

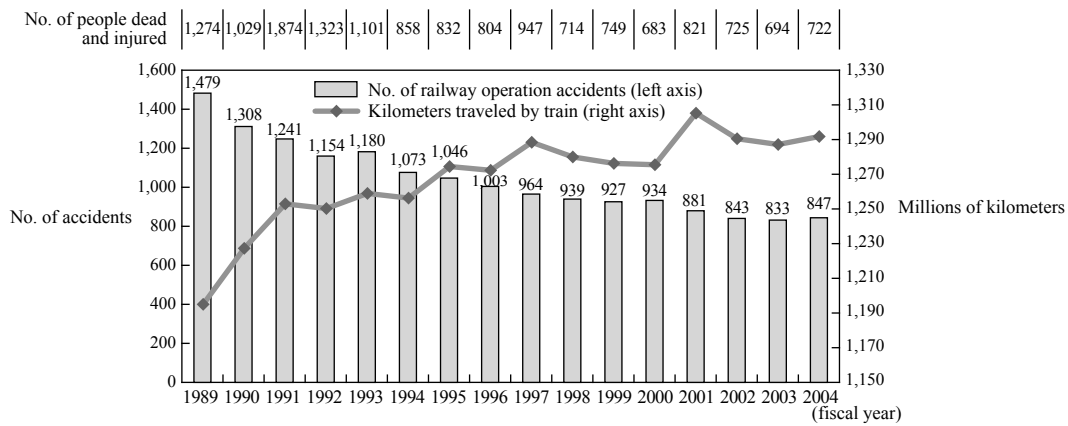
[Issues accompanying environmental changes related to corporations, the advancement of technology, and other issues]

Against the recent background of successive accidents and other problems in the transportation sector, it has been pointed out that our systems are becoming more prone to human error due to environmental changes related to corporations, the advancement of technology, and other issues.

○ Wavering public trust in the safety of transportation

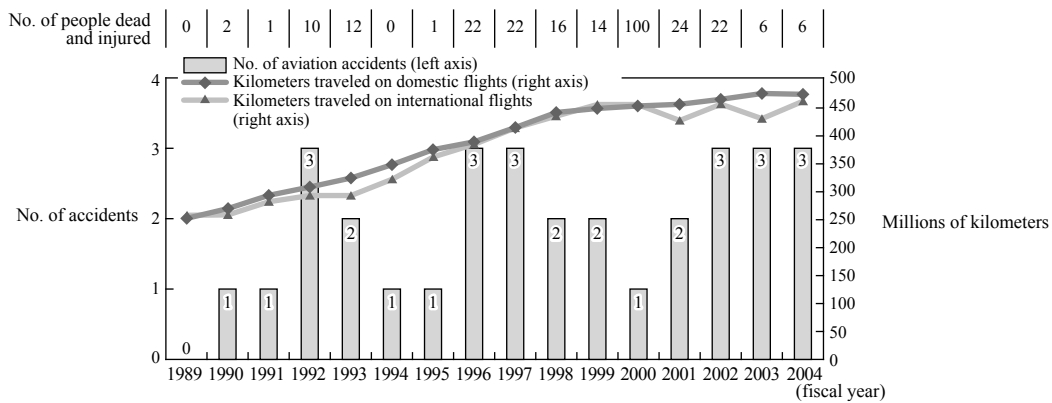
Looking at trends in the number of accidents and the number of dead and injured in the transportation sector by mode of transport, as traffic flows increase there has not been a notable increase in the number of accidents or the number of dead and injured overall, and yet the recent spate of accidents and other problems is causing wavering public trust in the safety of transportation.

Trends in the Number of Railway Operation Accidents, the Number of Dead and Injured, and Kilometers Traveled by Train



Source: Compiled from MLIT data and MLIT, *Tetsudou Yusou Toukei Chousa* (Statistical Survey on Railway Transport)

