicle numbers are stuck inside taxis as a service for the visually impaired.

Discounts for long-distance rides

Discounts are available for passengers who take long-distance rides.

Non-smoking taxis

Smoking is prohibited in all taxis in order to prevent health hazards and offer pleasant rides.



SECTION 07

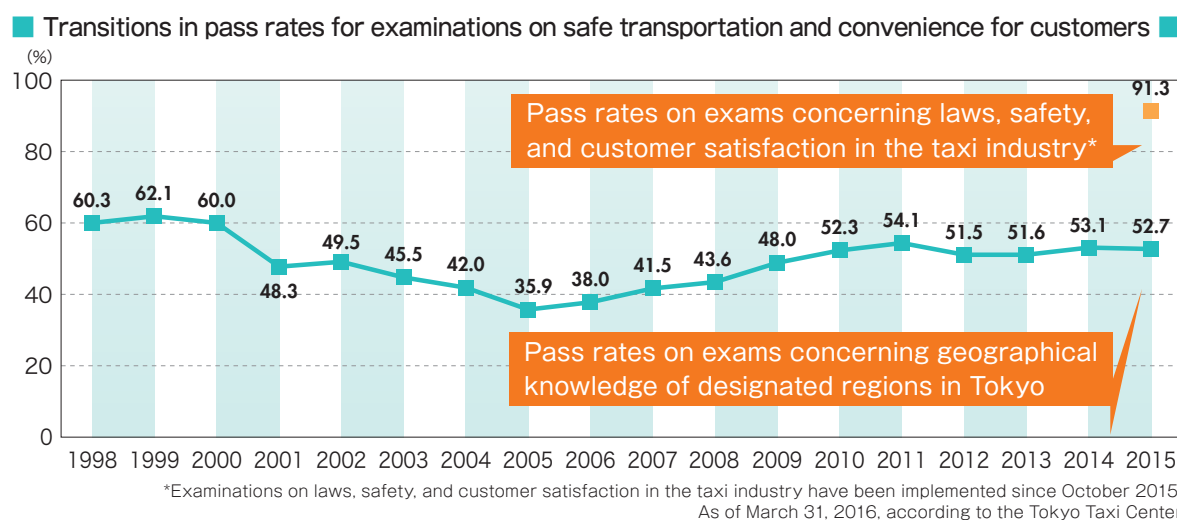
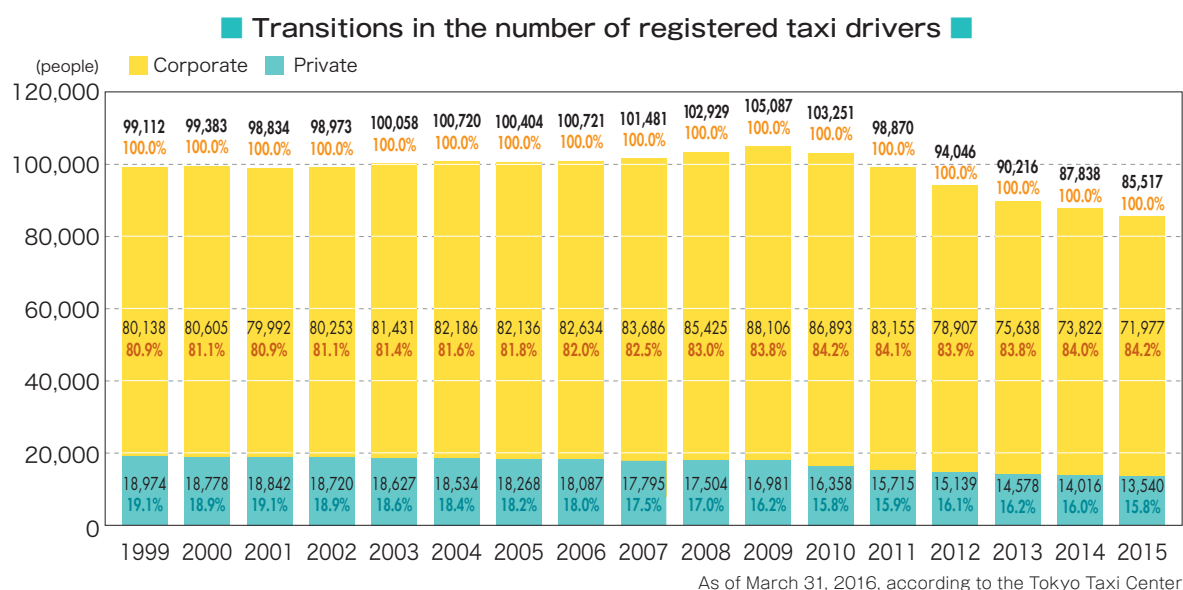
The improvement in taxi services



Increased efforts in improving services, together with the Tokyo Taxi Center.

Implementation of the taxi driver registration system

Examinations on safe transportation, convenience, education and guidance on customer service are given to drivers to improve driver quality. Those who pass are issued a driver's certificate. There are certificates for private taxi drivers as well.



Guidance and training for taxi drivers

Instructions for the prevention of and taking corrective measures against taxi drivers who violate the Road Transportation Act such as through unjust refusal of passengers, the overcharging of fares, and the unauthorized tampering of meters are given, as well as training for new drivers based on Article 36, Part 2 of the transportation regulations.



Training for Universal Drivers in progress

Taking and responding to complaints about taxi services

Complaints about taxi services can be properly handled by the taxi company (stated on the receipt) the passenger is riding with, through a Center phone line at 03-3648-0300, or through the Center's website.

Efficient taxi stand operations

There are currently 321 taxi stands in Tokyo.

There are "Excellent Service Taxi" stands in sixteen locations of twelve districts, and they are increasing in number so that further improvements in taxi services can be provided.

Year	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
General stand	481	396	352	246	239	232	227	226	235	232	231	235	232	236	236	228	231
Roofed stand	97	94	93	89	87	85	87	84	86	86	85	85	85	84	83	86	90

As of March 31, 2016, according to the Tokyo Taxi Center

Taxi evaluation system



Sign of excellence



How the signs of excellence are presented

The taxi evaluation system started on April 1, 2013 in order to contribute to enhancing taxi convenience and services by offering finer taxi services upon reviewing evaluation standards in 2011, which was ten years after the rank evaluation system was introduced in 2001. The cases of guidance and complaints handled by the Center, information concerning service to customers and safety, managerial aspects, and driver quality are evaluated from the viewpoint of customer service, safety and operational control, and business attitude. Upon evaluations in 2012, the indications on taxi vehicles have become simple and easy to understand for passengers, with stickers indicating AA and A ranked taxis being unified as "Excellent Service Taxis".

These signs of excellence are stuck on the windshields above the dashboards so that they can easily be seen from the fronts of the vehicles.

Commendation system



Excellent drivers have been commended every year since 1977, with 28,991 people having received awards over the past 39 years. There are currently 10,107 drivers operating who possess an excellent driver award. Those who are commended are veteran drivers with five or more years of experience, no violations, and who serve their passengers well. Excellent corporate business operators have also been commended since 1984.



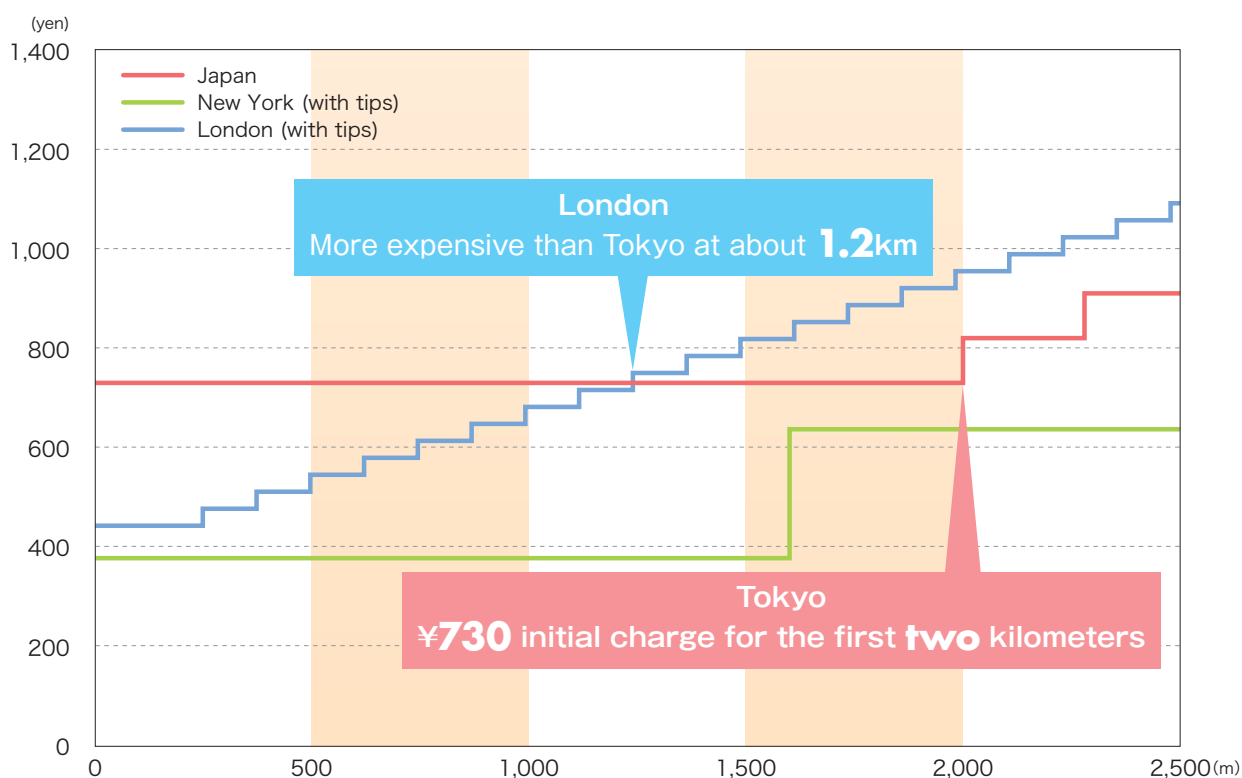
Taxi services in Tokyo can be enjoyed at fares that are average on an international level and the industry here is fairly easy to take part in.

International comparison of taxi fares (Tokyo, New York, London)

The fares in Tokyo (no tips necessary) can be said to be average for a major international city.

	Base distances	Initial fares	Added distance	Added fares	Remarks
Tokyo	2km	¥730	280m	¥90	—
New York	1miles (1,600m)	\$2.5 (¥270)	1miles (1,600m)	\$2 (¥216)	20% tips 0.5-dollar tax per ride
London	247.8m	£ 2.6 (¥403)	123.9m (if the distance travelled exceeds 9656.1 meters, there is a charge every additional 88.5 meters)	£ 0.2 (¥31)	10% tips

1 dollar = 108 yen 1 pound = 155 yen (as of April, 2016)



*Figures are from the distance-based fare systems of Tokyo / New York / London (Tariff 1) (as of April 2016).

industry in other countries

Taxi business regulations in other countries

There are also regulations on the taxi business in other countries, but entry is relatively easy in Tokyo.

	London	New York	Singapore	Tokyo
Regulatory authority	London TfL (Transport for London)	New York TLC (Taxi and Limousine Commission)	Department of Motor Vehicles LTA (Land Transport Authority)	Ministry of Land, Infrastructure, Transport and Tourism Too much diversity in the targeted areas.
Regulations on entry	No regulations However, the "Knowledge" license, which takes 44 months to acquire, is needed.	Some regulations Entry is difficult because of the "Medallion" business licenses, which cost about 100 million yen per vehicle.	No regulations However, 800 vehicles and 6,000 million yen or more in capital in three years are required. (including rights to 6 million yen COE vehicles)	Some regulations (Specific / semi-specific regions) However, entry is easy as only a minimum of 10 vehicles is required. Business licenses are about 6 million yen per vehicle.
Fare regulations	Some (unified fares)	Some (unified fares)	Some (unified fares)	Some (unregulated fares)

	United States (New York)	England (London)	France (Paris)	Germany	Sweden	South Korea	Japan (law on special measures)		
							General rules	Semi-specific regions (Period: 3 years)	Specific regions (Period: 3 years)
Supply and demand adjustments	Some	None	Some	Some	None	Some	None	None	None
Regulations on entry	By licensing	By permission (with a driver's license system that requires three years to obtain)	By licensing	By licensing	By permission	By licensing	By permission	By permission (- Not permitted as a general rule. - However, permission is granted within the range where there is no excess supply.)	Permission not granted
Regulations on vehicle count (increasing vehicle count)	Regulations on total count (Limits are set on total number of vehicles and when there is new demand and auctions in equivalence to the new demand are held.)	— (However, there are regulations on total count depending on the city.)	By licensing (Set limits on total vehicle counts.)	By licensing	—	By approval (Approved only within the range needed to meet demand.)	By prior notification (Unregulated as a general rule.)	By approval (- Not approved as a general rule. - However, approval is granted within the range where there is no excess supply.)	Approval not granted
Fare regulations	Authorized unified fare system (Determined by the New York City Taxi and Limousine Commission.)	Authorized unified fare system (Determined by Transport for London.)	Authorized unified fare system (Fares by local municipality are determined upon the setting of limits by the government.)	Authorized unified fare system (Fares are set in accordance with laws and regulations by state governments.)	Unregulated (Fares must be indicated on vehicles.)	Authorized unregulated fare system (- Notifications on the range stipulated by local municipalities - orders to change fares outside the range or the imposition of fines)	By approval	Authorized unregulated fare system (- Notifications on the range stipulated by the government - orders to change fares outside the range)	Authorized unregulated fare system (- Notifications on the range stipulated by the government - orders to change fares outside the range)

SECTION 08

The current status of the taxi industry in other countries

Sources: Research report on transportation in major countries, etc. by the International Policy Planning Unit of the Ministry of Land, Infrastructure, Transport and Tourism

Inspection report ①

Taxis in New York

Number of vehicles and the market

The taxis in New York, often called “yellow cabs”, are different from the taxis in Tokyo in that business is limited to street hails.

