

Consolidated Financial Results for the Six-Month Period Ended September 30, 2015 (Japanese GAAP) (Unaudited)

Fiscal 2016 (Year ending March 31, 2016)

"Second Quarter" means the six months from April 1 to September 30.

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 non-consolidated basis.

English translation from the original Japanese-language document.

October 28, 2015

East Japan Railway Company

Stock Exchange Listing	Tokyo
Securities Code	9020
URL	http://www.jreast.co.jp/e
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Scheduled Date of Dividend Payment Commencement	November 20, 2015
Preparation of Supplementary Explanations of Quarterly Financial Results:	No
Quarterly Financial Results Presentation to Be Held:	Yes

1. Consolidated Results for the Six-Month Period Ended September 30, 2015 (April 1, 2015—September 30, 2015)

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

(1) Consolidated financial results

(Percentages represent percentage changes as compared with the corresponding period in the previous fiscal year.)

	Operating revenues		Operating income		Ordinary income		Profit attributable to owners of parent	
	Millions of yen	%	Millions of yen	%	Millions of yen	%	Millions of yen	%
Fiscal 2016, 2nd Quarter	1,421,299	4.8	292,321	13.3	257,597	16.6	167,361	23.0
Fiscal 2015, 2nd Quarter	1,356,211	0.8	257,895	(0.7)	220,993	1.7	136,019	0.2

Note: Comprehensive income – Fiscal 2016, 2nd Quarter: 153,759 million yen (an increase of 1.2%), Fiscal 2015, 2nd Quarter: 151,951 million yen (a decrease of 0.9%)

	Earnings per share —Basic	Earnings per share —Diluted
	Yen	Yen
Fiscal 2016, 2nd Quarter	426.82	—
Fiscal 2015, 2nd Quarter	345.86	—

(2) Consolidated financial position

	Total assets	Net assets	Equity ratio
	Millions of yen	Millions of yen	%
Fiscal 2016, 2nd Quarter	7,473,186	2,424,378	32.2
Fiscal 2015	7,605,690	2,304,976	30.1

Reference: Shareholders' equity – Fiscal 2016, 2nd Quarter: 2,404,505 million yen, Fiscal 2015: 2,285,658 million yen

2. Dividends (Year Ended March 31, 2015, and Year Ending March 31, 2016)

	Annual dividends				
	1st quarter end	2nd quarter end	3rd quarter end	Year end	Total
	Yen	Yen	Yen	Yen	Yen
Fiscal 2015	—	60.00	—	60.00	120.00
Fiscal 2016	—	65.00	—	—	—
(Forecast) Fiscal 2016	—	—	—	65.00	130.00

Note: Revisions to the most recently disclosed dividend forecasts: No

3. Forecasts for Fiscal 2016 (Year Ending March 31, 2016)

(Percentages represent percentage changes as compared with the corresponding period in the previous fiscal year.)

	Operating revenues		Operating income		Ordinary income		Profit attributable to owners of parent		Earnings per share—Basic
	Millions of yen	%	Millions of yen	%	Millions of yen	%	Millions of yen	%	Yen
Fiscal 2016	2,841,000	3.1	463,000	8.3	402,000	11.1	253,000	40.2	645.66

Note: Revisions to the most recently disclosed earnings forecasts: Yes

Notes

(1) Changes to principal subsidiaries during the period: No
(Indicates whether changes have occurred in specified subsidiaries in accordance with changes in the scope of consolidation)

Newly consolidated — excluded —

(2) Application of special accounting treatment in preparing the quarterly consolidated financial statements: No

(3) Changes in accounting policies, changes in accounting estimates and restatement of revisions

- i Changes in accounting policies with revision of accounting standards : No
- ii Changes in accounting policies other than the above : No
- iii Changes in accounting estimates : No
- iv Restatement of revisions : No

(4) Number of issued shares (common stock)

- i Issued shares at period-end (including treasury stock) 2nd Quarter, Fiscal 2016 392,500,000 shares Fiscal 2015 393,500,000 shares
- ii Treasury stock at period-end 2nd Quarter, Fiscal 2016 654,693 shares Fiscal 2015 652,972 shares
- iii Average number of shares during period 2nd Quarter, Fiscal 2016 392,115,384 shares 2nd Quarter, Fiscal 2015 393,282,598 shares

Indication of quarterly review procedure implementation status

These quarterly financial results are not subject to the quarterly review requirements as provided in the Financial Instruments and Exchange Law. The review of quarterly consolidated financial statements as provided in the Financial Instruments and Exchange Law had not been completed as of the date of these Consolidated Financial Results for the Six-Month Period Ended September 30, 2015.

Explanation of appropriate use of forecasts of business results; other important items

The forecasts of business results and other forward-looking statements in this document are based on information available as of the date of this document and on certain assumptions that JR East viewed as reasonable as of the date of this document. Actual results may differ from such forward-looking statements for a variety of reasons.

Regarding the forecasts of business results, please refer to “Qualitative Information on Consolidated Performance Outlook” on page 4 in the Attachments. Further, the non-consolidated performance outlook is on the next page.

(Reference)

Forecasts of the Non-consolidated Results for Fiscal 2016 (Year Ending March 31, 2016)

(Percentages represent percentage changes as compared with the corresponding period in the previous fiscal year.)

	Operating revenues		Operating income		Ordinary income		Profit		Earnings per share— Basic
	Millions of yen	%	Millions of yen	%	Millions of yen	%	Millions of yen	%	Yen
Fiscal 2016	2,049,000	4.2	391,000	10.9	339,000	12.4	220,000	40.0	560.97

Note: Revisions to the most recently disclosed earnings forecasts: Yes

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1. Qualitative Information on Quarterly Consolidated Financial Performance

(Unless otherwise stated, all comparisons are between the six months from April 1, 2015, to September 30, 2015, and the six months from April 1, 2014, to September 30, 2014.)

(1) Qualitative Information on Consolidated Operating Results

In the first six months of the fiscal year ending March 31, 2016 (from April 1, 2015 to September 30, 2015; the second quarter), the Japanese economy continued to recover gradually, supported in part by the recovery in capital investment and employment conditions. Under these conditions, and guided by “JR East Group Management Vision V - Ever Onward,” the East Japan Railway Company and its consolidated subsidiaries and equity method affiliates (JR East) steadily executed various initiatives centered around the railway and life-style service businesses, as well as *Suica* operations.

