The present earthquake early warning system for Japanese high-speed railways has functions of a S-wave warning that is issued by the threshold excess of a seismic acceleration and a P-wave warning that is issued by analyzing the P-wave initial phase, so as to stop trains as soon as possible during earthquakes. Though the system has been worked well for the recent large earthquakes, further enhancement of its performance is expected for higher safety. Here we proposed upgraded P-wave warning algorithms and an effective usage of ocean bottom seismometers which are installed by public organizations, in order to improve accuracy and rapidity of the system.

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