

Transportation > Tokyo Metropolitan Area Network



|| Overview

JR East's greatest strength is having a service area that includes the Tokyo metropolitan area, which accounts for about one-third of Japan's population. Almost 70% of JR East's passenger revenues come from the Tokyo metropolitan area.

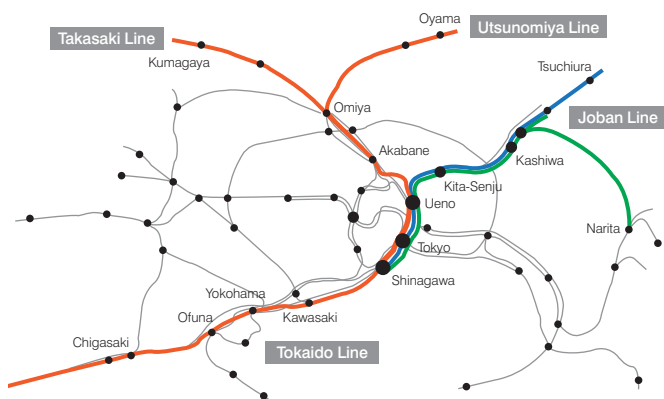
Opening of the Ueno-Tokyo Line

The March 2015 opening of the Ueno-Tokyo Line established a main artery linking Tokyo Station, located in an area that is a political and economic hub, with Ueno Station, located in an area known for art and culture. Building new railway tracks between Tokyo and Ueno stations has enabled certain services on the Utsunomiya, Takasaki, and Joban lines, which terminated at Ueno Station, to connect to the Tokaido Line. The elimination of transfers has reduced travel times and congestion and

increased convenience dramatically. Moreover, the Tokyo metropolitan area's enhanced north-south corridor will encourage north-south exchanges and help revitalize regions.

Expansion of Green Car Services

JR East will steadily improve services on the Chuo Line, where demand for seating services is strong. With a view to beginning operations in fiscal 2021, we will replace 10-car trains with 12-car trains that include two double-decker *Green Cars*. As a result, *Green Car* services will be available from the Tokyo metropolitan area to five main destinations.



Operating framework of the Ueno-Tokyo Line



Chuo Line Rapid Service Green Car

|| Numbers

Tokyo area population:

Approximately **36 million**

(Comprising the Tokyo metropolis and Kanagawa, Saitama, and Chiba prefectures)

Operating kilometers:

2,535.9 kilometers

(Kanto area) (as of March 31, 2015)

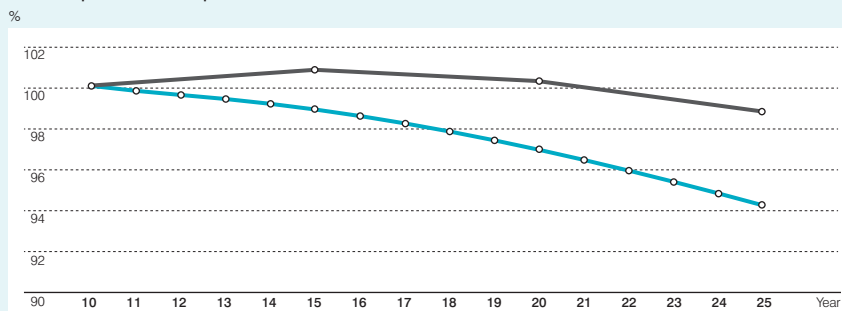
Fiscal 2015 revenues from passenger tickets:

¥1,131.7 billion

(Kanto area)

|| Environment

Total Population of Japan



(Comparison scale: Year 2010=100)

— Nationwide (2012 estimate)
— Tokyo metropolitan area (2013 estimate)

|| Priority Initiatives

- Expand and improve Tokyo metropolitan area network
- Improve transportation quality

New Railway Station between Shinagawa and Tamachi

We plan to establish a new railway station between Shinagawa and Tamachi stations on a 13-hectare plot of land, which the downsizing of a railway yard will free up for large-scale development. Furthermore, we are refining a development plan for a major urban hub on this site. In collaboration with local communities, we will create a mold-breaking internationally attractive hub for gathering and socializing. The first phase of the plan will entail opening the new railway station to coincide with the 2020 Tokyo Summer Olympic and Paralympic Games.



Image of new station between Shinagawa and Tamachi

Improvement of Access to Haneda Airport

Strengthening the capabilities of Haneda Airport is expected to be possible through such measures as increasing its capacity for international flights. Moreover, the government aims to attract more than 20 million visitors to Japan by 2020 and more than 30 million by 2030.

Therefore, the airport's passenger numbers are expected to grow. With this in mind, we aim to develop a specific plan for the Haneda Airport Access Line by reviewing facility plans and business schemes in greater depth and coordinating with stakeholders.



Haneda Airport Access Line Design (Under examination)

Transportation > Intercity Network Centered on Shinkansen

|| Overview

Shinkansen lines from Tokyo to five destinations are the backbone of JR East's intercity network. The Shinkansen network comprises the Tohoku Shinkansen, Joetsu Shinkansen, and Hokuriku Shinkansen lines as well as the Yamagata Shinkansen and Akita Shinkansen lines, which have trains operable on Shinkansen and conventional railway lines.