As a result, during the first six months of the fiscal year ending March 31, 2016, mainly due to growth in JR East’s transportation revenues primarily from non-commuter passes revenues, operating revenues increased 4.8% year on year, to ¥1,421.2 billion, and operating income increased 13.3%, to ¥292.3 billion. Further, mainly due to a decrease in interest expense, ordinary income increased 16.6%, to ¥257.5 billion, and profit attributable to owners of parent increased 23.0%, to ¥167.3 billion.

Segment Information

Transportation

In the Transportation segment, with railway operations as its core operations, JR East promoted the use of its railway networks to secure revenues while ensuring safe and reliable transportation and enhancing customer satisfaction.

With respect to safety, JR East steadily implemented measures based on its sixth five-year safety plan, “Group Safety Plan 2018.” In light of a serious incident in April 2015 in which a train track was obstructed by the collapse of an electrical pole on the Kanda–Akihabara segment of the Yamanote Line, JR East conducted emergency inspections of all electrical poles within its service area. To prevent this type of incident from recurring, we established within the Railway Safety Promotion Committee an exploratory committee, which is conducting factual investigations and an analysis of background factors to determine the cause, with the Director General of Railway Operations Headquarters acting as chief investigator. Furthermore, we are taking countermeasures that include the establishment of an Electric Power Technology Management Center and review of safety education and training to focus on what is needed in practice, to strengthen risk management and technical support for design and construction. Following an August 2015 incident in which a window of the Tohoku Shinkansen was cracked by a component installed under rail tracks due to wind pressure from a train, we took countermeasures that included strengthening the management of the component. Based on these incidents, in October 2015, we established the Railway-Related Risk Mitigation Committee, which is tasked with rigorous efforts to prevent the recurrence of accidents that affect the safety and reliability of transportation and with efforts to prevent such accidents by identifying risks and weaknesses. JR East also implemented such measures as seismic reinforcement and began the operation of automatic platform gates at Akihabara Station on the Yamanote Line. The new gates increased the total number of stations with such gates to 19 stations as of September 30, 2015.

In relation to service quality, the Group promoted measures aimed at becoming “No. 1 for customer satisfaction in the Japanese railway industry” based on the “Medium-term Vision for Service Quality Reforms 2017,” which began in April 2015. To improve the quality of transportation, following the expansion of the direct service network, such as the opening of the Ueno-Tokyo Line in March 2015, JR East worked to increase contingency shuttle operations when transportation services are disrupted. In addition, based on analysis of serious interruptions to transportation services in and after April 2015 that resulted when overhead wires on the Tohoku Shinkansen Line and the Negishi Line were severed, JR East implemented such preventive measures as an emergency inspection and other measures to be able to resume operations earlier and to respond to customers’ needs rapidly when transportation services are interrupted. With respect to the *JR EAST APP* for smartphones, through which JR East seeks to provide individual customers with timely information, JR East extended such service to the line segment between Tokyo and Yugawara on the Tokaido Line and the number of application downloads reached approximately 1.39 million on a cumulative basis as of September 30, 2015. In addition, to expand and improve services for tourists visiting Japan, JR East extended the provision of a free public wireless LAN service at all stations within the Yamanote Line in April 2015 and introduced the service on a trial basis to certain trains on the Tohoku Shinkansen Line in May 2015. Also, with support from such bodies as the Ministry of Land, Infrastructure, Transport and Tourism, JR East collaborated with other railway operators and other organizations to conduct a “Let’s Hang On to the Handrail” campaign to promote the safe use of escalators.

With respect to marketing and sales activities, aiming to generate tourism and revitalize regions, JR East conducted the Fukushima *Destination Campaign* and the *Ikuze, Tohoku*. Campaign. Further, in preparation for the opening of the Hokuriku Shinkansen Line to Kanazawa in March 2015, JR East promoted usage of Shinkansen services such as *Kagayaki*, the fastest service, and *Hakutaka*, a service that stops at most stations between Tokyo and Kanazawa and took measures to use the expanded railway network to expand inter-regional mobility. In conjunction with these efforts, JR East established inter-regional excursion routes in the Shinetsu and Hokuriku regions, for example through the operation of a *Tenku no Hida Kairo View Bus* (Hida Mountains Excursion Bus). In addition, for trains ridden for the ride experience itself, JR East commenced, among other services, the *Fruitea Fukushima* service on the Banetsu West Line and the *Oykot* service on the Iiyama Line in April 2015. In September 2015, in advance of the opening of the Hokkaido Shinkansen to Shin-Hakodate Hokuto in March 26, 2016, JR East released the outline of an operating plan that shows the number of trips of the *Hayabusa* direct service between Tokyo and Shin-Hakodate Hokuto and other services. In July 2015, to capture significant demand from non-Japanese tourists, a JR East subsidiary entered into comprehensive operational

alliances with two travel companies that have strengths in Thailand, Indonesia, and China.

In *Suica* operations, JR East made efforts to further increase customer usage. For example, JR East implemented an *eki-net/Mobile Suica Summer Campaign*. The number of *Suica* cards issued and outstanding was approximately 55.86 million cards as of September 30, 2015.

With respect to participation in overseas railway projects, JR East proceeded with preparations to begin maintenance operations for the *Purple Line* (Bangkok, Thailand), an urban mass transit system scheduled to enter service in August 2016. At the same time, JR East began shipping the *sustina* stainless-steel railcars of Japan Transport Engineering Company (J-TREC) to Thailand. Also, JR East jointly held the “9th UIC World Congress on High Speed Rail” with the International Union of Railways (UIC) in July 2015 and strengthened networks with those involved in high speed rail and government overseas. Further, JR East promoted its “Global Human Resource Development Program – Ever Onward” to nurture personnel who can take on global business development. This included continuation of overseas studies programs and on-the-job trainee programs in the overseas railway consulting business, among other assignments.

As a result of the above, the number of passengers for railway operations increased year on year; operating revenues in the Transportation segment increased 5.8%, to ¥1,010.6 billion; and operating income increased 13.9%, to ¥224.0 billion.