They cannot be dispatched by radio, they are limited to central Manhattan, and the size of that zone is about the same as Minato Ward, Chuo Ward, and Chiyoda Ward's areas combined.

In addition to yellow cabs, there are for-hire taxis such as “black cars”, “luxury limousines”, and “livery cabs”. It is a comparatively dispersed market as there are many private business operators and the largest companies in both Tokyo and New York have only 10% market shares.



yellow cabs

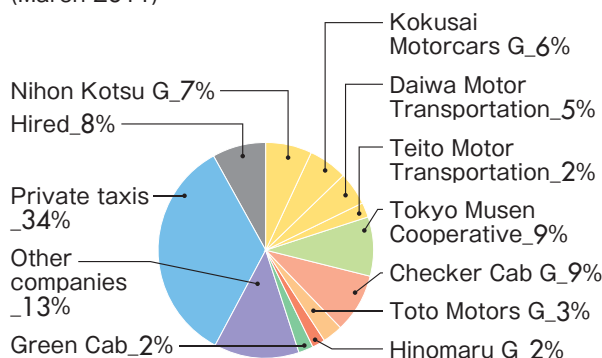
Tokyo (special zones / Busan transportation area)

100% = 48,154 vehicles

Taxis : 44,305 vehicles

Hired taxis : 3,849 vehicles

(March 2011)



New York City 100% = 57,252 vehicles

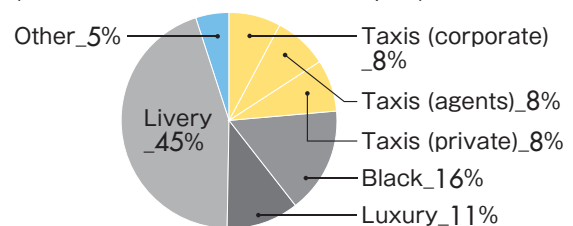
Taxis : 13,237 vehicles
(street hails only / central Manhattan only)

Black : 9,020 vehicles
(street hails prohibited / mainly corporate)

Luxury: 6,021 vehicles
(street hails prohibited / special uses such as for hotels)

Livery : 26,021 vehicles
(street hails prohibited / northern & suburban Manhattan)

Other : 2,953 vehicles
(December 2012, TLC Annual Report)



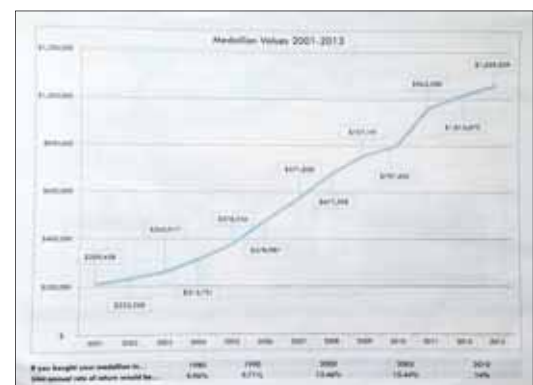
Source: Inspection report of taxis in New York by the Tokyo Hire-Taxi Association (2013)

About regulations

The hired taxi regulations in New York are different from those in Tokyo in that they are enforced on a municipal level while the regulations in Tokyo are enforced on a national level. The regulations are determined in two steps. The first is through city council meetings (based on recommendations from the committee of public transportation). The other is through decisions by the TLC (New York City Taxi and Limousine Commission), which is the regulatory authority. The TLC is the dominant regulatory authority in the United States as it is the largest and most powerful one, and it has control over every party involved in the taxi business.

The TLC's stance on regulations is more about active control and the tightening of regulations rather than on the loosening of regulations. It tries

to meet the needs of the city's residents and take active control of detailed regulations while enforcing measures such as tightening regulations on street hail taxis (livery) of the five outer boroughs, the common dispatching of wheelchair-accessible vehicles, on-board credit card transaction systems and GPS driving control systems, and joint purchases of next-generation vehicles. Supply and demand adjustments are **regulated through the issuing of “Medallion” business licenses, which cost about 100 million yen (as of April 2013) per vehicle.** Each vehicle can be strictly regulated with the number of these medallions that are issued to yellow cabs, livery cabs, etc.



Medallion graph (transitions in value)

On fares

When riding a yellow cab, you will see that the differences in New York's fares and Tokyo's fares are not that great when factoring in the weakening of the yen and tips. Tokyo's fares seeming high may be due largely in part to how they are perceived by tourists because the initial fares are high, taxi zones are large, and Narita Airport is far.

The fare from JFK Airport to Manhattan is Rate Code 2, which is a fixed fare of 5,200 yen (in April 2013) plus a highway toll and additional state tax, and not Rate Code 1, which is a New York City taxi fare.

Factors such as subway fares, inflation rates, drivers' costs, insurance and gasoline costs, and corporate earning rates are taken into consideration when the standards for increasing taxi rates are examined by the TLC.

Taxi rate comparison chart

(where 1 dollar equals 100 yen)

	Rate Code 1 within New York City (*as of April 2013)	Special zones in Tokyo / Busan transportation area (*as of July 2015)
Initial fare	250 yen (320m)	730 yen (2,000m)
Added fares	50 yen for each extra 320m	90 yen for each extra 280m
Time and distance- based fares	50 yen for every 1 minute and 45 seconds on rides travelling at 10 kilometers per hour or slower	90 yen for every 1 minute and 45 seconds on rides travelling at 10 kilometers per hour or slower
Late night and early morning premiums	50 yen extra between 8 p.m. and 6 a.m.	20% extra between 10 p.m. and 5 a.m.
Weekday rush hour premiums	100 yen extra between 4 p.m. and 8 p.m. from Monday to Friday	—
State tax	50 yen per ride	—

Source: Inspection report of taxis in New York by the Tokyo Hire-Taxi Association (2013)



All yellow cab vehicles now have credit card processing machines due to TLC's TPEP program. These processing machines are integrated with a monitor that passengers can see and the taxi companies are able to obtain the machines for free due to revenues from the video ads that are shown on the monitors.

SECTION 08

The current status
of the taxi industry
in other countries

Inspection report ②

Taxis in London

Number of vehicles and the market

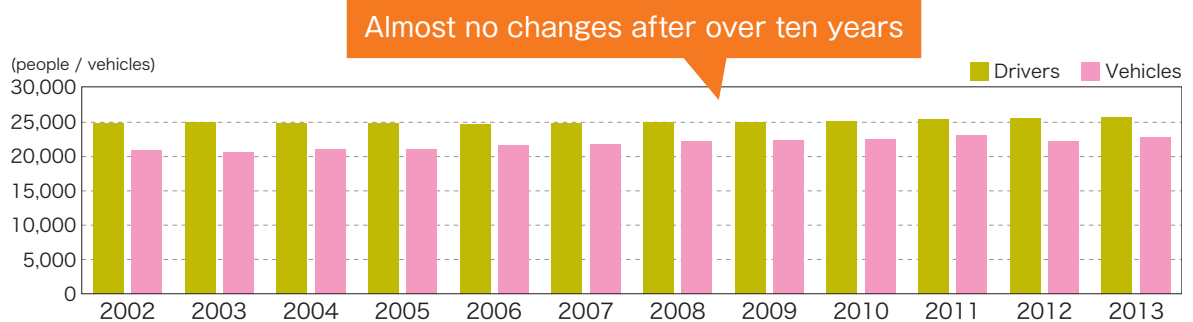
The city of London has black cabs (London Taxi) and minicabs (Private Hire). Only black cabs can transport passengers through street hails and minicabs can only transport passengers with reservations.

Black cabs are all privately-owned so they do not belong to any taxi companies. However, the drivers belong to radio unions and can therefore operate with radio dispatches in addition to street hails. There were 22,810 black cabs and 52,811 minicabs in operation in 2013, with the black cabs operating within a 6-mile (about 10 kilometers) radius from the central location of Charing Cross and minicabs mostly in other areas. Also, the number of black cab drivers and vehicles hadn't changed much during the ten years preceding 2013 due to the virtual supply and demand adjustments made by TfL (Transport for London), which is the transport bureau of London (there were 25,538 drivers in 2013).



black cabs

Transition in the number of black cab drivers and vehicles

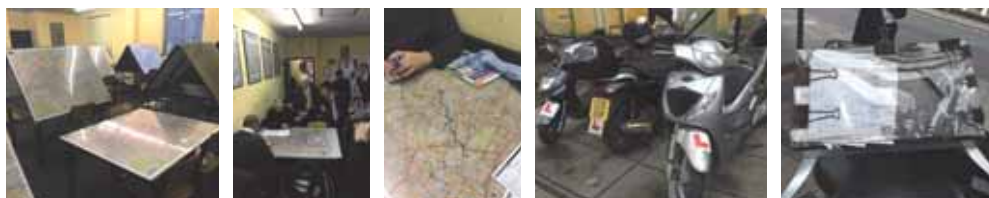


Source: Inspection report of London by the Tokyo Hire-Taxi Association (2015)

On regulations

Restrictions are governed in a London City-level administrative unit (equivalent to that of Tokyo). They are implemented by the TfL (the traffic bureau of London), which has full authority over all matters concerning taxis, and the mayor is the chief in charge.

Drivers are **required to obtain the "Knowledge" license, which is issued by TfL and is difficult to obtain (requiring an average of forty-four months, or about four years), so although there is no limit to the number of drivers there are, it is as if there is a limit because of this license.** The Taxi Trade Promotions Ltd cram school holds activities involving educational curriculums to help with the obtainment of this license.



Taxi Trade Promotions Ltd (cram school): from the left - (1) maps of various areas in London, (2) classmates preparing for interviews, (3) learning the shortest routes, (4) mopeds running through the streets of London, (5) lists of routes attached to a moped



The Knowledge license

There are also strict regulations that limit vehicle supply, stipulating that (1) drivers and passengers must be separated, (2) height must be at least 1.35m / length including leg room must be at least 1.2m / seat width must be at least 0.7m, (3) vehicles must be equipped with boarding stairs for wheelchairs, and (4) rotation diameters must be within 28 feet (about 8.535m).

On fares

It may be thought that black cabs seem inexpensive because their initial fares are relatively cheap (Tokyo: 730 yen, London: 408 yen (as of November 2014)), but normal rides (1km or more) based on the fare table prescribed by TfL are more expensive than those in Tokyo. The fares from Heathrow Airport to urban London are 1.5 to 2 times higher than fares in Tokyo (Haneda Airport), and they do not even have fixed fares. In other words, their initial fares are low, but their total fares are higher. Fares are distinguished between Tariff 1, Tariff 2, and Tariff 3 fares, which depend on the day and time. Travel time and distance are counted simultaneously so the highest one that is reached is added.

Comparison of taxi fares

(with 1 pound converted to 170 yen)

● Tariff 1 - 6 a.m. to 10 p.m. from Monday to Friday

	With/without time factored in	London Tariff 1 (*as of November 2014)	Special zones in Tokyo / Busan transportation area <no premiums> (*as of July 2015 - when based on the tax type on the left)
Initial fare	With time not factored in	408 yen (252.4m)	730 yen (2,000m)
	With time factored in	408 yen (54.2 seconds)	730 yen (1 minute and 45 seconds)
Added fares	With time not factored in	34 yen for each extra 126.2m	90 yen for each extra 280m
	With time factored in	34 yen for every 27.1 seconds	90 yen for every 1 minute and 45 seconds on rides travelling at 10 kilometers per hour or slower

● Tariff 3 - 10 p.m. to 6 a.m. every day and on national holidays

	With/without time factored in	London Tariff 3 (*as of November 2014)	Special zones in Tokyo / Busan transportation area <with premiums> (*as of July 2015 - when based on the tax type on the left)
Initial fare	With time not factored in	408 yen (165.4m)	730 yen (1,600m)
	With time factored in	408 yen (35.6 seconds)	730 yen (1 minute and 45 seconds)
Added fares	With time not factored in	34 yen for each extra 82.7m	90 yen for each extra 224m
	With time factored in	34 yen for every 17.8 seconds	90 yen for every 1 minute and 45 seconds on rides travelling at 10 kilometers per hour or slower

Source: Inspection report of London by the Tokyo Hire-Taxi Association (2015)

The revision of fares

The revision of fares is discussed in the same official areas and with the same official fares every year on April 1 but the discussions are becoming shorter with the introduction of a quantified taxi cost index.

A fuel surcharge system has also been established five years ago and is programmed in taxi meters. However, it has not been implemented yet.

