

Japan Trucking Association 2024



Contents

Our Mission and Role	
Membership	1
Successive Presidents	
History	2
■ Timeline	
Management and Organization	3-4
■ Executives	
■ Corporate Organization	
The Executive Office	4
■ Secretariat Organization	
Operations	5~11
■ Traffic Safety	
■ Environmental Protection and Energy Saving	
■ Business Rationalization	
■ Work-style Reforms and Japan's 2024 Logistics Crisis	
■ Labor	
■ Enhancing Management	
■ Digital Transformation (DX) Promotient	
■ Lobbying Activities	
■ Emergency Transportation	
■ Highways and Roads	
■ Consumer Satisfaction	
■ High Fuel Prices	
■ PR Activities	
■ International Exchanges	
■ Truck Stations	
Truck Transport Data	12

Our Mission and Role

Trucks carry more than 90% of cargo in Japan thanks to their door-to-door convenience and mobility. Commercial trucks handle a wide range of cargo, from raw materials for manufacturing to daily necessities. Trucking thus represents an essential part of the infrastructure that supports the nation's economy and daily life. Supporting such truck transport is Japan's trucking industry, comprising approximately 63,000 carriers.

However, the industry now faces several challenges, including soaring fuel costs, declining freight rates, driver shortages, and the adoption of work-style reforms.

The mission and role of the Japan Trucking Association is to actively seek out solutions to these issues so as to promote the sound development of the industry and enable trucking businesses to serve as an integral component of society, to which they make a valuable contribution.

Every prefecture and regional district has its own trucking association, and the JTA serves as the central body for these.

As defined in the foundation articles of the Japan Trucking Association, the JTA's mission and role are as follows.

1. Mission

Our mission is to promote the healthy development of the trucking industry through ensuring the good management of trucking companies and fair competition. While thus contributing to the public welfare, and to enhancing the social and economic status of the industry, we encourage close communication and cooperation between our members.

2. Responsibilities

1. Directing, monitoring and studying the trucking industry;
2. Compiling, collecting and publishing statistics related to the trucking industry;
3. Voicing opinions concerning the trucking industry, and petitioning Japan's Diet and government agencies;
4. Cooperating with measures taken by government agencies to implement the Motor Truck Transportation Business Act; and other laws;
5. Rationalizing nationwide trucking business in accordance with the Motor Truck Transportation Business Act;
6. Contributing to the enhancement of the social and economic status of the trucking industry through promotional, educational and other activities;
7. Establishing, on a nationwide scale, facilities for communal use as well as funds to promote the modernization and rationalization of the trucking industry;
8. Assisting members in procuring business resources and operating capital;
9. Conducting research and organizing lectures and seminars necessary for carrying out the roles listed above;
10. Promoting communication and cooperation between members; and
11. Conducting other activities necessary to achieve the mission of the Japan Trucking Association.

Membership

As defined in the foundation articles of the Japan Trucking Association, the membership is as follows.

Members

1. Full members

- (1) Organizations of trucking companies operating in Japan;
- (2) Trucking companies and other cargo-handling companies connected with the trucking industry recommended by full members (1), in accordance with requirements set by the Board of Directors; and
- (3) Members recommended by the Board of Directors belonging to one of the following three categories:
 - a. Trucking companies operating throughout Japan;
 - b. Organizations of trucking companies or related companies operating throughout Japan; and
 - c. Academics and others with knowledge and/or experience of the trucking industry.

2. Associate members

Members who appreciate and support the work of the Japan Trucking Association, and who are approved by the Board of Directors.

Membership numbers

As of September 1, 2022, the JTA had 408 members, of which 358 were full members and 50 were associate members.

Successive Presidents (including Acting Presidents and Representative)

President **Akira Ono**

(Member of the House of Councilors elected from the national constituency)
From February 17, 1948 to March 2, 1957

President **Hirohiko Tenbo**

(Member of the House of Councilors elected from the national constituency)
From March 2, 1957 to January 20, 1969

Acting President **Kisaburo Ochi**

(President of Daiichi Sekisan Unyu, Tokyo)
From January 20, 1969 to March 6, 1969

President **Toshio Tsukahara**

(Member of the House of Representatives elected from Ibaraki Pref.)
From March 6, 1969 to February 7, 1972

Acting President **Jitsuji Ohashi**

(President of Japan Transportation, Hyogo Pref.)
From February 7, 1972 to August 28, 1972

President **Toshio Tsukahara**

(Member of the House of Representatives elected from Ibaraki Pref.)
From August 28, 1972 to December 7, 1975

Acting President **Jitsuji Ohashi**

(President of Japan Transportation, Hyogo Pref.)
From December 12, 1975 to March 16, 1977

President **Kichizo Hosoda**

(Member of the House of Representatives elected from Shimane Pref.)
From March 16, 1977, 1972 to February 4, 1980

Acting President **Rihachi Taguchi**

(President of Seino Transportation, Gifu Pref.)
From February 21, 1980 to March 25, 1981

President **Rihachi Taguchi**

(President of Seino Transportation, Gifu Pref.)
From March 25, 1981 to July 28, 1982

Representative **Jitsuji Ohashi**

(President of Japan Transportation, Hyogo Pref.)
From August 23, 1982 to November 12, 1982

President **Jitsuji Ohashi**

(President of Japan Transportation, Hyogo Pref.)
From November 12, 1982 to December 12, 1985

President **Mutsuki Kato**

(Member of the House of Representatives elected from Okayama Pref.)
From December 12, 1985 to May 24, 1994

Acting President **Motonori Suzuki**

(President of Chuo Transportation, Tokyo)
From August 26, 1986 to June 7, 1994

President **Toshio Taguchi**

(President of Seino Transportation, Gifu Pref.)
From May 24, 1994 to June 25, 1997