To restore line segments on the Pacific coast severely damaged by the Great East Japan Earthquake, JR East is working in close collaboration with the national government and relevant local authorities to formulate and advance plans for developing towns and rebuilding the area as a whole. JR East resumed operations on all segments of the Senseki Line and began operations of the Senseki-Tohoku Line, a direct service connecting to the Tohoku Line in May 2015. Further, JR East began restoration work on the line segment between Miyako and Kamaishi on the Yamada Line, to integrate operation the line segment with that of the North and South Rias Lines by Sanriku Railway Company. In July 2015, with respect to the provisional Bus Rapid Transit (“BRT”) systems on the Kesennuma Line and the Ofunato Line, JR East proposed, at a meeting of the heads of the municipal authorities of line-side areas, the continued operation of BRT systems as a sustainable means of transportation that will contribute to restoration. In addition, JR East proceeded with restoration work to resume operations between Soma and Hamayoshida on the Joban Line by the spring in 2017. JR East’s policy going forward for areas within a 20-kilometer radius of the Fukushima Daiichi Nuclear Power Station will be to prepare to resume operations in the areas designated as “areas to which evacuation orders are ready to be lifted,” through the cooperation of the national government and local authorities that are working to decontaminate line-side areas and returning residents to their homes. As part of these efforts, in April 2015, JR East began restoration work to resume operations between Odaka and Haranomachi on the Joban Line by the spring of 2016. At the same time, in the areas designated as “areas where it is expected that the residents will have difficulties in returning for a long time,” JR East aims to open lines after the completion of decontamination work required for opening lines and implementation of measures to ensure the safety of users in emergencies, with the support and cooperation of the national government and local authorities. To this end, JR East has been implementing trial decontamination work between Yonomori and Futaba on the Joban Line since August 2015.

Station Space Utilization

In the Station Space Utilization segment, JR East introduced stores with new designs for *NewDays* (convenience stores) and introduced *NewDays KIOSK*, which includes such features as renewed product mixes and store layouts for station kiosks. Further, with the aim of revitalizing regions through a restaurant offering regional gourmet cuisines, JR East opened *B-1 Grand Prix Shokudo* (Tokyo) in July 2015 under a railway viaduct between Akihabara and Okachimachi. Also, as part of the *Rediscovering the Regions Project* in July 2015 JR East opened the *Tokamachi Sukoyaka Factory Ebisu Store* (Tokyo), which markets such products as baked sweets made from rice flour. In addition, JR East developed *Yasai wo Taberu Curry Camp Express* beyond eastern Japan, opening an *AEON MALL Nagoya Dome Mae* store (Aichi) in April 2015.

As a result of these initiatives, as well as factors including the favorable sales of stores in Tokyo Station’s concourse, operating revenues of the Station Space Utilization segment increased 1.9%, to ¥209.5 billion, and operating income increased 6.4%, to ¥18.9 billion.

To enable the JR East Group to make a concerted effort to heighten service quality and efficiency, in July 2015, JR East reorganized subsidiaries in the Tokyo metropolitan and Tohoku areas that are responsible for railway station management, railway station concourse and other businesses.

Shopping Centers & Office Buildings

In the Shopping Centers & Office Buildings segment, in April 2015, JR East placed under the control of a subsidiary *atré Co., Ltd.* three subsidiaries responsible for managing station buildings in the northern Kanto area, to strengthen store development and other capabilities to implement a management style that is rooted in regions. JR East established counters for duty free procedures at shopping centers of *LUMINE Co., Ltd.* to expand and improve capabilities to service customers from overseas. In April 2015, JR East opened phase 1 of *nonowa Kunitachi* (Tokyo). In addition, JR East proceeded with the construction under such projects as the *JR SHINJUKU MIRAINA TOWER* (Tokyo) scheduled for completion in March 2016, and phase 1 of the *Shibuya Station area Development plan* (East Bldg.) scheduled for completion in the fiscal year ending March 31, 2020.

As a result of these initiatives, as well as factors including favorable sales of *LUMINE Co., Ltd.* and *atré Co., Ltd.* and higher revenues due to the opening of *MIDORI NAGANO* (Nagano), operating revenues of the Shopping Centers & Office Buildings segment increased 0.8%, to ¥130.7 billion, and operating income increased 5.3%, to ¥ 38.3 billion.

Others

In hotel operations, aiming to increase the competitiveness of existing hotels, JR East opened *HOTEL METS Musashisakai* (Tokyo) in July 2015 following renewal. In advertising and publicity services, JR East made efforts to promote advertising sales for *J-AD Vision*, an advertising medium at stations that uses large LCD screens, and *Train Channel*, an advertising medium used to show video commercials on trains.

In credit card operations, JR East increased convenience for customers who use the JR East Group's services frequently by beginning the *View Gold Plus Card* service from April 2015. In *Suica* shopping services (electronic money), JR East continued to develop the network of participating stores and business establishments actively through efforts that included introduction of *Suica* electronic money to chain restaurants and chain stores and other business establishments with wide operating areas. As a result of these measures, *Suica* electronic money was usable at approximately 310,000 stores and other business establishments as of September 30, 2015, and usage of *Suica* electronic money surpassed 5 million transactions per day in July 2015.

As for other initiatives, in April 2015, JR East opened a multipurpose care facility for children and senior citizens, *COTONIOR Akabane* (Tokyo), and *JEXER Fitness and Spa Shin-Kawasaki* (Kanagawa).

As a result of these initiatives, as well as factors including the favorable sales of hotel operations and advertising and publicity services, operating revenues from Others increased 4.6%, to ¥268.5 billion, and operating income increased 34.9%, to ¥10.1 billion.

Note:

JR East applies the Accounting Standard for Disclosures about Segments of an Enterprise and Related Information (Accounting Standards Board of Japan Statement No. 17, June 30, 2010) and the Guidance on Accounting Standard for Disclosures about Segments of an Enterprise and Related Information (Accounting Standards Board of Japan Guidance No. 20, March 21, 2008). The operating income of each segment of JR East corresponds to the segment income under the said Accounting Standard and Guidance.

(2) Qualitative Information on Consolidated Financial Position

In the six months ended September 30, 2015, net cash provided by operating activities was ¥298.2 billion, an increase of ¥39.5 billion compared to the same period of the previous fiscal year. This was mainly due to an increase in income before income taxes.

Net cash used in investing activities was ¥274.2 billion, an increase of ¥41.4 billion compared to the same period of the previous fiscal year. This was mainly due to an increase in payments for purchases of fixed assets.

Net cash used in financing activities was ¥75.4 billion, an increase of ¥2.2 billion compared to the same period of the previous fiscal year.

