

Taxi of Tokyo

東京のタクシー

TAXICABS IN TOKYO



2017

Special
Feature

Tokyo's taxis continue to evolve!

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Now an even more
convenient and
familiar service for customers



Aiming to further improve
service for overseas customers

A stance that never forgets
a Japanese spirit
of hospitality to customers



410 yen fare
for shortened distance
of initial charge
has started!



1,000 yen free-ride coupons handed out
to job-hunting university students



一般社団法人

東京ハイヤー・タクシー協会

Tokyo Hire-Taxi Association



Tokyo's taxis continue to evolve!

The entire taxi business is working on initiatives to make customers feel the service safety only possible with taxi



TAXI



You can find out the fare when making a reservation (the fare is a predetermined fare)

Using a taxi dispatch reservation application you can see the pickup and drop-off locations displayed



Notification of predetermined fare before you start your journey



As you can find out the fare beforehand we hope customers will feel **peace of mind and a sense** that taxis are a **familiar and friendly** service



TAXI



Taxi-sharing (ride sharing fares)

If you want to use taxis to attend major sports and music events, commuting rush hours, trips to airports and on rainy days

Sharing a taxi



Sharing a taxi is likely to make **the fare lower** and we hope that it will prove **an attractive option on long-distance journeys too.**

*With regard to predetermined fares and ride sharing fares, substantive experiments are underway this year with the aim of realizing an even better service



Initial fares now more affordable
(fare for shortened distance of initial charge)

The initial fare is

amazingly good value!

Ride with no worries on a "little taxi trip"

Fares after the changes (in Tokyo)

初乗 First ¥410
1.052km

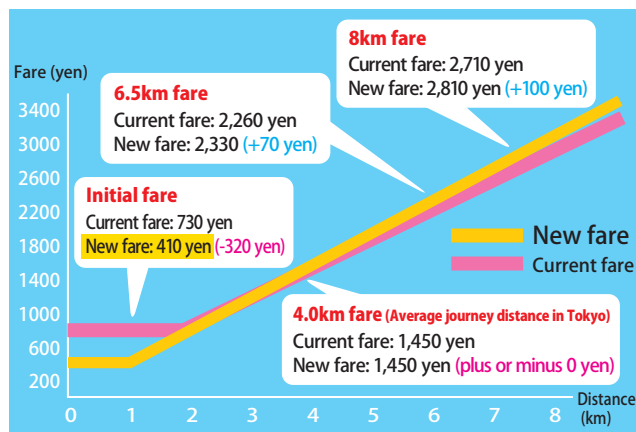


On January 30, 2017, the newly reduced taxi fares were introduced in the Tokyo 23 wards, Musashino City and Mitaka City. Customers can now enjoy "little taxi trips" with ease. The fare is in sections that go up and down for the first 6.5km. After 6.5km the fare goes up. This enables people who have rarely used taxis thus far, like the elderly and foreign visitors, to take taxi rides without any worries. It is also useful for rainy days or when you are carrying bulky luggage through the center of Tokyo.



320 yen!

Take a taxi ride with no worries



Fare chart (standard-sized taxi)

(operational areas: 23 wards of Tokyo, Musashino City and Mitaka City)

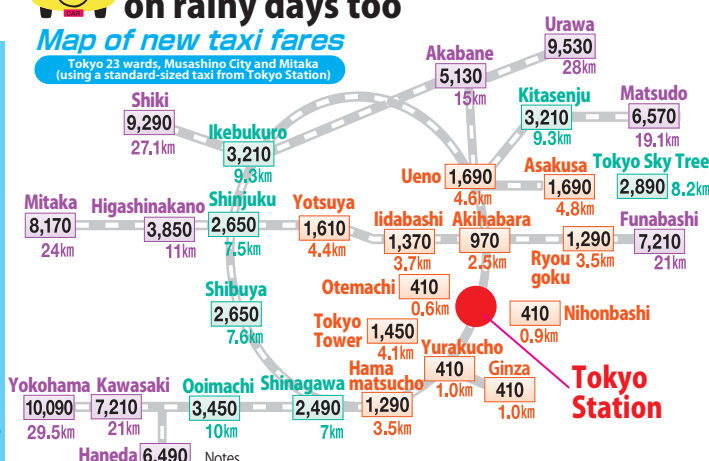
- Distance-based fare; initial fare 410 yen for 1,052km,** 80 yen surcharge per 237m
- Time and distance-based fare;** 80 yen per 90 seconds when driving at a speed of 10km/hour or less
- Reserved/out of service taxi charges;** set by each taxi operator as a fixed charge



Comfortable transport on rainy days too

Map of new taxi fares

Tokyo 23 wards, Musashino City and Mitaka (using a standard-sized taxi from Tokyo Station)



Notes

- The fares quoted are daytime fares (for trips between 5am and 10pm).
- The fares are the distance-based fares from Tokyo Station to whatever destination.
- There may be some disparity between fares quoted and the actual fare depending on the time and route taken.

- Premium fares:** 20% surcharge between 10pm and 5am
- Discount fares:** 10% discount for customers with disabilities
Long-distance discount fares: 10% discount on fares exceeding 9,000 yen



For the Tokyo Olympics / Paralympics

Hardware and software preparations are underway ahead of the 2020 Tokyo Olympic and Paralympic Games such as adaptation to UD and foreign languages and taxi distribution systems using smartphones etc.



Ten thousand UD taxis will be introduced by the 2020



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)

According to the Kanto District Transport Bureau

	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	7 vehicles	6 vehicles	6 vehicles	1 vehicles
2016	28 vehicles	18 vehicles	2 vehicles	4 vehicles





Olympic and Paralympic Games.



Training for Universal Drivers

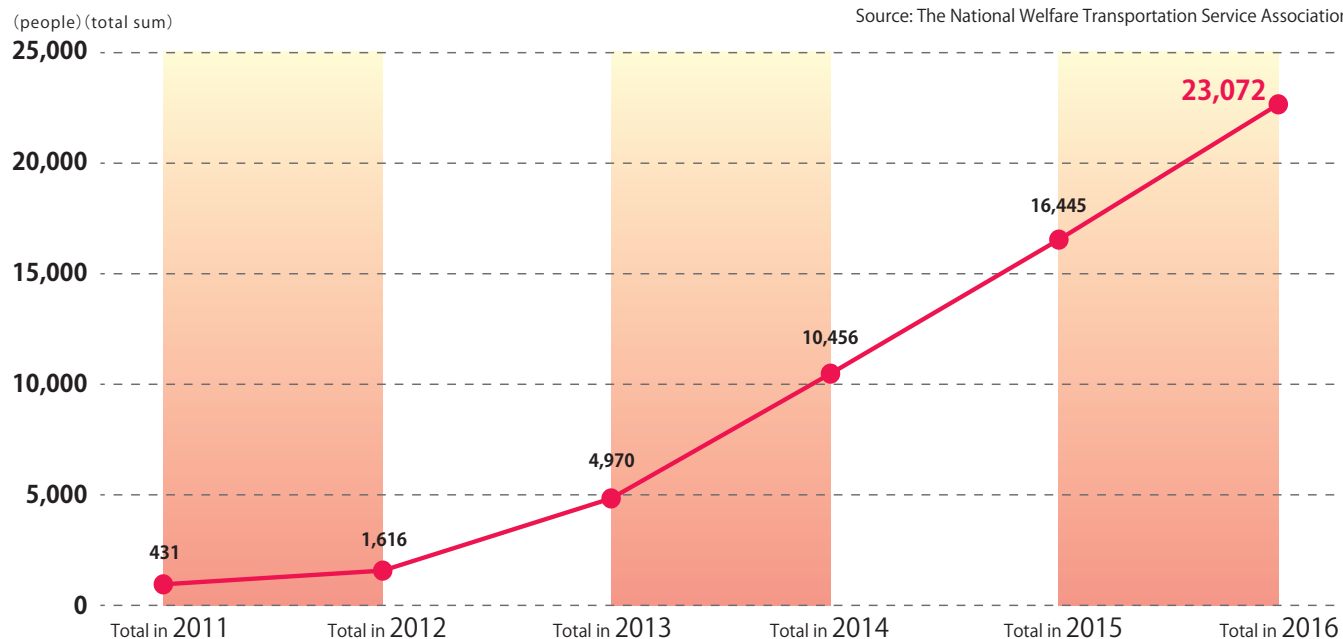
Training on subjects such as how to communicate with elderly and disabled passengers, how to handle wheelchairs, and how to assist with boarding is provided by the National Welfare Transportation Service Association.

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)

As of March 31, 2017

Source: The National Welfare Transportation Service Association





Aiming for **300 drivers** who can provide tourist guide services in English!



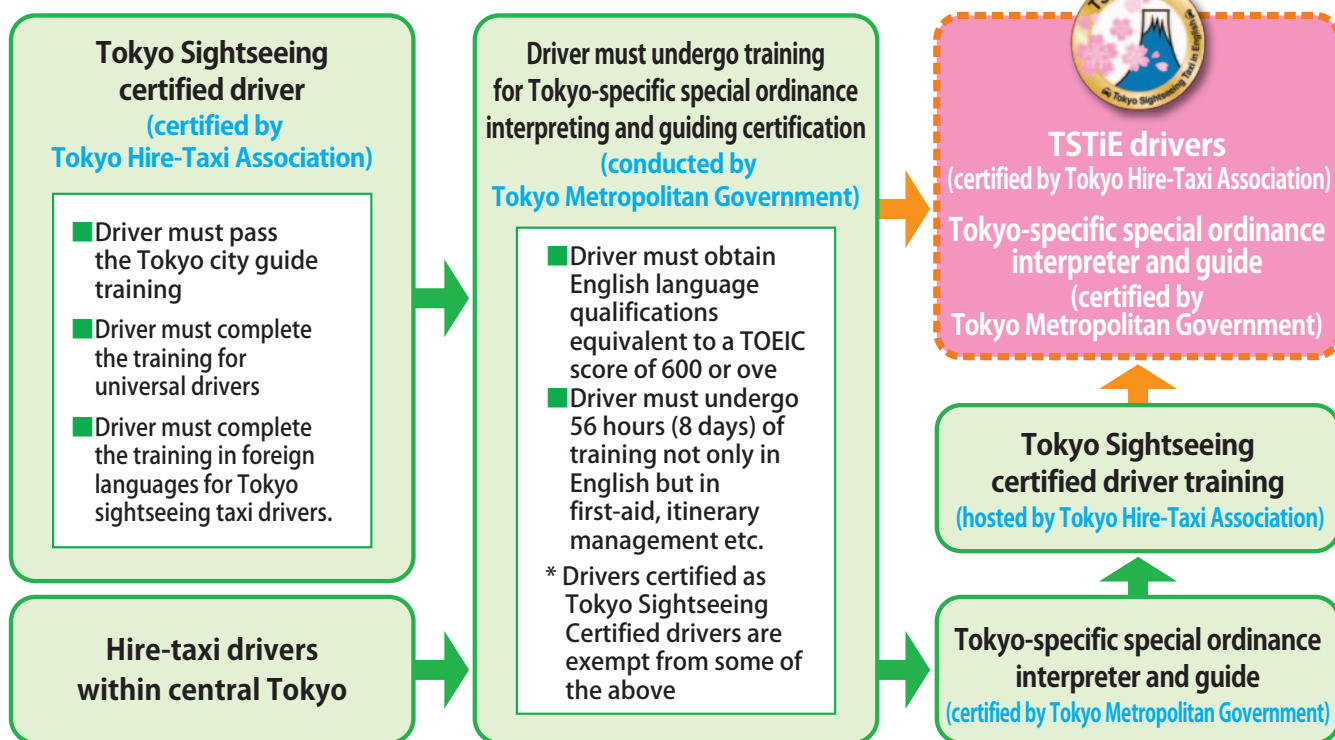
TSTiE driver certification system

The fostering of **TSTiE (Tokyo Sightseeing Taxi in English) drivers** who can provide tourist guide services in English is underway to meet the increasing number of foreign visitors to Japan. From FY2016, **hire taxi drivers who have been certified under the Act on Special Districts for Structural Reform have been provided with regional-specific special ordinance interpreting and guiding certification training**, through which the fostering of such drivers is being encouraged. The drivers who undergo this training and are registered are simultaneously certified as regional-specific special ordinance interpreters and guides, enabling them to earn more as foreign-language speaking guides.



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

● Conditions for certification as a TSTiE driver



● The merits of TSTiE drivers

With your driver also acting as your guide you can save money by avoiding the need to pay for an interpreter or guide.

Average cost for 30 minutes

TSTiE driver

1,000 yen



- No need to be accompanied by an interpreter
- Costs incurred are small



Creating a pleasant environment for visitors from abroad.



Operation of multilingual taxis (Hospitality Taxis)



▲ Indicated with this sign

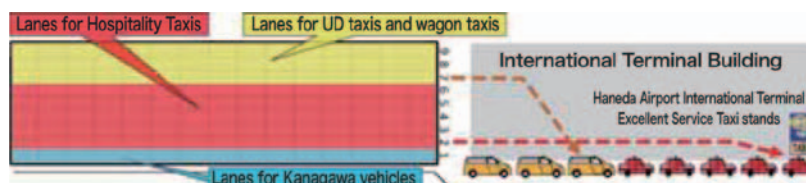
● Training on serving visitors from abroad

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.

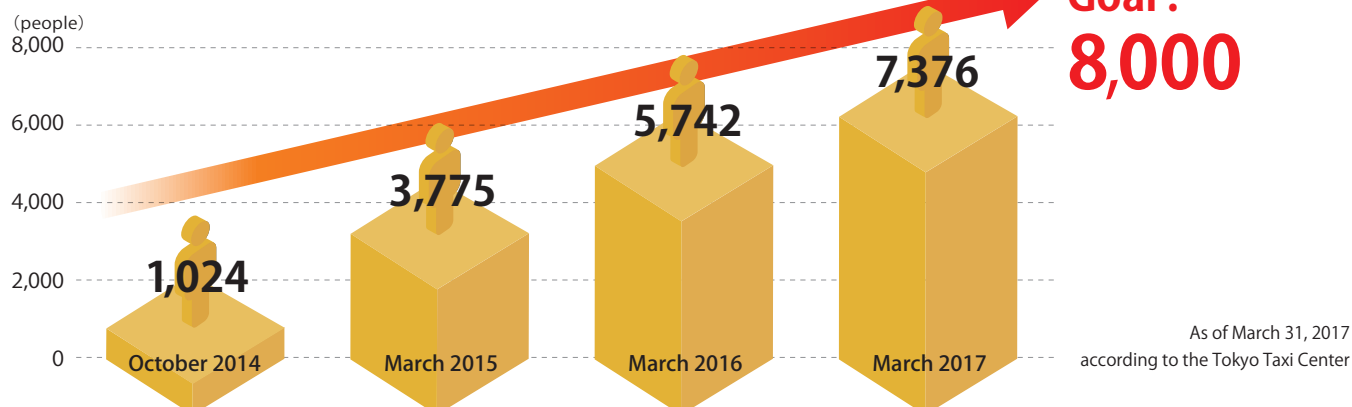


● Exclusive lanes for drivers who have completed training on serving visitors from abroad

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





Use a taxi that can be called straight away using a smartphone app.



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

It is now possible to quickly and easily call a taxi using a smartphone app. More and more people are using the application as you do not have to tell an operator where to pick you up, your address or where you are going, as well for the many other functions it provides. As a **world-first experiment**, launched on January 22, 2014, the Tokyo Taxi Association-TAKKUN app allows users to call the nearest taxi in the special zones/the Busan district and Tama district through a combined effort of various taxi companies. It is currently possible to call one of **9,245 taxis**.

(There are **44,000 taxis** in Tokyo, **about 21%** of all the taxis in Japan)

(there are also **about 31,000** corporate taxis in Tokyo, accounting for **around 30%** of the national total.)

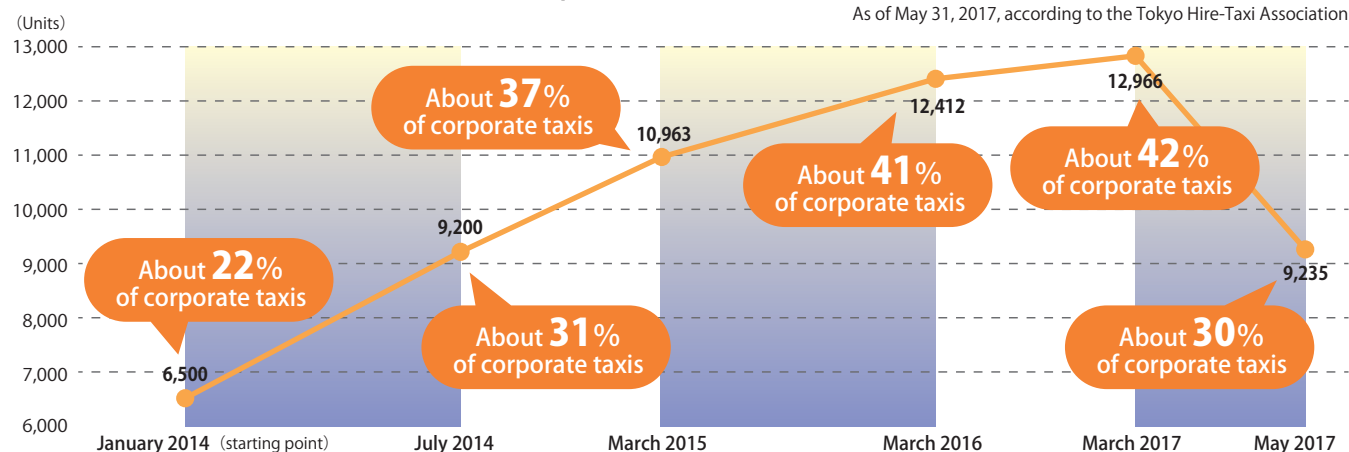
In addition to the current Japanese and English language versions efforts are underway to extend the number of languages in the lead up to the Olympic and Paralympic Games.

