

**FY2009.3 Second Quarter
Financial Results Presentation**



**October 30, 2008
East Japan Railway Company**

Contents



I Executive Summary		Forecast for FY2009.3 (consolidated)	29
FY2009.3 Second Quarter Financial Results (summary)	4	Forecast for FY2009.3 (nonconsolidated)	30
Main Points of Business Results Forecast Revision	5	III <i>JR East 2020 Vision - idomu -</i>	
FY2009.3 Business Results Forecast Revision	6	<i>JR East 2020 Vision - idomu -</i>	32
II Financial Highlights		FY2009.3 Cash Flow	33
Passenger Revenues- Positive and Negative Factors	8	Increasing Returns to Shareholders	34
Passenger Revenues – Trends	9	IV Reference Material	
Passenger Revenues – Analysis	10	Segment Breakdown	36
Passenger Revenues	11	Development of <i>ecute</i>	37
Traffic Volume	12	Hotel Operations - Overview	38
Nonconsolidated Expenses - Breakdown	13	<i>Suica</i> Electronic Money - Transactions and Compatible Stores	39
Operating Expenses - Main Positive and Negative Factors	14	Major Subsidiaries - Business Results	40
Energy Expenses	15	Breakdown of Operating Income	41
Maintenance Expenses	16	Key Financial Indicators	42
Nonconsolidated Financial Results	17	Sales of Fixed Assets	43
Transportation	18	Breakdown of Long-term Debt	44
Station Space Utilization	19	Outlook of Debt Maturity	45
Shopping Centers & Office Buildings	20	Outlook of Bond Maturity	46
<i>Tokyo Station City</i>	21	Bond Issuances since FY2008.3	47
Other Services	22	Total Long-term Debt - Credit Ratings	48
<i>Suica</i>	23	V Appendix	
Summary of Non-Operating Income/Expenses and		FY2018.3 Targets (consolidated)	50
Extraordinary Gains/Losses (consolidated)	24	Outlook for Passenger Revenues	51
Consolidated Financial Results	25	Outlook for Non-Transportation Operating Revenues	52
Capital Expenditures (consolidated)	26		
Nonconsolidated Capital Expenditures Plan	27		
Total Long-term Debt (consolidated)	28		

* Items within dotted line are additional information for bond investors

I Executive Summary

FY2009.3 Second Quarter Financial Results (summary)



> Revenues and earnings up (net income)

Transportation: [revenues and earnings down](#)

Revenues from passenger tickets: - ¥0.4 billion, 99.9%, year on year
(revenues from commuter passes: + ¥2.3 billion,
non-commuter passes revenues: - ¥2.8 billion)

Non-transportation

Station space utilization: [revenues and earnings up](#)

>>up due to operation of *ecute Tachikawa*, *GranSta* throughout period
atrévie Tabata (July 2008)

Shopping centers & office buildings: [revenues and earnings up](#)

>>up due to operation of *GranTokyo* throughout period
Granduo Kamata (April 2008)

Other services: [revenues and earnings down](#)

