

Taxi of Tokyo

東京のタクシー

TAXICABS IN TOKYO



Tokyo's taxis continue to meet the challenges towards the next generation!

2018

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Next-generation JPN Taxis take to the road



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



Now an even more convenient and familiar service for customers



Aiming to further improve service for overseas customers



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

An array of measures is being taken to ensure that taxis offer a **more familiar and friendly service.**

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.**

TAXI



Dynamic pricing (flexible pricing for geisha taxis (taxis en route to pick up customers)). * Pilot project scheduled to be conducted this year.

Ride a taxi during peak hours such as bad weather, when major events are being hosted and the morning rush-hour, or during off-peak times such as midday.

Prior notification of the cost for a geisha taxi via a taxi dispatch app or over the telephone



It is hoped that people will use taxis due to **dispatch services that meet customer needs.**





Enjoy “little taxi trips” with ease!

TAXI



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

The initial fare is
amazingly good value!

Fares after the changes (in Tokyo)

Initial fare
1.052km **¥410**

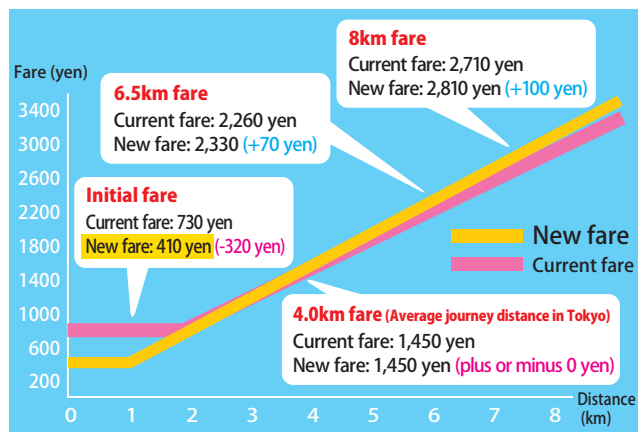


On January 30, 2017, the newly reduced taxi fares were introduced in the Tokyo 23 wards, Musashino City and Mitaka City. Customers can now enjoy “little taxi trips” with ease. The fare is in sections that go up and down for the first 6.5km. After 6.5km the fare goes up. This enables people who have rarely 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



Thanks to all our customers we are earning a good reputation!

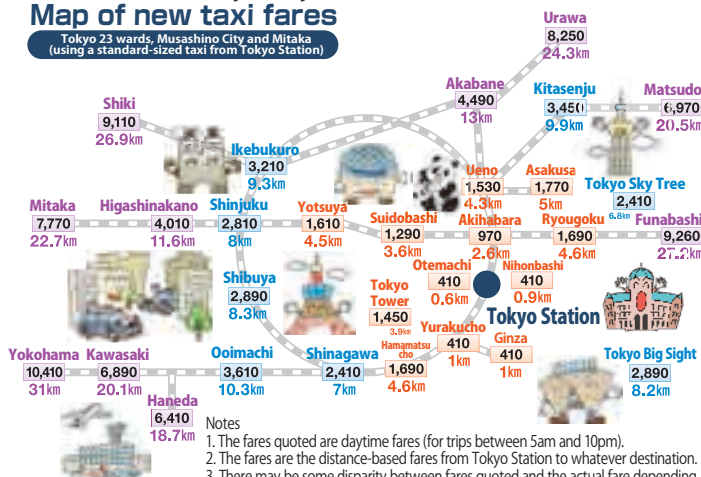
Our taxis charging an initial fare of 410 yen won the **bronze award** in the Sankei Living Newspaper's **Helpful Awards**, were also ranked highly by the Nikkei Marketing Journal in their **rankings survey of hit products in the first half of 2017**, and we have won a high reputation among many customers.



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.

The introduction of 10,000 next-generation JPN Taxis is being targeted



Next-generation JPN Taxi (Japan Taxi).

The **JPN Taxi (Japan Taxi)**, a new type of vehicle designed specifically for use as a taxi, has made its debut. The body is in the deep indigo “Japan blue” color that symbolizes the nation, and as it is a **universal design (UD) vehicle it is easy to board and alight for elderly passengers and wheelchair users, and can be comfortably used by everyone including overseas tourists.**

It is aimed that **10,000 JPN Taxis** will be introduced by the year 2020, taking to the roads of Tokyo as **next-generation taxis** providing peace of mind, safety and convenience. Please stop one and take a ride!



The Tokyo Metropolitan Government allocated **about 6.1 billion yen** as support for introducing UD taxis in its 2016 budget proposals, **representing a grant of six hundred thousand yen per vehicle.**

● Number of vehicles introduced (auxiliary base)

According to the Kanto District Transport Bureau

	Tokyo	Kanagawa Prefecture	Saitama Prefecture	Chiba Prefecture
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
2017	1,769 vehicles	103 vehicles	126 vehicles	131 vehicles





by the time the 2020 Tokyo Olympic and Paralympic Games begin.



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.

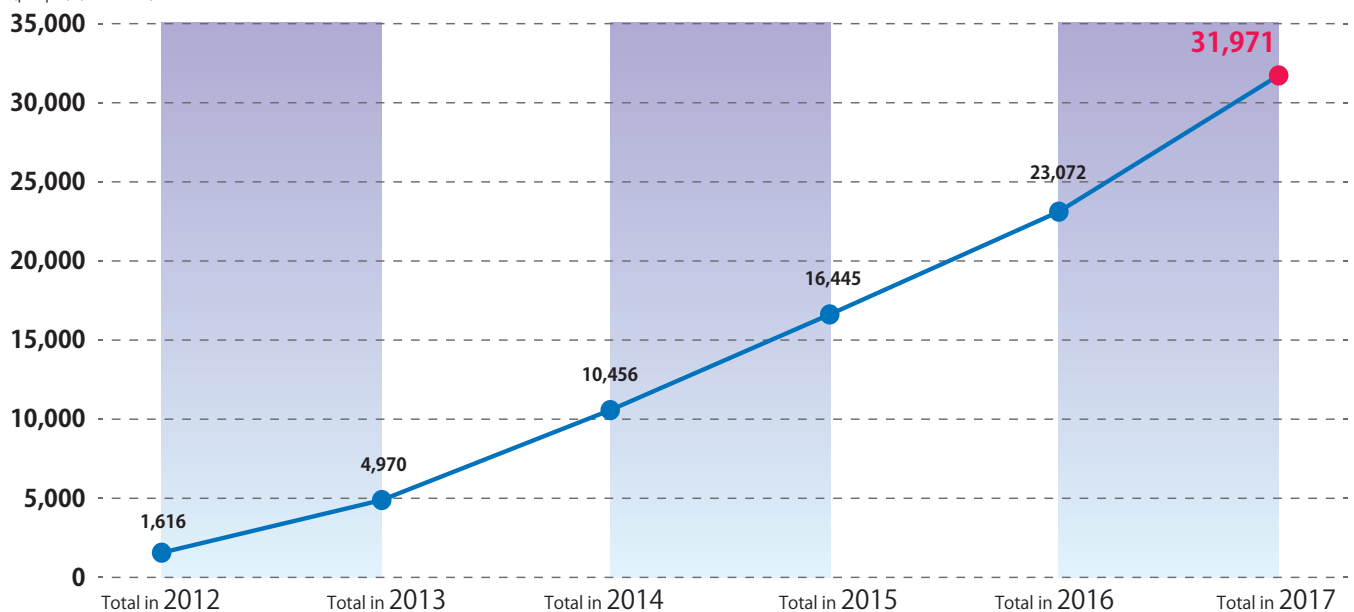
Courses that offer the necessary training for drivers is also provided by the Tokyo Taxi Center as of April 1, 2014 and **half of the drivers in Tokyo are scheduled to be qualified by 2020.**

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

(people) (total sum)

As of March 31, 2018

Source: The National Welfare Transportation Service Association





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



TSTiE driver certification system

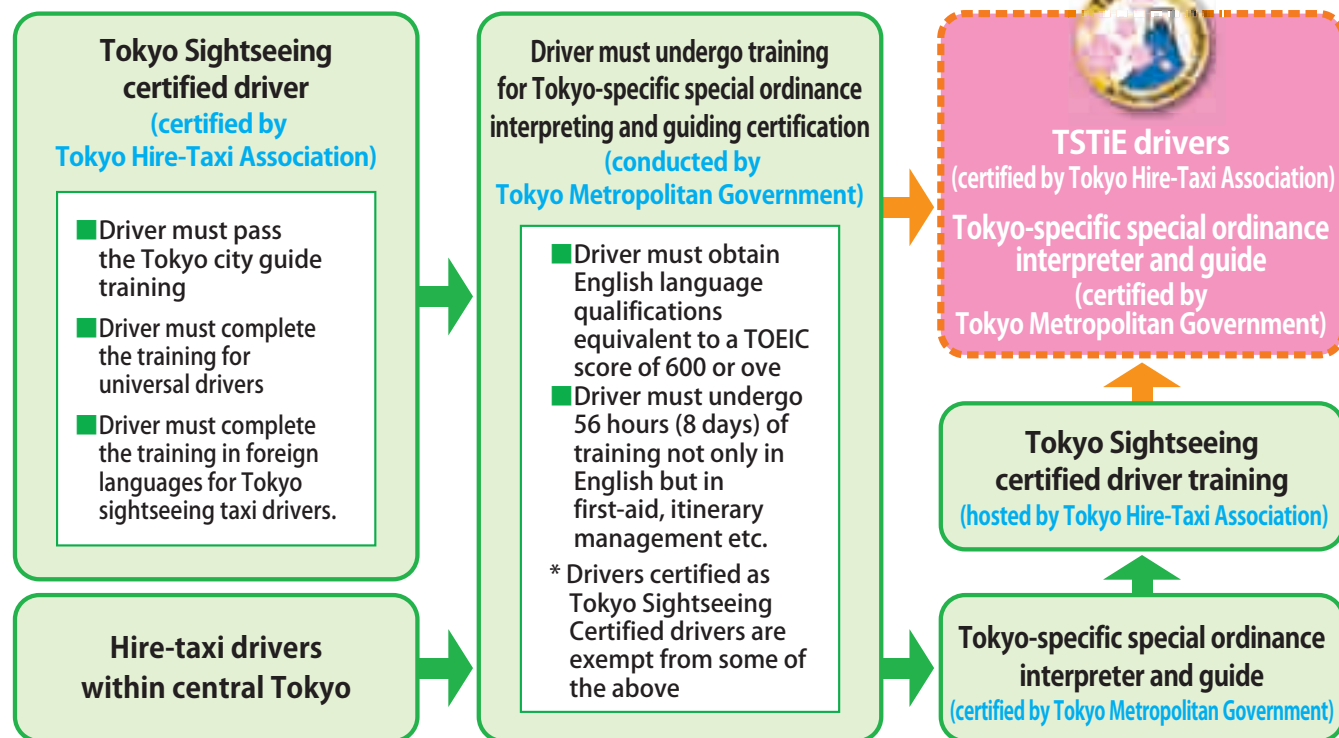
Following on from the Japanese language sightseeing taxi driver certification system, similar certification system was launched in 2015 for drivers who can provide tourist guide services in English. This is to cope with the diversifying demand due to the increasing number of overseas visitors, by providing taxi drivers capable of directly giving sightseeing information in English.

From FY2016, **under the Act on Special Districts for Structural Reform a system for certifying Tokyo-specific special ordinance interpreters and guides has been in place, and joint TSTiE (Tokyo Sightseeing Taxi in English) drivers and Tokyo-specific special ordinance interpreters and guides have been cultivated.** It is planned to increase the number of sightseeing taxi drivers, who are proving to be hugely popular with overseas visitors, to **300 drivers** by the time of the 2020 Tokyo Olympic and Paralympic Games.



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



There is no need to be accompanied by an interpreter so the **costs incurred** by visitors 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.

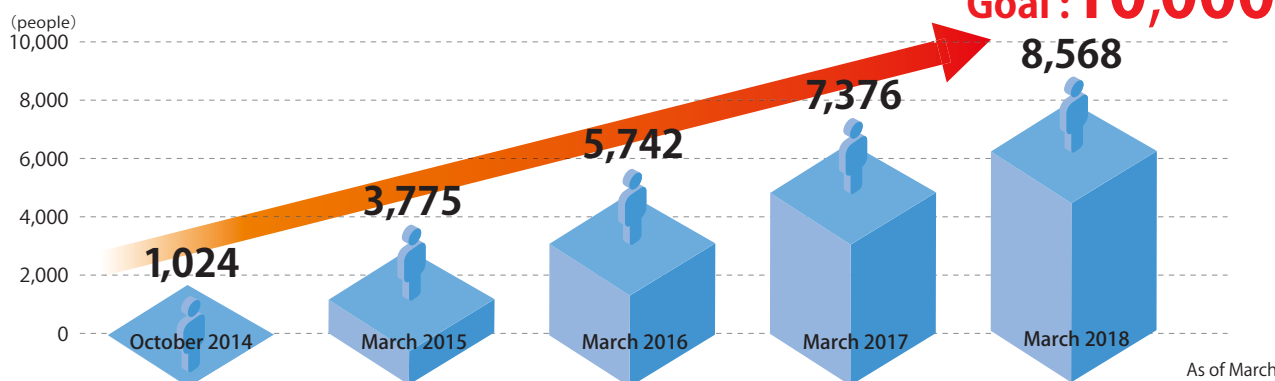


● Exclusive lanes for drivers who have completed training on serving visitors from abroad

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



As of March 31, 2018
according to the Tokyo Taxi Center

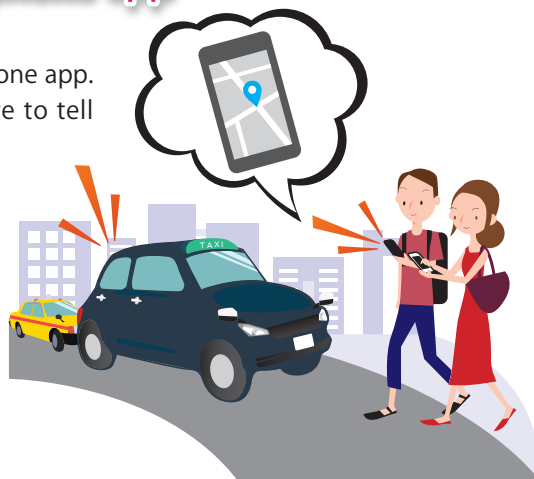


It is hoped that overseas visitors to Japan will also use the convenient taxi services of Tokyo.



