

Eleven railway operators in the Kanto region will begin mutual use of the Tap to Ride Service based on contactless payments such as credit cards on Wednesday, March 25, 2026.

Odakyu Electric Railway Co., Ltd.
Odakyu Hakone Co., Ltd.
Keio Corporation
Keikyu Corporation
SAGAMI RAILWAY Co., Ltd.
SEIBU RAILWAY Co., Ltd.
Sumitomo Mitsui Card Company, Limited
JCB Co., Ltd.

TOKYU RAILWAYS
Tokyo Metro Co., Ltd.
Bureau of Transportation, Tokyo Metropolitan Government
TOBU RAILWAY CO., LTD.
YOKOHAMA MINATOMIRAI RAILWAY COMPANY
OMRON SOCIAL SOLUTIONS Co., Ltd.
QUADRAC Co., Ltd.

On Wednesday, March 25, 2026, eleven railway operators in the Kanto region (Odakyu Electric Railway Co., Ltd., Odakyu Hakone Co., Ltd., Keio Corporation, Keikyu Corporation, SAGAMI RAILWAY Co., Ltd., SEIBU RAILWAY Co., Ltd., TOKYU RAILWAYS, Tokyo Metro Co., Ltd., Bureau of Transportation, Tokyo Metropolitan Government, TOBU RAILWAY CO., LTD., and YOKOHAMA MINATOMIRAI RAILWAY COMPANY), and OMRON SOCIAL SOLUTIONS Co., Ltd. (hereafter called "OSS"), Sumitomo Mitsui Card Company, Limited (hereafter called "Sumitomo Mitsui Card"), JCB Co., Ltd. (hereafter called "JCB"), and QUADRAC Co., Ltd. (hereafter called "QUADRAC") will jointly launch a service that allows passengers to use these railway operators' lines by making connections among the lines (hereafter called "mutual use") through a postpaid touch payment service using contactless payments such as credit cards^(*1) (hereafter called the "Tap to Ride Service").

(*1) Cards that support tap payment (credit, debit, prepaid), and smartphones and other devices on which such cards are registered

In addition to six railway operators (Keio Corporation, Keikyu Corporation, SEIBU RAILWAY Co., Ltd., TOKYU RAILWAYS, Bureau of Transportation, Tokyo Metropolitan Government, and YOKOHAMA MINATOMIRAI RAILWAY COMPANY), which have already introduced the Tap to Ride Service, five operators will launch their Tap to Ride Service on Wednesday, March 25, 2026, allowing passengers to use inter-operated train services provided by the eleven railway operators, on 54 lines, at 729 stations^(*2). This will support the mutual through operation among the eleven railway operators, enabling passengers to use multiple railway lines by making connections on a seamless basis. In the future, we will continue to not only expand the mutual use to the eleven operators' lines and stations that are not covered at the time of the launch, but also seek to enhance railway networks where the mutual use of the Tap to Ride Service is achieved.

(*2) As of March 25, 2026. The lines and stations to be covered will vary with railway operators. For details, see the Attachment.

Eleven railway operators in the Kanto region will jointly provide various customers in Japan and abroad with a comfortable and seamless riding experience by establishing a new mobility environment where passengers can use railways with only one familiar credit card. In the future, we will continue to position our transportation IC cards, which have been used by a large number of customers, as the mainstay, and work to further improve the convenience of urban transportation by pursuing the improvement of the value of our safe, secure, convenient and seamless railway network through furtherance of the collaboration among the railway operators, while flexibly responding to the changes in the needs of our customers and society, and actively adopting technological innovation.

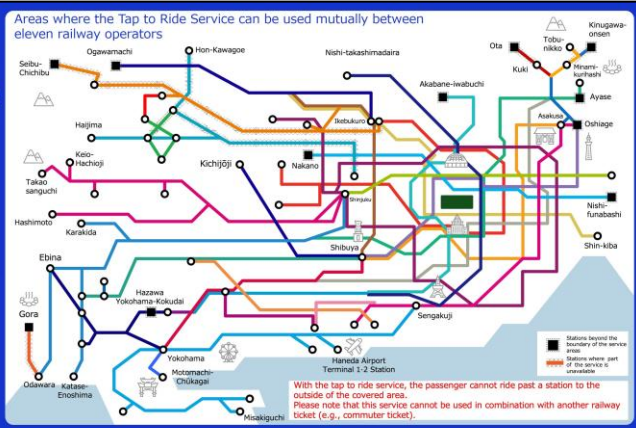
Tap to ride service

Get connected!

