

Consolidated Financial Results for the Nine-Month Period Ended December 31, 2015 (Japanese GAAP) (Unaudited)

Fiscal 2016 (Year ending March 31, 2016)

"Third Quarter" means the nine months from April 1 to December 31.

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.

January 29, 2016

East Japan Railway Company

Stock Exchange Listing	Tokyo
Securities Code	9020
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Scheduled Date for Release of a Quarterly Report	February 10, 2016
Scheduled Date of Dividend Payment Commencement	Not applicable
Preparation of Supplementary Explanations of Quarterly Financial Results:	No
Quarterly Financial Results Presentation to Be Held:	No

1. Consolidated Results for the Nine-Month Period Ended December 31, 2015 (April 1, 2015—December 31, 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, 3rd Quarter	2,149,595	4.1	434,729	12.5	385,732	16.0	248,192	26.7
Fiscal 2015, 3rd Quarter	2,065,523	1.7	386,429	2.6	332,442	5.6	195,873	0.7

Note: Comprehensive income – Fiscal 2016, 3rd Quarter: 244,073 million yen (an increase of 10.9%), Fiscal 2015, 3rd Quarter: 220,124 million yen (a decrease of 0.8%)

	Earnings per share —Basic	Earnings per share —Diluted
	Yen	Yen
Fiscal 2016, 3rd Quarter	633.10	—
Fiscal 2015, 3rd Quarter	498.23	—

(2) Consolidated financial position

	Total assets	Net assets	Equity ratio
	Millions of yen	Millions of yen	%
Fiscal 2016, 3rd Quarter	7,588,554	2,489,191	32.5
Fiscal 2015	7,605,690	2,304,976	30.1

Reference: Shareholders' equity – Fiscal 2016, 3rd Quarter: 2,468,878 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: No

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) 3rd Quarter, Fiscal 2016 392,500,000 shares Fiscal 2015 393,500,000 shares
- ii Treasury stock at period-end 3rd Quarter, Fiscal 2016 655,563 shares Fiscal 2015 652,972 shares
- iii Average number of shares during period 3rd Quarter, Fiscal 2016 392,024,900 shares 3rd Quarter, Fiscal 2015 393,138,844 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 Nine-Month Period Ended December 31, 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 5 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: No

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1. Qualitative Information on Quarterly Consolidated Financial Performance

(Unless otherwise stated, all comparisons are between the nine months from April 1, 2015, to December 31, 2015, and the nine months from April 1, 2014, to December 31, 2014.)

(1) Qualitative Information on Consolidated Operating Results

In the first nine months of the fiscal year ending March 31, 2016 (from April 1, 2015 to December 31, 2015; the third quarter), the Japanese economy continued to recover gradually, supported in part by an improvement in corporate earnings 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 nine months of the year ending March 31, 2016, operating revenues increased 4.1% to ¥2,149.5 billion, and operating income increased 12.5%, to ¥434.7 billion, mainly due to growth in JR East’s transportation revenues primarily from non-commuter pass revenues. Further, mainly due to a decrease in interest expense, ordinary income increased 16.0%, to ¥385.7 billion, and profit attributable to owners of parent increased 26.7% to ¥248.1 billion.

In light of a serious incident in April 2015 in which an electrical pole collapsed and obstructed a train track on the Kanda–Akihabara segment of the Yamanote Line, JR East sought to prevent this type of incident from recurring. We established within the Railway Safety Promotion Committee an exploratory committee, with the Director General of Railway Operations Headquarters as chief investigator, that conducted investigations and an analysis of background factors to determine the cause. As a result, 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. In addition, following such serious incidents as the interruptions to transportation services in and after April 2015 when overhead wires on the Tohoku Shinkansen Line and the Negishi Line were severed, JR East implemented preventive measures and also took measures to enable it to resume operations earlier and to respond to customers’ needs rapidly when transportation services are interrupted. We are working to improve the safety and reliability of transportation through initiatives that include the October 2015 establishment of the Railway-Related Risk Mitigation Committee, which is tasked with the rigorous efforts to prevent the recurrence of accidents and incidents that affect transportation and with the efforts to prevent such accidents and incidents by identifying risks and weaknesses.

