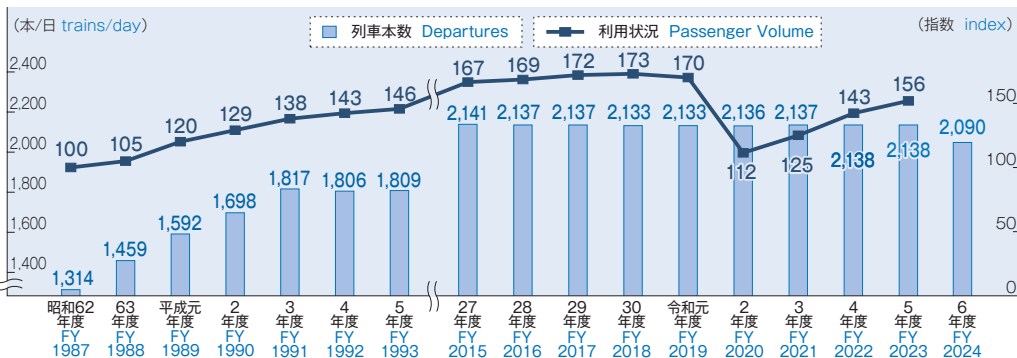


在来線 Conventional Lines

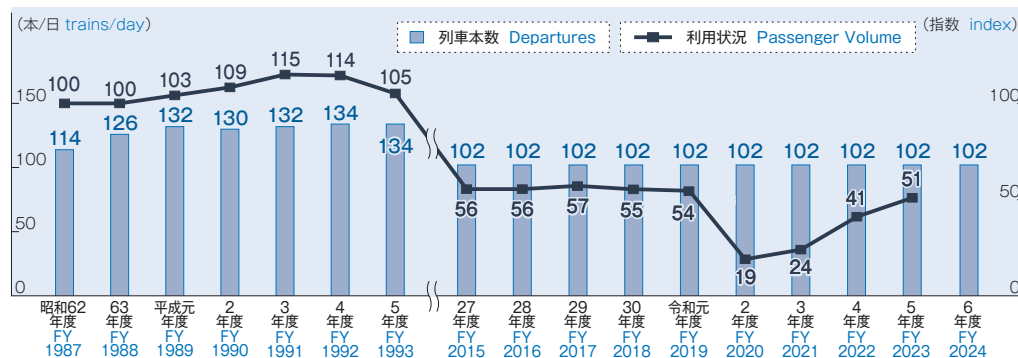
在来線の列車本数及び利用状況(1日当たり) Daily Departures and Passenger Volume for Conventional Lines

普通列車 Local Trains



注 1.列車本数は各年度初の設定本数(臨時列車を除く)。利用状況は断面輸送量について昭和62(1987)年度を100とした場合の指数(普通列車の利用状況については、平成24(2012)年度以降は、自動改札集計による乗員人員合計を補正した指数)
 2.令和2(2020)年度~4(2022)年度の利用状況は、新型コロナウイルス感染症の影響により数値が低くなっている
 Note: 1.Departures shown are as of the beginning of each fiscal year (excluding extra trains). Passenger volumes are the indices of the total passenger volume at certain points.
 FY1987=100 (Passenger Volume of Local Train from FY2012 are based on the passenger ridership counted by automatic ticket gates and are revised indices)
 2.Passenger volumes for FY2020 to FY2022 have decreased because of the impacts of the COVID-19 pandemic.