Enjoy comfortable mobility with just one credit card!



Areas where the Tap to Ride Service can be used mutually between eleven railway operators



With the tap to ride service, the passenger cannot ride past a station to the outside of the covered area.
Please note that this service cannot be used in combination with another railway ticket (e.g., commuter ticket).

Starting March 25, 2026! Just tap your usual credit card at the fare gate!



1. Outline of the service

[Attachment]

(1) Start date and time of mutual use of the Tap to Ride Service

From the first train on Wednesday, March 25, 2026

(2) Eleven railway operators' lines and stations where the service is available

(As of March 25, 2026)

Covered operator	Covered line	Covered station
Odakyu Electric Railway Co., Ltd.	All lines (Odawara Line, Enoshima Line, Tama Line)	All stations
Odakyu Hakone Co., Ltd.	Hakone Tozan Line	Odawara, Hakone-Yumoto, Tonosawa, Ohiradai, Miyanoshita, Kowakidani, Chokoku-no-mori, Gora
	Hakone Tozan Cable Car	Gora, Sounzan
Keio Corporation	All lines Keiō Line, Takao Line, Sagami Line, Keibajo Line, Dobutsuen Line, Inokashira Line	All stations (temporary fare gates are not covered)
Keikyu Corporation	All lines Keikyu Line, Airport Line, Daishi Line, Zushi Line, Kurihama Line	All stations
SAGAMI RAILWAY Co., Ltd.	All lines Sotetsu Line, Sotetsu Izumino Line, Sotetsu Shin-Yokohama Line	All stations
SEIBU RAILWAY Co., Ltd.	Ikebukuro Line, Seibu-Chichibu Line	Ikebukuro, Ekoda, Sakuradai, Nerima, Nakamurabashi, Fujimidai, Shakuji-kōen, Ōizumi-gakuen, Hōya, Hibarigaoka, Akitsu, Tokorozawa, Nishi-Tokorozawa, Kotesashi, Sayamagaoka, Musashi-Fujisawa, Inariyama-kōen, Irumashi, Bushi, Motokaji, Hannō, Higashi-Hannō, Koma, Seibu-Chichibu
	Shinjuku Line	Seibu-Shinjuku, Takadanobaba, Higashi-Fushimi, Tanashi, Hana-Koganei, Kodaira, Tokorozawa, Kōkū-kōen, Shin-Tokorozawa, Irise, Sayamashi, Shin-Sayama, Minami-Otsuka, Hon-Kawagoe
	Kokubunji Line	Kokubunji, Koigakubo, Takanodai, Ogawa
	Seibu-Yūrakuchō Line, Toshima Line, Sayama Line, Yamaguchi Line, Haijima Line, Tamako Line	All stations
TOKYU RAILWAYS	All lines Tōyoko Line, Meguro Line, Tōkyū Shin-yokohama Line, Den-en-toshi Line, Ōimachi Line, Ikegami Line, Tōkyū Tamagawa Line, Setagaya Line, Kodomonokuni Line	All stations
Tokyo Metro Co., Ltd. (Tokyo Metro)	All lines (Ginza Line, Marunouchi Line, Hibiya Line, Tozai Line, Chiyoda Line, Yurakucho Line, Hanzomon Line, Namboku Line, Fukutoshin Line)	All stations (boarding at Nakano Station is not covered)
Bureau of Transportation, Tokyo Metropolitan Government (Toei Subway)	All lines (Asakusa Line, Mita Line, Shinjuku Line, Oedo Line)	All stations

