

[Summary from the General Manager of the Management Planning Department]

To begin, please allow us to offer once again our deepest sympathies for all of the victims of the Great East Japan Earthquake of March 11, 2011, and to offer a solemn prayer for those who lost their lives.

As a result of the Great East Japan Earthquake, JR East Group received extensive damage to a wide range of its service area. In this year's report, taking the Great East Japan Earthquake as our Special Topics, we detail the damages to our facilities resulting from the disaster, the issues to be resolved and their countermeasures, our energy saving efforts over the past summer, and our efforts toward restoration and reconstruction.

Domestically, in response to the Fukushima Daiichi Nuclear Power Plant accidents following the Great East Japan Earthquake of March 11, 2011, discussions have been surfacing on the overall future of Japan's energy policy. As a business operator, JR East is being urged to review its future plans for energy usage, including those regarding the utilization of renewable energies.

Globally, as the Kyoto Protocol's First Commitment Period is coming to a close in 2012, all concerned countries are currently discussing mid- and long-term countermeasures against global warming, including proposed frameworks for a so-called Post-Kyoto Protocol from 2013.

To date, JR East Group has implemented a wide range of environmental conservation activities in remaining true to our basic philosophy to "Balance Environmental Protection with Business Activities." We believe that railways are environmentally friendly means of transport, as they produce less greenhouse gas emissions than other transport modes in the transport business sector.

JR East Group is committed to continuing its range of environmental measures as a group while upholding the issue of global warming as one of our priority issues in business. As a business operator which uses a large volume of energy, it will also continue its efforts to date without succumbing to an overreliance on the recognized environmental advantages of railways.



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