

Japan Trucking Association 2025



Our Mission and Role

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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 and supporting this is Japan's trucking industry, comprising approximately 63,000 carriers.

The industry is, however, faced with several issues of pressing importance, such as tackling the 2024 logistics problem, promoting fair trade with consignors, and improving the industry's multi-tiered subcontracting structure. The mission and role of the Japan Trucking Association (JTA) 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 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 January 15, 2026, JTA had 406 members, of which 356 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 June 26, 2025

President **Yoichi Teraoka**

(Chairman of Yura Rikuun Co., Ltd., Aichi Pref.)
From June 26, 2025 to present

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.
- **January 2024**
We responded to the Japanese government's initiative for push-type emergency goods transport following the 2024 Noto earthquake.
- **April 2024**
We responded to the 2024 logistics problem, which involves applying regulations that cap drivers' overtime work and complying with revised standards for improvement.
- **May 2024**
Revised logistics laws (the Revised Logistics Efficiency Act and the Revised Motor Truck Transportation Business Act) were enacted and promulgated.
- **June 2025**
The "two laws for optimizing the trucking industry" were enacted and promulgated.

Executives

President



Yoichi Teraoka
Chair,
Yura Rikuun Co., Ltd.

Senior Advisor



Katsumi Sakamoto
Chair,
Osaka Transportation Co., Ltd.

Vice Presidents



Kazuo Kobayashi
Chair,
Chuetsu Transport Co., Ltd.



Shigehiro Komaru
Chair,
Fukuyama Transporting Co., Ltd.



Masatoshi Mawatari
Chair,
Matsuura Express Co., Ltd.



Seiichi Shoji
Chair,
Shoji Transport Co., Ltd.



Shuichi Yoshida
Representative Director,
Sagami Transport Co., Ltd.



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



Shigeharu Futamata
CEO,
Kurume Transportation Co., Ltd.



Shinya Akagami
Representative Director,
Akita Shijyouso Co., Ltd.



Yasushi Mitarai
President,
Onishi Transport Co., Ltd.



Toshiji Kusunoki
President,
Setouchi Rikuun Co., Ltd.



Kenichi Matsuhashi
President,
Yamato Unyu Co., Ltd.



Isao Mizuno
President,
Chiyoda Unyu Co., Ltd.



Chihiro Sugiyama
Executive Vice President, CEO,
Nippon Express Co., Ltd.



Ryuji Hirashima
Chair,
Kishikai Butsuryu Co., Ltd.



Hitoshi Aoki
Chair,
Tozan Co., Ltd.



Kazuo Takata
President,
Tonami Transportation Co., Ltd.



Naoki Matsuda
Chair,
Matsuda Shoji Ltd.

Executive Officers

Secretary General



Masashi Omoda

Executive Director



Kaoru Yamazaki

Executive Director



Hironori Matsuzaki

Managing Director



Hiroshi Yamazaki



Traffic Safety

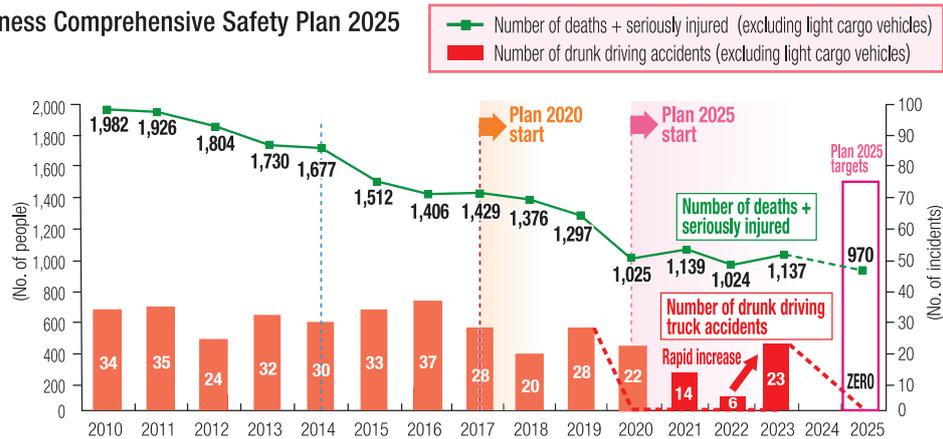
Following the establishment of the Comprehensive Safety Plan for Commercial Vehicles 2025 in March 2021 by the MLIT*, JTA formulated its own Comprehensive Safety Plan for the Trucking Industry 2025 in May 2021. Targets set by this plan include reducing to 970 or less the total number of fatalities and serious injuries resulting from traffic accidents in which the driver of a commercial truck (excluding light vehicles) is the primary party, and reducing to zero incidents of drunk driving. Aiming to achieve these targets by FY2025, JTA is striving to further enhance and strengthen existing measures to prevent traffic accidents. Furthermore, to achieve these targets, JTA has set a key reduction goal, which is to reduce the total number of fatalities and serious injuries per 10,000 vehicles to 6.5 or less. The prefectural