>>advertising revenues etc. down

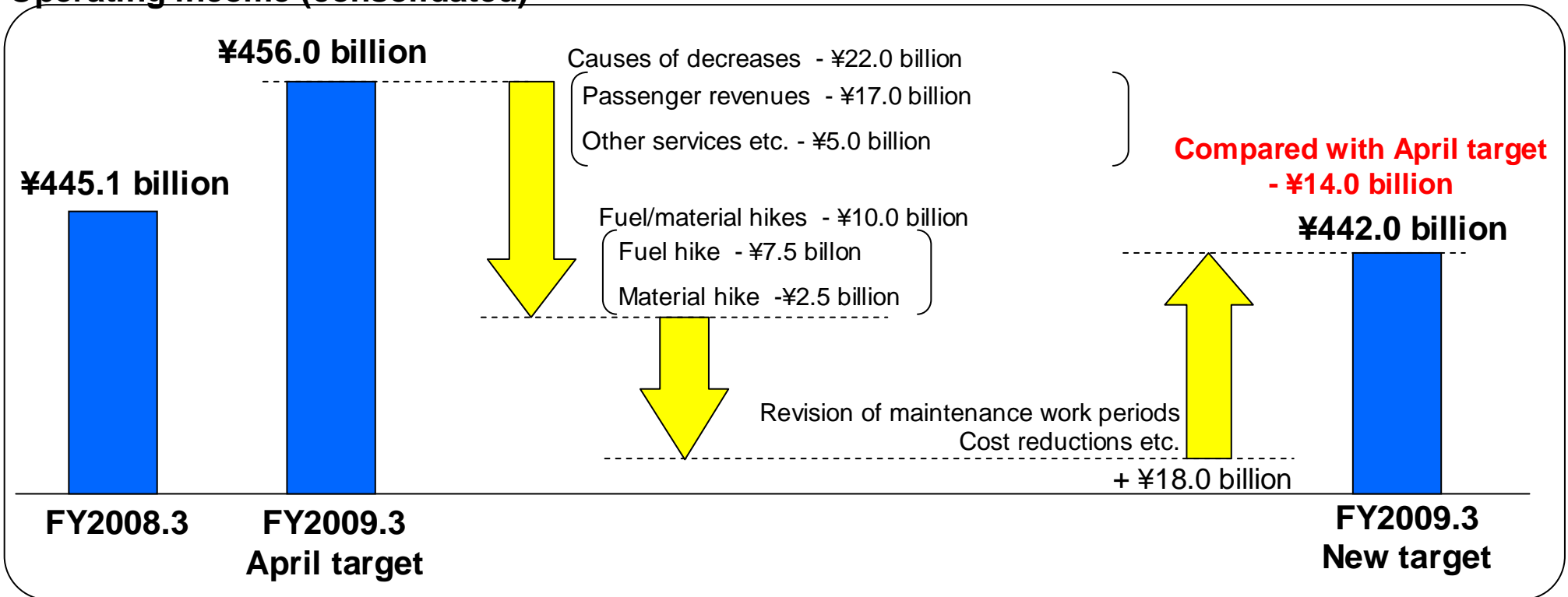
(all based on revenues from outside customers)

Operating revenues	¥1,353.3 billion
	(+ ¥18.7 billion, 101.4%)
Operating income	¥253.8 billion
	(- ¥5.3 billion, 97.9%)
Ordinary income	¥200 billion
	(- ¥1 billion, 99.5%)
Net income	¥122 billion
	(+ ¥9.5 billion, 108.5%)

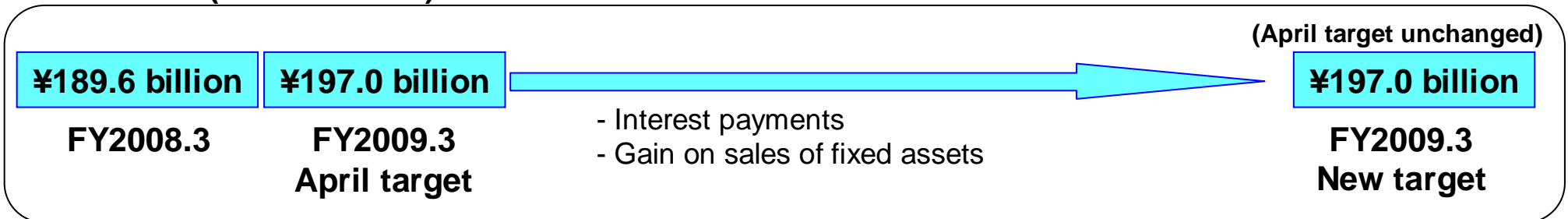
() year-on-year yen and percentage increase or decrease

Main Points of Business Results Forecast Revision

Operating income (consolidated)



Net income (consolidated)



FY2009.3 Business Results Forecast Revision

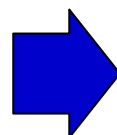


> Factors decreasing revenues etc.:

- ¥22.0 billion

> Fuel/material hikes: - ¥10.0 billion

> Cost reductions etc.: + ¥18.0 billion



> Operating income:

compared with April target - ¥14.0 billion

Year on year - ¥3.1 billion

> Net income: April target unchanged

Year on year + ¥7.3 billion

(¥ Billion)

	2008.3 (A)	2009.3 target			
		April target (B)	New target (C)	Compared with previous target (C - B)	Year on year (C - A)
Operating revenue	2,703.5	2,753.0	2,727.0	- 26.0	+ 23.4
Operating income	445.1	456.0	442.0	- 14.0	- 3.1
Ordinary income	336.5	343.0	335.0	- 8.0	- 1.5
Net income	189.6	197.0	197.0	-	+7.3

