



Fiscal 2006 Semi-Annual Consolidated Financial Results (Unaudited)

Fiscal 2006 (Year ending March 31, 2006)

All financial information has been prepared in accordance with accounting principles generally accepted in Japan.

"JR East" refers to East Japan Railway Company on a consolidated basis, or if the context so requires, on a nonconsolidated basis.

English translation from the original Japanese-language document

October 28, 2005

East Japan Railway Company

Stock Exchange Listings	Tokyo, Osaka, and Nagoya
Securities Code	9020
Location of the Head Office	Tokyo, Japan
URL	http://www.jreast.co.jp/e
Representative	Mutsutake Otsuka, President and CEO
Contact Person	Osamu Kawanobe, General Manager, Public Relations Department
Date of the Meeting of the Board of Directors for Fiscal 2006 Semi-Annual Consolidated Financial Results	October 28, 2005
U.S. GAAP	Not used

1. Results of Fiscal 2006 Semi-Annual (April 1, 2005—September 30, 2005)

(1) Consolidated financial results (Amounts less than one million yen, except for per share amounts, are omitted.)

	Operating revenues		Operating income		Ordinary income		Net income	
	Millions of yen	%	Millions of yen	%	Millions of yen	%	Millions of yen	%
Fiscal 2006 semi-annual	1,290,984	1.7	236,334	6.5	168,551	10.9	100,398	21.9
Fiscal 2005 semi-annual	1,269,549	1.1	221,977	13.6	151,982	26.4	82,364	35.7
Fiscal 2005	2,537,480	—	358,534	—	212,339	—	111,592	—

	Earnings per share —basic	Earnings per share —diluted
	Yen	Yen
Fiscal 2006 semi-annual	25,122.93	—
Fiscal 2005 semi-annual	20,609.57	—
Fiscal 2005	27,868.00	—

Notes: 1. Equity in net income of affiliated companies: Fiscal 2006 semi-annual 521 million yen, Fiscal 2005 semi-annual 850 million yen, Fiscal 2005 290 million yen

2. Average number of shares outstanding in each period (consolidated): Fiscal 2006 semi-annual 3,996,281 shares, Fiscal 2005 semi-annual 3,996,414 shares, Fiscal 2005 3,996,410 shares

3. Changes in accounting methods: No

4. Percentages for operating revenues, operating income, ordinary income, and net income for Fiscal 2006 semi-annual represent changes compared with the interim period ended September 30, 2004. Percentages for operating revenues, operating income, ordinary income, and net income for Fiscal 2005 semi-annual represent changes compared with the interim period ended September 30, 2003.

(2) Consolidated financial position (Amounts less than one million yen, except for per share amounts, are omitted.)

	Total assets	Shareholders' equity	Equity ratio	Shareholders' equity per share
	Millions of yen	Millions of yen	%	Yen
Fiscal 2006 semi-annual	6,693,356	1,292,407	19.3	323,403.72
Fiscal 2005 semi-annual	6,729,109	1,155,612	17.2	289,689.91
Fiscal 2005	6,716,268	1,183,545	17.6	296,105.99

Note: Number of shares outstanding at the end of each period (consolidated): Fiscal 2006 semi-annual 3,996,267 shares, Fiscal 2005 semi-annual 3,989,135 shares, Fiscal 2005 3,996,290 shares

(3) Consolidated cash flows (Amounts less than one million yen are omitted.)

	Net cash provided by operating activities	Net cash used in investing activities	Net cash used in financing activities	Cash and cash equivalents at end of the period
	Millions of yen	Millions of yen	Millions of yen	Millions of yen
Fiscal 2006 semi-annual	223,425	(158,068)	(66,710)	65,699
Fiscal 2005 semi-annual	197,134	(126,473)	(83,552)	70,066
Fiscal 2005	407,736	(214,948)	(209,041)	66,781

(4) Scope of consolidation and equity method

Number of consolidated subsidiaries	85 companies
Number of equity method nonconsolidated subsidiaries	—
Number of equity method affiliated companies	2 companies

(5) Changes in scope of consolidation and equity method

Consolidated subsidiaries	
Newly included:	1 company
Excluded:	8 companies
Equity method companies	
Newly included:	—
Excluded:	—

2. Forecast for Fiscal 2006 (Year ending March 31, 2006)

	Operating revenues	Ordinary income	Net income
	Millions of yen	Millions of yen	Millions of yen
Fiscal 2006	2,581,000	260,000	152,000

(Reference) Earnings per share for fiscal 2006: 38,035.50 yen

Forward-Looking Statements

Statements contained in this report with respect to JR East's plans, strategies, and beliefs that are not historical facts are forward-looking statements about the future performance of JR East which are based on management's assumptions and beliefs in light of the information currently available to it. These forward-looking statements involve known and unknown risks, uncertainties and other factors that may cause JR East's actual results, performance or achievements to differ materially from the expectations expressed herein. These factors include, without limitation, (i) JR East's ability to successfully maintain or increase current passenger levels on railway services, (ii) JR East's ability to improve the profitability of railway and other operations, (iii) JR East's ability to expand non-transportation operations and (iv) general changes in economic conditions and laws, regulations and government policies in Japan.

Management Policies

(1) Basic Policy

JR East's mission is to be a vital company that fulfills its obligations to shareholders by providing high-quality, advanced services centered on station and railway operations. To that end, every employee of JR East endeavors to approach operations from the viewpoint of customers and provide safe, punctual transportation; to supply user-friendly, high quality products and services; and to take on the challenge of improving the standard of services and raising the level of technology in order to earn the confidence and trust of customers. As a "Trusted Life-Style Service Creating Group," JR East aims to develop with customers and to achieve sustained growth by fulfilling its social responsibilities while generating profit.

(2) Strategies and Management Issues

Medium-Term Management Plan—"New Frontier 2008"

In January 2005, JR East announced a new medium-term management plan for the company and group companies, "New Frontier 2008," which JR East launched from April 2005.

Setting targets for the end of fiscal 2009, "New Frontier 2008," reaffirms JR East's ongoing commitment to becoming a "Trusted Life-Style Service Creating Group" and looks to the realization of sustained, long-term growth. Specifically, "New Frontier 2008" identifies three key management policies: "Service Implementation from the Perspective of the Customer," "Construction of a Robust Corporate Group," and "Fulfillment of Social Responsibilities and Realization of Sustained Growth." Based on those policies, JR East aims to achieve significant growth over the long term.