TOBU RAILWAY CO., LTD.	TOBU SKYTREE Line	All stations
	Isezaki Line	Wado, Kuki, Tatebayashi, Ashikagashi, Ota
	Nikko Line	Sugito-takanodai, Satte, Minami-kurihashi, Tochigi, Shin-Kanuma, Shimo-imaichi, Tobu-nikko
	Kinugawa Line	Shin-takatoku, Tobu World Square, Kinugawa-onsen
	Tojo Line	All stations from Ikebukuro to Ogawamachi
YOKOHAMA MINATOMIRAI RAILWAY COMPANY	All lines (Minatomirai Line)	All stations

- * Only the above eleven railway operators will be in the scope of mutual use of the Tap to Ride Service as of the start date and time.
- * The service is not available on/at any lines/stations that are not found in the above table. For details, see the website, etc. of the respective railway operator.
- * Passengers boarding at Nakano Station cannot use the Tap to Ride Service. Passengers boarding using the Tap to Ride Service and getting off at Nakano Station will need to have the fare processed at the manned fare gate counter using the card (credit, debit or prepaid) they used when boarding.
- * On SAGAMI RAILWAY lines, the service will be available through all fare gate counters and part of the automatic fare gates at the time of introduction and commencement in March 2026. Then, the number of fare gates supporting the service will be increased in stages, timed to coincide with the renewals of automatic fare gates.
- * SEIBU RAILWAY will expand the service coverage to all lines and stations by March 2027.
- * The Hakone Tozan Cable Car and the Setagaya Line are not covered by the new fare calculation system (see Reference 4 for details).

(3) How to use

By simply passing a contactless payment such as a credit card supporting tap payment over an automatic fare gate, the passenger can immediately pass through the fare gate, and use the covered lines and stations.

(4) Fare when using Tap to Ride Service

The fare is the same as the standard passenger fare (in 10-yen increments) for a ticket.

- * Adult fares only. (Child fares are not covered. If a child wishes to use the service, they can only use it as long as the card is in their name. Regarding the fare, the adult fare is applied.)
- * 70 yen will be discounted from the regular passenger fare when passengers make connections between a Tokyo Metro line and a Toei Subway line.
- * No other fare discounts will be provided.

(5) Details

(As of March 25, 2026)

Item		Content
Covered credit cards, etc.	Payment tools	Cards that support tap payment (credit, debit or prepaid), and smartphones, etc. for which such cards are set
	Accepted card brands	Visa, Mastercard, JCB, American Express, Diners Club, Discover, UnionPay (7 brands in total)
	Fare payment	The fare will be adjusted according to the payment method with the card (credit, debit or prepaid).
Other	Passenger transfers outside the fare gate	At the following transfer stations where you exit the fare gates and then re-enter, a new fare will be required if your transfer time exceeds 60 minutes. - Tokyo Metro's transfer stations where the passenger exits the fare gate once - Toei Subway's transfer stations where the passenger exits the fare gate once - Tokyo Metro's and Toei Subway's transfer stations where the passenger exits the fare gate once
	Passenger transfers through a "fare gate only for transfers"	At the following transfer stations, the passenger can use "fare gates only for transfers." - Tokyo Metro's and Toei Subway's transfer stations (Aoyama-itchome station, Ichigaya station, Kasuga station, Korakuen station, Ningyocho station, Monzen-nakacho station) - Odakyu Line's and Sotetsu Line's transfer stations (Yamato Station) * The passenger cannot use the "fare gates only for transfers" for transfer to any line other than those of the covered eleven railway operators (for such transfers, the passenger must transfer by exiting the fare gate once, or use a transportation IC card or the like).
	Restrictions	- It is not possible to enter and exit using a different card or device (including smartphones with the same card number registered on it.). - Tap to Ride service cannot be used in combination with other tickets (such as commuter passes) or passes (such as shareholder benefits). - The passenger cannot ride past a station to any lines other than those of the covered eleven railway operators (outside the covered area). In addition, the passenger cannot use the service across any lines other than those of the covered eleven railway operators. - Alternate routes (in case of service disruption) are not covered. - Tap to Ride Service cannot be used to enter the station for any purpose other than boarding a train.
	Checking your ride history	You can check your ride history by accessing the Q-move website (https://q-move.info/), and completing the member registration procedures on My Page.

* Before using the service, please check the contract of carriage or the website, etc. of the respective railway operator, in addition to the above.