trucking associations have adopted this same goal (by vehicle registration). As a specific measure, Plan 2025 Seminars on Achieving Major Goals are being held nationwide, with a focus on preventing the sort of traffic accidents that typically involve commercial trucks – such as rear-end collisions, which account for about half of all accidents involving commercial trucks, and intersection accidents, which make up about 40% of accidents resulting in fatalities and serious injuries. JTA is also working to promote the adoption of safety devices that are effective in reducing accidents. The MLIT is holding a study group to formulate the next Comprehensive Safety Plan 2030 for Commercial Vehicle to examine key measures for the next phase.

*Ministry of Land, Infrastructure, Transport and Tourism (MLIT)

Outline of the Trucking Business Comprehensive Safety Plan 2025

- Aims**
- ① To reduce to **970 or less** the total number of fatalities and serious injuries resulting from truck accidents (excluding those involving light trucks) by 2025
 - ② To **eliminate drunk driving truck accidents** (excluding light trucks)



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

As part of its activities to prevent drunk driving, JTA supports the Message of Life Exhibition. This art exhibition, run by the Life Museum NPO, displays human-silhouette panels representing the victims of traffic accidents caused by inebriated drivers.



Supporting the Message of Life Exhibition

Safety Campaign, and the general transportation safety inspections conducted in late December and early January, as well as engaging in publicity activities to raise traffic safety awareness. Also, through available subsidies for introducing safety devices such as drivers' aids for rear-view and side-view checking, alcohol interlock devices, portable alcohol detectors, and torque wrenches, JTA is working for traffic accident prevention by promoting the use of these devices.

A new category of motor vehicle license for semi-medium-sized vehicles was established in March 2017 under revisions to Japan's Road Traffic Law for freight vehicles with a gross vehicle weight of 3.5 tons or more but less than 7.5 tons, allowing anyone over 18 years of age to obtain the license regardless of driving experience. Driving a truck with a gross vehicle weight of 5 to 7.5 tons previously required a license for medium-sized vehicles, but as this new license is now sufficient, employment opportunities for young drivers have expanded. Furthermore, under the Road Traffic Law that came into effect in May 2022, anyone aged 19 or over who has held an ordinary driver's license for at least one year and completed special training to be qualified to take the test can now obtain a driver's license for large- and medium-sized vehicles. Additionally, automatic transmission (AT) restricted licenses for medium-sized vehicles can be obtained starting April 2026, and for large vehicles starting April 2027. Along with these revisions to the licensing system, the MLIT and JTA are working on comprehensive safety measures, such as improving driver education and vehicle safety measures.

The National Truck Driver Contest, held every October, plays an important role in enhancing traffic safety. Contestants selected from among 1,000 entrants in prefectural competitions compete in this national contest to become the best truck driver in Japan. Through the process, this event not only encourages better driving techniques and courteous behavior towards other drivers but also 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.

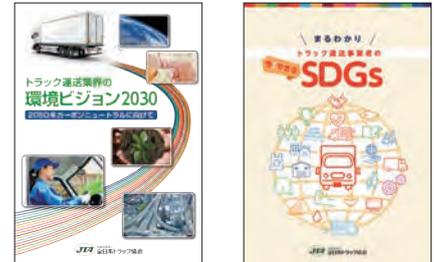
JTA actively participates in a number of activities including the government-sponsored National Traffic

Environmental Protection and Energy Saving

- In March 2022, JTA formulated Environmental Vision 2030 for the Trucking Industry, which aims to achieve carbon neutrality by 2050. Setting 2030 as a target year, this vision 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 their goals.
- JTA is working in collaboration with prefectural trucking associations to prevent littering. This includes promoting awareness activities by creating posters, flyers, and in-vehicle stickers that encourage drivers to “Take your trash home!”
- Since 2003 JTA has been promoting the creation of ‘truck forests’ to contribute toward CO₂ reduction through forest cultivation. Clearings, typically within national forests, are selected as ‘truck forests’ for planting saplings and then caring for them over the long term – pruning and thinning – with the support of local volunteers.
- To further promote the use of environmentally friendly vehicles such as NGVs fueled by natural gas, fuel-efficient hybrid trucks, electric trucks and fuel-cell trucks, 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, JTA provides 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.