Dispatching taxis called using a smartphone app

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. With the target of making the service available by the 2020 Tokyo Olympic and Paralympic Games, work is underway to develop **multilingual dispatch applications and link in relevant service apps for tourism**, etc. and these efforts will be eagerly approached and encouraged.



Introduction of multilingual tablet terminals

In order to meet the needs of the increasing number of overseas visitors to Japan, the Tokyo Metropolitan Government has allocated **100 million yen** from its FY2018 draft budget and launched a project to assist the introduction of **multilingual tablet terminals (the government will pay half the price up to 50,000 yen per tablet, for a total of 200 tablets)**.

To help ease the dealings between taxi drivers and overseas visitors, **multilingual translation functions, easy payment functions using smartphones and digital signage advertising** using delivery of all sorts of videos have been made possible, thus enabling the provision of global-level taxi services endowed with a sense of *omotenashi* (hospitality).



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)

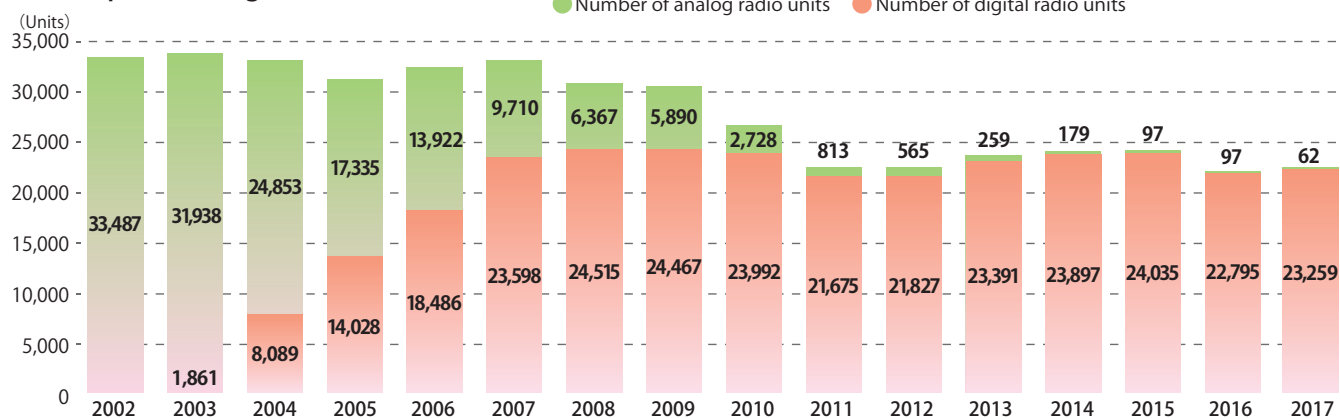
70 seconds to 27 seconds by switching from analog radio to digital radio

*time shortened by about 60%

- The spread of digital radio

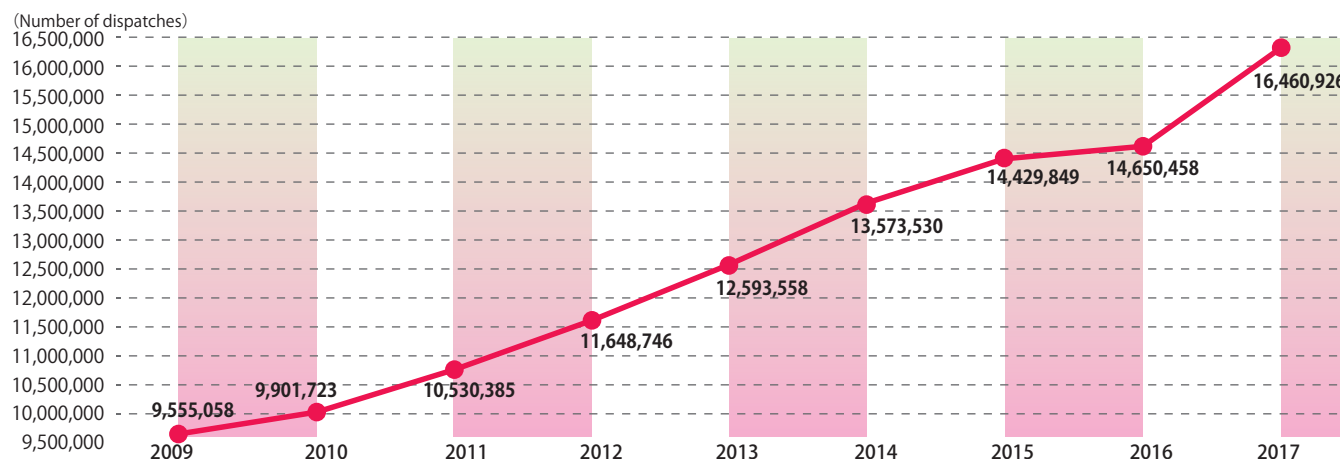
As of March 31, 2018, according to the Kanto Wireless Association

● Number of analog radio units ● Number of digital radio units



- Number of radio dispatches

As of March 31, 2018, according to the Kanto Wireless Association



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: 96.3% Electronic money system installed: 79.7%

As of March 31, 2017, 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.**



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

羽田空港定額運賃				Fixed Fares from / to Haneda Airport 하네다공항 정액운임 羽田空港定額費用			
羽田空港⇄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. 羽田空港と下記区域之间，乘客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			
適用ゾーン Service Zone		適用区域	適用区域	定額運賃	深夜早朝割引増適用定額運賃	障害者割引適用定額運賃	深夜早朝割引増適用定額運賃
日本語	English (英語)	한국어 (韓語)	中國語 (中国語)				
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	涩谷区	¥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	가츠시키구	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

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

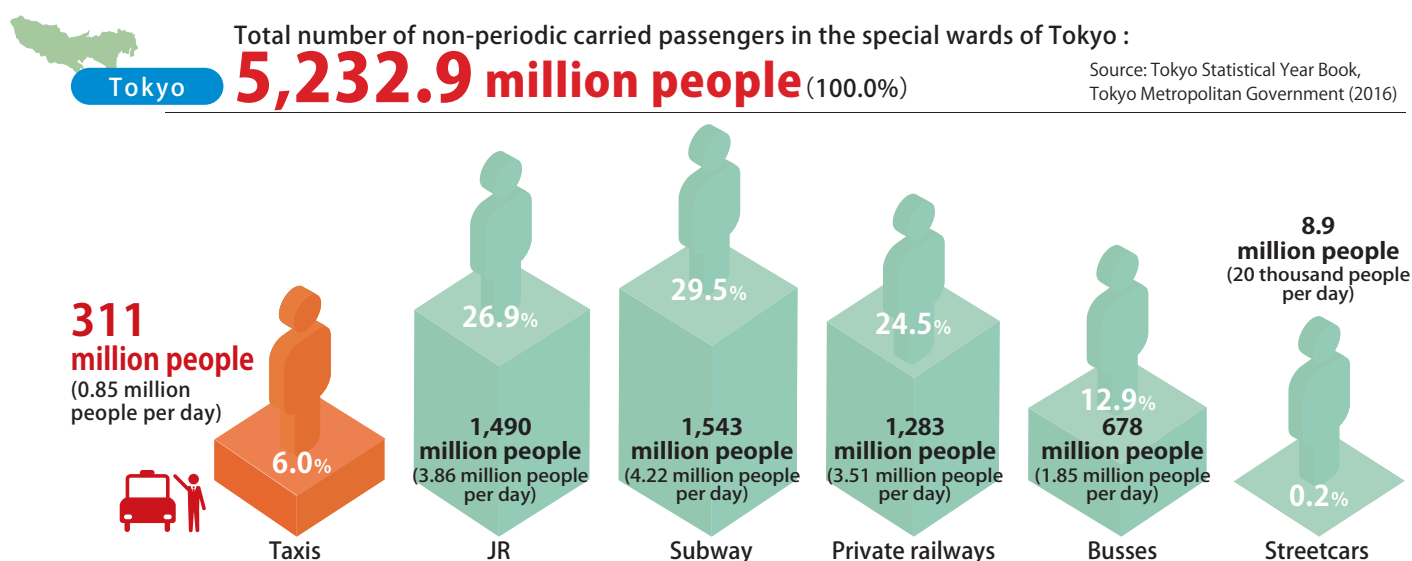
The state of taxis in Tokyo and Japan seen through numbers and data

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



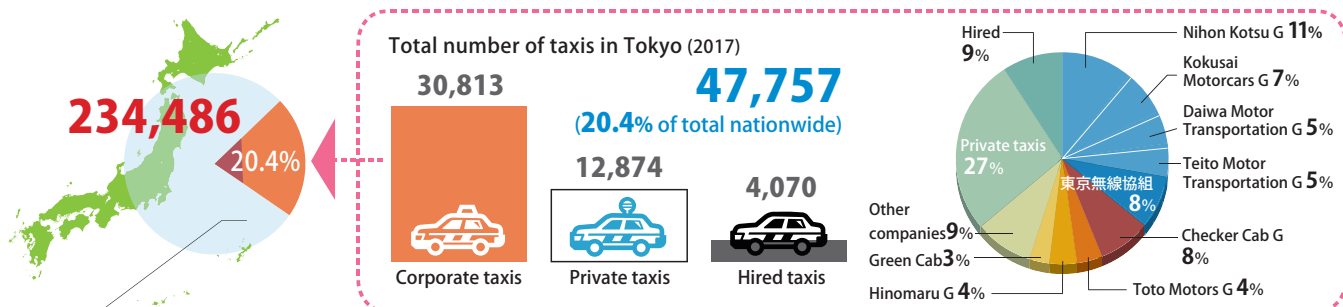
Number of passengers carried by mode of transport

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.

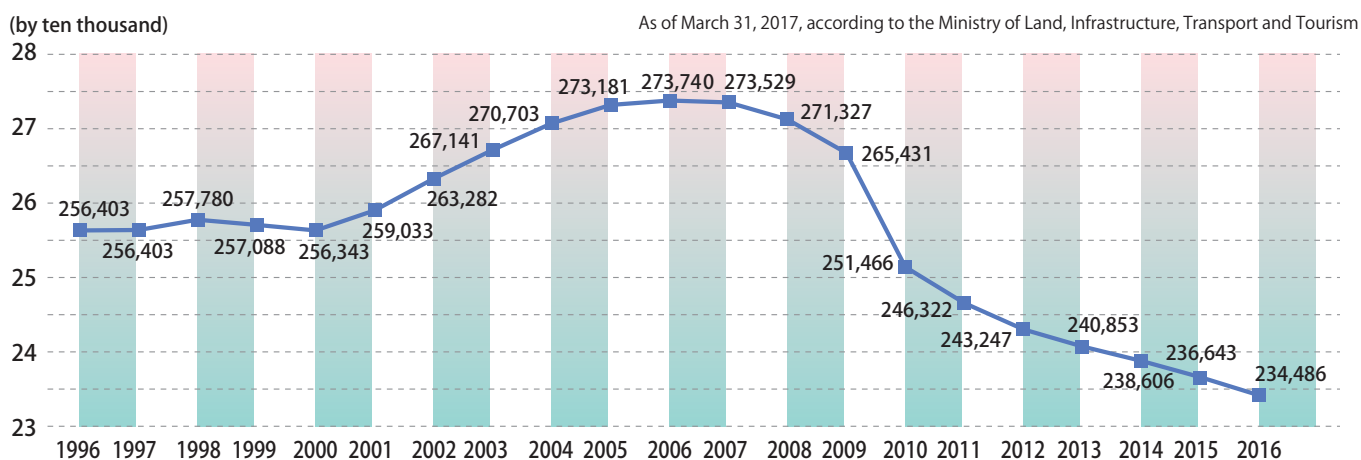




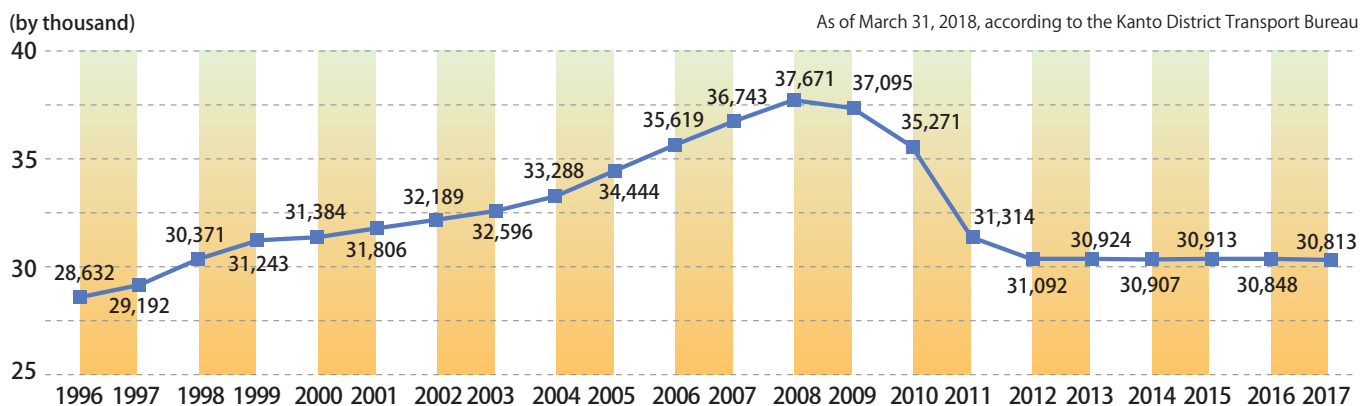
Total number of taxis nationwide (2016)



Transitions in the total number of taxis nationwide



Transitions in the number of corporate taxis in Tokyo





Meeting regional transportation needs in five zones.