- Official Tokyo Taxi Association-TAKKUN website

<http://takkun.taxi-tokyo.or.jp/> ▶▶▶



Shifts in number of vehicles that can be dispatched



Promoting digitalization and active IT use to provide better services.



Efficiency in vehicles dispatched by radio

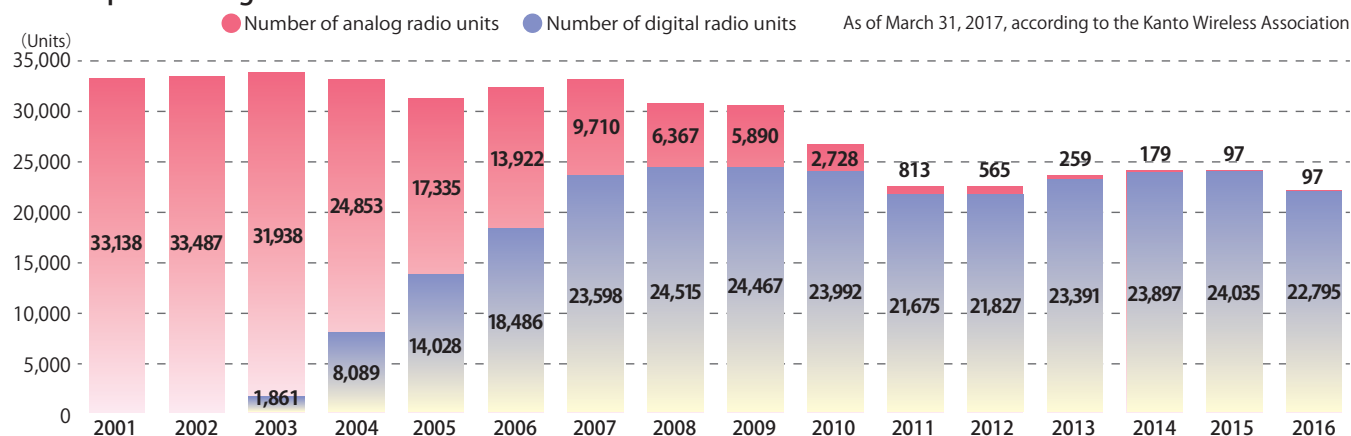
- Effects brought upon by the introduction of digital systems

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

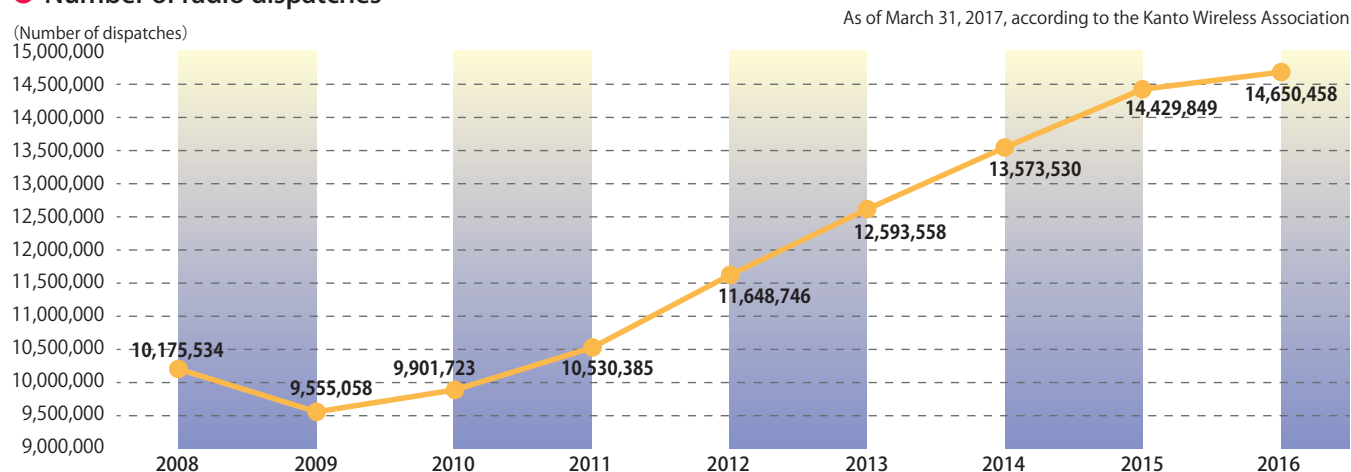
70 seconds to 27 seconds by switching from analog radio to digital radio

*time shortened by about 60%

- The spread of digital radio



- Number of radio dispatches



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: 94.8% Electronic money system installed: 75.2%

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





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/>



● 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 하네다공항 정액운임 羽田机场固定費用			
羽田空港より下記ゾーンは、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. 하네다공항~아래 지역은 정액운임+ 유료도로 이용료로 택시를 이용하실 수 있습니다. 羽田机场与下列区域之间，乘坐出租车需要付固定费用加收费公路使用费。							
国際線ターミナル / 国内線ターミナル International Terminal / Domestic Terminal 국제선 터미널 / 국내선 터미널 国际线航站楼 / 国内线航站楼							
適用ゾーン Service Zone	English (英語)	한국어 (韓国語)	中国語 (中国語)	定額運賃 Fixed Fare 정액운임	深夜早朝割引増適用定額運賃 Fixed fare applicable to discounts for the disabled late night and early morning periods 신체/지적/정신 장애인 할인 적용 정액운임 신체/지적/정신 장애인 할인 적용 정액운임	障害者割引適用定額運賃 Fixed fare applicable to discounts for the disabled 장애자 할인 적용 정액운임 장애자 할인 적용 정액운임	深夜早朝割引及び障害者割引適用定額運賃 Fixed fare applicable to discounts for the disabled late night and early morning periods and for the disabled 신체/지적/정신 장애인 할인 적용 정액운임 신체/지적/정신 장애인 할인 적용 정액운임
江戸川区	Edogawa-ku	에도가와구	江戸川区	¥7,000	¥8,400	¥6,300	¥7,500
台東区	Taito-ku	다이토구	台東区	¥7,200	¥8,600	¥6,400	¥7,700
墨田区	Sumida-ku	스미다구	墨田区	¥7,200	¥8,500	¥6,400	¥7,600
文京区	Bunkyo-ku	분쿄구	文京区	¥7,300	¥8,800	¥6,500	¥7,900
千代田区	Chiyoda-ku	지요다구	千代田区	¥5,900	¥7,100	¥5,300	¥6,300
新宿区	Shinjuku-ku	신주쿠구	新宿区	¥7,100	¥8,500	¥6,300	¥7,600
渋谷区	Shibuya-ku	시부야구	渋谷区	¥6,600	¥8,000	¥5,900	¥7,200
足立区	Adachi-ku	아다치구	足立区	¥8,800	¥10,400	¥7,900	¥9,300
葛飾区	Katsushika-ku	가츠시카구	葛飾区	¥9,100	¥10,700	¥8,100	¥9,600
荒川区	Arakawa-ku	아라카와구	荒川区	¥8,300	¥9,800	¥7,400	¥8,800
北区	Kita-ku	기타구	北区	¥8,800	¥10,400	¥7,900	¥9,300
豊島区	Toshima-ku	도시마구	丰岛区	¥8,900	¥10,500	¥8,000	¥9,400
中野区	Nakano-ku	나카노구	中野区	¥7,900	¥9,400	¥7,100	¥8,400
杉並区	Suginami-ku	스기나미구	杉并区	¥8,500	¥10,100	¥7,600	¥9,000
世田谷区	Setagaya-ku	세타가야구	世田谷区	¥6,900	¥8,300	¥6,200	¥7,400
板橋区	Itabashi-ku	이타바시구	板桥区	¥9,900	¥11,600	¥8,900	¥10,400
練馬区	Nerima-ku	네리마구	练马区	¥10,200	¥12,000	¥9,100	¥10,800
武蔵野市	Musashino-shi	무사시노시	武蔵野市	¥11,200	¥13,200	¥10,000	¥11,800
三鷹市	Mitaka-shi	미타카시	三鷹市	¥10,600	¥12,500	¥9,500	¥11,200

午後10時～午前5時にご利用いただいた場合は、深夜早朝割引増適用定額運賃となります。
Fixed fares applicable to late night and early morning premiums are charged for rides between 10 p.m. and 5 a.m.
오후10시~아침5시 사이에 이용하실 경우 야간조로 할인 적용 정액운임이 적용됩니다.
从夜里10点到早晨5点乘坐时，适用于深夜、早晨费用加收费的固定费用。

● 障害者手帳(身体・知的・精神)の交付を受けている方がご利用の場合は、障害者手帳のご提示により障害者割引制度が適用されます。
Persons with physical, intellectual, or mental disability certificates are eligible for discounts for the disabled upon presentation of their certificates.
● 장애인 수첩 (신체/지적/정신) 사용자가 이용하실 경우 장애인 수첩을 제시하면 장애인 할인제도가 적용됩니다.
● 残疾人证件(身体・智力・精神)持有者乘坐时，出示残疾人证件后可享受残疾人优惠制度。
使用開始日：平成22年1月30日



Access routes of fixed-fare taxis 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

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/>



English page



"Welcome to Tokyo!" page

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.



An overview of the taxi industry

The state of taxis in Tokyo and Japan seen through numbers and data



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

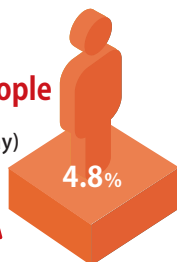


Number of passengers carried by mode of transport

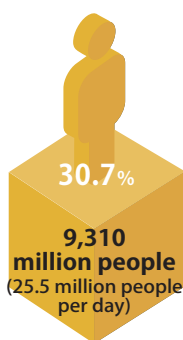
Trains and buses are forms of public transport and therefore operate amid the inevitable restrictions of time and places to board and dismount. Taxis offer a round-the-clock and door-to-door service. They can be used to fit in with the needs and lifestyles of customers. As they are not restricted by time and place they are also the ideal mode of transport for busy metropolitan citizens and those who find travel difficult, such as women rearing small children, and the elderly.



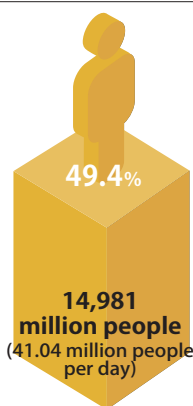
1,466 million people
(4.01 million people per day)



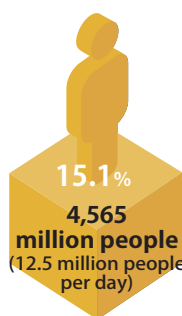
Taxis



JR



Private railways



Busses

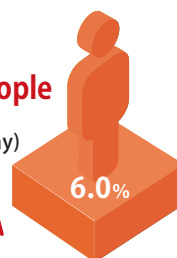


Source: Directory of Traffic Economy Statistics, Ministry of Land, Infrastructure, Transport and Tourism Japan (2015)

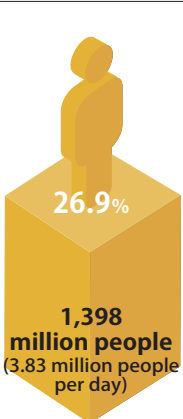


Source: Tokyo Statistical Year Book, Tokyo Metropolitan Government (2015)

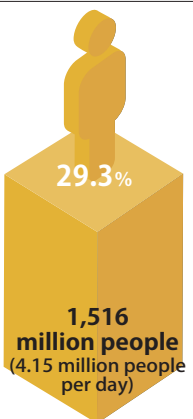
314 million people
(0.86 million people per day)



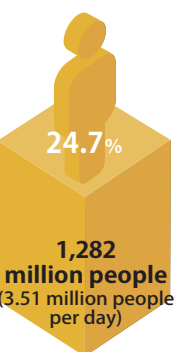
Taxis



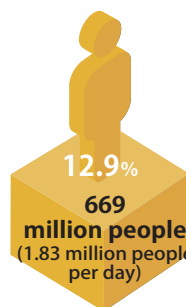
JR



Subway

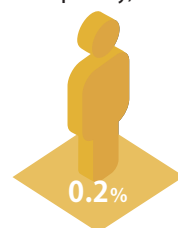


Private railways



Busses

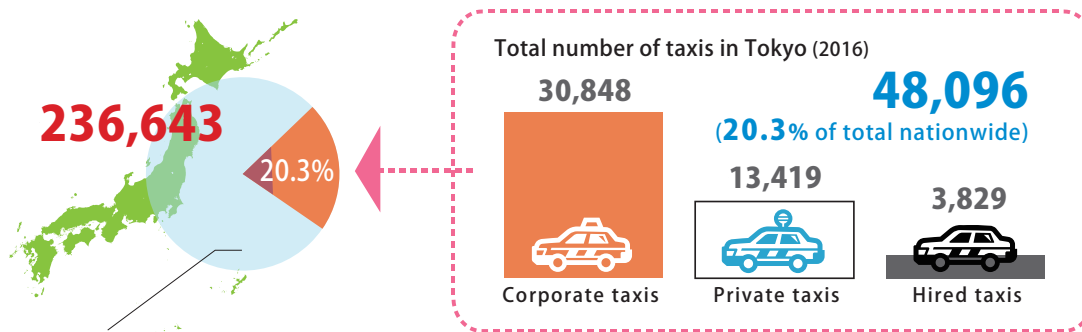
9 million people
(20 thousand people per day)



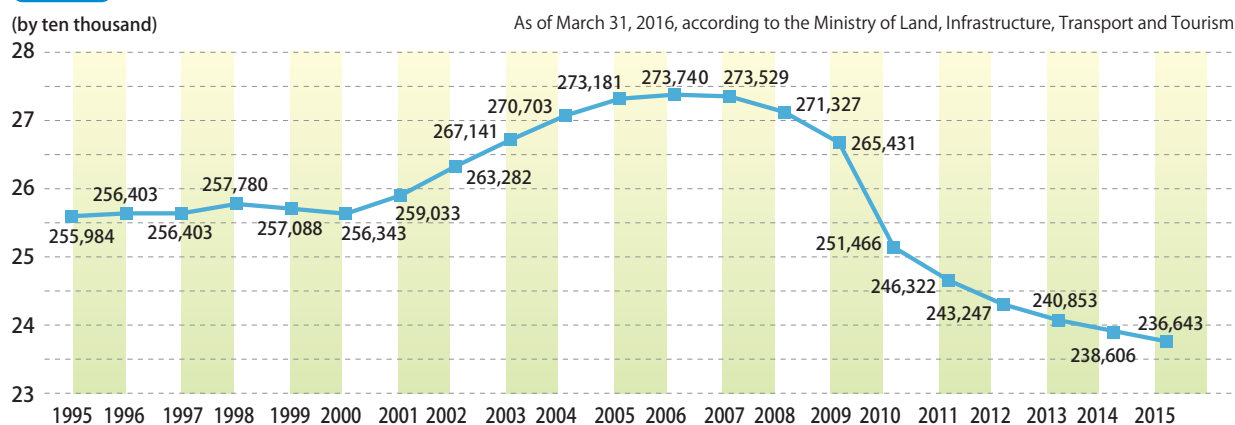
Streetcars



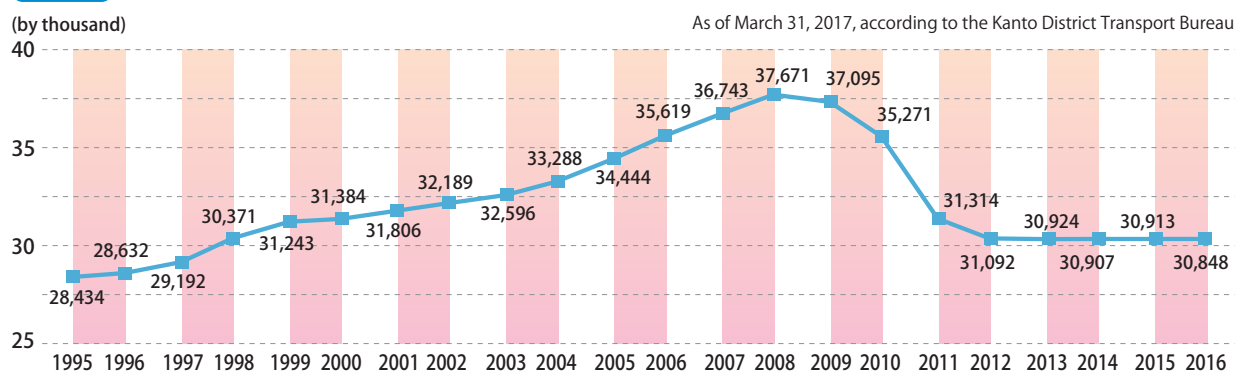
Total number of taxis nationwide (2015)



