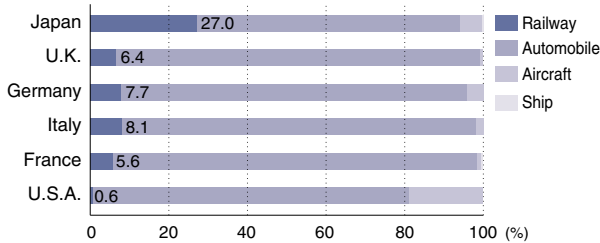


Transportation by Railway

International comparison

Passenger transport share by transport mode in major countries

● Passenger transport share by transportation mode in main countries



The share indicated is based on: as of year ended March 2000 for Japan and U.K.; year ended December 1997 for U.S.A.; and year ended December 1999 for other countries.

Sources:

Japan: "Domestic Transportation Statistics Handbook: fiscal 2000" issued by Ministry of Land, Infrastructure and Transport

Britain: Annual Abstract of Statistics 2001

Germany: Verkehr in Zahlen 2000

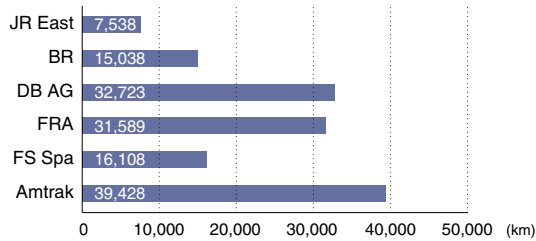
France: Mémento de statistiques and website of Ministry of Transport of France

Italy: Conto Nazionale dei Trasporti Anno

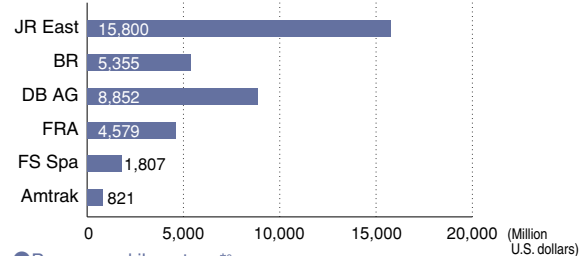
U.S.A.: Railroad Facts 2000 and Statistical Abstract of the United States 2000

International railway comparison (JR East and major countries' railway)

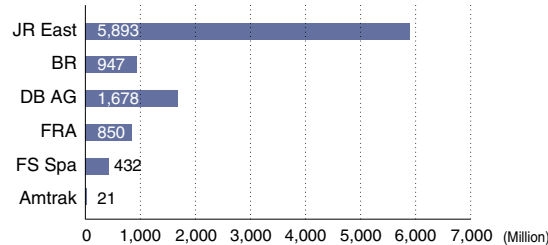
● Passenger line network *1



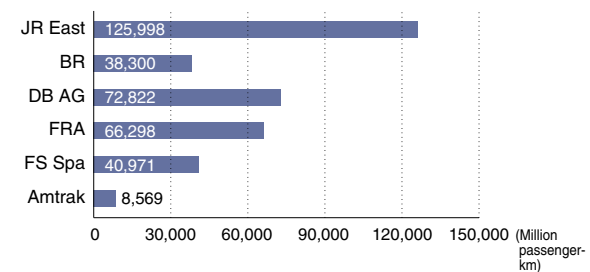
● Revenues from passenger transport



● Number of passengers *2



● Passenger-kilometers *3



The figures indicated are based on: as of year ended December 31, 1999 (year ended March 31, 2000 for Japan and Britain).

Note 1) BR: Rail Track, and Passenger Train Operating Company (TOCs) in U.K.

DB AG: German Railways

FRA: French Rail Network (REF), French National Railways (SNCF)

FS SpA: Italian National Railways

Amtrak: National Rail Passenger Corporation in U.S.A.

Note 2) The "passenger line network (km)" does not include any cargo special-purpose lines.

Note 3) The revenues from passenger transport do not include any revenues accrued from cargoes or others.

Note 4) The revenues have been converted into U.S. dollars at the effective rate at the end of March 2000, solely as a convenience for readers as follows:

US dollar 1 = 106 yen = 1.59 pound sterling = 2.03 Germany mark = 6.82 France franc = 2,014 Italy lira.

Source: "International Railway Statistics" issued by the International Union of Railways in fiscal 1999.

*1: Passenger line network: total length of tracks in service; this has been identified as the figures used for passenger transportation businesses and it shall be used as basis for calculation of traffic volume or fares.