(Reference 1) Usage image (cases where the service can be used)

- (1) Cases where the passenger uses the service with transfer among the eleven railway operators (mutual through operation lines are covered)

Case 1	Boarding from the Tokorozawa Station of the Seibu Ikebukuro Line to the Motomachi-Chūkagai Station of the Minatomirai Line	
Case 2	Boarding from the Asakadai Station of the Tobu Tojo Line to the Seya Station of the Sotetsu Line	
Case 3	Boarding from the Haneda Airport Terminal 3 Station of the Keikyū Airport Line to the Asakusa Station of the Toei Asakusa Line	
Case 4	Boarding from the Otemachi Station of the Tokyo Metro Chiyoda Line to the Hakone-yumoto Station of Hakone Tozan Line	

- (2) Cases where the passenger transfers outside the fare gate (exiting the fare gate once for transfer)

At transfer stations where you exit the fare gates and then re-enter, a new fare will be required if your transfer time exceeds 60 minutes.

Case 5	Exiting the fare gate at the Ueno Station once to transfer from the Tokyo Metro Ginza Line to the Tokyo Metro Hibiya Line	
Case 6	Exiting the fare gate at the Higashi-nihombashi Station once to transfer from the Toei Asakusa Line to the Toei Shinjuku Line	
Case 7	Exiting the fare gate at the Shinjuku-sanchome Station once to transfer from the Tokyo Metro Line to the Toei Line	

(3) Cases where the passenger transfers through a “fare gate only for transfers”

Case 8	Transferring between the Tokyo Metro Line and the Toei Subway Line through the “fare gate only for transfers” at the Aoyama-itchome Station	 The diagram shows a horizontal line representing a subway route. From left to right: a green circle labeled 'Sangen-jaya Station', a green line segment labeled 'Tokyū Den-en-toshi Line', a purple line segment labeled 'Tokyo Metro Hanzomon Line', a pink circle labeled 'Aoyama-itchome Station' (which is highlighted with a pink rectangular box), a pink line segment labeled 'Toei Subway Oedo Line', and a pink circle labeled 'Tochomae Station'. An arrow points from the Aoyama-itchome Station towards the Tochomae Station.
Case 9	Transferring between the Sotetsu Line and the Odakyu Line through the “fare gate only for transfers” at the Yamato Station	 The diagram shows a horizontal line representing a subway route. From left to right: a dark blue circle labeled 'Seya Station', a dark blue line segment labeled 'Sotetsu Line', a light blue circle labeled 'Yamato Station' (which is highlighted with a light blue rectangular box), a light blue line segment labeled 'Odakyu Enoshima Line', and a light blue circle labeled 'Fujisawa Station'. An arrow points from the Yamato Station towards the Fujisawa Station.

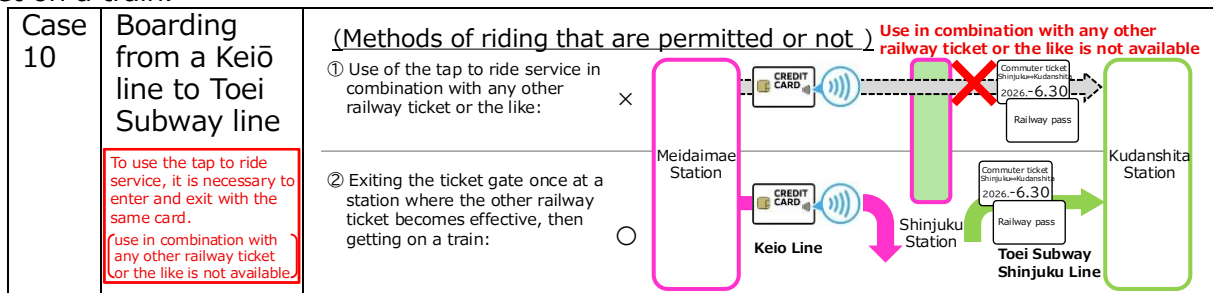
* Please ensure you touch your eligible card to the reader installed on the automatic fare gate until you hear a beep.

In particular, if the card is not read by the automatic fare gate, etc. at the transfer station, the correct fare may not be deducted at your arrival station.