Transitions in the total number of taxis nationwide



Transitions in the number of corporate taxis in Tokyo

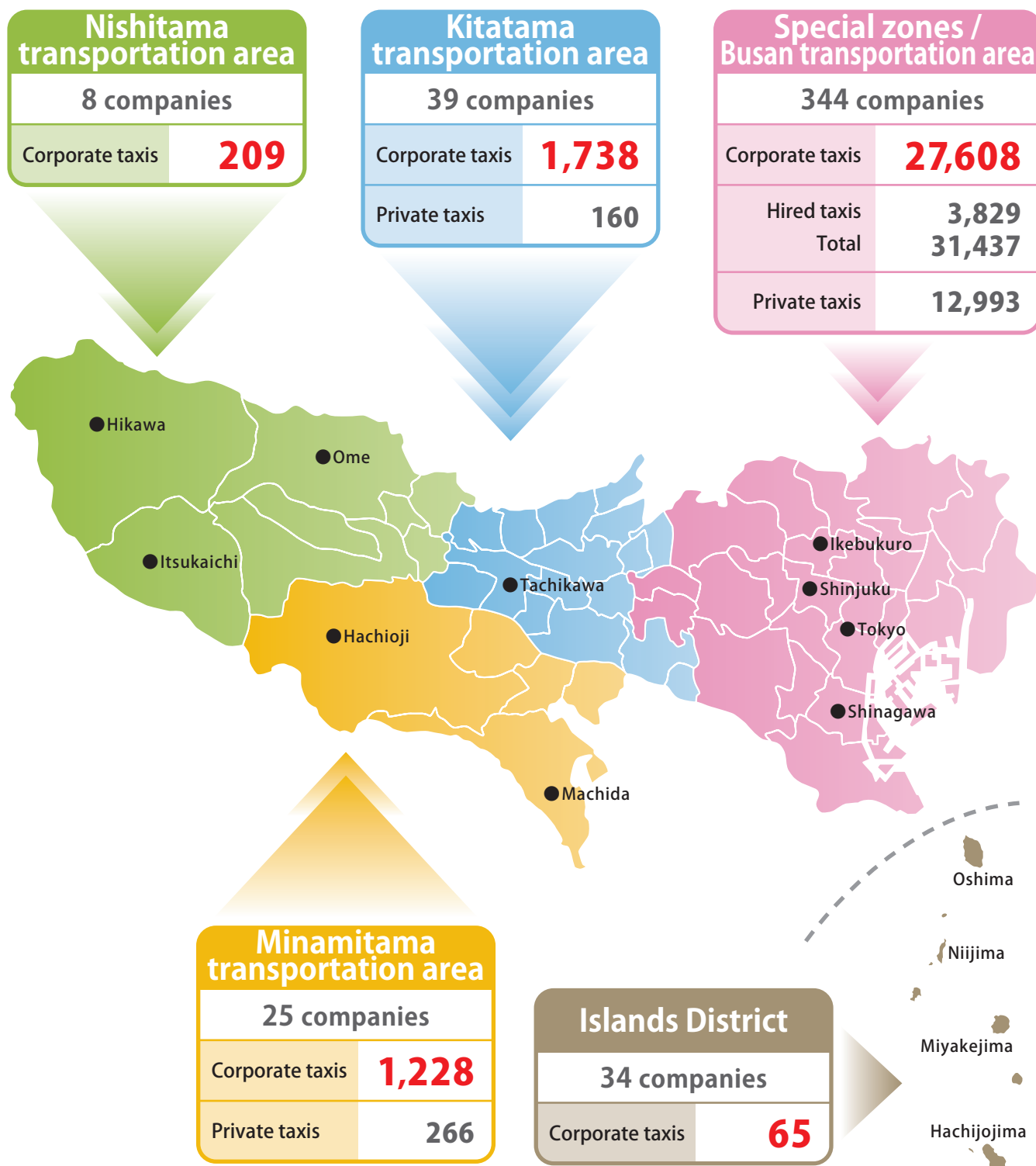




Meeting regional transportation needs in five zones.



Taxi zones and number of vehicles



As of March 31, 2017, according to the Kanto District Transport Bureau

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



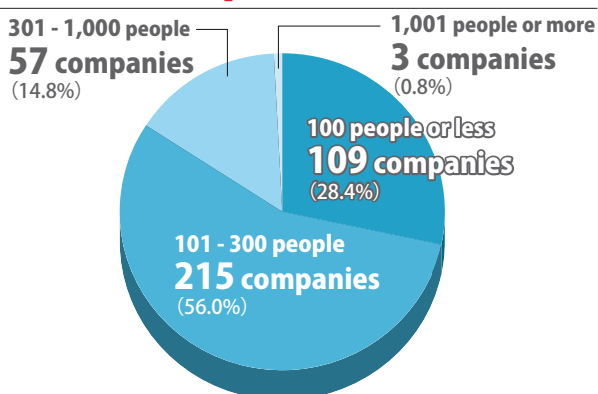
The scale of corporate taxi companies

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

Number of employees Number of companies by scale:

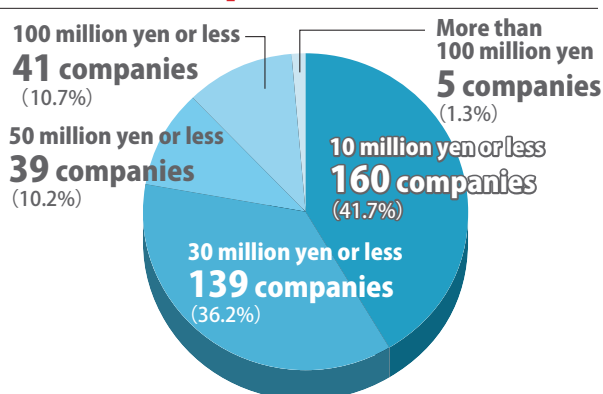
384 companies (100.0%)



By scale in capital

Capital Number of companies by scale:

384 companies (100.0%)

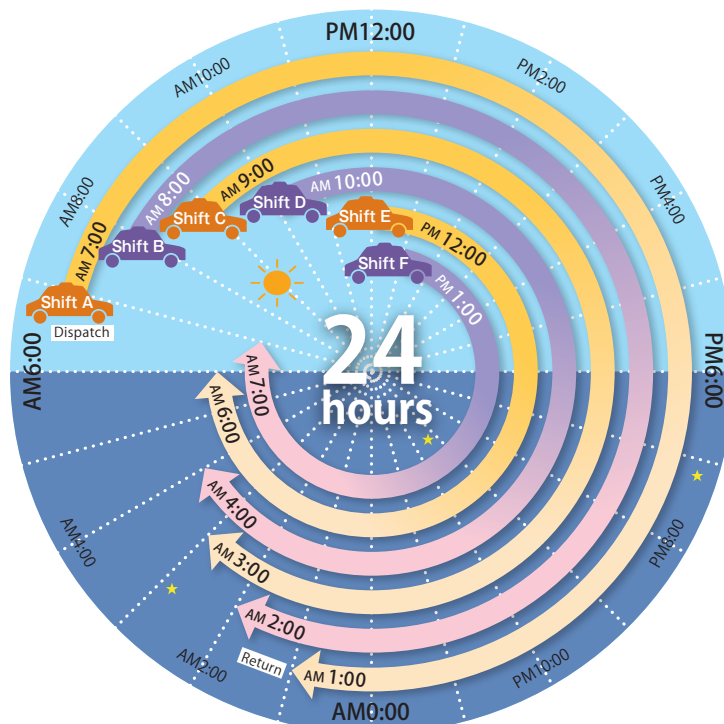


As of April 1, 2015, according to the Tokyo Hire-Taxi Association



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 March 31, 2017, according to the Tokyo Hire-Taxi Association



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

Here we introduce how the regulations of the taxi industry have changed with the times: from the loosening of regulations to the current state



TAXI



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.

TAXI



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.

TAXI

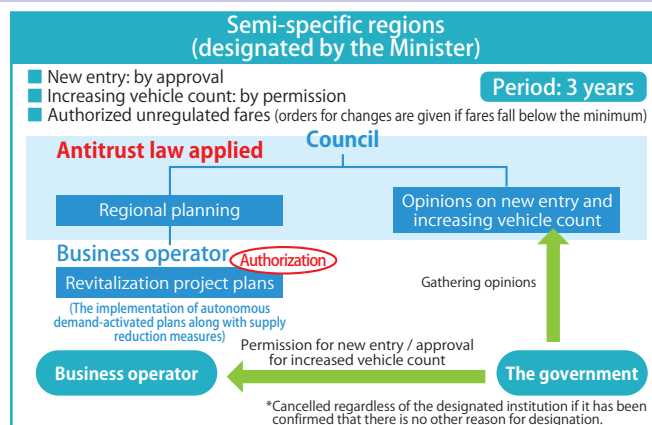
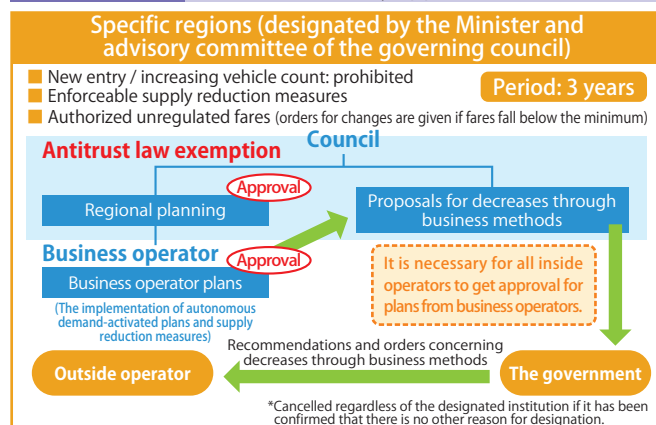


Revisions in the “Act on Special Measures Concerning Taxis” *3

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.



Comparing frameworks that involve taxi business regulations

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

Relationship with P15		—	*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) No antitrust law exemption	—	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) No antitrust law exemption	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) With antitrust law exemption
		—	—	—	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)



The current status and initiatives in management

Here we introduce the current situation of taxi management, and the initiatives being taken

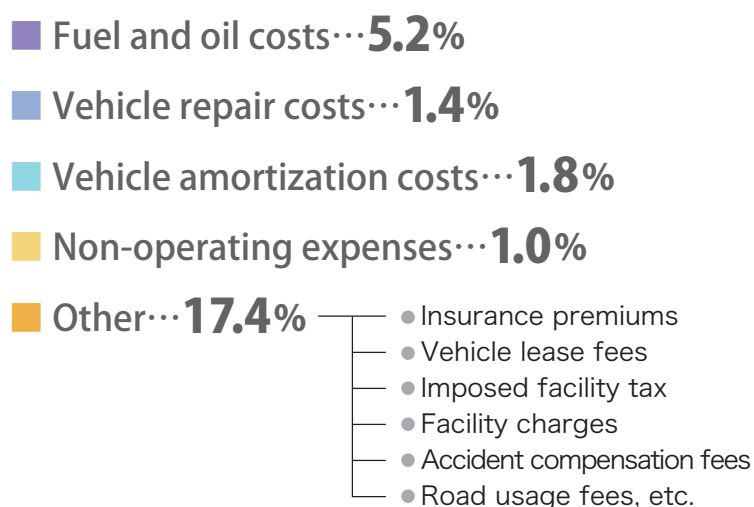
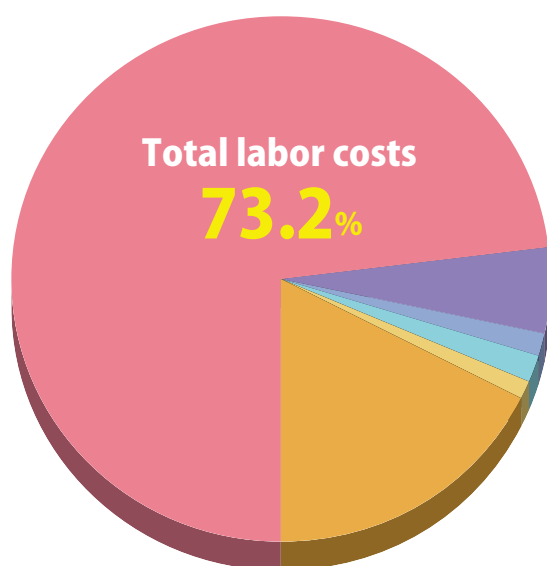


Labor costs amount to 73% of all costs.
The taxi business is a labor-intensive business.



The cost structure of corporate taxis

● Special zones / Busan district (30 standard companies) in 2015



● Cost structure transitions

Year	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
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	73.2
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	5.2
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	1.4
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	1.8
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	1.0
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	17.4

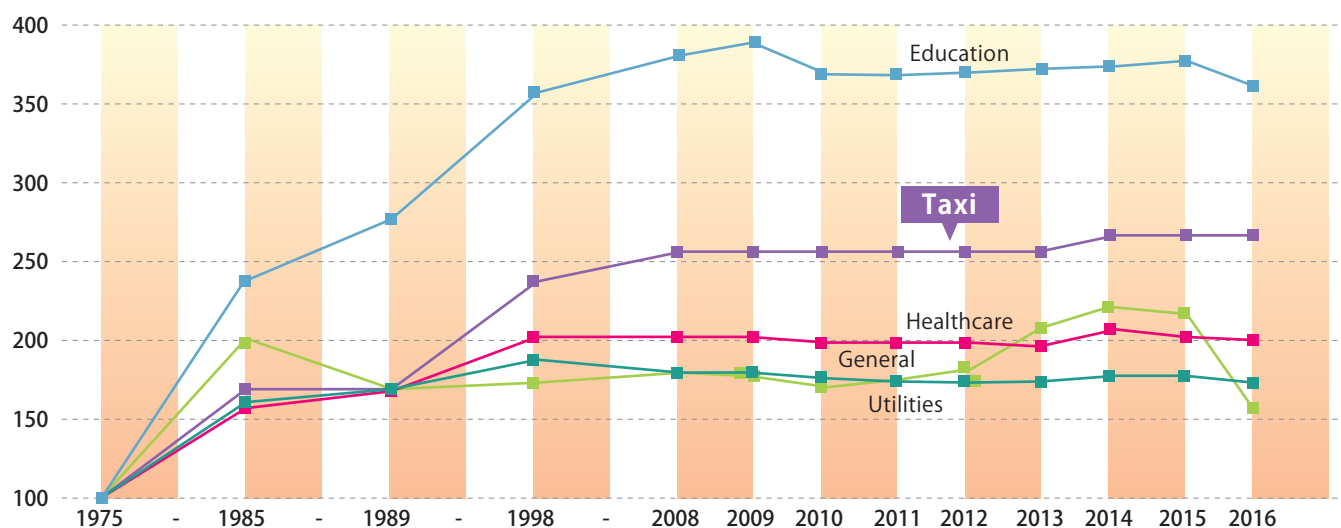
%

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



Consumer price index (special wards of Tokyo)

