

Independent Review Report



As the railway business consumes a vast amount of electricity, JR East Group has set as its main objective the reduction of CO₂ emissions generated by the use of electricity. JR East has promoted use of its hydroelectric power plant, replaced some portion of fuel for its thermal power plant which generates 30% of the electricity it uses, and, in addition, has introduced more energy-efficient railcars. As a result of these efforts, CO₂ emissions were reduced by 28% from the level in 1990 (for management of target values, calculated using the former coefficient). Qualitative and quantitative information provided in this report illustrates that JR East is promoting research and development of new energy-efficient systems in the long term and is engaged in diversified preventive measures against global warming.



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In addressing social impacts, even though there has been a decline in the number of railway accidents over the long term, JR East has included “Measures for reducing transport disruptions in the Tokyo metropolitan area” in its report, with due consideration to the recent serial transport disruptions as well as stakeholders’ concerns. Continuing disclosures of these transport disruptions and measures against them are advisable, as is the case with measures against railway accidents.

Third party opinion: After reading JR East Group Sustainability Report 2007

Society always expects public transportation to be “more convenient” and “faster”. However, we can clearly see from the “Top message” that JR East has adopted a stance to put the highest priority on safety, while aiming to provide a “comfortable” railway to serve regional requirements. At the same time, the report illustrates specific measures taken in each field from the 3 perspectives of safety, services, and environment. From this, I have felt a greater “peace of mind” and “faith” in these efforts with a heightened level of awareness among each employee. In addition, I evaluate highly their sincere attitude for providing information disclosure including the investigation of accidents.

Moreover, with the present obviousness of global warming, the company is actively involved in the development of the world’s first diesel hybrid railcar and also in improving the transportation flow by Suica. These can be expected to attain further development in terms of both technology and convenience. Especially, now that the long term target of halving CO₂ emission by 2050 has been adopted in post Kyoto Protocol agreements, there are greater expectations for railways implementing intermodal transport by the use of railways and other transport modes, eco-friendly commodity distribution, regional revitalization with LRT, and urban redevelopment for a more compact cityscape. I sincerely hope that JR East harnesses their leadership in achieving the realization of a sustainable society in close coalition with municipalities, residents, and business operators.



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Future prospects

Global warming has become a universal issue with the release of the 4th report by the Intergovernmental Panel on Climate Change (IPCC), which demonstrates an increasing awareness of its importance.

JR East has been working on the reduction of CO₂ emissions through actions such as changes to our thermal power plant and introduction of energy-saving railcars. As a result, we were successful in achieving 6 of our targets that were set for fiscal 2008 as part of our work to reduce environmental impacts, including CO₂ emissions. Though we have been working on the reduction of environmental impacts through research and development, we will again go back to our starting point and, in consideration of medium and long term goals, we will prioritize which issues we should be tackling and investigate additional preventive measures.

We will continue our efforts in playing an active role in creating a sustainable society while maintaining a balance between our business interests and environmental conservation activities.