The Creation of New Value for Customers

JR East will create new value for customers through pinpoint marketing of satisfying products and services. Specifically, JR East will continue to tackle perennial challenge of providing safe, reliable transportation while further enhancing the appeal and convenience of stations—its largest management resource. Further, JR East intends to enhance the convenience and comfort offered by its railway operations and to make concerted efforts as a corporate group to grow non-transportation services further. Also, JR East will aggressively develop new services that use "Suica" and pursue research and development that underpins the corporate group's technological capabilities.

Realization of the Corporate Group's Collective Strength

Based on continued adherence to its policies of "self reliance and alliance" and "selection and focus," JR East aims to develop the corporate group as a whole based on each group company's pursuit of its particular mission. While removing barriers within the group to facilitate closer collaboration, JR East will work to reduce costs and to further improve operational efficiency. JR East is committed to remaining a corporate group that merits the trust of shareholders and other stakeholders by implementing highly transparent management based on uncompromising ethical standards and by actively tackling such issues as compliance, and protection of the Earth's environment.

Targeted Management Benchmarks

JR East has established three numerical targets as management benchmarks.

Numerical Targets	(Reference) Fiscal 2005 Actual	Fiscal 2009 Target
Consolidated operating cash flows (Cumulative total for the four-year period through March 31, 2009)	¥407.7 billion (on a single-year basis)	¥2,000.0 billion
Ratio of total long-term debt to shareholders' equity (Consolidated)	3.2 times	approx. 2 times
Consolidated ROA	5.3%	6.0%

(3) Philosophy and Policy Regarding Reduction in the Investment Unit

JR East recognizes that reducing the investment unit to enable buying and selling of shares by a wide range of investors is a useful measure for the establishment of an active equity market.

The share price of JR East exceeded the investment unit of ¥500,000, which is regarded as the appropriate unit price by the Tokyo Stock Exchange, as of September 30, 2005. However, JR East thinks that its shares are held by many shareholders and that trading on the stock market has been active. Accordingly, JR East is not thinking of reducing the investment unit at this time. In future, JR East will review this decision, when necessary, in consideration of the trends in the share price and the number of shareholders.

(4) Basic Philosophy and Policy Action for Corporate Governance

Basic Corporate Governance Philosophy

To maintain its status as a corporate group trusted by all stakeholders, including shareholders, JR East has positioned the improvement of corporate governance as one of its most important management issues.

Specifically, to improve soundness, efficiency, and transparency of management, JR East has established appropriate structures and instituted required measures for management decision making, operational action and supervision, group control, and information disclosure.

Corporate Governance System, Including Management Control Organization Relating to Management Decision Making, Policy Implementation, and Supervision

(a) Current State of Corporate Institutions

JR East had a board of 24 directors, including two outside corporate directors, as of September 30, 2005. In principle convening once a month, the Board of Directors makes decisions about important operational matters, including legal requirements, and supervises the performance of JR East's operations. Under the Board there is an Executive Committee made up of all the directors with executive functions. Its task is to deliberate on important management issues, including matters to be decided by the full Board of Directors, in accordance with policies determined by the Board of Directors. There is also a Group Strategy Formulation Committee, the membership of which includes directors with executive functions, which is tasked with facilitating the development of JR East as a whole. That committee discusses important aspects of group management, including management strategies for each area of business.

In order to facilitate more active discussions at meetings of the Board of Directors and to enhance the flexibility and speed of decision making, JR East has reduced the number of directors. However, due to the appointment of a director who will be responsible for a newly established IT operations headquarters, the June 2005 shareholders' annual meeting increased the number of directors to 24.

The Board of Corporate Auditors consists of two full-time corporate auditors and three corporate auditors, for a total of five. Four of them are outside corporate auditors. In accordance with policies determined by the Board of Corporate Auditors, the auditors audit the performance of directors' duties through attendance at various meetings, including meetings of the Board of Directors and the Executive Committee, and through surveys of operations and assets.

Given the special characteristics of railway operations, which are the core activity of JR East, management emphasizes the decision making from a long-term perspective and believes that the most appropriate course is to strengthen corporate governance under the present audit structure.

(b) Current State of Internal Control System

The internal control system has the framework necessary to heighten the effectiveness of checks. Internal audits, corporate audits, and accounting audits are executed.

Regarding other internal control structures, JR East realizes mutual supervision among departments by clarifying the operational authority of each department based on internal regulations and by having departments check each other's operational implementation.

JR East has established compliance and corporate ethics guidelines for its corporate behavior, which the company has released internally and externally. JR East has also established an action plan that gives concrete directions on the conduct of executives and employees, which the company has distributed to all JR East and group company employees. Further, the company holds presentations at branch offices and other organizations on the conduct of executives and employees. In addition, JR East established an internal reporting section for compliance consultation that can be contacted from inside or outside the company.

Potential legal problems within the company are detected as early as possible and advice from compliance experts, including attorneys at law, is obtained as necessary. JR East works to ensure that corporate operations are carried out in a legal manner. Regular training programs are provided for the legal administrative and legal staff of group companies as part of JR East's ongoing efforts to improve awareness of compliance and to develop human resources.

(c) Current State of Risk Management System

In railway operations, through such steps as the strengthening of facilities and the training of employees, JR East employs a range of risk management measures, including those for the prevention of accidents and disasters and countermeasures for transportation interruptions. In particular, in the event of an accident or disaster, JR East can respond rapidly and appropriately, with the Transportation Operation Center operating 24 hours a day. JR East has a wealth of experience and is working to accumulate further risk-management know-how. In March 2004, the Transportation Reliability Improvement Committee was formed to support the establishment of a highly reliable transportation system for the increasingly complex train operation system.

With regard to the risk of a significant adverse influence on corporate operations due to such incidents as external offenses, scandals, and legal violations, all JR East departments will work in close cooperation with the Crisis Management Headquarters, which was established in January 2001. In the event of a problem, with the participation of top management, a preliminary task force will be rapidly established. In this way, a delayed response caused by chaotic information and inconsistent communication will be avoided. JR East has enhanced the readiness of its risk management by clearly designating employees responsible for risk management in branch offices and other organizations and by holding meetings and seminars for such managers.

(d) Current State of Internal Audits, Corporate Audits, and Accounting Audits

Systems for internal audits, corporate audits, and accounting audits

For internal auditing, JR East has an oversight system comprising approximately 100 full-time employees in the Inquiry & Audit Department (head office) and Inquiry & Audit divisions (branch offices). Audits are implemented based on plans prepared at the beginning of fiscal years, requests are made for the submission of progress updates for items requiring improvement, and the audit results are reported to representative directors at the end of fiscal years or at any other time deemed necessary. Further, the Inquiry & Audit Department audits group companies.