Truck Forests are being planted nationwide (2025)



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



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

Business Rationalization

- JTA compiles guidelines to ensure the smooth implementation of local rationalization operations, while implementing communication, coordination and guidance measures with the same goal. In addition to arranging a variety of workshops for rationalization advisors, JTA also conducts educational and public relations activities for businesses and consignors.
- 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.
- To make it easier for consignors to select safe carriers as well as increasing awareness of safety issues among the carriers themselves, JTA started the Safety Assessment Project (the G Mark system) in 2003, with the aim of providing reliable safety evaluation, certification, and disclosure for businesses. In FY2023, to mark the 20th anniversary of this system, long-term certified carriers were granted the Gold G Mark sticker in place of the conventional G Mark sticker to affix on their truck. As of March 31, 2025, a total of 29,142 carriers — which is 34% of total carriers and more than half of the total number of carrier trucks — is recognized as offering excellent safety.
- Since August 2024, based on the Revised Motor Truck Transportation Business Act, officials from regional optimized business implementation organizations have been appointed as Optimized Business Investigators. These regional investigators and national trucking & logistics investigators will be working in collaboration to investigate the reasons behind violations by consignors and primary contractors.



Advisors offering business rationalization guidance to a company



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



Optimized Business Investigators from regional optimized implementation organizations work with the MLIT's trucking & logistics investigators.

Measures to the 2024 Logistics Problem

While the trucking industry faces an ever-worsening labor shortage, in April 2024, labor regulations were tightened with a 960-hour annual overtime limit and revisions to the Standards for Improvement of Working Conditions, bringing the so-called 2024 Logistics Problem to the forefront. In response, the government has established study panels, formulated policy packages, and promoted reforms to commercial practices and efficiency, since 2022. A bolstered surveillance framework, along with revisions to the Logistics Act and two laws for optimizing the trucking industry, have taken regulations on shippers to the next level. JTA is promoting awareness through a dedicated webpage.



The Act for Partial Revision of the Act on Promotion of Composite and Efficient Distribution Operations and the Freight Forwarding Business Act was enacted in April 2024 and promulgated in May of the same year. It imposes a duty on consignors and logistics business operators to strive to reduce waiting times for truck drivers and to improve loading rates; business operators of a certain size must also draw up plans and report on the progress of their efforts. Furthermore, prime contractors are obliged to prepare management records of the actual transportation system that includes the names of the actual operators, while consignors and carriers are required to provide relevant documents when concluding a transportation contract. JTA is ensuring that all of its members are fully aware of the new regulations and provides support as needed.



With the aim of securing appropriate wages for truck drivers and improving the quality of the truck transportation industry, in June 2025 the laws Act for Partial Revision of the Motor Truck Transportation Business Act, and Act on the Promotion of System Development for the Optimization of Motor Truck Transportation Business were enacted and promulgated. The amended laws provide: (1) introduction of a license renewal system, (2) restrictions on freight charges that fall below appropriate cost, (3) limiting the number of subcontracting tiers to two, and (4) enforcement against consignors and others involved with illegal unlicensed truck operations. The restrictions on subcontracting tiers and measures against illegal unlicensed truck operations will take effect from April 1, 2026. The introduction of the license-renewal system and the restrictions on appropriate cost will take effect within three years from promulgation. The All-Japan Trucking Association established the Trucking Law Compliance Committee in August 2025, and has begun discussing responses including the introduction of the license-renewal system and matters related to appropriate costs, and is committed to ensuring that these two laws for optimizing the trucking industry become truly effective.

Tackling Workforce Issues

According to the Status of Workers' Compensation for Death by Overwork (published by the MHLW*), the industry in Japan with the highest incidence of brain/heart-related death by overwork is road freight transportation. In March 2018, 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.