> Dividends per share: ¥11,000*

* Does not reflect the stock split announced on April 28, 2008

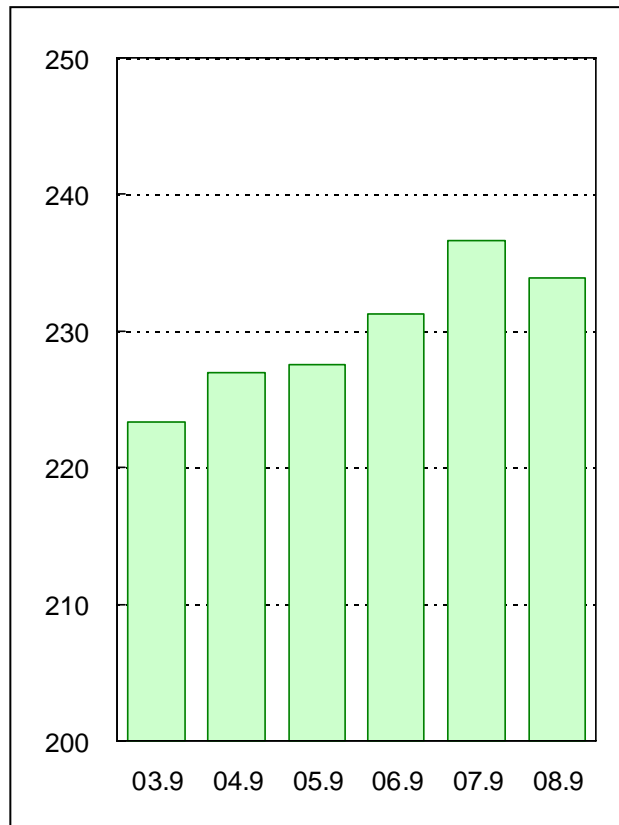
II Financial Highlights

Passenger Revenues- Positive and Negative Factors

	Cause	Increase/ decrease	Notes
Shinkansen Network - ¥2.7 billion	<i>Otona no Kyujitsu Club Member Pass</i>	+ ¥0.9 billion	Earthquakes: - Iwate/Miyagi Nairiku Earthquake (June 14) - ¥0.7 billion - Iwate Engan Hokubu Earthquake (July 24) - ¥0.2 billion
	Brisk sales of <i>View Travel Products</i> based on rail services	+ ¥0.2 billion	
	Earthquakes	- ¥0.9 billion	
	Lower-than-expected passenger volumes during Golden Week/autumnal equinox holidays	- ¥1.9 billion	
Conventional Lines - ¥0.1 billion	Increase in Green Cars for local train services	+ ¥0.3 billion	Opening of new commercial facilities: - YURAKUCHO ITOCiA (October 12, 2007) - The Railway Museum (October 14, 2007)
	Opening of new commercial facilities/favorable performance by short-distance services	+ ¥3.6 billion	
	Tokyo Metro Fukutoshin Line	- ¥0.4 billion	
	Sluggish performance by medium-to-long-distance services	- ¥3.9 billion	
Non-commuter passes revenues		- ¥2.8 billion	
Commuter passes revenues		+ ¥2.3 billion	Tokyo Metro Fukutoshin Line - ¥0.2 billion
Revenues from Passenger Tickets		- ¥0.4 billion	