President **Tokiro Asai**

(President of Asai Co., Ltd., Tokyo)
From June 25, 1997 to June 19, 2003

President **Takao Takahashi**

(President of Kawasaki Un-so, Kanagawa Pref.)
From June 19, 2003 to June 3, 2005

President **Eiichiro Nakanishi**

(Chairman of Japan Logistic Systems, Tokyo)
From June 23, 2005 to June 23, 2011

President **Yoshimi Hoshino**

(Chairman of Tamaunsou Co., Ltd., Tokyo)
From June 23, 2011 to June 29, 2017

President **Katsumi Sakamoto**

(Chairman of Osaka Transportation, Osaka Pref.)
From June 29, 2017 to present

History

Timeline

- **February 1948**
Japan Trucking Association inaugurated.
- **July 1954**
Newly inaugurated as an incorporated body.
- **May 1958**
Joined IRU (International Road Transportation Union).
- **August 1969**
Merged with National Land Transportation Association and National Freight Transportation Union Federation.
- **October 1969**
First National Truck Driver Contest held.
- **April 1981**
Trucking Business Promotion Center established.
- **December 1990**
Two laws relating to physical distribution enacted: the Trucking Business Act and the Freight Transportation Handling Business Act.
- **January 1995**
Total of 11,619 deliveries of emergency supplies were made by trucks from all over Japan following the Great Hanshin earthquake.
- **March 1998**
1st US-Japan Freight Transportation Conference held in Hawaii, hosted jointly by the JTA and the American Trucking Associations (ATA).
- **October 2003**
On the occasion of a national conference of trucking companies, the Truck Forest initiative was launched in Inabe, Mie Prefecture, to encourage tree planting. This has been repeated at all subsequent conference venues.
- **December 2003**
Safety Assessment Project (G Mark system) started; 1,676 agents certified in the first year as having excellent safety standards.
- **January 2004**
Transfer from Network KIT to WebKIT, harnessing the Internet.
- **April 2004**
29th IRU (International Road Transport Union) World Congress held in Yokohama, Japan.
- **August 2008**
National Day for Concerted Action to Solve the Industry Crisis Caused by Soaring Fuel Costs held for the first time.
- **November 2009**
2009 Comprehensive Safety Plan for the Trucking Industry published.
- **March 2011**
March 11: The Great East Japan Earthquake happened.
March 12: Start of emergency & rescue transport activities involving over 10,000 trucks.
- **August 2011**
Law enacted regarding the subsidizing and advancement of the transportation industry.
- **December 2011**
Construction work started on the JTA Disaster Prevention Center in Yotsuya, Tokyo to serve as a command center for the transport of emergency supplies following a disaster.
- **April 2012**
JTA becomes a public interest incorporated association.
- **July 2012**
Prime Minister's Prize for Contribution to Disaster Prevention awarded for emergency transportation activities in 2011.
- **May 2013**
JTA hosts a rally at the headquarters of Japan's Liberal Democratic Party calling for urgent action to help businesses hit by the rapid rise in the cost of diesel fuel.
- **June 2013**
JTA awarded Grand Prix d'Honneur by the IRU for emergency transportation activities in 2011.
- **July 2014**
JTA Disaster Prevention Center completed.
- **August 2014**
Designated as a public institution by Prime Minister, based on Basic Act on Disaster Control Measures.
- **December 2014**
Number of agents certified under the Safety Assessment Project (G Mark system) tops 20,000 for the first time.
- **December 2014**
Safe Moving Mark accreditation system started.
- **April 2016**
Approx. 1,300 trucks mobilized from all over Japan to transport emergency supplies following the Kumamoto earthquakes.
- **February 2018**
JTA celebrated its 70th anniversary.

Management and Organization

Executives

President



Katsumi Sakamoto
Chair, Osaka Transportation Co., Ltd.

Honorary President



Yoshimi Hoshino
Chair, Tamaunsou Co., Ltd.

Vice Presidents



Kazuo Kobayashi
Chair, Chuetsu Transport Co., Ltd.



Shigehiro Komaru
President,
Fukuyama Transporting Co., Ltd.



Masatoshi Mawatari
President,
Matsuura Express Co., Ltd.



Takashi Asai
President, Asai Co., Ltd.



Shuji Kudo
Chair, Tokkyu Co., Ltd.



Yoichi Teraoka
President, Yura Rikuun Co., Ltd.



Seiichi Shoji
Chair, Shoji Transport Co., Ltd.



Saisuke Nakagawa
Chair, Nakagawa Transport Co., Ltd.



Shuichi Yoshida
President,
Sagami Transport Co., Ltd.



Yoshihiko Yamaguchi
Chair, S-Line Gifu Co., Ltd.



Akira Kondo
Executive Vice President,
Nippon Express Co., Ltd.



Shigeharu Futamata
CEO,
Kurume Transportation Co., Ltd.



Shinya Akagami
President,
Akita Market Transportation Co., Ltd.



Yasushi Mitarai
President,
Onishi Transportation Co., Ltd.



Toshiji Kusunoki
President,
Setouchi Riku'un Co., Ltd.