The index of the black cab cost structure

Component of index	Initial 2015 weights			Final 2015 weights		
	Cost p per mile in 2014	Proportion of costs in 2014	Cost p per mile in 2015	Proportion of costs in 2015	Increase in costs 2015	Contribution to total increase
Vehicle Cost	21.25	9.0%	21.47	9.1%	1.0%	0.1%
Parts	9.67	4.1%	9.82	4.2%	1.6%	0.1%
Tyres	1.43	0.6%	1.45	0.6%	1.6%	0.0%
Garage & Servicing - Premises	1.31	0.6%	1.33	0.6%	1.6%	0.0%
Garage & Servicing - Labour	4.63	2.0%	4.71	2.0%	1.6%	0.0%
Fuel	27.11	11.5%	26.65	11.3%	-1.7%	-0.2%
Insurance	10.41	4.4%	10.62	4.5%	2.0%	0.1%
Miscellaneous	2.43	1.0%	2.49	1.1%	2.4%	0.0%
The Knowledge	12.52	5.3%	12.58	5.3%	0.5%	0.0%
Social Costs	6.42	2.7%	6.45	2.7%	0.5%	0.0%
Total operating costs	97.19	41.4%	97.57	41.3%	0.4%	0.2%
Average national earnings	137.78	58.6%	138.45	58.7%	0.5%	0.3%
Grand Total	234.96	100.0%	236.02	100.0%	0.5%	0.5%
Annual Mileage:	22,000					

Source: Inspection report of London by the Tokyo Hire-Taxi Association (2015)

SECTION 08

The current status of the taxi industry in other countries

Industrial

< 2015 >
April 30

The Tokyo Hire-Taxi Association forms a sectional committee on basic policies at the Semi-Specific Taxi Region Conference to discuss the establishment of sectional committees, which was a pending issue. It was decided that adjustment sectional committees and revitalization sectional committees are to be established in the special zones / Busan transportation area, and that adjustment and revitalization sectional committees are to be established in the Tama transportation areas.

June 3

The personnel affairs of expert chairpersons under President Kawanabe in his second term are unofficially decided at the conference of the president and vice-presidents. Expert chairperson Akiyama of general affairs, expert chairperson Nishizawa of management, expert chairperson Ota of public affairs, expert chairperson Shimizu of labor, and expert chairperson Machida of care transportation were elected by the president at the board meeting on the 17th.

June 11

The first adjustment sectional meeting of the special zones and Busan district was held by the Tokyo Hire-Taxi Association at the Semi-Specific Taxi Region Conference, and the selection of excellent corporate business operators was one of the main themes.

June 23

The Japan Federation of Hire-Taxi Associations adopts an emergency resolution against the movement of governmental departments regarding the legalization of car ridesharing for preventing at all costs this situation, which shakes the core of the taxi industry, and enhances its policy of encouraging all related parties in doing the same.

August 1 to 5

The Tokyo Hire-Taxi Association offers "job-hunting support taxi" services for the first time at JR Tokyo Station, JR Shinjuku Station, and JR Fuchu Station. Tickets for free initial fares (costing ¥730) are distributed to students who are job-hunting.

September 11

The Santama Branch of the Tokyo Hire-Taxi Association holds an orientation session for business operators concerning registered business operations in locations such as the three Tama transportation areas and the Islands district.

November 4 to 5

Chairman Tomita of the Japan Federation of Hire-Taxi Associations meets with Mayor Nakayama of Kyotango City, Kyoto Prefecture and Mayor Hirose of Yabu City, Hyogo prefecture, who want to introduce car ridesharing. He heard the public transportation conditions of their respective areas and deepened his understanding of them.

December 15

The Tokyo Hire-Taxi Association holds the third Semi-Specific Taxi Region Conference on the special zones of Tokyo and the Busan transportation area together with the third Semi-Specific Taxi Region Conference on the Kitatama, Minami-tama, and Nishi-tama transportation areas.

< 2016 >

February 19

The Tokyo Hire-Taxi Association introduces TSTiE drivers, who can provide tourist information in English, at the Haneda Airport International Terminal building.



Industrial

March 2

The Tokyo Hire-Taxi Association holds an extraordinary board meeting. Reports and deliberations were made on the latest situations and trends in subjects including car ridesharing and the introduction of the fare of the shortened distance of initial charge.

March 8

The Tokyo Hire-Taxi Association holds the 4th Semi-Specific Taxi Region Conference for the Tokyo Minamitamata transportation area. Deliberations were made on efforts concerning issues such as the designation and revitalization of "specific regions" in the Minamitamata transportation area.

March 15

The Tokyo Hire-Taxi Association gives a press release on the taxi dispatching smartphone app, "Tokyo Taxi Association-TAKKUN", announcing that it is now supported in the Tama district and that it has been upgraded.



March 21

The Tokyo Hire-Taxi Association starts the 2016 "job-hunting support taxi" service at the "Rikunabi 2017 Live" hall at Tokyo Big Sight and distributes tickets for free initial fares to visiting students who are job-hunting. Job-hunting support taxis will be in operation until September.



Governmental

< 2015 >
April 15

A demonstration of the latest multilingual speech translation system is given at an exhibition hosted by the Liberal Democratic Party's research commission on information and communications strategy. Politicians, bureaucrats and businesses all work together for its practical application by the 2020 Olympic Games.



June 30

At the second meeting of the research on the role of new taxis / business management working groups, the Ministry of Land, Infrastructure, Transport and Tourism decides to do a substantive experiment on a fare for the shortened distance of initial charge that is limited to a certain region for a certain amount of time before it is officially introduced.


July 2

Minister Ota of the Ministry of Land, Infrastructure, Transport and Tourism demonstrated his recognition at the Upper House Land, Infrastructure, Transportation and Tourism Committee that the legalization of car ridesharing is not appropriate as carrying passengers with one's own car without a permit is the equivalent of operating an unlicensed taxi.

July 24

At the third meeting of examination on the role of new taxis, the Ministry of Land, Infrastructure, Transport and Tourism decided to establish a working group for taxi fare systems by around October and expressed its intention of carefully examining when the substantive experiment on a fare for the shortened distance of initial charge should start.

Governmental

- December 3** | The national government and both the Upper and Lower House discuss the legalization of car ridesharing during the ongoing review by the Committee on Land, Infrastructure, Transport and Tourism. Minister Ishii of the Ministry of Land, Infrastructure, Transport and Tourism states that the most important factors in automobile transport are security and safety, and that proposals on ridesharing require extremely careful consideration.
- 
- December 4** | The national government made an appeal to the Osaka Supreme Court on December 24th on the decision by the Osaka District Court where the Ministry of Land, Infrastructure, Transport and Tourism requested of the national government to issue an injunction for its orders to operators charging authorized unregulated taxi fares that fall below minimum fares to change.
- < 2016 >**
January 15 | The government holds the general assembly of the LDP hired taxi federation. Chairman Kazuyoshi Kaneko (former Minister of Land, Infrastructure and Transportation) expresses that he feels the same way about the legalization of car ridesharing as everyone he is addressing, and intends on forging a convergence of opinion throughout the ruling party.
- January 28** | The 4th meeting on how new taxis should operate is held by the Ministry of Land, Infrastructure, Transport and Tourism. "Taxi Innovation Plan 2016 (chosen taxi)" was proposed as the final outcome.
- February 18** | The Ministry of Land, Infrastructure, Transport and Tourism decides on its policy of introducing a system for the revised special measures law on taxis where business operators temporarily lower their number of vehicles with their vehicles on hold, and then have them return later.
- March 11** | The Ministry of Land, Infrastructure, Transport and Tourism announces the outline of the substantive experiment on the fare for the shortened distance of initial charge, with the distance of initial charge of 1.16 kilometers at ¥460 and ¥90 every additional 280 meters for two months in the Tokyo Districts from July to August.

Social

- < 2015 >**
April 29 | Prime Minister Abe becomes the first prime minister of Japan to give a speech at a congressional joint session of the House and Senate.
- April 30** | A 7.8-magnitude earthquake hits central Nepal and the death toll that includes nearby countries such as India exceeds 5,900 people.
- May 17** | Osaka carries on as one city after a referendum about the "Osaka Metropolis Plan", where Osaka City would be abolished and divided into five special zones, was held. There were 50.4% votes against the plan and 49.6% votes for the plan.
- May 19** | The rate of employment for university students who graduated in March has been increasing for four years in a row with 96.7% this year, which is 2.3 points above that of the previous year.
- June 1** | The Japan Pension Service announces that personal information such as names of beneficiaries and members, basic pension numbers, and so on were leaked due to staff computers being infected with a virus.

Social

- June 5** | Prime Minister Abe announces that the summit meeting of 2016 in Japan will be held in Shima City, Mie Prefecture. This is the sixth time that it is held in Japan.
- July 1** | President Obama of the United States announce that the United States and Cuba have agreed to restore diplomatic relations for the first time in fifty-four years and that their embassies will be reopened in the capitals of both countries.
- July 17** | Prime Minister Abe announces the rejection of the previous construction plans for the New National Stadium Japan, which will be the site for the 2020 Tokyo Olympics / Paralympics.
- August 1** | Beginning of job interviews by companies for university students graduating next spring. The Japan Federation of Economic Organizations establishes new rules to extend the starting date as of last year under requests from the government.
- August 14** | The Government issues cabinet approval of the statement by Prime Minister Abe on the 70th anniversary of the end of the war.
- September 1** | The organizing committee of the 2020 Tokyo Olympics / Paralympics announces that it will cancel the use of the emblem as it resembles the logo of the Théâtre de Liège in Belgium.
- September 3** | Amendments to the laws concerning the national identification number system (My Number), which expand its ranges of use, were passed at the plenary session of the Lower House.
- October 5** | The Trans-Pacific Partnership (TPP) is drafted upon agreements by most of the twelve participating countries after five-and-a-half years of negotiations.
- October 6** | Satoshi Omura, professor at Kitasato University, wins the Nobel Prize in Physiology or Medicine, and Takaaki Kajita, Director of the Institute for Cosmic Ray Research at the University of Tokyo, wins the Nobel Prize in Physics at the 2015 Nobel Prize awards.
- October 14** | Asahi Kasei admits to insufficient underground piling work at a large condominium building in Yokohama City's Tsuzuki Ward done by the subcontractor Asahi Kasei Construction Materials Corp., which led to the buildings tilting, as well as falsified data on the construction.
- November 9** | Chairman Sadaaki Sakakibara of the Japan Federation of Economic Organizations officially announces that screenings of university students such as interviews for university students to be hired in April 2017 has moved forward two months to June for senior class students.
- November 13** | The worst terrorist attack in post-war France occurred with a series of shootings and explosions in locations including a theater and restaurants in central Paris, and a suburban stadium.
- < 2016 >**
January 3 | Aoyama Gakuin University wins an overall victory for two consecutive years in the Hakone Ekiden.
- January 18** | A tour bus carrying skiers plunges off a roadside cliff in Karuizawa, Nagano Prefecture, killing fourteen and injuring twenty-seven.
- February 5** | The government decides at a cabinet meeting on the bill related to the revision of the 2016 taxation system focusing on the establishment of a reduced consumption tax rate system.
- February 25** | Sharp officially announces that they will undergo management reconstruction under the major Taiwanese electronics device manufacturer, Hon Hai Precision Industry.
- March 27** | The Democratic Party, which is a merger between the Democratic Party of Japan and the Japan Innovation Party, holds a ceremony to officially announce its foundation. The total number of assembly members participating was 156 (with 96 from the Lower House and 50 from the Upper House).

Photo courtesy of: Tokyo Kotsu Shimbun

Number of taxi companies and vehicles by year

Kanto District Transport Bureau

Item Year	Special zones / Busan district				Tama district		Islands District		Companies		Private	Inclusive sum
	Number of Business operators	Number of vehicles			Number of Business operators	Number of vehicles	Number of Business operators	Number of vehicles	Number of Business operators	Number of vehicles		
		Taxi	Hired taxi	Total								
1989	253	24,143	5,883	30,026	73	2,902	57	158	363	33,086	19,656	52,742
1990	253	22,360	5,883	28,243	73	2,902	57	158	383	31,303	19,656	50,959
1991	254	24,172	6,426	30,598	75	2,954	56	157	385	33,709	19,592	53,301
1992	238	26,148	6,352	32,500	72	3,101	56	158	366	35,759	19,478	55,237
1993	237	26,113	6,401	32,514	70	3,119	55	154	362	35,787	19,479	55,266
1994	234	25,394	5,965	31,359	70	3,137	55	148	359	34,644	19,312	53,956
1995	233	25,163	5,570	30,733	71	3,130	55	141	359	34,004	19,009	53,013
1996	231	25,346	5,376	30,722	72	3,151	55	135	358	34,008	18,818	52,826
1997	231	25,878	5,404	31,282	72	3,176	56	138	359	34,596	18,700	53,296
1998	240	26,961	5,204	32,165	74	3,272	56	138	370	35,575	19,354	54,929
1999	252	27,734	4,719	32,453	75	3,378	55	131	381	35,962	19,305	55,267
2000	254	27,851	4,540	32,391	79	3,408	55	125	385	35,924	19,369	55,293
2001	252	28,262	4,395	32,657	81	3,423	55	121	388	36,201	19,077	55,278
2002	257	28,539	4,180	32,719	85	3,539	53	111	395	36,369	19,141	55,510
2003	258	29,045	3,894	32,939	68	3,446	53	105	407	36,490	19,056	55,546
2004	271	29,663	3,880	33,543	71	3,519	54	106	396	37,168	18,989	56,157
2005	291	30,819	3,883	34,702	71	3,520	53	105	415	38,327	18,990	57,317
2006	317	31,948	3,931	35,879	71	3,572	48	99	436	39,550	18,676	58,226
2007	334	32,958	4,090	37,048	72	3,687	46	98	452	40,833	18,478	59,311
2008	352	33,866	4,125	37,991	73	3,711	45	94	470	41,796	18,213	60,009
2009	366	33,473	4,069	37,542	74	3,530	45	92	485	41,164	17,944	59,108
2010	362	31,799	3,977	35,776	74	3,389	45	83	481	39,248	17,420	56,668
2011	359	27,998	3,849	31,847	74	3,232	43	84	476	35,163	16,787	51,950
2012	356	27,794	3,636	31,430	73	3,215	42	83	471	34,728	16,144	50,872
2013	347	27,659	3,471	31,130	73	3,188	39	77	459	34,395	15,052	49,447
2014	346	27,646	3,548	31,194	71	3,188	38	73	455	34,455	14,430	48,885
2015	343	27,657	3,638	31,295	73	3,188	36	68	452	34,511	13,937	48,488

(Notes) 1. According to adjustments in the total number of business operators and vehicles in general passenger vehicle transportation businesses by the Kanto District Transport Bureau.

