



Mount Fuji Yoshida Trail

THE COMPLETE GUIDE



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Overview

Mount Fuji Yoshida Trail: A Practical Climb Guide

The Mount Fuji Yoshida Trail is the main summer route up Fuji-san in [Japan](#), starting from the Fuji Subaru Line 5th Station at 2,300 m. The standard climb is about 14 km return, gains 1,476 m and reaches Japan's highest point at 3,776 m. It is a hard, non-technical mountain hike: suitable for fit walkers who can handle altitude, cold wind, loose volcanic ground and a long summit day. Many hikers climb over two days with a hut night for sunrise.

Route Overview

The usual route is an out-and-back from Fuji Subaru Line 5th Station on the Yamanashi side, reached by toll road and bus from Kawaguchiko or Fujiyoshida. The ascent passes the 6th station safety guidance centre, 7th station huts such as Kamaiwakan, 8th station huts such as Taishikan, then Goraikokan around the original 8th/8.5th station where the Subashiri route joins. The trail reaches the crater rim at Kusushi Shrine and the torii gate; the optional Ohachi-meguri crater circuit continues to Kengamine. Descent uses a separate switchbacking gravel path for much of the way. For other Japan mountain trips, compare [Kamikochi to Mount Yari](#) or the forested [Jomon Sugi Trail](#).

Mount Fuji, pilgrimage and the Yoshidaguchi route

Mount Fuji is an active stratovolcano and one of Japan's Three Holy Mountains. The north-side Yoshidaguchi route developed as a major pilgrim path from Kitaguchi Hongu Fuji Sengen Shrine in Fujiyoshida, supported by oshi lodging houses for Fuji-ko pilgrim groups. Fuji's religious associations include Shinto worship linked to Konohanasakuya-hime and Shugendo mountain asceticism. Women were barred from the upper mountain until 1872. Fuji was inscribed as a UNESCO World Heritage Cultural Site in 2013.

Notable highlights

Goraiko summit sunrise: The classic Fuji objective is watching sunrise from the crater rim, often above cloud. Overnight climbers usually leave their 7th or 8th station hut in the small hours to reach the top in time.

Summit crater and Ohachi-meguri: Fuji's crater rim walk is an optional circuit of about one hour. It reaches Kengamine, the true 3,776 m high point of Japan.

Kusushi Shrine and torii gate: This small Shinto shrine marks the top of the Yoshida Trail at the crater edge. It is part of the Sengen shrine tradition tied to Fuji worship.

7th and 8th station huts: More than a dozen yamagoya cluster on the upper route, offering basic dormitory space, meals and rest. They are essential to the common two-day sunrise climb.

Fuji Subaru Line 5th Station: The 2,300 m trailhead is the main launch point for modern Yoshida Trail climbers, with shops, restaurants, a shrine and views towards the Fuji Five Lakes.

Fuji Five Lakes views: In clear weather the route looks across Lake Kawaguchi, the other Fuji Five Lakes and the Yamanashi countryside. For a very different sacred walking route, see the [Kumano Kodo](#)

Nakahechi Route.

Challenges to expect

Expect a hard but non-technical climb. The main issues are the 1,476 m ascent, altitude above 3,000 m, cold wind near the summit, sudden weather changes and crowds in peak summer. The upper ascent is rocky with chained or stepped sections; the descent is loose volcanic scoria that is tiring on knees. A head-torch is useful for sunrise climbs. Follow yellow Yoshida Trail signs carefully to avoid descending the wrong route.

Key Data

Country	Japan
Distance	14 km
Duration	1 days
Difficulty	Hard
Trail type	Out & Back
Elevation gain/loss	1476 m
Highest point	3776 m
Terrain & landscape	Mountain, Volcanic, Alpine
Trail surface	Rock, Gravel, Volcanic Ash
Accommodation	Huts
Average daytime temp.	10°C
Chance of rainfall	Medium
Estimated cost	\$\$
Optimal season	Summer
Accessibility	Family Friendly
Facilities	Restrooms, Water Sources, Campsites, Shelters
Permits & fees	Has fees

Introduction

The Yoshida Trail is the classic north-side climb of Fuji-san, starting high at Fuji Subaru Line Gogōme (5th Station) and rising through lava, scoria and exposed switchbacks to Japan's highest mountain. It suits fit hillwalkers who want a serious but non-technical summit, with clear waymarking, frequent yamagoya (mountain huts) and the busiest atmosphere on Fuji in summer.

Most climbers split the route over two days, walking to a 7th- or 8th-station hut before a pre-dawn start for goraikō, the sunrise from the crater rim. The Yoshida Trail itself reaches the torii gate and Kusushi Jinja at around 3,720 m; Kengamine, the true 3,776 m summit, is reached by continuing around part of the Ohachi-meguri crater circuit.

This is not a casual high-level stroll. The climb gains roughly 1,476 m from the 5th Station, the air thins above 3,000 m, and the upper mountain can be cold, windy and crowded even in the official summer season.

The descent has its own sting: a long, separate line of dusty switchbacks on loose volcanic gravel that punishes tired legs and knees. Careful pacing, hut reservations, the correct entry registration and close attention to the yellow Yoshida waymarks all matter.

This guide covers stages, timing, huts, food, transport, terrain, entry rules and the common mistakes that catch out Fuji climbers.

Stage-by-Stage Guide

Stage 1: Fuji Subaru Line Gogōme (5th Station) to an 8th-station mountain hut

Approx distance: 5 km

Typical finish: Hachigōme (8th Station, ~3,020–3,100 m) or Moto-Hachigōme / Hassyagō-me (original 8th / 8.5 Station, ~3,400–3,450 m)

This is the acclimatisation and positioning stage for the standard two-day Yoshida Trail climb. It starts at Fuji Subaru Line Gogōme (富士スバルライン五合目 / 5th Station), a busy bus terminus at about 2,300–2,305 m with shops, restaurants, Komitake Jinja and views towards Lake Kawaguchi and the Fujigoko (Fuji Five Lakes).

The first part is comparatively gentle by Fuji standards, with subalpine track and broad switchbacks leading towards Rokugōme (六合目 / 6th Station, ~2,390 m). This is where the Fuji-san Safety Guidance Centre and entry checks sit, and where the climb begins to feel like a proper mountain route rather than an approach from the bus stop.

Above the 6th Station the route becomes increasingly exposed and volcanic. The path climbs through red-brown lava and scoria slopes with little shelter from sun, wind or sudden weather changes. The Yoshida route is waymarked in yellow, and staying with those markings matters from the start.

The character changes again around Nanagōme (七合目 / 7th Station, ~2,700–2,790 m). This is the start of the steep rocky section, where the trail leaves easier switchbacks for rough lava, steps and fixed-chain sections. It is not technical climbing, but it is hands-on in places and can be slow when crowded.

Huts begin to appear around the 7th Station, including Kamaiwakan, then continue higher towards the 8th Station area. Most walkers on a sunrise itinerary push on to a hut around Hachigōme (八合目) or higher, such as the area around Taishikan or Goraikōkan, to reduce the amount of pre-dawn climbing on summit morning.

Food is available at the 5th Station, and booked yamagoya (山小屋 / mountain huts) provide basic meals and shared sleeping space. Do not plan around streams or springs on this volcanic route; carry enough water to reach the hut, and check what your booked hut provides before travelling.

Accommodation at the stage end is in mountain huts only. These are basic dormitory-style huts, usually costing roughly ¥10,000–15,000 per person with meals, and must be booked ahead. There is no trail accommodation below the 5th Station or on the summit itself.

Public transport access is straightforward at the start but not at the end of the stage. Buses run to Fuji Subaru Line 5th Station from Kawaguchiko Station and Fujisan Station in climbing season, and direct highway buses also run from Busta Shinjuku in Tokyo. The 8th-station huts have no road access, so once committed above the 5th Station the practical options are to continue to the hut or descend on foot.

The main planning warning for this stage is timing. The Yoshida Trail has a mandatory entry system on the Yamanashi side, including a toll, daily cap and gate controls; for 2025 the fee is ¥4,000 per climber, but current rules, gate hours and reservation requirements should be checked before travelling. Climbers without a hut booking are generally restricted from entering during the closed overnight period, a rule aimed at stopping unsafe non-stop “bullet climbing”.

Altitude also starts to matter on this stage. The 8th-station huts sit well above 3,000 m, and headaches, nausea or unusual fatigue should not be ignored. Climb slowly, keep warm during rest stops, and be prepared to descend if symptoms worsen.

Stage 2: 8th-station hut to the summit crater rim, then descent to Fuji Subaru Line Gogōme

Approx distance: 10 km

Main high points: Yoshidaguchi summit torii and Kusushi Jinja (~3,720 m); optional Kengamine (剣ヶ峰, 3,776 m) via the Ohachi-meguri crater circuit

This is the long summit stage and the hardest part of the route. Most climbers leave their 8th-station hut in the small hours for gorai-kō (御来光 / sunrise), climbing by head-torch towards the crater rim. Expect cold, wind, queues on the upper trail and slow progress in the dark.

From the 8th Station and Moto-Hachigōme / Hassyagō-me, the route climbs through increasingly barren volcanic ground. The Subashiri route joins near the 8th Station area, so the path can become noticeably busier above this point. Higher up, Kyūgōme (九合目 / 9th Station) marks the final steep switchbacks below the crater.

The Yoshida Trail tops out at the Yoshidaguchi summit torii and Kusushi Jinja (久須志神社 / Kusushi Shrine), around 3,720 m on the crater rim. This is the classic sunrise viewpoint for Yoshida Trail climbers, but it is not the true summit of Fuji-san.

To reach Kengamine, the highest point in Japan at 3,776 m, continue around part of the Ohachi-meguri (お鉢巡り) crater circuit. The full crater circuit is about 3.8 km and typically adds around 90 minutes, so it should only be added if weather, visibility, time and energy allow. There is no accommodation on the summit.

Food and shelter on this stage are limited to the mountain huts before the summit push and whatever is open at the 5th Station after descent. Start from the hut with enough warm clothing, food and water for the summit, the optional crater rim walk and the full descent. Do not assume easy resupply once above the upper huts; this should be checked before travelling.

The descent is not the same as the ascent route. The Yoshida downhill trail (吉田下山道) uses a separate marked descent path back towards Fuji Subaru Line Gogōme. It is a long series of switchbacks on loose volcanic scoria, often dusty, repetitive and hard on knees and ankles.

Navigation on descent needs attention, especially when tired. Follow the yellow Yoshida route markings and be careful around the area where routes divide near the 8th Station; taking the wrong line can send walkers onto the Subashiri side rather than back to the Fuji Subaru Line 5th Station. Do not simply follow the largest crowd without checking signs.

The loose descent surface is one of the main physical challenges of the whole climb. Trekking poles are useful, and gaiters can help keep volcanic grit out of footwear. In dry weather the dust can be unpleasant; in poor weather the exposed upper mountain can quickly become cold and hostile.

Back at Fuji Subaru Line Gogōme, there are shops, restaurants and bus connections. Local buses run to Kawaguchiko Station and Fujisan Station, while highway buses connect with Shinjuku in Tokyo during the

climbing season. Private cars are restricted in season, with parking at Fujihokuroku and shuttle-bus transfer, and express-bus or shuttle seats should be booked ahead in peak summer.

The stage should not be underestimated because the summit has been reached. Most accidents and navigation errors become more likely during the tired descent, especially after a short night in a hut and a cold pre-dawn start. Allow enough time for the 3–5 hour descent, keep layers accessible, and descend promptly if altitude sickness symptoms develop.

Recommended Itinerary

Standard itinerary: 2 days with an 8th-station hut

This is the best-balanced plan for most independent hikers. It breaks the 1,476 m climb, gives some time to adjust to altitude, and positions you close enough to the crater rim for a pre-dawn goraikō (sunrise) ascent.