Secretary General



Yosuke Wakabayashi

Managing Director



Kaoru Yamazaki

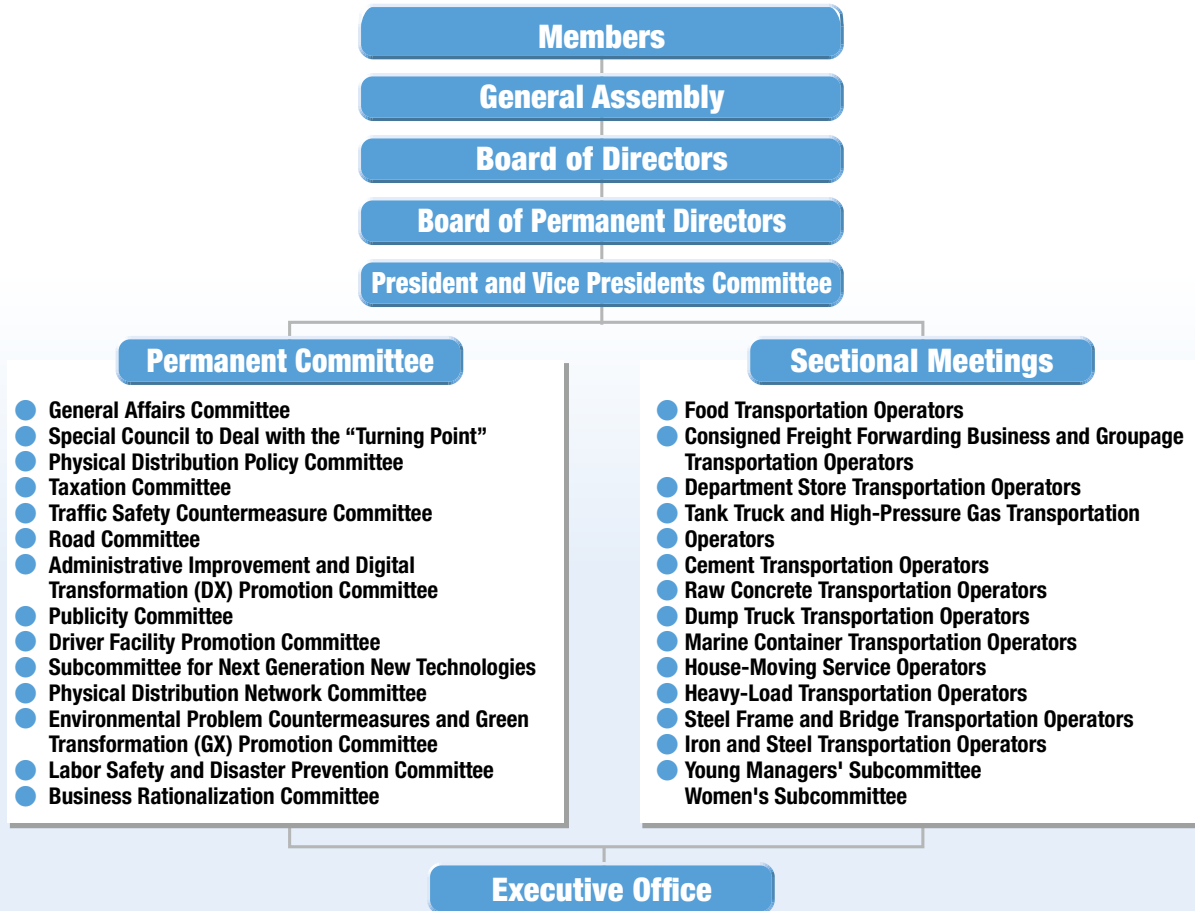
Managing Director



Hironori Matsuzaki

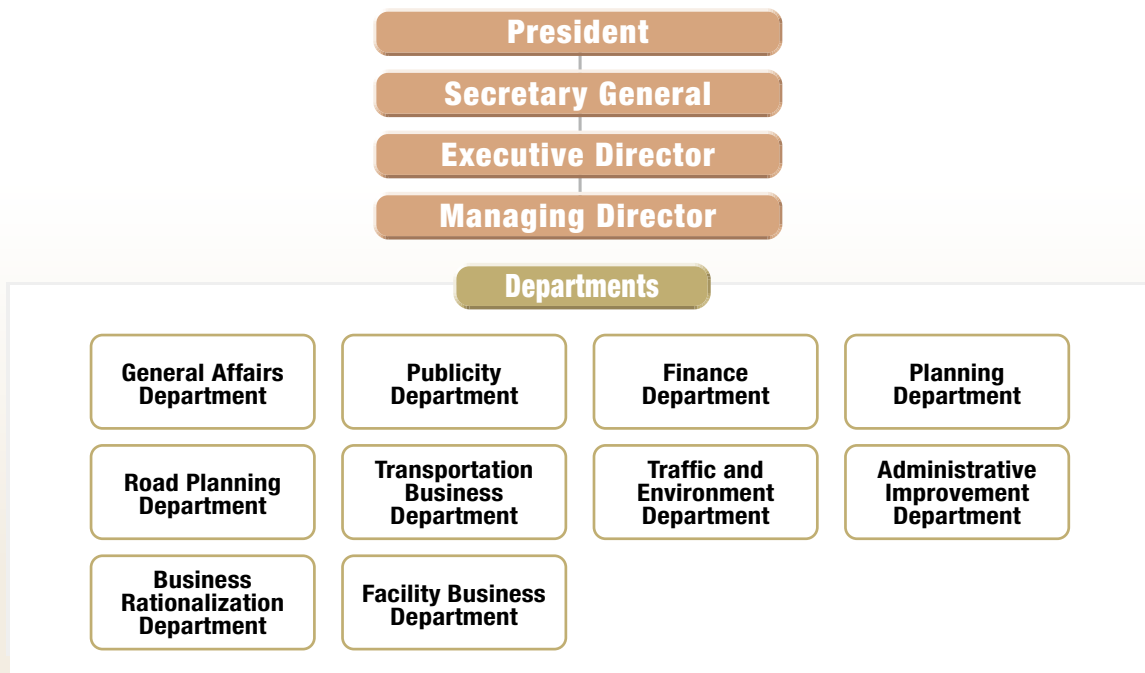
Management and Organization

Corporate Organization



The Executive Office

Secretariat Organization



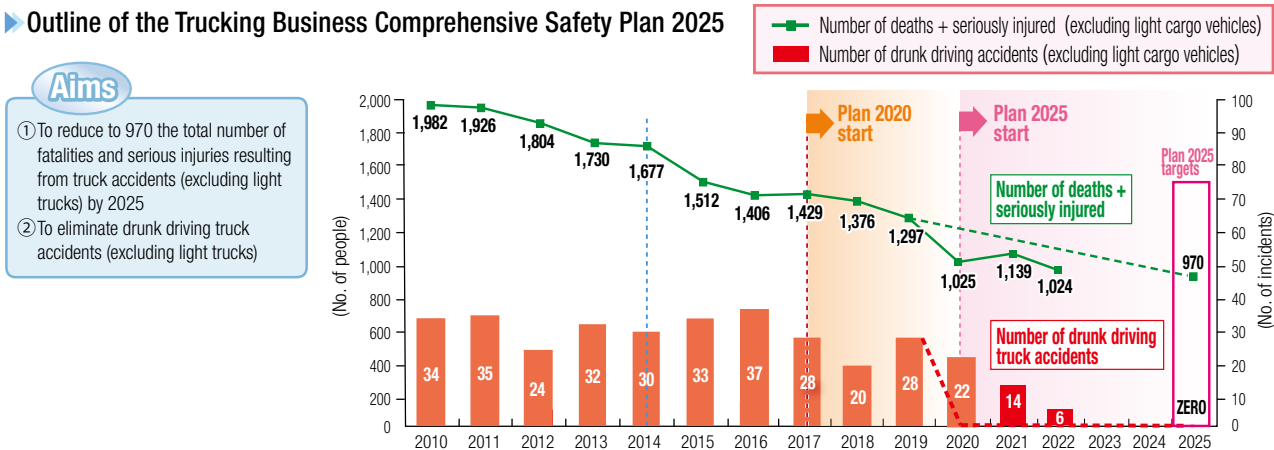
Operations

Traffic Safety

Based on the Comprehensive Safety Plan for Commercial Vehicles 2020 formulated in 2017, the Japanese government has been making concerted efforts with concerned parties to prevent traffic accidents involving commercial vehicles. However, since then circumstances have changed significantly, including the COVID-19 pandemic, natural disasters (rain, snow, etc.) of increasing severity and frequency, the social environment and an increasingly ageing population, the rapid evolution of information and communications technologies, and changing trends in traffic accidents. Therefore, in fiscal 2020 the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) held discussions on priority issues, and in March 2021 formulated the Comprehensive Safety Plan for Commercial Vehicles 2025. In response to the publication of this government plan, the JTA has formulated its own plan, the Trucking Business Comprehensive Safety Plan 2025. This sets out specific goals: reducing to 970 or fewer the total number of fatalities and

serious injuries caused by traffic accidents in which commercial trucks (excluding light trucks) are the primary party, and eliminating drunk driving. To achieve these goals by FY2025, the JTA is striving to further enhance existing traffic accident prevention measures. We have also established a priority reduction target and concrete promotion measures for the meantime. The priority reduction target is to reduce the total number of fatalities and serious injuries per 10,000 vehicles to 6.5 or less; this target is shared by all prefectural trucking associations. In addition, as a specific promotion measure, seminars will be held nationwide to explain how to achieve Plan 2025. The focus will be on ways to avoid typical traffic accidents involving commercial trucks; included are rear-end collisions, which account for about half of all such accidents, and intersection accidents, which account for over 40% of accidents resulting in fatalities and serious injuries. We will also promote the adoption of safety devices that are effective in reducing accidents.