(Reference 2) Restrictions (cases where the service cannot be used)

(1) The Tap to Ride service cannot be used in combination with any other railway ticket (e.g., commuter ticket).

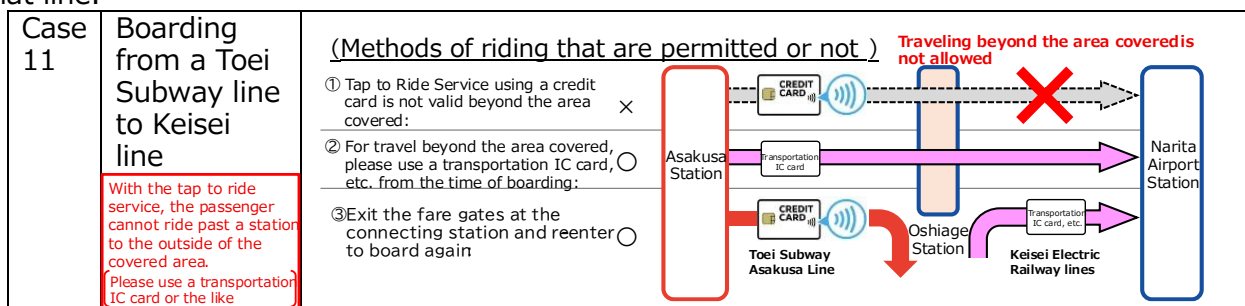
Exit the fare gate once at a station where the other railway ticket becomes effective, then get on a train.



* Note: To use the Tap to Ride Service, it is necessary to enter and exit an automatic fare gate, etc. with the same credit card. Please note that the service cannot be used in combination with any other railway ticket. In addition, the service cannot be used in combination with any other railway ticket for cases where the passenger transfers through a "fare gate only for transfers."

(2) With the Tap to Ride Service, the passenger cannot ride past a station to the outside of the covered area (to any line other than those of the covered eleven railway operators).

If you ride to the outside of the covered area, use a transportation IC card, etc. or exit the fare gate once at the junction with another operator's line, and then use a ticket for that line.

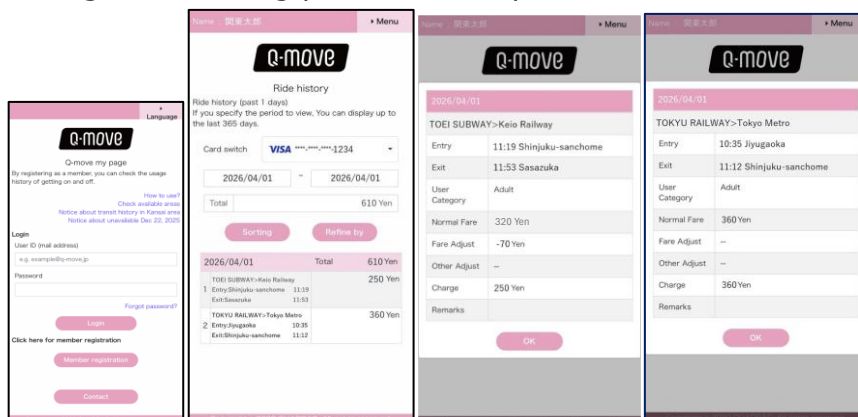


* Note: If you travel beyond the area covered, the Tap to Ride Service is not valid from the departure station. In such cases, the fare from the junction to the arrival station will be adjusted at the arrival station. In addition, at the covered station of the railway operator where you get on a train, the entry history of the credit card, etc. must be processed, and the fare from the departure station to the junction must be adjusted. In all cases, the fare will be adjusted in multiples of ten yen by cash, etc. (other than credit-card payments).

(Reference 3) Check your ride history with your smartphone

You can check your ride history by accessing the Q-move website (<https://q-move.info/>), provided by QUADRAC, and completing the member registration procedures on My Page.