Day	From	To	Approx. distance	Why this stage makes sense	Services/accommodation notes
1	Fuji Subaru Line Gogōme (5th Station, ~2,300 m)	8th-station mountain hut, around Hachigōme / Moto-Hachigōme (~3,100–3,450 m)	About 5 km	A short but steady first stage lets you start after reaching the trailhead by bus, pass Rokugōme (6th Station) and climb through the rocky 7th-station section without rushing. Sleeping high on the mountain reduces the length of the summit push.	Book a yamagoya (mountain hut) well ahead. Huts around the 8th station include options such as Taishikan and Goraikōkan. Expect basic shared sleeping space and meals; typical costs are roughly ¥10,000–15,000 per person. Confirm current prices before booking.
2	8th-station hut, pre-dawn	Yoshidaguchi summit torii / Kusushi Jinja (~3,720 m), optional Kengamine (3,776 m), then back to Fuji Subaru Line Gogōme (5th Station)	About 10 km, excluding any optional crater circuit	Starting in the small hours puts the summit sunrise within reach while avoiding a non-stop overnight “bullet climb”. After sunrise, descend on the dedicated Yoshida downhill trail, which is longer, loose and tiring but designed for descent traffic.	There is no accommodation on the summit. Carry a head-torch, warm layers and enough water. If adding Ohachi-meguri, allow for the optional ~3.8 km / ~90-minute crater circuit to reach Kengamine, and skip it in poor weather or high wind. Follow the yellow Yoshida waymarks carefully on the descent, especially near the 8th-station area where routes can be confused.

Slower variant: travel up rested, use a 7th- or 8th-station hut

Fuji-san is not a multi-day hut-to-hut trek, so there is limited scope to make the mountain section much slower. The practical slower approach is to avoid arriving at the 5th Station tired, spend time at Fuji Subaru Line Gogōme before starting, and choose a hut height that suits your pace.

Day	From	To	Approx. distance	Why this stage makes sense	Services/accommodation notes
0	Tokyo, Kawaguchiko Station or Fujisan Station area	Fuji Subaru Line Gogōme (5th Station) or nearby pre-climb base	No trail distance	Travelling before the climb reduces pressure on Day 1 and gives more time to deal with bus queues, entry procedures and weather changes.	No railway reaches the trailhead. Buses run from Kawaguchiko Station and Fujisan Station, and direct highway buses run from Shinjuku. Timetables and seat availability should be checked before travelling, especially in peak summer.
1	Fuji Subaru Line Gogōme (5th Station)	7th- or 8th-station yamagoya	About 5 km if continuing to the 8th-station area; less if stopping at the 7th station	A 7th-station hut makes the first mountain day easier and may suit hikers who want a more cautious start at altitude. An 8th-station hut is better for reducing the pre-dawn summit push.	Huts are basic and must be booked ahead. There is no accommodation below the 5th Station on the trail itself, and no summit accommodation.
2	Mountain hut	Summit crater rim, then Fuji Subaru Line Gogōme (5th Station)	About 10 km from the 8th-station area; longer in effort if starting lower at the 7th station	This remains a demanding day: the route climbs into thinner air, then descends a long loose scoria trail. Starting from a lower hut means more ascent before sunrise, so set expectations accordingly.	A hut booking is particularly important for avoiding restricted overnight entry rules. Current gate hours, reservation rules and fees should be checked on the official Mt. Fuji climbing site before travelling.

This variant suits hikers who are fit but cautious about altitude, those using public transport from Tokyo or the Fuji Five Lakes area, and anyone who wants more margin for crowds and weather.

Faster variant: 1-day ascent and descent

A one-day climb is possible for very fit hikers, but it is harder than the distance suggests. The round trip is only about 14–15 km, yet it gains roughly 1,476 m, reaches serious altitude, and finishes with a long knee-jarring descent on loose volcanic gravel.

Day	From	To	Approx. distance	Why this stage makes sense	Services/accommodation notes
1	Fuji Subaru Line Gogōme (5th Station)	Summit crater rim, then back to Fuji Subaru Line Gogōme (5th Station)	About 14–15 km round trip	This compresses the whole Yoshida Trail into one long day: roughly 5–7 hours up and 3–5 hours down. It avoids hut logistics but gives less time for altitude adjustment and little margin for bad weather, queues or fatigue.	Start within the permitted entry window and do not rely on overnight access without a hut reservation. The mandatory Yoshida Trail reservation/payment system, daily cap and gate hours change by season and should be checked before travelling.

This variant suits strong, acclimatised day-hikers who are content to miss the classic summit sunrise or who have a legal, season-compliant start plan. It is not a good choice for first-time high-altitude hikers, late starters, or anyone prone to altitude sickness.

Planning the Route

Choose a two-day plan unless conditions strongly favour a day climb

Most walkers should plan the Yoshida Trail as a two-day climb with one night in a yamagoya (mountain hut) between the 7th and upper 8th stations. This is not because the distance is long by trekking standards, but because the altitude, summit weather and pre-dawn goraikō (sunrise) objective make pacing more important than speed.

A one-day ascent and descent is possible for very fit, well-acclimatised hikers starting early from Fuji Subaru Line Gogōme (5th Station), but it leaves little margin for altitude symptoms, bad weather or missed transport. It also removes the rest period that makes the standard sunrise climb safer and more manageable.

The key planning choice is therefore where to sleep: lower 7th-station huts such as Kamaiwakan give a shorter first day but a longer summit push, while 8th-station and upper huts such as Taishikan and Goraikōkan place you much closer to the crater rim for the pre-dawn start.

Plan	Best for	Main drawbacks
Two-day hut climb	Most independent hikers, first-time Fuji climbers, sunrise plans	Requires an advance hut booking and an early-hours start
One-day climb	Fit hikers who are comfortable at altitude and do not need sunrise	Long continuous day; tighter transport and weather margins
Overnight “bullet climb” without a hut	Not recommended	Higher altitude-sickness risk; restricted by Yoshida Trail entry rules

Let the huts dictate the stages

There are no trail towns or villages to break the route into normal trekking stages. Once you leave Fuji Subaru Line Gogōme, the practical staging points are the numbered stations and the huts on the upper mountain.

A typical first day is a steady climb from the 5th Station through Rokugōme (6th Station), then into the rocky 7th-station section and on to a booked hut around the 8th station. The second day starts in the small hours, reaches the Yoshidaguchi summit torii and Kusushi Jinja (Kusushi Shrine) on the crater rim, then descends by the separate Yoshida downhill trail back to the 5th Station.

Do not assume there will be space in a hut on arrival. The Yoshida route is Fuji-san’s busiest route, and the standard sunrise pattern concentrates demand at the 7th- and 8th-station yamagoya. Book the hut before fixing transport.

Build the plan around entry rules and the climbing season

The Yoshida Trail is a summer-only climb, with recent official seasons running from 1 July to 10 September. Outside the season, huts, buses, the toll gate and mountain facilities are closed, and the upper mountain is snow-covered and dangerous.

The Yamanashi-side Yoshida Trail has a mandatory reservation and payment system. For 2025 the fee is ¥4,000 per climber, with a daily cap of 4,000 climbers; recent arrangements have included advance-reservation slots and a smaller same-day allocation. Gate hours and overnight entry restrictions change, and climbers without a mountain-hut booking are restricted during closed overnight hours.

Current season dates, fee, daily cap, gate hours and reservation rules should be checked before travelling on the official Fuji climbing website and the Yoshida Trail registration system. These rules differ from the Shizuoka-side routes, so do not rely on information for Subashiri, Gotemba or Fujinomiya.

Transport timing matters at both ends

No railway reaches Fuji Subaru Line Gogōme. The normal access is by bus from Kawaguchiko Station or Fujisan Station, or by direct highway bus from Shinjuku in Tokyo; private-car access is restricted in season, with parking at Fujihokuroku and shuttle bus transfer.

For a two-day climb, allow enough time on day one to reach the 5th Station, organise final food and water, pass the entry point at Rokugōme, and climb to the hut without rushing. For a one-day climb, the first bus and last return bus become critical constraints. Current timetables and seat booking requirements should be checked before travelling, especially in peak summer.

Do not treat the descent as an afterthought

The descent is on a separate Yoshida downhill trail rather than the same rocky ascent line. It is faster than the climb but physically wearing: long switchbacks on loose volcanic scoria are dusty and hard on knees and feet.

Navigation is usually straightforward in clear conditions, but attention is needed where routes divide near the 8th-station area. Follow the yellow Yoshida route waymarks carefully; straying onto the Subashiri descent can leave you on the wrong side of the mountain for your return transport.

Decide in advance whether Kengamine is part of the route

The Yoshida Trail reaches the crater rim at about 3,720 m by the summit torii and Kusushi Jinja. The true high point of Fuji-san, Kengamine (3,776 m), is on the south-western crater rim and requires continuing around part of the Ohachi-meguri crater circuit.

The full crater circuit is about 3.8 km and takes roughly 90 minutes in good conditions. Add it only if the weather is stable, the wind is manageable, altitude symptoms are absent and there is enough time for the descent and onward transport. In poor weather, reaching the Yoshidaguchi crater rim is the sensible objective.

Food, water and mountain-hut logistics

Fuji Subaru Line Gogōme has shops and restaurants, and the upper Yoshida route has numerous huts offering basic dormitory space and meals during the season. Hut stays are basic, crowded and functional; expect shared sleeping space rather than privacy.

Book meals with the hut if needed, and check what is included before travelling. Carry enough food and water for the climb between planned stops, plus a reserve in case altitude, queues or weather slow the

day. There is no accommodation on the summit and no accommodation below the 5th Station on the trail itself.

Shortening, extending and section-hiking

This is not a route that lends itself to section-hiking. It is an out-and-back mountain climb from a single high trailhead, with the buses, entry gate and huts all geared around a complete ascent and descent.

The realistic ways to shorten the plan are to stop at the Yoshidaguchi crater rim rather than continuing to Kengamine, or to abandon the climb and descend if altitude sickness or weather becomes a problem. The main extension is the Ohachi-meguri crater circuit and Kengamine, but that should be treated as optional rather than guaranteed.

The planning priorities

The essential order is: secure the Yoshida Trail reservation and entry payment, book a mountain hut if doing the standard two-day climb, then arrange transport to and from Fuji Subaru Line Gogōme. After that, plan clothing and timing around cold summit wind, sudden weather changes and the pre-dawn start.

A head torch is essential for a sunrise ascent from a hut. Warm layers and wind protection are needed even in summer, and the pace should remain deliberately slow above 3,000 m. If altitude sickness symptoms develop, the safe response is to stop ascending and descend.

Towns, Villages and Overnight Stops

The Yoshida Trail is not a village-to-village walk. Overnight planning is mainly a choice between sleeping at a yamagoya (mountain hut) around the 7th, 8th or original 8th / 8.5 Station, or attempting the climb in a single long day during permitted gate hours.

For the standard two-day goraikō (sunrise) climb, book a hut before travelling. The upper-route huts offer basic shared sleeping space and meals, typically around ¥10,000–15,000 per person, but prices and booking conditions change by season and should be checked before travelling.

Kawaguchiko Station and Fujisan Station

Kawaguchiko Station (河口湖駅) and Fujisan Station (富士山駅) are the main public-transport approach points for the Yoshida Trail. Local buses run from both to Fuji Subaru Line Gogōme (5th Station) in about 50 minutes during the climbing season.

These are practical staging points if arriving from elsewhere in Japan before the climb, especially if an early bus is needed. Accommodation and food options around the stations are outside the trail itself and should be booked separately; availability in peak summer should be checked before travelling.

Fuji Subaru Line Gogōme (5th Station, ~2,300 m)

Fuji Subaru Line Gogōme is the modern trailhead for the Yoshida Trail and the roadhead for buses and seasonal shuttle services. It has shops, restaurants, Komitake Jinja (shrine) and views towards Lake Kawaguchi and the Fujigoko (Fuji Five Lakes) in clear weather.

It is a good place to arrive early, eat, sort layers, use the facilities and spend a little time at altitude before starting. There is no trail accommodation below the 5th Station on the Yoshida route itself, so this is not normally the overnight stop for the climb.

No railway reaches the trailhead. Buses run from Kawaguchiko Station and Fujisan Station, and direct highway buses run from Shinjuku in Tokyo; private-car access is restricted in season, with parking at Fujihokuroku and onward shuttle bus use. Bus, express-bus and shuttle details should be checked and booked ahead in peak summer.

Rokugōme (6th Station, ~2,390 m)

Rokugōme is where the ascent begins to feel like the mountain proper. The Fuji-san Safety Guidance Centre is here, and this is also where the entry system is checked for the Yoshida Trail.

It is not an overnight stop. Treat it as an administrative and safety checkpoint before the climb steepens: make sure the correct Yoshida route is being followed, and be clear on the current gate, toll and reservation rules.

