

Toei Bus

Toei Bus operates in Tokyo's 23 wards and some areas in Tama. The average number of passengers was 570,000 per day in fiscal 2005. The extremely heavy traffic in Tokyo, however, reduces the speed of buses and makes it almost impossible to run on schedule. Furthermore, due to advances in other convenient means of transportation like subways, the numbers of bus passengers is dropping yearly. To respond to these challenges, Toei Bus is working to provide increased convenience to passengers through services including the New Metropolitan Bus System, installation of bus approach indicators at bus stops, and distribution of bus information on the Internet.

In addition, the TBMTG is aggressively introducing new buses including people-friendly non-step buses and low-pollution, environmentally-friendly compressed natural gas buses. The Bureau is also working hard to fulfill its role as a public mass transit provider. One example of these efforts is the operation of bus routes at the request of local governments. Toei Bus also provides charter bus service.

However, since bus route deregulation in February 2002 the level of

competition between operators has become increasingly intense and the business environment is growing more severe.

To increase management efficiency, the Bureau has instituted a management outsourcing plan*. The plan was put into effect at the Sugunami Branch on April 1, 2003, at the Rinkai Branch on April 1, 2004, and at the Aoto Branch on April 1, 2006.

*The "management outsourcing" plan is carried out in compliance with Japan's Road Transportation Law. The TBMTG rents buses and facilities to other operators, and outsources all operations, management, and maintenance to those lessees. However, the Bureau retains the right to decide bus routes, schedules, and fares.

Toei Bus Data (Public Buses)

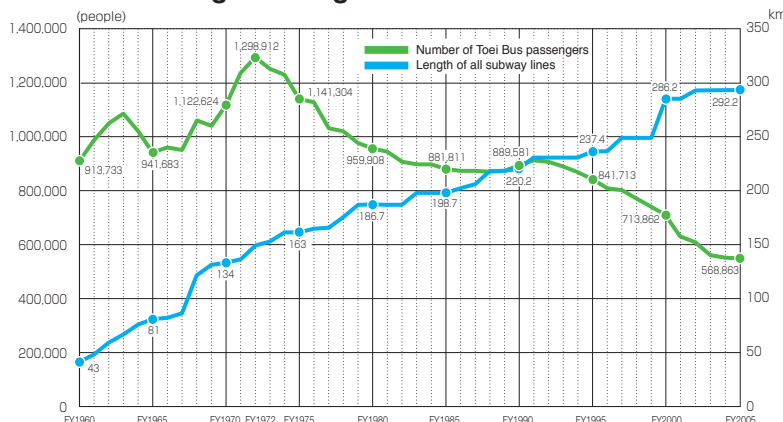
As of April 1, 2006



| | |
|---------------------|-----------------------------|
| Operating Length | 779.0km |
| Routes | 138 |
| Total Route Length | 1,103km |
| Avg. Route Length | 8.0km |
| Number of Stops | 1639 (3,857 poles) |
| Number of Buses | 1467* |
| Avg. Rider Capacity | 70.3 |
| Average Speed | 11.25km/h |
| No. of Depots | 12 (also, 6 branch offices) |

*Includes 1 Kōtō-ku Community Bus

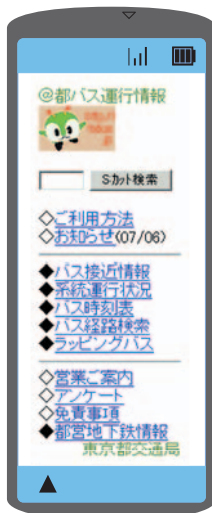
Length of Subways in Tokyo and Passenger Average of Toei Public Buses



Improved Service

Real-Time Bus Information on the Internet

Since January 8, 2003 Toei Bus information has been available over the Internet. Information on approaching buses and remaining time to destination can be searched on a real-time basis from internet-capable cell phones and computers. This makes it possible to confirm bus approach information for each bus stop, the position of buses in operation on each route, and the timetable for each bus stop by destination. The Bureau is making efforts to provide this information to improve passenger convenience.



URL <http://tobus.jp/>

Bus Approach Indicators

Toei Bus began installing simple, low-cost bus approach indicators at existing bus stops on March 17, 2004. At the end of fiscal 2005 their number had grown to 172, and continues to increase today.

Moreover, QR code and CC number stickers at the Toei Bus stops provide additional information online to users with properly equipped mobile phones.



▲Bus approach indicator

Common Bus Card

The Common Bus Card can be used on Toei-buses, private buses in Tokyo, specially marked buses in Kanagawa, Saitama, and Chiba and on the Toei Streetcar Arakawa Line.



● Toei Bus Transfer Discount Card

The sale of these cards started on December 12, 2000, with the purpose of making transfers between Toei lines more convenient and affordable. With this card, passengers can receive a ¥100 discount (¥50 for children) when transferring between Toei buses within a 90 minute period. The 90 minutes is measured from the time when the passenger boards the first bus to the time of the subsequent boarding, except in the Tama area, where it is from disembarkment to disembarkment. This service is not available on all lines.