The audits of corporate auditors are supported by eight full-time employees. The system for the oversight of directors' implementation of operations centers on full-time corporate auditors that attend meetings of the Board of Directors, the Executive Committee, and other important in-house meetings. Not only do corporate auditors exchange information at monthly meetings of the Board of Corporate Auditors, they exchange auditing information with corporate auditors of group companies at regular liaison meetings.

The accounts of JR East are audited under contract by an independent auditor (accounting auditor), AZSA & Co., during and at the end of each fiscal year.

JR East facilitates coordination and information sharing to ensure efficient and effective auditing. For example, fulltime corporate auditors and the director responsible for internal auditing department and divisions hold monthly liaison meetings. And, full-time corporate auditors receive regular updates on audit implementation from the accounting auditor five times a year or at any other time deemed necessary.

The following is a breakdown of certified public accountants that conducted audits and auditing assistants in the interim period.

- Names of designated certified public accountants that conduct audits

Masanori Sato

Toshio Ikeda

Mamoru Takamura

- Breakdown of auditing assistants

Certified public accountants: 14

Junior certified public accountants: 9

Other: 1

(e) Others

Disclosure

JR East actively discloses information through its public relations and investor relations activities. It is using Web sites and other resources to enhance the content and timeliness of its disclosure of important corporate information.

Protection of Personal Information

JR East and its group companies rigorously adhere to laws, regulations, and internal regulations relating to the protection of personal information. Further, by calling on the cooperation of business partners, JR East ensures the appropriate acquisition and usage of personal information and its safe management using the most up-to-date formats.

Also, JR East has established a “personal information inquiries section,” which deals with inquiries and complaints from outside the company regarding personal information acquired by JR East and with requests for disclosures of personal information.

Overview of Relationships between the Company and Outside Corporate Directors and Auditors, Including Personnel, Capital, and Other Business Relationships

The outside corporate directors and the outside corporate auditors have no business relationship with JR East.

Initiatives to Improve Corporate Governance over the Past Year

Regarding compliance, JR East publicly released compliance and corporate ethics guidelines and distributed an action plan to all JR East and group company employees that gives concrete directions on the conduct of executives and employees. Further, JR East established an internal reporting section for compliance consultation that can be contacted from inside or outside the company.

JR East has enhanced the readiness of its risk management by clearly designating employees responsible for risk management in branch offices and other organizations and by providing such managers with specialized training.

(5) Items Concerning the Parent Company

No applicable items

Unless otherwise stated, descriptions of operating results and financial position in the interim period ended September 30, 2005, are comparisons with the interim period ended September 30, 2004.

Operating Results and Financial Position

(1) Summary

Overview

During the interim period ended September 30, 2005, the Japanese economy continued to see higher private-sector capital investment on the back of upbeat corporate results. Further, driven by such factors as an increase in consumer spending stemming from a better employment situation, Japan's business climate emerged from an adjustment phase to continue modest recovery. Against the backdrop of those economic conditions, JR East and its consolidated subsidiaries and equity method affiliated companies worked to "Meet Customer Expectations"—the management philosophy underpinning the "New Frontier 2008" medium-term management plan launched in April 2005—through enhancement of the railway network and active development of non-transportation operations centered on stations.

As a consequence, operating revenues rose in business segments across the board, resulting in a 1.7% increase in operating revenues, to ¥1,290.9 billion. In addition, operating income grew 6.5%, to ¥236.3 billion. Further, ordinary income increased 10.9%, to ¥168.5 billion, because of factors that included lower interest payments attributable to reduced interest-bearing debt. As a result of such factors as a reduction in impairment losses on fixed assets, net income jumped 21.9%, to ¥100.3 billion.

Business Segment Information

Transportation

JR East strove to further enhance safety, primarily focusing on railway operations. At the same time, the company worked to encourage rail travel and to increase revenues from its Shinkansen network and conventional railway network in the Tokyo metropolitan area.

Specifically, JR East increased train services in July, mainly on the Joban line, in preparation for the commencement of operations by the Tsukuba Express (Metropolitan Intercity Railway Company). Also, JR East undertook initiatives that included increasing train services during the Golden Week and summer holiday periods and utilizing the Shinkansen network to implement such campaigns as "Fukushima Prefecture Aizu Destination Campaign," and "Visit Yoshitsune Legend Campaign." Further, JR East stimulated tourist travel by enhancing lineups of "Travel on Local Trains" products, by actively advertising through a range of media, and by facilitating travel to the 2005 World Exposition, Aichi, Japan. Also, in June 2005 JR East inaugurated its own "Otona no Kyujitsu (Holiday for Seniors) Club: Zipangu." In addition, amid an increasingly fierce competitive operating environment associated with such factors as the launch of the Tsukuba Express, JR East took measures that included strengthening the competitiveness of bus operations by introducing new services and increasing services on existing routes. The company also enhanced the competitiveness of monorail operations through a significant increase in the number of rapid services.

As a result of those efforts along with the favorable effect of the significant increase in Shonan-Shinjuku line train services and the introduction of "Green Cars" (first class cars) to local train services and other measures in the previous fiscal year, the railway network's transportation volumes grew, and operating revenues edged up 0.8% to ¥935.3 billion. Operating income increased 5.8%, to ¥189.6 billion, due to reductions in personnel expenses and other factors.

Station Space Utilization

JR East continued to implement its Station Renaissance program, which aims to create new station environments for the 21st century. Specifically, JR East advanced the large-scale development of Akihabara station, Takasaki station, and Utsunomiya station. Further, the company expanded its network of "NEWDAYS" convenience stores. Also, JR East rolled out new-format "Monthly Sweets" stores that change their confectionary lineups every month.

As a result of those efforts and the effect of launching "Ecute Omiya" in Saitama Prefecture in the previous fiscal year, the segment recorded increases of 3.3% in operating revenues, to ¥196.4 billion, and of 17.6% in operating income, to ¥14.9 billion.

Shopping Centers and Office Buildings

JR East opened “Atré Vie Akihabara” in Tokyo and “Odawara LUSCA” in Kanagawa Prefecture as well as undertaking renewals of “S-PAL Sendai” in Miyagi Prefecture, the south annex of “FE’SAN” in Iwate Prefecture, and “PASEO” in Tochigi Prefecture. For other shopping centers, JR East actively recruited powerful tenants with the ability to attract customers.

Measures to restructure group companies and strengthen marketing capabilities and financial structures in this business segment included 4 mergers involving 10 shopping center management companies (The EKIBIRU Development Co. TOKYO merged with Omori Primo Co., Ltd., and Akihabara Co., Ltd.; Hiratsuka Station Building Co., Ltd., with Lumine Chigasaki Co., Ltd., and Abonde Co., Ltd.; Morioka Terminal Building Co., Ltd., with Aomori Station Development Co., Ltd.; and Takasaki Terminal Building Co., Ltd., with Kumagaya Station Development Co., Ltd.).