For recent seasons, the Yoshida Trail has used a mandatory reservation/payment system with a daily cap and gate restrictions aimed at stopping unsafe overnight “bullet climbing”. Current fees, gate hours and entry rules should always be checked on the official Mount Fuji climbing website before travelling.

Nanagōme (7th Station, ~2,700–2,790 m)

Nanagōme is the first important overnight zone on the ascent. It marks the start of the steeper rocky section, where the trail becomes more hands-on with fixed chains and stepped lava terrain.

Huts such as Kamaiwakan sit in this 7th-station band. A 7th-station hut can suit walkers who want to break the climb earlier and avoid pushing too high on the first afternoon, but it leaves a longer pre-dawn climb to the summit for sunrise.

Food and accommodation are hut-based rather than village-based: expect simple meals, shared sleeping space and basic mountain-hut routines. Advance booking is essential in the official climbing season, especially around weekends and holiday periods.

Hachigōme (8th Station, ~3,020–3,100 m)

Hachigōme is the main practical overnight target for many two-day Yoshida Trail climbers. It sits high enough to shorten the summit push, while still leaving time on Day 1 to climb steadily from the 5th Station.

There is a cluster of yamagoya here, including huts such as Taishikan. These huts provide the core services needed for the standard sunrise itinerary: a booked sleeping space, meals and a sheltered place to rest before a very early start.

This is also an important navigation area because the Subashiri route joins near the 8th Station. On the descent, follow the yellow Yoshida waymarks carefully; straying onto the wrong descent route can leave walkers far from the Fuji Subaru Line 5th Station.

Moto-Hachigōme / Hassyagō-me (Original 8th / 8.5 Station, ~3,400–3,450 m)

Moto-Hachigōme / Hassyagō-me is the highest practical overnight area on the Yoshida route. Upper huts such as Goraikōkan sit here, close enough to the crater rim to make the pre-dawn summit push shorter than from the lower 8th-station huts.

This can be a useful choice for walkers focused on reaching Kusushi Jinja and the summit torii for goraikō, but it is also a much higher place to sleep. Anyone prone to altitude symptoms should take the ascent slowly and be prepared to descend if symptoms worsen.

Accommodation is limited to mountain huts, with shared sleeping space and meals. These upper huts are especially popular for sunrise climbs, so early booking is important.

Kyūgōme (9th Station)

Kyūgōme is not a settlement or overnight stop. It is a high point on the final steep switchbacks below the crater rim, reached during the summit push from the upper huts.

There is little reason to plan a long stop here beyond catching breath, adjusting layers and managing pace. Conditions can be cold and windy even in summer, and most walkers will be moving through in darkness if aiming for sunrise.

Chōjō / Yoshidaguchi Summit Torii and Kusushi Jinja (~3,720 m)

Chōjō is where the Yoshida Trail reaches the crater rim at the summit torii and Kusushi Jinja (Kusushi Shrine). This is the usual goal for walkers following the Yoshida route to see goraikō.

There is no accommodation on the summit. Plan to carry the clothing needed for cold wind and long waiting periods, then descend after sunrise unless continuing around the crater.

Do not treat the summit as a place to recover from a rushed ascent. If altitude sickness symptoms become significant, the correct response is to descend rather than wait at the crater rim.

Kengamine (3,776 m)

Kengamine is the true highest point of Fuji-san and of Japan, reached from the crater rim via the Ohachi-meguri circuit. It is an optional extension, not part of the basic Yoshida Trail ascent to Kusushi Jinja.

There is no overnight accommodation here and no reason to plan it as a stopping place. Attempt it only if weather, time, energy and altitude response are suitable after reaching the crater rim.

The Ohachi-meguri crater circuit is about 3.8 km and commonly takes around 90 minutes. If the descent bus timing, weather or fatigue is tight, prioritise a safe descent on the correct Yoshida downhill trail back to Fuji Subaru Line Gogōme.

Getting to the Start

The Yoshida Trail starts at Fuji Subaru Line Gogōme (富士スバルライン五合目 / Fuji Subaru Line 5th Station) at about 2,300–2,305 m on the north side of Fuji-san. No railway reaches the trailhead, so the final approach is by bus or seasonal shuttle.

In climbing season, transport, entry rules and road access are tightly linked to the official Fuji climbing system. Bus timetables, seat reservations, gate hours, the mandatory Yoshida Trail reservation/payment and any road restrictions should all be checked before travelling.

By train

The practical railheads for the Yoshida Trail are Kawaguchiko Station (河口湖駅) and Fujisan Station (富士山駅). From either station, local buses run up to Fuji Subaru Line Gogōme in roughly 50 minutes during the climbing season.

This is the usual approach for hikers already staying around the Fuji Five Lakes area. It also works well if arriving from elsewhere in Japan by rail and changing to the Fuji Subaru Line 5th Station bus at Kawaguchiko or Fujisan.

There is no train beyond these stations to the mountain. The 5th Station is a roadhead, not a rail-served village, so missing the final bus can mean a major delay or an expensive last-minute workaround. Current bus times should be checked before travelling.

By bus

Direct buses are the simplest way to reach the trailhead without a car. Local buses run from Kawaguchiko Station and Fujisan Station to Fuji Subaru Line Gogōme in about 50 minutes, with services described as hourly in the climbing season and costing about ¥2,000 one way.

From Tokyo, direct highway buses run from Busta Shinjuku to Fuji Subaru Line Gogōme in about 2.5 hours, with fares around ¥4,800 one way. This is the most straightforward public-transport option for hikers starting from Tokyo, but seats should be booked ahead in peak summer.

Route	Typical use	Journey time / cost
Kawaguchiko Station → Fuji Subaru Line Gogōme	Fuji Five Lakes base, rail-to-bus connection	~50 min; about ¥2,000 one way
Fujisan Station → Fuji Subaru Line Gogōme	Fujiyoshida-side base, rail-to-bus connection	~50 min; about ¥2,000 one way
Busta Shinjuku, Tokyo → Fuji Subaru Line Gogōme	Direct Tokyo access	~2.5 hr; about ¥4,800 one way

The first logistical risk is arriving too late for the climb plan. Yoshida Trail gate rules restrict overnight entry for climbers without a mountain-hut reservation, and recent gate opening hours have been around 03:00–14:00. These rules change, so current gate hours and reservation requirements must be checked before travelling.

The second risk is return transport. The descent finishes back at Fuji Subaru Line Gogōme, but tired hikers can take longer than planned on the loose volcanic descent. Build in enough time for the final bus or book transport with a realistic buffer.

By car

Private cars are restricted in season on the Fuji Subaru Line approach. Hikers driving to the Yoshida Trail should expect to park at Fujihokuroku and continue by shuttle bus to Fuji Subaru Line Gogōme.

Do not plan on driving directly to the 5th Station during the main climbing season unless the current access rules explicitly allow it. Parking arrangements, shuttle-bus operation, booking requirements and any road restrictions should be checked before travelling.

For a two-day climb, treat the vehicle as being left off-mountain while you overnight in a yamagoya (mountain hut). Avoid leaving valuables in the car, and allow enough time on both sides of the climb for the shuttle transfer as well as the busier summer queues.

From the nearest airport

There is no direct airport rail link to Fuji Subaru Line Gogōme. Most international arrivals should first get to Tokyo or the Fuji Five Lakes area, then use the bus connections to the 5th Station.

The most clearly defined Tokyo access is the highway bus from Busta Shinjuku to Fuji Subaru Line Gogōme. Airport-to-Tokyo transfers, any direct airport coaches and same-day connection times should be checked before travelling, especially if aiming to reach a hut the same afternoon.

A same-day airport arrival, transfer across Tokyo, bus to the 5th Station and climb to a 7th- or 8th-station hut is a tight and risky plan. A night in Tokyo or around Kawaguchiko/Fujisan is usually the safer logistics choice before starting.

Where to stay before starting

The trail itself has no accommodation below Fuji Subaru Line Gogōme. The standard two-day Yoshida climb uses a booked yamagoya higher on the mountain, usually around the 7th or 8th Station, not a lodge at the trailhead.

For the night before starting, the most practical bases are near the transport nodes used for the 5th Station buses: Kawaguchiko Station or Fujisan Station. Staying in the Fuji Five Lakes area also makes it easier to catch an early bus and reduces the risk of Tokyo traffic or missed long-distance connections.

If starting from Tokyo, staying close to the Shinjuku highway-bus departure point can work, but it leaves less margin for bus delays, entry-gate timing and altitude adjustment at the 5th Station. Climbers aiming for a hut that same day should choose a departure that allows time to collect supplies, pass the entry gate and ascend slowly.

Mountain huts on the Yoshida route must be booked ahead, especially for the classic gorai-kō sunrise climb. The hut booking, Yoshida Trail reservation/payment, bus seat and season dates should be aligned before any non-refundable travel is booked.

Getting Home from the Finish

The Yoshida Trail finishes where it starts: Fuji Subaru Line Gogōme (Fuji Subaru Line 5th Station). There is no railway at the trailhead, so every onward journey begins by bus, shuttle, taxi or private transport down the mountain.

Plan the descent with onward transport in mind. The loose volcanic-scoria downhill trail is often slower and harder on tired legs than expected, and late finishes can leave little margin for the last buses. Timetables, seat availability and seasonal restrictions should be checked before travelling.

By train

There is no train from Fuji Subaru Line 5th Station. The nearest rail connections used for the Yoshida Trail are Kawaguchiko Station (河口湖駅) and Fujisan Station (富士山駅), reached by local bus from the 5th Station.

Local buses take roughly 50 minutes from Fuji Subaru Line 5th Station to Kawaguchiko Station or Fujisan Station. From there, continue by rail or other onward transport; exact train times and connections should be checked before travelling, especially if aiming to reach Tokyo the same evening.

If finishing late in the day, do not rely on being able to descend, catch a bus and make a long onward rail journey without checking the final departures in advance.

By bus

Bus is the main way home from the Yoshida Trail finish. In the climbing season, local buses run between Fuji Subaru Line 5th Station and Kawaguchiko Station / Fujisan Station in about 50 minutes, with services described as roughly hourly in season and around ¥2,000 one way.

Direct highway buses also link Fuji Subaru Line 5th Station with Busta Shinjuku in Tokyo, taking about 2.5 hours and costing around ¥4,800 one way. These are the simplest option for hikers returning directly to Tokyo, but express-bus seats should be booked ahead in peak summer.

Do not cut the final connection too fine. The summit day can easily run long if the trail is crowded, weather slows the descent, or the optional Ohachi-meguri crater circuit and Kengamine are added.

By car/taxi

Private cars are restricted in season. Drivers normally park at Fujihokuroku and use the shuttle bus to and from Fuji Subaru Line 5th Station; shuttle seats should be booked ahead in peak summer where possible.

If returning to a parked car, allow time for the descent bus or shuttle before making onward plans. Road access rules and shuttle arrangements change by season, so current restrictions should be checked before travelling.

Taxi may be possible in the wider Fuji Five Lakes area, but it should not be treated as the default way off the mountain without arranging it in advance. Availability, pick-up rules at the 5th Station and fares should be checked before travelling.

From the nearest airport

The practical airport approach for most overseas hikers is via Tokyo, then onward by highway bus to Shinjuku or by rail/bus connections via Kawaguchiko Station or Fujisan Station. The hike itself finishes at the 5th Station, so the first step is still to descend by bus or shuttle.

Airport-specific transfers, last connections and luggage logistics are timetable-dependent. If flying the same day after the climb, build in a large buffer or stay lower down first; the combination of altitude fatigue, slow descent, summer crowds and limited mountain transport makes tight flight connections a poor plan.

Where to stay at the finish

There is no accommodation on the summit, and the trail does not have accommodation below the 5th Station. The yamagoya (mountain huts) are on the upper route and are for the climbing itinerary, not for staying after finishing back at the trailhead.

If finishing too late for comfortable onward travel, arrange accommodation off the mountain after taking the bus down towards Kawaguchiko Station or Fujisan Station. Do this before the climb in peak season, rather than assuming same-day availability.

Staying lower down after the climb is often the safest option if onward buses or trains are limited, if the weather has delayed the descent, or if anyone in the party is exhausted or showing signs of altitude-related illness.

Which Direction Should You Walk?

Standard direction: ascend the Yoshida Trail, descend the Yoshida downhill trail

The Yoshida route is not a point-to-point walk with a meaningful choice of direction. The standard and practical way to climb is from Fuji Subaru Line Gogōme (5th Station), up the signed Yoshida ascent trail via Rokugōme (6th Station), Nanagōme (7th Station), Hachigōme (8th Station) and the upper huts, then down the separate Yoshida descent trail back to the same 5th Station.