Index uses 1975 as 100

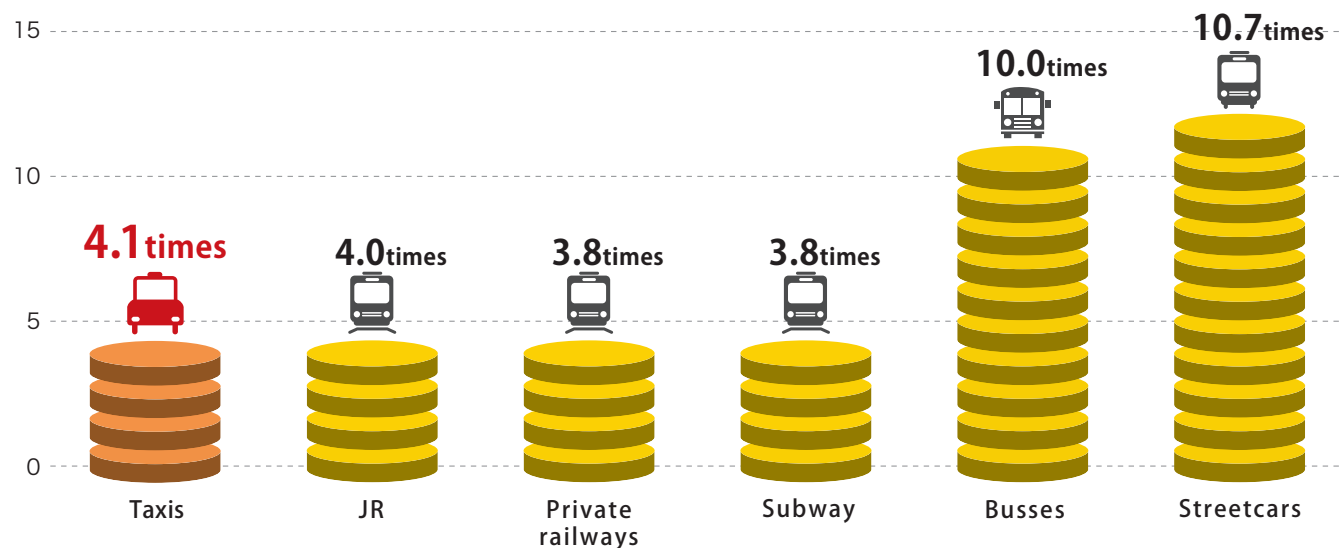


Source: "Costs in Tokyo" by the Tokyo Metropolitan Government (2016)



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

Index uses 1966 as 100



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



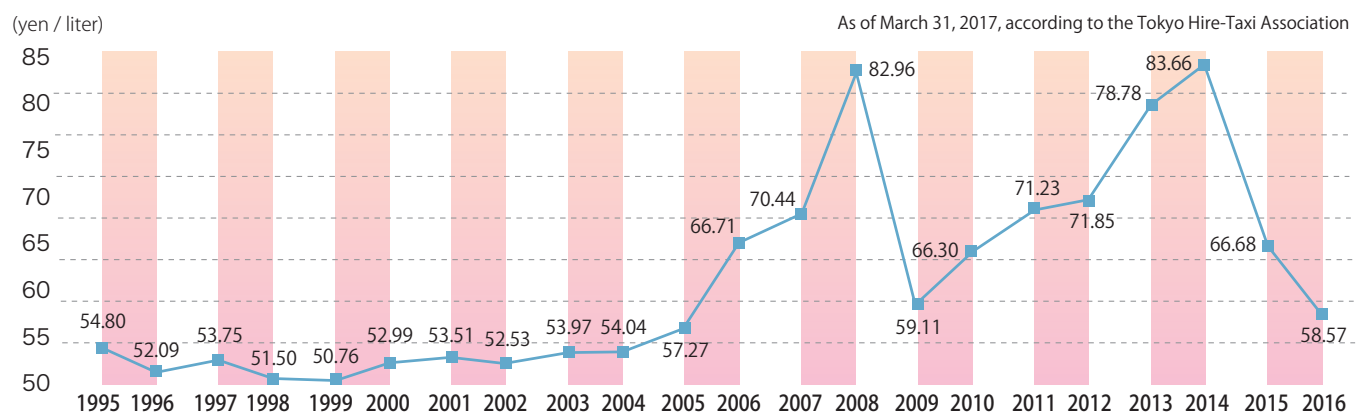
Active efforts are being made in dealing with fluctuating fuel prices and environmental measures.



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.

● Shifting LPG prices



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				Plugin hybrid vehicles (PHV)	Electric vehicles (EV)	Clean diesel vehicles	Gasoline-powered vehicles	Total
By district	LPG	Hybrid (HV)	LPG converted vehicles (*1)					
Special zones / Buisan district	24,683	1,245	210	0	4	14	172	26,118
Tama district	2,971	145	2	4	3	2	50	3,175
Total	27,654	1,390	212	4	7	16	222	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, 2016, 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) **595,551 yen**, previous year (**591,378 yen**)

[National tax] ● Liquefied petroleum gas tax: **153,625 yen** ● Petroleum and coal tax: **16,328 yen**

● Consumption tax: **398,050 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	153,625 yen		Amount of tax: 9.8 yen per liter Annual distance: 89,352km (248.2km per day) Retained amount: 5.70km per liter	
	Petroleum and coal tax	16,328 yen		Amount of tax: 1,860 yen per ton Annual usage: 15,676 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 74,256 yen		5.2/100 of 48,911 in 2015 transportation income = 2,543 yen × 365 days × 8/100	
		Vehicle repair cost 20,002 yen		1.4/100 of 48,911 in 2015 transportation income = 685 yen × 365 days × 8/100	
		Non-operating cost 14,279 yen		1.0/100 of 48,911 in 2015 transportation income = 489 yen × 365 days × 8/100	
		Other expenses 248,521 yen		17.4/100 of 48,911 in 2015 transportation income = 8,511 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, 2017, according to the Ministry of Land, Infrastructure, Transport and Tourism





The working conditions of taxi drivers and future initiatives

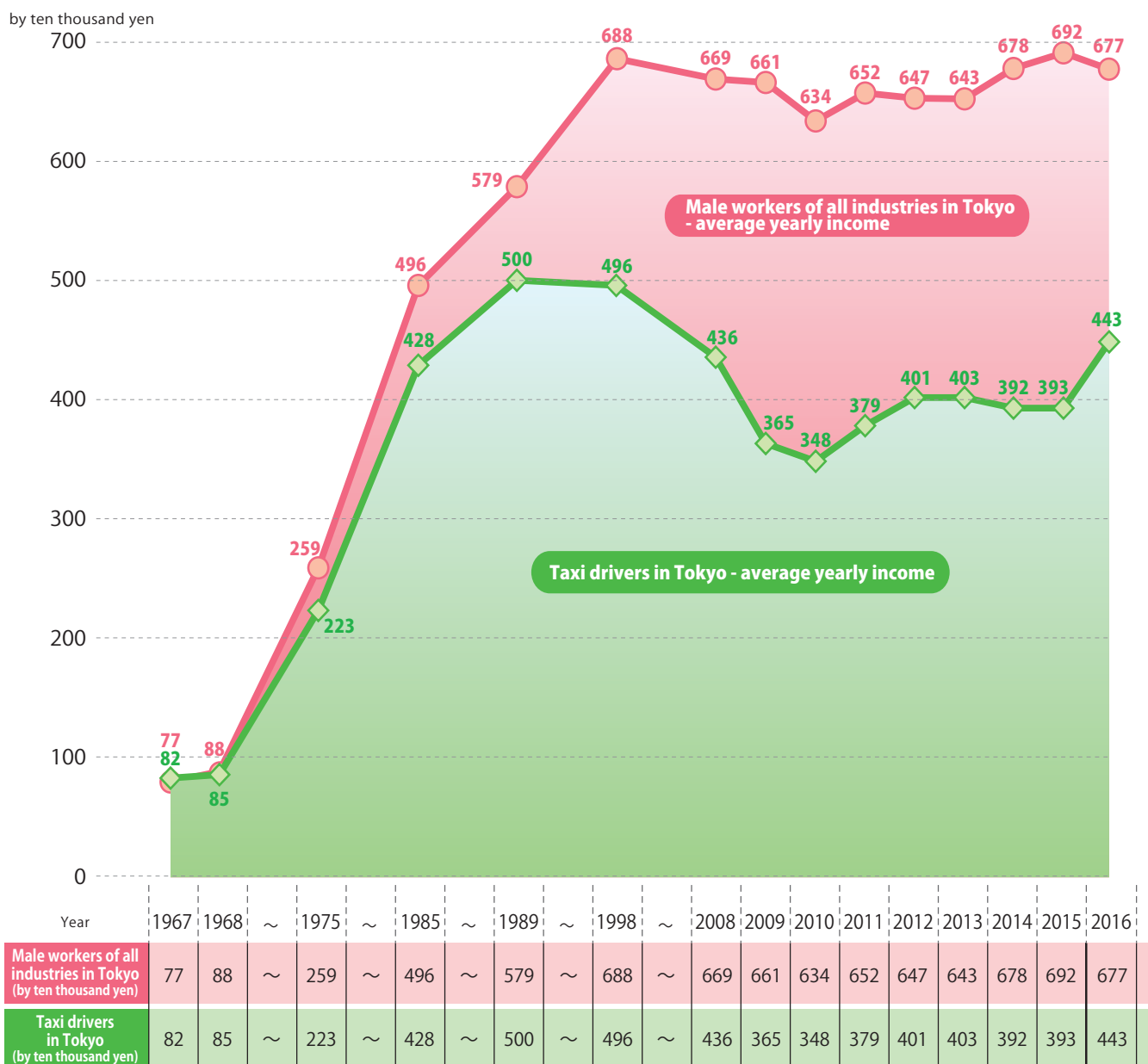
We are trying to secure a new young generations of drivers, and improve their working conditions.



There is a **roughly 2.4 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

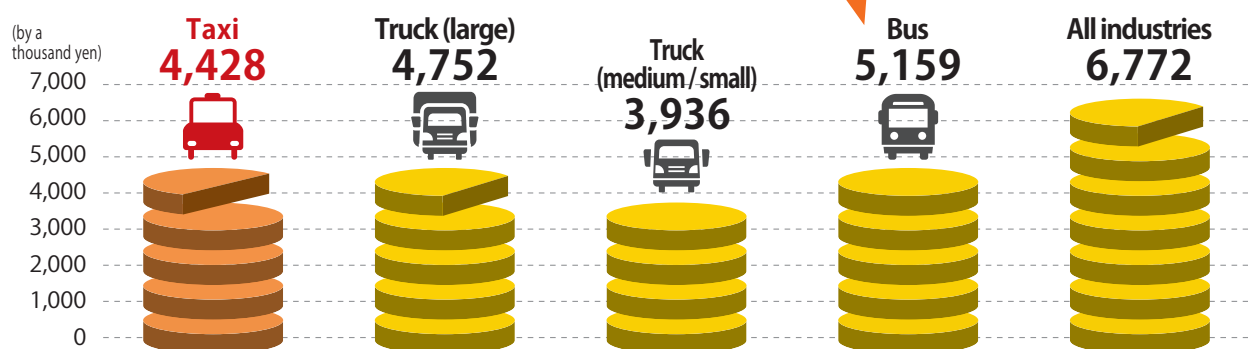


Source: Basic Survey on Wage Structure, by the Ministry of Health, Labour and Welfare (2016)



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

The same income as bus drivers due to a **16%** increase



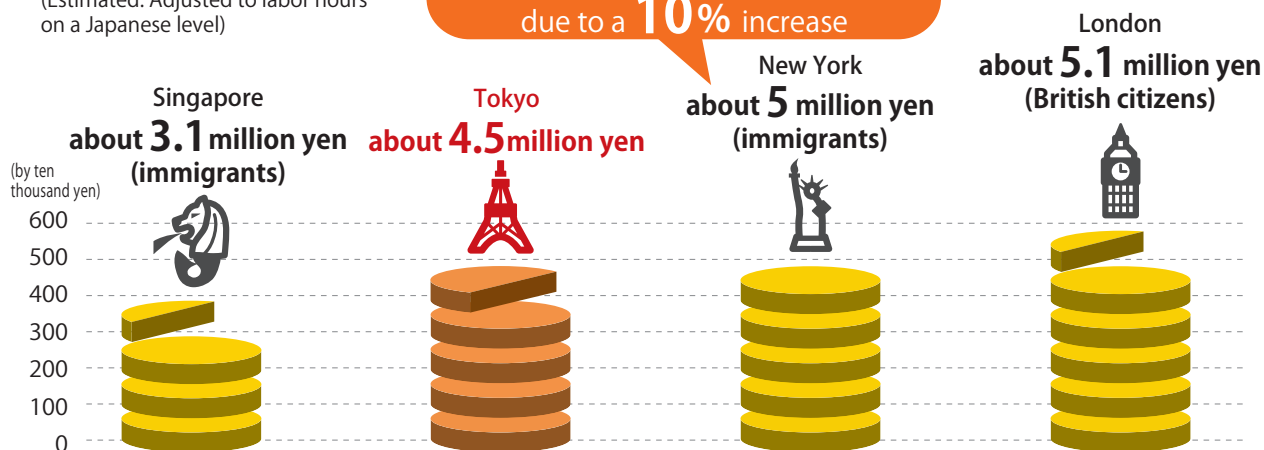
Source: Basic Survey on Wage Structure, by the Ministry of Health, Labour and Welfare (2016)



Comparison of yearly income between taxi drivers in various countries

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

The same income as N.Y. taxi drivers due to a **10%** increase



1 Singapore dollar = 80 yen
1 US dollar = 110 yen
1 pound = 145 yen
(As of April 2017)



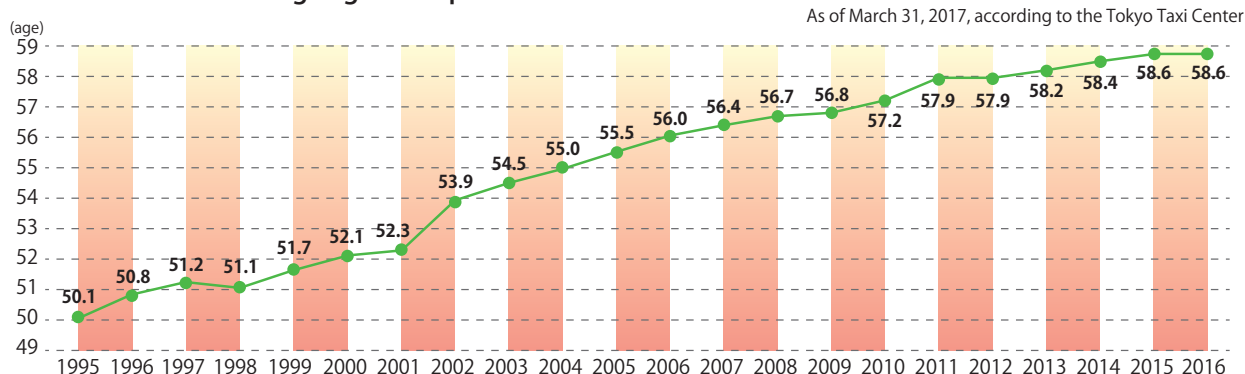
Promoting the employment of new-graduate and female drivers.



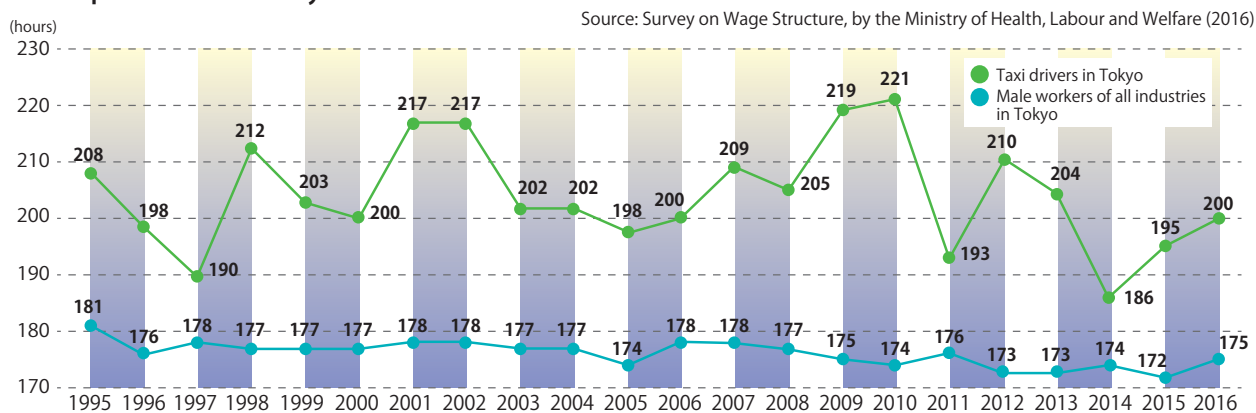
The current state of taxi drivers

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.