As a result of those restructuring efforts and favorable performances by LUMINE Co., Ltd., and other companies, operating revenues increased 4.0%, to ¥96.9 billion, and operating income rose 11.2%, to ¥28.3 billion.

Other Services

In hotel operations, JR East unveiled “HOTEL METS Akabane” in Tokyo and fortified marketing capabilities and financial structures by merging three hotel companies in the Tokyo Metropolitan area: Hotel Metropolitan Co., Ltd., Hotel Edmont Co., Ltd., and Nippon Hotel Co., Ltd. In advertising and publicity, JR East actively developed new advertising media through such initiatives as conducting trials for advertising through digital monitors suspended above rail car aisles. In housing development and sales, JR East continued selling housing properties such as “VIEW Verger Annaka-Haruna” in Gunma Prefecture. Also, JR East launched a new “Location Service,” which facilitates the use of stations and trains as locations for the filming of commercials and other projects. In credit card business, JR East continued active efforts to attract new credit card members by launching recruitment drives for its “Otona no Kyujitsu (Holiday for Seniors) Club,” and “View Suica ShinGinko Tokyo Card” credit cards. Consequently, JR East recruited more than 300,000 new credit card members in the interim period. In “Suica” shopping services (electronic money), JR East developed “Suica Stations,” in which electronic money can be used for all purchases. At the same time, the company aggressively sought to increase the number of downtown stores participating in the electronic money service. There were approximately 1,600 Suica compatible stores at the end of the interim period.

Consequently, operating revenues rose 6.0%, to ¥217.5 billion. However, operating income decreased 29.7%, to ¥2.9 billion, due factors including the recording of a provision for a “cardholders’ bonus point system” of the credit card business.

Cash Flows

Net cash provided by operating activities increased ¥26.2 billion, to ¥223.4 billion, which was attributable to factors such as an increase in income before income taxes.

Net cash used in investment activities rose ¥31.5 billion, to ¥158.0 billion, because a decline in proceeds from sales of investments in securities and other factors offset lower payments for purchases of fixed assets.

Net cash used in financing activities declined ¥16.8 billion, to ¥66.7 billion, because an increase in commercial paper and other factors counteracted a ¥134.4 billion reduction of total long-term debt that was larger than in the previous interim period.

As a result, cash and cash equivalents at end of the period decreased ¥1.0 billion from the previous fiscal year-end, to ¥65.6 billion.

Further, total long-term debt as of September 30, 2005, was ¥3,698.6 billion.

Trends in Cash Flow Indicators

	Fiscal 2003	Fiscal 2004	Fiscal 2005	Fiscal 2006 semi-annual
Equity ratio (%)	14.3	16.2	17.6	19.3
Equity ratio by market value basis (%)	30.2	32.3	34.3	38.7
Years to debt redemption (years)	9.4	10.1	9.3	—
Interest coverage ratio	2.5	2.4	2.7	3.2

Notes: Equity ratio: Shareholders' equity / total assets

Equity ratio by market value basis: Aggregate market value of shares / total assets

Years to debt redemption: Interest-bearing debt / Net cash provided by operating activities (not included for the interim period)

Interest coverage ratio: Net cash provided by operating activities / payments of interest

1. Each indicator is based on consolidated financial statistics.

2. The aggregate market value of shares was calculated by multiplying the closing price at the end of each period by the total number of shares outstanding at the end of period.

Operational and Other Risks

(a) Legal Issues Relating to Operations

As a railway operator, JR East manages its operations pursuant to the stipulations of the Railway Business Law. JR East is generally excluded from the provisions of the Law Concerning the Passenger Railway Companies and the Japan Freight Railway Company (JR Law). However, JR East is required to manage its operations in accordance with guidelines relating to matters that should be considered for the foreseeable future that are stipulated in a supplementary provision of the JR Law.

(b) Establishment of and Changes to Fares and Charges

The required procedures when JR East sets or changes fares and charges for its railway operations are stipulated in the Railway Business Law. If those procedures were amended or, for whatever reason, JR East was unable to expedite changes to fares and charges based on those procedures, JR East's earnings could be affected.

(c) Plan for Development of New Shinkansen Lines

Legal imperatives stipulate the cost burden for the development of new Shinkansen lines, the treatment of parallel conventional lines upon the commencement of new Shinkansen services, and the calculation method for usage fees. JR East's basic stance on the construction of new Shinkansen lines is that it will continue to fulfill its responsibility as the operator of new Shinkansen lines based on strict adherence to the following conditions: (a) As the operator of new Shinkansen lines, JR East will only assume the burden of usage fees and other charges that are within the limits of corresponding benefits received as the result of commencing Shinkansen line operations. Apart from those usage fees and other charges, JR East will not assume any other financial burden. (b) The agreement of local communities is confirmed with respect to the management separation from JR East of conventional lines parallel to new Shinkansen line segments.

Changes to the abovementioned conditions for the construction of new Shinkansen lines could affect JR East's financial position and business performance.

(d) Plan for Development of Tokyo Station's Yaesu Exit Area

The Tokyo station Yaesu exit development plan entails the construction of twin high-rise towers on the north and south sides of the square in front of the Yaesu side of Tokyo station. A ground-level, central pedestrian deck with a large roof will connect the towers. The total cost of the joint project will be approximately ¥130.0 billion; JR East's cost burden will be approximately ¥80.0 billion, or ¥110.0 billion if the cost of JR East's independent projects is added. The development project is slated for completion in spring 2011. Although, based on thorough assessments, it is expected that this project will be profitable, JR East's financial position and business performance could be affected in the event the project does not proceed according to plans due to a variety of economic and operating environmental changes.

(e) Safety Measures

Railway operations can potentially suffer significant damage resulting from accidents caused by natural disasters, human errors, terrorism, or other factors. JR East regards ensuring safety as its most important management issue. Accordingly, guided by a five-year safety plan, "Safety 2008," JR East is taking steps to upgrade both operational and physical systems to construct a railway system with even higher levels safety.

(f) Information Systems and Protection of Customers' Personal Information

JR East implements measures to prevent information system failures, to minimize the effect on information systems in the event of malfunctions, and to strictly manage and protect personal information. However, if the functions of computer systems used by JR East were significantly impinged upon due to natural disasters or human errors, or if customers' personal information was leaked externally as the result of a computer system becoming infected by a virus or for other reasons, the resulting impact on services offered by JR East could affect its financial position and business performance. In addition to preempting information system failures through continuous upgrading of systems and employee training programs, JR East enforces strict management of personal information based on the provision of regulations and the implementation of internal audits.

