Attachement

Greater Efforts to Alleviate Transportation Problems in Greater Tokyo (Total Sum: Approximately ¥300 billion)

New Measures Established Since July (Approximately ¥137 billion)

Improving Facility and Rolling Stock Stability (Approximately ¥126 billion)

• Upgrading and Providing Backup Systems for Malfunction Prevention Equipment

• Replacing Rolling Stock

1. Improvements to Create Trouble-free Facilities and Facilities with Backup Systems
   - Reinforcement of weak points in signal cables (approximately 32,900 locations)
   - Use of synthetic sleepers on bridge structures (approximately 33,500)
   - Measures to prevent roadbed cave-ins, etc.
2. Replacing Rolling Stock with Models with Backup Systems [Already announced]
   - The adoption of rolling stock (Series E233) that features backups for all main equipment on the Keihin-Tohoku and Negishi Lines (830 railcars)
3. Upgrading Equipment for Commuter Trains
   - The bulk upgrade of main circuit equipment, brake control units and other electronic equipment
   - ▸ Implemented on the Sobu Line (Rapid-Service) and Yokosuka Line Series E217 railcars (approximately 970 railcars)

• Miscellaneous

Reinforcing Facility Inspections and Maintenance
- Improving rail inspection accuracy by increasing the number of rail-defect detector cars (two cars)
- Constraining the number of scratches on rails by increasing the number of rail grinding cars (three cars), etc.

Swift Restoration during Transportation Service Interruptions (Approximately ¥8 billion)

• Reinforcement, etc., of Monitoring Functions to Locate Malfunctions in Ground Facilities as Swiftly as Possible

1. Establishment of a System to Ensure Swift Service Restoration
   - Establishment of a 24-hour emergency service system with signal manufacturers
   - Reinforcement of signal communication dispatch monitoring functions
2. Thorough Training Facilities
   - Establishment of training facilities for track maintenance, electricity and signal communications
3. Increasing Replacement Parts for Equipment
   - Increasing the number of required replacement parts for track maintenance, electricity and signal communications during disaster restoration work

Reinforcement of Information Distribution (Approximately ¥3 billion)

• Reinforcement of Information Distribution to Passengers and Smooth Information Flow between Employees

1. Reinforcement of Information Distribution to Passengers
   - Increases in the number of emergency information displays

     Expansion to cover approximately 70 additional stations by fiscal 2008
   - Replacement and Increase of Station Broadcasting Facilities (Approximately 200 station)
2. Smooth Information Flow between Employees
   - Installation of radio transceivers for the smooth transmission of information between employees (approximately 150 stations)

Measures for Swift Implementation since July (Approximately ¥7 billion) [Already Announced]

Reinforcement of Response Systems to Facility and Rolling Stock Malfunctions
- Number of Facilities for Coping with Facility Malfunctions Increased (10 Locations)
  Inaugurated in November 2006: 4 locations
  Inaugurated by the end of fiscal 2006: 6 locations
- Number of Facilities for Coping with Rolling Stock Malfunctions Increased (1 Location)
- Number of Electric Rescue Vehicles Increased (10 Vehicles)

Reducing the Amount of Time Required to Identify the Location of Problems
- Introduction of Track Circuit Checkers (23 vehicles)
- Installation of Train Malfunction Transmission System, etc.

Increases in the Number of Replacement Parts for Rolling Stock

Issuance of Service Delay Certification from our Homepage

Emergency Information Displays (19 Stations within Fiscal 2006)

Speedier Arrangement of Transportation in the Event of Service Interruptions
- Number of ATOS Entry Terminals Increased
- Number of ATOS Training Facilities Increased

Measures Targeted for Continued Implementation (Approximately ¥160 billion) [Already Announced]

• Replacing Rolling Stock with ones with Backup System

Series E233 rolling stock adopted on the Chuo, Ome and Itsukaichi Lines (688 railcars)

• Improvements to Create Trouble-Free Facilities
- Installation of next-generation turnout systems (194 sets at 46 stations)
- Measures to prevent signal safety devices from malfunctioning in the Tokyo area
- Simplification and integration of signal facilities

• Strengthening Operation Control Systems
- Installation of ATOS (Autonomous Decentralized Transport Operation Control System) on the Musashino Line and Yokosuka Line (Ofuna to Kurihama)