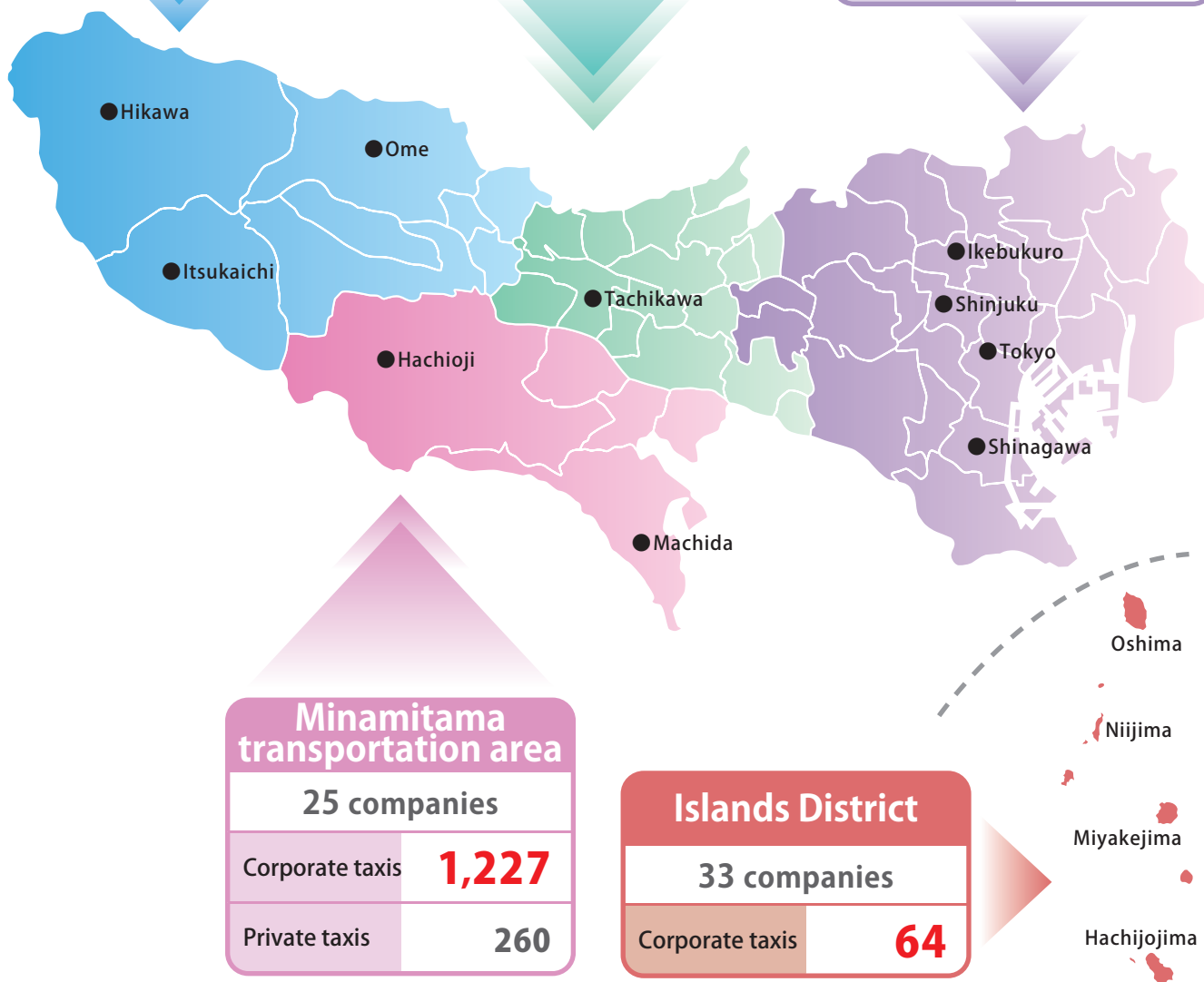


Taxi zones and number of vehicles

Nishitama transportation area	
8 companies	
Corporate taxis	209

Kitatama transportation area	
39 companies	
Corporate taxis	1,737
Private taxis	157

Special zones / Busan transportation area	
345 companies	
Corporate taxis	27,576
Hired taxis	4,070
Total	31,646
Private taxis	12,457



Minamitama transportation area	
25 companies	
Corporate taxis	1,227
Private taxis	260

Islands District	
33 companies	
Corporate taxis	64

As of March 31, 2018, according to the Kanto District Transport Bureau

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



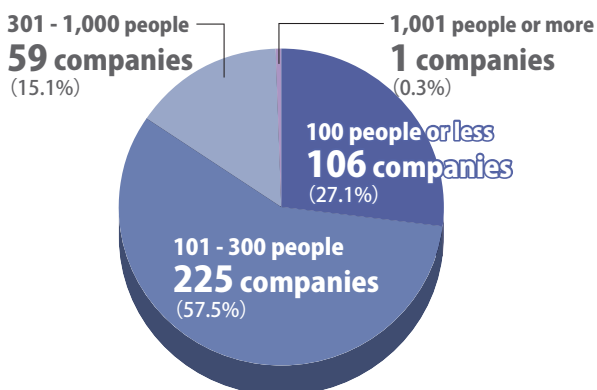
The scale of corporate taxi companies

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:

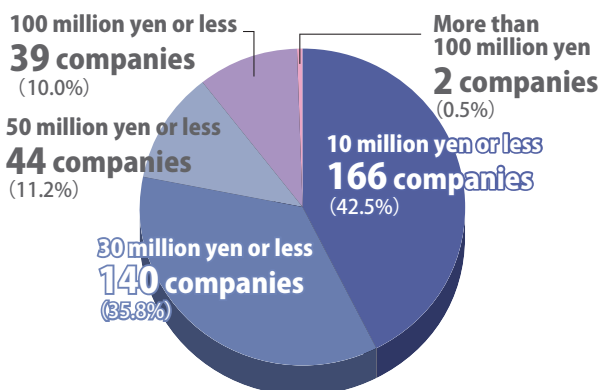
391 companies (100.0%)



By scale in capital

Capital Number of companies by scale:

391 companies (100.0%)

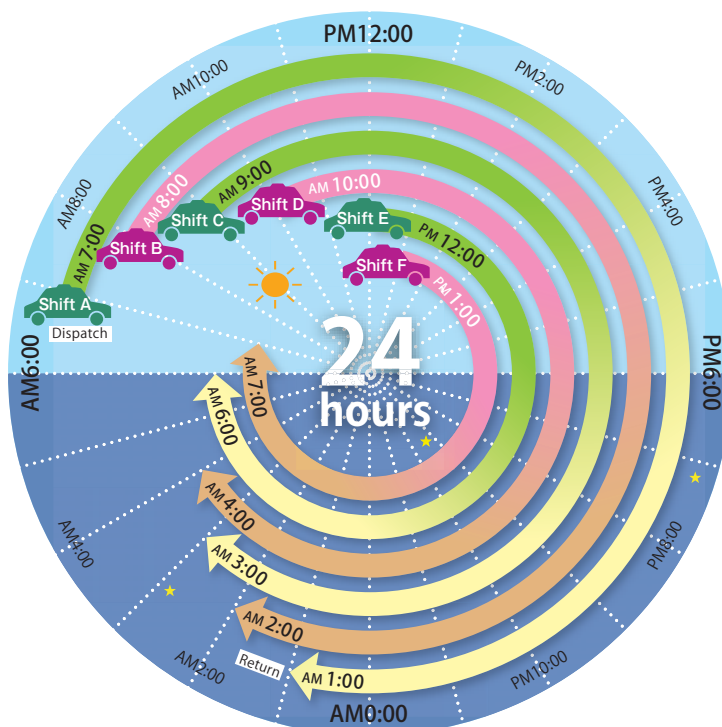


As of March 31, 2017, according to the Tokyo Hire-Taxi Association



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, 2018, according to the Tokyo Hire-Taxi Association

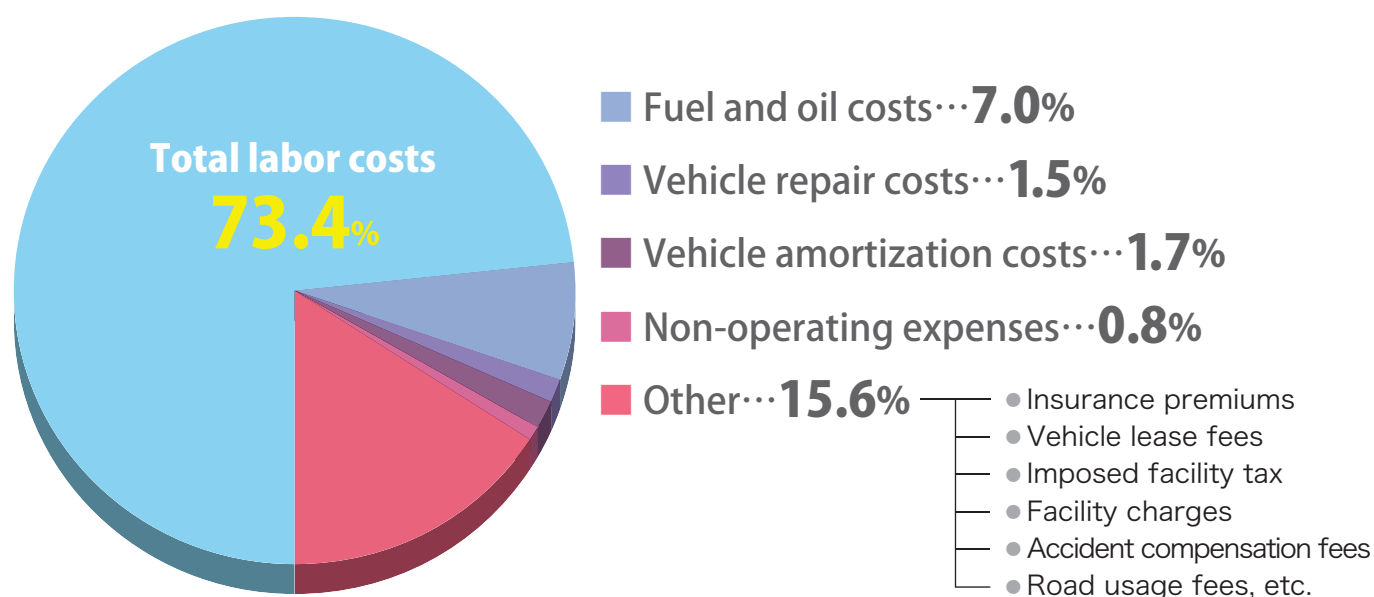


Labor costs amount to 74% of all costs.
The taxi business is a labor-intensive business.