2. The number of business operators represents the total number of business operators that have offices in the said zones.

Record of taxi operations in special zones and the Busan transportation area by year

Tokyo Hire-Taxi Association

Item Year	Fleet vehicles		Rate of actual operations (%)	Distance in kilometers		Rate of actual vehicles (%)	Number of transports	Number of People being transported	Transportation income (by 1 thousand yen)	By operating vehicles per day			Number of kilometers by actual vehicles per company
	Gross number of actual vehicles in existence (per day)	Gross number of actual vehicles in operation (per day)		Kilometers of actual vehicles	Distance in kilometers (km)					Distance in kilometers (km)	Number of transports	Transportation income (by 1 yen)	
1989	8,426,262	7,730,051	91.7	1,427,558,757	2,564,024,706	55.7	282,314,465	415,364,553	419,907,041	331.7	36.5	54,321	5.1
1990	8,857,327	7,812,347	88.2	1,397,770,377	2,524,166,069	55.4	266,400,889	392,404,349	441,798,431	323.1	34.1	56,551	5.2
1991	9,083,937	7,847,021	86.4	1,399,846,914	2,537,363,228	55.2	264,270,081	387,679,693	445,910,050	323.4	33.7	56,825	5.3
1992	9,127,661	7,987,404	87.5	1,287,130,399	2,470,973,018	52.1	254,163,873	368,950,019	452,092,763	309.4	31.8	56,601	5.1
1993	9,055,295	8,104,168	89.5	1,232,125,620	2,466,561,197	50.0	255,652,169	370,176,078	442,113,343	304.4	31.5	54,554	4.8
1994	8,927,540	8,123,244	90.9	1,240,553,150	2,509,505,632	49.4	262,646,882	379,287,432	447,245,027	308.9	32.3	55,057	4.7
1995	8,964,633	8,133,357	90.7	1,206,470,891	2,490,349,812	48.4	258,991,511	368,429,981	471,327,446	306.2	31.8	57,950	4.7
1996	9,046,319	8,139,378	90.0	1,196,703,626	2,496,389,251	47.9	258,949,480	366,869,849	469,161,118	306.7	31.8	57,641	4.6
1997	9,246,297	8,046,792	87.0	1,162,436,904	2,456,907,127	47.3	255,984,010	361,814,495	464,240,900	305.3	31.8	57,693	4.5
1998	9,585,425	8,326,792	86.9	1,102,334,554	2,444,418,587	45.1	251,991,333	354,470,676	442,266,836	293.6	30.3	53,114	4.4
1999	9,562,907	8,353,057	87.3	1,070,224,997	2,412,308,594	44.4	248,005,034	347,820,185	430,880,885	288.8	29.7	51,584	4.3
2000	9,586,756	8,289,227	86.5	1,073,601,680	2,398,446,596	44.8	251,116,110	350,889,906	433,310,901	289.3	30.3	52,274	4.3
2001	9,668,192	8,277,267	85.6	1,050,961,648	2,370,403,636	44.3	248,335,480	346,787,017	425,020,816	286.4	30.0	51,348	4.2
2002	9,936,898	8,417,116	84.7	1,029,033,363	2,348,170,763	43.8	247,264,463	346,509,071	416,434,152	279.0	29.4	49,475	4.2
2003	10,151,720	8,575,308	84.5	1,022,572,710	2,354,626,865	43.4	247,780,917	345,361,913	414,247,268	274.6	28.9	48,307	4.1
2004	10,345,062	8,633,930	83.5	1,031,226,264	2,352,279,931	43.8	251,113,449	348,391,811	416,921,678	272.4	29.1	48,289	4.1
2005	10,708,138	8,720,334	81.4	1,067,522,820	2,381,228,831	44.8	259,360,608	357,687,144	431,634,517	273.1	29.7	49,497	4.1
2006	10,951,340	8,701,031	79.5	1,095,822,275	2,403,097,429	45.6	264,927,434	365,325,242	440,306,598	276.2	30.4	50,604	4.1
2007	11,222,247	8,775,795	78.2	1,086,795,352	2,389,381,358	45.5	260,863,751	354,730,299	445,304,907	272.3	29.4	50,742	4.2
2008	11,349,261	8,915,959	78.6	963,240,597	2,291,823,411	42.0	235,502,805	312,318,115	413,103,093	257.0	26.4	46,333	4.1
2009	10,950,290	8,936,482	81.6	853,074,660	2,176,380,311	39.2	214,577,810	283,796,557	367,719,550	243.5	24.0	41,148	4.0
2010	9,818,499	8,369,311	85.2	812,971,689	2,045,818,104	39.7	206,021,917	272,080,128	350,798,592	244.4	24.6	41,915	4.0
2011	9,345,517	7,956,865	85.1	802,520,241	1,972,136,438	40.7	202,140,408	265,876,386	346,234,599	247.9	25.4	43,514	4.0
2012	9,300,451	7,730,381	83.1	802,996,357	1,915,211,746	41.9	202,837,586	267,785,904	348,665,083	247.8	26.2	45,103	4.0
2013	9,505,100	7,729,619	81.3	821,389,895	1,907,272,876	43.1	205,493,957	270,668,509	357,001,972	246.7	26.6	46,186	4.0
2014	9,567,378	7,683,726	80.3	828,861,258	1,901,519,559	43.6	204,331,388	269,020,775	366,540,169	247.5	26.6	47,703	4.1
2015	9,617,166	7,567,790	78.7	839,019,385	1,877,949,800	44.7	202,852,766	267,577,522	370,149,434	248.2	26.8	48,911	4.1
Apr. 2015	787,860	637,078	80.9	70,523,174	159,088,645	44.3	17,163,661	22,617,785	31,148,334	249.7	26.9	48,893	4.1
May 2015	814,804	630,111	77.3	65,809,667	153,580,848	42.9	16,009,031	21,127,666	29,003,188	243.7	25.4	46,029	4.1
Jun. 2015	788,868	633,707	80.3	69,641,269	157,356,541	44.3	16,900,539	22,104,516	30,751,994	248.3	26.7	48,528	4.1
Jul. 2015	814,990	655,585	80.4	75,886,328	165,068,597	46.0	18,625,004	24,595,209	33,655,041	251.8	28.4	51,336	4.1
Aug. 2015	814,981	617,836	75.8	67,858,507	152,069,767	44.6	16,816,546	22,291,673	29,850,532	246.1	27.2	48,315	4.0
Sep. 2015	788,700	618,945	78.5	67,881,088	151,448,976	44.8	16,654,095	22,059,907	30,067,700	244.7	26.9	48,579	4.1
Oct. 2015	814,000	652,856	80.2	71,244,167	160,810,143	44.3	16,998,735	22,322,672	31,307,491	246.3	26.0	47,955	4.2
Nov. 2015	788,021	616,893	78.3	68,443,152	152,188,925	45.0	16,523,381	21,819,763	30,215,608	246.7	26.8	48,980	4.1
Dec. 2015	815,457	658,081	80.7	78,345,312	169,277,394	46.3	18,351,370	24,325,849	34,676,140	257.2	27.9	52,693	4.3
Jan. 2016	815,520	604,102	74.1	65,471,042	149,032,941	43.9	15,821,366	20,968,222	28,734,424	246.7	26.2	47,566	4.1
Feb. 2016	761,482	598,008	78.5	64,178,639	146,604,529	43.8	15,416,166	20,260,078	28,267,572	245.2	25.8	47,270	4.2
Mar. 2016	812,483	644,588	79.3	73,737,040	161,422,494	45.7	17,572,872	23,048,182	32,471,410	250.4	27.3	50,375	4.2

(Notes) The transportation income as of 1989 includes consumption tax.

Gross number of actual vehicles in existence = number of days in existence × number of commercial vehicles

Rate of actual operations = gross number of actual vehicles in operation / gross number of actual vehicles in existence × 100

Gross number of actual vehicles in operation = number of days in operation × number of commercial vehicles

Rate of actual vehicles = actual vehicles in kilometers / distance in kilometers × 100

Rate of operations of 1 vehicle per day Distance in kilometers = distance in kilometers / gross number of actual vehicles in operation

Number of transports = number of transports / gross number of actual vehicles in operation

Transportation income = transportation income / gross number of actual vehicles in operation

Number of kilometers by actual vehicles per vehicle = actual vehicles in kilometers / number of transports

Record of taxi operations in the Tama district by year

Tokyo Hire-Taxi Association

Item Year	Fleet vehicles		Rate of actual operations (%)	Distance in kilometers		Rate of actual vehicles (%)	Number of transports	Number of People being transported	Transportation income (by 1 thousand yen)	By operating vehicles per day			Number of kilometers by actual vehicles per company
	Gross number of actual vehicles in existence (per day)	Gross number of actual vehicles in operation (per day)		Kilometers of actual vehicles	Distance in kilometers (km)					Distance in kilometers (km)	Number of transports	Transportation income (by 1 yen)	
1989	1,038,149	959,145	92.4	163,439,658	291,205,586	56.1	37,675,107	51,419,891	46,739,050	303.6	39.3	48,730	4.3
1990	1,072,868	953,894	88.9	158,509,082	283,768,815	55.9	36,035,178	49,122,911	49,093,825	297.5	37.8	51,467	4.4
1991	1,102,252	953,190	86.5	156,226,056	279,988,017	55.8	35,725,413	48,446,415	49,445,068	293.7	37.5	51,873	4.4
1992	1,113,442	976,732	87.7	145,657,237	267,507,741	54.4	34,604,307	46,693,550	50,447,177	273.9	35.4	51,649	4.2
1993	1,119,698	1,005,592	89.8	142,014,694	265,333,089	53.5	35,288,373	47,256,548	50,040,461	263.9	35.1	49,762	4.0
1994	1,120,668	1,020,081	91.0	142,657,066	268,442,111	53.1	36,143,228	48,209,600	50,580,871	263.2	35.4	49,580	3.9
1995	1,126,768	1,026,304	91.1	138,908,197	264,396,833	52.5	35,671,662	47,348,276	52,970,190	257.6	34.8	51,613	3.9
1996	1,128,452	1,028,144	91.1	137,632,812	263,693,062	52.2	35,885,267	47,401,612	52,530,803	256.5	34.9	51,093	3.8
1997	1,139,558	1,024,989	89.9	133,582,273	258,333,449	51.7	35,652,123	47,078,936	52,030,427	252.0	34.8	50,762	3.8
1998	1,174,968	1,066,007	90.7	127,790,614	252,328,764	50.6	35,265,918	46,250,257	50,010,367	236.7	33.1	46,914	3.6
1999	1,213,042	1,100,980	90.8	125,181,896	251,324,956	49.8	34,974,066	45,854,638	49,086,576	228.3	31.8	44,584	3.6
2000	1,215,074	1,089,014	89.6	125,469,650	251,178,426	50.0	35,622,324	46,519,138	49,372,324	230.6	32.7	45,337	3.5
2001	1,223,165	1,088,006	89.0	122,885,940	247,841,012	49.6	35,361,979	46,245,100	48,522,201	227.8	32.5	44,597	3.5
2002	1,276,276	1,115,354	87.4	123,469,343	250,268,325	49.3	35,930,381	47,212,788	48,743,189	224.4	32.2	43,702	3.4
2003	1,301,238	1,139,506	87.6	123,853,912	252,848,198	49.0	36,115,328	47,789,889	48,985,279	221.9	31.7	42,988	3.4
2004	1,312,468	1,148,611	87.5	124,350,985	254,406,730	48.9	36,471,124	48,211,932	49,080,382	221.5	31.8	42,730	3.4
2005	1,330,723	1,147,060	86.2	126,919,347	258,744,376	49.1	37,287,492	49,312,077	50,069,857	225.6	32.5	43,651	3.4
2006	1,332,425	1,134,530	85.1	128,042,345	259,827,490	49.3	37,471,613	49,133,727	50,395,953	229.0	33.0	44,420	3.4
2007	1,336,803	1,120,235	83.8	124,863,955	253,126,293	49.3	36,525,637	47,618,200	50,108,249	226.0	32.6	44,730	3.4
2008	1,330,215	1,113,895	83.7	112,746,999	232,702,800	48.5	33,279,762	42,946,529	47,173,933	208.9	29.9	42,350	3.4
2009	1,284,871	1,108,782	86.3	102,783,907	215,768,230	47.6	30,780,737	39,750,149	43,246,614	194.6	27.8	39,004	3.3
2010	1,223,420	1,070,652	87.5	100,334,947	210,587,758	47.6	30,137,001	38,846,535	42,187,813	196.7	28.1	39,404	3.3
2011	1,201,246	1,041,321	86.7	98,070,069	205,598,785	47.7	29,468,325	38,008,209	41,226,569	197.4	28.3	39,591	3.3
2012	1,187,026	1,004,731	84.6	96,660,173	201,548,110	48.0	29,180,873	37,642,130	40,614,167	200.6	29.0	40,423	3.3
2013	1,182,677	978,272	82.7	95,548,004	198,232,977	48.2	28,746,276	37,134,088	40,169,730	202.6	29.4	41,062	3.3
2014	1,182,940	957,060	80.9	92,419,170	192,116,002	48.1	27,603,695	35,713,044	39,979,139	200.7	28.8	41,773	3.3
2015	1,192,550	943,836	79.1	91,206,030	189,372,320	48.2	27,184,448	35,171,951	39,424,503	200.6	28.8	41,771	3.4
Apr. 2015	97,770	78,865	80.7	7,623,525	15,791,266	48.3	2,271,364	2,927,643	3,285,727	200.2	28.8	41,663	3.4
May 2015	101,029	79,304	78.5	7,194,504	15,175,865	47.4	2,131,320	2,779,729	3,095,894	191.4	26.9	39,038	3.4
Jun. 2015	97,770	78,862	80.7	7,494,620	15,659,962	47.9	2,234,608	2,871,053	3,230,910	198.6	28.3	40,970	3.4
Jul. 2015	101,029	81,756	80.9	8,326,037	17,092,489	48.7	2,512,103	3,237,045	3,601,322	209.1	30.7	44,050	3.3
Aug. 2015	101,029	78,622	77.8	7,696,358	15,944,902	48.3	2,331,980	3,065,930	3,327,589	202.8	29.7	42,324	3.3
Sep. 2015	97,783	77,228	79.0	7,434,105	15,397,167	48.3	2,258,952	2,923,760	3,227,076	199.4	29.3	41,787	3.3
Oct. 2015	100,955	81,245	80.5	7,539,911	15,836,027	47.6	2,235,412	2,879,175	3,257,930	194.9	27.5	40,101	3.4
Nov. 2015	97,740	76,994	78.8	7,340,790	15,315,299	47.9	2,205,742	2,847,790	3,182,100	198.9	28.6	41,329	3.3
Dec. 2015	100,998	81,460	80.7	8,569,239	17,495,467	49.0	2,469,399	3,222,466	3,711,946	214.8	30.3	45,568	3.5
Jan. 2016	100,967	76,426	75.7	7,401,877	15,335,203	48.3	2,189,328	2,855,253	3,192,986	200.7	28.6	41,779	3.4
Feb. 2016	94,482	73,938	78.3	6,845,081	14,328,744	47.8	2,037,928	2,597,685	2,955,284	193.8	27.6	39,970	3.4
Mar. 2016	100,998	79,136	78.4	7,739,983	15,999,929	48.4	2,306,312	2,964,422	3,355,739	202.2	29.1	42,405	3.4