(g) Development of Non-Transportation Operations

In non-transportation operations, JR East earnings could be reduced by a downturn in consumption related to economic stagnation or other factors, and JR East faces the risk of incurring losses on revaluation of real estate for sale due to falling land prices. Further, sales could decrease due to faults in retail products or manufactured products, trust in JR East could be diminished, or business partners could fail. The occurrence of any of those contingencies could have an impact on JR East's financial position and business performance. JR East will enhance profits and earn customer trust by fully leveraging stations as its largest management resource to develop operations while implementing stringent credit management.

(h) Competition

JR East's transportation operations compete with the operations of other transportation operators such as railway companies and airlines. Similarly, JR East's non-transportation operations compete with other companies. Intensified competition in the markets of those operations could affect JR East's financial position or business performance. JR East will strive to fortify its competitiveness based on thoroughgoing implementation of safe, reliable transportation; the development of attractive products; and the provision of services that satisfy customers.

(i) Total Long-Term Debt

As of September 30, 2005, consolidated total long-term debt stood at ¥3,698.6 billion. JR East will continue working to reduce total long-term debt and to reduce interest payments through refinancing for lower interest rates. However, reduction in free cash flows for unforeseen reasons or fluctuation in borrowing rates due to interest-rate trends could affect JR East's financial position or business performance.

Dividend Policy

JR East's basic policy regarding the appropriation of earnings is to enhance returns to shareholders steadily in light of performance trends while securing retained earnings to ensure a sound operating base for the future development of business centered on stations and railway services.

In line with this policy, the Board of Directors decided on October 28, 2005, to pay an interim dividend of 4,000 yen per share (a 1,000 yen increase), which will be paid from December 1, 2005.

Retained earnings for the interim period ended September 30, 2005, will be used to reduce total long-term debt to improve JR East's financial position and leveraged for aggressive capital expenditure that will create major management successes going forward. JR East will continue striving to improve its business performance and to build an even more robust operating base that enables stable dividend payments. At the same time, JR East aims to enhance returns to its shareholders.

(2) Outlook for the Year Ending March 31, 2006

JR East is determined to meet the expectations of shareholders, customers, and regional communities through increased management efforts.

Given that the current fiscal year, ending March 31, 2006, is the first year of a new medium-term management plan, “New Frontier 2008,” this is an important period for the establishing the foundations of long-term growth.

In the Tokyo metropolitan area, specific measures to enhance JR East’s transportation network will include increasing the number of Green Cars (first class cars) on the Utsunomiya and Takasaki lines and continuing to roll out new railcars on the Joban and Tokaido lines in the second half of fiscal 2005. Also, JR East will raise the competitiveness of Shinkansen services by raising operating speeds and increasing special train services while enhancing seating services by increasing the number of seats available for reservation. In non-transportation operations, JR East will hone competitiveness by promoting Station Renaissance program, reengineering business formats, and reorganizing its corporate group. In conjunction with those initiatives, JR East will steadily advance new large-scale projects such as a Tokyo Station area development plan. In addition, JR East plans to cultivate “Suica” operations as the third pillar of its business; alongside railway and non-transportation operations. To that end, JR East will take steps to enhance the lineup and convenience of “Suica” services by commencing issuance of “View Suica Commuter Pass,” launching a “Mobile Suica” service, and affiliating more stores with JR East’s shopping (electronic money) services.

Since issuing a performance forecast for current fiscal year on April 27, 2005, JR East has upwardly revised its forecast for operating revenues, ordinary income, and net income as shown in the following table.

Fiscal 2006 forecasts

Operating revenues:	¥2,581.0 billion	(1.7% year-on-year increase)
Ordinary income:	¥260.0 billion	(22.4% year-on-year increase)
Net income:	¥152.0 billion	(36.2% year-on-year increase)

JR East plans to pay cash dividends of 8,000 yen per share (an increase of 1,500 yen per share) for the year ending March 2006, including an interim cash dividend of 4,000 yen per share (an increase of 1,000 yen per share).

Forward-Looking Statements

Statements contained in this report with respect to JR East’s plans, strategies, and beliefs that are not historical facts are forward-looking statements about the future performance of JR East which are based on management’s assumptions and beliefs in light of the information currently available to it. These forward-looking statements involve known and unknown risks, uncertainties and other factors that may cause JR East’s actual results, performance or achievements to differ materially from the expectations expressed herein. These factors include, without limitation, (i) JR East’s ability to successfully maintain or increase current passenger levels on railway services, (ii) JR East’s ability to improve the profitability of railway and other operations, (iii) JR East’s ability to expand non-transportation operations and (iv) general changes in economic conditions and laws, regulations and government policies in Japan.

This material is a translated version prepared for convenience only in respect to the most recent financial statements, disclosures of which is required in Japan.

Consolidated Balance Sheets (Unaudited)

EAST JAPAN RAILWAY COMPANY AND SUBSIDIARIES

	Millions of Yen			
	Fiscal 2005 (As of March 31, 2005)	Fiscal 2006 semi-annual (As of September 30, 2005)	Increase (Decrease)	Fiscal 2005 semi-annual (As of September 30, 2004)
ASSETS				
Current Assets	¥ 397,649	¥ 386,326	¥(11,322)	¥ 420,400
Cash and time deposits	66,950	65,869	(1,081)	70,267
Notes and accounts receivable-trade	141,785	126,754	(15,031)	107,535
Fares receivable	35,592	36,880	1,287	39,133
Short-term loans receivable	19,678	19,502	(176)	21,366
Securities	1,763	1,696	(66)	199
Real estate for sale	11,374	9,647	(1,726)	12,484
Inventories	33,157	40,543	7,386	48,880
Deferred income taxes	64,826	61,821	(3,005)	58,146
Other	24,184	25,321	1,136	64,094
Allowance for doubtful accounts	(1,663)	(1,709)	(46)	(1,707)
Fixed Assets	6,318,363	6,306,734	(11,629)	6,308,468
Property, plant and equipment, net of accumulated depreciation	5,800,707	5,745,154	(55,553)	5,843,506
Buildings and fixtures	2,964,383	2,902,270	(62,112)	2,951,482
Machinery, rolling stock and vehicles	613,974	613,458	(515)	620,197
Land	2,026,941	2,025,601	(1,340)	2,079,441
Construction in progress	151,736	161,151	9,415	149,498
Other	43,672	42,672	(999)	42,886
Intangible assets	103,854	107,224	3,369	94,828
Intangibles	101,540	105,473	3,932	91,794
Consolidation difference	2,313	1,751	(562)	3,033
Investments and other assets	413,801	454,355	40,553	370,133
Investments in securities	154,764	200,616	45,851	131,461
Long-term loans receivable	3,619	3,085	(533)	3,652
Long-term deferred income taxes	199,818	197,183	(2,635)	189,744
Other	57,044	54,943	(2,100)	47,052
Allowance for doubtful accounts	(1,444)	(1,472)	(28)	(1,777)
Deferred Assets	254	295	40	240
Total Assets	¥6,716,268	¥ 6,693,356	¥(22,911)	¥6,729,109

Note: Amounts less than one million yen are omitted.