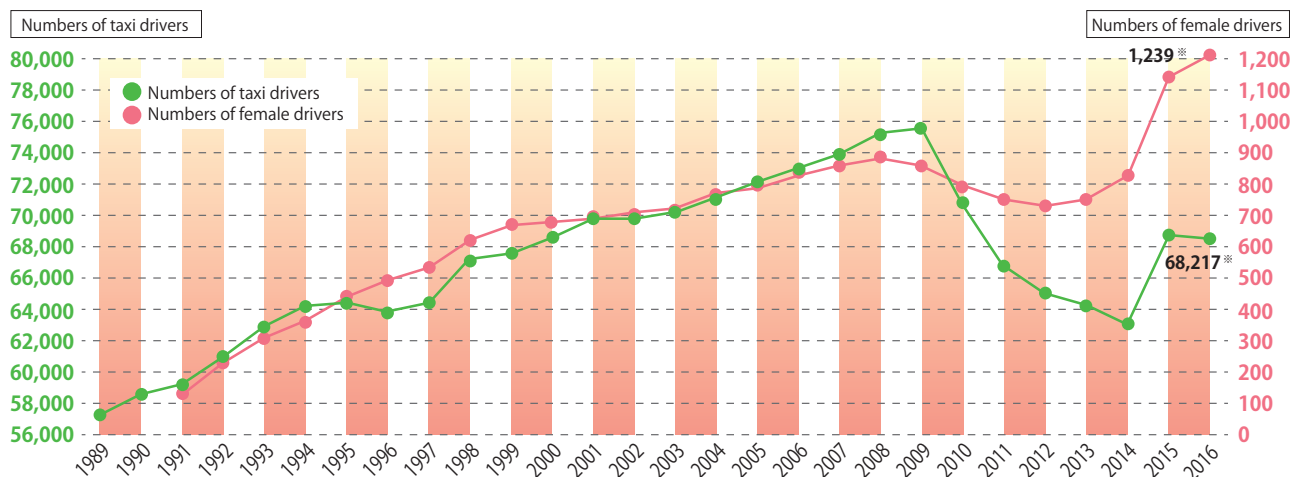
Transition in the average age of corporate taxi drivers



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



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 2016.
As of March 31, 2017, according to the Santama Branch of the Tokyo Hire-Taxi Association and the Tokyo Taxi Center

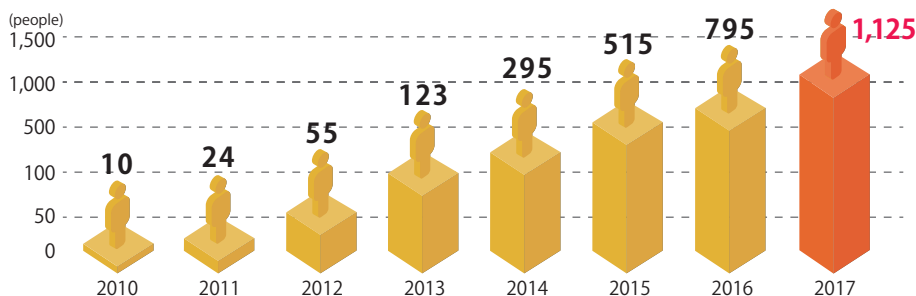
future initiatives



Securing new manpower through employment of recently graduated drivers

- **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.)

● Number of new-graduate drivers recruited

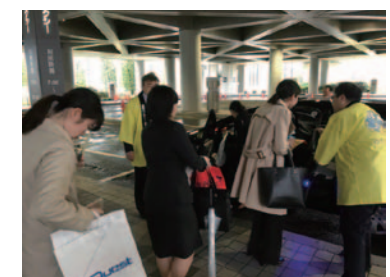
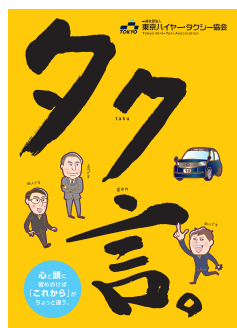


PR fliers for the hiring of new-graduate drivers



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.



Initiatives to promote the employment of female and newly graduated drivers

We have been commissioned by the Tokyo Foundation for Employment Services to in order to secure human resources, and conduct seminars and consulting for their members.



Safety measures

Japanese taxis and their reputation for safety and security. We aim to achieve the figures to back-up this reputation and even better safety and security.

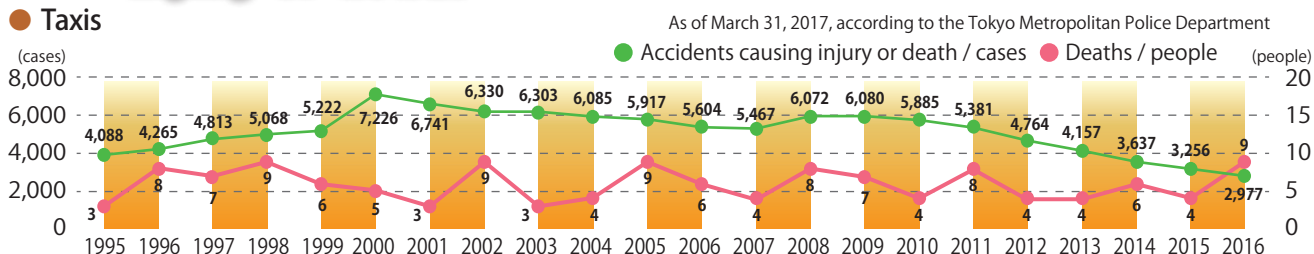


Initiatives in safety and security are the pillar of the taxi business.



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.

99.04% of corporate taxis have external cameras and 93.20% 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, 2017, business offices with 171 union members, 158 offices in bodily injury mutual aid associations, 132 offices with 9,339 vehicles in property damage mutual aid associations, and 8,394 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 nonoccupational deaths of employees as well as occupational residual disabilities in place (127 offices with 20,333 people in public welfare and mutual aid businesses affiliated).



Automobile accident prevention and victim support

● National Agency for Automotive Safety and Victims' Aid

The National Agency for Automotive Safety & Victims' Aid provides dispatchers with "guidance lectures," "aptitude Tests" for drivers and "safety management services" for management level personnel, all of which efforts are aimed at preventing automobile accidents. 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

In order to ascertain the characteristics of individual drivers, various diagnoses are made from a psychological and physiological aspect of the drivers' personalities, their attitudes toward safe driving, cognitive and processing capabilities, and visual capabilities, as well as guidance and advice on safe driving that takes into account their personal traits. Lectures on the use of altitudinal diagnosis are also offered for dispatchers.



● Safety management services

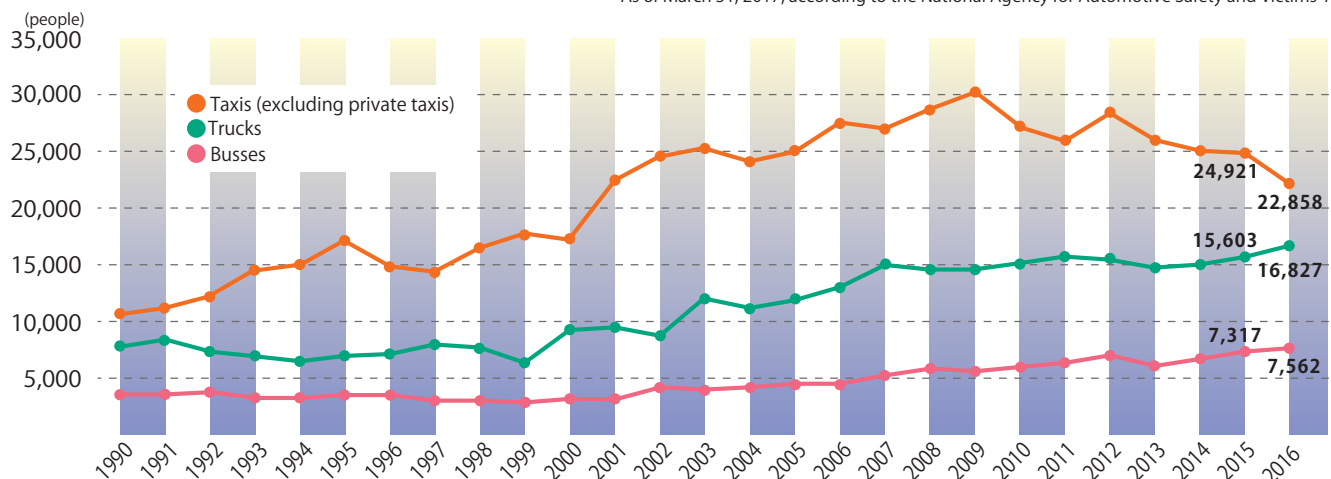
We support dispatchers through consulting and the hosting of seminars etc. about safety management in order that they can build and maintain a corporate culture of safety management that involves uniform efforts by everyone from management to drivers.

● 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

As of March 31, 2017, according to the National Agency for Automotive Safety and Victims' Aid





The improvement in taxi services

We are implementing all sorts of measures in order to help as many customers as possible use our services with ease.



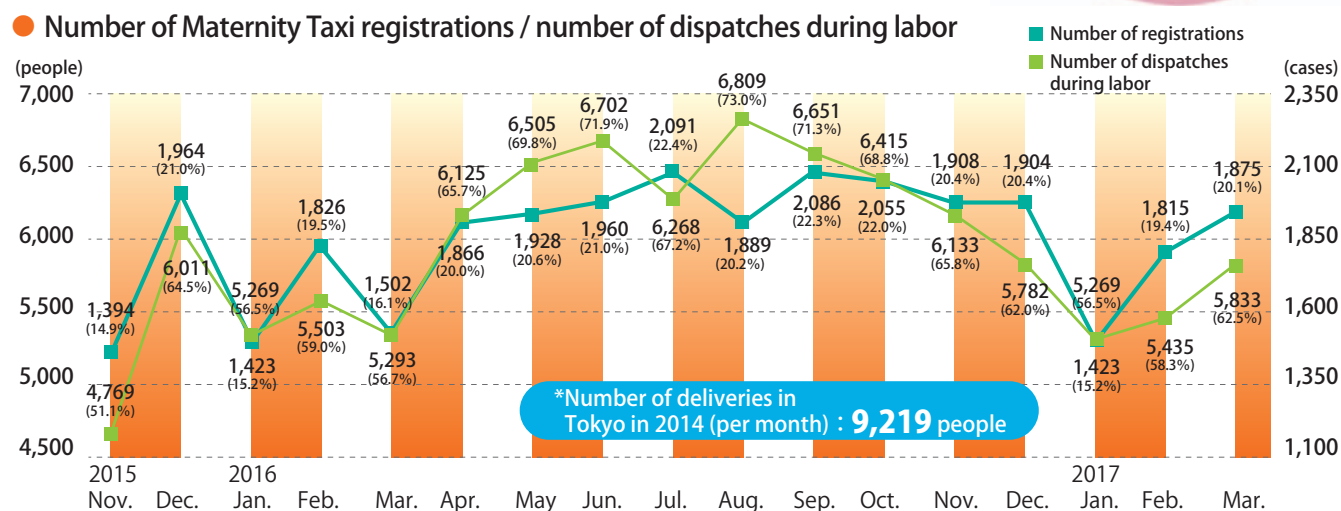
Available 24 hours a day when it is time to rush off to the maternity hospital.



Maternity Taxis (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 **five years** after this service began in 2012, **about 75%** of the **twenty two thousand 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.**



Source: Annual populations statistics (confirmed) of the Tokyo Metropolitan Government, Table of radio taxi dispatches, by the Kanto Automobile Wireless Association

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.



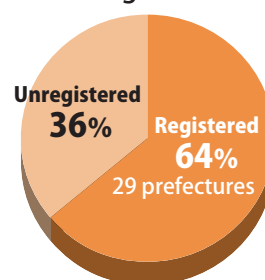


Kosodate Taxis

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

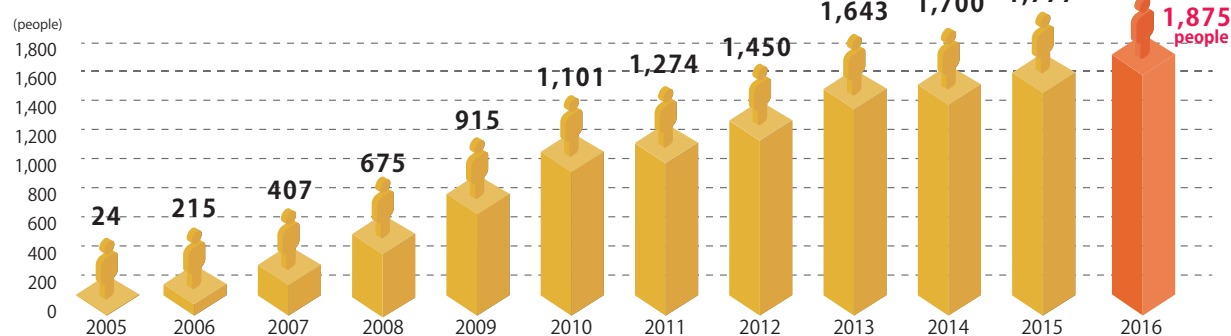


● Prefectures with registered Child Raising Taxis services



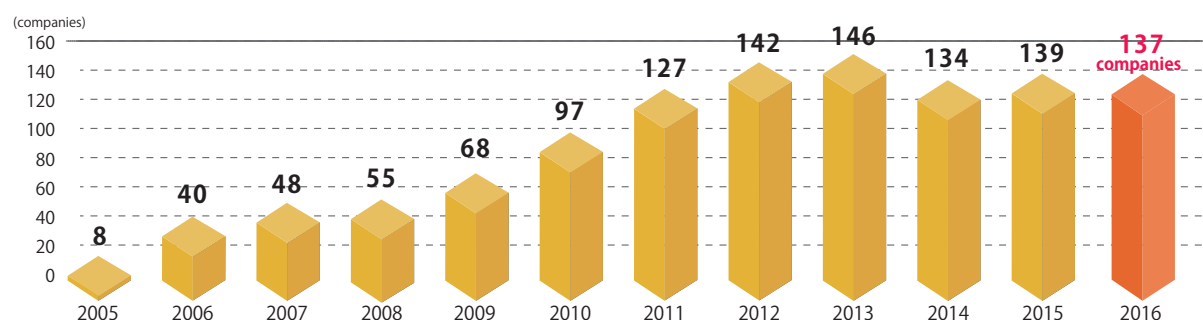
Source: The National Child Raising Taxi Association (2016)

● Number of registered Child Raising Taxi drivers in Japan



Source: The National Child Raising Taxi Association (2016)

● Number of registered Child Raising Taxi companies in Japan



Source: The National Child Raising Taxi Association (2016)



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/



Tokyo Sightseeing Taxi Promotion Association

Experts on
tourism

Related
Organizations

Administrative
Agencies

Tokyo Hire-Taxi
Association
Taxi revitalization
project team
(and executive office)



Institution-building / Exchanges of Opinions

Certification for Tokyo sightseeing taxi drivers

Tokyo city guide screening

Implementing organization:
the Tokyo Convention & Visitors
Bureau



Universal Driver training

Researching organization:
Tokyo Hire-Taxi Association, etc.



Pass

Course
taken

Tokyo sightseeing taxi driver certification training

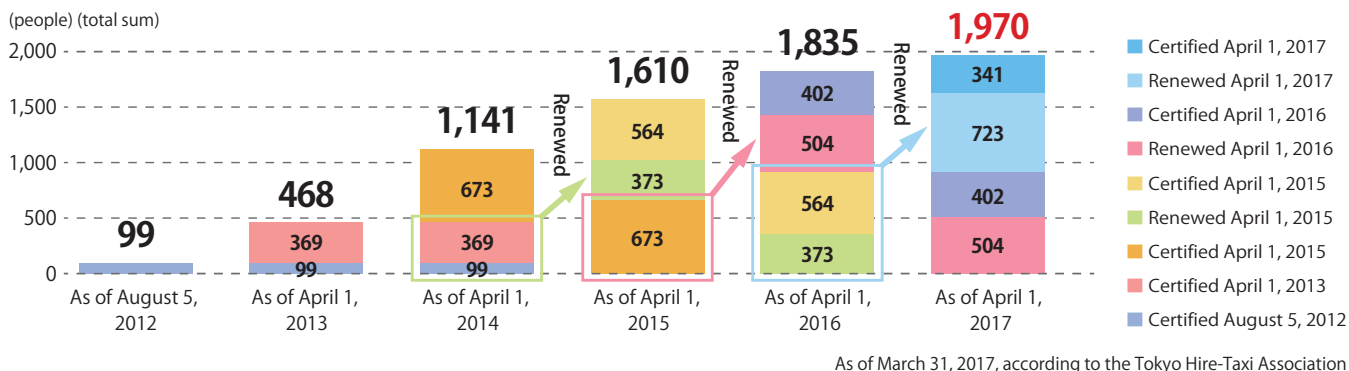
Training
complete

Tokyo sightseeing taxi driver



● Transition in the number of certified Tokyo sightseeing taxi drivers

The target is to certify **3,000** drivers by the year 2020. The system requires renewal every two years, and the drivers renewing for the first time in particular have to undergo extra training, through which the all-round improvements of their skills is targeted.



● 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

Free parking for up to two hours

● 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.)



● 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>

We have launched a website detailing the state of the taxi sector, and recent taxi service and CSR initiatives, and are seeking to provide the public with the latest information. An English language version has been created and we are relaying information to other countries and the rest of the world.