Consequently, cash and cash equivalents at end of the period, September 30, 2015, were ¥193.1 billion, a decrease of ¥52.0 billion from March 31, 2015.

In addition, the balance of consolidated interest-bearing debt was ¥3,247.4 billion as of September 30, 2015.

(3) Qualitative Information on Consolidated Performance Outlook

Although weakness has been seen in some segments recently, economic conditions in Japan are expected to move toward gradual recovery, as the employment and wage environment continues to improve, in part due to the effect of various government initiatives. Amid these conditions, JR East will continue making a concerted Group-wide effort to achieve tangible business results and make steady progress in pursuing its two management priorities, "Eternal Mission" and "Pursuing Unlimited Potential" in accordance with the "JR East Group Management Vision V." Through the concrete action and teamwork of each of its employees, the Group aims to realize its commitment to "Thriving with Communities, Growing Globally."

In railway operations, based on "Group Safety Plan 2018," JR East will aim to realize "extreme safety levels" by increasing the capabilities of each employee through the rigorous inculcation of safety awareness and encouragement of safety in day-to-day actions, while consolidating those capabilities through teamwork that transcends workplaces and organizational divisions. In addition, JR East will advance countermeasures for major earthquakes and other natural disasters and railway crossing accidents and reduce risk in a measured manner. By March 31, 2016, JR East plans to begin using automatic platform gates at an additional four stations on the Yamanote Line, including Yoyogi Station. Furthermore, JR East will consider the introduction of automatic platform gates to such railway stations as Shin-Koiwa Station on the Sobu Line Rapid Service based on review of line segment conditions, usage and other factors. Based on its "Medium-term Vision for Service Quality Reforms 2017," JR East will promote a range of measures aimed at improving transportation quality and pursuing customer-friendly services by resuming operations as soon as possible following disruptions and responding to customers' needs rapidly. Through such measures, JR East aims to be "No. 1 for customer satisfaction in the Japanese railway industry."

In the life-style service business, JR East will make steady progress in developing Tokyo Station, Shinjuku Station,

Shibuya Station, Yokohama Station, Chiba Station, Sendai Station, and other large-scale stations. In addition, to develop desirable line-side area brands the Group will implement measures including the *HAPPY CHILD PROJECT* and the *Chuo Line Mall Project*. In February 2016, JR East will proceed with preparations for the launch of *JRE POINT* as a common Group-wide service. In addition, JR East will collaborate with Group companies to pursue overseas development.

With respect to its regional revitalization measures, JR East will actively promote the *NOMONO 1-2-3* project to accelerate sextic industrialization of agriculture, fishing, and forestry. As part of such efforts, in September 2015, JR East began the construction of tomato cultivation greenhouses at JR Tomato Land Iwaki Farm Co., Ltd. To expand the market for local products and offer more product information, JR East will proactively sponsor *Sanchoku-Ichi* (farmers' markets) in the Tokyo metropolitan area. JR East also aims to transform the northern Tohoku area into a renewable energy base by taking advantage of the region's rich natural environment based on such initiatives as the development of wind power generation businesses through JR East Energy Development Co., Ltd., which JR East established in April 2015. With respect to regional core railway stations, JR East will work on town development centered on railway stations in collaboration with local authorities. In addition, JR East will prepare for the commencement of operations of an art-cafe Shinkansen, the *GENBI SHINKANSEN*, which enables customers to enjoy the Niigata area, and the *TRAIN SUITE SHIKI-SHIMA* cruise train. JR East will establish expanded inter-regional excursion routes in collaboration with Tohoku Tourism Promotion Organization and other organizations and advance strategies for non-Japanese tourists such as increasing the number of and improving tourism centers for visitors to Japan, mainly in the Tokyo metropolitan area.

In *Suica* operations, preparations are underway to expand mutual usage of *Suica* to include the Sendai City Transportation Bureau's *icsca* card in the spring of 2016. JR East will continue working to expand the number of participating stores and business establishments, in an effort to enhance convenience and increase the number of settlements using *Suica*.

In railcar manufacturing operations, JR East aims to win orders for projects in Japan and overseas by actively promoting its *sustina* stainless-steel railcars.

With respect to the area surrounding Shinagawa Station and Tamachi Station, as some of the land used for Shinagawa Depot will become available for other uses, JR East will endeavor to develop an internationally attractive gathering venue for people by implementing plans for urban development in cooperation with the Government of Japan, Tokyo Metropolitan Government, as well as relevant wards and other stakeholders. JR East has decided to build a new station between Tamachi Station and Shinagawa Station as a core component of this urban development. The opening of this new station is provisionally scheduled for 2020.

Moreover, in order to respond to a forecasted increase in the number of passengers for air travel, the Group will begin reviewing business schemes including development of a specific plan for a Haneda Airport Access Line using the existing railway network.

After reviewing earnings trends and other trends in respective business segments in the second quarter ended September 30, 2015, JR East has upwardly revised its consolidated full-term business forecast for the fiscal year ending March 31, 2016, which it announced on April 28, 2015, with respect to operating revenues, operating income, ordinary income, and profit attributable to owners of parent.

JR East's consolidated performance outlook for the fiscal year ending March 31, 2016, as of the publication date of this document is as follows.

Fiscal 2016 Performance Forecasts

Full fiscal year

Operating Revenues: ¥2,841.0 billion (1.5% above target, 3.1% year-on-year increase)

Operating Income: ¥463.0 billion (4.0% above target, 8.3% year-on-year increase)

Ordinary Income: ¥402.0 billion (5.2% above target, 11.1% year-on-year increase)

Profit Attributable to Owners of Parent: ¥253.0 billion (6.3% above target, 40.2% year-on-year increase)

Note: *icsca* is a registered trademark of Sendai city.

(4) Medium- to Long-Term Management Strategies

(i) Medium- to Long-Term Management Strategies

"JR East Group Management Vision V – Ever Onward"

Continued fulfillment of its "Eternal Mission" and sustainable growth by "Pursuing Unlimited Potential" are positioned as the two important management pillars of the Group. Going forward, JR East will leverage the collective efforts of all of its employees to move "Ever Onward" in pursuing a brighter future for its railway services, Group companies and employees.