Outline of the Trucking Business Comprehensive Safety Plan 2025



Source: *Traffic Accident Statistics*, by the National Police Agency and *Traffic Statistics*, by the Traffic Accident Analysis Center, Japan. Reference: Japan Trucking Association

Japan's Road Traffic Law, which was revised in March 2017, established a new motor vehicle license for semi-medium-sized vehicles. This new category includes freight vehicles with a gross vehicle weight of 3.5 tons or more but less than 7.5 tons. A license for this category can be obtained by anyone over 18 years of age, regardless of driving experience. To drive a truck with a gross vehicle weight of 5 to 7.5 tons previously required a license for a medium-sized vehicle, but as this new license is now sufficient, employment opportunities for young drivers have expanded. In conjunction with this revision of the license system, the MLIT and the JTA are working on a comprehensive safety initiative that includes improved driver education and vehicle safety measures. On May 13, 2022, the revised Road Traffic Law came into effect, raising the eligibility for acquiring a driver's license for large- and medium-sized trucks to 19 years of age, provided that a regular driver's license has been held for at least one year and that a special training course has been completed.

The JTA actively participates in the government-sponsored National Traffic Safety Campaign and in the general transportation safety inspections conducted in late December and early January. We also run our own publicity activities to raise traffic safety awareness, and we are working for traffic accident prevention by promoting the use of safety devices, for which various subsidies are available. Included are

drivers' aids for rear-view and side-view checking, alcohol interlock devices, portable alcohol detectors, and torque wrenches.

The National Truck Driver Contest, held every October, plays an important role in enhancing traffic safety. Representatives of the different cities and regions of Japan are selected from among 1,000 entrants in prefectural competitions to compete in this national contest and become the best truck driver in Japan. In addition to encouraging better driving techniques and courteous behavior towards other drivers, this event plays an important role in improving safety awareness on the roads.



The National Truck Driver Contest is held every October with the aim of reducing traffic accidents to zero.