As part of strategies aimed at capturing demand from non-Japanese tourists visiting Japan, which has continued to increase in recent years, the JR East Group as a whole took measures to increase and improve products and develop capabilities to service such customers. Specifically, in July 2015, a JR East subsidiary entered into comprehensive operational alliances with two travel companies that are strong in Thailand, Indonesia, and China. In November 2015, JR East launched the *JR TOKYO Wide Pass*, a “free pass” that covers popular tourism areas and snow resorts. Furthermore, JR East prepared for the joint launch with West Japan Railway Company (JR West) of the *Tokyo–Osaka Hokuriku Arch Pass*. JR East also extended the provision of a free public wireless LAN service to all stations within the Yamanote Line and established tax-free counters in station concourses and station buildings. JR East expanded the *JR EAST Travel Service Center* at Haneda Airport and proceeded with preparations aimed at introducing multilingual, online Internet reservation services for non-Japanese customers overseas.

With respect to regional revitalization that the JR East Group is uniquely qualified to facilitate, JR East actively advanced such initiatives as promotion of tourism, revitalization of local industries, and town development centered on regional core railway stations. Specifically, JR East advanced initiatives to create attractive trains that service customers who seek the ride experience itself. For example, JR East prepared 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. Further, JR East actively promoted the *NOMONO 1-2-3* project to accelerate sextic industrialization of agriculture, fishing, and forestry. As part of such efforts, in November 2015, JR East opened *NOMONO Kitchen Ikebukuro Higashiguchi* (Tokyo), which offers dishes featuring ingredients from various regions. As part of initiatives to transform the northern Tohoku area into a renewable energy base by taking advantage of the region’s rich natural environment, in April 2015, we established JR East Energy Development Co., Ltd., which is mainly engaged in wind power generation businesses. In addition, Akita Prefecture, Akita City, and JR East concluded a “Partnership Agreement in Relation to the Development of Compact Cities for Regional Revitalization” in September 2015.

With respect to the area surrounding Shinagawa Station and Tamachi Station, as some of the land used for the Shinagawa Depot railway yard will become available for other uses, JR East is endeavoring to develop an internationally attractive exchange hub by implementing plans for urban development in cooperation with the Government of Japan, Tokyo Metropolitan Government, relevant wards, and other stakeholders.

To enable the JR East Group to make a concerted effort to improve 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.

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." JR East steadily implemented measures in preparation for a major earthquake, such as a possible earthquake directly beneath the Tokyo metropolitan area. JR East has earmarked a total of ¥300 billion for investment in such measures for a five-year intensive implementation period ending March 31, 2017. As measures for preventing railway crossing accidents, JR East continued converting to type-1 railway crossings, eliminating and consolidating railway crossings, and installing more obstruction warning devices and obstacle detection devices for railway crossings. JR East also commenced the operation of automatic platform gates at three railway stations on the Yamanote Line, including Ueno Station. The new gates increased the total number of stations with such gates to 21 stations as of December 31, 2015. As for lines other than the Yamanote Line, JR East prepared for 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. In addition, to improve the safety of personnel who perform maintenance work, we will develop a train approach alarm system that utilizes GPS and introduce it to the Hachiko Line and the Iiyama Line by March 31, 2016. We plan to establish this system on 25 line segments, mainly in regional networks, by the fiscal year ending March 31, 2018.

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 was implemented in April 2015. Following the expansion of the direct service network, such as the opening of the Ueno-Tokyo Line in March 2015, JR East worked to improve the quality of transportation by expanding contingency shuttle operations when transportation services are disrupted. JR East extended the service area for the *JR EAST APP* for smartphones, which provides individual customers with timely information, to the line segment between Tokyo and Yugawara on the Tokaido Line, and the number of application downloads reached approximately 1.53 million on a cumulative basis as of December 31, 2015. JR East jointly held a "Let's Stop Viewing Smartphones while Walking" campaign with related companies, and conducted an assistance campaign in which personnel ask nearby customers whether they require assistance.