[Eternal Mission]

The JR East Group's fundamental mission is to provide safe and high-quality services that customers expect of the JR East Group and conduct railway and life-style service businesses, with the aim of contributing to the growth and prosperity of communities. This fundamental mission will never change through the years. The JR East Group has once again positioned this mission as a key tenet of management. At the same time, the Group will make relentless efforts to ensure that the content and quality of its services properly answer the expectations of society.

- A. Pursuing “extreme safety levels” — Building a railway capable of withstanding natural disasters
- B. Service quality reforms — Enhancing railway transportation network and other measures
- C. Strengthening collaboration with local communities — Supporting earthquake recovery, stimulating tourism and revitalizing communities

[Pursuing Unlimited Potential]

The JR East Group must achieve sustainable growth in order to continue to fulfill its three-part eternal mission in the years ahead. In a fast-changing environment, maintaining the status quo will only mean falling behind. Unless the JR East Group constantly takes on the challenge of reaching new goals, the Group will be unable to achieve growth. From the three perspectives outlined as follows, the JR East Group and each and every one of its employees will pursue the Group’s unlimited potential.

- A. Technological innovation — Forging strategies for conserving energy and the environment, utilizing ICT (information and communication technology) and operating Shinkansen at faster speeds
- B. Tackling new business areas — Globalization
- C. Developing employees and creating a corporate culture that maximizes human potential

(ii) Update of “Priority Initiatives Going Forward” under “JR East Group Management Vision V-Ever Onward”

JR East has reviewed the progress under “Priority Initiatives Going Forward.” and updated its initiatives with an emphasis on improving the safety and reliability of transportation. These are initiatives that JR East will work particularly hard to advance in future with a view to accelerating the realization of “JR East Group Management Vision V.”

◆ Eternal Mission

A. *KIWAMERU* (Excel): Pursuing “extreme safety levels”

- Advance “Group Safety Plan 2018” steadily
 - Advance concrete measures that reflect the basic approach of “Group Safety Plan 2018”
 - Advance measures aimed at “overcoming safety weaknesses” in response to such incidents as the collapse of an electrical pole on the Yamanote Line
 - Implement rigorous accident prevention measures (tangible and intangible) reflecting the lessons from the derailment accident in Kawasaki Station
- Build a railway capable of withstanding natural disasters
 - Expect to complete approximately 80% of the planned seismic reinforcements by the end of fiscal 2017
 - Properly renew aging facilities such as structures, track equipment, and station buildings

B. *MIGAKU* (Improve): Service quality reforms

- Advance the “Medium-term Vision for Service Quality Reforms 2017”
 - Prevent transportation service disruptions including through the advancement of countermeasures for natural disasters and enhancement of security
 - Minimize the impact of transportation service disruptions, respond to customers rapidly, and resume operations as soon as possible following disruptions
 - Enhance information provision and support that use ICT and other technologies through such measures as increasing the number of lines covered by services providing information on the operational status of trains
- Promote usage of the Hokuriku Shinkansen Line and prepare for the opening of the Hokkaido Shinkansen Line
 - Promote usage of the Hokuriku Shinkansen Line by advancing the development of destination-driven tourism and establishing inter-regional sightseeing routes
 - Prepare steadily for the opening of the Hokkaido Shinkansen Line to Shin-Hakodate Hokuto through such measures as establishment of an operating framework
 - Review business schemes including through the development of a specific plan for a Haneda Airport Access Line

C. *TOMO NI IKIRU* (Together): Strengthening collaboration with local communities

- Steadily promote the three approaches to town development
 - Establish the brand power of and improve the convenience of Shinagawa and other large-scale stations
 - Promote the line-side brand appeal of railway lines including through promotion of the *Chuo Line Mall Project* and the *HAPPY CHILD PROJECT*

- Develop towns around Akita and other core train stations in regional areas in collaboration with local municipal authorities and other bodies
- Revitalize local industries
- Expand sales of local product in Greater Tokyo and improve trend-setting capabilities
- Promote the *sextic industrialization* of agriculture, fishing and forestry including through the *NOMONO 1-2-3 Project*
- Promote Japan as a tourism-oriented nation
- Create appealing trains that are ridden for the ride experience itself
- Prepare for introduction of the *TRAIN SUITE SHIKI-SHIMA* cruise train

◆ Pursuing Unlimited Potential

A. *HIRAKU* (Pioneer): Technological innovation

- Promote energy and environmental strategies
- Introduce catenary and battery-powered hybrid railcars to alternating current (AC) segments
- Transform the northern Tohoku region into a renewable energy base (solar power, wind power, geothermal power, biomass)
- Utilize ICT to innovate operations
- Innovate maintenance operations including through the introduction of monitoring devices to model line segments
- Build new sales systems through such initiatives as the establishment of capabilities for selling View travel products online
- Innovate the transportation system through the introduction of wireless train control systems
- Advance technological innovation

B. *NOBIRU* (Grow): Tackling new business areas

- Take on the challenge of overseas projects
- Advance operations for the *Purple Line* urban mass transit railway system in Bangkok, Thailand
- Expand technological support provided to and other measures for railway operators in Indonesia and Myanmar
- Advance initiatives aimed at participation in overseas high speed rail projects
- Market *sustina* stainless-steel railcars proactively and win orders for railway projects
- Develop the life-style services business overseas
- Incorporate outstanding technologies and services from outside the company

C. *HABATAKU* (Empower): Developing employees and creating a corporate culture that maximizes human potential

- Provide further growth opportunities to motivate employees
- Enhance open-application programs for personnel transfer and training
- Strengthen the development of global human resources through the continued development of a diverse overseas assignment program
- Promote diversity
- Promote cohesive Group management
- Establish "Group Stretch Targets"
- Launch *JRE POINT* as a common service throughout the JR East Group and expand and improve it
- Reform the work style and streamline organizational management

◆ Initiatives in preparation for the 2020 Tokyo Summer Olympic and Paralympic Games

- Enhance stations and other facilities near game venues and, during events, reinforce transportation capacity
- Promote barrier-free environments through such measures as installing more lifts and multi-functional restrooms

◆ Advance strategies for visitors to Japan

- Increase the profile of the Tohoku area through collaboration with Tohoku Tourism Promotion Organization and other organizations
- Capture demand from non-Japanese tourists on a Group basis by increasing and improving stores that offer duty-free

shopping services

- Establish an environment that accommodates the needs of visitors to Japan and increase convenience through such measures as increasing the number of and improving tourism centers for visitors to Japan