Operations

Environmental Protection and Energy Saving

● In March 2014, we formulated our New Basic Environmental Action Plan, which sets forth basic policy and specific environmental measures for the trucking industry. However, a more proactive engagement is now sought from the trucking industry, so in March 2022 we formulated Environmental Vision 2030 for the Trucking Industry, which aims to achieve carbon neutrality by 2050. Setting 2030 as a target year, Vision 2030 focuses on reducing greenhouse gas emissions, particularly CO₂ emissions. The principal goal is to achieve, by 2030, a 31% reduction in CO₂ emissions per unit of operation compared to fiscal 2005. There are also three complementary sub-goals. The plan is for the entire trucking industry to work toward carbon neutrality by selecting their own tasks from a 3-step action menu linked to examples of SDGs (Sustainable Development Goals) toward which they can contribute. Based on their respective standpoints, prefectural trucking associations and trucking companies can choose those parts of this initiative which are easiest for them to translate into concrete action to meet our goals.



Truck Forests are being planted nationwide (2023).

● Since 2003 we have been promoting the creation of ‘truck forests’ to contribute toward CO₂ reduction through the planting of trees. Clearings, typically within national forests, are selected for planting saplings and then caring for them over the long term – pruning and thinning – with the support of local volunteers.



JTA publications: Environmental Vision 2023 (left) and SDGs (right).

● To further promote the use of environmentally friendly vehicles such as NGVs fueled by natural gas, fuel-efficient hybrid trucks, and electric trucks, the JTA subsidizes a portion of the price difference between these and conventional vehicles. In addition, to promote eco-driving, encouraging drivers to switch off their engines when taking a break or waiting to load/unload, we provide subsidies for air heaters that can be used when the engine is not running as well as on-board systems for cooling/heating truck cabs using battery power.



Efforts are being made to promote the adoption of environmentally friendly vehicles and measures that make it easier to avoid engine idling.

Business Rationalization

● The JTA compiles guidelines to ensure the smooth implementation of local rationalization operations, while implementing communication, coordination and guidance measures with the same goal. We also arrange a variety of workshops for rationalization advisors, as well as conducting educational and public relations activities for businesses and consignors.



Advisors offering business rationalization guidance to a company

● A key task of rationalization advisors is to visit operators and provide on-site guidance. Previously each business site would be visited once every two years, in principle; however, from FY2023, visits are being made more frequently – once every six months – in the case of operators who have received an overall rating of D or E. The aim is to reduce the number of such ratings by 60%.

● To make it easier for consignors to select safe carriers as well as increasing awareness of safety issues among the carriers themselves, we started the Safety Assessment Project (the G Mark system) in 2003, with the aim of providing reliable safety evaluation, certification, and disclosure for businesses. As of March 31, 2023, a total of 28,521 business sites are recognized as offering excellent safety.



A truck being used to promote awareness of the G Mark system.

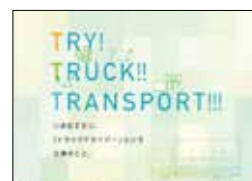
Work-style Reforms and Japan's 2024 Logistics Crisis

- Although trucking is a key part of Japan's social infrastructure, the country is heading toward a dire situation in which goods essential for people's lives and economic activity can no longer be delivered. The issues behind Japan's 2024 logistics crisis include a growing shortage of drivers, the capping of overtime hours for truck drivers (from April 2024), and the need to comply with the revised Notification of Standards for Improvement. In March 2023, a growing awareness of this predicament led the government to establish a ministerial conference on reforming Japan's logistics. Three months later, a policy package for logistics reform was completed. Designed to foster cooperation between consignors, logistics companies (transport, warehousing, etc.) and consumers to support the nation's logistics, this package includes measures for (1) reviewing business practices, (2) improving logistics efficiency, and (3) modifying consignor/consumer behavior.
- The JTA has created a special 2024 Crisis (work-style reforms) section on its website to provide information about Japan's 2024 logistics crisis. Visitors can download pamphlets designed to promote awareness of the issues behind the crisis. In addition, opinion ads are being placed in trade publications to encourage consignors' understanding of these issues, and Internet ads are used to inform the general public.
- The COVID-19 pandemic and the rise in crude oil prices worldwide have made the business environment even more challenging for trucking companies. Moreover, work-style reforms have yet to be fully implemented. The JTA's position is that, in order to realize work-style reforms and ensure the stability of freight services, it is essential to continue implementing enhanced consignor measures and standardized freight rates past the March 2024 deadline set in the Motor Truck Transportation Business Law. To this end, the JTA petitioned the government and, as a result, in June 2023 the law was partially amended, extending the enhanced consignor measures and standardized freight rates for the time being.



Labor


- According to the *Status of Workers' Compensation for Death by Overwork* (published by the Ministry of Health, Labor and Welfare), the industry in Japan with the highest incidence of brain/heart-related death by overwork is road freight transportation. In March 2018, the JTA invited experts to join a new working group, which resulted in a Plan for the Prevention of Death by Overwork. The focus of the plan is to strengthen measures to combat long working hours and to promote health management. We are now progressing with this initiative, aiming to reduce the incidence of brain/heart-related death through overwork.
- With Japan's falling birth rate and ageing population, there are concerns about worsening labor shortages in the trucking industry. In order to attract younger drivers to the industry, the JTA has been actively promoting the introduction of internships and the provision of subsidies for acquiring driving licenses for semi-medium-sized vehicles, including special training courses. Moreover, we have been running seminars to encourage member companies to hire and retain younger and women drivers as well as encourage older drivers to stay on in their jobs.
- In response to the rising average age of truck drivers and the increasing number of those suffering from lifestyle-related diseases, the JTA prepared a *Manual for the Prevention of Health-related Accidents for Trucking Companies*. This was compiled specifically for trucking companies to help operators and managers implement more appropriate health management for their drivers and other employees. The manual explains what can be done to combat sleep apnea syndrome (SAS). In addition, we have prepared pamphlets and subsidized SAS screening and the acquisition of blood-pressure monitors.