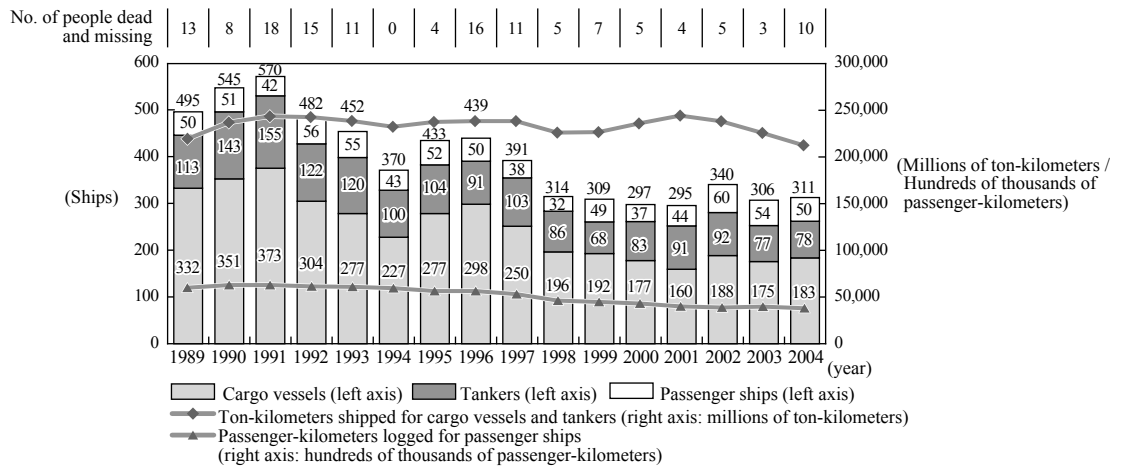
Trends in the Number of Aviation Accidents, the Number of Dead and Injured, and Kilometers Traveled by Aircraft



- Notes: 1. Numbers of aviation accidents and numbers of dead and injured (not including deaths by natural causes) are limited to those of designated Japanese air transport providers.
 2. The kilometers traveled on domestic flights and kilometers traveled on international flights are limited to those designated Japanese air transport providers that were subject to the *Koukuu Yusou Toukei Chousa* (Statistical Survey on Railway Transport)
 3. Providers for FY1999 and earlier correspond to the equivalent of those Japanese air transport providers designated under the amended aviation law in effect since 2000

Source: Compiled from MLIT data and MLIT, *Koukuu Yusou Toukei Nenpou* (Annual Statistical Report on Aviation Transport)

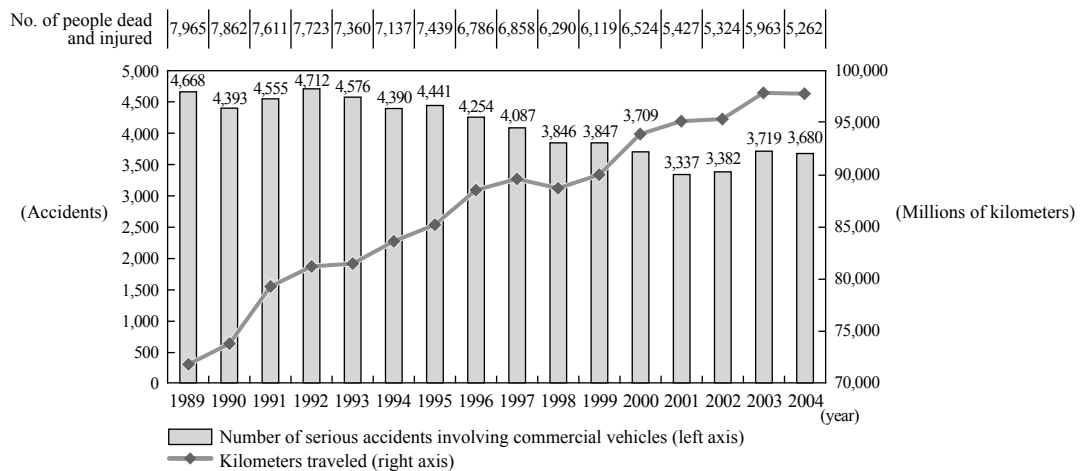
Trends in the Number of Ships Wrecked at Sea (Commercial), the Number of Dead and Missing from Shipwrecks, and the Numbers of Ton-Kilometers Shipped and Passenger-Kilometers Logged



- Notes: 1. Number of ships wrecked at sea does not include shipwrecks of foreign vessels. Also excluded are shipwrecks resulting from typhoons and abnormal weather conditions.
 2. Ton-kilometers shipped for cargo vessels and tankers refers to the quantity of cargo shipped by Japanese vessels owned by domestic carriers.
 3. Passenger-kilometers logged for passenger ships is for domestic passenger transport service providers and is the fiscal year sum.

Sources: Compiled from Japan Coast Guard data, MLIT data, and MLIT, *Naikou Senpaku Yusou Toukei* (Statistical Report on Domestic Vessel Transport)

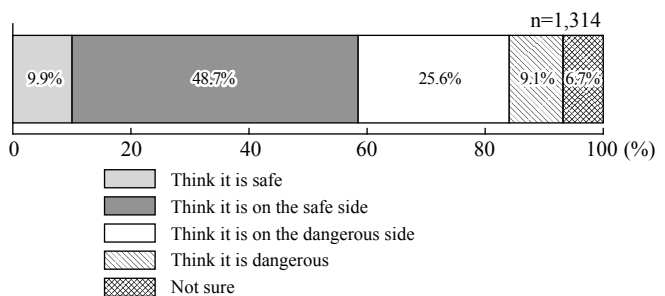
Trends in the Number of Serious Accidents Involving Commercial Vehicles, the Number of Dead and Injured, and Kilometers Traveled



Sources: Compiled from MLIT, *Rikuun Toukei Youran* (Directory of Ground Transportation Statistics) and *Jidousha Toukei Geppou* (Monthly Statistical Report on Motor Vehicle Transport)

In an opinion poll implemented in December, 2005, more than a third of respondents said that they “think [public transportation] is dangerous” or “think [public transportation] is on the dangerous side.”