2. Quarterly Consolidated Financial Statements

(1) Consolidated Balance Sheets (Unaudited)

EAST JAPAN RAILWAY COMPANY AND SUBSIDIARIES

	Millions of Yen	
	Fiscal 2015 (As of March 31, 2015)	Fiscal 2016, 2nd Quarter (As of September 30, 2015)
ASSETS		
Current Assets	¥ 855,785	¥ 782,654
Cash and time deposits	76,341	69,289
Notes and accounts receivable-trade	422,432	374,284
Fares receivable	40,014	37,410
Short-term loans receivable	6,515	6,078
Securities	169,000	124,000
Real estate for sale	1,099	1,029
Inventories	52,856	70,508
Deferred tax assets	43,635	48,821
Other	45,557	52,896
Allowance for doubtful accounts	(1,666)	(1,665)
Fixed Assets	6,749,903	6,690,532
Property, plant and equipment, net of accumulated depreciation ..	6,089,000	6,044,239
Buildings and fixtures (net)	3,043,240	3,004,272
Machinery, rolling stock and vehicles (net)	736,600	707,143
Land	1,991,792	2,009,115
Construction in progress	254,958	264,858
Other (net)	62,407	58,848
Intangible assets	126,085	127,674
Investments and other assets	534,817	518,617
Investments in securities	246,551	227,613
Long-term loans receivable	2,992	3,538
Long-term deferred tax assets	218,974	223,839
Net defined benefit asset	410	142
Other	66,615	64,227
Allowance for doubtful accounts	(726)	(744)
Deferred Assets	1	—
Total Assets	¥7,605,690	¥7,473,186

Note: Amounts less than one million yen are omitted.

	Millions of Yen	
	Fiscal 2015, (As of March 31, 2015)	Fiscal 2016, 2nd Quarter (As of September 30, 2015)
LIABILITIES		
Current Liabilities	¥1,340,078	¥1,131,704
Notes and accounts payable-trade	49,850	37,434
Short-term loans and current portion of long-term loans	118,220	142,129
Current portion of bonds	55,000	59,999
Current portion of long-term liabilities		
incurred for purchase of railway facilities	106,730	105,725
Payables	458,979	191,237
Accrued consumption taxes	41,836	32,748
Accrued income taxes	51,772	87,330
Fare deposits received with regard to railway connecting services	20,694	20,519
Prepaid railway fares received	103,438	111,173
Allowance for bonuses to employees	71,226	78,008
Allowance for earthquake-damage losses	3,522	3,119
Other	258,805	262,279
Long-Term Liabilities	3,960,636	3,917,103
Bonds	1,709,853	1,719,884
Long-term loans	874,921	853,967
Long-term liabilities incurred for purchase of railway facilities	438,475	390,359
Long-term deferred tax liabilities	4,073	3,787
Allowance for earthquake-damage losses	1,236	1,128
Allowance for partial transfer costs of railway operation	16,547	19,552
Net defined benefit liability	701,730	690,141
Other	213,796	238,281
Total Liabilities	¥5,300,714	¥5,048,807
NET ASSETS		
Shareholders' Equity	¥2,207,795	¥2,340,914
Common stock	200,000	200,000
Capital surplus	96,833	96,811
Retained earnings	1,915,382	2,049,384
Treasury stock, at cost	(4,420)	(5,281)
Accumulated Other Comprehensive Income	77,862	63,591
Net unrealized holding gains (losses) on securities	68,415	54,053
Net deferred gains (losses) on derivatives under		
hedge accounting	2,532	1,991
Revaluation reserve for land	(483)	(483)
Remeasurements of defined benefit plans	7,398	8,029
Non-Controlling Interests	19,317	19,873
Total Net Assets	2,304,976	2,424,378
Total Liabilities and Net Assets	¥7,605,690	¥7,473,186

Note: Amounts less than one million yen are omitted.

(2) Consolidated Statements of Income and Comprehensive Income (Unaudited)

EAST JAPAN RAILWAY COMPANY AND SUBSIDIARIES

(i) Consolidated Statements of Income

	Millions of Yen	
	Fiscal 2015, 2nd Quarter (Six months ended September 30, 2014)	Fiscal 2016, 2nd Quarter (Six months ended September 30, 2015)
Operating Revenues	¥1,356,211	¥1,421,299
Operating Expenses	1,098,316	1,128,977
Transportation, other services and cost of sales	848,098	873,242
Selling, general and administrative expenses	250,217	255,735
Operating Income	257,895	292,321
Non-Operating Income	7,305	6,919
Interest income	66	101
Dividend income	2,118	2,325
Equity in net income of affiliated companies	1,966	1,433
Other	3,155	3,058
Non-Operating Expenses	44,207	41,643
Interest expense	41,855	38,875
Other	2,351	2,768
Ordinary Income	220,993	257,597
Extraordinary Gains	6,700	7,247
Construction grants received	5,801	3,249
Insurance proceeds related to earthquake	—	3,624
Other	899	373
Extraordinary Losses	15,563	14,855
Losses on reduction entry for construction grants	5,557	2,777
Intensive seismic reinforcement costs	1,400	3,583
Provision for allowance for partial transfer costs of railway operation	—	3,097
Other	8,604	5,397
Income before Income Taxes	212,130	249,990
Income Taxes	75,556	81,957
Current	73,814	85,855
Deferred	1,742	(3,897)
Profit	136,574	168,032
Profit Attributable to Non-Controlling Interests	554	670
Profit Attributable to Owners of Parent	¥ 136,019	¥ 167,361

Note: Amounts less than one million yen are omitted.

(ii) Consolidated Statements of Comprehensive Income

	Millions of Yen	
	Fiscal 2015, 2nd Quarter (Six months ended September 30, 2014)	Fiscal 2016, 2nd Quarter (Six months ended September 30, 2015)
Profit	¥136,574	¥168,032
Other Comprehensive Income	15,377	(14,272)
Net unrealized holding gains (losses) on securities	13,554	(13,851)
Net deferred gains (losses) on derivatives under hedge accounting	526	(271)
Remeasurements of defined benefit plans	(674)	312
Share of other comprehensive income of associates accounted for using equity method	1,970	(461)
Comprehensive Income	¥151,951	¥153,759
Comprehensive Income attributable to		
Comprehensive income attributable to owners of the parent	¥151,392	¥153,090
Comprehensive income attributable to non-controlling interests	¥ 559	¥ 669

Note: Amounts less than one million yen are omitted.