Top page in Japanese



Association outline & Access page



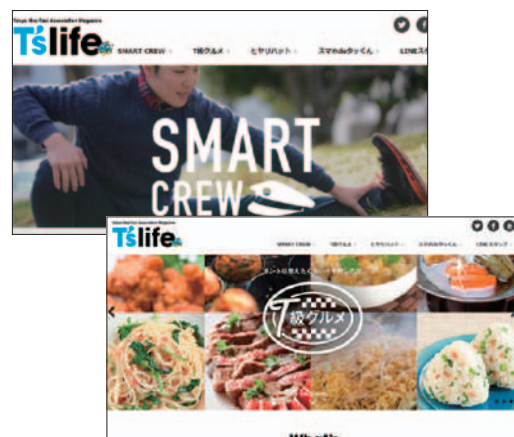
Taxi services, CSR activities, etc. page



Top page in English

● *T's life* <http://takkun.taxi-tokyo.or.jp/>

Although it's not yet widely known, *T's life* is a Web magazine that provides information about the new attractions of taxis. It contains the "T-gourmet" feature in which taxi drivers reveal their recommended eating places, the Smart Crew column where you can read interviews with actual working taxi drivers, images of situations captured on drive recorders where taxi drivers have narrowly avoided accidents, and much more. The magazine is packed with contents that provide readers with a first-hand feeling about the world of taxis.

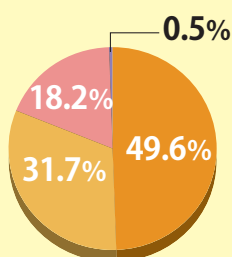


● Questionnaire surveys

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 25 to July 29 in 2016 and the results are being used to improve services.

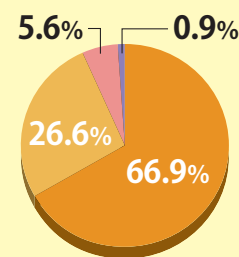
Q1 : How many times a month do you take a taxi?

- : About 1 to 3 times
- : About 4 to 10 times
- : More than 10 times
- : No answer



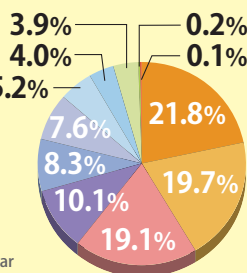
Q2 : How do you see current taxi fares when considering that the service is door-to-door?

- : They are reasonable
- : They are expensive
- : They are expensive
- : No answer



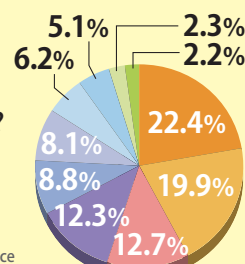
Q3 : What do you place the most importance on when using a taxi?

- : Safety
- : Cleanliness/comfort
- : Polite service
- : Speed
- : Ease of use
- : Company name
- : Low price
- : Nothing in particular
- : Payment method
- : Other
- : No response



Q4 : What taxi services would you like to see more widely popularized?

- : UD
- : Smartphones
- : Fixed fares
- : Larger wagon-type vehicles
- : Services for expectant mothers
- : Child-raising support
- : Tourism service
- : Others
- : Bilingual services
- : No response



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.





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

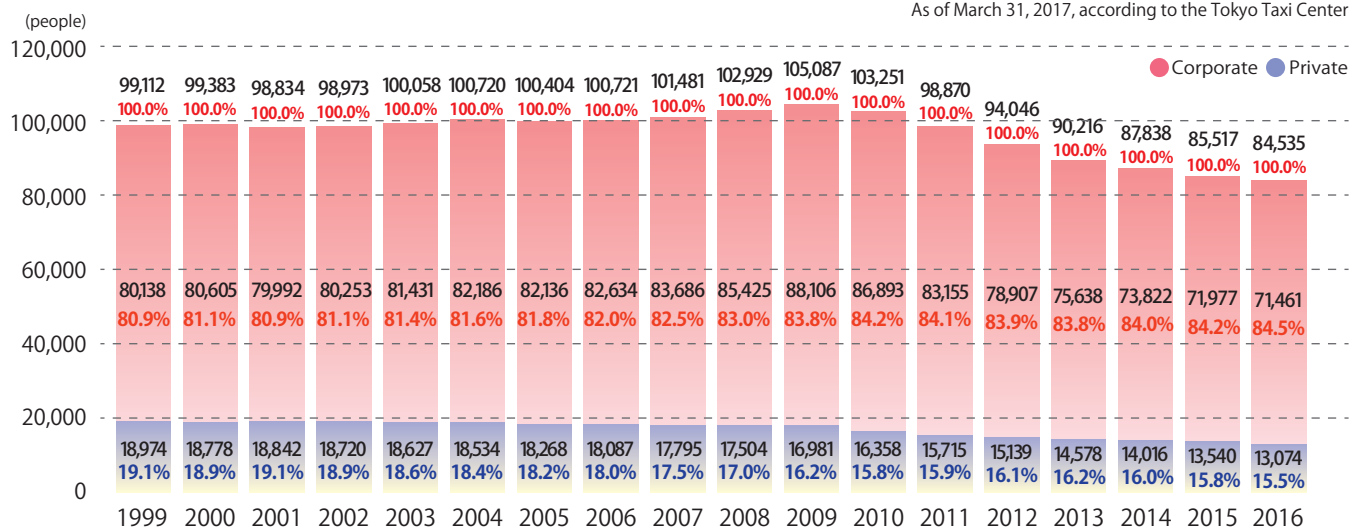


Implementation of the taxi driver registration system

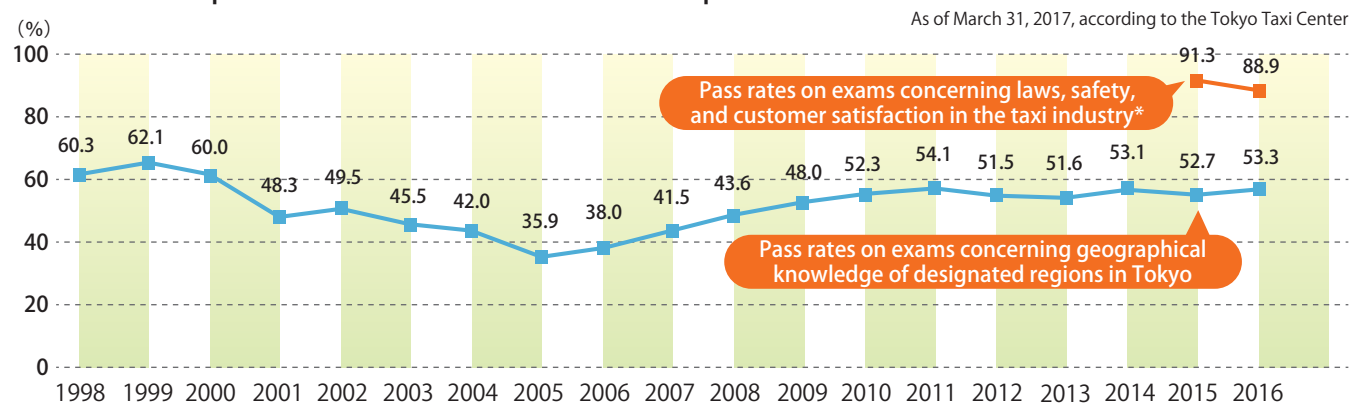
Examinations on safe transportation, convenience, education and guidance on customer service are given to drivers to improve driver quality. Those who pass are issued a driver's certificate.

There are certificates for private taxi drivers as well.

● Transitions in the number of registered taxi drivers



● Transitions in pass rates for examinations on safe transportation and convenience for customers



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 389 taxi stands in Tokyo. There are "Excellent Service Taxi" stands in twenty 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	2016
General stand	481	396	352	246	239	232	227	226	235	232	231	235	232	236	236	228	231	303
Roofed stand	97	94	93	89	87	85	87	84	86	86	85	85	85	84	83	86	90	86

As of March 31, 2017, 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 30,999 people having received awards over the past 40 years. There are currently 10,712 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.





The current status of the taxi industry in other countries

Getting to know about a city or country through their taxis!?
Let's see how Tokyo's taxis compare with other overseas cities.



Taxi services in Tokyo can be enjoyed at fares that are average on an

TAXI

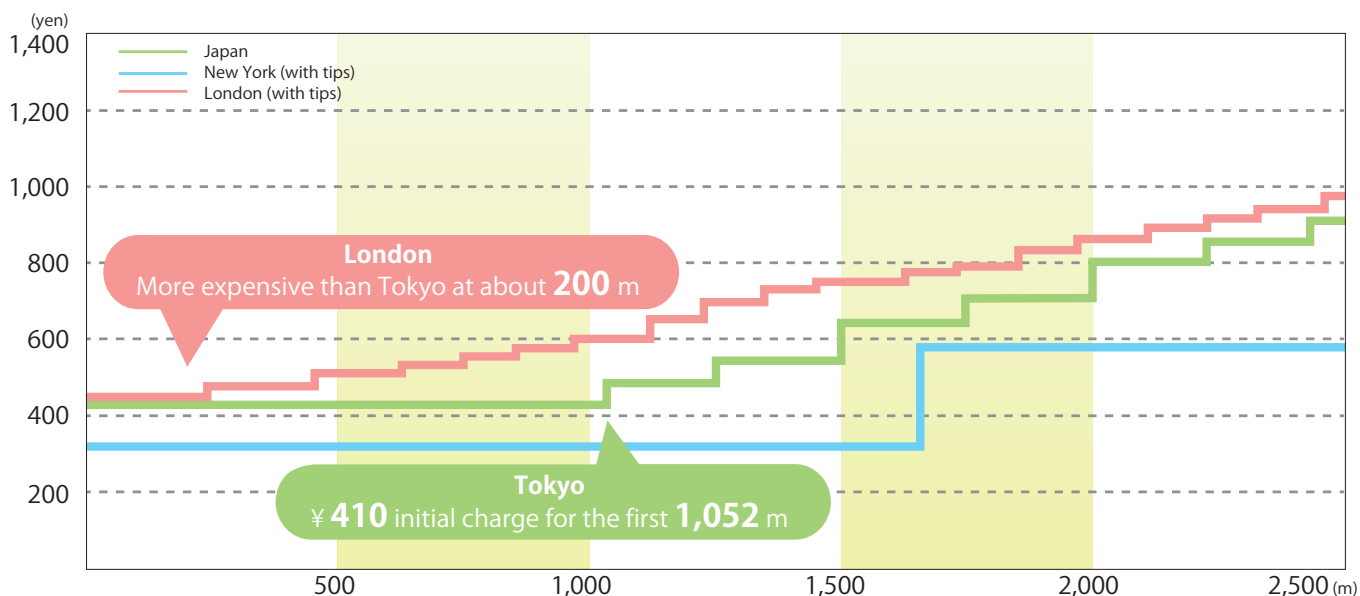


International comparison of taxi fares (Tokyo, New York, London)

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	1,052 m	¥ 410	237 m	¥ 80	—
New York	1 miles (1,600m)	\$ 2.5 (¥275)	1 miles (1,600m)	\$ 2 (¥220)	20 % tips 0.5-dollar tax per ride
London	247.8 m	£ 2.6 (¥377)	123.9 m (if the distance travelled exceeds 9,656.1 meters, there is a charge every additional 88.5 meters)	£ 0.2 (¥29)	10 % tips

1 dollar = 110 yen 1 pound = 145 yen (as of April, 2017)



*Figures are from the distance-based fare systems of Tokyo / New York / London (Tariff 1) (as of April 2017).



international level and the industry here is fairly easy to take part in.



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 licensing	By licensing	By licensing	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 (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 permitted as a general rule. - However, permission 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.)	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)

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



Taxis in New York

Source: Inspection report of taxis in New York by the Tokyo Hire-Taxi Association (2013)
NYC Taxi & Limousine Commission(2017)

● 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.

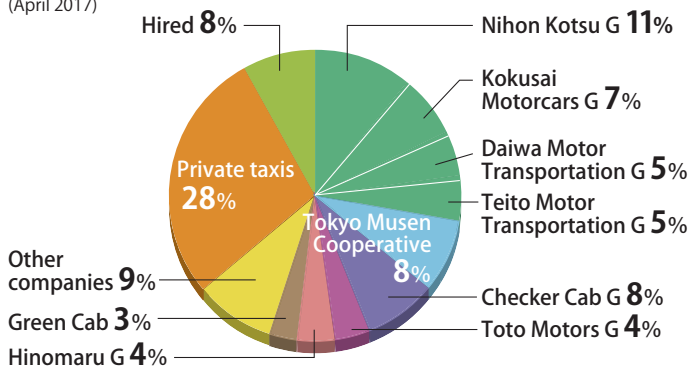
They cannot be dispatched by radio, they are limited to central Manhattan, and the size of that zone is about the same as Minato Ward, Chuo Ward, and Chiyoda Ward’s areas combined. In addition to yellow cabs, there are for-hire taxis such as “black cars”, “luxury limousines”, and “livery cabs”. It is 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

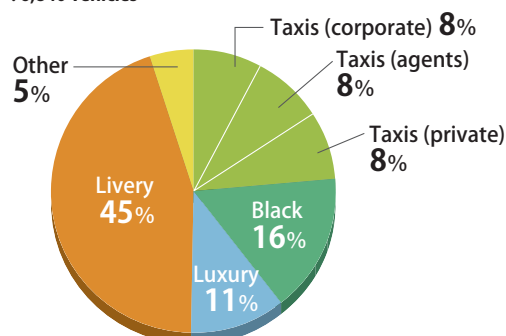
Tokyo (special zones / Busan transportation area / Tama district) 100% = 48,096 vehicles

Taxis : 30,848 vehicles
Hired taxis : 3,829 vehicles
Private taxis : 13,419 vehicles
(April 2017)



New York City 100% = 101,308 vehicles

Taxis : 13,587 vehicles (street hails only / central Manhattan only)
Black : 58,647 vehicles (street hails prohibited / mainly corporate)
Luxury : 4,887 vehicles (street hails prohibited / special uses such as for hotels)
Livery : 17,347 vehicles (street hails prohibited / northern & suburban Manhattan)
Other : 6,840 vehicles

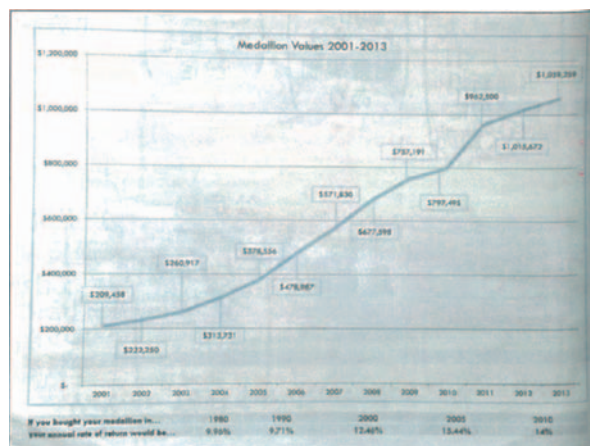


(April 2017, TLC Annual Report)

● 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)

other countries

● On fares

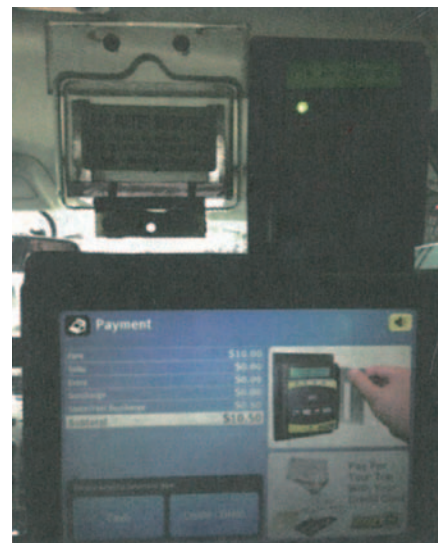
When riding a yellow cab, you will see that the differences in New York's fares and Tokyo's fares are not that great when factoring in the weakening of the yen and tips. Tokyo's fares seeming high may be due largely in part to how they are perceived by tourists because the initial fares are high, taxi 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 5,720 yen (in April 2017) 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 110 yen as of April 2017)

	Rate Code 1 within New York City (*as of April 2017)	Special zones in Tokyo / Busan transportation area (*as of April 2017)
Initial fare	275 yen (320m)	410 yen (1,052m)
Added fares	50 yen for each extra 320m	80 yen for each extra 237m
Time and distancebased fares	50 yen for every 1 minute and 45 seconds on rides travelling at 10 kilometers per hour or slower	80 yen for every 1 minute and 30 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	—



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.



black cabs



Taxis in London

Source: Inspection report of London by the Tokyo Hire-Taxi Association (2015)
TRANSPORT FOR LONDON (2017)

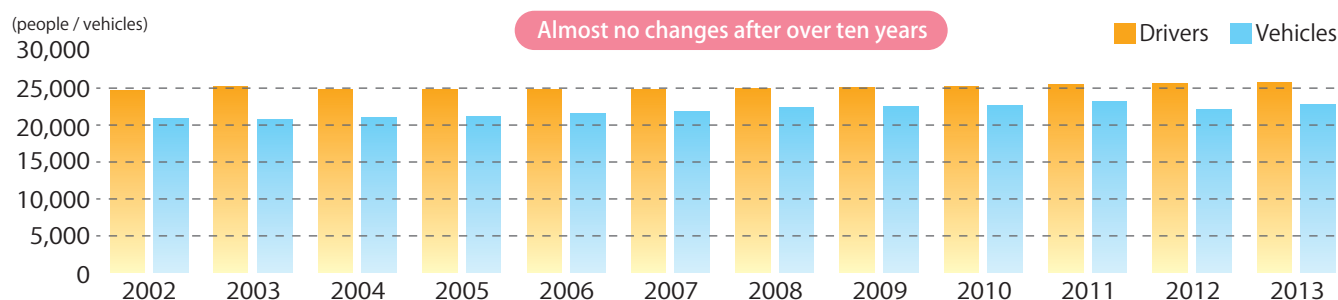
● Number of vehicles and the market

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).