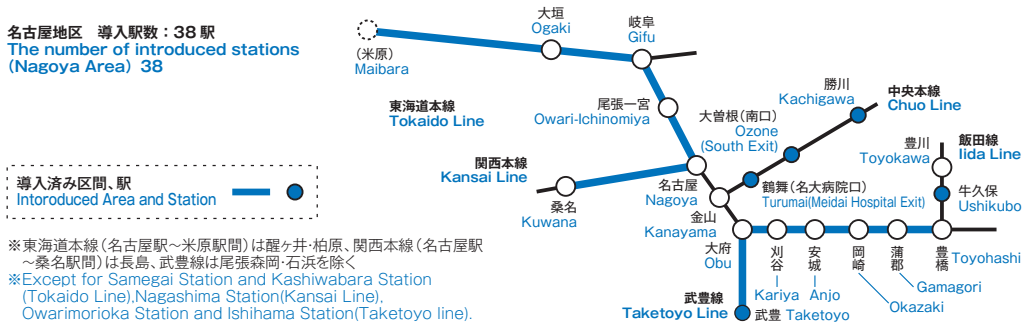
特急列車等 Express Trains



お客様サポートサービス Customer support service

- 駅におけるきっぷの発売や精算等のご案内を遠隔で行うサービスである「お客様サポートサービス」を導入することで、きっぷ購入時のサポートを充実させるとともに、早朝・夜間時間帯などでもきっぷを購入可能となる駅を拡大しています。
- これまでに武豊線、東海道本線(大府駅~豊橋駅間、名古屋駅~米原駅間)、関西本線(名古屋駅~桑名駅間)、飯田線(牛久保駅)、中央本線(鶴舞駅(名大病院口)・大曾根駅(南口)・勝川駅)に導入しています。また、2025年6月頃には静岡地区・東海道本線(沼津駅~興津駅間)に導入します。
- By introducing "Customer support service" which provide guidance on ticket sales and payment, we enhance support of ticket purchases and increase the number of stations at which passengers can buy tickets early in the morning and late at night.
- We have already been introduced "Customer support service" to the Taketojo Line, the Tokaido Line(from Obu Station to Toyohashi Station and from Nagoya Station to Maibara Station), the Kansai Line(from Nagoya Station to Kuwana Station), the Iida Line(Ushikubo Station), the Chuo Line(Tsurumai Station(Meidai Hospital Exit), Ozone Station(South Exit) and Kachigawa Station). And we will also introduce "Customer support service" to the Tokaido Line(Shizuoka area, from Numazu Station to Okitsu Station) around June 2025.

お客様サポートサービスの導入区間、駅 Area and Station of "Customer support service"



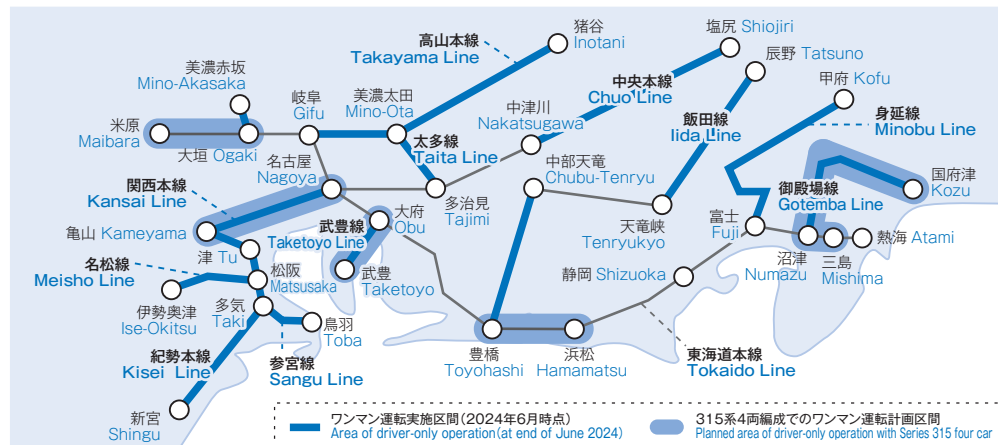
静岡地区 導入予定駅数(2025年6月頃): 8 駅 The number of introduced stations around June 2025 (Shizuoka Area) 8