This is also how the route's hut, gate and crowd-management logistics are set up. The ascent passes the 7th- and 8th-station yamagoya (mountain huts), making it possible to sleep high on the mountain and continue before dawn for goraikō (sunrise) at the crater rim.

Is the reverse direction worth considering?

No. A "reverse" climb would mean trying to ascend the loose volcanic-scoria descent route and then descend the rocky, chained ascent sections. That is the worse arrangement in both directions: the descent trail is dusty, loose and tiring underfoot, while the rocky 7th-station section is more sensible to tackle uphill than down in crowds.

The separate downhill trail exists for a reason. Use the ascent trail for climbing, then follow the marked Yoshida descent trail back down, paying close attention to the yellow Yoshida waymarks where routes divide near the upper mountain.

Logistics and accommodation flow

Transport does not favour either direction because the route starts and finishes at Fuji Subaru Line Gogōme (5th Station). Buses, shuttle arrangements and any private-car restrictions all relate to the same trailhead.

Accommodation strongly favours the normal direction. The huts are positioned on the upper ascent route between the 7th and 8th stations, so the usual two-day plan is:

Day	Direction	Practical reason
Day 1	5th Station to a 7th- or 8th-station hut	Gain height gradually, eat, rest and avoid a non-stop overnight ascent
Day 2	Hut to summit, then Yoshida descent trail to 5th Station	Reach the crater rim for sunrise, then descend in daylight

Climbers without a hut booking must also consider current gate hours and overnight entry restrictions on the Yoshida Trail. These rules change by season and should be checked before travelling.

Scenery and morale

The normal direction gives the best progression: a steady climb out of the 5th Station, wider views over the Fujigoko (Fuji Five Lakes) area as height is gained, then the increasingly barren volcanic upper mountain before the final arrival at the torii gate and Kusushi Jinja (Kusushi Shrine) on the crater rim.

The psychological high point is naturally the summit, especially if timed for goraikō. The descent is less scenic in character and more physically wearing, with long switchbacks on loose scoria, but it has a clear objective: getting safely back to the 5th Station for food, shelter and onward transport.

Recommendation

Walk the Yoshida route only in the standard direction: ascend via the marked Yoshida ascent trail, stay at a 7th- or 8th-station hut if aiming for sunrise, then descend on the dedicated Yoshida downhill trail to Fuji Subaru Line Gogōme (5th Station). Do not plan a reverse ascent; it is less practical, less safe underfoot and works poorly with the hut layout and normal route management.

Accommodation Along the Route

Accommodation on the Yoshida Trail is simple, highly seasonal and concentrated high on the mountain. This is not an inn-to-inn walk: the normal two-day plan uses a single booked yamagoya (山小屋 / mountain hut) between the 7th and 8th stations, then a pre-dawn summit climb for goraikō (御来光 / sunrise) before descending to Fuji Subaru Line Gogōme (5th Station).

There is no accommodation on the summit, and no accommodation below the 5th Station on the trail itself. The huts operate only during the official summer climbing season, roughly early July to early September; outside that window the mountain is closed, snow-covered and dangerous.

Mountain huts: what to expect

Yamagoya on Fuji are functional shelters rather than hotels. Expect basic shared sleeping space, limited privacy, simple meals and a tightly managed schedule, especially on busy sunrise nights.

Huts on the Yoshida Trail generally cost roughly ¥10,000–15,000 per person with meals, but prices vary by hut, date and meal plan. Confirm current prices before booking.

Booking ahead is essential for the standard two-day climb. Weekends, public-holiday periods and peak summer dates fill quickly, and a hut reservation is also important because climbers without a mountain-hut booking are subject to overnight entry restrictions at the Yoshida Trail gate.

Best overnight height

Most climbers aim for an 8th-station hut, or one of the upper huts around Moto-Hachigōme / Hassyagōme (original 8th / 8.5 Station). This shortens the pre-dawn summit push and places you high enough for the classic sunrise schedule.

A 7th-station hut, such as Kamaiwakan, can work if higher huts are full or if a slower acclimatisation pace is preferred. It leaves more climbing before sunrise, so the overnight start will need to be earlier.

Upper huts such as Goraikōkan, near the original 8th / 8.5 Station, are among the most convenient for reaching the crater rim before dawn. They are also likely to be in heavy demand because they reduce the final night climb.

Accommodation by place

Place	Accommodation level	Best for	Notes
Fuji Subaru Line Gogōme (5th Station, ~2,300 m)	None for overnight on the trail	Starting and finishing the climb	Shops, restaurants and trailhead facilities, but not a mountain-hut overnight stop. Use it as the trailhead, not as the route accommodation.
Rokugōme (6th Station, ~2,390 m)	None	Safety checks and entry to the ascent route	The Fuji-san Safety Guidance Centre and entry gate area are here; do not plan to sleep at this level.

Place	Accommodation level	Best for	Notes
Nanagōme (7th Station, ~2,700–2,790 m)	Good	A lower hut stop, slower pacing, or when higher huts are full	Huts begin around here, including Kamaiwakan. Staying here gives more time to adjust but leaves a longer pre-dawn climb.
Hachigōme (8th Station, ~3,020–3,100 m)	Good	The standard two-day sunrise climb	A strong hut cluster, including Taishikan. This is the most practical target for many climbers splitting the ascent.
Moto-Hachigōme / Hassyagō-me (original 8th / 8.5 Station, ~3,400–3,450 m)	Limited but very useful	Minimising the summit push before sunrise	Upper huts such as Goraikōkan are close to the final climb. Book early because these places are especially convenient.
Kyūgōme (9th Station)	None	Passing through on the final ascent	Final steep switchbacks below the crater rim; no overnight option should be assumed here.
Yoshidaguchi summit / Kusushi Jinja (~3,720 m)	None	Sunrise, crater rim and onward to Kengamine if conditions allow	There is no summit accommodation. After sunrise, descend or continue around the crater only if weather, time and fitness allow.
Descent route back to Fuji Subaru Line 5th Station	None	Returning to transport	The separate Yoshida descent trail is long, loose and exposed. Do not expect accommodation or an easy bail-out once descending.

Booking and route-planning implications

A hut booking should be made before committing to transport and entry timing. The Yoshida Trail has a mandatory toll and reservation system, a daily climber cap and gate-hour rules that change by season; the current year's fee, cap, opening dates and overnight-entry rules should be checked before travelling.

For a sunrise climb, the practical sequence is: reach Fuji Subaru Line 5th Station, climb to a booked 7th- or 8th-station hut, rest for a few hours, then leave in the small hours for the summit. Attempting the full ascent overnight without a hut — dangan tozan, or “bullet climbing” — is discouraged and restricted by the gate system.

Luggage, transfers and taxis

Luggage transfer is not a solution on the mountain. The route is a high volcanic climb with only basic huts, so carry only what is needed for the ascent, the cold summit wait, the overnight stop and the descent.

Taxi transfers do not solve accommodation gaps either, because the only realistic overnight stops are the huts on the walking route. Transport planning mainly concerns getting to and from Fuji Subaru Line 5th Station by bus, or using the seasonal park-and-shuttle system if travelling by car.

This route does not work as an inn-to-inn hike. Treat it as a one-night mountain-hut climb, with any hotel or ryokan stays arranged off-route before and after the climb.

Camping and Wild Camping

Is camping possible on the Yoshida Trail?

Do not plan to camp on Mount Fuji's Yoshida Trail. This is a short, high-altitude out-and-back climb where the practical overnight system is based on booked yamagoya (mountain huts) at the 7th and 8th stations, not tents.

The standard two-day gorai-kō (sunrise) ascent uses a reserved hut bed, then a pre-dawn start for the summit. There is no accommodation on the summit, and the trail itself is exposed volcanic terrain with little shelter above about 3,000 m.

Wild camping and bivouacking

Wild camping is not a suitable or recommended strategy on Fuji-san. The Yoshida route is heavily managed in the official summer climbing season, with an entry gate, mandatory toll/reservation system and restrictions aimed at preventing unsafe overnight "bullet climbing" without a hut booking.

Climbers without a mountain-hut reservation cannot normally enter during the closed overnight gate hours. Sleeping out near the trail, huts, 5th/6th station gate or summit should not be treated as a workaround for hut availability. Current gate hours, fees and entry rules change by season and should be checked on the official Mt. Fuji climbing website before travelling.

Fuji-san is also a sacred and highly protected mountain environment, with heavy summer footfall and very limited space on the upper route. Leave no shelter, food waste or toilet waste on the mountain, and do not camp where it would damage volcanic ground, block the trail, disturb hut operations or create a safety problem in bad weather.

Campsites near the route

There are no campsite options on the Yoshida Trail itself. Anyone wanting to camp before or after the climb should look away from the mountain route, around the Fuji Five Lakes area such as Kawaguchiko, and check current local campsite availability, access and booking rules before travelling.

This is usually a separate travel arrangement rather than part of the hike. The trailhead at Fuji Subaru Line Gogōme (5th Station) is reached by bus, and the climb should still be planned around the official climbing season, entry reservation and either a hut booking or a long single-day ascent during permitted gate hours.

Water, food and waste if staying in huts

Do not rely on natural water sources on the Yoshida Trail. The upper mountain is barren volcanic terrain, so carry enough water from the start and check hut arrangements for meals, drinks and any paid supplies when booking.

Pack out all rubbish. Toilets and hut facilities are part of the managed mountain system, so carry cash for services and follow hut instructions closely. Open fires are not part of a Fuji climb; cooking and camping-style overnight stops should be avoided in favour of hut meals or food carried in from the 5th Station.

Food, Water and Resupply

The Yoshida Trail is unusually well served for a high mountain, but it is not a village-to-village hike. Food and drink are concentrated at Fuji Subaru Line Gogōme (5th Station) and at the yamagoya (mountain huts) on the 7th and 8th stations; between these points you are on exposed volcanic terrain with no shops, cafés or settlements.

There are no pubs, village shops, supermarkets or petrol stations on the trail. If you need specific trail food, medication-friendly snacks, vegetarian options or allergy-safe meals, buy them before travelling to the 5th Station rather than relying on mountain-hut menus.

Food planning

Fuji Subaru Line Gogōme (5th Station) has shops and restaurants, making it the main place to eat before starting and to buy last-minute snacks. Do not leave the trailhead underfed: the climb is short in distance but sustained, steep and high, and appetite often drops above 3,000 m.

The 7th- and 8th-station yamagoya provide meals as part of the standard hut-based ascent. Meal arrangements vary by hut and booking type, so confirm what is included when reserving. Carry enough snacks for the climb to the hut, the pre-dawn summit push and the long descent, even if hut meals are booked.

There is no accommodation on the summit. Do not plan around being able to buy a proper meal at the crater rim unless current summit-season services have been checked before travelling.

Water planning

Treat Fuji as a carry-and-buy route, not a natural-water route. The Yoshida Trail climbs barren volcanic slopes above the tree line, and there are no reliable streams, springs or villages on the walking route. Filtering natural water should not be part of the resupply plan.

Start with enough water for several hours of hard uphill walking from the 5th Station. Huts may be able to sell drinks, but free drinking-water refills should not be assumed; this should be checked with the hut when booking. For the second day, leave the hut with enough water for the pre-dawn ascent, any time on the summit or Ohachi-meguri crater circuit, and the full descent back to the 5th Station.

Cold, wind and altitude can make hikers drink less than they should, while sun and dust on the descent can increase thirst quickly. Keep water accessible rather than buried in the pack, and carry food that is easy to eat while moving slowly in cold conditions.

Section	Food availability	Water availability	Notes
Fuji Subaru Line Gogōme (5th Station)	Shops and restaurants at the trailhead. Best place for a pre-climb meal and last-minute snacks.	Best place to start with full bottles. Specific refill or purchase details should be checked before travelling.	No railway reaches the trailhead, so do not assume time for town shopping immediately before the climb unless transport timings allow.