Consolidated Balance Sheets (Unaudited)

EAST JAPAN RAILWAY COMPANY AND SUBSIDIARIES

	Millions of Yen			
	Fiscal 2005 (As of March 31, 2005)	Fiscal 2006 semi-annual (As of September 30, 2005)	Increase (Decrease)	Fiscal 2005 semi-annual (As of September 30, 2004)
LIABILITIES				
Current Liabilities	¥1,116,367	¥1,091,902	¥(24,465)	¥976,154
Notes and accounts payable—trade	50,567	42,460	(8,106)	37,373
Short-term loans and current portion of long-term loans	158,702	160,704	2,001	134,451
Current portion of long-term liabilities incurred for purchase of railway facilities	147,612	148,189	577	144,059
Payable	275,819	160,323	(115,496)	144,847
Accrued consumption tax	12,821	5,936	(6,885)	7,951
Accrued income taxes	71,782	80,948	9,165	95,577
Fare deposits received with regard to railway connecting services	12,070	15,477	3,406	15,737
Prepaid railway fares received	103,403	106,334	2,930	112,424
Allowance for bonuses to employees	79,479	80,999	1,520	84,737
Allowance for earthquake-damage losses	28,647	16,137	(12,509)	—
Other	175,460	274,390	98,930	198,994
Long-term Liabilities	4,390,112	4,281,550	(108,562)	4,567,415
Bonds	1,093,860	1,035,900	(57,960)	1,103,860
Long-term loans	687,941	661,889	(26,052)	734,498
Long-term liabilities incurred for purchase of railway facilities	1,745,215	1,694,260	(50,955)	1,841,287
Long-term deferred tax liabilities	1,861	2,020	158	1,704
Accrued employees' severance and retirement benefits	598,923	604,495	5,571	601,710
Other	262,311	282,985	20,674	284,353
Total Liabilities	5,506,480	5,373,452	(133,027)	5,543,569
MINORITY INTERESTS	26,242	27,496	1,254	29,927
SHAREHOLDERS' EQUITY				
Common Stock	200,000	200,000	—	200,000
Capital Surplus	96,600	96,600	—	96,600
Retained Earnings	856,664	942,656	85,992	841,551
Net Unrealized Holding Gains on Securities	32,551	55,434	22,882	24,224
Treasury Stock, at Cost	(2,270)	(2,283)	(12)	(6,763)
Total Shareholders' Equity	1,183,545	1,292,407	108,862	1,155,612
Total Liabilities, Minority Interests and Shareholders' Equity	¥6,716,268	¥6,693,356	¥ (22,911)	¥6,729,109

Note: Amounts less than one million yen are omitted.

Consolidated Statements of Income (Unaudited)

EAST JAPAN RAILWAY COMPANY AND SUBSIDIARIES

	Millions of Yen			
	Fiscal 2005 semi-annual (Six months ended September 30, 2004)	Fiscal 2006 semi-annual (Six months ended September 30, 2005)	Increase (Decrease)	Fiscal 2005 (Year ended March 31, 2005)
Operating Revenues	¥1,269,549	¥1,290,984	¥ 21,434	¥2,537,480
Operating Expenses	1,047,572	1,054,650	7,077	2,178,946
Transportation, other services and cost of sales	808,911	817,111	8,199	1,677,929
Selling, general and administrative expenses	238,661	237,538	(1,122)	501,016
Operating Income	221,977	236,334	14,357	358,534
Non-Operating Income	7,418	6,550	(868)	29,655
Interest and dividend income	1,036	1,565	529	1,256
Equity in net income of affiliated companies	850	521	(329)	290
Other	5,531	4,463	(1,067)	28,108
Non-Operating Expenses	77,413	74,333	(3,079)	175,849
Interest expense	75,866	69,583	(6,283)	148,431
Other	1,546	4,750	3,203	27,418
Ordinary Income	151,982	168,551	16,568	212,339
Extraordinary Gains	50,418	16,902	(33,515)	186,839
Gain on sales of investments in securities	39,511	839	(38,671)	39,516
Construction grants received	6,697	10,309	3,611	79,727
Other	4,209	5,753	1,544	67,595
Extraordinary Losses	55,125	14,940	(40,184)	198,978
Losses on reduction entry for construction grants ..	6,619	9,902	3,282	75,123
Impairment losses on fixed assets	38,183	1,502	(36,680)	46,355
Other	10,322	3,535	(6,786)	77,499
Income before Income Taxes	147,275	170,513	23,238	200,200
Income Taxes				
Current	92,373	78,752	(13,620)	137,408
Deferred	(28,633)	(9,980)	18,653	(51,045)
Minority Interests in Net Income of Consolidated Subsidiaries	1,171	1,343	171	2,246
Net Income	¥ 82,364	¥ 100,398	¥ 18,033	¥ 111,592

Note: Amounts less than one million yen are omitted.

Consolidated Statements of Capital Surplus and Retained Earnings *(Unaudited)*

EAST JAPAN RAILWAY COMPANY AND SUBSIDIARIES

	Millions of Yen			
	Fiscal 2005 semi-annual (Six months ended September 30, 2004)	Fiscal 2006 semi-annual (Six months ended September 30, 2005)	Increase (Decrease)	Fiscal 2005 (Year ended March 31, 2005)
CAPITAL SURPLUS				
Capital Surplus at Beginning of the Period	¥96,600	¥96,600	¥—	¥96,600
Capital Surplus at End of the Period	¥96,600	¥96,600	¥—	¥96,600
RETAINED EARNINGS				
Retained Earnings at Beginning of the Period	¥771,232	¥856,664	¥ 85,431	¥771,232
Increase in Retained Earnings	82,495	100,398	17,902	111,624
Net income	82,364	100,398	18,033	111,592
Increase due to addition of consolidated subsidiaries, and other	131	—	(131)	32
Decrease in Retained Earnings	12,176	14,405	2,228	26,193
Cash dividends	12,000	13,989	1,989	23,969
Bonuses to directors and corporate auditors	176	220	43	176
<i>Of which bonuses for corporate auditors</i>	[20]	[23]	[2]	[20]
Losses on disposal of treasury stock	—	0	0	2,046
Decrease due to addition of consolidated subsidiaries, and other	—	195	195	—
Retained Earnings at End of the Period	¥841,551	¥942,656	¥101,105	¥856,664

Note: Amounts less than one million yen are omitted.