The cost structure of corporate taxis

● Special zones / Busan district (30 standard companies) in 2016



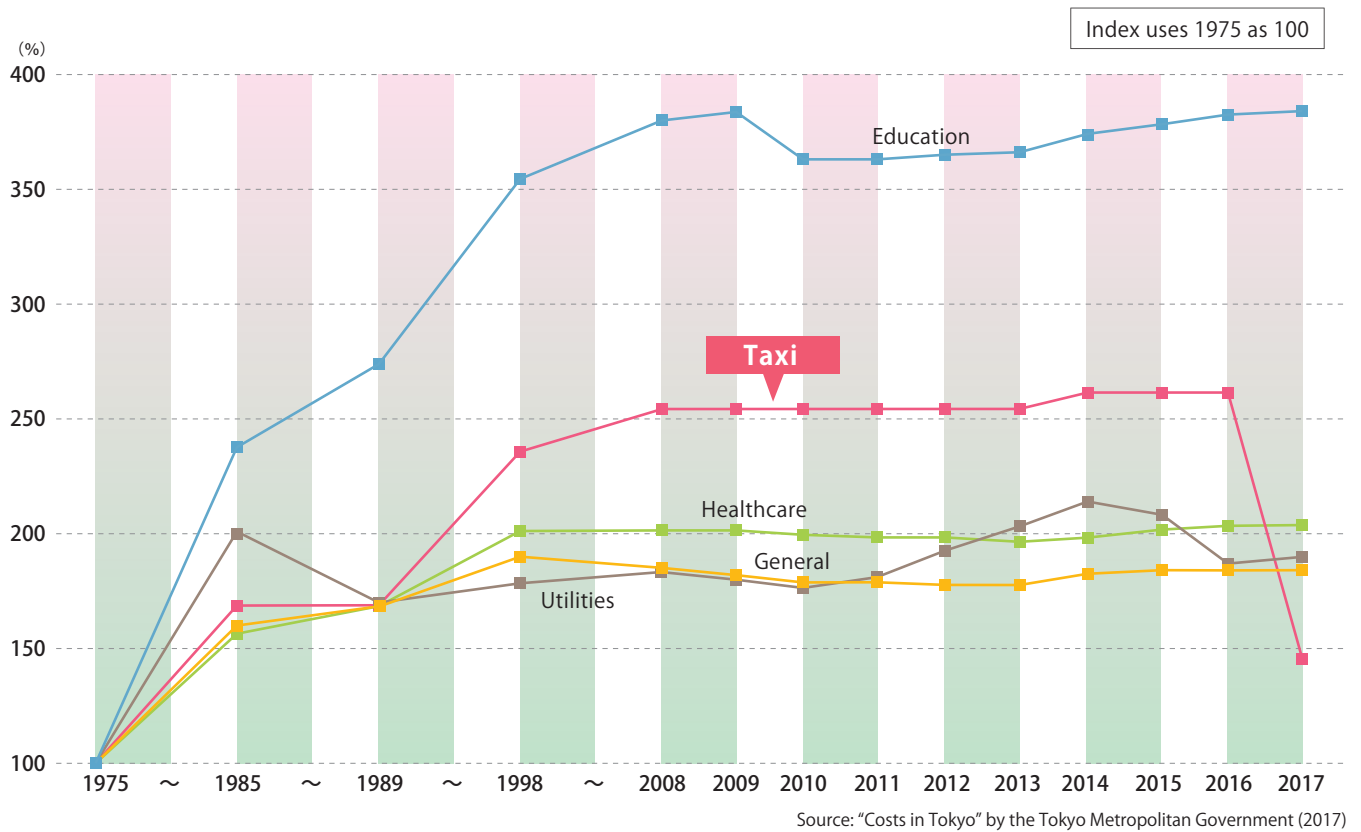
● Cost structure transitions

Year	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Total labor costs	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	73.4
Fuel and oil costs	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	7.0
Vehicle repair costs	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	1.5
Vehicle amortization costs	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	1.7
Non-operating expenses	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	0.8
Other	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	15.6

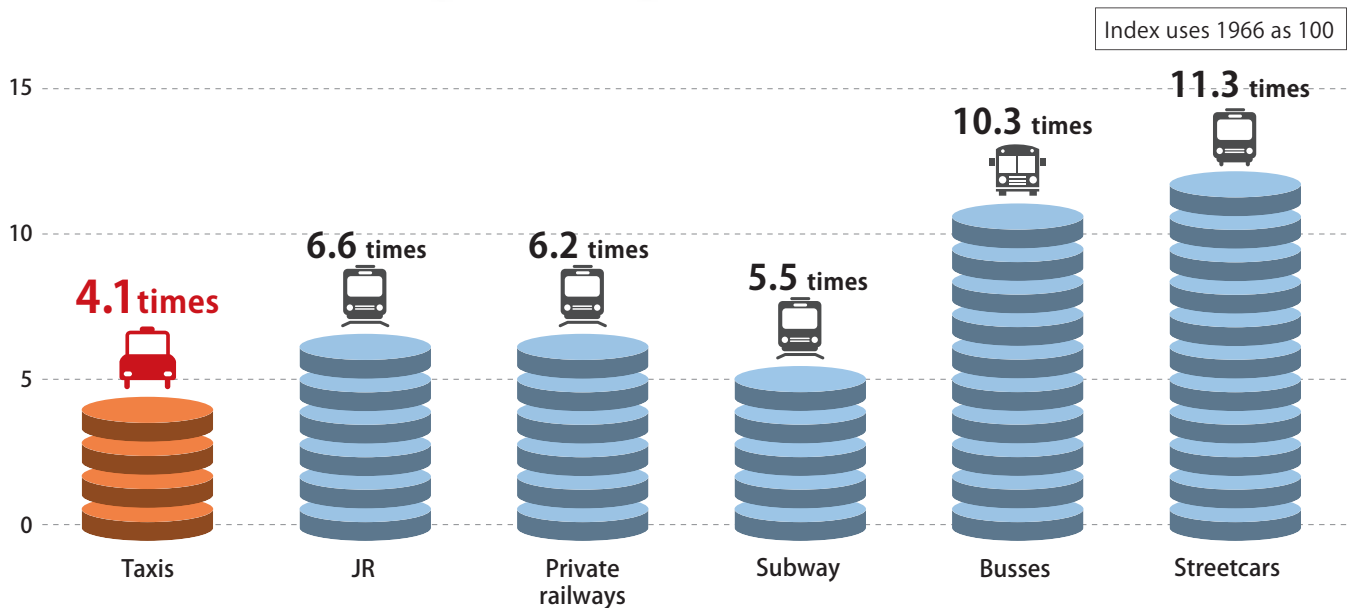
As of March 31, 2017, according to the Tokyo Hire-Taxi Association



Consumer price index (special wards of Tokyo)



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





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

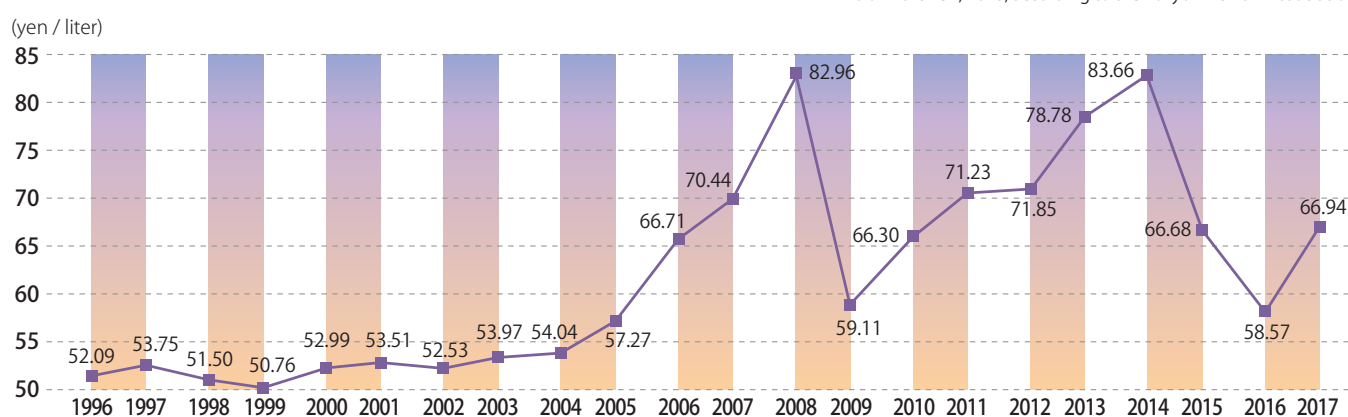


The prices of fuel for taxis

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

As of March 31, 2018, according to the Tokyo Hire-Taxi Association



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.

The eager efforts towards lowering environmental burdens launched in FY2004 (the Green Management certification system) are being maintained, while the introduction is being encouraged of the JPN Taxi (LPG-HV) that went on sale in October 2017, as well as low-consumption hybrid and PHVs, and low-pollution fuel cell vehicles (FCV) and electric vehicles (EV). 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	LPG	Hybrid (HV)	LPG converted vehicles (*1)	Plugin hybrid vehicles (PHV)	Electric vehicles (EV)	Clean diesel vehicles	Gasoline-powered vehicles	燃料電池車	Total
By district									
Special zones / Busan district	24,679	1,408	293	3	5	4	174	1	26,274
Tama district	2,875	169	3	2	3	2	63	0	3,114
Total	27,554	1,577	296	5	8	6	237	1	29,388

(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, 2017, 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) **597,084 yen**, previous year (**595,551 yen**)

- [National tax] ● Liquefied petroleum gas tax: **152,821 yen** ● Petroleum and coal tax: **16,243 yen**
 ● Consumption tax: **400,472 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	152,821 yen	Amount of tax: 9.8 yen per liter Annual distance: 88,884 km (246.9 km per day) Retained amount: 5.70km per liter	
	Petroleum and coal tax	16,243 yen	Amount of tax: 1,860 yen per ton Annual usage: 15,594 liters	Gaseous hydrocarbon *1,860 yen per ton as of April 1, 2016
	Consumption tax	Vehicle type Standardsized 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 101,061 yen	7.0/100 of 49,438 in 2016 transportation income = 3,461 yen × 365 days × 8/100	
		Vehicle repair cost 21,666 yen	1.5/100 of 49,438 in 2016 transportation income = 742 yen × 365 days × 8/100	
		Non-operating cost 11,563 yen	0.8/100 of 49,438 in 2016 transportation income = 396 yen × 365 days × 8/100	
		Other expenses 225,190 yen	15.6/100 of 49,438 in 2017 transportation income = 7,712 yen × 365 days × 8/100	
	Automobile weight tax	Standard-sized vehicles: 7,800 yen	2,600 yen per 0.5 tons	
Local tax	Automobile acquisition tax	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, 2018, according to the Ministry of Land, Infrastructure, Transport and Tourism



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



Measures to address the decline in number of vehicles after the loosening of working conditions of taxi drivers. *1 *2

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.

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

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

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

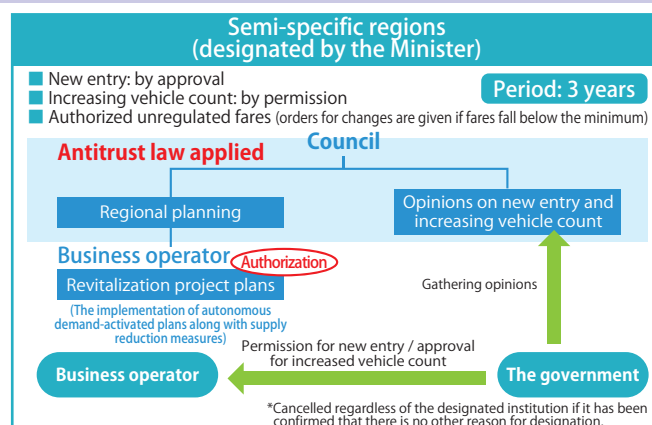
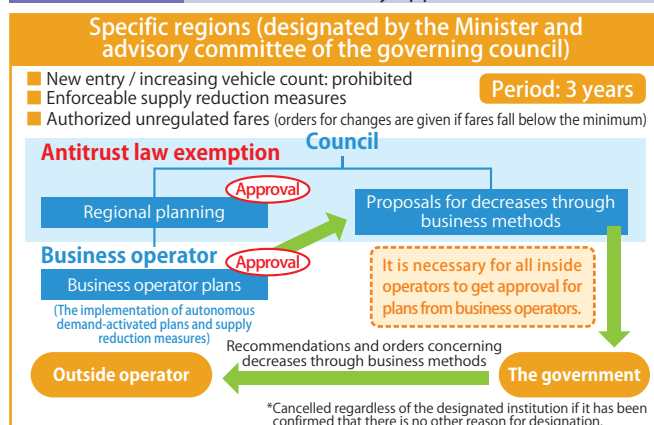


Revisions in the “Act on Special Measures Concerning Taxis” *3

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

General rules

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



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

- ◆ **Mandatory measures to prevent overworked driving**
Stipulations concerning the prevention of overworked driving have been upgraded from being ministerial ordinances to being legal obligations.
- ◆ **Implementing revitalization projects for business operators**
Providing stipulations that are of the same intentions as those of the Trucking Business Act.