Section	Food availability	Water availability	Notes
5th Station to Rokugōme (6th Station)	No normal resupply expected once walking.	Carry from the 5th Station.	The Fuji-san Safety Guidance Centre and entry gate are at the 6th Station; this is not a food-resupply stop.
6th Station to Nanagōme (7th Station)	Food becomes available at the 7th-station huts, depending on hut opening and what they sell to non-staying walkers.	Do not rely on natural sources. Hut drink availability should be checked before travelling.	This is where the route begins to feel more committing, with rocky sections above.
7th Station to Hachigōme / Moto-Hachigōme (8th / original 8th–8.5 Station)	Main hut belt, with yamagoya such as Kamaiwakan, Taishikan and Goraikōkan offering meals for booked guests.	Carry enough to reach the booked hut; do not assume free refills.	If sleeping at a hut, confirm dinner, breakfast and any packed-food arrangements when booking.
Hut to Yoshidaguchi summit / Kusushi Jinja	No guaranteed meal stop on the ascent. Carry pre-dawn snacks from the hut.	Leave the hut with enough water for the summit push.	The start is usually in the small hours for goraikō (sunrise), when cold and altitude can make eating and drinking harder.
Optional Ohachi-meguri to Kengamine	Carry all food needed for the crater circuit.	Carry all water needed for the circuit.	The crater circuit adds time and exposure; only continue if supplies, weather and energy allow.
Descent trail back to Fuji Subaru Line 5th Station	No dependable food resupply should be assumed on the separate Yoshida downhill trail.	Carry enough from the hut or summit area to reach the 5th Station.	The long, dusty scoria descent is hard on the knees and can be dehydrating in sun or wind.
Back at Fuji Subaru Line Gogōme (5th Station)	Shops and restaurants at the trailhead.	Drinks available at the trailhead subject to seasonal opening.	Useful for food and fluids before the bus journey back to Kawaguchiko Station, Fujisan Station or Tokyo.

Navigation and Waymarking

The Yoshida Trail is one of the easier Fuji routes to follow in normal summer conditions, but it still needs deliberate navigation. It uses the yellow Yoshida route waymarking, and the climb is structured around the numbered stations, hut clusters and a separate marked descent trail.

Do not treat the crowds as navigation. In mist, darkness or fatigue it is still possible to make a wrong turn, especially on the descent where the Yoshida and Subashiri routes separate near the 8th Station area.

How the route is marked

From Fuji Subaru Line Gogōme (5th Station), the path leads towards Rokugōme (6th Station) and the Fuji-san Safety Guidance Centre, where the ascent trail proper begins and the entry gate is checked. Above here, the route climbs through the 7th Station huts, the 8th Station hut cluster, Moto-Hachigōme / Hassyagō-me, Kyūgōme and finally the Yoshidaguchi summit torii and Kusushi Jinja (Kusushi Shrine) on the crater rim.

The key waymarking rule is simple: follow the yellow Yoshida route signs and markers. This matters most when tired on the way down, as the descent is not simply the same path reversed.

Section	Navigation notes
Fuji Subaru Line Gogōme to Rokugōme	Straightforward approach to the Safety Guidance Centre and gate area. Check that you are entering the Yoshida route, not just following other visitors around the 5th Station facilities.
Rokugōme to 7th Station	The ascent trail becomes more obvious, with switchbacks and increasing volcanic terrain. Follow the yellow Yoshida markings.
7th Station to 8th Station	Steeper, rockier ground with chained and stepped sections. In poor visibility, keep to the marked line rather than cutting between huts or switchbacks.
8th Station to summit crater rim	The route is busy before sunrise and can move slowly. Use a head-torch and keep checking signs in the dark.
Summit to Fuji Subaru Line Gogōme	Use the dedicated Yoshida downhill trail (Yoshida gezandō), not the ascent path. Take particular care near the route split with Subashiri around the 8th Station area; continue following yellow Yoshida signs.

The main confusing point: the descent split

The most important navigation hazard is descending onto the wrong route. The Subashiri route joins the Yoshida route near the 8th Station on the upper mountain, and the routes divide again on the descent.

If returning to Fuji Subaru Line Gogōme, signs for Yoshida / Fuji Subaru Line 5th Station are the ones to follow. Do not drift onto signage for Subashiri unless that is deliberately your exit route.

GPS, GPX and offline maps

A GPX track is strongly recommended, especially for the pre-dawn summit push and the long descent on loose volcanic scoria. The trail is waymarked, but a loaded offline map gives a useful check when visibility

drops, when the route is crowded, or when tiredness makes signs easy to miss.

Download maps before leaving town or the 5th Station. Mobile signal and data access should not be relied on as the only navigation tool on the mountain; battery life also falls quickly in cold summit wind.

A paper map is sensible as a backup if you are confident using one, but no specific map sheet is necessary to follow the standard Yoshida Trail in season. At minimum, carry an offline map showing the Yoshida ascent, the Yoshida descent trail, the Subashiri route junction and the crater rim paths.

Summit crater and Kengamine

The Yoshida Trail reaches the crater rim at the torii gate and Kusushi Jinja, around 3,720 m. This is the end of the Yoshida ascent, but not the true highest point of Fuji-san.

Kengamine, Japan's high point at 3,776 m, lies on the south-western side of the crater rim and is reached via part of the Ohachi-meguri crater circuit. Only continue around the crater if weather, time, energy and altitude symptoms allow; the return descent to the 5th Station is still long.

Suitability for less experienced navigators

In official summer season, in clear weather and with the yellow route markers followed carefully, the Yoshida Trail is suitable for hikers with limited technical navigation experience. It is not a route for ignoring navigation altogether.

The practical minimum is: know the station sequence, understand that ascent and descent use different trails, carry an offline map or GPX, and keep checking yellow Yoshida signage on the way down. Outside the official climbing season, navigation is only one of many serious problems: the mountain is closed, facilities are shut, and snow and weather make the route dangerous.

Terrain, Conditions and Difficulty in Practice

The Yoshida Trail is hard because of sustained height gain, altitude and loose volcanic ground, not because it requires climbing equipment. Fit hillwalkers should still treat it as a serious high-mountain day: the route climbs from about 2,300 m to the crater rim at roughly 3,720 m, with the optional continuation to Kengamine at 3,776 m adding more effort at the highest point of the mountain.

There is no meaningful road walking once you leave Fuji Subaru Line Gogōme (5th Station). There are also no livestock fields, stiles or rural access complications; this is a managed volcanic mountain route with waymarks, huts and entry control, but underfoot it remains rough, dusty and tiring.

Underfoot: volcanic track, lava rock and scoria

The lower part from Fuji Subaru Line Gogōme to Rokugōme (6th Station) is the easiest walking: a broad subalpine track and switchbacks, with the ascent proper beginning around the Fuji-san Safety Guidance Centre. This section is useful for settling pace before the route becomes steeper and more exposed.

Above the tree line the surface changes quickly to barren red-brown lava and scoria. The path is dry, gritty and dusty in normal summer conditions, with very little natural shade or shelter above about 3,000 m.

The 7th-station section is the most hands-on part of the climb. Here the trail steepens into rocky lava steps with fixed chains and stepped sections; these are not technical climbing obstacles, but they require care, especially in queues, darkness or bad weather.

Higher up, through the 8th Station, Moto-Hachigōme / Hassyagō-me and Kyūgōme, the walking is slower mainly because of altitude, crowds and repeated switchbacks. The final approach to the Yoshidaguchi summit torii and Kusushi Jinja (Kusushi Shrine) can feel disproportionately hard because it comes after several hours above 3,000 m.

Section	Terrain in practice	Main difficulty
Fuji Subaru Line Gogōme to Rokugōme	Broad subalpine track and switchbacks	Starting at altitude; managing pace early
Rokugōme to Nanagōme	Increasingly open volcanic slope	Sun, wind exposure and steady climbing
Nanagōme to Hachigōme	Steep rocky lava with chains/steps	Hands-on movement, queues, slower progress
Hachigōme to summit crater rim	High, exposed switchbacks and rocky volcanic ground	Thin air, cold wind, pre-dawn darkness on sunrise climbs
Yoshida descent trail	Long separate downhill route on loose scoria switchbacks	Dust, slipping, knee strain and navigation at route splits

The descent is not an easy walk-off

The Yoshida downhill trail is separate from the ascent route and is often underestimated. It is a long series of switchbacks on deep, loose volcanic gravel, which makes it fast for some walkers but punishing

on knees and ankles.

The surface can slide underfoot, so small steps and trekking poles are useful. Dust is a real nuisance in dry weather, particularly when many climbers are descending at the same time.

Care is needed near the area where the Yoshida and Subashiri routes separate around the 8th Station. Follow the yellow Yoshida waymarks to return to Fuji Subaru Line Gogōme; taking the wrong descent route can leave you on the wrong side of the mountain.

Altitude and effort

The climb starts high, at roughly 2,300 m, so there is little low-level warm-up. Above 3,000 m the thinner air affects many walkers: pace slows, breathing becomes harder and even short rocky sections can feel much more demanding than their distance suggests.

Altitude sickness is one of the main hazards on Fuji-san. Headache, nausea, dizziness or worsening fatigue should be taken seriously; the correct response is to stop ascending and descend if symptoms do not improve.

The standard two-day pattern with a yamagoya (mountain hut) stop is popular because it breaks the ascent and reduces the need for a non-stop overnight climb. It does not remove the altitude issue: many climbers still sleep poorly in huts and then climb the final section in the small hours.

Weather, exposure and summer conditions

The official climbing season is summer only, roughly early July to early September. Outside this period the huts, buses, toll gate and facilities are closed, and the mountain is snow-covered and dangerous.

In season, conditions can still be harsh. The summit and upper mountain can be cold and windy even when the 5th Station feels warm, and there is little shelter from wind or sun above about 3,000 m.

Sudden weather changes are a practical problem on this route. Rain makes the rocky upper sections more awkward and can turn a slow pre-dawn queue into a cold wait, while wind on the crater rim can make the optional Ohachi-meguri crater circuit and the walk to Kengamine much more serious.

Crowds and pace

The Yoshida Trail is Fuji-san's busiest route, and crowding changes the feel of the climb. Around the 7th-station chains, the 8th-station huts and the final pre-sunrise push, progress may be dictated by the line of climbers rather than by personal fitness.

This can make the ascent easier in one sense — the path is obvious and there are frequent places to pause near huts — but harder in another. Standing still in wind or cold before dawn drains warmth, and stop-start movement makes it difficult to maintain a steady rhythm.

What makes it harder than the distance suggests

At about 14–15 km return, the Yoshida Trail is not long by distance alone. The real difficulty comes from combining roughly 1,476 m of ascent, high altitude, rough volcanic surfaces, cold summit conditions and a long loose descent.

The optional Ohachi-meguri crater circuit to Kengamine adds further distance and time at maximum altitude. It should be treated as an extra high-level extension, not as an automatic part of the climb, especially in wind, poor visibility or after a tiring sunrise ascent.

Weather and Best Time to Walk

Walking season

The Yoshida Trail is a **summer-only climb**. The official climbing season is roughly **early July to early September**, with recent seasons running from **1 July to 10 September**. Exact dates can change each year, so this should be checked before travelling.

Outside the official season, the mountain is **closed, snow-covered and dangerous**. Huts, buses, the toll gate and trail facilities are not operating as they do in summer, so a winter or spring ascent is not a realistic option for ordinary independent hikers.

Best time within the season

For most hikers, the best time is simply the period when the trail, huts and access buses are fully operating. July and August are the core climbing months, but they are also the busiest, especially for the classic two-day **goraikō** sunrise ascent.

Early September can be quieter, but the margin for poor weather and seasonal closure is tighter. Hut availability, bus timetables, entry-gate rules and the official closing date should all be checked before committing to late-season plans.

Period	Practical implications
Early July	Start of the official season; check that the trail, huts, buses and entry system are operating for the current year.
Mid-July to August	Main climbing period with the best-established services, but also the heaviest crowds and strongest need to book huts early.
Early September	Still within the usual season, but close to shutdown; confirm current hut dates, transport and trail status before travelling.
Outside the official season	Not suitable for normal hiking: snow, closed facilities and serious mountain risk.

Weather hazards on the mountain

Fuji-san is high, exposed and much colder than the towns below. Even in summer, expect **cold wind at the summit**, especially during the pre-dawn wait for sunrise at the crater rim around **3,720 m**.

Weather can change suddenly. Cloud, fog, rain and strong wind can make the upper mountain feel severe, and visibility can drop quickly on the barren volcanic slopes. Above about **3,000 m** there is little shelter from either wind or sun.