Operations




Enhancing Management

- To encourage the development of a sustainable and profitable trucking industry, we conduct a training program designed to improve operators' cost awareness and facilitate thorough cost control. Aiming to strengthen the management foundation of small- and medium-size trucking companies, we hold seminars that focus on enhancing their profitability by such means as utilizing standardized freight rates (in addition to traditional costing methods), improving productivity, and strengthening negotiating capabilities. Additionally, we have set up a website to provide instructional videos and seminars describing how to set up and implement a standardized freight rate system. We also support our members' efforts to improve management by providing assistance for business analysis and diagnosis.


The JTA's own cost-accounting website
- The Young Managers' Subcommittee and Women's Subcommittee conduct workshops and other activities to support young trucking company owners, to foster business successors, and to promote the active participation of women. We have also established prizes to recognize young business leaders for forward-thinking, creative business activities. In addition, as a professional qualification for our industry we are certifying logistics managers, aiming to develop a managerial cadre capable of flourishing in this new logistics era. And, to foster talented managers among small- and medium-size operators, we are providing support for those wishing to attend classes at Tokyo SME University.

Young Managers' Subcommittee national conference

Women's Subcommittee national workshop
- With a view to contributing to the improvement of trucking companies' business management, the JTA has established a recommended loan program to facilitate the smooth and advantageous access to loans from financial institutions. We also provide interest subsidies that can be used for procuring long-term funds to purchase commercial vehicles, to upgrade distribution facilities, and to prepare for disaster response, etc. Additionally, we are helping to pay the charges levied by credit guarantee associations so as to facilitate flexible funding.

Digital Transformation (DX) Promotion

- To improve management and raise operational efficiency to counter the labor shortages faced by trucking companies, we have compiled a collection of case studies, IT deployment advice and support videos focusing on the IT equipment and systems needed mainly by small- and medium-sized businesses. This information has been posted on the JTA website. In addition, we hold seminars on using IT and engage in other initiatives that contribute to the wider adoption of IT by the industry.

IT Deployment Guidebook

IT Best Practices
- The JTA offers subsidies for the introduction of roll-call support equipment to facilitate the adoption of automated roll call.
- In FY2021, the Young Managers' Subcommittee produced and released a video tutorial on logistics digital transformation (DX), and in FY2022 they conducted logistics DX training for each block. In FY2023, the permanent committee's rules and regulations were revised, and the Administrative Improvement and IT Promotion Committee was renamed as the Administrative Improvement and DX Promotion Committee. Going forwards, the JTA will further enhance initiatives aimed at promoting IT and the implementation of logistics DX.

Video guide to IT deployment featured on the JTA website

Lobbying Activities

- One of the important roles of trucking associations, who represent the industry, is to engage in lobbying activities to find solutions to the various challenges facing the trucking industry and thus to ensure the sound development of the industry. The JTA and the prefectural trucking associations regularly make requests and petitions to the relevant ministries and agencies, the LDP Diet Members' Caucus for the Promotion of Trucking, and the Komeito Party's Diet Members' Trucking Roundtable. These efforts have focused on a wide variety of issues of concern to our members – ranging from tax reform and budgetary matters to highway tolls, regulatory reforms, and relief measures to combat soaring fuel costs.

At a general meeting of the LDP Diet Members' Caucus for the Promotion of Trucking, Chair Katsumi Sakamoto invites requests from the trucking industry. (Nov. 7, 2023)
- Concerning vehicle taxes, which have grown increasingly complex and burdensome, we have been actively lobbying (1) for simplification and reduction of these taxes, (2) for greater differentiation between commercial and private vehicle taxes, and (3) in support of setting aside automobile weight tax revenue for road construction.

Emergency Transportation

- Truck transportation is a lifeline that supports people's lives and the economy, and it plays a key role in recovery efforts following natural disasters by offering a flexible way to deliver emergency relief supplies.

In addition, to prioritize and expedite emergency/relief transportation in the event of a disaster, trucking associations throughout Japan have agreements with national and local governments regarding emergency transportation. This meant that Japan's trucking industry was able to respond rapidly to the government's appeal for supplies of water and food, blankets and clothing urgently needed by those affected by the Great East Japan Earthquake in 2011, the Kumamoto earthquakes in 2016, typhoons Faxai and Hagibis in 2019, and the severe rainstorms that occurred in July 2018 and 2020. And from February to April 2020, emergency transportation was also provided for those returning to Japan during the COVID-19 pandemic, who had to stay in temporary quarantine facilities.



Emergency supply trucks deliver relief supplies to areas affected by the torrential rains caused by typhoon Hagibis in 2019.

- The JTA's Disaster Prevention Center, which was completed in July 2014, has a seismically isolated structure and is equipped with an emergency power generation system, IP radio and other communication networks. In the event of a disaster, this facility is designed to serve as the JTA's disaster headquarters and as the command center for the nationwide transportation of emergency goods. On August 1, 2014, the center was designated as a public institution by Japan's prime minister in accordance with the Disaster Countermeasures Basic Act. To prepare for the occurrence of a major disaster, the center always works closely with the national government, prefectural trucking associations, and relevant administrative agencies to establish an emergency/relief transportation system.



Apio (Iwate Industry Culture & Convention Center) became a hub depot for handling relief supplies following the Great East Japan Earthquake.

- In order to ensure smooth transportation of emergency supplies, it is important to accurately formulate transportation plans, arranging, adapting, and detailing instructions for on-site work at many different locations, stretching from the disaster response headquarters to each terminal point for goods distribution. The JTA has identified individuals with such knowhow as "disaster logistics experts" and in 2020 we began providing training programs to foster these specialists.



The JTA's Disaster Prevention Center, which serves as a control center for the nationwide transportation of emergency supplies following a disaster, was designated as a public institution by Japan's prime minister.

