Table 1. Cost Structure of Trucking Carrier

<table>
<thead>
<tr>
<th></th>
<th>Special Consolidated</th>
<th>Aerial</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operation Costs</td>
<td>615.20 (97.3%)</td>
<td>276.32 (96.4%)</td>
</tr>
<tr>
<td>Labor Costs</td>
<td>257.46 (40.7%)</td>
<td>123.23 (43.0%)</td>
</tr>
<tr>
<td>Other Cost</td>
<td>357.74 (56.6%)</td>
<td>153.09 (53.4%)</td>
</tr>
<tr>
<td>Non-operating Costs</td>
<td>17.17 (2.7%)</td>
<td>10.44 (3.6%)</td>
</tr>
<tr>
<td>Total</td>
<td>632.37 (100%)</td>
<td>286.76 (100%)</td>
</tr>
</tbody>
</table>

Note: 1) Data were corrected in 1990.
2) Measured in Yen per vehicle kilometer.

Table 2. Changes in Cost Structure of Trucking Carrier

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Operation Costs</td>
<td>365.59 (97.2%)</td>
<td>367.27 (97.6%)</td>
<td>380.59 (98.0%)</td>
</tr>
<tr>
<td>Labor Costs</td>
<td>160.45 (42.7%)</td>
<td>146.41 (38.9%)</td>
<td>173.88 (44.8%)</td>
</tr>
<tr>
<td>Other Cost</td>
<td>205.14 (54.6%)</td>
<td>202.86 (53.9%)</td>
<td>206.71 (53.3%)</td>
</tr>
<tr>
<td>Non-operating Costs</td>
<td>10.39 (2.8%)</td>
<td>8.93 (2.4%)</td>
<td>7.57 (2.0%)</td>
</tr>
<tr>
<td>Total</td>
<td>375.98 (100%)</td>
<td>376.20 (100%)</td>
<td>388.16 (100%)</td>
</tr>
</tbody>
</table>

Note: Measured in Yen per vehicle kilometer.

Table 3. Estimated Hypothetical Welfare Gain

<table>
<thead>
<tr>
<th>Fare Level</th>
<th>Average Fare Yen per ton-km</th>
<th>Freight Volume m. ton-km</th>
<th>Welfare Gain M. Yen (in 1990 price)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1991 level</td>
<td>56.6</td>
<td>209,129</td>
<td>0</td>
</tr>
<tr>
<td>3% decrease</td>
<td>54.9</td>
<td>210,290</td>
<td>355,943</td>
</tr>
<tr>
<td>5% decrease</td>
<td>53.7</td>
<td>211,089</td>
<td>594,368</td>
</tr>
<tr>
<td>10% decrease</td>
<td>50.9</td>
<td>213,174</td>
<td>1,194,636</td>
</tr>
</tbody>
</table>
Figure 1. Change of Passenger Transport Modal Split (1950-1991)


Figure 2. Change of Freight Transport Modal Split (1950-1991)

Figure 3. Changes of Trucking Business under the Old and New Law

Road Transport Law
- General Line-haul Trucking Business
- General Aerial Trucking Business
- Contract Trucking Business
- Small Vehicle Freight Transport Business
- Free Trucking Business

Motor-Trucking Business Law
- Special Consolidation Trucking Business
- General Motor-trucking Business
- Contract Trucking Business
- Small Vehicle Freight Transport Business
- abolished
Figure 4. Structure of Trucking Industry (1993)


Figure 5. Comparison of Corporate Sizes between Special Consolidate Carriers and Aerial Carriers (by Capital Stock)

Note: 1) Capital stocks are measured in million yen, in fiscal year 1993.
2) This figure does not include owner-operator and municipally operated carrier which are both aerial carriers.

Figure 6. Changes of Freight Transport and Real GDP (index; 1965=100)


Figure 7. Change of Weight per Shipping Lot by All Modes

Figure 8. Changing Rates in Numbers of Trucking Carriers

Source: Ministry of Transport, Riku-un Tokei Yoran.
Figure 9. Change of Industry Structure by Fleet Size  
(Special Consolidate Carriers)  


Figure 10. Change of Industry Structure by Fleet Size  
(Aerial Carriers)  

Figure 11. Trends of Average Fares


Figure 12. Change of Employment

Source: Ministry of Transport, Riku-un Tokei Yoran. And author's calculation.
Figure 13. Amount of Capital Investment

Source: Ministry of Transport, Riku-un Tokei Yoran. And author's calculation.

Figure 14. Development of Door to Door Trucking Service

Figure 15. Concentration in Door to Door Service Market