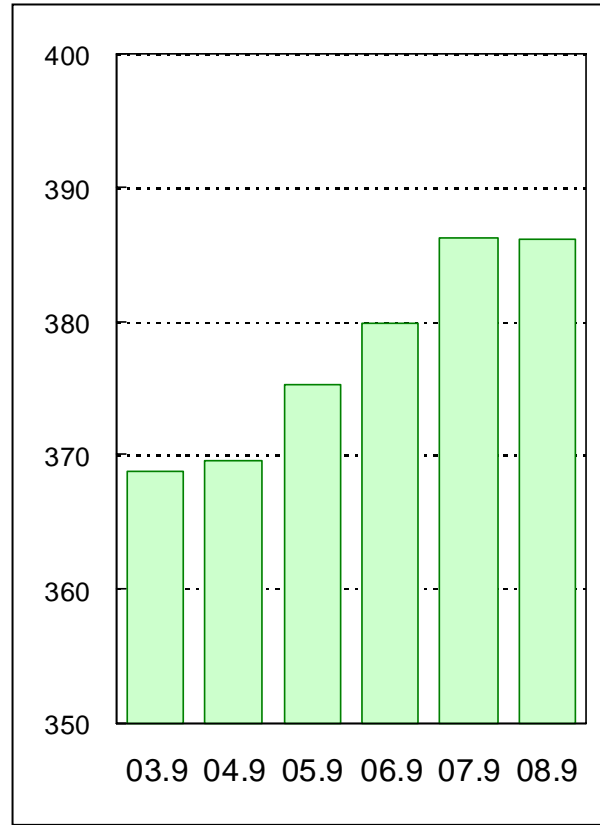
Passenger Revenues - Trends

(¥ Billion)



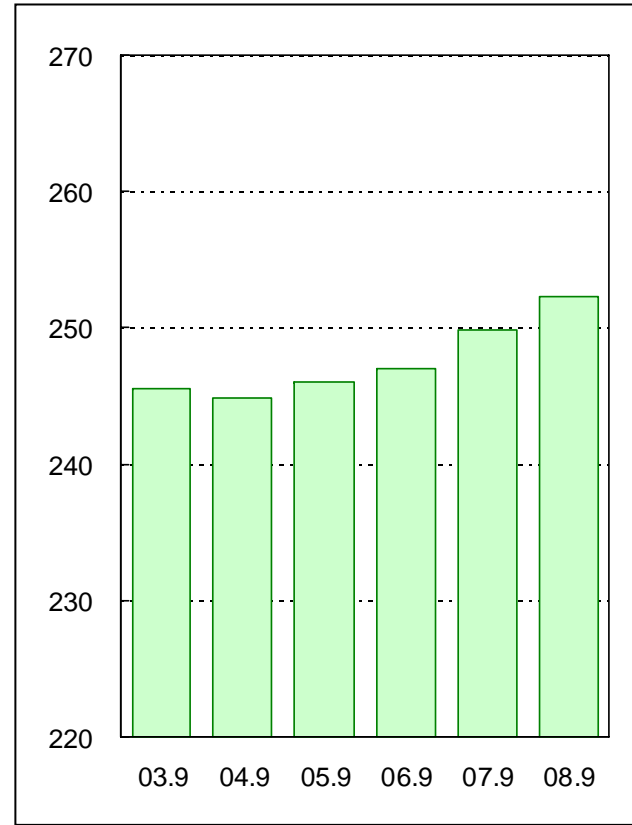
Non-commuter passes revenues
(Shinkansen)

(¥ Billion)



Non-commuter passes revenues
(Conventional lines)

(¥ Billion)