● New Metropolitan Bus System

In order to improve bus functionality and provide services which are convenient, pleasant, and high in quality, this bus system has been operated since March 1984 as a system to unify the measures at right.

- 1 Upgrading bus stops
- 2 Installing indicators at bus stops
- 3 Introducing a bus transit management system
- 4 Establishing additional bus-only lanes

| | | | | | |
|---|---|---|--|---|--|
| <p>Green Shuttle 都01 Shibuya Station —Shimbashi Station (via Roppongi)</p> | <p>Green Liner 都02 Ōtsuka Station —Kinshichō Station</p> | <p>Green Arrows 都03 Yotsutani Station—Harumi-futō 都04 Tokyo-eki Minamiguchi—Toyomi-suisan-futō 都05 Tokyo-eki Minamiguchi—Harumi-futō</p> | <p>Green Echo 都06 Shibuya Station —Shimbashi Station (via Akabanebashi Station)</p> | <p>Green Star 都07 Kinshichō Station Monzen-nakachō</p> | <p>Green River 都08 Nippori Station— Kinshichō Station</p> |
|---|---|---|--|---|--|

● New Bus Service

The extensions of the Toei-Mita and Tokyo Metro Namboku subway lines in September 2000, followed by the commencement of full operation of the Toei-Ōedo Line in December of the same year dramatically improved access to railways in central Tokyo. In almost all the area within the JR Yamanote Line, it is now possible to reach a train or subway station with a walk of 10 minutes or less. Because a daily average of nearly 100,000 bus passengers switched to the subway as a result of this development, bus routes were reorganized and rearranged on a large scale in December 2000, referencing the September 1999 report of the Investigative Committee on the Metropolitan Transportation Network and Fare System.

The TBMTG seeks to maintain an appropriate division of labor between buses and trains as it works to improve Tokyo's network of public transportation service. In offering new bus services, competition with trains, the availability of alternative forms of public transportation, and the voices of bus and train patrons are all taken into account.

◆Rapid Bus

To reduce travel time, rapid buses stop only at the major bus stops.
急行05 Kinshichō Station to Telecom Center Station
(Weekends and holidays only)

◆Direct Bus

Direct buses link residential areas and terminal stations.
直行01 Ōimachi-eki Higashiguchi to Yashio Park Town
(Weekday mornings and evenings only)

◆Access Line Bus

These short-distance, ¥100 buses connect stations with their immediate surrounding areas.
AL01 Higashi-ōjima Station to Komatsugawa-Nichōme area (loop)
to Higashi-ōjima Station (Weekday mornings and evenings only)

◆Flexible Bus

These buses answer the demand on Saturdays, Sundays, and holidays.
FLO1 Kasai Station to Kinshichō Station via Funabori Station

● Urban Night Bus

By the late 1980s, Tokyo had truly become a city that never sleeps. The Urban Night Bus began running in response to the increased after dark activity level in Tokyo. Because this service is generally used for one-way transportation, and because of the increased cost of operations late at night, the Urban Night Bus fare is double the ordinary one-way passenger fare. Presently, six lines are in operation. This service is not available Saturday, Sunday, or holidays (including the New Year holiday).

| | |
|------|--|
| 深夜01 | Shibuya Station to Shimbashi-eki Kitaguchi |
| 深夜02 | Ōji Station (Ikebukuro-eki Higashiguchi) to Toshima-Gochōme Danchi |
| 深夜03 | Nishi-kasai Station to Kōsha Haimu Minami-kasai |
| 深夜04 | Nippori Station to Adachi Ryūtsū Center |
| 深夜07 | Shinagawa-eki Nishiguchi to Yashio Park Town |
| 深夜10 | Nishi-kasai Station to Rinkaichō-Nichōme Danchi |

On-Schedule Service

● Bus Transit Management System

To ensure on-time bus service, data from digital radio transmitters on each bus is collected and analyzed at the Toei Bus central office. Each business office manages its buses in response to the data transferred via dedicated line from the central office, making every effort to provide smooth service to bus passengers. To increase convenience and ease of use, bus approach indicators have been installed on the informational panels at major bus stops.



▲Bus approach indicator on an informational panel

● Bus Priority System

Detectors installed at intersections sense the approach of buses and control traffic signals to reduce waiting time for buses. This system has been introduced on the 丸01 route connecting Hamamatsuchō Station and Tokyo Waterfront City, and the 東98 line between Tōkyō Station's South Exit and Todoriki Sōshajo. The system is part of the Public Transportation Priority System (PTPS) and is carried out jointly with the Metropolitan Police Department. The system ensures on-schedule bus service and helps to reduce tailpipe emissions.

People-Friendly and Environmentally-Friendly Toei Bus

● Environmentally-Friendly Buses

Compressed natural gas (CNG) buses and low-pollution vehicles certified by the Tokyo Metropolitan Government have been introduced in compliance with the Japan's Automobile NOx/PM Law and Tokyo's environmental and health protection ordinance. These changes are contributing significantly to Tokyo's environmental strategy.