On the Safety of Public Transportations

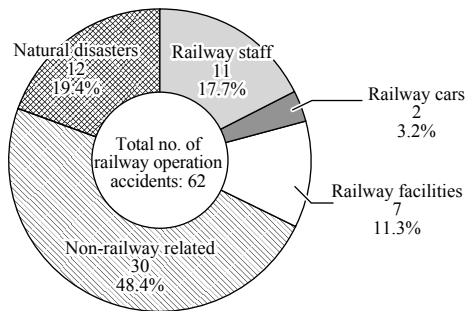


Source: MLIT

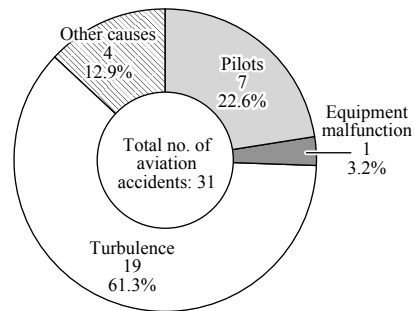
○ Recurring accidents related to human error

Human error has been pointed to as a factor in the recent spate of public transportation accidents and other problems. Looking at the actual breakdown of accident causes by mode of transport, we see that a consistent number of them are attributable to human factors.

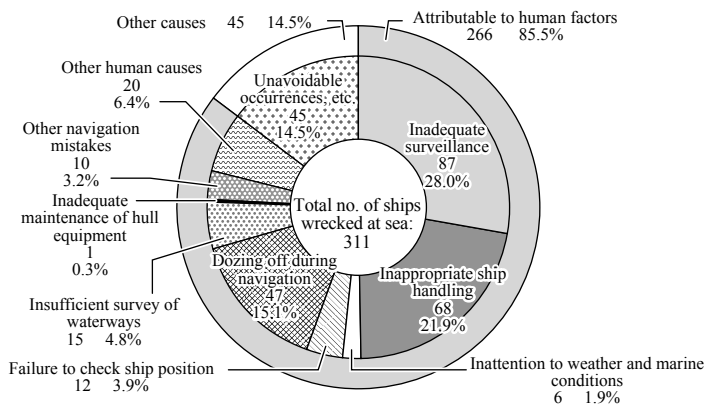
Accident Causes by Mode of Transport



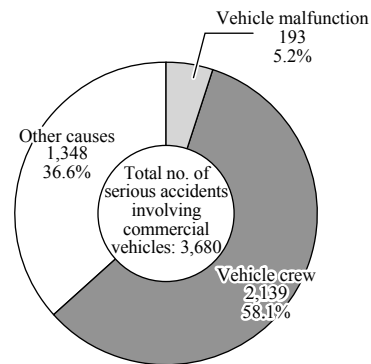
Note: Figures for the number of railway operation accidents published in reports by the Aircraft and Railway Accidents Investigation Committee from October 2001 to December 2005
Source: MLIT



Notes: Number of aviation accidents (excludes deaths by natural causes) is for the years 1989 through 2005 for designated Japanese air transport providers
Source: MLIT



Note: Number of Japanese cargo vessels, tankers, and passenger ships wrecked at sea in 2004 by cause (excluding shipwrecks resulting from typhoons and abnormal weather conditions)
Source: Japan Coast Guard



Note: Number of serious accidents occurring in the year 2004
Source: MLIT

In light of these circumstances, in the intermediate summary of the “Review Committee on Measures to Prevent Accidents by Human Error in Public Transportation” put together by MLIT, problem points were organized and issues were selected in relation to the prevention of accidents by human error across the transport modes of land, sea, and air.

○ Issues in the prevention of accidents by human error

There are two kinds of issues to be raised in the prevention of accidents by human error: 1. (Organizational issues) Issues concerning “work environments and corporate cultures that condone unsafe practices,” which have come about in the midst of major changes in societal conditions, such as economic globalization, diversification of values, intense competition, and liquidity in employment; 2. (Technological issues) Issues concerning the mismatch of human beings with high-technology systems, which, while introduced with the aim of reducing human work load and inhibiting errors, have problems stemming from their being in some sense difficult to understand for human beings.