(Notes) The transportation income as of 1989 includes consumption tax.

The geisha (taxi on its way) / deadhead distance is calculated in kilometers by actual vehicle and the standards for the rates of actual vehicles are different due to the revisions in the geisha / deadhead system as of November 1981.

Gross number of actual vehicles in existence = number of days in existence × number of commercial vehicles

Rate of actual operations = gross number of actual vehicles in operation / gross number of actual vehicles in existence × 100

Gross number of actual vehicles in operation = number of days in operation × number of commercial vehicles

Rate of actual vehicles = actual vehicles in kilometers / distance in kilometers × 100

Rate of operations of 1 vehicle per day Distance in kilometers = distance in kilometers / gross number of actual vehicles in operation

Number of transports = number of transports / gross number of actual vehicles in operation

Transportation income = transportation income / gross number of actual vehicles in operation

Number of kilometers by actual vehicles per vehicle = actual vehicles in kilometers / number of transports

Record of hired taxi operations in special zones and the Busan transportation area by year

Tokyo Hire-Taxi Association

Item Year	Fleet vehicles		Rate of actual operations (%)	Distance in kilometers		Rate of actual vehicles (%)	Number of transports	Number of People being transported	Transportation income (by 1 thousand yen)	By operating vehicles per day			Number of kilometers by actual vehicles per company
	Gross number of actual vehicles in existence (per day)	Gross number of actual vehicles in operation (per day)		Kilometers of actual vehicles	Distance in kilometers (km)					Distance in kilometers (km)	Number of transports	Transportation income (by 1 yen)	
1989	2,067,226	1,658,212	80.2	286,974,143	298,852,756	96.0	4,713,156	8,850,967	110,845,807	180.2	2.8	66,847	60.9
1990	2,200,489	1,715,770	78.0	288,022,310	300,108,382	96.0	4,642,470	8,262,218	123,026,349	174.9	2.7	71,703	62.0
1991	2,323,225	1,760,088	75.8	280,790,403	293,854,403	95.6	4,510,993	7,816,372	129,240,559	167.0	2.6	73,428	62.2
1992	2,323,764	1,725,728	74.3	244,831,954	257,331,845	95.1	3,937,846	6,834,051	116,418,937	149.1	2.3	67,461	62.2
1993	2,259,159	1,626,445	72.0	218,760,495	229,794,219	95.2	3,499,795	6,068,621	103,152,217	141.3	2.2	63,422	62.5
1994	2,059,797	1,470,061	71.4	207,240,045	213,506,796	97.1	3,219,936	5,593,893	96,061,556	145.2	2.2	65,345	64.4
1995	2,002,145	1,409,261	70.4	209,518,718	215,389,484	97.3	3,169,824	5,507,705	95,631,255	152.8	2.2	67,859	66.1
1996	1,966,869	1,378,487	70.1	130,976,867	203,854,904	64.3	2,992,900	5,257,358	89,989,786	147.9	2.2	65,282	43.8
1997	1,930,859	1,345,862	69.7	127,393,440	197,985,958	64.3	2,884,103	5,266,334	88,097,173	147.1	2.1	65,458	44.2
1998	1,807,936	1,266,152	70.0	113,389,692	177,012,576	64.1	2,616,547	4,823,018	77,768,866	139.8	2.1	61,421	43.3
1999	1,684,385	1,156,084	68.6	102,263,303	165,084,948	61.9	2,467,874	4,573,047	70,505,009	142.8	2.1	60,986	41.4
2000	1,602,740	1,087,568	67.9	97,881,220	157,065,552	62.3	2,330,040	3,891,848	61,179,661	144.4	2.1	56,254	42.0
2001	1,535,249	1,050,009	68.4	93,129,888	147,281,511	63.2	2,212,964	3,460,684	54,859,046	140.3	2.1	52,246	42.1
2002	1,442,591	977,150	67.7	89,256,638	140,263,897	63.6	2,126,274	3,260,429	50,389,184	143.5	2.2	51,568	42.0
2003	1,396,030	932,726	66.8	85,767,544	134,115,815	64.0	2,018,464	3,188,206	47,526,372	143.8	2.2	50,954	42.5
2004	1,390,531	920,801	66.2	85,382,009	133,569,514	63.9	1,980,999	3,175,354	47,552,634	145.1	2.2	51,643	43.1
2005	1,392,699	919,312	66.0	86,223,061	135,209,983	63.8	1,990,391	3,218,015	47,627,561	147.1	2.2	51,808	43.3
2006	1,408,455	935,732	66.4	88,002,877	138,727,214	63.4	2,031,837	3,268,619	48,656,317	148.3	2.2	51,998	43.3
2007	1,424,074	939,742	66.0	89,290,385	141,197,290	63.2	2,047,556	3,234,024	49,432,991	150.3	2.2	52,603	43.6
2008	1,405,360	918,879	65.4	82,530,569	131,085,488	63.0	1,879,029	2,883,084	45,890,121	142.7	2.0	49,941	43.9
2009	1,322,851	829,279	62.7	71,430,343	113,220,185	63.1	1,678,834	2,543,122	38,804,554	136.5	2.0	46,793	42.5
2010	1,283,375	788,680	61.5	69,040,591	107,100,159	64.5	1,596,922	2,476,849	36,926,175	135.8	2.0	46,820	43.2
2011	1,245,570	735,840	59.0	67,041,967	102,424,830	65.4	1,567,436	2,454,005	35,329,168	139.2	2.1	48,012	42.8
2012	1,180,801	710,696	60.2	63,174,173	98,641,167	64.0	1,540,262	2,482,308	33,243,571	138.8	2.2	46,776	41.0
2013	1,160,934	721,122	62.1	60,495,006	97,979,187	61.7	1,531,704	2,677,284	32,920,958	135.8	2.1	45,638	39.5
2014	1,196,017	720,427	60.2	63,499,581	99,574,768	63.8	1,550,949	2,571,033	34,171,067	138.1	2.2	47,395	41.0
2015	1,192,603	723,753	60.7	63,703,432	99,202,881	64.2	1,563,726	2,465,690	34,352,962	137.0	2.2	47,432	40.9
Apr. 2015	98,604	61,839	62.7	5,543,509	8,595,414	64.5	128,704	206,928	2,985,627	139.0	2.1	48,281	43.1
May 2015	101,060	58,466	57.9	5,270,454	8,222,227	64.1	122,483	194,930	2,783,064	140.6	2.1	47,601	43.0
Jun. 2015	97,890	62,992	64.3	5,607,148	8,654,843	64.8	131,266	205,463	2,993,900	137.4	2.1	47,528	42.7
Jul. 2015	101,099	63,663	63.0	5,651,409	8,748,282	64.6	132,925	209,279	3,035,324	137.4	2.1	47,678	42.5
Aug. 2015	101,273	56,498	55.8	4,756,440	7,453,337	63.8	115,823	181,687	2,507,791	131.9	2.1	44,387	41.1
Sep. 2015	97,679	58,313	59.7	5,275,122	8,155,340	64.7	118,659	187,682	2,759,152	139.9	2.0	47,316	44.5
Oct. 2015	100,818	64,022	63.5	5,942,052	9,193,268	64.6	132,547	210,682	3,105,319	143.6	2.1	48,504	44.8
Nov. 2015	97,504	59,899	61.4	5,550,859	8,615,095	64.4	124,899	200,721	2,959,446	143.8	2.1	49,407	44.4
Dec. 2015	101,006	60,559	60.0	5,317,912	8,369,147	63.5	142,908	199,632	2,881,501	138.2	2.4	47,582	37.2
Jan. 2016	100,856	57,720	57.2	4,796,266	7,557,289	63.5	132,557	215,908	2,708,191	130.9	2.3	46,919	36.2
Feb. 2016	94,005	56,635	60.2	4,634,978	7,297,861	63.5	137,922	220,314	2,613,917	128.9	2.4	46,154	33.6
Mar. 2016	100,809	63,147	62.6	5,357,283	8,340,778	64.2	143,033	232,464	3,019,730	132.1	2.3	47,821	37.5

(Notes) The transportation income as of 1989 includes consumption tax.

The standards for the rates of actual vehicles are different because the actual vehicles in kilometers were calculated as the zones from dispatch to return from between 1981 and 1995.

Gross number of actual vehicles in existence = number of days in existence × number of commercial vehicles

Rate of actual operations = gross number of actual vehicles in operation / gross number of actual vehicles in existence × 100

Gross number of actual vehicles in operation = number of days in operation × number of commercial vehicles

Rate of actual vehicles = actual vehicles in kilometers / distance in kilometers × 100

Rate of operations of 1 vehicle per day Distance in kilometers = distance in kilometers / gross number of actual vehicles in operation

Number of transports = number of transports / gross number of actual vehicles in operation

Transportation income = transportation income / gross number of actual vehicles in operation

Number of kilometers by actual vehicles per vehicle = actual vehicles in kilometers / number of transports

Changes in taxi fares in Tokyo

A p p l i c a t i o n				
D a t e	F a r e		S y s t e m , e t c .	I n c r e a s e r a t e
	I n i t i a l	A d d e d		
10/30/52				
2/20/62	(56.25) 1.6km - 90 yen	10:8.3 contrast with initial (46.51) 430m - 20 yen	Vehicle classification: 4m in length, 1.5m in width, 1,000cc engine Waiting: 20 yen / 2 min. (600 yen / hr.)	25.0%
3/18/66	(70.00) 2km - 140 yen	10:7.1 contrast with initial (50.00) 400m - 20 yen	Vehicle classification: capacity of 6 passengers Late night / early morning: 20% extra between 10 p.m. and 5 a.m. With time factored in: 20 yen / 3 min. (400 yen / hr.)	35.7%
2/19/71	(100.00) 2km - 200 yen	10:10 contrast with initial (100.00) 300m - 30 yen	Vehicle classification: compact vehicle under the Road Trucking Vehicle Act Late night / early morning: 20% extra between 10 p.m. and 5 a.m. With time factored in: 30 yen / 1 min. 30 sec. (1,200 yen / hr.)	83.7%
12/8/73	(133.33) 1.8km - 240 yen	10:10 contrast with initial (133.33) 300m - 40 yen	Vehicle classification: 4.1m in length, 1.5m in width Late night / early morning: 30% extra between 10 p.m. and 5 a.m. With time factored in: 40 yen / 1 min. 48 sec. (1,333 yen / hr.)	77.3% (additional application) 49.7.31
12/26/73		Plus 64.7% of the fare on the meter	Vehicle classification: 4.1m in length, 1.5m in width	64.7%
7/31/74	(144.44) 1.8km - 260 yen	10:9 contrast with initial (129.87) 385m - 50 yen	Vehicle classification: 4.2m in length Late night / early morning: 20% extra as a standard between 10 p.m. and 5 a.m. With time factored in: 50 yen / 2 min. (1,500 yen / hr.)	77.3%
9/29/76	(175.00) 2km - 350 yen	10:8.9 contrast with initial (155.84) 385m - 60 yen	Vehicle classification: 4.2m in length, 1.6m in width Late night / early morning: 20% extra between 10 p.m. and 5 a.m. With time factored in: 60 yen / 2 min. 19 sec. (1,522 yen / hr.)	26.5%
1/24/79 to 2/1/79 (separate application)	(190.00) 2km - 380 yen to (200.00) 2km - 400 yen	10:9.2-9.3 contrast with initial (175.00) 400m - 70 yen to (186.67) 357m - 70 yen	Vehicle classification: 4.3m in length, 1.6m in width Late night / early morning: 20% extra between 10 p.m. and 5 a.m. With time factored in: 70 yen / 2 min. 30 sec. (1,680 yen / hr.) to 70 yen / 2 min. 15 sec. (1,867 yen / hr.)	16.4% to 24.3%
10/2/80 to 10/17/80 (separate application)	(220.00) 2km - 440 yen to (230.00) 2km - 460 yen	10:9.0-9.4 contrast with initial (197.53) 405m - 80 yen to (216.22) 370m - 80 yen	Vehicle classification: 4.6m in length, 1.6m in width Late night / early morning: 20% extra between 10 p.m. and 5 a.m. With time factored in: 80 yen / 2 min. 26 sec. (1,973 yen / hr.) to 80 yen / 2 min. 13 sec. (2,165 yen / hr.)	16.0% to 25.9%

(Note) 1. The figure in the () of the date of approval indicates the date of implementation.
2. The figure in the () of the fare indicates the distance in kilometers.