Consolidated Statements of Cash Flows (Unaudited)

EAST JAPAN RAILWAY COMPANY AND SUBSIDIARIES

	Millions of Yen		
	Fiscal 2005 semi-annual (Six months ended September 30, 2004)	Fiscal 2006 semi-annual (Six months ended September 30, 2005)	Fiscal 2005 (Year ended March 31, 2005)
Cash Flows from Operating Activities			
Income before income taxes	¥ 147,275	¥ 170,513	¥ 200,200
Depreciation	155,960	153,314	317,956
Impairment losses on fixed assets	38,183	1,502	46,355
Amortization of long-term prepaid expense	2,287	2,175	4,912
Increase in accrued employees' severance and retirement benefits	6,142	6,457	3,368
Interest and dividend income	(1,036)	(1,565)	(1,256)
Interest expense	75,866	69,583	148,431
Construction grants received	(6,697)	(10,309)	(79,727)
Gain on sales of investments in securities	(39,511)	(839)	(39,516)
Loss from disposition and provision for cost reduction of fixed assets	13,059	15,707	101,661
Decrease (Increase) in major receivables	11,171	9,141	(10,826)
Increase (Decrease) in major payables	(51,543)	(23,161)	(9,175)
Other	(12,364)	(16,770)	20,707
Sub-total	338,793	375,747	703,092
Proceeds from interest and dividends	1,162	1,693	1,417
Payments of interest	(74,320)	(70,641)	(149,914)
Payments of earthquake-damage losses	—	(16,706)	(6,854)
Payments of income taxes	(68,501)	(66,669)	(140,004)
Net cash provided by operating activities	197,134	223,425	407,736
Cash Flows from Investing Activities			
Payments for purchases of fixed assets	(205,187)	(199,185)	(388,993)
Proceeds from sales of fixed assets	6,252	5,994	69,444
Proceeds from construction grants	32,283	41,438	59,312
Payments for purchases of investments in securities	(1,691)	(6,766)	(13,609)
Proceeds from sales of investments in securities	41,908	905	41,916
Other	(39)	(455)	16,980
Net cash used in investing activities	(126,473)	(158,068)	(214,948)
Cash Flows from Financing Activities			
Net increase in commercial paper	—	90,000	5,000
Proceeds from long-term loans	—	21,500	64,300
Proceeds from issuance of bonds	69,959	29,989	129,942
Payments of long-term liabilities	(86,516)	(185,933)	(338,735)
Payments for acquisition of treasury stock	(6,312)	(17)	(6,507)
Cash dividends paid	(12,000)	(13,989)	(23,969)
Advance payment for redemption of bonds	(40,000)	—	—
Other	(8,683)	(8,259)	(39,071)
Net cash used in financing activities	(83,552)	(66,710)	(209,041)
Net Increase (Decrease) in Cash and Cash Equivalents	(12,891)	(1,353)	(16,252)
Cash and Cash Equivalents at Beginning of the Period	82,935	66,781	82,935
Increase due to Addition of Consolidated Subsidiaries, and Other	22	271	98
Cash and Cash Equivalents at End of the Period	¥ 70,066	¥ 65,699	¥ 66,781

Note: Amounts less than one million yen are omitted.

Segment Information (Unaudited)

Segment Information by Business Activities

Six months ended September 30, 2004 and 2005	Millions of Yen						Consolidated
	Transportation	Station space utilization	Shopping centers & office buildings	Other services	Total	Elimination and/or corporate	
Fiscal 2005 semi-annual							
Operating revenues							
Outside customers	¥900,426	¥185,453	¥89,412	¥ 94,257	¥1,269,549	¥ —	¥1,269,549
Inside group	27,064	4,660	3,735	111,046	146,506	(146,506)	—
Total	927,491	190,113	93,147	205,304	1,416,056	(146,506)	1,269,549
Costs and expenses	748,165	177,411	67,629	201,108	1,194,315	(146,742)	1,047,572
Operating income	¥179,325	¥ 12,701	¥25,518	¥ 4,196	¥ 221,741	¥ 235	¥ 221,977

Fiscal 2006 semi-annual

Operating revenues							
Outside customers	¥907,484	¥190,937	¥93,041	¥ 99,521	¥1,290,984	¥ —	¥1,290,984
Inside group	27,826	5,511	3,870	118,053	155,261	(155,261)	—
Total	935,310	196,449	96,911	217,575	1,446,245	(155,261)	1,290,984
Costs and expenses	745,652	181,517	68,527	214,623	1,210,320	(155,669)	1,054,650
Operating income	¥189,658	¥ 14,931	¥28,383	¥ 2,951	¥ 235,925	¥ 408	¥ 236,334

Fiscal 2005 (Year ended March 31, 2005)	Millions of Yen						Consolidated
	Transportation	Station space utilization	Shopping centers & office buildings	Other services	Total	Elimination and/or corporate	
Operating revenues							
Outside customers	¥1,781,775	¥369,790	¥181,955	¥203,958	¥2,537,480	¥ —	¥2,537,480
Inside group	54,953	10,392	7,263	259,942	332,551	(332,551)	—
Total	1,836,728	380,182	189,219	463,901	2,870,032	(332,551)	2,537,480
Costs and expenses	1,571,099	353,803	139,406	446,415	2,510,724	(331,778)	2,178,946
Operating income	¥ 265,629	¥ 26,378	¥ 49,812	¥ 17,486	¥ 359,307	¥ (772)	¥ 358,534

Notes: 1. Amounts less than one million yen are omitted.

2. Classification of business

JR East's businesses are classified by the segmentation used for management purpose so that the actual situation of JR East's business diversification is clearly and appropriately disclosed.

3. The main activities of each business segment are as follows:

- Transportation : Passenger transportation mainly by passenger railway;
- Station space utilization : Retail sales, food and convenience stores, etc., which utilize space at the stations;
- Shopping centers & office buildings : Operation of shopping centers other than Station space utilization business, and leasing of office buildings, etc.; and
- Other services : Advertising and publicity, hotel operations, wholesales, truck delivery, cleaning, information processing, housing development and sales, credit card business, and other services.

Geographic segment information is not shown since JR East has no overseas consolidated subsidiaries. Information for overseas sales is not shown due to there being no overseas sales.

Issuance of bonds

JR East issued the following straight bonds on October 20, 2005.