<Image for checking your ride history>



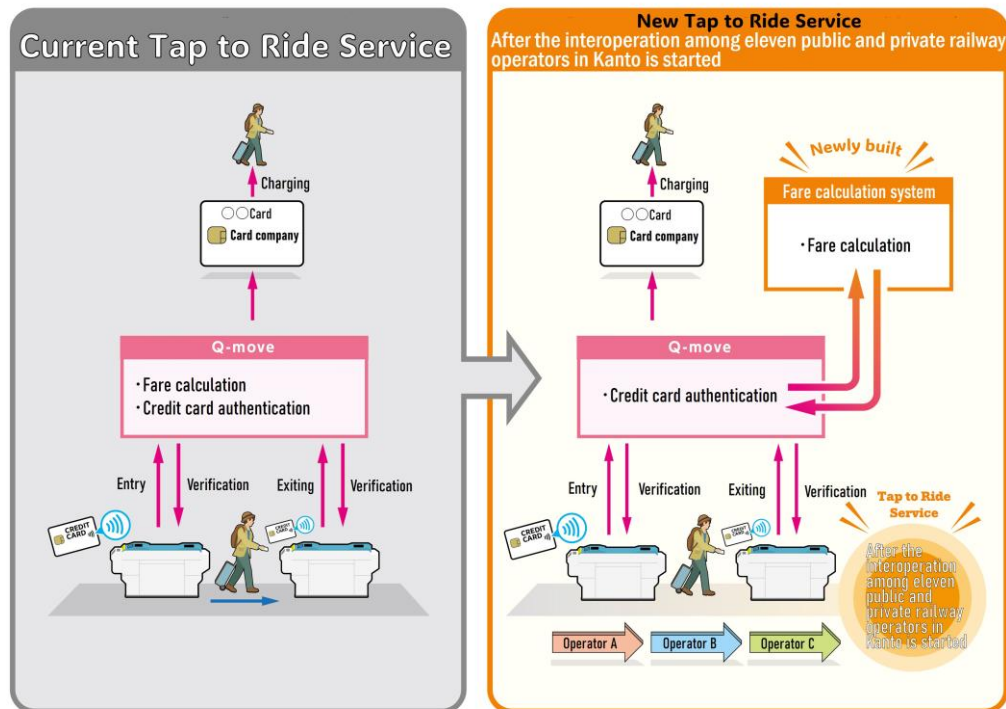
(Q-move website)



(Reference 4) Development of a new fare calculation system and the roles of railway operators

For mutual use of the Tap to Ride Service, eleven railway operators and OSS worked together to develop a new fare calculation system, in order to address challenges related to the complex fare calculation, such as the intricate line networks and the transfer outside the fare gate, which are unique to the railway systems in the Kanto region, including mutual through operation.

With linkage between this new fare calculation system, the “stera transit” solution for public transportation systems, which is provided by Sumitomo Mitsui Card, and the SaaS-type platform “Q-move,” which is provided by QUADRAC, the interoperation of the Tap to Ride Service in Kanto will be achieved.



<Roles of railway operators>

Eleven railway operators	- Supervision of this joint project - Operation of railways, and provision of fare gate system and railway operation - Development and building of a fare calculation system required for mutual use of the Tap to Ride Service
OSS	- Development and building of a fare calculation system required for mutual use of the Tap to Ride Service
Sumitomo Mitsui Card	- Provision of the stera platform (stera transit) - Support for introduction of Visa, Mastercard and UnionPay, and awareness promotion
JCB	- Support for introduction of JCB, American Express, Diners Club and Discover, and awareness promotion
QUADRAC	- Provision of SaaS platform “Q-move” for the handling of payments and authentication for transportation operators

(Reference 5) About “stera transit”

(URL: <https://www.smbc-card.com/kamei/stera/transit/index.jsp>)

“stera transit” is a touch payment solution for public transportation provided by Sumitomo Mitsui Card. In order to solve issues related to the introduction of cashless payments, Sumitomo Mitsui Card developed “stera”, a payment platform for businesses jointly built with GMO Payment Gateway, GMO Financial Gate, and Visa. “stera transit” utilizes the “touch payment” platform provided by these international brands.

Beyond enhancing consumer convenience by eliminating the need for cash or pre-charging, this initiative is expected to significantly improve the inbound tourism infrastructure and promote cashless payments, not just transportation.

Additionally, “stera transit” technology can be used as an authentication platform for MaaS and smart cities, and is being developed to be utilized across Japan.