* Ministry of Health, Labor and Welfare (MHLW)

While labor shortages worsen due to falling birthrate and an aging population, 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 to attract younger drivers. Moreover, JTA collaborates with government agencies to promote women's advancement and improve working conditions. Seminars are also being held to hire and retain younger and women drivers as well as encourage older drivers to stay on in their jobs. JTA also provides support for members to set up job offer sites free of charge.



In March 2024, the government revised the basic policy for operating the system related to specified skilled worker residency status, adding “vehicular transportation” to those fields covered by the system. This started offering a level 1 evaluation test for specified skilled workers from December 2024, which is anticipated to help resolve the shortage of truck drivers. In addition, JTA will take appropriate measures to facilitate the acceptance of foreign drivers.



In response to the rising average age of truck drivers and the increasing number of those suffering from lifestyle-related diseases, 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, including how to combat sleep apnea syndrome (SAS). In addition, JTA has prepared pamphlets and subsidized SAS screening and the acquisition of blood-pressure monitors. In FY2024, to help improve drivers' health we have also started to distribute video materials related to diet and health management.



Enhancing Management

- To encourage the development of a sustainable and profitable trucking industry, JTA conducts a training program designed to improve operators' cost awareness and facilitate thorough cost control. Aiming to improve the management structure of small- and medium-sized trucking companies, JTA holds seminars and individual consultation sessions across the country, explaining how to apply a standard freight rate system, along with offering a special website and manuals to describe the details and implement the system. Furthermore, JTA also supports its members' efforts to improve management by providing assistance for business analysis and diagnosis.
-
- Business analysis report
-
- Publication: Contract freight rate index data
- JTA has developed a scheme to support small and medium-sized member businesses in understanding their own business situation, working to improve it, and negotiating freight rates with their business partners. This scheme dispatches management consultants who specialize in small- and medium-sized enterprises; they provide management diagnosis, advice, and support for freight rate negotiations. We also subsidize a portion of the diagnosis costs.
 - In order to contribute to the stable management of trucking companies and consignors, JTA publishes the contracted freight rate index of the WebKIT freight and vehicle information network.
 - 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. Also, to foster talented managers among small- and medium-size operators, JTA is providing support for those wishing to attend classes at SME Training Institutes.
 - Aiming to contribute to the improvement of trucking companies' business management, JTA established a recommended loan program to facilitate smooth and advantageous access to loans from financial institutions. This program provides interest subsidies that can be used for procuring long-term funds to purchase commercial vehicles, upgrade distribution facilities, and prepare for disaster response. Additionally, a subsidy program has been established to help pay the charges levied by credit guarantee associations.

Promoting Digital Transformation (DX)

- To improve management and raise operational efficiency to counter the labor shortages faced by trucking companies, JTA 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, all of which are posted on the JTA website. JTA also engages in other initiatives that contribute to the wider adoption of DX and IT by the industry through seminars.
- JTA offers subsidies for the introduction of roll-call support equipment to facilitate the adoption of automated roll call.
- Following the amendment to the Motor Truck Transportation Business Act, which mandates the issuance of written transport contracts, JTA has developed the Transport Contract & Documentation App to help member operators efficiently conclude agreements with their business partners. The app features functions for creating application and acceptance forms, as well as search, duplication, and client management capabilities.

IT Deployment Guidebook



IT Best Practices



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 its sound development. JTA and the prefectural trucking associations regularly make requests and petitions to the political parties, members of the Diet, and relevant administrative agencies on a wide variety of issues – ranging from tax reform and budgetary matters to highway tolls, and relief measures to combat soaring fuel costs.
- Concerning vehicle taxes, which have grown increasingly complex and burdensome, JTA has 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.



At a general meeting of the LDP Diet Members' Caucus for the Promotion of Trucking, Chair Yoichi Teraoka (standing) advocates for the trucking industry's demands.

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 order 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. Japan's trucking industry has responded 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, and the severe rainstorms that occurred in July 2020. In addition, trucks fully demonstrated excellent mobility following the 2024 Noto Peninsula earthquake.



Emergency-response trucks transporting relief supplies after the Noto Peninsula earthquake of January 2024

● JTA's Disaster Prevention Center, completed in July 2014, employs seismically isolated structure and is equipped with an emergency power generation system and satellite phones, enabling the center to maintain functionality even during disasters. In the event of a disaster, this facility is designed to serve as 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. At JTA, individuals with such knowhow are identified as "disaster logistics experts" and in FY2020 training programs aiming to foster these specialists are being conducted.