The standard sunrise plan means leaving an upper **yamagoya** in the small hours, so a reliable head-torch and warm layers are essential. Do not rely on daytime temperatures at Fuji Subaru Line Gogōme (5th Station) as a guide to summit conditions.

Trail surface by season

During the official season, the route is usually treated as a hard non-technical mountain hike rather than a snow climb. The main difficulties are the sustained altitude gain, rocky upper ascent and the long loose descent.

The upper Yoshida ascent includes steep rocky ground with fixed chains and stepped sections. The descent follows a separate downhill trail on deep volcanic scoria, which is dusty, loose and hard on the knees in dry conditions, and can become unpleasant in wet or poor visibility.

Outside summer, snow and ice change the character of the mountain completely. The normal hiking infrastructure is closed and the route should not be planned as a casual off-season extension.

Accommodation and access by season

The two-day ascent depends on a booked mountain hut between the 7th and 8th stations or near the original 8th/8.5 station. These huts operate in the climbing season and should be booked well ahead, particularly for peak summer sunrise climbs.

Access to Fuji Subaru Line Gogōme is also seasonal in practice. Buses, private-car restrictions, shuttle arrangements, gate hours and the mandatory Yoshida Trail reservation/payment system can change by year, so current arrangements should be checked before travelling.

When not to climb

Do not start if the forecast indicates severe wind, heavy rain or poor conditions on the upper mountain. The route has little shelter above the hut zone, and turning back is the correct decision if weather, altitude sickness or visibility deteriorates.

Avoid any plan that depends on climbing through the night without a hut booking. The Yoshida Trail entry system is designed to discourage dangerous non-stop overnight ascents, and climbers without a mountain-hut reservation are restricted during closed overnight gate hours.

Safety Notes

Emergency planning

The Yoshida Trail is popular and well served in season, but it is still a high-altitude mountain route topping out at the crater rim around 3,720 m, with the optional continuation to Kengamine at 3,776 m. Save the current Japanese emergency numbers, hut contact details and official trail information before leaving Tokyo, Kawaguchiko or Fujisan Station. This should be checked before travelling.

The Fuji-san Safety Guidance Centre at Rokugōme (6th Station) is an important point on the ascent, and the yamagoya (mountain huts) on the 7th and 8th stations provide shelter and staffed assistance in season. Above the huts, do not assume help is immediately available: carry a charged phone, a power bank, a head-torch and enough warm clothing to wait safely if progress stops.

Mobile signal should not be treated as a safety system. Coverage, battery life in cold wind and data access can all be unreliable on a crowded mountain, so carry offline route information and know the order of the stations before setting off.

Altitude sickness

Altitude is one of the main hazards on Fuji-san. The climb starts high at Fuji Subaru Line Gogōme (5th Station), around 2,300 m, and continues quickly above 3,000 m, where headaches, nausea, dizziness and unusual fatigue can develop even in fit walkers.

Climb slowly, take proper rests and avoid treating the route as a race to the sunrise. The standard two-day plan with a 7th- or 8th-station hut helps, but it does not remove the risk of altitude sickness.

If symptoms worsen, the correct response is to stop ascending and descend. Do not continue to Kusushi Jinja, the crater rim, the Ohachi-meguri circuit or Kengamine with significant altitude symptoms.

Weather, cold and exposure

Fuji-san is exposed above the tree line, with little shelter from wind or sun above roughly 3,000 m. Summer conditions at the 5th Station can feel mild, while the summit area can be cold and windy, especially during the pre-dawn goraikō climb.

Carry warm layers, waterproofs, gloves and a hat even in July and August. A head-torch is essential for any night or pre-dawn movement from the huts; phone lights are not adequate for the rocky upper path or the loose descent.

Sudden weather changes should be taken seriously. If strong wind, poor visibility or heavy rain develops, the crater circuit and the optional walk to Kengamine should be treated as expendable objectives.

Terrain hazards

The upper ascent above Nanagōme (7th Station) includes steep, rocky ground with chained and stepped sections. These are not technical climbing, but they require care, especially in darkness, rain or heavy traffic.

The Yoshida downhill trail is a separate descent route with long switchbacks on loose volcanic scoria. It is dusty, tiring and hard on knees, so use footwear with good grip and consider trekking poles if already accustomed to them.

Avoid dislodging stones onto climbers below, particularly on the rocky ascent and loose descent. Keep to the marked line rather than cutting switchbacks across fragile volcanic ground.

Navigation and the wrong-route risk

Follow the yellow Yoshida route waymarks. This matters most on the descent, where the Subashiri route joins near the 8th Station area and it is possible to head down the wrong side of the mountain.

Before descending, check that signs point to the Yoshida Trail and Fuji Subaru Line Gogōme (5th Station), not another trailhead. In poor visibility or when tired after sunrise, slow down and confirm each junction rather than following the crowd automatically.

Crowds, fatigue and timing

The Yoshida Trail is the busiest Fuji-san route in peak summer, and congestion can be a safety issue on the narrow upper sections. Expect slow movement around the 8th Station and on the final pre-dawn climb to the crater rim.

Avoid *dangan tozan*, the non-stop overnight “bullet climb” without a hut rest. The Yoshida Trail has an entry gate and overnight restrictions for climbers without hut reservations, specifically to reduce this risk; current gate hours, fees and reservation rules should be checked before travelling.

Plan the descent as part of the day, not as an afterthought. After sunrise, climbers are often cold, sleep-deprived and affected by altitude, and the loose scoria descent can take several hours.

Water, food and sun

This is a dry volcanic mountain route, not a walk with reliable natural water. Carry enough drink and food for the climb between staffed points, and do not depend on finding water on the open slopes.

Sun exposure can be strong on the barren upper mountain, especially on the long descent once the day warms up. Sun protection, sunglasses and enough fluids are part of the safety kit, not optional comfort items.

Solo hikers

Solo hikers should be conservative with pace, weather decisions and summit objectives. Book a hut if planning a sunrise ascent, leave route plans with someone off the mountain, and make clear decisions about turning back if altitude symptoms, bad weather or exhaustion develop.

The popularity of the route does not remove personal responsibility. Crowds can help with orientation, but they can also encourage poor pacing and risky summit pressure.

Hazards that barely apply

There are no significant river crossings, tides or livestock issues on the Yoshida Trail. Road walking is not a main hazard on the climb itself, though care is still needed around the bus terminus and busy Fuji

Subaru Line Gogōme (5th Station) area.

Check before setting off each day

Before leaving the 5th Station or a mountain hut, check:

- the official trail status, season opening and any closures;
- the current Yoshida Trail reservation, toll, cap and gate rules;
- the mountain weather forecast, especially wind and summit temperature;
- hut booking details and meal arrangements;
- bus or shuttle timing for the return from Fuji Subaru Line Gogōme;
- head-torch, spare battery or power bank, warm layers and waterproofs;
- enough water and food for the next section;
- the yellow Yoshida waymarks and the correct descent route back to the 5th Station.

Gear Recommendations

Fuji-san on the Yoshida Trail is not technical, but it is a high, exposed volcanic climb. Pack for three specific problems: cold wind at the crater rim, sudden weather changes above the tree line, and the long loose-scoria descent back to Fuji Subaru Line Gogōme (5th Station).

Footwear

Wear supportive hiking boots or robust trail shoes with excellent grip. The upper ascent has steep rocky sections with chains and steps, while the descent follows deep, loose volcanic gravel that is dusty and tiring underfoot.

Light trainers are a poor choice unless they are proper mountain-running shoes with a secure sole. Gaiters are useful on the descent because scoria and dust can work into shoes quickly.

Trekking poles are strongly recommended for most walkers. They help control pace on the climb and reduce knee strain on the long switchback descent, where slipping and overstriding are common.

Clothing and Weather Protection

Carry full waterproofs even in settled summer weather. The route has little shelter above roughly 3,000 m, and conditions can change quickly on the open lava and scoria slopes.

A warm layering system is essential for the pre-dawn summit push and the wait for goraikō (sunrise). At minimum, pack a warm mid-layer or insulated jacket, hat, gloves and a windproof outer layer; the summit crater rim can feel very cold even during the official climbing season.

Avoid starting in only light city clothing because the 5th Station can feel mild while the upper mountain is windy and exposed. Gloves also help on the rocky chained section above the 7th Station.

Navigation and Lighting

The Yoshida route is waymarked in yellow, but navigation still matters on the descent. Follow the yellow Yoshida markings carefully, especially near the 8th Station area where the Subashiri route joins and route confusion can send tired climbers down the wrong side of the mountain.

Carry an offline map or saved route on a phone, plus enough battery to use it after a cold night and a long descent. A small power bank is sensible, particularly if using a phone for navigation, hut booking details, photos and emergency contact information.

A head torch is mandatory for the standard two-day sunrise climb. The summit push normally begins in the small hours from a 7th- or 8th-station yamagoya (mountain hut), and a phone torch is not adequate for rocky, crowded, high-altitude terrain.

Water and Food

Start with enough water capacity for the full climb between planned stops. Around 2 litres is a practical baseline for many climbers, with more needed in hot weather or for those who drink heavily; the route is exposed to sun and wind above the tree line.

Do not rely on being able to solve all food and drink needs at altitude. The 5th Station has shops and restaurants, and booked mountain huts provide meals, but availability, opening times and prices should be checked before travelling.

Carry compact, easy-to-eat snacks for slow progress, queues, the pre-dawn climb and the summit wait. Food that can be eaten without stopping for long is useful because cold wind can make extended breaks uncomfortable.

Sun, Dust and Small Essentials

Sun protection matters because much of the route is above the tree line with little shade. Take sunglasses, sunscreen and a brimmed cap or sun hat.

A buff or lightweight face covering is useful on the descent, where loose volcanic scoria can create dust in dry conditions. Lip balm and a small blister kit are worth carrying; the descent is long enough for minor foot problems to become serious annoyances.

Insect protection is not a major upper-mountain issue on this route, but a small repellent can be useful around lower elevations and the 5th Station if conditions are buggy.

Pack by Climbing Style

Climbing style	Gear focus
Hut-based two-day climb	Keep the pack compact but warm: waterproofs, insulated layer, hat, gloves, head torch, spare batteries or power bank, snacks, water capacity and hut booking details. Earplugs are useful in shared yamagoya sleeping spaces.
One-day or fast ascent/descent	Travel light, but do not strip out safety gear. Waterproofs, warm layers, head torch, offline navigation, water and food are still necessary; the mountain is high and exposed even when the distance looks modest. Check current gate hours and entry rules before planning a fast or very early start.
Campers	The Yoshida Trail is planned around yamagoya, not camping. There is no accommodation on the summit and the standard sunrise itinerary uses a booked mountain hut; do not carry camping kit unless a separate, lawful plan has been checked before travelling.
Section hikers	This is an out-and-back summit climb rather than a section-hiking trail. For partial climbs from Fuji Subaru Line Gogōme, carry the same weather, water and navigation essentials, because exposure and altitude increase quickly above the 6th Station.

What Not to Rely On

Do not treat Fuji-san as a casual summer hill because it starts at a developed 5th Station. Once above the lower stations, the route becomes a high volcanic mountain with cold wind, altitude, rock, dust and crowds.

Do not pack for snow travel as a way to extend the season. Outside the official summer climbing season the huts, buses, toll gate and facilities are closed, and the mountain is snow-covered and dangerous; this is not a gear problem to solve with extra equipment.

Budget and Costs

Costs on the Yoshida Trail are relatively predictable because this is a short, regulated climb with one main expense: the yamagoya (mountain hut). Use Japanese yen (¥ / JPY) when budgeting, and check current prices before booking, especially for hut plans, bus fares and the Yoshida Trail entry system.

Core costs to budget for

Cost item	Likely cost	Notes
Yoshida Trail mandatory entry toll / reservation	¥4,000 per climber for 2025	Paid online in advance via the official Yoshida registration system. Rules, caps and gate hours change by season and should be checked before travelling.
Mountain hut on the 7th or 8th station	Roughly ¥10,000–15,000 per person	Basic dormitory-style sleeping space, usually with meal options. Book early for peak summer and sunrise climbs.
Local bus to Fuji Subaru Line Gogōme (5th Station) from Kawaguchiko Station or Fujisan Station	About ¥2,000 one way	Around 50 minutes in climbing season. Budget about ¥4,000 return.
Direct highway bus from Shinjuku / Busta Shinjuku, Tokyo, to the 5th Station	About ¥4,800 one way	Around 2.5 hours. Budget about ¥9,600 return. Book ahead in peak summer.
Food, drinks and snacks beyond hut meals	Variable	Expect mountain prices above the 5th Station. Carry enough trail snacks and water capacity rather than relying entirely on hut purchases.
Private-car access and shuttle	Variable	Private cars are restricted in season; drivers use parking at Fujihokuroku and continue by shuttle bus. Current parking and shuttle costs should be checked before travelling.