- Drawing on the experience of the Great East Japan Earthquake, we are developing a fueling network for emergencies using the fuel stocks and pumps owned by trucking companies and cooperative associations.

Highways and Roads

- Japan's highway network is extremely important for the trucking industry, helping to ensure deliveries are made in a quick and timely manner through higher productivity and logistics efficiency. For this reason, the JTA is actively seeking the following:

(1) Promotion of measures to enhance convenience following extension of the highway toll collection deadline; (2) reduction of highway tolls, etc. [reduction of toll levels (3 NEXCO companies), expansion of large-volume/high-frequency discounts to an effective level of 50% (ditto)]; (3) development of logistics infrastructure (improvement of the highway network, designation of important logistics routes, focused investment in designated roads, conversion of provisional two-lane sections to four lanes, elimination of missing links, improvement and expansion of rest facilities and relay logistics hubs, improvement and expansion of parking spaces at highway service/parking areas and at roadside stations).



- We are also seeking the resolution of issues related to the passage of trailers and other special vehicles, including the digitization of road information to facilitate the passage of special vehicles, and an increase in the number of height- and weight-designated roads.
- Regarding the designation of important logistics routes and the development of logistics infrastructure, such as focused investment in designated roads, we adopt the perspective of road users in actively submitting recommendations and requests. At the same time, we work closely with the National Road Users Council to see that user-friendly road maintenance is achieved.

Operations

Customer Satisfaction

- We are involved in initiatives to improve consumer satisfaction in cooperation with the MLIT, the Consumer Affairs Agency, prefectural trucking associations, the National Consumer Affairs Center and regional consumer affairs centers. We have set up a telephone consultation service for inquiries about consumer-oriented transportation services such as moving and parcel delivery. We also provide advice based on the Standard Conditions of Carriage for Moving and Courier Services. In addition, we continually strive to enhance our consumer-oriented services by preparing educational pamphlets and other materials.
- One of our initiatives focuses on raising the level of service offered by the moving industry. We hold training sessions to foster managers proficient in moving-related matters, with the expertise to draw up correct estimates in accordance with the Standard Conditions of Carriage for Moving, and who can handle claims from users responsibly and in good faith.
- We have established a Moving Business Excellence Certification System, an accreditation system to clearly identify moving companies that can offer safety and reliability to their customers. To be permitted to display the Safe Moving Mark, a trucking company must have acquired the G Mark, and must satisfy such criteria as (a) ensuring each of their business sites has staff who have completed a special training program, and (b) offering a customer consultation facility. In January 2016 this system was recognized by ACAP (Association of Consumer Affairs Professionals) for promoting and supporting consumer-oriented management. In June 2018 the system was awarded the Best Consumer Supporter Badge by Japan's Consumer Agency.



Educational pamphlets for consumers



Training program



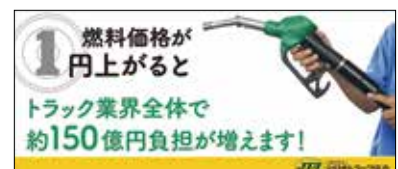
The JTA's Safe Moving Mark

High Fuel Prices

- In response to soaring crude oil prices worldwide, on December 2, 2021, three organizations – representing truck, bus, and taxi transport – held a rally to appeal for solutions to the business crisis caused by high fuel prices. They petitioned Diet members from the ruling party for the implementation of measures to ease the burden of high fuel costs. The government responded with a program for mitigating sharp fluctuations in fuel oil prices, starting in January 2022 (together with provisional grants for regional development in the wake of the COVID-19 pandemic). In April 2022, the program was extended until the end of the year, and the subsidy limit was increased. However, the subsidies were reduced in January and again in June of 2023. Then, in September 2023, a new price control was introduced, raising the subsidy rate for the extra amount above the standard price; this measure was in place through to the end of December. The government continues to monitor international energy price trends and will respond, as necessary, with a flexible approach.
- In January 2022, the JTA and the MLIT jointly sent out a letter and pamphlet to 45,000 consignors and 65 shipper organizations to request their understanding of the plight of trucking companies in the face of soaring fuel prices, and requesting their acceptance of a fuel surcharge system. In March 2023, to promote the introduction of fuel surcharges, our Handbook for Introducing Fuel Surcharges to Combat Rising Fuel Prices was revised and published (2nd edition).
- For consignors and consumers, information on the introduction of the fuel surcharge system has been provided via a new page on the JTA website. Online ads have also been used to raise awareness. In March 2022, the JTA established a Task Force on Fuel Price Hikes, headed by Chairman Katsumi Sakamoto. In this way, we are addressing the Package of Measures to Facilitate Value Shift through Partnership for Value Creation – formulated by the Japan Fair Trade Commission on December 27, 2021 – and providing further support for the introduction of the fuel surcharge system.



In December 2021, a rally was held to call for solutions to the business crisis caused by high fuel prices.



Leaflet seeking consignors' understanding of the need to introduce a fuel surcharge system (left) and an online ad (right) featured on a special page of the JTA website

PR Activities

- The JTA actively works to promote greater understanding of the role and importance played by trucking and to enhance the public's image of the industry using a broad range of media, including the Internet and business journals. For example, we produce and broadcast nationwide TV commercials; we place industry PR and opinion ads in national papers; and we disseminate information via websites and digital signage.
- To provide information of benefit to the trucking industry, the JTA publishes the trade journal *Publicity Truck* twice monthly; this is distributed to trucking companies throughout Japan, government agencies, and research institutes. We also publish other PR brochures to promote understanding of the current state of the industry.
- In 1992, October 9 was designated Truck Day and each year on this day trucking-related PR activities are conducted nationwide. Trucking associations around the country organize events such as traffic safety demonstrations and painting contests in close collaboration with their local communities.