A p p r o v a l				
D a t e	F a r e		S y s t e m , e t c .	I n c r e a s e r a t e
	I n i t i a l	A d d e d		
11/16/52	(40.00) 2km - 80 yen	10:10 contrast with initial (40.00) 500m - 20 yen	Waiting: 20 yen / 5 min. (240 yen / hr.)	
12/25/63 (1/1/64)	(50.00) 2km - 100 yen	10:8.9 contrast with initial (44.44) 450m - 20 yen	Vehicle classification: capacity of 6 passen- gers, 1.5m in width Waiting: 20 yen / 4 min. (300 yen / hr.)	1 5 . 0 %
1/9/70 (3/1-15/70)	(65.00) 2km - 130 yen	10:6.9 contrast with initial (44.94) 445m - 20 yen	Vehicle classification: capacity of 6 passengers Late night / early morning: 20% extra between 11 p.m. and 5 a.m. With time factored in: 20 yen / 3 min. (400 yen / hr.)	22.5%
1/26/72 (2/5/72)	(85.00) 2km - 170 yen	10:8.1 contrast with initial (68.97) 435m - 30 yen	Vehicle classification: 4.3m in length, 1.6m in width Late night / early morning: 20% extra between 11 p.m. and 5 a.m. With time factored in: 30 yen / 2 min. 30 sec. (720 yen / hr.)	43.7%
—	—	—	—	—
1/22/74 (1/29/74)	(110.00) 2km - 220 yen	10:8.1 contrast with initial (88.97) 1.29 times the fare on the meter		29.0%
9/28/74 (11/1/74)	(140.00) 2km - 280 yen	10:8.7 contrast with initial (121.95) 410m - 50 yen	Vehicle classification: 4.3m in length, 1.6m in width Late night / early morning: 20% extra between 11 p.m. and 5 a.m. With time factored in: 50 yen / 2 min. 25 sec. (1,240 yen / hr.)	33.9%
4/26/77 (5/6/77)	(165.00) 2km - 330 yen	10:9 contrast with initial (148.15) 405m - 60 yen	Vehicle classification: 4.3m in length, 1.6m in width Late night / early morning: 20% extra between 11 p.m. and 5 a.m. With time factored in: 60 yen / 2 min. 30 sec. (1,440 yen / hr.)	20.1%
8/24/79 (9/1/79)	(190.00) 2km - 380 yen	10:8.9 contrast with initial (168.67) 415m - 70 yen	Vehicle classification: 4.6m in length, 1.6m in width Late night / early morning: 20% extra between 11 p.m. and 5 a.m. With time factored in: 70 yen / 2 min. 30 sec. (1,680 yen / hr.)	14.3%
8/25/81 (9/2/81)	(215.00) 2km - 430 yen	10:9.2 contrast with initial (197.53) 405m - 80 yen	Vehicle classification: 4.6m or more in length Late night / early morning: 20% extra between 11 p.m. and 5 a.m. With time factored in: 80 yen / 2 min. 30 sec. (1,920 yen / hr.)	15.7%

A p p l i c a t i o n				
D a t e	F a r e		S y s t e m , e t c .	I n c r e a s e r a t e
	I n i t i a l	A d d e d		
9/10/83 to 10/18/83 (separate application)	(240.00) 2km - 480 yen to (255.00) 2km - 510 yen	10:9.1-9.3 contrast with initial (219.51) 410m - 90 yen to (236.84) 380m - 90 yen	Vehicle classification: 4.6m or more in length, capacity of 6 passengers or less Late night / early morning: 20% extra between 10 p.m. and 5 a.m. With time factored in: 90 yen / 2 min. 20 sec. (2,160 yen / hr.) to 90 yen / 2 min. 15 sec. (2,400 yen / hr.)	42.0% to 20.8%
2/13/89 to 2/15/89	The amounts where the fares and fees calculated below are multiplied by 103 percent and rounded off to the nearest unit of 10 yen.			
	2km - 470 yen	370m - 80 yen	Vehicle classification: 4.6m or more in length Late night / early morning: 20% extra between 11 p.m. and 5 a.m. With time factored in: 80 yen / 2 min. 15 sec.	
3/12/90 to 3/27/90	The amounts where the fares and fees calculated below are multiplied by 103 percent and rounded off to the nearest unit of 10 yen.			
	(260.00) 2km - 520 yen to (270.00) 2km - 540 yen	10:8.9-9.0 contrast with initial (231.88) 345m - 80 yen to (242.42) 330m - 80 yen	Vehicle classification: 4.6m or more in length Late night / early morning: 30% extra between 10 p.m. and 5 a.m. With time factored in: 80 yen / 2 min. 5 sec. (2,304 yen / hr.) to 80 yen / 2 min. 0 sec. (2,400 yen / hr.)	11.0% to 16.9%
12/10/91 to 12/18/91	The amounts where the fares and fees calculated below are multiplied by 103 percent and rounded off to the nearest unit of 10 yen.			
	(310.00) 2km - 620 yen to (315.00) 2km - 630 yen	10:8.4-8.8 contrast with initial (260.87) 345m - 90 yen to (276.92) 325m - 90 yen	Vehicle classification: 4.6m or more in length Late night / early morning: 30% extra between 10 p.m. and 5 a.m. With time factored in: 90 yen / 2 min. (2,700 yen / hr.) to 90 yen / 1 min. 55 sec. (2,817 yen / hr.) Waiting fees for wireless vehicles: 90 yen / 50 sec. (6,480 yen / hr.) to 90 yen / 45 sec. (7,200 yen / hr.)	17.0% to 22.9%
3/28/94 to 6/7/94	(350.00) 2km - 700 yen to (370.00) 2km - 740 yen	10:8.7-8.8 contrast with initial (304.05) 296m - 90 yen to (324.91) 277m - 90 yen	Vehicle classification: 4.6m or more in length Late night / early morning: 30% extra between 10 p.m. and 5 a.m. With time factored in: 90 yen / 2 min. 5 sec. (2,592 yen / hr.) to 90 yen / 1 min. 40 sec. (3,240 yen / hr.) Waiting fees for wireless vehicles: 90 yen / 1 min. 10 sec. (4,629 yen / hr.) to 90 yen / 55 sec. (5,891 yen / hr.) Fees for time-specified reservations: General reservations: 700 yen - 900 yen each time Early-morning reservations: 1,000 yen - 1,200 yen each time Fees for wagon dispatching services: 300 yen to 400 yen each time Discounts for long-distance rides: 5% to 15% for fares exceeding ten thousand yen Discounts for high-speed rides: 3% to 5% for rides exceeding 30kph or 30kph	11.5% to 23.7%

(Note) 1. The figure in the () of the date of approval indicates the date of implementation.

2. The figure in the () of the fare indicates the distance in kilometers.

A p p r o v a l				
D a t e	F a r e		S y s t e m , e t c .	I n c r e a s e r a t e
	I n i t i a l	A d d e d		
2/10/84 (2/18/84)	(235.00) 2km - 470 yen	10:9.2 contrast with initial (216.22) 370m - 80 yen	Vehicle classification: 4.6m or more in length Late night / early morning: 20% extra between 11 p.m. and 5 a.m. With time factored in: 80 yen / 2 min. 15 sec. (2,133 yen / hr.)	9.5%
3/17/89 (4/1/89)	As applied			
5/18/90 (5/26/90)	The amounts where the fares and fees calculated below are multiplied by 103 percent and rounded off to the nearest units of 10 yen.			
	(260.00) 2km - 520 yen	10:8.7 contrast with initial (233.35) 355m - 80 yen	Vehicle classification: 4.6m or more in length Late night / early morning: 30% extra between 11 p.m. and 5 a.m. With time factored in: 80 yen / 2 min. 10 sec. (2,215 yen / hr.)	9.6%
4/25/92 (5/26/92)	(300.00) 2km - 600 yen	10:8.6 contrast with initial (259.37) 347m - 90 yen	Vehicle classification: 4.6m or more in length Late night / early morning: 30% extra between 11 p.m. and 5 a.m. With time factored in: 90 yen / 2 min. 5 sec. (2,592 yen / hr.) Waiting fees for wireless vehicles: 90 yen / 1 min. 10 sec. (4,629 yen / hr.)	12.3%
2/21/95 (3/18/95)	(325.00) 2km - 650 yen	10:8.8 contrast with initial (285.71) 280m - 80 yen	Vehicle classification: 4.6m or more in length Late night / early morning: 30% extra between 11 p.m. and 5 a.m. With time factored in: 80 yen / 1 min. 40 sec. (2,880 yen / hr.) Waiting fees for wireless vehicles: 80 yen / 55 sec. (5,760 yen / hr.) Fees for service-specified reservations: Fees for time-specified reservations (general, early-morning): Fees for wagon-specified reservations: 400 yen each time Discounts for long-distance rides: 10% discount for fares exceeding 9,000 yen	9.4%

A p p l i c a t i o n				
D a t e	F a r e		S y s t e m , e t c .	I n c r e a s e r a t e
	I n i t i a l	A d d e d		
2/3/97 to 3/3/97	Changed to the amounts where the fares and fees calculated below are multiplied by 105/103 percent and rounded off to the nearest unit of 10 yen. However, added fares in distance-based fares are calculated with a distance-reduction system, and time and distance-based fares with a time-reduction system.			
	(325.00) 2km - 650 yen	10:8.8 contrast with initial (285.71) 280m - 80 yen	Vehicle classification: 4.6m or more in length Late night / early morning: 30% extra between 11 p.m. and 5 a.m. With time factored in: 80 yen / 1 min. 40 sec. (2,880 yen / hr.) Waiting fees for wireless vehicles: 80 yen / 50 sec. (5,760 yen / hr.) Fees for service-specified reservations: Fees for time-specified reservations (general, early-morning): Fees for wagon-specified reservations: 400 yen each time Discounts for long-distance rides: 10% discount for fares exceeding 9,000 yen	1.94%
2/24/97 to 3/14/97	1km - 340 yen	(1) Under 2km 250m - 80 yen 10:8.6 contrast with initial (291.97) (2) As of 2km 274m - 80 yen	Vehicle classification: 4.6m or more in length Late night / early morning: 30% extra between 11 p.m. and 5 a.m. With time factored in: (1) Under 2km: 80 yen / 1 min. 29 sec. (2) 2km or more: 80 yen / 1 min. 38 sec. (2,939 yen / hr.) Waiting fees for wireless vehicles: 80 yen / 49 sec. (5,878 yen / hr.) Fees for service-specified reservations: Fees for time-specified reservations (general, early-morning): Fees for wagon-specified reservations: 400 yen each time Discounts for long-distance rides: 10% discount for fares exceeding 9,000 yen	1.94%
8/31/06 to (11/30/06)	2km - 750 yen to 810 yen	238m to 276m - 90 yen	Vehicle classification: 2-liter displacement or below (standard-sized vehicles) Late night / early morning: 20% extra between 10 p.m. and 5 a.m. With time factored in: 90 yen / 1 min. 30 sec. to 1 min. 40 sec. Discounts for long-distance rides: 10% discount for fares exceeding 9,000 yen	7.2% to 28.6%

(Note) 1. The figure in the () of the date of approval indicates the date of implementation.
2. The figure in the () of the fare indicates the distance in kilometers.