Budget approaches

Style	What it looks like	Approximate route-specific cost
Lowest-cost day climb	Start and finish from Fuji Subaru Line Gogōme (5th Station) in one long day, using buses and no hut. This avoids accommodation cost but gives no hut rest, no standard sunrise plan, and must comply with gate-hour rules.	About ¥8,000 from Kawaguchiko/Fujisan return, or about ¥13,600 from Shinjuku return, plus food/drinks.
Standard two-day sunrise climb	Bus to the 5th Station, one night in a 7th- or 8th-station yamagoya, pre-dawn summit push for gorai-kō (sunrise), then descent. This is the normal and safer budgeting baseline.	About ¥18,000–23,000 from Kawaguchiko/Fujisan return, or about ¥23,600–28,600 from Shinjuku return, plus extra food/drinks.

Style	What it looks like	Approximate route-specific cost
More comfortable approach	Book a better hut meal plan where available, travel by direct highway bus, allow money for extra hot food and drinks at huts, and stay nearby before or after the climb if needed.	At least the standard two-day cost, plus any pre/post-climb accommodation and additional mountain purchases.

These figures exclude international travel, accommodation in Tokyo or the Fuji Five Lakes area, gear purchases, travel insurance and any paid guide.

Food and drink costs

Many climbers rely on the hut booking for dinner and/or breakfast, depending on the plan reserved. Extra drinks, hot food and snacks at huts are convenient but should be treated as a mountain premium rather than town pricing.

Bring enough cash for small purchases on the mountain, even if the main hut booking and trail fee are paid online. Card acceptance and payment methods can vary by hut or facility, so this should be checked before travelling.

Campsites, taxis, luggage and guides

Camping is not part of the Yoshida Trail logistics. The overnight option on the mountain is a booked yamagoya; there is no normal campsite alternative on the route.

Taxis are not usually needed because buses serve Fuji Subaru Line Gogōme (5th Station) from Kawaguchiko Station, Fujisan Station and, in season, directly from Shinjuku. If using a taxi because of late arrival, missed buses or a private itinerary, the fare should be checked locally before travelling.

Luggage transfer is not a standard feature of this climb. Pack only what is needed for the mountain and leave larger bags at a base before travelling to the trailhead.

Guides are optional rather than essential on the Yoshida Trail, which is waymarked in yellow and has huts along the upper route in season. Guided package prices vary widely by operator, group size and whether transport and hut booking are included, so current rates should be checked before booking.

Luggage Transfer, Guided Tours and Support Services

Luggage transfer and baggage storage

The Yoshida Trail does not need stage-to-stage luggage transfer. This is a short out-and-back mountain climb with one optional overnight in a yamagoya (mountain hut), not a village-to-village trek where bags can be moved ahead each day.

Do not carry full travel luggage on the mountain. Pack a small mountain rucksack with cold-weather layers, waterproofs, head-torch, water, food and hut essentials, and leave suitcases or non-climbing items off the route before travelling to Fuji Subaru Line Gogōme (Fuji Subaru Line 5th Station).

The practical options are to leave main luggage at accommodation in Tokyo, Kawaguchiko or Fujisan before and after the climb, or to arrange storage separately before heading to the trailhead. This should be checked before travelling, especially if arriving by bus and not returning to the same hotel.

Mountain huts on the Yoshida route should be treated as sleeping and meal stops, not luggage depots. Space is limited, sleeping is shared, and huts are not a substitute for a baggage-transfer service.

Self-guided arrangements

Most fit, well-prepared hikers can organise the Yoshida Trail independently. The route is waymarked in yellow, transport to Fuji Subaru Line 5th Station is straightforward by seasonal bus, and the standard two-day plan uses a booked 7th- or 8th-station hut before the pre-dawn summit push.

A self-guided package only adds value if help is needed with hut booking, Japanese-language logistics, entry registration, or transport timing. Before paying for any package, check exactly what is included: the mountain-hut reservation, meals, the mandatory Yoshida Trail toll and registration, and buses to or from the 5th Station may be handled separately.

For independent hikers, the essential bookings are the hut, the official Yoshida Trail registration/payment, and peak-season transport seats. The Yoshida entry system, daily cap, fee and gate hours change by season, so current rules should be checked on the official Mt. Fuji climbing website before booking travel.

Guided climbs

A guide is not technically required for the Yoshida Trail: there are no ropes or climbing skills involved. However, a guided climb can be useful for first-time high-altitude hikers, groups, nervous night walkers, or anyone who wants support with pacing, hut routines and the pre-dawn gorai-kō (sunrise) ascent.

The main value of a guide is not navigation in good weather, but judgement. Fuji-san's risks are practical ones: altitude sickness above 3,000 m, cold summit wind, sudden weather changes, heavy crowds, and a long loose descent that can be tiring after little sleep.

When booking a guided climb, check that the itinerary allows time to acclimatise at Fuji Subaru Line 5th Station, uses a booked yamagoya rather than a non-stop overnight "bullet climb", and has a clear plan for clients who develop altitude symptoms. The guide or operator should also make clear whether the official Yoshida toll and registration are included or must be completed separately.

Guided climbs should be booked only for the official summer climbing season, roughly early July to early September. Outside this window the huts, buses, toll gate and facilities are closed, and the mountain is snow-covered and dangerous.

Taxi, private transfer and bus support

The normal supported transfer to the trailhead is by bus, not taxi. Local buses run from Kawaguchiko Station and Fujisan Station to Fuji Subaru Line 5th Station in climbing season, and direct highway buses run from Shinjuku in Tokyo.

Private cars are restricted in season, with parking at Fujihokuroku and onward shuttle bus access. A taxi or private transfer should not be treated as a way around seasonal road controls, the Yoshida entry gate, the climber cap or hut-reservation requirements.

Taxi or private-transfer arrangements may suit groups, late arrivals or hikers with complex travel plans, but access rules and operating details should be checked before travelling. In peak summer, book express-bus and shuttle seats ahead rather than relying on same-day availability.

What to book before arrival

Service	Is it needed?	Practical advice
Route luggage transfer	Usually no	There is no stage-to-stage bag transfer requirement on this out-and-back climb. Leave main luggage off the mountain.
Mountain hut	Yes for the standard sunrise climb	Book a 7th- or 8th-station yamagoya well ahead; huts are basic shared dormitories and commonly cost roughly ¥10,000–15,000 per person.
Yoshida Trail registration/payment	Yes	The Yamanashi-side system is mandatory; the 2025 fee is ¥4,000 per climber, with a daily cap. Check current rules before travelling.
Guided climb	Optional	Useful for altitude pacing, night ascent support and group management; not essential for competent independent hikers in good conditions.
Bus or shuttle transport	Strongly recommended to book in peak season	No railway reaches the trailhead. Use buses from Kawaguchiko, Fujisan or Shinjuku, or the seasonal shuttle if parking at Fujihokuroku.
Taxi/private transfer	Optional and situational	May help with awkward timings, but road restrictions and gate rules still apply. This should be checked before travelling.

Shorter Hikes and Best Sections

Mount Fuji's Yoshida Trail is not a route with many natural section-hiking options. It is a short, high, out-and-back mountain climb from Fuji Subaru Line Gogōme (5th Station), with no villages on the trail and no alternative railheads higher up the mountain.

The best shorter choices are therefore either a low-level sampler from the 5th Station, the standard hut-supported summit climb, or an added crater-rim walk if conditions and time allow.

Best for	Start and end	Approx distance	Why choose it	Transport notes
Short day sampler / beginners	Fuji Subaru Line Gogōme (5th Station) to Rokugōme (6th Station) and back	Short out-and-back; this should be checked before travelling	Gives a feel for the Yoshida approach, altitude, volcanic ground and views over the Fuji Five Lakes without committing to the upper mountain. It is the most sensible option for walkers who do not have a hut booking or who are unsure about altitude.	Buses run to the 5th Station from Kawaguchiko Station and Fujisan Station in climbing season, with direct highway buses from Shinjuku also operating. Check the latest bus times and the current Yoshida entry system before travelling.
Best serious day walk	Fuji Subaru Line Gogōme (5th Station) to the Yoshida summit torii / Kusushi Jinja and back	About 14–15 km return	This is the full climb compressed into one long day. It suits fit, well-acclimatised walkers who start early, carry warm layers and are prepared for a 1,476 m ascent, thin air and a loose scoria descent. It is not the recommended option for sunrise unless permitted by the current gate rules.	Use the first available seasonal bus or stay locally before the climb. The Yoshida toll, reservation cap and gate hours must be checked before booking transport.
Best weekend version	Day 1: Fuji Subaru Line Gogōme to a 7th- or 8th-station yamagoya; Day 2: summit for goraikō, then descend to the 5th Station	About 5 km on Day 1 and about 10 km on Day 2	This is the classic and most practical way to climb Fuji by the Yoshida Trail. The hut night breaks the ascent, gives some time at altitude and avoids a non-stop overnight "bullet climb".	Book the hut well ahead, especially for weekends and peak summer. Buses serve the 5th Station from Kawaguchiko Station, Fujisan Station and Shinjuku in season.

Best for	Start and end	Approx distance	Why choose it	Transport notes
Best section for scenery	Fuji Subaru Line Gogōme to Rokugōme and the early Yoshida ascent	Short out-and-back; this should be checked before travelling	The lower route is the easiest place to enjoy the north-side views towards Lake Kawaguchi and the Fujigoko (Fuji Five Lakes) without entering the harsher upper mountain. In clear weather this section gives the best scenery-to-effort ratio.	Same 5th Station bus access. If continuing beyond the 6th Station, make sure the current entry, toll and gate rules allow it.
Best high-mountain add-on	Yoshida summit torii / Kusushi Jinja to Kengamine via part or all of the Ohachi-meguri crater circuit	Ohachi-meguri is about 3.8 km and roughly 90 minutes	This is the add-on for walkers who want the true summit of Japan at Kengamine, 3,776 m, rather than stopping at the Yoshida crater rim. Only attempt it in settled weather, with enough time and energy left for the long descent.	No separate transport: it is reached only after climbing to the crater rim. Allow enough time to catch the return bus from the 5th Station.
Best for huts and accommodation	Fuji Subaru Line Gogōme to a 7th- or 8th-station hut, then summit and return next day	About 14–15 km total if completing the summit climb	The 7th- and 8th-station yamagoya are the only practical overnight stops on the route itself. Huts such as Kamaiwakan, Taishikan and Goraikōkan sit directly on the upper Yoshida climb and are the hinge of the standard sunrise itinerary.	Hut reservations are essential. There is no accommodation on the summit or below the 5th Station on the trail itself.
Camping	Not a recommended Yoshida Trail option	N/A	Plan around booked yamagoya rather than camping. The trail is a managed high-altitude pilgrimage and climbing route, with huts providing the established overnight system.	Current camping rules should be checked before travelling.

Best option for first-time Fuji climbers

For most first-time Fuji climbers, the best “section” is not a shorter summit attempt but the standard two-day Yoshida itinerary: 5th Station to a 7th- or 8th-station hut, then a pre-dawn summit push and descent. It keeps the climb manageable and reduces, though does not remove, the risk of altitude problems.

Avoid treating the route as a casual half-day mountain walk. Above the 7th Station the path becomes steeper, rockier and more exposed, and above roughly 3,000 m there is little shelter from wind, sun or

sudden weather changes.

Best 3–5 day section

There is no meaningful 3–5 day Yoshida Trail section. The whole walking route is only about 14–15 km return, and the mountain has no chain of villages or campsites to link into a longer trail itinerary.

Extra days are best used for travel, weather flexibility and acclimatisation rather than extending the route on the mountain. If adding time around Kawaguchiko Station or Fujisan Station, check accommodation and onward transport separately before travelling.

Highlights and Points of Interest

Fuji Subaru Line Gogōme (5th Station)

Fuji Subaru Line Gogōme (富士スバルライン五合目 / 5th Station) is more than a bus drop-off: it is the best place to pause before starting, eat, use facilities and let the body adjust briefly to being above 2,300 m. The shops, restaurants and busy forecourt make it feel commercial, but the practical value is high before committing to the exposed upper mountain.