(3) Consolidated Statements of Cash Flows (Unaudited)

EAST JAPAN RAILWAY COMPANY AND SUBSIDIARIES

Millions of Yen

	Fiscal 2015, 2nd Quarter (Six months ended September 30, 2014)	Fiscal 2016, 2nd Quarter (Six months ended September 30, 2015)
Cash Flows from Operating Activities		
Income before income taxes	¥212,130	¥249,990
Depreciation	169,328	172,796
Impairment losses on fixed assets	6,217	187
Amortization of long-term prepaid expense	3,640	4,154
Net change in net defined benefit liability	(10,448)	(11,004)
Interest and dividend income	(2,184)	(2,427)
Interest expense	41,855	38,875
Construction grants received	(5,801)	(3,249)
Insurance proceeds related to earthquake	—	(3,624)
Losses from disposition of fixed assets	7,740	10,159
Losses from provision for cost reduction of fixed assets	5,557	2,777
Provision for allowance for partial transfer costs of railway operation	—	3,097
Net change in major receivables	52,821	31,242
Net change in major payables	(133,039)	(96,706)
Other	10,707	(24,024)
Sub-total	358,526	372,244
Proceeds from interest and dividends	2,526	2,846
Payments of interest	(41,771)	(38,663)
Insurance proceeds related to earthquake	—	14,688
Payments of earthquake-damage losses	(1,629)	(434)
Payments of partial transfer costs of railway operation	—	(143)
Payments of income taxes	(58,964)	(52,299)
Net cash provided by operating activities	258,688	298,239
Cash Flows from Investing Activities		
Payments for purchases of fixed assets	(253,404)	(306,630)
Proceeds from sales of fixed assets	336	10,474
Proceeds from construction grants	22,437	23,538
Payments for purchases of investments in securities	(126)	(241)
Other	(1,996)	(1,377)
Net cash used in investing activities	(232,752)	(274,236)
Cash Flows from Financing Activities		
Proceeds from long-term loans	23,000	32,600
Payments of long-term loans	(8,235)	(29,645)
Proceeds from issuance of bonds	60,000	50,000
Payments for redemption of bonds	(55,000)	(35,000)
Payments of liabilities incurred for purchase of railway facilities	(50,922)	(49,121)
Payments of acquisition of treasury stock	(11,312)	(11,072)
Cash dividends paid	(23,680)	(23,590)
Other	(7,003)	(9,595)
Net cash used in financing activities	(73,154)	(75,425)
Net Change in Cash and Cash Equivalents	(47,217)	(51,422)
Cash and Cash Equivalents at Beginning of the Period	186,057	245,170
Decrease in Cash and Cash Equivalents Resulting from Exclusion of Subsidiaries from Consolidation	(597)	(630)
Increase in Cash and Cash Equivalents due to Merger	429	—
Cash and Cash Equivalents at End of the Period	¥138,671	¥193,117

Note: Amounts less than one million yen are omitted.

(4) Notes to Quarterly Consolidated Financial Statements

(Notes on Going Concern Assumption (Unaudited))

None

(Segment Information (Unaudited))

Fiscal 2015, 2nd Quarter (Six months ended September 30, 2014)	Millions of Yen						Quarterly Consolidated Statements of Income (Note 3)
	Transportation	Station Space Utilization	Shopping Centers & Office Buildings	Others (Note 1)	Total	Adjustment (Note 2)	
Operating Revenues							
Outside customers	¥ 928,051	¥ 197,975	¥ 124,020	¥ 106,164	¥1,356,211	¥ —	¥1,356,211
Inside group	27,016	7,560	5,745	150,583	190,906	(190,906)	—
Total	955,068	205,535	129,766	256,747	1,547,117	(190,906)	1,356,211
Segment income	¥ 196,640	¥ 17,818	¥ 36,438	¥ 7,526	¥ 258,422	¥ (527)	¥ 257,895

- Notes: 1. "Others" represents categories of business that are not included in reportable segments and include hotel operations and advertising and publicity services.
 2. The ¥(527) million adjustment to segment income includes a ¥(734) million elimination of unrealized holding gains (losses) on fixed assets and inventory assets and a ¥171 million elimination for intersegment transactions.
 3. Segment income is adjusted to ensure consistency with the operating income set forth in the quarterly consolidated statements of income.

Fiscal 2016, 2nd Quarter (Six months ended September 30, 2015)	Millions of Yen						Quarterly Consolidated Statements of Income (Note 3)
	Transportation	Station Space Utilization	Shopping Centers & Office Buildings	Others (Note 1)	Total	Adjustment (Note 2)	
Operating Revenues							
Outside customers	¥ 984,107	¥ 201,562	¥ 125,024	¥ 110,605	¥1,421,299	¥ —	¥1,421,299
Inside group	26,518	7,975	5,746	157,896	198,136	(198,136)	—
Total	1,010,625	209,538	130,770	268,501	1,619,436	(198,136)	1,421,299
Segment income	¥ 224,044	¥ 18,956	¥ 38,377	¥ 10,151	¥ 291,529	¥ 792	¥ 292,321

- Notes: 1. "Others" represents categories of business that are not included in reportable segments and includes hotel operations and advertising and publicity services.
 2. The ¥792 million adjustment to segment income includes a ¥777 million elimination of unrealized holding gains (losses) on fixed assets and inventory assets and a ¥23 million elimination for intersegment transactions.
 3. Segment income is adjusted to ensure consistency with the operating income set forth in the quarterly consolidated statements of income.

(Notes on Significant Changes in the Value of Shareholders' Equity (Unaudited))

In accordance with a resolution of the Board of Directors on April 28, 2015, JR East purchased 1,000,000 of its own shares at market on the Tokyo Stock Exchange for ¥11,052 million from April 30 through May 29, 2015, and converted those shares to treasury stock. Moreover, in accordance with a resolution of the Board of Directors on July 29, 2015, JR East canceled 1,000,000 shares of treasury stock on August 4, 2015, reducing retained earnings by the ¥10,211 million book value of that treasury stock.