Comparing frameworks that involve taxi business regulations

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

Relationship with P19		—	* 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)



SECTION 4

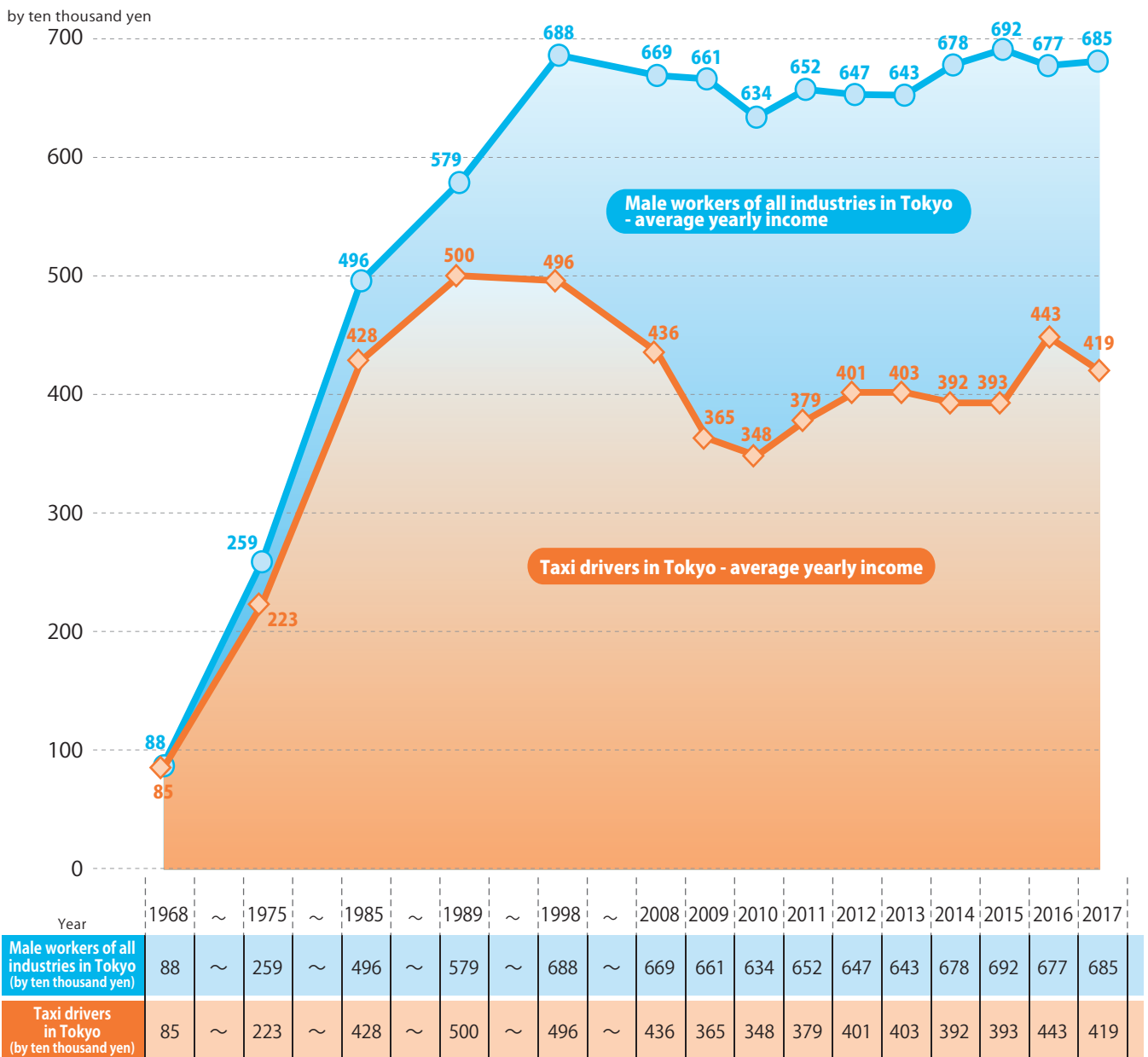
The working conditions of taxi drivers and future initiatives

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

There is a **roughly 2.7 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

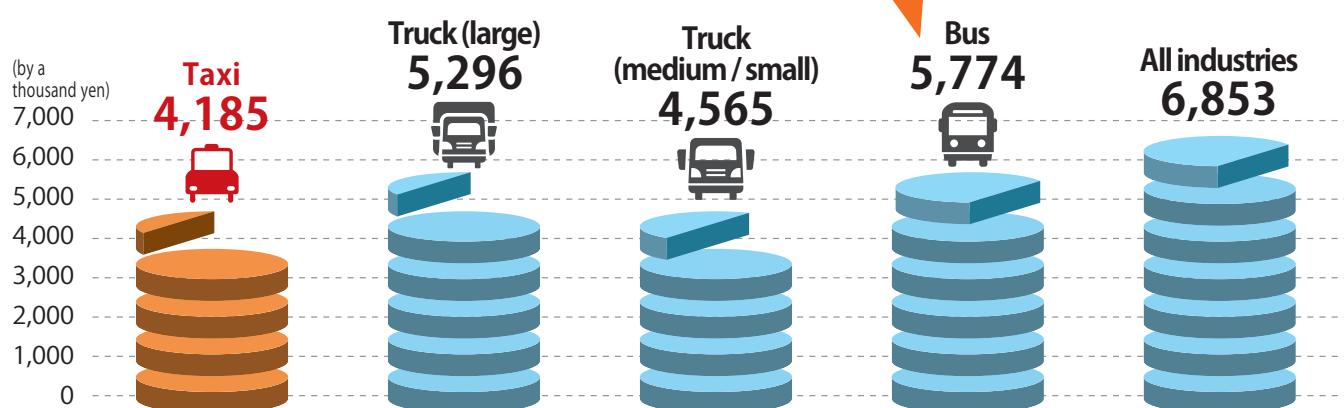


Source: Basic Survey on Wage Structure, by the Ministry of Health, Labour and Welfare (2017)



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

The same income as bus drivers due to a **38%** increase



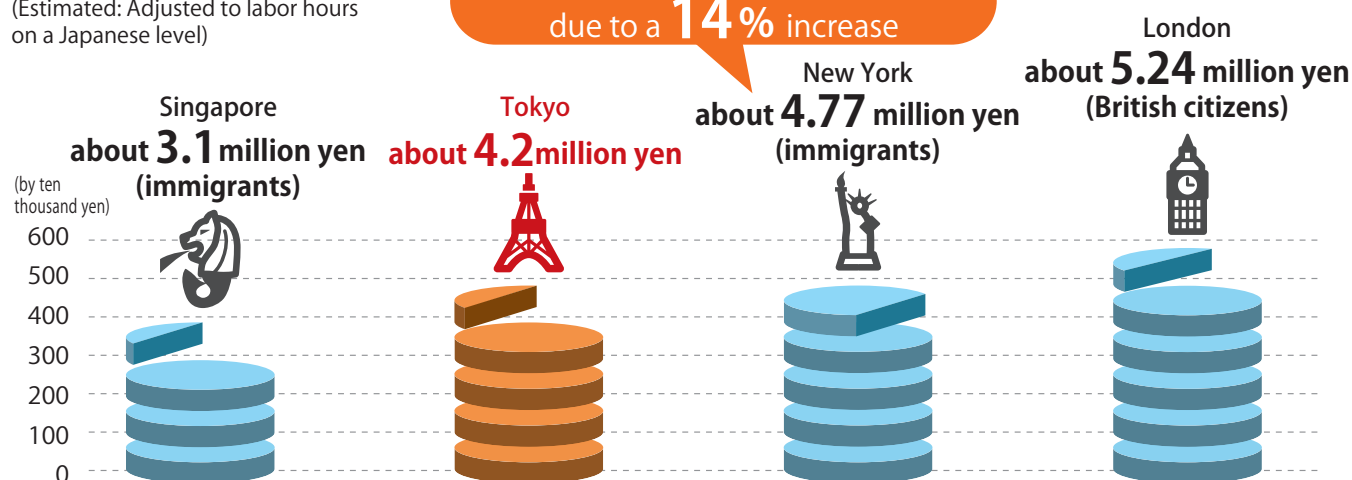
Source: Basic Survey on Wage Structure, by the Ministry of Health, Labour and Welfare (2017)



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 **14%** increase



• 1 Singapore dollar = 80 yen
 • 1 US dollar = 105 yen
 • 1 pound sterling = 149 yen
 (As of April 2018)



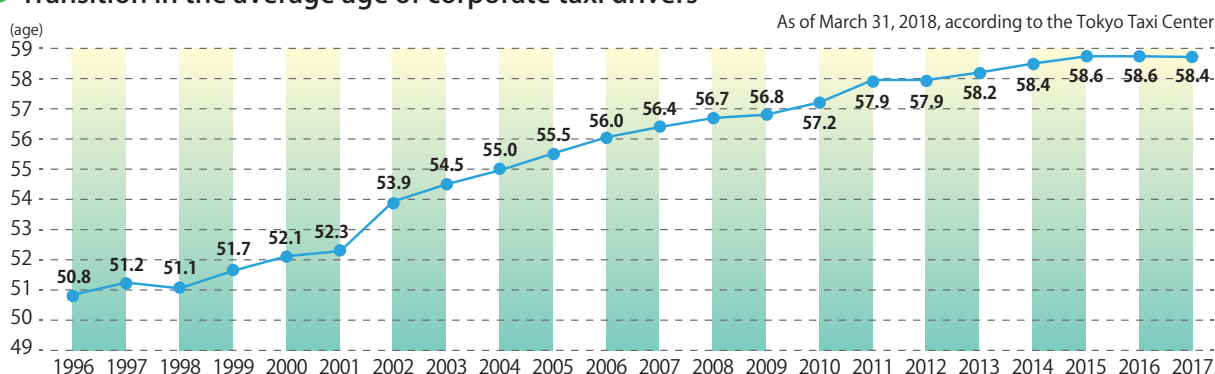
Promoting the employment of new-graduate and female drivers.



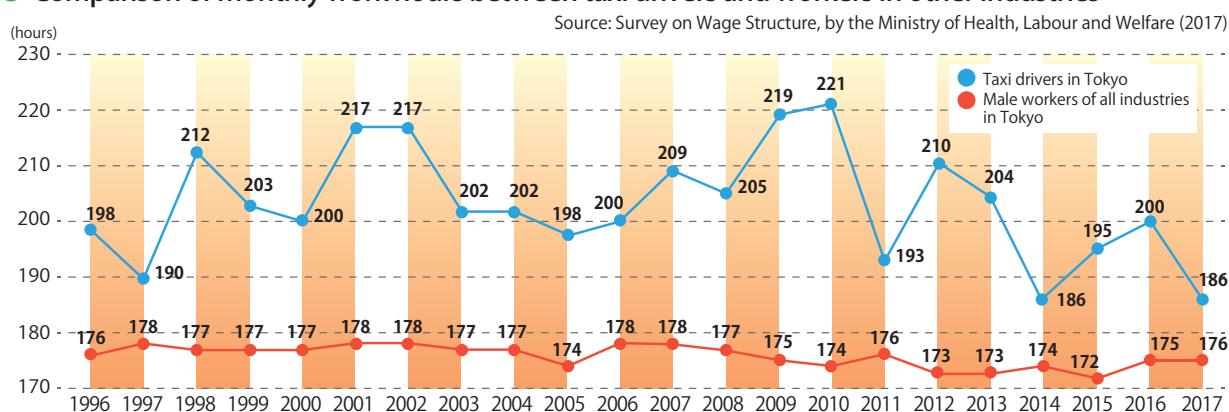
The current state of taxi drivers

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.

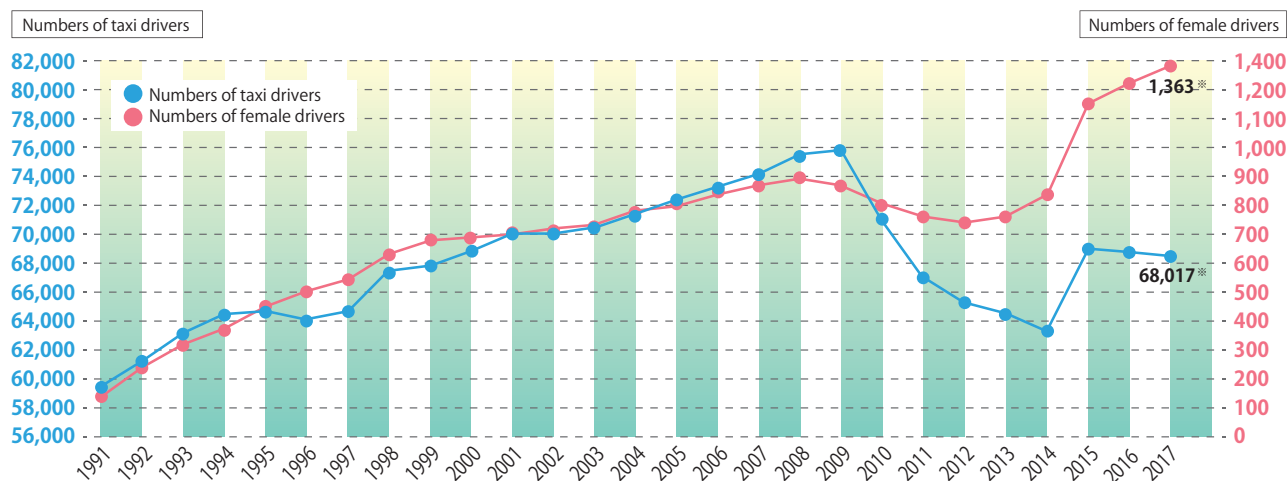
● Transition in the average age of corporate taxi drivers



● 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, 2018, according to the Santama Branch of the Tokyo Hire-Taxi Association and the Tokyo Taxi Center

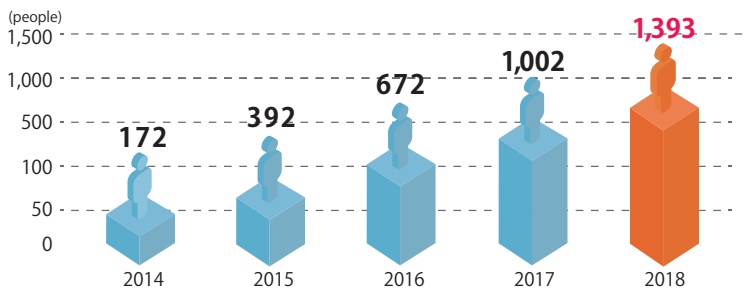


Securing new manpower through employment of recently graduated drivers

● 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 2017: **334,300 yen**
The average starting salary for new graduates in Tokyo: **214,900 yen**
The average starting salary for new graduates: **206,100 yen**
(Source: Results of the Basic Survey on Wage Structure, by the Ministry of Health, Labour and Welfare (2017))
- **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 fl iers for the hiring of new-graduate drivers



Initiatives to improve the employment of younger and female drivers

From FYs 2016 and 2017 The Tokyo Foundation for Employment Services commissioned us with a group issue-dedicated project on human resources support, and in an effort to aid the recruitment of younger and female drivers as well as to help prepare an environment for fostering, retaining and employing such workers we provided members with seminars and consultation, and implemented a joint explanatory session expressly for the taxi sector.