S u b m i t t e d			
D a t e	A u t h o r i z e d u n r e g u l a t e d f a r e	S y s t e m , e t c .	I n c r e a s e r a t e
2/28/14 (publicly announced) to 3/31/14	The amounts where the initial fares of the current automatic approved fares are multiplied by 108/105 percent and rounded off to the nearest unit of 10 yen become the revised initial fares, and adjustments are made so that increased revenues due to these revisions become the total income of standard business operators and the consumption tax rates being within the range of the increased consumption tax rates, along with the setting of revised added distances.	<p>Vehicle classification: 2-liter displacement or below (standard-sized vehicles) Late night / early morning: 20% extra between 10 p.m. and 5 a.m. With time factored in: 90 yen / 1 min. 45 sec. (limited to standard-sized vehicles) Discounts for long-distance rides: 10% discount for fares exceeding 9,000 yen</p>	Consumption tax shifts

A p p r o v a l				
D a t e	F a r e		S y s t e m , e t c .	I n c r e a s e r a t e
	I n i t i a l	A d d e d		
3/10/97 (4/1/97)	(330.00) 2km - 660 yen	10:8.8 contrast with initial (291.97) 274m - 80 yen	Vehicle classification: 4.6m or more in length Late night / early morning: 30% extra between 11 p.m. and 5 a.m. With time factored in: 80 yen / 1 min. 40 sec. (2,880 yen / hr.) Waiting fees for wireless vehicles: 80 yen / 50 sec. (5,760 yen / hr.) Fees for service-specified reservations: Fees for time-specified reservations: (general, early-morning) 400 yen each time Fees for wagon-specified reservations: Discounts for long-distance rides: 10% discount for fares exceeding 9,000 yen	1.94%
3/14/97 (4/1/97)	1km - 340 yen	(1) Under 2km 250m - 80 yen 10:8.6 contrast with initial (291.97) (2) As of 2km 274m - 80 yen	Vehicle classification: 4.6m or more in length Late night / early morning: 30% extra between 11 p.m. and 5 a.m. With time factored in: (1) Under 2km: 80 yen / 1 min. 30 sec. (2) 2km or more: 80 yen / 1 min. 40 sec. (2,880 yen / hr.) Waiting fees for wireless vehicles: 80 yen / 50 sec. (5,760 yen / hr.) Fees for service-specified reservations: Fees for time-specified reservations: (general, early-morning) 400 yen each time Fees for wagon-specified reservations: Discounts for long-distance rides: 10% discount for fares exceeding 9,000 yen	1.94%
10/19/07 (publicly announced) 11/2/07 (12/3/07)	2km - 710 yen	288m - 90 yen (limited to standard- sized vehicles)	Vehicle classification: 2-liter displacement or below (standard-sized vehicles) Late night / early morning: 20% extra between 10 p.m. and 5 a.m. With time factored in: 90 yen / 1 min. 45 sec. (limited to standard-sized vehicles) Discounts for long-distance rides: 10% discount for fares exceeding 9,000 yen	7.22%

I m p l e m e n t a t i o n				
D a t e	A u t h o r i z e d u n r e g u l a t e d f a r e		S y s t e m , e t c .	I n c r e a s e r a t e
	I n i t i a l	A d d e d		
4/1/14	2km - 730 yen (limited to standard-sized vehicles)	[Special zones / Busan district] 280m - 90 yen (limited to standard- sized vehicles) [Tama district] 276m - 90 yen (limited to standard- sized vehicles)	Vehicle classification: 2-liter displacement or below (standard-sized vehicles) Late night / early morning: 20% extra between 10 p.m. and 5 a.m. With time factored in: [Special zones / Busan district] 90 yen / 1 min. 45 sec. (limited to standard-sized vehicles) [Tama district] 90 yen / 1 min. 40 sec. (limited to standard-sized vehicles) Discounts for long-distance rides: 10% discount for fares exceeding 9,000 yen	Consumption tax shifts

Authorized unregulated fares in Tokyo (special zones / Busan transportation area)

1. Taxis (1) Specific large-sized vehicles

	Distance-based fares		Time and distance-based fare system
	Initial fares (2.0km)	Added fares	
A (maximum fare)	810 yen	251m - 90 yen	1 min. 30 sec. - 90 yen
Fare B	800 yen	254m - 90 yen	1 min. 35 sec. - 90 yen
Fare C	790 yen	257m - 90 yen	1 min. 35 sec. - 90 yen
Fare D	780 yen	261m - 90 yen	1 min. 35 sec. - 90 yen
Minimum fares	770 yen	265m - 90 yen	1 min. 35 sec. - 90 yen

	Time-based fares	
	Initial fares (1hr.)	Added fares
A (maximum fare)	5,050 yen	2,360 yen / 30 min.
Fare B	5,000 yen	2,330 yen / 30 min.
Fare C	4,950 yen	2,300 yen / 30 min.
Minimum fares	4,900 yen	2,270 yen / 30 min.

(2) Large-sized vehicles

	Distance-based fares		Time and distance-based fare system
	Initial fares (2.0km)	Added fares	
A (maximum fare)	770 yen	265m - 90 yen	1 min. 35 sec. - 90 yen
Fare B	760 yen	268m - 90 yen	1 min. 40 sec. - 90 yen
Fare C	750 yen	272m - 90 yen	1 min. 40 sec. - 90 yen
Fare D	740 yen	276m - 90 yen	1 min. 40 sec. - 90 yen
Minimum fares	730 yen	280m - 90 yen	1 min. 45 sec. - 90 yen

	Time-based fares	
	Initial fares (1hr.)	Added fares
A (maximum fare)	4,850 yen	2,230 yen / 30 min.
Fare B	4,800 yen	2,200 yen / 30 min.
Fare C	4,750 yen	2,170 yen / 30 min.
Fare D	4,700 yen	2,140 yen / 30 min.
Minimum fares	4,650 yen	2,110 yen / 30 min.

(3) Standard-sized vehicles

	Distance-based fares		Time and distance-based fare system
	Initial fares (2.0km)	Added fares	
A (maximum fare)	730 yen	280m - 90 yen	1 min. 45 sec. - 90 yen
Fare B	720 yen	284m - 90 yen	1 min. 45 sec. - 90 yen
Fare C	710 yen	288m - 90 yen	1 min. 45 sec. - 90 yen
Minimum fares	700 yen	292m - 90 yen	1 min. 45 sec. - 90 yen

	Time-based fares	
	Initial fares (1hr.)	Added fares
A (maximum fare)	4,650 yen	2,110 yen / 30 min.
Fare B	4,600 yen	2,080 yen / 30 min.
Fare C	4,550 yen	2,050 yen / 30 min.
Fare D	4,500 yen	2,020 yen / 30 min.
Minimum fares	4,450 yen	1,990 yen / 30 min.

2. Taxis (shortened base distances) (1) Specific large-sized vehicles

	Distance-based fares		Time and distance-based fare system
	Initial fares	Added fares	
A (maximum fare)	1.749km - 720 yen	251m - 90 yen	1 min. 30 sec. - 90 yen
Fare B	1.746km - 710 yen	254m - 90 yen	1 min. 35 sec. - 90 yen
Fare C	1.743km - 700 yen	257m - 90 yen	1 min. 35 sec. - 90 yen
Fare D	1.739km - 690 yen	261m - 90 yen	1 min. 35 sec. - 90 yen
Minimum fares	1.735km - 680 yen	265m - 90 yen	1 min. 35 sec. - 90 yen

(2) Large-sized vehicles

	Distance-based fares		Time and distance-based fare system
	Initial fares	Added fares	
A (maximum fare)	1.735km - 680 yen	265m - 90 yen	1 min. 35 sec. - 90 yen
Fare B	1.732km - 670 yen	268m - 90 yen	1 min. 40 sec. - 90 yen
Fare C	1.728km - 660 yen	272m - 90 yen	1 min. 40 sec. - 90 yen
Fare D	1.724km - 650 yen	276m - 90 yen	1 min. 40 sec. - 90 yen
Minimum fares	1.72km - 640 yen	280m - 90 yen	1 min. 45 sec. - 90 yen

(3) Standard-sized vehicles

	Distance-based fares		Time and distance-based fare system
	Initial fares	Added fares	
A (maximum fare)	1.72km - 640 yen	280m - 90 yen	1 min. 45 sec. - 90 yen
Fare B	1.716km - 630 yen	284m - 90 yen	1 min. 45 sec. - 90 yen
Fare C	1.712km - 620 yen	288m - 90 yen	1 min. 45 sec. - 90 yen
Minimum fares	1.708km - 610 yen	292m - 90 yen	1 min. 45 sec. - 90 yen

Authorized unregulated fares in Tokyo (Kita-tama, Minami-tama, and Nishi-tama transportation areas)

1. Taxis (1) Specific large-sized vehicles

	Distance-based fares		Time and distance-based fare system
	Initial fares (2.0km)	Added fares	
A (maximum fare)	810 yen	248m - 90 yen	1 min. 30 sec. - 90 yen
Fare B	800 yen	251m - 90 yen	1 min. 30 sec. - 90 yen
Fare C	790 yen	254m - 90 yen	1 min. 35 sec. - 90 yen
Fare D	780 yen	258m - 90 yen	1 min. 35 sec. - 90 yen
Minimum fares	770 yen	261m - 90 yen	1 min. 35 sec. - 90 yen

	Time-based fares	
	Initial fares (30 min.)	Added fares
A (maximum fare)	3,210 yen	3,210 yen / 30 min.
Fare B	3,170 yen	3,170 yen / 30 min.
Fare C	3,130 yen	3,130 yen / 30 min.
Fare D	3,090 yen	3,090 yen / 30 min.
Minimum fares	3,050 yen	3,050 yen / 30 min.

(2) Large-sized vehicles

	Distance-based fares		Time and distance-based fare system
	Initial fares (2.0km)	Added fares	
A (maximum fare)	770 yen	261m - 90 yen	1 min. 35 sec. - 90 yen
Fare B	760 yen	264m - 90 yen	1 min. 35 sec. - 90 yen
Fare C	750 yen	268m - 90 yen	1 min. 40 sec. - 90 yen
Fare D	740 yen	272m - 90 yen	1 min. 40 sec. - 90 yen
Minimum fares	730 yen	276m - 90 yen	1 min. 40 sec. - 90 yen

	Time-based fares	
	Initial fares (30 min.)	Added fares
A (maximum fare)	3,040 yen	3,040 yen / 30 min.
Fare B	3,000 yen	3,000 yen / 30 min.
Fare C	2,960 yen	2,960 yen / 30 min.
Fare D	2,920 yen	2,920 yen / 30 min.
Minimum fares	2,880 yen	2,880 yen / 30 min.

(3) Standard-sized vehicles

	Distance-based fares		Time and distance-based fare system
	Initial fares (2.0km)	Added fares	
A (maximum fare)	730 yen	276m - 90 yen	1 min. 40 sec. - 90 yen
Fare B	720 yen	280m - 90 yen	1 min. 45 sec. - 90 yen
Fare C	710 yen	284m - 90 yen	1 min. 45 sec. - 90 yen
Minimum fares	700 yen	288m - 90 yen	1 min. 45 sec. - 90 yen

	Time-based fares	
	Initial fares (30 min.)	Added fares
A (maximum fare)	2,880 yen	2,880 yen / 30 min.
Fare B	2,840 yen	2,840 yen / 30 min.
Fare C	2,800 yen	2,800 yen / 30 min.
Minimum fares	2,760 yen	2,760 yen / 30 min.

2. Taxis (shortened base distances) (1) Specific large-sized vehicles

	Distance-based fares		Time and distance-based fare system
	Initial fares	Added fares	
A (maximum fare)	1.752km - 720 yen	248m - 90 yen	1 min. 30 sec. - 90 yen
Fare B	1.749km - 710 yen	251m - 90 yen	1 min. 30 sec. - 90 yen
Fare C	1.746km - 700 yen	254m - 90 yen	1 min. 35 sec. - 90 yen
Fare D	1.742km - 690 yen	258m - 90 yen	1 min. 35 sec. - 90 yen
Minimum fares	1.739km - 680 yen	261m - 90 yen	1 min. 35 sec. - 90 yen

(2) Large-sized vehicles

	Distance-based fares		Time and distance-based fare system
	Initial fares	Added fares	
A (maximum fare)	1.739km - 680 yen	261m - 90 yen	1 min. 35 sec. - 90 yen
Fare B	1.736km - 670 yen	264m - 90 yen	1 min. 35 sec. - 90 yen
Fare C	1.732km - 660 yen	268m - 90 yen	1 min. 40 sec. - 90 yen
Fare D	1.728km - 650 yen	272m - 90 yen	1 min. 40 sec. - 90 yen
Minimum fares	1.724km - 640 yen	276m - 90 yen	1 min. 40 sec. - 90 yen

(3) Standard-sized vehicles

	Distance-based fares		Time and distance-based fare system
	Initial fares	Added fares	
A (maximum fare)	1.724km - 640 yen	276m - 90 yen	1 min. 40 sec. - 90 yen
Fare B	1.72km - 630 yen	280m - 90 yen	1 min. 45 sec. - 90 yen
Fare C	1.716km - 620 yen	284m - 90 yen	1 min. 45 sec. - 90 yen
Minimum fares	1.712km - 610 yen	288m - 90 yen	1 min. 45 sec. - 90 yen

Fixed taxi fares in Tokyo

○Special zones / Busan district - Narita Airport

(effective as of April 18, 2014)

Zones	Regions	Vehicle classification	Fixed fares (yen)	Fares applicable to late night and early morning premiums (yen)	Fares applicable to premiums for the disabled (yen)	Fares applicable to late night and early morning premiums and premiums for the disabled (yen)
A	Katsushika-ku, Edogawa-ku, Sumida-ku, Koto-ku, Daiba Minato-ku, Higashi Yashio Shinagawa-ku	Specific large-sized vehicles	17,000	21,100	15,300	18,900
		Large-sized vehicles	16,000	19,000	14,400	17,100
		Standard-sized vehicle	16,000	19,000	14,400	17,100
B	Adachi-ku, Arakawa-ku, Taito-ku, Bunkyo-ku, Chiyoda-ku, Chuo-ku	Specific large-sized vehicles	21,000	25,900	18,900	23,300
		Large-sized vehicles	19,000	23,300	17,100	20,900
		Standard-sized vehicle	19,000	23,300	17,100	20,900
C	Kita-ku, Toshima-ku, Shinjuku-ku, Shibuya-ku, Minato-ku (excluding Daiba), Meguro-ku, Shinagawa-ku (excluding Higashi Yashio), Ota-ku	Specific large-sized vehicles	23,000	28,100	20,700	25,200
		Large-sized vehicles	21,000	25,200	18,900	22,600
		Standard-sized vehicle	21,000	25,200	18,900	22,600
D	Itabashi-ku, Nerima-ku, Nakano-ku, Suginami-ku, Setagaya-ku, Musashino-shi, Mitaka-shi	Specific large-sized vehicles	25,000	30,200	22,500	27,100
		Large-sized vehicles	22,000	27,200	19,800	24,400
		Standard-sized vehicle	22,000	27,200	19,800	24,400

- (Note) 1. Late-night and early-morning fares are charged between 10 p.m. and 5 a.m.
 2. Extra fees such as highway tolls are paid for by the passenger.
 3. People with physical, intellectual, or mental disability certificates are eligible for discounts for the disabled upon presentation of their certificates.