▲CNG filling station

● Introduction of Environment-Friendly Buses

(as of April 1, 2006)

| | Date of Introduction | Description | Number |
|---|----------------------|--|---------------------|
| Diesel-Electric Hybrid Buses | December 1991 | Uses an electric motor as auxiliary power for the engine when starting and accelerating. Reduces exhaust gases. | 55 |
| Diesel-Hydraulic Hybrid Buses | January 1994 | Uses an oil hydraulic motor as auxiliary power for the engine when starting and accelerating. Reduces exhaust gases. | 42 |
| Compressed Natural Gas (CNG) Buses | December 1994 | Uses compressed natural gas for fuel. Does not release black smoke and dramatically reduces nitrogen oxides. | 157 ⁽¹⁾ |
| Buses with Diesel Particulate Filters (DPF) | March 1995 | Equipped with filters to reduce black smoke and particulates. | 147 |
| Buses with Oxide Catalysts | December 1999 | Uses catalyst to eliminate some particulates. | 1163 |
| Buses with Idling Start/Stop Devices | January 1994 | Engine automatically turns on/off when bus starts/stops. | 1168 ⁽²⁾ |
| 2004 Regulations Bus | January 2005 | Compliant with tailpipe emissions standards (2004) | 236 |
| 2005 Regulations Bus | November 2005 | Compliant with tailpipe emissions standards (2005) | 19 |

⁽¹⁾ Includes 63 CNG non-step buses
Includes 1 Kōtō-ku Community Bus

⁽²⁾ Includes hybrid and other buses

◆CNG Non-step Buses

In February 1999, TBTMG introduced two compressed natural gas (CNG) non-step buses. The Bureau was the first mass transit provider in Japan to operate CNG non-step buses, and as of April 2006 there were a total of 63 such buses in its fleet. These buses combine the advantages of non-step buses and CNG buses: they do not emit black smoke and they are easy to get on and off of.

* Non-step buses have floors only 30cm higher than the road. It is easy to get off and on the bus with a single step.



◀Filling bus fuel tank with CNG



▲CNG Non-step bus

● Eco Commuter Pass System

This system was implemented in April 1998 to expand customer services and contribute to the reduction of air pollution by suppressing the amount of automobile traffic.

For passengers paying in cash, discounts of ¥100 per ride (¥50 for children) are available when riding with a cohabitant family member who has purchased a Toei Bus commuter pass, provided that the ride is within the area of the commuter pass. When riding outside the area of

the commuter pass, the discount applies also to the pass holder. This service is only available Saturdays, Sundays, holidays, and other dates as specified.

● People-Friendly Buses

Following the implementation of Japan's Barrier-Free Transportation Law, the TBTMG introduced non-step buses. Currently, about 58% of the Bureau's buses are non-step vehicles, and all new buses to begin operation in fiscal 2006 are non-step buses.

Wheelchair spaces are available on non-step and lift-equipped low-floor buses.



◀ Slope



▲ Wheelchair area

(as of April 1, 2006)

| | Date of Introduction | Description | Number |
|-------------------------------------|----------------------|--|--------------------|
| Lift-Equipped Super Low-Floor Buses | March 1992 | Super low-floor bus with wheelchair lift | 10 |
| Low-Floor Buses | March 1995 | Bus with two super-low steps | 146 |
| Non-step Buses | March 1997 | Easily accessible bus with no steps at entrance | 854 ⁽¹⁾ |
| Lift-Equipped Low-Floor Buses | March 1997 | New low-floor bus equipped with wheelchair lift | 10 |
| Kneeling Buses | February 1994 | Air suspension-equipped bus able to lower its entrance to curb level | 976 |

⁽¹⁾ Includes 63 CNG non-step buses



▲ Non-step bus

● Ride with a Stroller

Passengers with small children no longer have to remove the children from their strollers or fold and unfold the strollers themselves. Next to specially marked seats are stroller-belts that hold strollers firmly and safely in place no longer.



▲ Stroller secured with belt

● Other Measures

To contribute to community safety, Toei Bus has installed automated external defibrillators (AED) in its offices and terminals, and participates in crime prevention efforts like the "moving eyes" sticker program.



▲ Crime prevention "moving eyes" sticker

Safety Measures

Toei Bus is constantly striving to provide the safest service possible. In addition to a traffic manager system, the TBTMG is in compliance with the new management regulations set forth by the Ministry of Land, Transport and Infrastructure. These rules stipulate the establishment of guidelines, the selection of a safety supervisor, the creation of safety management regulations, and the publication of safety-related information.

In accordance with the policy of the Bureau's committee for safety promotion, a specialized vehicle division has been established and Toei Bus' safety and crisis management readiness strengthened.

To further increase safety, in addition to those regular inspections required by law, Toei Bus performs numerous independent inspections. Toei Bus' drivers always drive with safety in mind, and all employees are working hard to bring customer service to yet another level.



▲ Bus inspection▲



▲ Pre-ride inspection by driver