ワンマン運転 Driver-only operation

- 現在、2両以下の編成でワンマン運転を行っています。
- 効率的な業務執行体制を構築する「業務改革」の一環として、315系4両編成にて、車両側面に設置したカメラを用いたワンマン運転の実施に向けて取り組んでいます。
- 今後の315系4両編成でのワンマン運転の実施計画は以下の通りです。
 - ・2025年度中に、関西本線(名古屋駅~亀山駅間)と武豊線で実施
 - ・2026年度以降は、東海道本線(三島駅~沼津駅間、浜松駅~豊橋駅間、大垣駅~米原駅間)や御殿場線等で順次実施
- Now we introduce driver-only operation to two or less cars.
- As part of the "Reform of business operation" to establish an efficient business execution system, we have been working towards the implementation of driver-only operation using cameras installed on the side of the Series 315 four cars.
- Future plans for driver-only operation with Series 315 four cars are as follows.
 - ・ By the end of the FY2025, we introduce to the Kansai Line(from Nagoya Station to Kameyama Station) and the Taketojo Line.
 - ・ In FY2026 and beyond, we introduce to the Tokaido Line(from Mishima Station to Numazu Station, from Hamamatsu Station to Toyohashi Station and from Ogaki Station to Maibara Station) and the Gotemba Line.

ワンマン運転導入区間 Area of driver-only operation



在来線 Conventional Lines

踏切事故防止対策 Measures to Prevent Railroad Crossing Accidents

踏切遮断機の設置や踏切障害物検知装置の整備等を推進するとともに、各自治体とも協議を進め、立体交差化等により踏切自体を廃止する抜本的対策を実施しています。
We have been implementing drastic measures to abolish railroad crossings through grade separation, etc., consulting with local governments, as well as promoting installation of barriers and crossing obstructing detectors, etc.

踏切設備の改良 Improvement of Railroad Crossing Facilities

踏切は、付帯する設備により、遮断機及び警報機のある第1種踏切、警報機のある第3種踏切、遮断機・警報機のない第4種踏切の3種類に分類されます。第3種踏切と第4種踏切は、道路交通量、鉄道交通量、踏切の周辺環境等を勘案しながら計画的に第1種踏切への改良等を進めています。

Railroad crossings are classified into three types according to ancillary facilities: Type 1 with barriers and alarms, Type 3 with alarms and Type 4 without barriers and alarms. Type 3 and Type 4 are being upgraded to Type 1 based on plans in consideration of the road traffic volume, railway traffic volume and surrounding environment of railroad crossings.

踏切障害物検知装置等の設置 Installation of Crossing Obstructing Detector, etc.

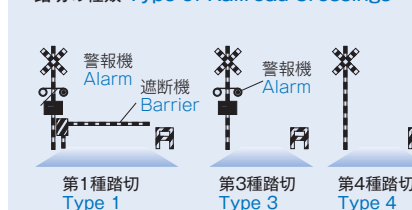
万一自動車や踏切を支障した場合に備え、赤外線またはレーザー光線によって自動車を検知する踏切障害物検知装置や、遮断桿が降下していないことを検知する機能を設けています。令和4(2022)年度からは、歩行者、自転車、車いす等への検知性能を向上させたレーザー・センサ式の高機能型障害物検知装置を、列車本数が多く、歩行者や自転車等の通行量が多い踏切に順次導入しています。

また、踏切内に異常があることを運転士に知らせたい場合、ボタンを押すことで関係する信号機を停止信号にする非常ボタン(踏切支障報知装置)も設置しています。

In case an automobile interferes with a railroad crossing, railroad crossings are equipped with crossing obstructing detectors, which detect automobiles by infrared rays or laser rays, and a function that detects barrier rods not descending. From FY2022, laser sensor-based high-performance crossing obstructing detectors with improved detection performance for pedestrians, bicycles, wheelchairs, etc. are sequentially installed at railroad crossings where the number of trains is large and pedestrian and bicycle traffic is heavy.

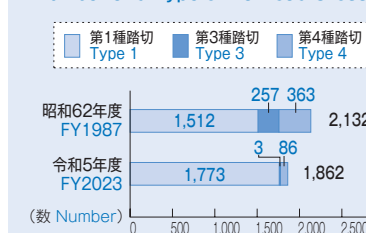
In addition, emergency buttons (obstruction warning devices), which turn a related traffic light into a stop signal by pressing when it is necessary to inform a driver that there is an abnormality in a railroad crossing, are installed.