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, JTA continues to develop a fueling network for emergencies using the fuel stocks and pumps owned by trucking companies and cooperative associations. This system ensures priority and rapid fuel supply during large-scale disasters, serving as a crucial mechanism for enhancing transportation continuity during emergencies.

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, JTA is actively lobbying the government for the following:

(1) Promotion of measures to enhance convenience following extension of the highway toll collection deadline; (2) reduction of highway tolls, etc.*; (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).



Presenting JTA's request regarding the transit verification system for special-type vehicles to Toshio Kutsukake (second from right), Director-General of the Road Bureau at MLIT

*Reduction of toll levels (3 NEXCO companies), expansion of large-volume/high-frequency discounts to an effective level of 50% (ditto)

● JTA is 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, JTA adopts 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.

Consumer Satisfaction

● JTA is 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. A telephone consultation service for inquiries on consumer-oriented transportation services such as moving and parcel delivery are set up to provide appropriate advice based on the Standard Conditions of Carriage for Moving and the Standard Conditions for Courier Services. JTA is also working to enhance and strengthen consumer services by advertising on the JTA website and in other media to promote “off-peak moving” to avoid busy periods.



Pamphlets promoting "off-peak moving"

● One of JTA's initiatives focuses on raising the level of service offered by the moving industry. In realizing this initiative, training sessions are held 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.



● JTA establishes a Moving Business Excellence Certification System, an accreditation system to clearly identify moving companies capable of offering their customers safety and reliability. This certification is granted to a company that satisfies criteria such as the allocation of staff in the business environment who have completed a special training program, provision of a customer consultation facility, and acquisition of the G Mark. While the certification is valid, the company is permitted to display the Safe Moving Mark. In January 2016 this system was recognized by ACAP* for promoting and supporting consumer-oriented management, which was awarded the Best Consumer Supporter Badge by Japan's Consumer Agency in June 2018.

*Association of Consumer Affairs Professionals

High Fuel Prices

● Due to rising global resource prices and the weakening yen over the past few years, inflation has kept the price of diesel, the primary fuel for trucks, at consistently high levels. JTA has been working to promote a better understanding of the need to appropriately pass on rising transport costs, including fuel spikes, to freight rates. In January 2022, JTA and the MLIT jointly sent out a letter and pamphlet to consignors and shipper organizations, requesting their acceptance of a fuel surcharge system. Furthermore, in March of the same year, the association established the Task Force on Fuel Price Hikes headed by then-Chairman Katsumi Sakamoto, to strengthen support for fuel surcharge implementation and address the government's "Package of Measures for Smooth Cost Pass-through." In March 2023, JTA revised and published the "Handbook for Introducing Fuel Surcharges to Combat Rising Fuel Prices" and launched a dedicated section on its website, using tools such as web banners to further promote the widespread adoption of the system.



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

● Furthermore, an agreement has been reached among six ruling and opposition parties to abolish the provisional diesel fuel tax rate on April 1, 2026, in a move that has been requested for many years.



Leaflet seeking consignors' understanding of the need to introduce a fuel surcharge system, and an online banner featured on a special page of the JTA website



PR Activities

- 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, such as production and broadcasting of nationwide TV commercials and posting of industry PR and opinion ads in national papers. JTA also proactively conducts PR activities via websites and digital signage.
- To provide information of benefit to the trucking industry, JTA publishes the trade journal *Publicity Truck* periodically; 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.
- Since Truck Day was designated on October 9, 1992, trucking-related events are organized every year to promote the role of truck transportation. Trucking associations nationwide organize events such as traffic safety demonstrations and painting contests in close collaboration with their local communities.
- Official social media accounts are set up on LINE, X, and YouTube, encouraging people to friend/follow JTA, and to subscribe to the JTA channel. The animated video “What if the trucks stopped?” posted on JTAvideo has garnered significant attention of about 8 million views.



Poster for the Truck Day



Trade journal *Publicity Truck*



JTA website

International Exchanges

- JTA welcomes observer groups representing transportation-related industries from Europe, the United States, and Asia, striving to promote international exchange and friendship through the exchange of opinions and sharing of information.
- JTA is a full member of the International Road Transport Union (IRU). At the General Assembly held in Geneva in April 2012, a report was presented on the great challenges involved in transporting emergency supplies following the Great East Japan Earthquake of March 11, 2011. This report received high praise from countries around the world. In recognition of this achievement, JTA was awarded the IRU Grand Prix Award, the highest honor of the IRU Awards, in June 2013.