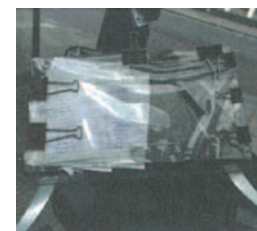
● Transition in the number of black cab drivers and vehicles



● 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).

other countries

● On fares

It may be thought that black cabs seem inexpensive because their initial fares are relatively cheap (Tokyo: 410 yen, London: 377 yen (as of April 2017)), 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

Tariff 1 - 5 a.m. to 8 p.m. from Monday to Friday

(with 1 pound converted to 145 yen)

	With/without time factored in	London Tariff 1 (*as of April 2017)	Special zones in Tokyo / Busan transportation area <no premiums> (*as of April 2017 - when based on the tax type on the left)
Initial fare	With time not factored in	377 yen (247.8m)	410 yen (1,052m)
	With time factored in	377 yen (53.2 seconds)	410 yen (1 minute and 30 seconds)
Added fares	With time not factored in	29 yen for each extra 123.9m	80 yen for each extra 237m
	With time factored in	29 yen for every 26.6 seconds	80 yen for every 1 minute and 30 seconds on rides travelling at 10 kilometers per hour or slower

Tariff 3 - 10 p.m. to 5 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	377 yen (162.4m)	410 yen (877m)
	With time factored in	377 yen (35 seconds)	410 yen (1 minute and 30 seconds)
Added fares	With time not factored in	29 yen for each extra 81.2m	80 yen for each extra 197m
	With time factored in	29 yen for every 17.5 seconds	80 yen for every 1 minute and 30 seconds on rides travelling at 10 kilometers per hour or slower

● 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	Cost p per mile in 2014	Initial 2015 weights		Final 2015 weights		Contribution to total increase
		Proportion of costs in 2014	Cost p per mile in 2015	Proportion of costs in 2015	Increase in costs 2015	
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					



Industry

- <2016>**
- April 4** Tokyo Hire-Taxi Association convenes its Executive Board to explain the content, procedures, and application and request forms for the "Guidelines for Processing of Fare Revision Requests" regarding which notification was received from the Ministry of Land, Infrastructure, Transport and Tourism.
- June 1** The Tokyo Hire-Taxi Association implements its "job-hunting support taxis" campaign at Yaesu-guchi in Tokyo. This program provides tickets for a free initial fare to university students who are job hunting.
- June 3** The percentage of applications for a fare for the shortened distance of initial charge in the special zones / the Busan district, reaches 70.16% by number of corporate taxis, passing the 70% threshold required for the Kanto District Transport Bureau to initiate review.
- June 27** The Japan Federation of Hire-Taxi Associations holds the first meeting of its Special Committee on Measures to Counter the Car Ridesharing Problem. The main subjects for discussion are confirmed as examination of measures for further improvement of taxi services and strengthening communication and coordination with local authorities.
- July 26** The Special Committee on Measures to Counter the Car Ridesharing Problem of the Japan Federation of Hire-Taxi Associations firms up new proposals by the industry for shared fares (taxi-sharing), predetermined fares, and other such matters.
- September 29** Regarding the Uber EATS food delivery service in the Tokyo metropolitan region started by Uber Japan, President Kawanabe of the Tokyo Hire-Taxi Association says that "with excellent business operators leading the industry forward, taxis should continue providing services that even ridesharing and automated driving cannot beat."
- November 1** Tokyo Hire-Taxi Association in collaboration with Toyota installs TransLog data-transmission drive recorders in 500 taxis in the Tokyo metropolitan area, announcing that it will conduct big data collection and analysis of vehicle information, driving video, and so on.
- November 28** The International Transport Workers' Federation, which organizes 690 transport labor unions in 153 countries, holds its Asia-Pacific Regional Conference. A motion opposing the Japanese government policy of promoting a sharing economy is adopted.
- <2017>**
- January 30** The Tokyo Hire-Taxi Association starts operating taxis with an initial fare of 410 yen for 1.052 km in the special zones / the Busan district.
- February 10** The Tokyo Hire-Taxi Association explains in a board meeting that it will cooperate with the operational trial of predetermined fares for taxis being planned this summer by the Ministry of Land, Infrastructure, Transport and Tourism.
- March 12** Continuing its program from last year, the Tokyo Hire-Taxi Association starts its third annual "job-hunting support taxis" campaign in a tie-up with the Rikunabi employment information site. Tickets for free fares up to 1,000 yen will be distributed a total of five times up to June 1. Free rides between JR Tokyo Station's Yaesu-guchi and Tokyo Big Sight will be provided for the first time on April 9, as the industry's support for job-hunting students.

Industry

Government

- March 29** The Tokyo Hire-Taxi Association holds the 2nd Specific Taxi Region Conference for the Tokyo Minamitama transportation area, and the 4th Semi-Specific Taxi Region Conference for the Tokyo Kitatama and Nishitama transportation areas.
- <2016>**
- April 28** A bill to amend the Act on National Strategic Special Districts by systematizing "Paid Private Transportation of Tourists and Others" so that private cars can be used to transport foreign tourists for a fee in depopulated areas and areas without public transportation service (a special exception to the Road Transportation Act) is passed by a majority in a plenary session of the House of Representatives.
- June 2** The national government's "Japan Revitalization Strategy 2016" is adopted by Cabinet decision. Language pointing directly to legalization of ridesharing services using private vehicles is observed, and it incorporates policy calling for the establishment of a Sharing Economy Council and arrangement of necessary measures by this autumn.
- June 28** Looking ahead to the 2020 Tokyo Olympics and Paralympics, a working group of the Liaison Conference of Government Ministries Concerned with Universal Design (UD) 2020 is convened and declares a policy of relocating the public UD taxi stand at the Haneda Airport international lines within the present fiscal year.
- August 5** The Ministry of Land, Infrastructure, Transport and Tourism announces that it will conduct a substantive experiment of taxis with an initial charge of 410 yen (fare with an shortened initial charge distance) for a six-week period from Taxi Day on August 5 to September 15 within the Tokyo metropolitan area.
- August 23** Regarding the legalization of ridesharing using private automobiles, the Ministry of Land, Infrastructure, Transport and Tourism responds again with disapproval. In addition to the perspective from before of the Road Traffic Law, it was again pointed out, among other factors, that there is a taxi oversupply in the Tokyo metropolitan area.
- September 23** The G7 Transport Ministers Meeting is held in the town of Karuizawa, Nagano Prefecture, and a joint declaration is adopted that includes cooperation in creating international safety standards for the prompt realization of automated driving technology.
- November 4** The Ministry of Land, Infrastructure, Transport and Tourism adopts a system for the semi-specific taxi regions prescribed in the amended Taxi Law where business operators temporarily lower their number of vehicles with their vehicles on hold, and then have them. The system is aimed at operators that have above-average records in mothballing and reducing vehicle numbers. UD, EV, FCV, and new ASV vehicles can be resurrected.
- November 30** The Expert Panel on Public Tolls, Rates, and Charges of the Cabinet Office Consumer Commission accepts the request for a change in the official price range for taxi fares with a shortened initial charge distance in the special zones / the Busan district (upper limit of 410 yen for 1.052 km in a standard taxi).
- December 9** The Ministry of Land, Infrastructure, Transport and Tourism convenes the first session of the Automated Driving Strategy Headquarters that is to work up measures for the practical application of automated driving technology and systems in motor vehicles. Application to regional public

Government			
		transportation and distribution and mobility services during the 2020 Tokyo Olympics and Paralympics are among the items to be studied.	
	<2017>		
February 7		The government convenes the Council for the Promotion of Regulatory Reform and hears testimony on the topic of "Vitalization of Mobility and Transportation Services in Light of Changing Demand Structure" from President Kawanabe, President Jun Matsumoto of Michinori Holdings, and others. President Kawanabe requests that the meters in taxis be changed to "soft meters" that enable flexible rate setting by 2019, the year before the Tokyo Olympics.	
March 8		The government convenes the general assembly of the LDP Hired Taxi Federation at Liberal Democratic Party Headquarters. Chairman Kazuyoshi Kaneko (former Minister of Land, Infrastructure, Transport and Tourism) states that "It is important to assure the wage levels of working people at the same time we assure safety. We intend to explore desired solutions that are in line with actual circumstances," confirming the policy of continuing support for innovation in taxi business and services.	
March 17		The government convenes the Council for the Realization of Work Style Reform (chaired by Prime Minister Shinzo Abe) at the Prime Minister's Official Residence. Regarding the adoption of controls on upper limits for overtime work and other such work outside normal hours, a policy of instituting an upper limit on overtime hours of under 100 hours per month is decided, with punitive provisions.	
	<2016>		
April 16		An earthquake with a maximum seismic intensity of 7 (on the Japanese scale) occurs with its center in Kumamoto Prefecture. The Japan Meteorological Agency announces that this is the main earthquake following on the foreshock on April 14.	
April 20		The Japan National Tourism Organization announces that the number of foreign tourists visiting Japan in fiscal year 2015 increased 45.6% over the previous fiscal year to approximately 21,359,000 persons, exceeding the figure of "20 million people per year."	
May 26		The G7 Ise-Shima Summit is held. A leaders' declaration is adopted, specifying that "We reaffirm the important role of mutually-reinforcing fiscal, monetary and structural policies."	
May 27		President Obama makes the first visit of an incumbent US president to Hiroshima, where he also speaks with A-bomb victims. He declares the necessity for engaging into the future the pursuit of a world without nuclear weapons.	
June 19		An amended Public Offices Election Law enters into force with the voting age lowered from 20 years of age and above to 18 years of age and above. This was the first such expansion of participation in government since universal suffrage was recognized in 1945.	
June 24		A British popular vote on whether to remain in the European Union (EU) or leave it shows a majority in favor of leaving. Prime Minister Cameron, who had advocated remaining in the EU, announced his intention to resign.	
July 10		Ballot counting for the 24th election to the House of Councillors shows that the governing LDP and Komei Party took 69 seats. Exceeding the majority figure of seats up for reelection (61 seats) that Prime Minister Abe announced as the winning line, this marked a major victory.	
July 31		Ballot counting for the Tokyo gubernatorial election	
Society			
		shows a win by a large margin for former Defense Minister Yuriko Koike, an independent new entry to the field who ran unsupported by any political party. She is the first woman to be Governor of Tokyo.	
August 8		His Majesty the Emperor addressed the nation in a video message that alluded to problems with the system presuming the position of emperor is held for life, and suggesting an inclination to abdicate.	
August 21		Japan wins 41 medals (12 gold, eight silver, 21 bronze), the largest number ever, at the Summer Olympics that opened on August 5 in Rio de Janeiro.	
September 19		Statistics on Japan's population of elderly people announced by the Ministry of Internal Affairs and Communications show the largest-ever number and proportion of people aged 65 or over in the total population.	
September 21		The Bank of Japan conducts a comprehensive assessment of its three-and-a-half years of monetary easing measures. It decides to shift its framework for monetary easing from quantitative easing to interest rates.	
September 22		Prime Minister Abe makes the first visit of a Japanese prime minister to Cuba. He talks with President of the Council of State Raul Castro, and they agree on a policy of strengthening economic relations.	
October 1		The Chinese yuan is added to the basket of currencies that make up the special drawing right of the IMF, making it an international currency.	
October 8		An explosive eruption occurs in the first caldera of Nakadake Peak on Mt. Aso in Kumamoto Prefecture. This was the first explosive eruption of Mt. Aso in 36 years.	
November 8		Republican Party candidate Donald Trump beats Democratic Party candidate Hillary Clinton to win election, determining his accession to office as 45th US president.	
December 15		A bill to lift the ban on casinos is passed into law in a plenary session of the House of Representatives in order to promote development of integrated resorts with casinos, hotels, commercial facilities, and so on.	
December 23		A fire starts in a Chinese restaurant in the Omachi district of Itoigawa City in Niigata Prefecture. Brought under control after approximately 30 hours, the fire completely or partially destroys 156 buildings over a total area of approximately 40,000 square meters and injures 11 people.	
	<2017>		
January 14		A final survey of groundwater being monitored at the new Toyosu market detects benzene and cyanide at levels 79 times higher than environmental standards.	
February 9		The Kinki Local Finance Bureau of the Ministry of Finance sells government-owned land in Toyonaka City, Osaka Prefecture, to the Moritomo Taken school. It is revealed that the facts of the deal had not been disclosed.	
February 24		Start of the "Premium Friday" initiative to encourage consumption by having people leave work at 3 PM on the last Friday of the month.	
March 10		Prime Minister Abe announces in a press conference that Japan's Ground Self Defense Force engineers dispatched to Southern Sudan as a PKO are to terminate their activities. Their phased return to Japan is to be complete by the end of May.	
March 27		Economy travel agency Terumi Club enters bankruptcy. Most of approximately 90,000 people who have paid for services may not have their money returned. Some travelers who are overseas are being required to pay more.	



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	383	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	382	35,962	19,305	55,267
2000	254	27,851	4,540	32,391	79	3,408	55	125	388	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	379	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	34,551	13,937	48,488
2016	344	27,608	3,829	31,437	72	3,175	34	65	450	34,677	13,419	48,096

(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	29.7	50,742	4.2
2008	11,349,264	8,915,959	78.6	963,240,579	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
2016	9,539,914	7,411,284	77.7	829,590,242	1,829,602,996	45.3	199,539,221	262,898,015	366,396,166	246.9	26.9	49,438	4.2
Apr. 2016	785,396	623,918	79.4	70,218,834	155,762,497	45.1	16,668,424	22,026,513	30,877,210	249.7	26.7	49,489	4.2
May 2016	811,532	615,066	75.8	65,322,585	149,924,350	43.6	15,752,314	20,784,258	28,694,045	243.8	25.6	46,652	4.1
Jun. 2016	786,402	622,760	79.2	69,524,027	154,534,224	45.0	16,588,272	21,701,261	30,643,339	248.1	26.6	49,206	4.2
Jul. 2016	812,914	637,412	78.4	72,400,986	158,306,565	45.7	17,356,412	22,841,241	31,899,025	248.4	27.2	50,045	4.2
Aug. 2016	809,627	616,166	76.1	66,629,356	149,214,209	44.7	16,278,208	21,555,342	29,429,989	242.2	26.4	47,763	4.1
Sep. 2016	785,404	618,412	78.7	69,090,904	151,290,152	45.7	16,637,048	21,944,569	30,608,632	244.6	26.9	49,496	4.2
Oct. 2016	807,108	624,607	77.4	69,052,668	152,702,991	45.2	16,419,122	21,805,574	30,432,928	244.5	26.3	48,723	4.2
Nov. 2016	773,693	603,932	78.1	67,278,220	148,057,700	45.4	16,015,180	21,013,974	29,697,170	245.2	26.5	49,173	4.2
Dec. 2016	812,040	645,192	79.5	78,055,064	165,577,172	47.1	18,065,996	23,870,515	34,539,214	256.6	28.0	53,533	4.3
Jan. 2017	811,803	597,653	73.6	64,448,691	145,842,083	44.2	15,498,265	20,571,565	28,332,789	244.0	25.9	47,407	4.2
Feb. 2017	732,760	571,239	78.0	63,607,386	140,345,821	45.3	15,844,057	20,659,350	28,126,708	245.7	27.7	49,238	4.0
Mar. 2017	811,235	634,927	78.3	74,341,309	158,737,656	46.8	18,415,923	24,106,347	33,115,117	250.0	29.0	52,156	4.0