With respect to marketing and sales activities, JR East conducted such campaigns as the *Fukushima Destination Campaign* and the *Ikuze, Tohoku*. Campaign to increase passenger traffic. In connection with 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 grow inter-regional railway travel. In addition, JR East used the *Hokuriku Destination Campaign* as an opportunity to increase wide-ranging inter-regional sightseeing that encompasses Hokuriku and Shinshu, for example through the promotion of products that take advantage of the *Tenku no Hida Kairo View Bus* (Hida Mountains Excursion Bus). In advance of the opening of the Hokkaido Shinkansen Line to Shin-Hakodate Hokuto in March 26, 2016, JR East released the outline of an operation plan. In November 2015, JR East commenced the sale of the *JR East Dynamic Rail Pack*, a travel product that allows a customer to purchase a combined train-accommodation product based on his or her choice.

In *Suica* operations, JR East prepared to expand mutual usage of *Suica* to include the Sendai City Transportation Bureau's *icsca* card, which is scheduled to launch in March 2016. JR East also prepared for a campaign marking the 10th anniversary of *Mobile Suica* in January 2016 to further increase customer usage. The number of *Suica* cards issued and outstanding was approximately 58.15 million as of December 31, 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. 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 its relationships with those involved in high speed rail and governments outside Japan. 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 5.7%, to ¥1,514.1 billion; and operating income increased 14.0%, to ¥327.1 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 of the line segment with that of the North and South Rias Lines by Sanriku Railway Company. With respect to the provisional Bus Rapid Transit ("BRT") systems on the Kesennuma Line and the Ofunato Line, agreement was reached in December 2015 to undertake the full-scale restoration through the use of BRT systems at a meeting of the heads of all municipal authorities of the line-side areas for the Ofunato Line and with Minamisanriku-cho and Tome City for the Kesennuma Line. In addition, JR East conducted restoration work with a view to resume operations between Soma and Hamayoshida on the Joban Line by the end of December 2016, which is earlier than scheduled. JR East's policy for areas within a 20-kilometer radius of the Fukushima Daiichi Nuclear Power Station is 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, JR East conducted restoration work to resume operations between Odaka and Haranomachi on the Joban Line by the spring of 2016. In conjunction with these efforts, JR East prepared to begin restoration work from January 2016 with a view to resume operations between Namie and Odaka by the spring of 2017. 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 restoration of damaged facilities, the completion of decontamination work required for opening lines, and the 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 began implementing trial decontamination work between Yonomori and Futaba on the Joban Line in August 2015.

Further, in December 2015, the Minister of Land, Infrastructure, Transport and Tourism designated JR East as a corporation for which, allowance provision for the large-scale renovation of Shinkansen infrastructure is necessary and appropriate, pursuant to the Nationwide Shinkansen Railway Development Act. In response, JR East is preparing a plan for the allowance provision for the large-scale renovation of Shinkansen infrastructure.

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. 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. JR East also renewed part of *ecute Omiya* (Saitama) in November 2015. JR East prepared to begin improvement work from January 2016 between the central passage and the north free passage of Tokyo Station to develop new stores in conjunction with the establishment of more barrier-free routes.

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 1.3%, to ¥315.5 billion, and operating income increased 3.2%, to ¥28.1 billion.