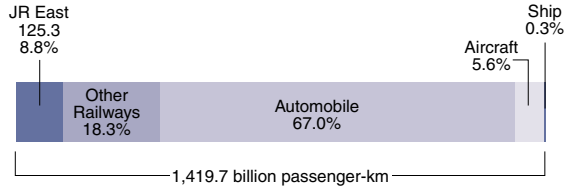
*2: Number of passengers: total number of passengers carried

*3: Passenger-kilometers: the figure obtained through multiplying each passenger carried by the distance that passenger traveled, and totaling the figures.

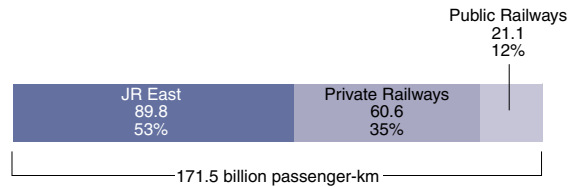
Japan's railway operation

Passenger transport share

● Passenger transport share by transport mode in Japan



● Passenger transport share in Metropolitan Tokyo area's railway operation

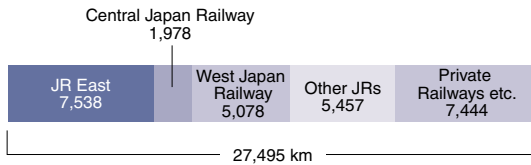


As of year ended March 2001
 Source: "Domestic Transportation Statistics Handbook: fiscal 2001" issued by Ministry of Land, Infrastructure and Transport

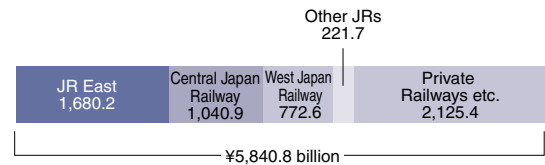
Source: "Annual Report on Urban Transportation 2000" issued by Ministry of Land, Infrastructure and Transport

JR East's position in railway operations of Japan

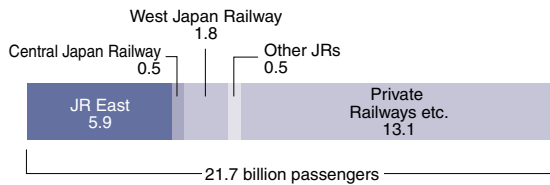
● Passenger line network (km)



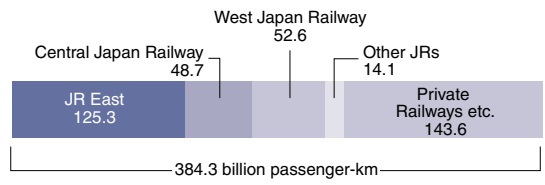
● Revenues from passenger transport



● Number of passengers



● Passenger-kilometers



As of year ended March 2001 or March 31, 2001

Note 1) The "passenger line network (km)" does not include any cargo special-purpose lines

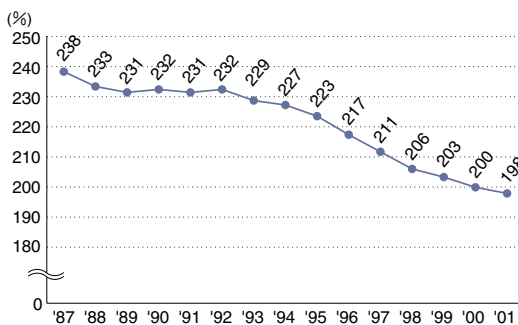
Note 2) The revenues from passenger transport do not include those accrued from cargoes.

Source: "Statistics of Railways 1999" issued by Ministry of Land, Infrastructure and Transport

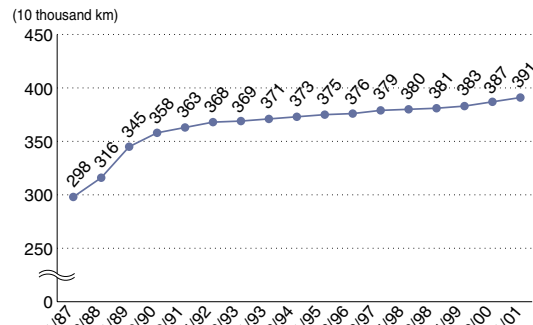
Trends in congestion rate

JR East has worked continuously to relieve congestion by introducing new rolling stock and bolstering traffic capacity, as various customers use railways. As a result, the level of congestion for trains has demonstrated a decreasing tendency.

● Graph showing congestion trends at the peak commuting hour in the morning in metropolitan Tokyo areas



● Trends in traffic capacity in the Kanto region



Note 3) Average of the congestion rate as a percentage of rated passenger capacity on main lines in metropolitan Tokyo areas

Note 4) Average number of car-km per day when the timetable was revised
 Note 5) The traffic capacity is the total for Tokyo, Yokohama, Hachioji, Omiya, Chiba, Takasaki, and Mito Branch Offices of JR East.