Opening of the Hokuriku Shinkansen

In March 2015, the Nagano–Kanazawa segment of the Hokuriku Shinkansen Line opened. This has shortened travel time between Tokyo and Kanazawa stations immensely, from three hours and 51 minutes to as little as two hours and 28 minutes. Around 2.5 million people, including aircraft passengers, travel between Tokyo and Kanazawa every year. Thanks to the introduction of faster services, inter-regional railway travel promises to increase significantly. Furthermore, railway services are expected to claim a larger market share, as passengers switch from aircraft to railway services.

On all direct services between Tokyo and Kanazawa on the Hokuriku Shinkansen Line, we operate new Series E7 and Series W7 railcars. This enables us to offer the additional privacy and premium services of first-class Shinkansen cabins, known as *GranClass*.

Opening of the Hokkaido Shinkansen

JR East will use the opening of the Hokkaido Shinkansen Line from Shin-Aomori to Shin-Hakodate Hokuto at the end of fiscal 2016 as an opportunity to attract customers to Aomori and Hakodate as a single tourist area. We hope to boost the number of passengers traveling from the Tokyo metropolitan area as well as between Tohoku and Hokkaido.



GranClass cabin



Series E5 railcars

|| Numbers

JR East's Shinkansen network operating kilometers:

1,194.2 kilometers

(as of March 31, 2015)

Fiscal 2015 Shinkansen revenues from passenger tickets:

¥521.2 billion

|| Priority Initiatives

- Expand and improve Shinkansen network
- Stimulate tourism

|| Expansion of JR East's Shinkansen Network



Revitalization of Communities and Stimulation of Tourism

Japan's six JR passenger railway companies work closely with local communities in conducting large-scale tourism campaigns called *Destination Campaigns* and creating attractive areas. We encourage tourism in eastern Japan through various tourism campaigns such as the *Fukushima Destination Campaign*, from April to June 2015, and the *Ikuze, Tohoku. Campaign*, which is held throughout the entire year.

Trains People Seek for the "Ride" Itself

Plans call for developing a new cruise train, the *TRAIN SUITE SHIKI-SHIMA*, with a view to beginning operations from spring 2017. Featuring design and technology befitting a new flagship and high-quality, sophisticated services and hospitality, the cruise train will provide an exciting, out-of-the-ordinary experience unlike any other train journey.



An Ikuze, Tohoku. Campaign poster



Image of the TRAIN SUITE SHIKI-SHIMA dining car

Transportation > Railcar Manufacturing Operations

|| Overview

In railcar manufacturing operations, we aim to win orders for projects both in Japan and overseas by actively promoting our *sustina* stainless-steel railcars.

|| Priority Initiative

- Establish railcar manufacturing operations as a fourth business pillar



Internationally Competitive Railcar Manufacturing

We are focusing efforts on railcar manufacturing operations to establish them as a fourth business pillar alongside railway operations, the life-style service business, and *Suica* business. In addition to manufacturing technology for stainless-steel railcars, we have advanced capabilities for development and design and for manufacturing express railcars. By taking advantage of economies of scale, we are establishing foundations for developing operations not only in Japan but also overseas. Accordingly, JR East is currently working to win more orders for projects in Japan and overseas through the active promotion of its *sustina* stainless-steel railcars.

Apr. 2012	Acquired the railcar manufacturing operations of Tokyu Car Corp. (Company name changed to Japan Transport Engineering Company (J-TREC))
Nov. 2013	J-TREC received an order to supply rolling stock for the Purple Line, in Bangkok
Apr. 2014	J-TREC inherited and integrated JR East railcar manufacturing operations



Sustina stainless-steel railcars



Assembling a railcar body structure



London
Paris
Brussels
Singapore
New York

|| Overview

As for the overseas railway business, JR East will advance overseas railway projects and step up information gathering and marketing, with a focus on Asia as a priority region that is experiencing significant growth.

|| Priority Initiative

- Take on challenge of overseas projects

● Overseas Offices

Participation in a Mass Transit Project in Thailand

In partnership with Marubeni Corporation and Toshiba Corporation, JR East is participating in a project to provide comprehensive maintenance for rolling stock and various types of ground structures along the Purple Line, an urban mass transit system under construction in Bangkok, Thailand. This is the first time a Japanese railway company has participated in a railway maintenance operations consortium overseas.

Approximately 23 kilometers long with 16 stations, the Purple Line will link the district of Bang Sue, in northern Bangkok, with Bang Yai, in the northwestern suburbs. Through joint investment with Marubeni and Toshiba, JR East established Japan Transport Technology (Thailand) Co., Ltd. (JTT), in Bangkok, in December 2013. For ten years, JTT will provide maintenance for rolling stock, railway signals, railway tracks, electric supplies, automatic platform gates, automatic fare collection systems, and equipment and facilities for railway yards. Currently, we are preparing maintenance plans and methods toward the line's opening in 2016.

Furthermore, Bangkok Metro Public Company Limited has contracted Marubeni and Toshiba to provide railway systems for the Purple Line. As part of the agreement, Group company Japan Transport Engineering Company will manufacture and supply 21 trains, each comprising three stainless-steel railcars.



Image of a railcar for the Purple Line