Shopping Centers & Office Buildings

In the Shopping Centers & Office Buildings segment, in April 2015, JR East placed under the control of subsidiary *atré Co., Ltd.*, three subsidiaries responsible for managing station buildings in the northern Kanto area in order to strengthen store development capabilities and other capabilities with a view to the implementation of a management style that is rooted in regions. Further, JR East proceeded with preparations for the launch of *JRE POINT* as a common Group-wide service in February 2016. Following its opening of phase 1 of *nonowa Kunitachi* (Tokyo) in April 2015, JR East opened *atré URAWA* (Saitama) in November 2015 and opened *nonowa Musashikoganei WEST* (Tokyo) and *tekute Nagamachi* (Miyagi) in December 2015. JR East increased the floor space of and renewed *LUSCA Chigasaki* (Kanagawa) in November 2015. Other initiatives included construction work under such projects as the *JR SHINJUKU MIRAINA TOWER* (Tokyo) and *S-PAL Sendai East Building* (Miyagi), which are scheduled to open in March 2016; *Chiba Station Building*, which is scheduled to open in or after 2017; and phase 1 of the *Shibuya Station Area Development Plan* (East Bldg.), which is 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 0.5% year on year, to ¥199.7 billion, and operating income increased 4.1%, to ¥58.7 billion.

Others

In hotel operations, aiming to increase the competitiveness of existing hotels, JR East renewed *HOTEL METS Nagaoka* (Niigata) in December 2015. 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 that is 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 and opening the *View Gold Lounge* in Tokyo Station in December 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 330,000 stores and other business establishments as of December 31, 2015.

In other initiatives, as part of the *HAPPY CHILD PROJECT*, JR East opened a multipurpose child-rearing-support and senior-citizen-care facility, *COTONIOR Akabane* (Tokyo), in April 2015 and prepared for the opening of *COTONIOR Nishi-Funabashi* (Chiba) in April 2016.

As a result of these initiatives, as well as factors including an increase in sales accompanying work related to the Hokkaido Shinkansen Line and a favorable performance by advertising and publicity services, operating revenues from Others increased 2.3% year on year, to ¥427.4 billion, and operating income increased 20.1%, to ¥20.0 billion.

Notes:

1. 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. *icsca* is a registered trademark of Sendai City.

(2) Qualitative Information on Consolidated Performance Outlook

Although weakness has been seen in some segments recently, as the employment and wage environment continues to improve, economic conditions in Japan are expected to move toward gradual recovery, in part due to the effect of various government initiatives. Amid these conditions, JR East will contribute to local communities through the provision of safe and high-quality services and continue to fulfil its “Eternal Mission” while focusing on the advancement of technological innovation, globalization, and the provision of more opportunities for motivated employees and “Pursuing Unlimited Potential” in accordance with the “JR East Group Management Vision V.” Through action and teamwork on the part of each of its employees that transcends workplaces and organizational divisions, the Group aims to realize its commitment to “Thriving with Communities, Growing Globally.”

After reviewing the operating results for the third quarter ended December 31, 2015, JR East has maintained its consolidated full-term business forecast for the fiscal year ending March 31, 2016, which it announced on October 28, 2015.

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, 3rd Quarter (As of December 31, 2015)
ASSETS		
Current Assets	¥ 855,785	¥ 886,561
Cash and time deposits	76,341	113,763
Notes and accounts receivable-trade	422,432	403,375
Fares receivable	40,014	35,314
Short-term loans receivable	6,515	6,367
Securities	169,000	173,000
Real estate for sale	1,099	944
Inventories	52,856	67,184
Deferred tax assets	43,635	34,183
Other	45,557	54,055
Allowance for doubtful accounts	(1,666)	(1,627)
Fixed Assets	6,749,903	6,701,992
Property, plant and equipment, net of accumulated depreciation ..	6,089,000	6,052,178
Buildings and fixtures (net)	3,043,240	3,003,285
Machinery, rolling stock and vehicles (net)	736,600	704,438
Land	1,991,792	2,008,825
Construction in progress	254,958	276,413
Other (net)	62,407	59,215
Intangible assets	126,085	126,094
Investments and other assets	534,817	523,719
Investments in securities	246,551	241,327
Long-term loans receivable	2,992	3,537
Long-term deferred tax assets	218,974	215,913
Net defined benefit asset	410	171
Other	66,615	63,514
Allowance for doubtful accounts	(726)	(744)
Deferred Assets	1	—
Total Assets	¥7,605,690	¥7,588,554

Note: Amounts less than one million yen are omitted.