Poster for Truck Day



Trade journal
Publicity Truck



JTA website

International Exchanges

- Observer groups from Asia and ASEAN countries are welcomed every year to exchange information and make contacts.
- As a full member of the International Road Transport Union (IRU), the JTA sends delegations to the General Assembly, which is held every year, and to meetings of the Goods Transport Subcommittee. In Geneva, April 2012, members applauded when they heard about the great challenges involved in transporting emergency supplies following the Great East Japan Earthquake of March 11, 2011. In June 2013, the IRU awarded the JTA their Grand Prix d'Honneur in recognition of these achievements.



The IRU's Grand Prix d'Honneur awarded to the JTA

Truck Stations

- The JTA has built 23 Truck Stations beside major roads around Japan, which it operates for the benefit of all truck drivers. As well as providing parking space for large trucks and trailers, these stations serve as an invaluable base for drivers to eat, bathe and sleep, providing useful information and helping to ensure the safety of long-distance driving.



Truck Station in Osaka with vehicles from all over Japan



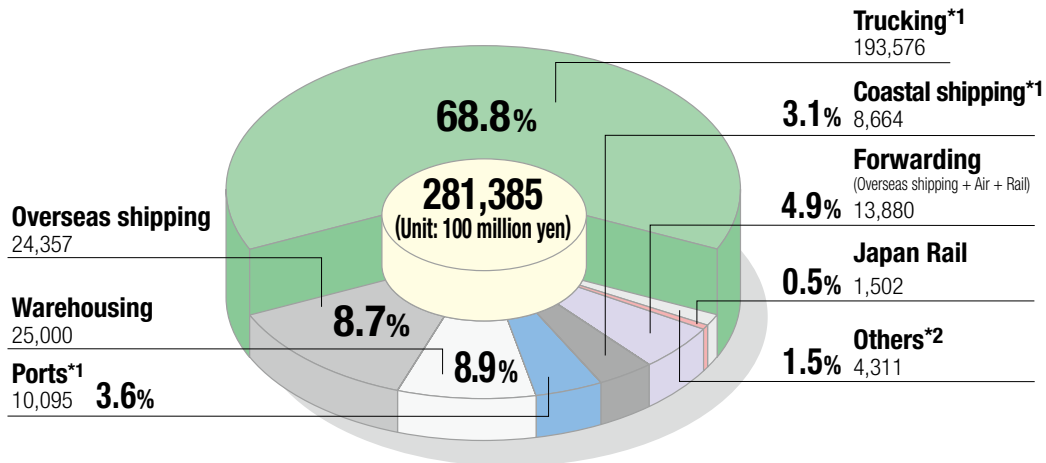
Each Truck Station contributes to driver safety.

● Truck Transport Data ●

No. of trucking companies	63,251	(as of March 31, 2022)
No. of commercial trucks	1,496,588	(as of March 31, 2022)
No. of trucking industry employees	2.01 million	(2022)
Trucking industry revenue	19,357.6 billion yen	(FY2019)

Source: The number of employees is surveyed by the Ministry of Internal Affairs and Communications; the number of commercial trucks is surveyed by the Automobile Inspection & Registration Information Association; and the rest are surveyed by the Ministry of Land, Infrastructure, Transport and Tourism.

Size and Revenue Structure of Japan's Physical Distribution Market (FY2020)



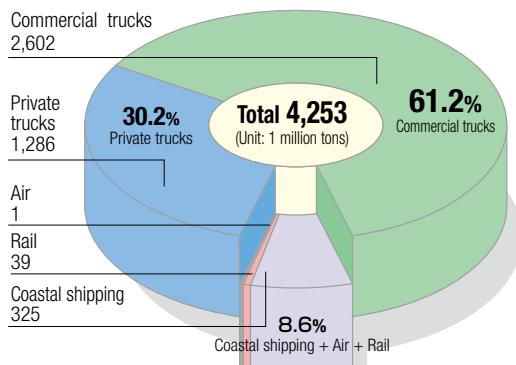
Source: Ministry of Land, Infrastructure, Transport and Tourism

*1: Data from FY2019

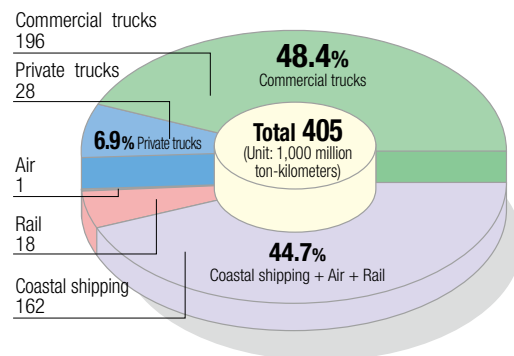
*2: "Others" includes air freight and truck terminal operations.

Annual Freight Volume – Road, Rail, Sea, and Air (FY2021)

Japan's Freight (tonnage)



Japan's Freight (tonnage x distance)



Source: Ministry of Land, Infrastructure, Transport and Tourism

Note: Any apparent discrepancy in totals is due to the rounding of individual figures.

- The trucking business market in 2019 was worth 19,357.6 billion yen, representing about 68.8% of Japan's entire physical distribution market. This demonstrates how vital it is as a lifeline for the nation's citizens and industries.
- In terms of tonnage x distance, commercial trucks handle 48.4% of all domestic freight in Japan, but in terms of tonnage the figure rises to 61.2%, dwarfing all other means of transport.
- Since the Motor Truck Transportation Business Act of 1990, deregulation has led to a rapid increase in the number of new trucking companies (about 2,000 annually to 2019). In the two decades following deregulation, the total number of companies increased by more than 50%, but stagnant demand has led to fierce competition. Recently the number of new companies has been falling each year while more and more trucking companies are going out of business.