踏切の種類 Type of Railroad Crossings



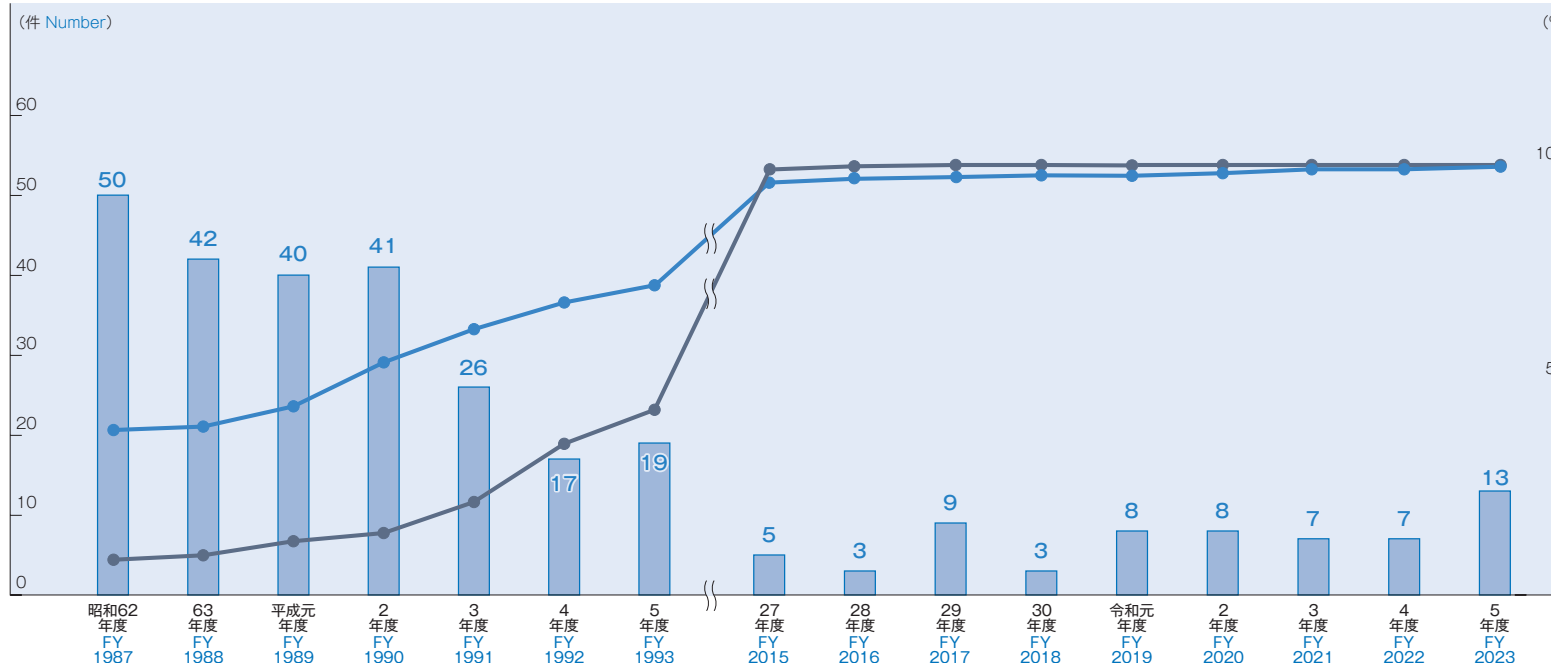
非常ボタン
Emergency Button

踏切数と踏切種別の推移
Number and Type of Railroad Crossings



踏切障害物検知装置
Crossing Obstructing Detector

踏切障害事故件数等 Number of Railroad Crossing Accidents, etc.



踏切障害事故件数
Number of Railroad Crossing Accidents

踏切支障報知装置設置率
Rate of Installation of Obstruction Warning Device

踏切障害物検知装置等設置率
Rate of Installation of Crossing Obstructing Detector

注 踏切事故防止対策の推進により、踏切障害事故の件数は会社発足時と比較して大幅に減少
Note: The number of railroad crossing accidents has decreased significantly compared to when the company was established, due to the promotion of prevention measures.