(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	49,585	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	35,632,123	47,078,936	52,030,427	252.0	34.8	50,762	3.7
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	4.0
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	1,187,126	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
2016	1,188,694	914,552	76.9	88,071,796	182,705,167	48.2	26,238,623	34,055,603	38,187,868	199.8	28.7	41,756	3.4
Apr. 2016	97,740	77,120	78.9	7,401,856	15,425,905	48.0	2,191,335	2,828,941	3,198,673	200.0	28.4	41,477	3.4
May 2016	101,002	77,638	76.9	7,006,360	14,756,143	47.5	2,080,596	2,699,501	3,020,579	190.1	26.8	38,906	3.4
Jun. 2016	97,770	76,918	78.7	7,245,402	15,139,160	47.9	2,154,547	2,758,431	3,135,247	196.8	28.0	40,761	3.4
Jul. 2016	101,029	78,663	77.9	7,726,603	15,963,736	48.4	2,310,758	2,984,163	3,366,514	202.9	29.4	42,797	3.3
Aug. 2016	101,003	76,512	75.8	7,353,532	15,248,637	48.2	2,240,070	2,939,353	3,189,605	199.3	29.3	41,688	3.3
Sep. 2016	97,716	75,778	77.5	7,281,638	15,068,643	48.3	2,201,037	2,864,219	3,166,151	198.9	29.0	41,782	3.3
Oct. 2016	100,998	77,617	76.9	7,236,754	15,118,000	47.9	2,156,783	2,821,091	3,131,364	194.8	27.8	40,344	3.4
Nov. 2016	97,738	74,867	76.6	7,227,770	14,995,441	48.2	2,161,176	2,824,039	3,136,830	200.3	28.9	41,899	3.3
Dec. 2016	100,967	78,375	77.6	8,337,291	16,921,341	49.3	2,412,610	3,141,789	3,621,467	215.9	30.8	46,207	3.5
Jan. 2017	100,874	73,925	73.3	7,000,693	14,586,483	48.0	2,081,168	2,717,537	3,028,123	197.3	28.2	40,962	3.4
Feb. 2017	91,088	69,844	76.7	6,593,866	13,712,817	48.1	1,965,314	2,513,241	2,862,549	196.3	28.1	40,985	3.4
Mar. 2017	100,769	77,295	76.7	7,660,031	15,768,861	48.6	2,283,229	2,963,298	3,331,292	204.0	29.5	43,098	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
2016	1,199,680	722,873	60.3	61,622,866	97,586,862	63.1	1,753,092	2,925,612	34,766,098	135.0	2.4	48,094	55.7
Apr. 2016	98,823	61,069	61.8	5,284,569	8,306,391	63.6	140,039	229,457	2,973,130	136.0	2.3	48,685	59.3
May 2016	102,233	59,867	58.6	5,273,976	8,353,037	63.1	140,448	224,649	2,919,828	139.5	2.3	48,772	59.5
Jun. 2016	98,642	62,536	63.4	5,384,385	8,437,600	63.8	149,602	239,657	2,988,401	134.9	2.4	47,787	56.4
Jul. 2016	101,745	60,137	59.1	5,189,484	8,163,164	63.6	139,502	228,392	2,884,827	135.7	2.3	47,971	58.5
Aug. 2016	101,804	57,120	56.1	4,636,675	7,352,964	63.1	137,298	224,478	2,564,969	128.7	2.4	44,905	53.6
Sep. 2016	98,700	59,588	60.4	5,142,966	8,116,098	63.4	142,220	230,559	2,869,110	136.2	2.4	48,149	57.1
Oct. 2016	102,083	62,290	61.0	5,704,599	8,920,089	64.0	163,442	258,379	3,165,409	143.2	2.6	50,817	54.6
Nov. 2016	98,619	61,629	62.5	5,333,215	8,458,672	63.1	157,633	273,068	3,046,510	137.3	2.6	49,433	53.7
Dec. 2016	101,773	60,301	59.3	5,114,393	8,174,891	62.6	151,619	265,779	2,881,694	135.6	2.5	47,788	53.9
Jan. 2017	101,773	57,822	56.8	4,737,651	7,586,006	62.5	142,518	250,216	2,708,416	131.2	2.5	46,841	53.2
Feb. 2017	91,837	55,835	60.8	4,447,289	7,179,691	61.9	134,161	229,364	2,565,448	128.6	2.4	45,947	53.5
Mar. 2017	101,648	64,679	63.6	5,373,664	8,538,259	62.9	154,610	271,614	3,198,356	132.0	2.4	49,450	55.2

(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

Application				
Date	Fare		System, etc.	Increase rate
	Initial	Added		
10/30/52				
2/20/62	11.6km - 90 yen	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	2km - 140 yen	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	2km - 200 yen	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	1.8km - 240 yen	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 7/31/74)
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	1.8km - 260 yen	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	2km - 350 yen	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)	2km - 380 yen to 2km - 400 yen	400m - 70 yen to 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)	2km - 440 yen to 2km - 460 yen	405m - 80 yen to 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.

Approval				
Date	Fare		System, etc.	Increase rate
	Initial	Added		
11/16/52	2km - 80 yen	500m - 20 yen	Waiting: 20 yen / 5 min. (240 yen / hr.)	
12/25/63 (1/1/64)	2km - 100 yen	450m - 20 yen	Vehicle classification: capacity of 6 passengers, 1.5m in width Waiting: 20 yen / 4 min. (300 yen / hr.)	15.0%
1/9/70 (3/1-15/70)	2km - 130 yen	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)	2km - 170 yen	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%
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1/22/74 (1/29/74)	2km - 220 yen	1.29 times the fare on the meter		29.0%
9/28/74 (11/1/74)	2km - 280 yen	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)	2km - 330 yen	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)	2km - 380 yen	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)	2km - 430 yen	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%



Application				
Date	Fare		System, etc.	Increase rate
	Initial	Added		
9/10/83 to 10/18/83 (separate application)	2km - 480 yen to 2km - 510 yen	410m - 90 yen to 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	amounts where the fares and fees calculated below are multiplied by 103 percent and rounded off to the nearest unit of 10 yen. 2km - 520 yen to 2km - 540 yen	345m - 80 yen to 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. 2km - 620 yen to 2km - 630 yen	345m - 90 yen to 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	2km - 700 yen to 2km - 740 yen	296m - 90 yen to 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.

Approval				
Date	Fare		System, etc.	Increase rate
	Initial	Added		
2/10/84 (2/18/84)	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. (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. 2km - 520 yen	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)	2km - 600 yen	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)	2km - 650 yen	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%



Application				
Date	Fare		System, etc.	Increase rate
	Initial	Added		
2/3/97 to 3/3/97	2km - 650 yen	280m - 80 yen	<p>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.</p> <p>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</p>	1.94%
2/24/97 to 3/14/97	1km - 340 yen	(1) Under 2km 250m - 80 yen (2) As of 2km 274m - 80 yen	<p>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</p>	1.94%
8/31/06 to (11/30/06)	2km - 750 yen to 810 yen	238m to 276m - 90 yen	<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. 30 sec. to 1 min. 40 sec. Discounts for long-distance rides: 10% discount for fares exceeding 9,000 yen</p>	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.

Submitted			
Date	Authorized unregulated fare	System, etc.	Increase rate
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

Implementation				
Date	Authorized unregulated fare		System, etc.	Increase rate
	Initial	Added		
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)	<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: [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</p>	Consumption tax shifts

Approval				
Date	Fare		System, etc.	Increase rate
	Initial	Added		
3/10/97 (4/1/97)	2km - 660 yen	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 (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%



Fare for shortened distance of initial charge (announced on December 20, 2016)

1. New fares (when using a standard-sized taxi)

	Current fare (maximum fare)	New fare (maximum fare)
Distance of initial fare	2.0km	1.052km
Initial fare	730 yen	410 yen
Added distance	280m	237m
Added fares	90 yen	80 yen
Time and distance-based fare	90 yen per 105 seconds at speed of 10km/hour or less	80 yen per 90 seconds at speed of 10km/hour or less

2. Fare area

Special zones of Tokyo, Musashino City and Mitaka City

3. Period of implementation

From January 30, 2017

4. Features of the new fares

- All fares are now cheaper until up to about 2km
- The fares between around 2km up to about 6.5km are composed of parts with an increased fare and parts with a decreased fare
- All fares above about 6.5 km are now more expensive

Comparison of fares (examples)

	1km	1.5km	2km	4km (*)	9km	15km	30km
Current fare	730 yen	730 yen	730 yen	1,450 yen	2,980 yen	4,960 yen	9,730 yen
New fares (increased/decreased amounts) (%)	410 yen (-320 yen) (-44%)	570 yen (-160 yen) (-22%)	730 yen (±0 yen) (0%)	1,450 yen (±0 yen) (0%)	3,130 yen (+150 yen) (+5%)	5,130 yen (+170 yen) (+3%)	10,250 yen (+520 yen) (+5%)

*Average journey distance in Tokyo



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 (1.052km)	Added fares	
A (maximum fare)	490 yen	198m - 80 yen	1 min. 15 sec. - 80 yen
Fare B	480 yen	203m - 80 yen	1 min. 15 sec. - 80 yen
Fare C	470 yen	207m - 80 yen	1 min. 15 sec. - 80 yen
Fare D	460 yen	211m - 80 yen	1 min. 20 sec. - 80 yen
Minimum fares	450 yen	216m - 80 yen	1 min. 20 sec. - 80 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 (1.052km)	Added fares	
A (maximum fare)	450 yen	216m - 80 yen	1 min. 20 sec. - 80 yen
Fare B	440 yen	221m - 80 yen	1 min. 20 sec. - 80 yen
Fare C	430 yen	226m - 80 yen	1 min. 25 sec. - 80 yen
Fare D	420 yen	231m - 80 yen	1 min. 25 sec. - 80 yen
Minimum fares	410 yen	237m - 80 yen	1 min. 30 sec. - 80 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 (1.052km)	Added fares	
A (maximum fare)	410 yen	237m - 80 yen	1 min. 30 sec. - 80 yen
Fare B	400 yen	243m - 80 yen	1 min. 30 sec. - 80 yen
Fare C	390 yen	249m - 80 yen	1 min. 30 sec. - 80 yen
Minimum fares	380 yen	256m - 80 yen	1 min. 35 sec. - 80 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)	0.854km - 410 yen	198m - 80 yen	1 min. 15 sec. - 80 yen
Fare B	0.849km - 400 yen	203m - 80 yen	1 min. 15 sec. - 80 yen
Fare C	0.845km - 390 yen	207m - 80 yen	1 min. 15 sec. - 80 yen
Fare D	0.841km - 380 yen	211m - 80 yen	1 min. 20 sec. - 80 yen
Minimum fares	0.836km - 370 yen	216m - 80 yen	1 min. 20 sec. - 80 yen

(2) Large-sized vehicles

	Distance-based fares		Time and distance-based fare system
	Initial fares	Added fares	
A (maximum fare)	0.836km - 370 yen	216m - 80 yen	1 min. 20 sec. - 80 yen
Fare B	0.831km - 360 yen	221m - 80 yen	1 min. 20 sec. - 80 yen
Fare C	0.826km - 350 yen	226m - 80 yen	1 min. 25 sec. - 80 yen
Fare D	0.821km - 340 yen	231m - 80 yen	1 min. 25 sec. - 80 yen
Minimum fares	0.815km - 330 yen	237m - 80 yen	1 min. 30 sec. - 80 yen

(3) Standard-sized vehicles

	Distance-based fares		Time and distance-based fare system
	Initial fares	Added fares	
A (maximum fare)	0.815km - 330 yen	237m - 80 yen	1 min. 30 sec. - 80 yen
Fare B	0.809km - 320 yen	243m - 80 yen	1 min. 30 sec. - 80 yen
Fare C	0.803km - 310 yen	249m - 80 yen	1 min. 30 sec. - 80 yen
Minimum fares	0.796km - 300 yen	256m - 80 yen	1 min. 35 sec. - 80 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. 30 sec. - 90 yen
Fare D	780 yen	258m - 90 yen	1 min. 30 sec. - 90 yen
Minimum fares	770 yen	261m - 90 yen	1 min. 30 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 January 30, 2017)

Zones	Regions	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	16,000	19,000	14,400	17,100
B	Adachi-ku, Arakawa-ku, Taito-ku, Bunkyo-ku, Chiyoda-ku, Chuo-ku	20,000	24,000	18,000	21,600
C	Kita-ku, Toshima-ku, Shinjuku-ku, Shibuya-ku, Minato-ku (excluding Daiba), Meguro-ku, Shinagawa-ku (excluding Higashi Yashio), Ota-ku	22,000	26,000	19,800	23,400
D	Itabashi-ku, Nerima-ku, Nakano-ku, Suginami-ku, Setagaya-ku, Musashinoshi, Mitaka-shi	23,000	28,000	20,700	25,200

(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 January 30, 2017)

Zones	Regions	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	7,000	8,000	6,300	7,200
2	Itabashi-ku, Nerima-ku, Nakano-ku, Suginami-ku, Setagaya-ku	8,000	9,500	7,200	8,500
3	Musashino-shi, Mitaka-shi	10,500	12,500	9,400	11,200

(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 January 30, 2017)

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	7,000	8,400	6,300	7,500
Taito-ku	7,200	8,600	6,400	7,700
Sumida-ku	7,200	8,500	6,400	7,600
Bunkyo-ku	7,300	8,800	6,500	7,900
Chiyoda-ku	5,900	7,100	5,300	6,300
Shinjuku-ku	7,100	8,500	6,300	7,600
Shibuya-ku	6,600	8,000	5,900	7,200
Adachi-ku	8,800	10,400	7,900	9,300
Katsushika-ku	9,100	10,700	8,100	9,600
Arakawa-ku	8,300	9,800	7,400	8,800
Kita-ku	8,800	10,400	7,900	9,300
Toshima-ku	8,900	10,500	8,000	9,400
Nakano-ku	7,900	9,400	7,100	8,400
Suginami-ku	8,500	10,100	7,600	9,000
Setagaya-ku	6,900	8,300	6,200	7,400
Itabashi-ku	9,900	11,600	8,900	10,400
Nerima-ku	10,200	12,000	9,100	10,800
Musashino-shi	11,200	13,200	10,000	11,800
Mitaka-shi	10,600	12,500	9,500	11,200

● 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 7.5 km	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.

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).	2007	10/26	A survey team from the Beijing City Transport Committee in China visits the Association to inspect the local industry.
	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.		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.
	11/20	President Niikura and others visit Taiwan to sign an agreement to extend the coalition with the Taipei City Taxi Transportation Federation.		12/21	An observation team representing the taxi industry in China's Wuhan City visits the Association to inspect the industry in Tokyo.
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.	2009	6/10	The Korea Local Authorities Foundation for International Relations visits the Association to inspect the industry in Tokyo.
	8/5	The Seoul Special City Taxi Transportation Business Partnership in South Korea visits Japan to sign an agreement to extend the coalition.		7/19	The Beijing Traffic Management Bureau and a research team for urban development observation visits the Association to inspect the taxi business in Tokyo.
1995	8/7	Vice-President Yasuoka visits the United States to inspect the condition of taxis in the city of Atlanta.	2012	8/16	The Seoul Special City Taxi Transportation Business Partnership in South Korea visits to inspect the taxi business in Tokyo.
1998	6/12	Mr. Chao-tung Wang of the Volunteer Traffic Guard Division, Taipei Municipal Government Police of Taiwan and others visit the Association to inspect the state of taxis in Tokyo.		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.
1999	5/20	Mr. Peilian Wang of the Dalian Television Network in the Republic of China and others visit the Association to inspect the taxi business in Tokyo.	2013	5/18	The Singapore Taxi Academy visits the Association to inspect the industry in Tokyo.
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.		8/11	The Korea Transport Institute 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	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.
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.		6/30	The Korea Transportation Safety Authority visits the Association to observe the industry in Tokyo.
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.	2015	5/21	The Seoul Special City Taxi Transportation Business Partnership in South Korea visits Japan to sign an agreement for the extension of the coalition.
	6/29	Professor Walter Cock of Kingston University in England visits the Association to inspect the local condition of the industry.		10/25	A team from the Transportation Management section of the Busan City Transportation Bureau visits the Association to inspect the taxi business in Tokyo.
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.	2016		

Tokyo taxis are now in their **105th year.**

Looking ahead to the 2020 Tokyo Olympics and Paralympics,
Tokyo's taxis aim to serve as a mode of public transportation offering
“Omotenashi (hospitality)” recognized everywhere in the world,
and doing their utmost to provide safe services
with a feeling of security in taxis that are capable of contributing more
to everyone and that earn greater affection from everyone.



Fare for the shortened distance of initial charge

Initial fare of 410 yen for 1.052 km. Why not take a taxi for just a short ride?



Universal Design (UD) taxis

Approximately 10,000 taxis, some 20% of the taxis in Tokyo, will be UD taxis!



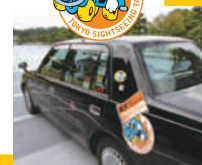
Fixed-fare service

From Haneda Airport to various locations in Tokyo. No need to worry about fares mounting up because of traffic congestion or other such conditions.



Tokyo sightseeing taxis

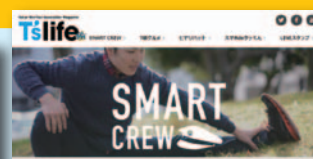
Certified drivers escort passengers in the spirit of “Omotenashi (hospitality)” to sightseeing locations around Tokyo. TSTiE drivers who can provide sightseeing guidance in English are also being trained.



Web magazine T'slife

This publication presents timely information relating to taxis.

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



一般社団法人

東京ハイヤー・タクシー協会

Tokyo Hire-Taxi Association

4-8-13 Kudanminami, Chiyoda-ku, Tokyo 102-0074, Japan
TEL 03-3264-8080

Tokyo's Taxis

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