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.





Safety measures

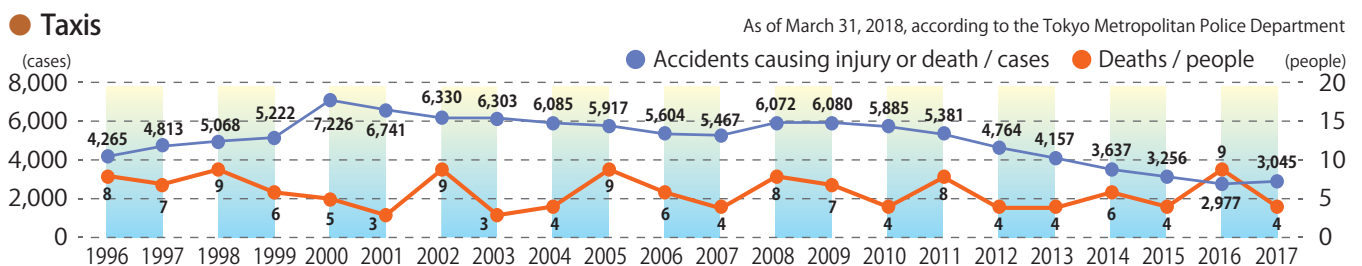
Japanese taxis and their reputation for safety and security. We aim to achieve the figures to back-up this reputation and even better safety and security.



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



Transition in the number of accidents causing injury or death



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.

99.15% of corporate taxis have external cameras and 95.98% 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", "Aiming to make Tokyo the city with the best road safety in the world" 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.

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

As of March 31, 2018, business offices with 170 union members, 159 offices with 9,304 vehicles in bodily injury mutual aid associations, 131 offices with 8,215 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 19,897 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

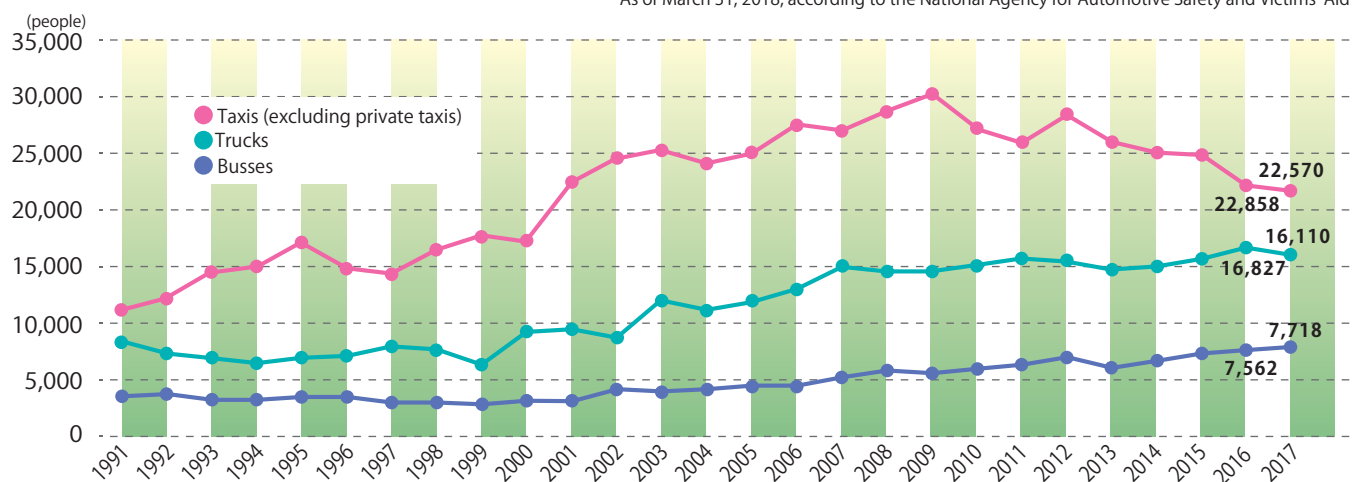
We support dispatchers through consulting and the hosting of seminars etc. about safety management in order that they can build and maintain a corporate culture of safety management that involves uniform efforts by everyone from management to drivers.

● 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, 2018, 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.



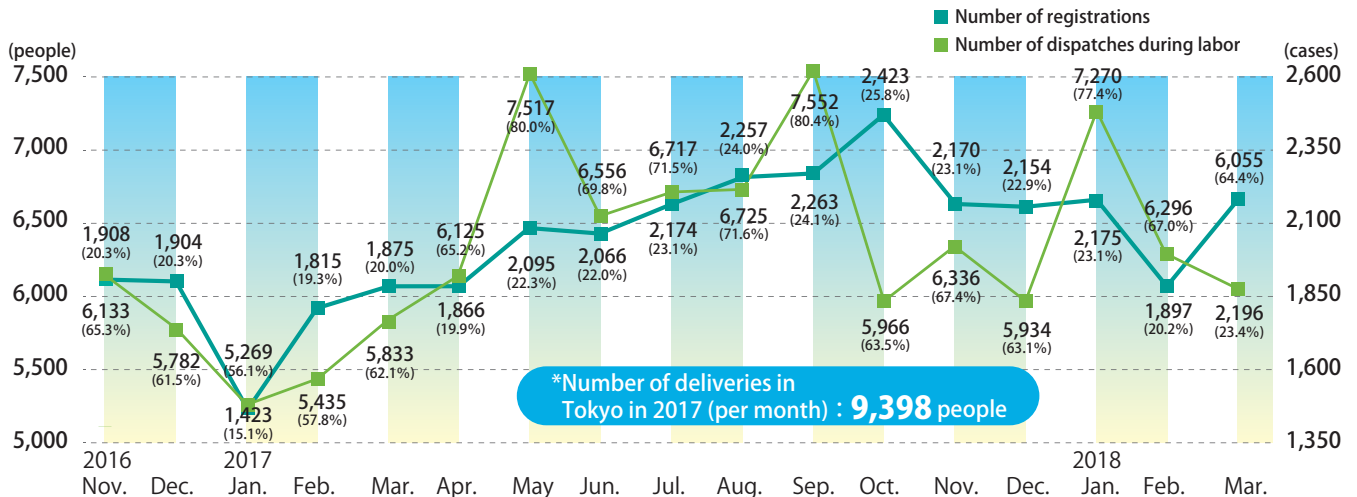
Maternity Taxis (Support for pregnant women)

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.

This service began in 2012 and **about 70%** of the **thirty-one thousand corporate taxis** in Tokyo have become available for the service. **About 70% of the pregnant women in Tokyo have registered and roughly 40% have used a Maternity Taxi when going into labor.**



● Number of Maternity Taxi registrations / number of dispatches during 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.



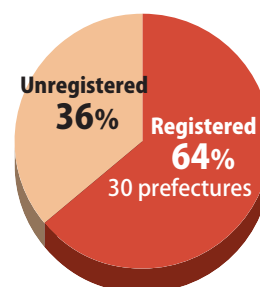


Kosodate Taxis

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

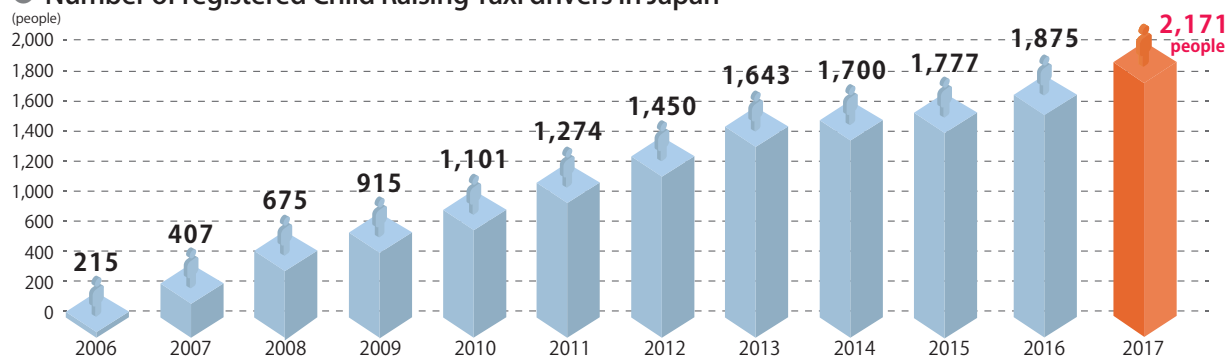


● Prefectures with registered Child Raising Taxi services



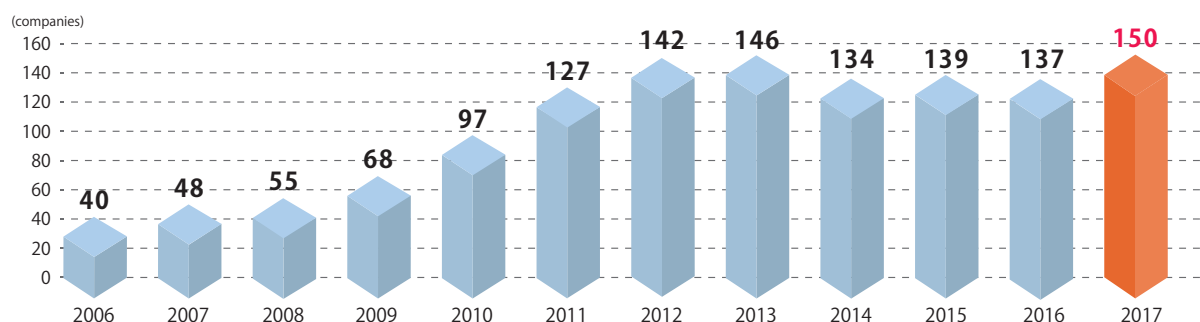
Source: The National Child Raising Taxi Association (2017)

● Number of registered Child Raising Taxi drivers in Japan



Source: The National Child Raising Taxi Association (2017)

● Number of registered Child Raising Taxi companies in Japan



Source: The National Child Raising Taxi Association (2017)



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

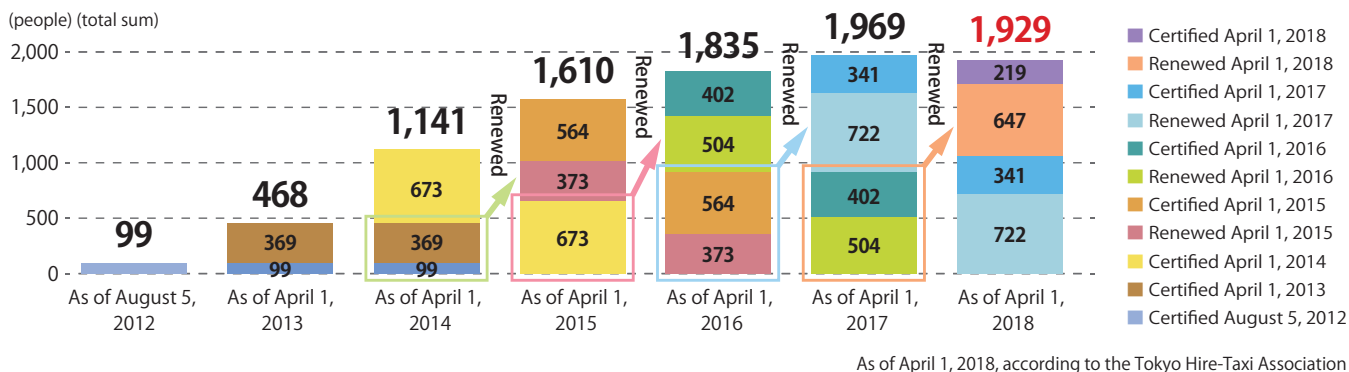
Training
complete

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



Top page in English

● *T's life* <http://tslife.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.

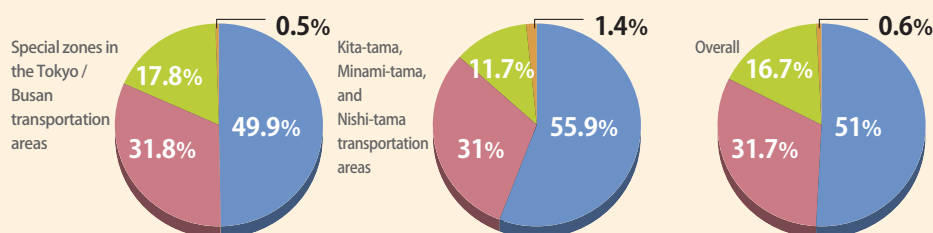


● Questionnaire surveys

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 12 to July 31 in 2017 and the results are being used to improve services.