(Additional Information)

(Adoption of the provisions of Article 39 of the "Accounting Standard for Consolidated Financial Statements")
 The Company has adopted the provisions of Article 39 of the "Accounting Standard for Consolidated Financial Statements" (Accounting Standards Board of Japan (ASBJ) Statement No. 22, September 13, 2013) and changed the presentation of Net Income, etc., and changed presentation from Minority Interests to Non-Controlling Interests. To reflect the said changes in presentation, the Company has reclassified the quarterly consolidated financial statements of the second quarter of the previous fiscal year and the consolidated financial statements of the previous fiscal year.

(Additional Information Regarding Operating Results)

Consolidated Principal Indicators

	Fiscal 2015, 2nd Quarter (Six months ended September 30, 2014)	Fiscal 2015 (Year ended March 31, 2015)	Fiscal 2016, 2nd Quarter, (Six months ended September 30, 2015)	Increase (Decrease)	Fiscal 2018 Targets (Announced in April 2015)
	(A)	(B)	(C)	(C)-(A)	
Cash flows from operating activities (billions of yen)	258.6	622.7	298.2	39.5	1,900.0
Ratio of operating income to average assets (ROA) (%)	3.5	5.7	3.9	0.4	Around 6
Return on average equity (ROE) (%)	6.2	8.1	7.1	1.0	Around 10
Capital expenditures (billions of yen)	130.8	522.1	142.0	11.1	—
Transportation	92.5	401.8	91.4	(1.1)	—
Non-transportation	38.2	120.2	50.5	12.2	—

Note: Cash flows from operating activities (Fiscal 2018 Targets) are over three years from Fiscal 2016.

Consolidated Business Forecasts for Fiscal 2016

	Billions of Yen							Fiscal 2018 Targets (Announced in April 2015)
	Actual	Forecast	Forecast	Change				
	Fiscal 2015	Fiscal 2016	Fiscal 2016	Increase	%	Increase	%	
	(A)	(B) (Announced in April 2015)	(C)	(Decrease) (C)-(B)	(C)/(B)x100	(Decrease) (C)-(A)	(C)/(A)x100	
Operating Revenues	2,756.1	2,800.0	2,841.0	41.0	101.5	84.8	103.1	2,900.0
Transportation	1,852.0	1,911.0	1,940.0	29.0	101.5	87.9	104.7	1,946.0
Station Space Utilization	396.3	388.0	396.0	8.0	102.1	(0.3)	99.9	425.0
Shopping Centers & Office Buildings	254.9	258.0	258.0	—	100.0	3.0	101.2	288.0
Others	252.7	243.0	247.0	4.0	101.6	(5.7)	97.7	241.0
Operating Income	427.5	445.0	463.0	18.0	104.0	35.4	108.3	463.0
Transportation	294.6	314.0	327.0	13.0	104.1	32.3	111.0	318.0
Station Space Utilization	34.5	30.0	34.0	4.0	113.3	(0.5)	98.4	37.0
Shopping Centers & Office Buildings	72.3	73.0	73.0	—	100.0	0.6	100.9	78.0
Others	27.4	29.0	30.0	1.0	103.4	2.5	109.1	31.0
Elimination and/or corporate	(1.4)	(1.0)	(1.0)	—	100.0	0.4	69.5	(1.0)
Ordinary Income	361.9	382.0	402.0	20.0	105.2	40.0	111.1	—
Profit attributable to owners of parent	180.3	238.0	253.0	15.0	106.3	72.6	140.2	—

Reference: Earnings per share forecast for Fiscal 2016: ¥645.66

Consolidated Capital Expenditure Plans for Fiscal 2016

	Billions of Yen			
	Actual	Plans for	Change	
	Fiscal 2015	Fiscal 2016	Increase (Decrease)	%
	(A)	(B)	(B)-(A)	(B)/(A)x100
Capital Expenditures	522.1	555.0	32.8	106.3
Transportation	401.8	373.0	(28.8)	92.8
Non-transportation	120.2	182.0	61.7	151.3

Forward-looking Statements

Statements contained in this document 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.

Passenger Kilometers and Passenger Revenues of Parent Company

	Passenger Kilometers				Revenues from Passenger Tickets			
	Millions		%		Billions of yen		%	
	Fiscal 2015, 2nd Quarter (Six months ended September 30, 2014) (A)	Fiscal 2016, 2nd Quarter (Six months ended September 30, 2015) (B)	Change Increase (Decrease) (B)-(A)	(B)/(A)x100	Fiscal 2015, 2nd Quarter (Six months ended September 30, 2014) (C)	Fiscal 2016, 2nd Quarter (Six months ended September 30, 2015) (D)	Change Increase (Decrease) (D)-(C)	(D)/(C)x100
Shinkansen Network								
Commuter Passes	840	883	42	105.1	11.8	11.9	0.1	101.0
Other	9,706	10,966	1,259	113.0	249.8	283.7	33.8	113.6
Total	10,547	11,850	1,302	112.4	261.7	295.7	33.9	113.0
Conventional Lines								
<i>Kanto Area Network</i>								
Commuter Passes	34,711	35,730	1,018	102.9	227.0	228.9	1.8	100.8
Other	17,533	18,153	619	103.5	343.1	354.2	11.0	103.2
Total	52,245	53,883	1,638	103.1	570.2	583.1	12.9	102.3
<i>Other Network</i>								
Commuter Passes	1,602	1,627	24	101.5	9.4	9.4	(0.0)	100.0
Other	1,457	1,421	(36)	97.5	28.2	27.2	(1.0)	96.4
Total	3,060	3,048	(11)	99.6	37.7	36.7	(1.0)	97.3
<i>Total</i>								
Commuter Passes	36,314	37,357	1,043	102.9	236.5	238.4	1.8	100.8
Other	18,991	19,574	583	103.1	371.4	381.4	10.0	102.7
Total	55,305	56,932	1,626	102.9	607.9	619.8	11.9	102.0
Total								
Commuter Passes	37,154	38,240	1,086	102.9	248.4	250.3	1.9	100.8
Other	28,698	30,541	1,843	106.4	621.3	665.2	43.9	107.1
Total	65,853	68,782	2,929	104.4	869.7	915.6	45.8	105.3

Notes:1. Amounts less than one million passenger kilometers and 100 million yen are omitted.

2. The Kanto Area Network includes the areas covered by Tokyo Branch Office, Yokohama Branch Office, Hachioji Branch Office, Omiya Branch Office, Takasaki Branch Office, Mito Branch Office, and Chiba Branch Office.