1. Straight bonds, fortieth issue, East Japan Railway Company

- (1) Amount: ¥25,000 million
- (2) Coupon rate: 1.04% per annum
- (3) Maturity date: December 20, 2011

2. Straight bonds, forty-first issue, East Japan Railway Company

- (1) Amount: ¥20,000 million
- (2) Coupon rate: 1.56% per annum
- (3) Maturity date: September 18, 2015

3. Straight bonds, forty-second issue, East Japan Railway Company

- (1) Amount: ¥20,000 million
- (2) Coupon rate: 2.11% per annum
- (3) Maturity date: September 19, 2025

Consolidated Principal Indicators

	Fiscal 2005, semi-annual (Six months ended September 30, 2004)	Fiscal 2005 (Year ended March 31, 2005)	Fiscal 2006, semi-annual (Six months ended September 30, 2005)	Increase (Decrease)		Fiscal 2009 (Year ending March 31, 2009)
	(A)	(B)	(C)	(C)-(A)	(C)-(B)	Note 1
Cash flows from operating activities [Billions of yen]	197.1	407.7	223.4	26.2	—	Note 2
Ratio of total long-term debt to shareholders' equity [Times]	3.4	3.2	2.9	(0.6)	(0.4)	Note 3
Ratio of operating income to average assets (ROA) [%]	3.3	5.3	3.5	0.2	—	6.0
Free cash flows (FCF) [Billions of yen]	70.6	192.7	65.3	(5.3)	—	
Return on average equity (ROE) [%]	7.3	9.8	8.1	0.8	—	
Equity ratio [%]	17.2	17.6	19.3	2.1	1.7	
Earnings per share [Yen]	20,609.57	27,868.00	25,122.93	4,513.36	—	
Shareholders' equity per share [Yen]	289,689.91	296,105.99	323,403.72	33,713.81	27,297.73	
Total long-term debt [Billions of yen]	3,958.0	3,833.0	3,698.6	(259.3)	(134.4)	
Average interest rates [%]	3.78	3.68	3.62	(0.16)	(0.06)	
Net interest expense [Billions of yen]	(74.8)	(147.1)	(68.0)	6.8	—	
Capital expenditures [Billions of yen]	106.3	319.9	113.4	7.0	—	

Notes: 1. Goals in medium-term management plan ("New Frontier 2008")

2. Cumulative total of ¥2,000 billion for the four-year period through March 31, 2009

3. Approximately 2 times

Consolidated Business Forecast for Fiscal 2006

	Billions of Yen		%		Billions of Yen (Reference) Forecast Fiscal 2006 (announced in April 2005)
	Actual Fiscal 2005	Forecast Fiscal 2006	Change		
			Increase (decrease)	(B)/(A)x100	
(A)	(B)	(B)-(A)	(B)/(A)x100	(1.0)	
Operating Revenues					
Transportation	1,781.7	1,800.0	18.2	101.0	1,790.0
Station space utilization	369.7	384.0	14.2	103.8	384.0
Shopping centers & office buildings	181.9	188.0	6.0	103.3	186.0
Other services	203.9	209.0	5.0	102.5	208.0
.....	2,537.4	2,581.0	43.5	101.7	2,568.0
Operating Income					
Transportation	265.6	294.0	28.3	110.7	280.0
Station space utilization	26.3	28.0	1.6	106.1	28.0
Shopping centers & office buildings	49.8	52.0	2.1	104.4	53.0
Other services	17.4	11.0	(6.4)	62.9	11.0
Elimination and/or corporate	(0.7)	(1.0)	(0.2)	129.4	(1.0)
.....	358.5	384.0	25.4	107.1	371.0
Ordinary Income	212.3	260.0	47.6	122.4	249.0
Net Income	111.5	152.0	40.4	136.2	140.0

(Reference) Earnings per share for fiscal 2006: 38,035.50 yen

Passenger Kilometers and Passenger Revenues of Parent Company

	Passenger Kilometers				Revenues from Passenger Tickets			
	Millions		%		Billions of yen		%	
	Fiscal 2005 semi-annual (Six months ended September 30, 2004)	Fiscal 2006 semi-annual (Six months ended September 30, 2005)	Change		Fiscal 2005 semi-annual (Six months ended September 30, 2004)	Fiscal 2006 semi-annual (Six months ended September 30, 2005)	Change	
	(A)	(B)	Increase (Decrease) (B)-(A)	(B)/(A)x100	(C)	(D)	Increase (Decrease) (D)-(C)	(D)/(C)x100
Shinkansen Network								
Commuter Passes	825	834	8	101.1	11.2	11.3	0.1	101.2
Other	8,724	8,762	38	100.4	226.9	227.5	0.6	100.3
Total	9,550	9,597	47	100.5	238.1	238.9	0.7	100.3
Conventional Lines								
<i>Tokyo Metropolitan Area Network</i>								
Commuter Passes	26,367	26,556	188	100.7	173.6	174.6	0.9	100.6
Other	12,675	12,850	175	101.4	252.4	258.5	6.0	102.4
Total	39,043	39,406	363	100.9	426.1	433.2	7.0	101.7
<i>Intercity and Regional Networks</i>								
Commuter Passes	9,830	9,840	10	100.1	59.9	60.0	0.0	100.1
Other	5,690	5,664	(25)	99.5	117.1	116.6	(0.4)	99.6
Total	15,520	15,505	(15)	99.9	177.1	176.6	(0.4)	99.8
Total								
Commuter Passes	36,197	36,397	199	100.6	233.6	234.7	1.0	100.5
Other	18,366	18,515	149	100.8	369.6	375.2	5.5	101.5
Total	54,563	54,912	348	100.6	603.2	609.9	6.6	101.1
Total								
Commuter Passes	37,023	37,231	208	100.6	244.8	246.0	1.2	100.5
Other	27,090	27,278	187	100.7	596.5	602.7	6.2	101.0
Total	64,113	64,509	395	100.6	841.4	848.8	7.4	100.9

Note: Amounts less than one million passenger kilometers and 100 million yen are omitted.

Forward-Looking Statements

Statements contained in this report with respect to JR East's plans, strategies, and beliefs that are not historical facts are forward-looking statements about the future performance of JR East which are based on management's assumptions and beliefs in light of the information currently available to it. These forward-looking statements involve known and unknown risks, uncertainties and other factors that may cause JR East's actual results, performance or achievements to differ materially from the expectations expressed herein. These factors include, without limitation, (i) JR East's ability to successfully maintain or increase current passenger levels on railway services, (ii) JR East's ability to improve the profitability of railway and other operations, (iii) JR East's ability to expand non-transportation operations and (iv) general changes in economic conditions and laws, regulations and government policies in Japan.