○Special zones / Busan district - Tokyo Disney Resort

(effective as of April 18, 2014)

Zones	Regions	Vehicle classification	Fixed fares (yen)	Fares applicable to late night and early morning premiums (yen)	Fares applicable to premiums for the disabled (yen)	Fares applicable to late night and early morning premiums and premiums for the disabled (yen)
1	Kita-ku, Toshima-ku, Shinjuku-ku, Shibuya-ku, Meguro-ku	Specific large-sized vehicles	7,500	9,000	6,700	8,100
		Large-sized vehicles	6,500	8,000	5,800	7,200
		Standard-sized vehicle	6,500	8,000	5,800	7,200
2	Itabashi-ku, Nerima-ku, Nakano-ku, Suginami-ku, Setagaya-ku	Specific large-sized vehicles	8,500	10,100	7,600	9,000
		Large-sized vehicles	7,500	9,100	6,700	8,100
		Standard-sized vehicle	7,500	9,100	6,700	8,100
3	Musashino-shi, Mitaka-shi	Specific large-sized vehicles	11,500	13,600	10,300	12,200
		Large-sized vehicles	10,000	12,400	9,000	11,100
		Standard-sized vehicle	10,000	12,400	9,000	11,100

- (Note) 1. Late-night and early-morning fares are charged between 10 p.m. and 5 a.m.
 2. Extra fees such as highway tolls are paid for by the passenger.
 3. People with physical, intellectual, or mental disability certificates are eligible for discounts for the disabled upon presentation of their certificates.

○Special zones / Busan district - Haneda Airport

(effective as of March 8, 2015)

Service Zone	Fixed fares (yen)	Fares applicable to late night and early morning premiums (yen)	Fares applicable to premiums for the disabled (yen)	Fares applicable to late night and early morning premiums and premiums for the disabled (yen)
Edogawa-ku	6,700	8,000	6,000	7,200
Taito-ku	6,900	8,200	6,200	7,300
Sumida-ku	6,800	8,200	6,100	7,300
Bunkyo-ku	7,000	8,300	6,300	7,400
Chiyoda-ku	5,600	6,800	5,000	6,100
Shinjuku-ku	6,800	8,200	6,100	7,300
Shibuya-ku	6,400	7,600	5,700	6,800
Adachi-ku	8,500	10,000	7,600	9,000
Katsushika-ku	8,700	10,200	7,800	9,100
Arakawa-ku	7,900	9,400	7,100	8,400
Kita-ku	8,400	9,900	7,500	8,900
Toshima-ku	8,500	10,100	7,600	9,000
Nakano-ku	7,500	9,000	6,700	8,100
Suginami-ku	8,200	9,700	7,300	8,700
Setagaya-ku	6,600	8,000	5,900	7,200
Itabashi-ku	9,400	11,100	8,400	9,900
Nerima-ku	9,800	11,600	8,800	10,400
Musashino-shi	10,700	12,600	9,600	11,300
Mitaka-shi	10,200	12,000	9,100	10,800

○Santama Zone - Haneda Airport

(effective as of March 8, 2015)

Service Zone	Fixed fares (yen)	Fares applicable to late night and early morning premiums (yen)	Fares applicable to premiums for the disabled (yen)	Fares applicable to late night and early morning premiums and premiums for the disabled (yen)
Chofu-shi	10,600	12,500	9,500	11,200
Fuchu-shi	12,500	14,900	11,200	13,400
Koganei-shi	12,300	14,500	11,000	13,000
Nishitokyo-shi	12,200	14,500	10,900	13,000
Higashikurume-shi	13,300	15,800	11,900	14,200
Kodaira-shi	13,200	15,600	11,800	14,000
Kokubunji-shi	14,300	17,000	12,800	15,300
Kunitachi-shi	15,000	17,800	13,500	16,000
Kiyose-shi	14,400	17,100	12,900	15,300
Higashimurayama-shi	14,500	17,100	13,000	15,300
Tachikawa-shi	15,800	18,800	14,200	16,900
Higashiyamato-shi	17,600	21,000	15,800	18,900
Akishima-shi	16,700	19,800	15,000	17,800
Musashimurayama-shi	17,900	21,300	16,100	19,100
Fussa-shi	19,100	22,700	17,100	20,400
Akiruno-shi (Eastern)	19,600	23,300	17,600	20,900
Akiruno-shi (Western)	19,700	23,500	17,700	21,100
Mizuho-machi	20,500	24,400	18,400	21,900
Hamura-shi	20,500	24,400	18,400	21,900
Hinode-machi	20,700	24,700	18,600	22,200
Ome-shi	21,300	25,400	19,100	22,800
Machida-shi (Eastern)	11,300	13,300	10,100	11,900
Machida-shi (Western)	16,600	19,700	14,900	17,700
Hachioji-shi (Eastern)	16,500	19,700	14,800	17,700
Hachioji-shi (Central)	17,400	20,700	15,600	18,600
Hachioji-shi (Western)	20,700	24,700	18,600	22,200
Inagi-shi	12,900	15,400	11,600	13,800
Tama-shi	14,400	17,100	12,900	15,300
Hino-shi	15,500	18,400	13,900	16,500

(Note) 1. Late-night and early-morning fares are charged between 10 p.m. and 5 a.m.

2. Extra fees such as highway tolls are paid for by the passenger.

3. People with physical, intellectual, or mental disability certificates are eligible for discounts for the disabled upon presentation of their certificates.

Hired taxi fares in Tokyo

(large-sized vehicles)

(effective as of April 1, 2014)

	Time-based fare A		Time-based fare B		Time-based fare C	
	Initial fares 1 hr. or 15 km	Added fares 30 min. or 7.5 km	Initial fares 4 hr. or 60 km	Added fares 30 min. or 7.5 km	Initial fares 8 hr. or 120 km	Added fares 30 min. or 7.5 km
A (maximum fare)	6,450 yen	2,930 yen	21,130 yen	2,670 yen	37,120 yen	2,410 yen
Fare B	6,350 yen	2,890 yen	20,780 yen	2,630 yen	36,500 yen	2,380 yen
Fare C	6,240 yen	2,840 yen	20,430 yen	2,590 yen	35,890 yen	2,330 yen
Fare D	6,130 yen	2,790 yen	20,080 yen	2,540 yen	35,270 yen	2,290 yen
Fare E	6,030 yen	2,740 yen	19,720 yen	2,500 yen	34,650 yen	2,250 yen
Fare F	5,910 yen	2,690 yen	19,370 yen	2,460 yen	34,040 yen	2,210 yen
Fare G	5,810 yen	2,640 yen	19,020 yen	2,410 yen	33,420 yen	2,170 yen
Minimum fares	5,700 yen	2,590 yen	18,660 yen	2,370 yen	32,770 yen	2,130 yen

	Long-term contract fare A		Long-term contract fare B	
	Initial fares 1 hr. or 15 km	Added fares 30 min. or 7.5 km	Initial fares 8 hr. or 120 km	Added fares 30 min. or 7.5 km
A (maximum fare)	5,250 yen	2,620 yen	29,620 yen	2,360 yen
Fare B	5,160 yen	2,580 yen	29,130 yen	2,320 yen
Fare C	5,080 yen	2,540 yen	28,650 yen	2,280 yen
Fare D	4,990 yen	2,500 yen	28,140 yen	2,240 yen
Fare E	4,900 yen	2,450 yen	27,650 yen	2,200 yen
Fare F	4,810 yen	2,410 yen	27,160 yen	2,160 yen
Fare G	4,720 yen	2,370 yen	26,660 yen	2,130 yen
Minimum fares	4,630 yen	2,310 yen	26,160 yen	2,090 yen

	Distance-based fares		Wait fares
	Initial fares 7.5km	Added fares	
A (maximum fare)	4,250 yen	472m - 230 yen	2 min. 40 sec. - 230 yen
Fare B	4,190 yen	480m - 230 yen	2 min. 45 sec. - 230 yen
Fare C	4,110 yen	488m - 230 yen	2 min. 50 sec. - 230 yen
Fare D	4,040 yen	497m - 230 yen	2 min. 50 sec. - 230 yen
Fare E	3,970 yen	506m - 230 yen	2 min. 55 sec. - 230 yen
Fare F	3,900 yen	515m - 230 yen	2 min. 55 sec. - 230 yen
Fare G	3,830 yen	524m - 230 yen	2 min. 55 sec. - 230 yen
Minimum fares	3,750 yen	535m - 230 yen	2 min. 55 sec. - 230 yen

Interactions with taxi industries of other countries.

1990	5/31	A world taxi conference with representatives from various countries is held (Director Kuang-Lieh Lee and two others from South Korea, Executive Director Betty Lawrence from the United States, Executive Vice-President Alfred B. LaGasse III from the ITA, Chairman Geoffrey W. Trotter from England, and Chairman Phillip Kabin from Germany).	2005	3/8	Director Lee of the Seoul Special City Taxi Transportation Business Partnership in South Korea and others visit the Association to inspect the condition of the industry in Tokyo.
1991	7/23 to 7/27	A team that inspects the condition of hired taxis in Europe (team leader: Mr. Kunio Fujimoto) inspects condition in London, Paris, and Frankfurt, and attends the central conference of the ITLA (International Taxi and Livery Association).	2006	5/26	The Seoul Special City Taxi Transportation Business Partnership in South Korea visits Japan to sign an agreement for the extension of the coalition.
	9/12	President Niikura and others visit South Korea to sign an agreement to extend the coalition with the Seoul Special City Taxi Transportation Business Partnership.		10/26	A survey team from the Beijing City Transport Committee in China visits the Association to inspect the local industry.
	11/20	President Niikura and others visit Taiwan to sign an agreement to extend the coalition with the Taipei City Taxi Transportation Federation.	2007	11/6	An observation team from the South Korean Federation of Taxi Workers' Unions visits the Association to inspect local issues related to labor, issues concerning the loosening of labor regulations, etc.
1992	4/6	European taxi business operators (Mr. Peter from Germany, Mr. Kavan from Switzerland, Mr. Schlecht from Austria, Mr. Rude from France, etc.) come to Japan to inspect the industry in Tokyo.		12/21	An observation team representing the taxi industry in China's Wuhan City visits the Association to inspect the industry in Tokyo.
1995	8/5	The Seoul Special City Taxi Transportation Business Partnership in South Korea visits Japan to sign an agreement to extend the coalition.	2009	6/10	The Korea Local Authorities Foundation for International Relations visits the Association to inspect the industry in Tokyo.
	8/7	Vice-President Yasuoka visits the United States to inspect the condition of taxis in the city of Atlanta.	2012	7/19	The Beijing Traffic Management Bureau and a research team for urban development observation overseas visit the Association to inspect the industry in Tokyo.
1998	6/12	Mr. Chao-tung Wang of the Volunteer Traffic Guard Division, Taipei Municipal Government Police in Taiwan and others visit the Association to inspect the condition of taxis in Tokyo.		8/16	The Seoul Special City Taxi Transportation Business Partnership visits the Association to observe the industry in Tokyo.
1999	5/20	Mr. Peilian Wang of the Dalian Television Network in the Republic of China and others visit the Association to inspect the condition of taxis in Tokyo.	2013	4/6 to 4/12	An observation team (team leader: Vice-President Kawanabe) of the Tokyo Hire-Taxi Association consisting of the Vice-President and expert chairpersons make an official visit to the New York City Taxi and Limousine Commission (TLC) on April 8 and New York City's Metropolitan Taxicab Board of Trade on April 9 to observe the condition of the taxi industry in New York City, United States.
2000	4/3	Mr. Gong Park of the Seoul Special City Taxi Transportation Business Partnership in South Korea and others visit the Association to inspect the condition of taxis in Tokyo.		5/18	The Singapore Taxi Academy visits the Association to inspect the industry in Tokyo.
2001	5/15	President Niikura visits South Korea to sign an agreement to extend the coalition with the Seoul Special City Taxi Transportation Business Partnership.	2014	8/11	The Korea Transport Institute visits the Association to inspect the industry in Tokyo.
2003	11/5	Director Lee of the Seoul Special City Taxi Transportation Business Partnership in South Korea and others visit the Association to inspect the local condition of the industry.		11/15 to 11/20	An observation team (team leader: Vice-President Kawanabe) consisting of business operators registered in the Tokyo Hire-Taxi Association make official visits to organizations such as the TfL (traffic bureau of London), the LTDA (Licensed Taxi Drivers Association), and Taxi Trade Promotions Ltd to observe the condition of the taxi industry in London, England.
			2015	6/30	The Korea Transportation Safety Authority visits the Association to observe the industry in Tokyo.

Tokyo's taxis in 2016

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