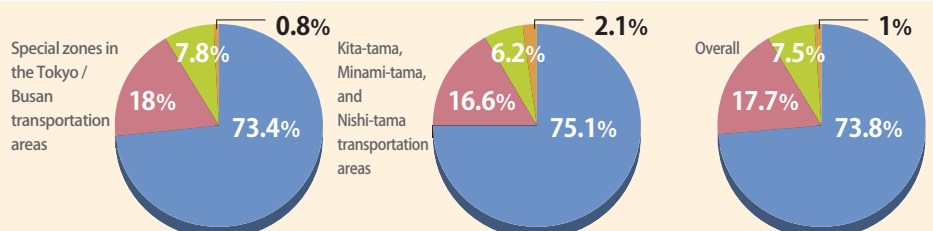
Q1: How many times a month do you take a taxi?

■ : About 1 to 3 times
■ : About 4 to 10 times
■ : More than 10 times ■ : No response



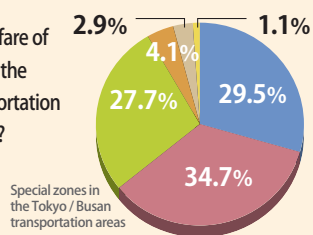
Q2: How do you see current taxi fares when considering that the service is door-to-door?

■ : They are reasonable ■ : They are expensive
■ : They are inexpensive ■ : No response



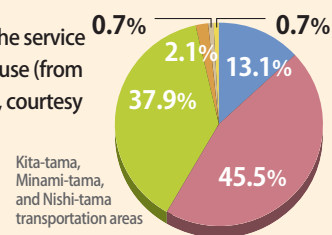
Q3: From January 30, 2017 an initial fare of 410 yen is being charged for taxi rides in the special zones in Tokyo and Busan transportation area:- what do you think of this initiative?

■ : Extremely good ■ : Good
■ : Neither good or bad ■ : Not so good
■ : Bad ■ : No response



Q4: What do you think about the service standards of the taxis you usually use (from the perspective of safety, comfort, courtesy and so on)?

■ : Extremely good ■ : Good
■ : Average ■ : Bad
■ : Extremely bad ■ : 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.



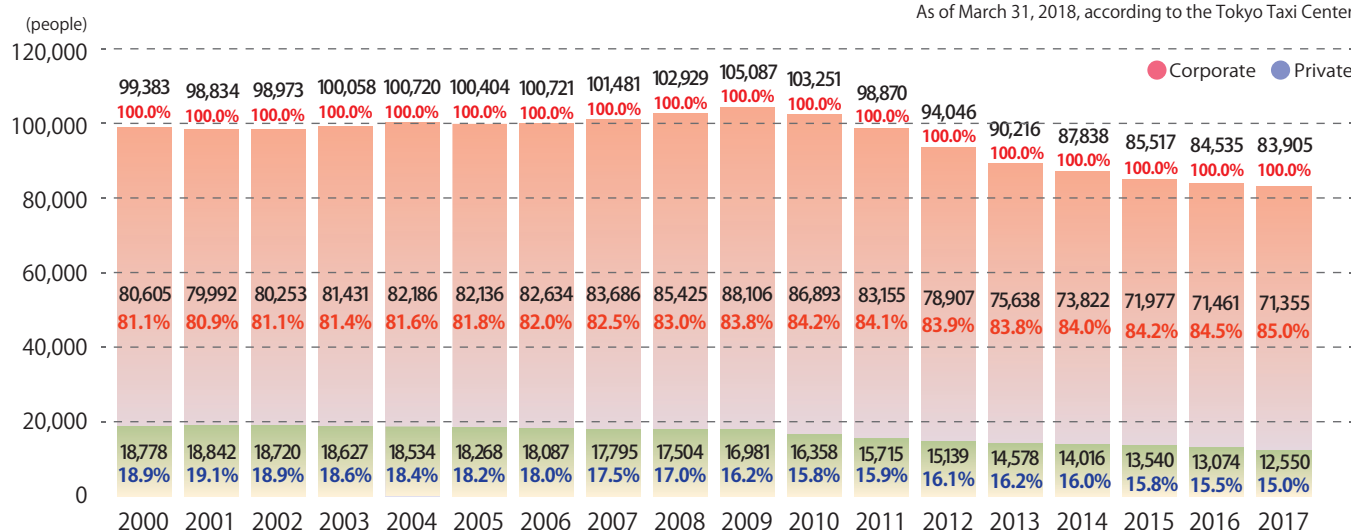
Implementation of the taxi driver registration system

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.

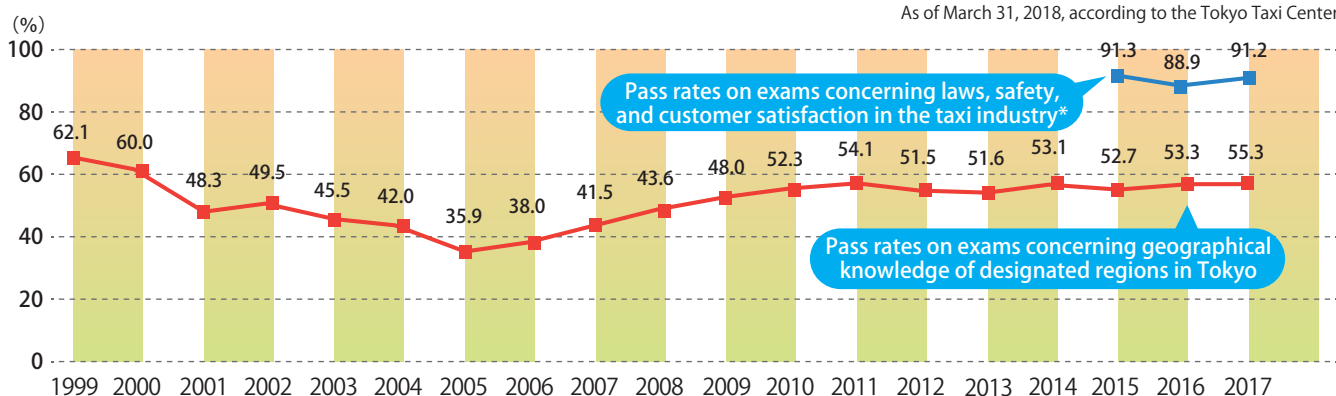
● Transitions in the number of registered taxi drivers

As of March 31, 2018, according to the Tokyo Taxi Center



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

As of March 31, 2018, according to the Tokyo Taxi Center



*Examinations on laws, safety, and customer satisfaction in the taxi industry have been implemented since October 2015.



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 302 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	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017
General stands	396	352	246	239	232	227	226	235	232	231	235	232	236	236	228	231	303	302
(Of which are) Roofed stands	94	93	89	87	85	87	84	86	86	85	85	85	84	83	86	90	86	157

As of April 1, 2018, 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 32,953 people having received awards over the past 41 years. There are currently 11,194 drivers operating who possess an excellent driver award. Those who are commended are veteran drivers with five or more years of experience, no violations, and who serve their passengers well. Excellent corporate business operators have also been commended since 1984.





Taxi industry

- April 6** **<2017>**
The Labor Committee of the Japan Federation of Hire-Taxi Associations was convened, and with regard to one of the pillars of the government's Action Plan for the Realization of Work Style Reform, namely the review of ceiling caps on overtime and out-of-hours work, reconfirmed their outline, background and demands to the Ministry of Land, Infrastructure, Transport and Tourism (MLIT).
- April 25** Tokyo Hire-Taxi Association announced that it had started the pilot project for a communication-type Trans Log to link taxis, a technology it had developed with vehicle makers and electro-communication companies. The TransLog supports drivers and is also expected to be useful in developing the next generation of taxis.
- May 17** The Meeting of the President and Vice Presidents of the Japan Federation of Hire-Taxi Associations was convened. It was attended by the deputy vice minister and section managers from MLIT, and an exchange of opinions was held. With a further rise in overseas visitors expected, a plan was formulated for doubling the number of taxis accepting credit card payments.
- June 15** The Japan Car Radio Association convened its annual general meeting. It agreed upon a five-point priority action plan for 2017 including the sophistication of taxi radios eagerly using ICT.
- July 20** The National Labor Committee of the Japan Federation of Hire-Taxi Associations was convened. The assistant manager of the Ministry of Health, Labor and Welfare's Labour Standards Bureau's Working Conditions Policy Division was invited, and appreciation of the work-style reforms and ceiling caps on out-of-hours work was improved.
- August 7** The Tokyo Hire-Taxi Association held a presentation to announce a pilot project using pre-fixed taxi fares. The experiment will be implemented in the special zones in Tokyo and Busan transportation area from August 7 to October 6. The four major metropolitan taxi groups and 44 companies accounting for 4,648 taxis will cooperate.
- September 13** The president of the Japan Federation of Hire-Taxi Associations, Ichiro Kawanabe, referring to the matters identified as "important for the time being" by the government's Regulatory Reform Promotion Council, sounded a note of alarm. He also emphasized the fact that the taxi sector would mull over its own ideas regarding ride-sharing.
- October 23** An unveiling ceremony was held for JPNtaxi, a new dedicated taxi vehicle, to commemorate its going on sale. The JPN taxi was introduced as a legacy for the 2020 Tokyo Olympic Games and Paralympic Games. The president of the Japan Federation of Hire-Taxi Associations, Ichiro Kawanabe and other senior sector figures participated and congratulated its maiden run.
- October 31** The president of the Japan Federation of Hire-Taxi Associations, Ichiro Kawanabe, made clear his opposition to the proposal for the creation of a system proposed to the regulatory reform hotline in which taxi companies would be able to use vehicles with white registration plates (i.e. ordinary cars), and expressed his strong sense of danger about this subject.
- December 13** The president of the Japan Federation of Hire-Taxi Associations, Ichiro Kawanabe, announced guidelines for the formulation of an action plan aimed at improving taxi services for overseas visitors to Japan.

Taxi industry

- January 17** **<2018>**
The Japan Federation of Hire-Taxi Associations formulated its Action Plan to Improve Services for Overseas Visitors, which included collaboration with an overseas taxi dispatch app. In order to coincide with the July 2020 Tokyo Olympic Games and Paralympic Games, in addition to the app, all the pre-event measures possible such as multilingual and comfort features will be implemented.
- January 18** The Tokyo Hire-Taxi Association held a press conference upon its participation in MLIT's ride-sharing pilot project. Using a taxi dispatch application several passengers will be able to find a taxi matching their needs, check the price in advance and use taxis for a more inexpensive price.
- February 13** The Labor Committee of the Tokyo Hire-Taxi Association convened, and discussed the issues surrounding the government's Action Plan for the Realization of Work Style Reform, for which the government has requested the drawing up of a plan by around the end of March. Opinions were exchanged about making fair management visible and privilege measures.
- March 10** The Tokyo Hire-Taxi Association starts "job-hunting support taxis" campaign in a tie-up with the Rikunabi employment information site again this year. Members of the PR committee attended the "corporate discovery and selection preparations LIVE" session held on the first day at the Tokyo Big Site joint corporate explanatory meeting. They handed out taxi coupons providing 1,000 yen of free taxi use, resulting in a long snaking line of young people.
- April 7** **<2017>**
MLIT decided upon a pilot project for pre-fixed taxi fares using a smartphone app for taxi dispatch. It announced that the pilot project will be implemented in the special zones in Tokyo and Busan transportation area for journeys with a fare of 3,000 yen or more, with the participation of up to 1,000 taxis.
- April 21** MLIT established an industry-academia alliance investigative commission towards the free availability of open data. One of the themes is transferring to taxis, with the aim of contributing to transport for overseas visitors at the 2020 Tokyo Olympic Games and Paralympic Games.
- May 23** The government's Regulatory Reform Promotion Councils submitted to Prime Minister Shinzo Abe a 141-point response that included the development of a soft meter for taxis using software, and the consideration of those qualified for Class II driving licenses for buses and taxis.
- May 30** The government's Council on Investments for the Future compiled its draft Future Investment Strategy 2017. The strategy aims to launch projects for *Michi no Eki* (roadside rest areas) and Haneda Airport and waterfront areas by the year 2020. It also mentions the legalization of ride-sharing using privately-owned vehicles.
- July 26** MLIT launched its Council on Cooperation in Community Building, the themes of which also include the sharing economy. While fields expand that hold out hope for cooperation between local communities, the Council will carry out its considerations based on advanced case studies.
- July 31** MLIT solicited for and selected eight locations in which to conduct a pilot project on automatic driving services based at Michi no Eki (roadside rest areas) in mountainous areas. The experiment will start from this summer in conjunction with the five