	Millions of Yen	
	Fiscal 2015, (As of March 31, 2015)	Fiscal 2016, 3rd Quarter (As of December 31, 2015)
LIABILITIES		
Current Liabilities	¥1,340,078	¥1,160,373
Notes and accounts payable-trade	49,850	52,510
Short-term loans and current portion of long-term loans	118,220	117,736
Current portion of bonds	55,000	39,999
Current portion of long-term liabilities		
incurred for purchase of railway facilities	106,730	105,725
Payables	458,979	251,374
Accrued consumption taxes	41,836	44,056
Accrued income taxes	51,772	59,583
Fare deposits received with regard to railway connecting services	20,694	15,998
Prepaid railway fares received	103,438	105,979
Allowance for bonuses to employees	71,226	35,861
Allowance for earthquake-damage losses	3,522	2,992
Other	258,805	328,555
Long-Term Liabilities	3,960,636	3,938,989
Bonds	1,709,853	1,719,899
Long-term loans	874,921	892,685
Long-term liabilities incurred for purchase of railway facilities	438,475	390,359
Long-term deferred tax liabilities	4,073	3,823
Allowance for earthquake-damage losses	1,236	5,145
Allowance for partial transfer costs of railway operation	16,547	19,517
Net defined benefit liability	701,730	682,870
Other	213,796	224,686
Total Liabilities	¥5,300,714	¥5,099,363
NET ASSETS		
Shareholders' Equity	¥2,207,795	¥2,396,243
Common stock	200,000	200,000
Capital surplus	96,833	96,811
Retained earnings	1,915,382	2,104,723
Treasury stock, at cost	(4,420)	(5,291)
Accumulated Other Comprehensive Income	77,862	72,635
Net unrealized holding gains (losses) on securities	68,415	63,192
Net deferred gains (losses) on derivatives under		
hedge accounting	2,532	1,564
Revaluation reserve for land	(483)	(483)
Remeasurements of defined benefit plans	7,398	8,360
Non-Controlling Interests	19,317	20,312
Total Net Assets	2,304,976	2,489,191
Total Liabilities and Net Assets	¥7,605,690	¥7,588,554

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, 3rd Quarter (Nine months ended December 31, 2014)	Fiscal 2016, 3rd Quarter (Nine months ended December 31, 2015)
Operating Revenues	¥2,065,523	¥2,149,595
Operating Expenses	1,679,094	1,714,866
Transportation, other services and cost of sales	1,301,944	1,330,185
Selling, general and administrative expenses	377,150	384,680
Operating Income	386,429	434,729
Non-Operating Income	10,820	11,936
Interest income	99	141
Dividend income	3,591	3,695
Insurance proceeds and dividends	1,061	2,610
Equity in net income of affiliated companies	2,803	2,169
Other	3,265	3,319
Non-Operating Expenses	64,807	60,932
Interest expense	62,074	57,674
Other	2,733	3,258
Ordinary Income	332,442	385,732
Extraordinary Gains	46,438	11,389
Construction grants received	40,533	6,140
Insurance proceeds related to earthquake	3,361	3,624
Other	2,543	1,624
Extraordinary Losses	75,716	26,061
Losses on reduction entry for construction grants	40,176	5,209
Intensive seismic reinforcement costs	2,788	5,264
Other	32,751	15,587
Income before Income Taxes	303,164	371,060
Income Taxes	106,396	121,758
Current	91,015	106,781
Deferred	15,381	14,976
Profit	196,768	249,302
Profit Attributable to Non-Controlling Interests	894	1,110
Profit Attributable to Owners of Parent	¥ 195,873	¥ 248,192

Note: Amounts less than one million yen are omitted.