This commemorative photo was taken after a meeting to exchange opinions with Bangladeshi government officials.



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

Truck Stations

- JTA has built 23 Truck Stations beside major roads around Japan, which operate to provide parking spaces for large trucks and trailers that serve as an invaluable base for drivers to eat, bathe and sleep. These truck stations serve as vital hubs supporting safe operations for truck drivers engaged in long-distance driving. A live camera has been introduced on a trial basis at the Ibaraki Truck Station parking lot since August 2025, enabling drivers to check congestion levels in advance. Efforts like this are underway to make the facility more user-friendly.



Each Truck Station contributes to driver safety.



Live camera footage introduced on a trial basis at Ibaraki TS



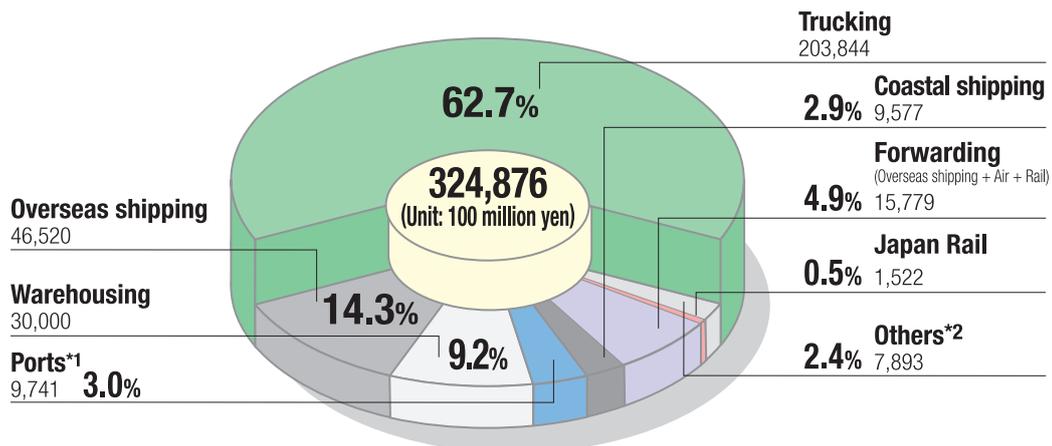
Truck Station in Osaka with vehicles from all over Japan

● Truck Transport Data ●

No. of trucking companies	62,848 (as of March 31, 2024)
No. of commercial trucks	1,496,931 (as of March 31, 2024)
No. of trucking industry employees	1.98 million (2024)
Trucking industry revenue	20,384.4 billion yen (FY2022)

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 (FY2022)



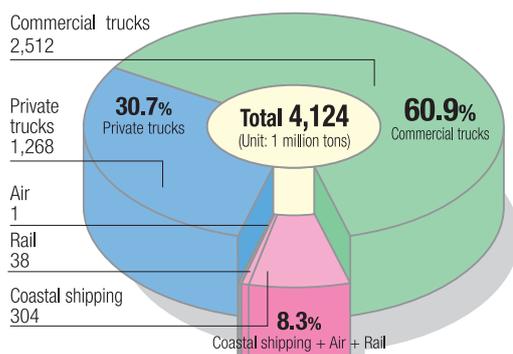
Source: Ministry of Land, Infrastructure, Transport and Tourism

*1: Data from FY2020

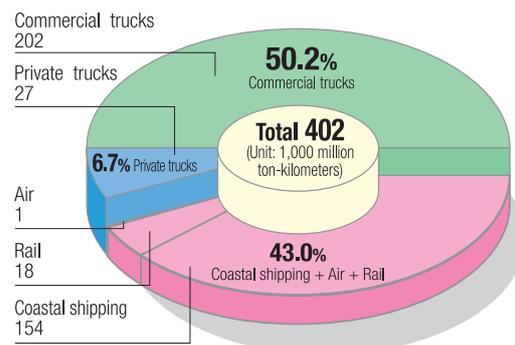
*2: "Others" includes air freight and truck terminal operations.

Annual Freight Volume – Road, Rail, Sea, and Air (FY2023)

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 2022 was worth 20,384.4 billion yen, representing about 62.7% 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 50.2% of all domestic freight in Japan, but in terms of tonnage the figure rises to 60.9%, 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.



Japan Trucking Association

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Add us as a friend on LINE, follow us on X, or
subscribe to us on YouTube.