Government

Government

- regional designation centers decided upon in April.
- August 31** In its budget demands for the fiscal year 2018, MLIT set forth flat fares (ride as long as desired) and in response to slack demand a fluctuating geisha taxi fare as a pilot project menu aimed at the creation of a new taxi fare system. A new subsidy framework to support the introduction of universal design (UD) taxis was also incorporated in the budget demands.
- September 11** MLIT decided upon the various recipients regarding those applying for the ministry's subsidies for the introduction of UD vehicles and wishing to purchase the Toyota-built "JPN Taxi." The ministry will provide a 600,000 yen subsidy to each taxi company for the 900 vehicles to be put on the market. Of these taxis, 400 are slated to be introduced in special zones in Tokyo and Busan transportation area.
- September 29** MLIT compiled the outlines for the ride-sharing pilot project that it has schedule for this winter. The ministry will select the cooperating companies in October 2017, and will launch the experiment between January and March 2018 in special zones in Tokyo and Busan transportation area.
- November 8** MLIT formulated its cerebrovascular disease guidelines for bus, taxi and truck drivers. The first 2017 meeting of the Council on Health-related Commercial Vehicle Accidents was hosted in 2017 and deliberations re underway.
- November 30** With regard to the "Chinese white taxi problem" (in which unlicensed mainly Chinese-speaking drivers illegally provide rides for mainly Chinese tourists) MLIT formally requested, through the Japanese Ministry of Foreign Affairs, that the Chinese government cooperated in this matter. The deputy-minister of the Ministry of Foreign Affairs revealed that at the Japan-China Economic Partnership Consultation he had made requests centering on a call for the Chinese government to inform its people of the Japanese rules and asking for the drivers to be removed from taxi dispatch app.
- January 24** **<2018>** The MLIT ride-sharing pilot project in which several users ride together in the same taxi called using a smartphone application started (two days later than planned due to heavy snowfalls). On the first day several cases in which the users' needs matched were achieved and the taxis used.
- February 12** MLIT announced that from March it would introduce "IT roll calls" using TV phones etc. rather than face-to-face meetings under the bus and taxi operation and control system. The aim is to encourage rationalization of operation and control, and lead to improved productivity.
- March 6** Questions were raised at the House of Representatives' Standing Committee on Land, Infrastructure, Transport and Tourism about the "tokens of gratitude" paid by similar operators for non-profit private car ride-sharing services, and the issues surrounding matching app. The committee indicated that by the end of the month it would amend the "status of transport not requiring registration or permission under the Road Transportation Act" to clarify the issue, and establish and enforce it in a stricter manner as an "official notice."
- April 20** **<2017>** According to the trade statistics for the fiscal year 2016 the trade balance, the sum of exports minus imports, was in the black at 4,006 billion yen. This is

Society

Society

- the first time that Japan's trade balance has been in the black for six years.
- May 31** The Japanese government, Tokyo Metropolitan Government, Tokyo Organizing Committee of the Olympic and Paralympic Games, and the municipalities outside of Tokyo that will provide venues for the 2020 Tokyo Olympic Games and Paralympic Games came to a virtual agreement about the 1.38 trillion yen expenses not including contingency funds.
- June 12** Shin-Shin the giant panda at Tokyo Ueno Zoo gave birth to a single cub, who was later given the name of "Shan Shan" following a call to the general public for suggested names.
- July 2** The Tokyo Metropolitan Assembly election took place, with Yuriko Koike's regional party Tomin First no Kai winning 49 seats and becoming the largest party in the Assembly.
- August 3** The third reshuffled Abe administration was launched, with Taro Aso being appointed as Deputy-prime Minister and Minister for Finance, Yoshihide Suga as Chief Cabinet Secretary, and Itsuo Onodera as Minister of Defense in a lineup full of experienced cabinet members.
- September 7** A magnitude 8.1 earthquake erupted in the Pacific Ocean off the shore of southern Mexico. Many buildings in the states of Oaxaca and Chiapas collapse, leaving 98 dead after a week.
- October 22** An election for the House of Representatives were held resulting in a decisive victory for the Liberal Democratic Party, which won 284 seats including three additionally endorsed candidates. The LDP and Komeito captured a total of 313 seats, giving them a majority in the House of more than two thirds.
- November 5** In January, US president Donald Trump made his first visit to Japan since his election. President Trump held talks with Prime Minister Abe, agreeing to exert the maximum pressure using every means available on North Korea, which continues to develop its nuclear weapons and missiles.
- December 8** The government issued a Cabinet order specifying the date of April 30, 2019 as the day upon which the special law allowing the abdication of Emperor Akihito will come into force, which will be the date of the Emperor's abdication.
- December 8** It was announced that Shohei Ohtani, the Nippon Ham Fighters' baseball player who had declared his intention to move to the Major Leagues next year will join the Los Angeles Angels.
- January 5** **<2018>** Yoshiharu Habu, Ryou-holder and the first *shogi* player to qualify as a lifetime title holder of seven major titles, and Yuta Iyama, the first *go* player to simultaneously hold seven titles were both given the People's Honor Award.
- February 25** The PyeongChang 2018 Winter Olympics began. Japan captured 13 medals (4 gold, 5 silver and 4 bronze), the nation's best ever performance in a winter Olympiad. Yuzuru Hanyu, the male figure skater, won the gold medal for the second consecutive time.
- March 22** US President Donald Trump signed a Presidential Decree placing massive tariffs on Chinese goods as a punitive measure against China's violation of intellectual property and so on. Shortly afterwards the Chinese government announced that it would place retaliatory tariffs on certain US goods.



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								
1889	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
2017	345	27,576	4,070	31,646	72	3,173	33	64	450	34,883	12,874	47,757

(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	829,970,030	1,830,295,420	45.3	199,539,221	262,880,509	366,396,166	247.0	26.9	49,438	4.2
2017	9,564,264	7,342,513	76.8	835,791,221	1,798,762,692	46.5	207,512,893	272,362,140	372,293,712	245.0	28.3	50,704	4.0
Apr. 2017	784,752	604,236	77.0	69,518,584	150,140,722	46.3	17,228,471	22,728,791	30,937,884	248.5	28.5	51,202	4.0
May 2017	812,817	613,219	75.4	66,173,724	147,997,314	44.7	16,558,720	21,760,343	29,197,982	241.3	27.0	47,614	4.0
Jun. 2017	786,620	617,193	78.5	70,120,613	152,194,402	46.1	17,353,217	22,635,606	31,175,654	246.6	28.1	50,512	4.0
Jul. 2017	812,610	627,962	77.3	72,814,524	154,807,977	47.0	18,408,737	24,091,970	32,507,183	246.5	29.3	51,766	4.0
Aug. 2017	811,842	612,332	75.4	68,168,009	147,991,050	46.1	17,311,783	22,754,505	30,188,740	241.7	28.3	49,301	3.9
Sep. 2017	784,944	609,450	77.6	68,901,308	148,543,481	46.4	17,197,244	22,437,835	30,725,878	243.7	28.2	50,416	4.0
Oct. 2017	811,276	624,312	77.0	71,681,706	152,165,195	47.1	17,955,027	23,404,230	32,027,260	243.7	28.8	51,300	4.0
Nov. 2017	784,635	607,880	77.5	68,674,088	147,617,309	46.5	16,874,367	22,176,258	30,663,682	242.8	27.8	50,444	4.1
Dec. 2017	813,361	640,683	78.8	78,942,884	163,336,424	48.3	18,919,437	24,918,285	35,352,522	254.9	29.5	55,179	4.2
Jan. 2018	813,505	587,545	72.2	63,946,899	140,122,659	45.6	16,019,867	21,193,803	28,486,901	238.5	27.3	48,485	4.0
Feb. 2018	734,860	565,735	77.0	62,696,268	137,207,599	45.7	15,510,906	20,296,608	27,898,197	242.5	27.4	49,313	4.0
Mar. 2018	813,042	631,966	77.7	74,152,614	156,638,560	47.3	18,175,117	23,963,906	33,131,829	247.9	28.8	52,427	4.1

(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	38,188,394	199.8	28.7	41,756	3.4
2017	1,177,729	886,247	75.3	85,889,772	177,167,439	48.5	25,538,940	33,316,032	37,255,228	199.9	28.8	42,037	3.4
Apr. 2017	97,230	74,137	76.2	7,103,472	14,733,929	48.2	2,109,837	2,745,603	3,078,070	198.7	28.5	41,519	3.4
May 2017	100,452	75,402	75.1	6,866,331	14,376,000	47.8	2,045,547	2,673,809	2,973,147	190.7	27.1	39,431	3.4
Jun. 2017	97,224	74,661	76.8	7,051,517	14,684,265	48.0	2,081,899	2,679,499	3,058,560	196.7	27.9	40,966	3.4
Jul. 2017	100,450	76,117	75.8	7,545,086	15,511,471	48.6	2,270,249	2,955,574	3,280,613	203.8	29.8	43,100	3.3
Aug. 2017	100,323	74,348	74.1	7,174,268	14,810,059	48.4	2,187,262	2,928,843	3,111,882	199.2	29.4	41,856	3.3
Sep. 2017	96,951	73,500	75.8	6,976,024	14,477,563	48.2	2,087,461	2,715,052	3,029,974	197.0	28.4	41,224	3.3
Oct. 2017	99,903	75,207	75.3	7,338,031	15,057,527	48.7	2,219,827	2,923,311	3,194,855	200.2	29.5	42,481	3.3
Nov. 2017	96,578	73,034	75.6	6,911,348	14,358,254	48.1	2,047,943	2,660,147	2,999,785	196.6	28.0	41,074	3.4
Dec. 2017	99,711	76,461	76.7	8,169,595	16,514,182	49.5	2,344,660	3,051,722	3,535,298	216.0	30.7	46,237	3.5
Jan. 2018	99,514	70,953	71.3	6,931,638	14,141,892	49.0	2,051,858	2,687,504	2,990,674	199.3	28.9	42,150	3.4
Feb. 2018	89,851	67,423	75.0	6,354,950	13,179,633	48.2	1,882,460	2,419,920	2,752,606	195.5	27.9	40,826	3.4
Mar. 2018	99,542	75,004	75.3	7,467,512	15,322,664	48.7	2,209,937	2,875,048	3,249,764	204.3	29.5	43,328	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	40.7
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	35.2
2017	1,201,116	717,059	59.7	60,072,582	96,353,400	62.3	1,675,009	2,887,302	34,443,624	134.4	2.3	48,049	35.9
Apr. 2017	98,535	61,205	62.1	5,352,667	8,541,291	62.7	150,598	262,353	3,063,453	139.6	2.5	50,052	35.5
May 2017	101,990	60,139	59.0	5,082,984	8,183,339	62.1	145,763	258,194	2,907,306	136.1	2.4	48,343	34.9
Jun. 2017	98,816	62,258	63.0	5,248,581	8,307,311	63.2	147,283	241,839	2,958,646	133.4	2.4	47,522	35.6
Jul. 2017	101,923	60,407	59.3	5,073,334	8,095,055	62.7	141,187	238,937	2,850,869	134.0	2.3	47,362	35.9
Aug. 2017	101,993	56,619	55.5	4,491,585	7,262,662	61.8	132,822	225,863	2,552,379	128.3	2.3	45,080	33.8
Sep. 2017	98,760	59,006	59.7	4,978,633	8,028,660	62.0	141,062	251,828	2,822,892	136.1	2.4	47,841	35.3
Oct. 2017	101,959	62,712	61.5	5,465,061	8,729,186	62.6	155,049	274,645	3,117,922	139.2	2.5	49,718	35.2
Nov. 2017	98,700	60,823	61.6	5,240,576	8,362,899	62.7	138,235	234,911	3,041,512	137.5	2.3	50,006	37.9
Dec. 2017	101,984	60,247	59.1	5,053,075	8,105,061	62.3	134,991	230,676	2,919,688	134.5	2.2	48,462	37.4
Jan. 2018	102,087	57,003	55.8	4,568,543	7,426,874	61.5	127,461	227,475	2,693,694	130.3	2.2	47,255	35.8
Feb. 2018	92,204	54,036	58.6	4,278,613	6,990,579	61.2	121,290	204,518	2,504,536	129.4	2.2	46,349	35.3
Mar. 2018	102,165	62,604	61.3	5,238,930	8,320,483	63.0	139,268	236,063	3,010,727	132.9	2.2	48,092	37.6

(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

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%



DATA Reference materials

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%



DATA Reference materials

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	410 yen	570 yen	730 yen	1,450 yen	3,130 yen	5,130 yen	10,250 yen
(increased/decreased amounts)	(-320 yen)	(-160 yen)	(±0 yen)	(±0 yen)	(+150 yen)	(+170 yen)	(+520 yen)
(%)	(-44%)	(-22%)	(0%)	(0%)	(+5%)	(+3%)	(+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.	2013	4/6 to 4/12	An observation team (team leader: Vice-President Kawanabe) of the Tokyo Hire-Taxi Association consisting of the Vice-President and expert chairpersons make an official visit to the New York City Taxi and Limousine Commission (TLC) on April 8 and New York City's Metropolitan Taxicab Board of Trade on April 9 to observe the condition of the taxi industry in New York City, United States.
	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.		5/19	The Singapore Taxi Academy visits the Association to inspect the industry in Tokyo.
1999	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.	2014	8/11	The Korea Transport Institute visits the Association to inspect the industry in Tokyo.
2000	5/15	President Niikura visits South Korea to sign an agreement to extend the coalition with the Seoul Special City Taxi Transportation Business Partnership.		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.
2001	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.	2015	6/3	The Korea Transportation Safety Authority visits the Association to observe the industry in Tokyo.
2003	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.		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.	2016	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.
2005	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.			
2006					

Taxi of Tokyo 2018

Issued in June 2018

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Tokyo's taxis will continue to run towards the landmark year of 2020

As the 2020 Tokyo Olympic and Paralympic Games draw closer, Tokyo's taxis will as a public transport entity try their best to provide *omotenashi* (hospitality), peace of mind and safety that people from all over the world will appreciate, and continue to evolve as taxis that make a contribution to and are looked upon with affection by one and all.



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://tslife.taxi-tokyo.or.jp/>