(ii) Consolidated Statements of Comprehensive Income

	Millions of Yen	
	Fiscal 2015, 3rd Quarter (Nine months ended December 31, 2014)	Fiscal 2016, 3rd Quarter (Nine months ended December 31, 2015)
Profit	¥196,768	¥249,302
Other Comprehensive Income	23,356	(5,228)
Net unrealized holding gains (losses) on securities	19,676	(5,288)
Net deferred gains (losses) on derivatives under hedge accounting	1,083	(585)
Remeasurements of defined benefit plans	(1,011)	445
Share of other comprehensive income of associates accounted for using equity method	3,608	198
Comprehensive Income	¥220,124	¥244,073
Comprehensive Income attributable to		
Comprehensive income attributable to owners of the parent	¥219,223	¥242,964
Comprehensive income attributable to non-controlling interests	¥ 901	¥ 1,108

Note: Amounts less than one million yen are omitted.

(3) Notes to Quarterly Consolidated Financial Statements

(Notes on Going Concern Assumption (Unaudited))

None

(Segment Information (Unaudited))

Millions of Yen							
Fiscal 2015, 3rd Quarter (Nine months ended December 31, 2014)	Transportation	Station Space Utilization	Shopping Centers & Office Buildings	Others (Note 1)	Total	Adjustment (Note 2)	Quarterly Consolidated Statements of Income (Note 3)
Operating Revenues							
Outside customers	¥1,392,440	¥ 299,992	¥ 190,103	¥ 182,988	¥2,065,523	¥ —	¥2,065,523
Inside group	40,636	11,629	8,608	234,806	295,681	(295,681)	—
Total	1,433,076	311,621	198,712	417,794	2,361,204	(295,681)	2,065,523
Segment income	¥ 287,043	¥ 27,300	¥ 56,466	¥ 16,708	¥ 387,519	¥ (1,090)	¥ 386,429

- 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 ¥(1,090) million adjustment to segment income includes a ¥(1,251) million elimination of unrealized holding gains (losses) on fixed assets and inventory assets and a ¥124 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.

Millions of Yen							
Fiscal 2016, 3rd Quarter (Nine months ended December 31, 2015)	Transportation	Station Space Utilization	Shopping Centers & Office Buildings	Others (Note 1)	Total	Adjustment (Note 2)	Quarterly Consolidated Statements of Income (Note 3)
Operating Revenues							
Outside customers	¥1,474,246	¥ 303,472	¥ 191,137	¥ 180,739	¥2,149,595	¥ —	¥2,149,595
Inside group	39,865	12,058	8,577	246,754	307,255	(307,255)	—
Total	1,514,112	315,530	199,714	427,494	2,456,851	(307,255)	2,149,595
Segment income	¥ 327,118	¥ 28,174	¥ 58,762	¥ 20,070	¥ 434,125	¥ 603	¥ 434,729

- 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 ¥603 million adjustment to segment income includes a ¥494 million elimination of unrealized holding gains (losses) on fixed assets and inventory assets and a ¥115 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 previous third quarter and the consolidated financial statements of the previous fiscal year.

(Additional Information Regarding Operating Results)

Consolidated Principal Indicators

	Fiscal 2015, 3rd Quarter (Nine months ended December 31, 2014)	Fiscal 2015 (Year ended March 31, 2015)	Fiscal 2016, 3rd Quarter, (Nine months ended December 31, 2015)	Increase (Decrease)	Fiscal 2018 Targets (Announced in April 2015)
	(A)	(B)	(C)	(C)-(A)	
Ratio of operating income to average assets (ROA) (%)	5.2	5.7	5.7	0.5	Around 6
Return on average equity (ROE) (%)	8.8	8.1	10.4	1.7	Around 10
Capital expenditures (billions of yen)	225.5	522.1	244.0	18.4	—
Transportation	168.9	401.8	165.8	(3.1)	—
Non-transportation	56.5	120.2	78.1	21.5	—