Komitake Jinja, the small shrine at the trailhead, gives an immediate link to Fuji-san's long religious tradition. In clear weather, the north-side views reach across Lake Kawaguchi (河口湖) and the wider Fujigoko (Fuji Five Lakes), making the 5th Station worth arriving at with spare time rather than stepping straight off the bus and climbing.

Rokugōme and the start of the ascent proper

Rokugōme (六合目 / 6th Station) is an important waypoint rather than a scenic stop. The Fuji-san Safety Guidance Centre and entry checks mark the point where the Yoshida ascent begins in earnest, and it is a sensible place to confirm that layers, water, head-torch and route awareness are in order.

From here the route begins to feel less like an access path and more like a high volcanic climb. The views back towards Yamanashi open quickly when the weather is clear, while the upper cone of Fuji-san starts to dominate the line ahead.

The rocky 7th-station chained section

Around Nanagōme (七合目 / 7th Station), the Yoshida Trail changes character. The earlier switchbacks give way to steeper bare lava, with fixed chains and stepped sections helping progress through the rockier ground.

This is one of the most memorable parts of the ascent, but it is also where pace often slows. It is not technical climbing, yet it requires more concentration than the lower track, especially in crowds, in darkness or when the rock is wet.

The 7th- and 8th-station yamagoya

The yamagoya (山小屋 / mountain huts) strung between the 7th and 8th stations are a defining feature of the Yoshida Trail. Huts such as Kamaiwakan at the 7th Station, Taishikan at the 8th Station and Goraikōkan near the original 8th / 8.5 Station provide dormitory shelter, meals and a place to rest before the summit push.

For most two-day climbers, the hut stay is the practical hinge of the whole route. It breaks the altitude gain, reduces the risk and fatigue of a non-stop overnight climb, and puts the summit within reach for goraikō (御来光 / sunrise) without starting from the 5th Station in the middle of the night.

Hachigōme and Moto-Hachigōme: the upper mountain atmosphere

Hachigōme (八合目 / 8th Station) and Moto-Hachigōme / Hassyagō-me (original 8th / 8.5 Station) sit high on the barren volcanic slope, roughly between 3,020 m and 3,450 m. This is where the sense of altitude

becomes much more obvious: thinner air, colder wind and fewer sheltered places to stop.

The Subashiri route joins near the 8th Station, so this area is also a key navigation zone. On descent, following the yellow Yoshida waymarks matters, as taking the wrong line can lead onto the Subashiri route.

Goraikō: sunrise from the summit rim

Goraikō is the classic Fuji objective: reaching the crater rim in darkness and watching the sun rise, often above a sea of cloud. The pre-dawn climb from an upper hut is cold, crowded and slow, but it is the moment many climbers build the entire schedule around.

Extra time should be allowed at the top if conditions are good, as summit weather can change quickly and crowds form around the torii gate and Kusushi Jinja. Warm layers are essential even in summer; standing still for sunrise at around 3,720 m feels very different from climbing in the lower afternoon heat.

Kusushi Jinja and the summit torii gate

The Yoshida Trail reaches the crater rim at the summit torii gate and Kusushi Jinja (久須志神社 / Kusushi Shrine), at about 3,720 m. This is the symbolic top of the Yoshida climb and an important cultural landmark within Fuji worship and the Sengen shrine tradition.

It is also the natural decision point for the summit. Some climbers turn around here after sunrise; others continue around part or all of the crater rim if weather, time and energy allow.

The summit crater and Ohachi-meguri

The Ohachi-meguri (お鉢巡り) is the optional circuit around Fuji-san's summit crater, roughly 3.8 km and often taking around 90 minutes. It follows an old Fujikō pilgrimage route around the eight peaks that ring the crater, making it both a physical extension and a cultural continuation of the climb.

This is only worth attempting in suitable conditions. High wind, poor visibility, fatigue or altitude symptoms are good reasons to skip it and descend; there is no need to add the crater circuit to consider the Yoshida climb complete.

Kengamine: Japan's highest point

Kengamine (剣ヶ峰, 3,776 m) is the true summit of Fuji-san and the highest point in Japan. It stands on the south-western crater rim and is reached from the Ohachi-meguri circuit, marked by a stone pillar and the old Fuji weather-station buildings.

Reaching Kengamine adds significance to the climb, but it should be treated as an optional extension from the Yoshida Trail's crater-rim finish. The extra effort comes at the highest altitude of the route, so time, weather and personal condition should decide whether it is sensible.

Views over the Fujigoko and Yamanashi countryside

The north-side Yoshida route gives broad views towards the Fujigoko (Fuji Five Lakes), especially Lake Kawaguchi, when cloud allows. These views are often strongest from the lower and middle mountain before the route becomes fully focused on the summit cone.

Cloud can build, clear and reform quickly on Fuji-san, so viewpoints are not guaranteed at a particular station. When the sky opens, take the opportunity rather than assuming the same view will be available higher up.

Cultural significance of Fuji-san

Fuji-san is one of Japan's Three Holy Mountains and has long been associated with Shinto belief, Shugendō mountain asceticism and the Sengen shrine tradition. The older Yoshidaguchi pilgrim route developed from Kitaguchi Hongū Fuji Sengen Shrine in Fujiyoshida, supported by oshi lodging houses for Fujikō pilgrim groups.

This history is part of why Fuji-san is a UNESCO World Heritage cultural site rather than simply a natural landmark. The modern Yoshida Trail is busy and highly managed, but the torii, shrines, crater circuit and sunrise climb still sit within that older pilgrimage context.

Common Mistakes and Planning Tips

Treating Fuji as a casual sunrise walk

The Yoshida Trail is non-technical, but it is still a hard high-altitude climb: about 1,476 m of ascent, with the upper route above 3,000 m exposed to cold, wind and sudden weather changes. The common error is starting with city-walk expectations because the trail is popular and well served.

Fix: plan it as a serious mountain day. Carry warm layers, waterproofs, gloves or a warm hat, a head-torch for any pre-dawn movement, and enough food and water for the gaps between hut stops. Turn around or descend if altitude symptoms develop.

Leaving the hut booking too late

Most climbers aiming for goraikō (御来光 / sunrise) split the climb with one night in a yamagoya (mountain hut) around the 7th, 8th or original 8th station. These huts are basic shared dormitories and must be booked ahead; there is no accommodation on the summit or lower down the trail below the 5th Station.

Fix: book the hut before committing to flights, buses or a fixed summit date, especially for peak summer and weekends. Expect basic shared sleeping space rather than privacy, and confirm the current meal arrangement and price before booking; typical hut costs are roughly ¥10,000–15,000 per person.

Ignoring the Yoshida Trail entry system

The Yamanashi-side Yoshida Trail has a mandatory toll and reservation system, with a daily cap and a physical gate around the 5th/6th Station area. Recent rules include a ¥4,000 fee per climber for 2025, a 4,000-person daily cap, and restrictions on overnight entry for climbers without a hut reservation.

Fix: register and pay through the official Yoshida Trail system before travelling, then re-check the current season's fee, cap, gate hours and entry rules on fujisan-climb.jp. These rules change year to year and differ from the Shizuoka-side routes.

Planning a “bullet climb” without a hut

A non-stop overnight ascent from the 5th Station is a frequent mistake on Fuji. It increases the risk of exhaustion and altitude sickness, and current Yoshida gate rules are specifically designed to discourage climbers without hut reservations from entering during closed overnight hours.

Fix: use the standard two-day plan if sunrise is the objective: climb to a 7th- or 8th-station hut on day one, rest, then start before dawn for the summit. If climbing in a single day, choose a daytime itinerary that fits the gate rules and allows enough time to descend safely.

Underestimating the descent

The Yoshida descent is not simply the ascent in reverse. It follows a separate downhill trail: a long series of switchbacks on loose volcanic scoria that is dusty, repetitive and hard on knees and ankles.

Fix: save energy for the descent and allow 3–5 hours back to Fuji Subaru Line Gogōme (5th Station). Trekking poles and gaiters are useful on the loose gravel, and footwear should have enough grip and cushioning for sustained downhill walking.

Taking the wrong descent route

Near the upper mountain, route choice matters. The Yoshida descent must be followed carefully because the Subashiri route joins near the 8th Station area, and a wrong turn can send climbers down the wrong side of Fuji-san.

Fix: follow the yellow Yoshida route markings and pay close attention at junctions, especially during the descent when fatigue is high. Do not simply follow the crowd; check signs before committing to a downhill branch.

Assuming the true summit is where the Yoshida Trail ends

The Yoshida Trail reaches the crater rim at the torii gate and Kusushi Jinja (Kusushi Shrine), around 3,720 m. The true highest point of Fuji-san, and of Japan, is Kengamine (剣ヶ峰, 3,776 m) on the south-western crater rim.

Fix: decide in advance whether Kengamine and the Ohachi-meguri (crater circuit) are part of the plan. The crater circuit is an optional extra of about 3.8 km and around 90 minutes, so it should only be added if weather, time, energy and altitude symptoms all allow.

Relying on summit conditions to match the 5th Station

Fuji Subaru Line Gogōme (5th Station) is already high at about 2,300 m, but the summit area is much colder, windier and more exposed. Clear, comfortable weather at the trailhead does not guarantee safe or pleasant conditions above 3,000 m.

Fix: check the mountain forecast before starting and be prepared to abandon the summit or crater circuit in high wind, poor visibility or deteriorating weather. Above the tree line there is little shelter from wind or sun.

Forgetting that the route is summer-only

The official Yoshida climbing season is roughly early July to early September, with recent seasons running from 1 July to 10 September. Outside this window, huts, buses, the toll gate and facilities are closed, and the mountain is snow-covered and dangerous.

Fix: plan only within the official season unless joining a properly equipped specialist winter ascent. Check the current opening dates before booking transport or accommodation, as season dates can change.

Misjudging transport to the trailhead

No railway reaches Fuji Subaru Line Gogōme. Access is by bus from Kawaguchiko Station or Fujisan Station, or by direct highway bus from Shinjuku; private cars are restricted in season, with parking at Fujihokuroku and a shuttle bus.

Fix: book express-bus and shuttle seats ahead in peak summer, and leave margin for the return journey after the descent. Do not plan a tight onward connection from Tokyo or elsewhere on the assumption that the descent, shuttle and bus will all run to an ideal schedule.

Depending on facilities at the summit

The trail has a strong hut network on the upper Yoshida route, but that does not make the summit a place to recover, sleep or solve a poor plan. There is no summit accommodation, and conditions at the crater rim can be severe even in summer.

Fix: use huts as planned rest points, not as a substitute for carrying essentials. Start the summit push with warm clothing, a working head-torch, food, water and enough time to descend to the 5th Station within the day.

Final Advice

The Yoshida Trail is best for fit walkers who want the classic Fuji-san summit experience with the strongest hut and transport support, but it should still be treated as a serious high-altitude climb. The walking is non-technical, yet the combination of nearly 1,500 m of ascent, thin air above 3,000 m, cold summit wind, crowds and a loose volcanic descent makes it much harder than the short distance suggests.

The main planning priority is not navigation; it is logistics. Book the yamagoya (mountain hut) early if aiming for goraikō (sunrise), reserve or arrange the Yoshida Trail entry/payment through the current official system, and check the latest gate hours, daily cap, season dates and bus arrangements before travelling. These rules change year to year, and they differ from the Shizuoka-side routes.

For most hikers, the two-day version is the better choice: climb to a 7th- or 8th-station hut, rest, then make the pre-dawn push to the crater rim. A non-stop overnight ascent without a hut is discouraged and is exactly what the current gate restrictions are designed to prevent.

This is not a thru-hike or a route worth “section-hiking” in the usual long-distance sense. It is a single mountain ascent from Fuji Subaru Line Gogōme (5th Station), returning by the dedicated Yoshida descent trail. If time, weather and energy allow, the Ohachi-meguri crater circuit and Kengamine add the most meaningful extension, taking the climb from simply reaching the Yoshida summit torii to standing on the highest point in Japan.

The final recommendation is simple: go in the official summer season, carry warm layers and a head-torch, start slowly, and be ready to turn back if altitude sickness or weather deteriorates. On the descent, keep following the yellow Yoshida route markers, especially near the 8th-station area where straying onto the wrong route can send hikers towards a different side of the mountain.