Consolidated Business Forecasts for Fiscal 2016

	Billions of Yen				
	Actual Fiscal 2015	Forecast Fiscal 2016	Change		Fiscal 2018 Targets (Announced in April 2015)
			Increase (Decrease) (B)-(A)	% (B)/(A)x100	
(A)	(B)	(B)-(A)	(B)/(A)x100	(Announced in April 2015)	
Operating Revenues	2,756.1	2,841.0	84.8	103.1	2,900.0
Transportation	1,852.0	1,940.0	87.9	104.7	1,946.0
Station Space Utilization	396.3	396.0	(0.3)	99.9	425.0
Shopping Centers & Office Buildings	254.9	258.0	3.0	101.2	288.0
Others	252.7	247.0	(5.7)	97.7	241.0
Operating Income	427.5	463.0	35.4	108.3	463.0
Transportation	294.6	327.0	32.3	111.0	318.0
Station Space Utilization	34.5	34.0	(0.5)	98.4	37.0
Shopping Centers & Office Buildings	72.3	73.0	0.6	100.9	78.0
Others	27.4	30.0	2.5	109.1	31.0
Elimination and/or corporate	(1.4)	(1.0)	0.4	69.5	(1.0)
Ordinary Income	361.9	402.0	40.0	111.1	—
Profit attributable to owners of parent	180.3	253.0	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 Fiscal 2015	Plans for Fiscal 2016	Change		Fiscal 2018 Targets (Announced in April 2015)
			Increase (Decrease) (B)-(A)	% (B)/(A)x100	
(A)	(B)	(B)-(A)	(B)/(A)x100	(Announced in April 2015)	
Capital Expenditures	522.1	555.0	32.8	106.3	106.3
Transportation	401.8	373.0	(28.8)	92.8	92.8
Non-transportation	120.2	182.0	61.7	151.3	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, 3rd Quarter (Nine months ended December 31, 2014) (A)	Fiscal 2016, 3rd Quarter (Nine months ended December 31, 2015) (B)	Change Increase (Decrease) (B)-(A)	(B)/(A)x100	Fiscal 2015, 3rd Quarter (Nine months ended December 31, 2014) (C)	Fiscal 2016, 3rd Quarter (Nine months ended December 31, 2015) (D)	Change Increase (Decrease) (D)-(C)	(D)/(C)x100
Shinkansen Network								
Commuter Passes	1,253	1,306	52	104.2	17.6	17.8	0.1	101.0
Other	14,562	16,279	1,717	111.8	376.1	423.0	46.8	112.5
Total	15,815	17,585	1,770	111.2	393.8	440.8	47.0	111.9
Conventional Lines								
<i>Kanto Area Network</i>								
Commuter Passes	51,869	53,067	1,198	102.3	339.3	342.3	3.0	100.9
Other	26,326	27,197	870	103.3	514.3	530.8	16.5	103.2
Total	78,195	80,265	2,069	102.6	853.6	873.1	19.5	102.3
<i>Other Network</i>								
Commuter Passes	2,388	2,398	9	100.4	14.3	14.1	(0.2)	98.6
Other	2,141	2,054	(86)	96.0	41.6	39.7	(1.8)	95.4
Total	4,529	4,453	(76)	98.3	55.9	53.8	(2.1)	96.2
<i>Total</i>								
Commuter Passes	54,257	55,466	1,208	102.2	353.6	356.4	2.8	100.8
Other	28,467	29,252	784	102.8	555.9	570.5	14.6	102.6
Total	82,725	84,718	1,993	102.4	909.6	927.0	17.4	101.9
Total								
Commuter Passes	55,511	56,772	1,261	102.3	371.3	374.3	2.9	100.8
Other	43,029	45,531	2,501	105.8	932.1	993.6	61.4	106.6
Total	98,540	102,303	3,763	103.8	1,303.4	1,367.9	64.4	104.9

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.