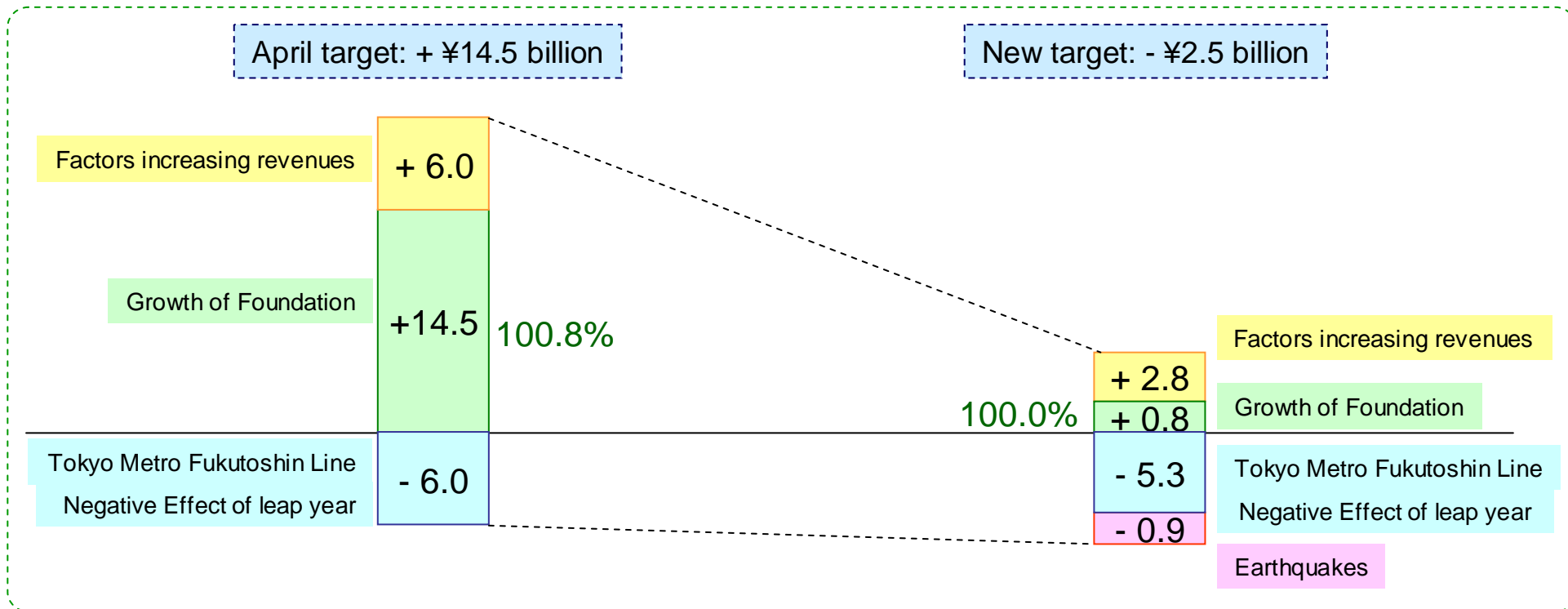


Commuter passes revenues

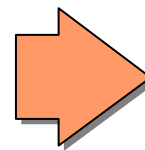
- **Steady trends since 2003.9**

- **2006.9 : ¥858.0 billion ⇒ 2008.9 : ¥872.3 billion (increase of + ¥14.3 billion (1.7%))**

Passenger Revenues - Analysis



	First half	Second half	Total
Factors increasing revenues	+3.0	+3.0	+6.0
Fukutoshin Line	- 1.0	- 1.7	- 2.7
Leap year		- 3.3	- 3.3
Foundation	+6.0	+8.5	+14.5
Total	+8.0	+6.5	+14.5



	First half	Second half	Total
Factors increasing revenues	+1.2	+1.6	+2.8
Fukutoshin Line	- 0.7	- 1.3	- 2.0
Leap year		- 3.3	- 3.3
Foundation	- 0.1	+0.9	+0.8
Earthquakes	- 0.9		- 0.9
Total	- 0.4	- 2.0	- 2.5

Passenger Revenues



(¥ Billion)

		2007.9	2008.9	08.9/07.9		2008.3	2009.3 target	09.3/08.3	
				Increase/ decrease	(%)			Increase/ decrease	(%)
Shinkansen Network	Commuter Passes	11.5	11.6	+0.1	101.2	22.7	23.0	+0.2	101.0
	Other	236.6	233.9	-2.7	98.8	468.1	464.1	-4.0	99.1
	Total	248.1	245.6	-2.5	99.0	490.9	487.1	-3.8	99.2
Kanto Area Network	Commuter Passes	228.1	230.2	+2.0	100.9	451.2	455.3	+4.0	100.9
	Other	352.4	352.3	-0.0	100.0	704.1	701.4	-2.7	99.6
	Total	580.5	582.6	+2.0	100.4	1,155.3	1,156.7	+1.3	100.1
Conventional Lines	Commuter Passes	10.0	10.2	+0.1	101.7	19.7	20.1	+0.3	101.7
	Other Network	33.9	33.8	-0.1	99.7	66.2	65.9	-0.3	99.4
	Total	44.0	44.1	+0.0	100.1	86.0	86.0	-0.0	100.0
Total	Commuter Passes	238.2	240.5	+2.2	100.9	470.9	475.4	+4.4	100.9
	Other	386.3	386.2	-0.1	100.0	770.4	767.3	-3.1	99.6
	Total	624.6	626.7	+2.1	100.3	1,241.3	1,242.7	+1.3	100.1
Total	Commuter Passes	249.8	252.2	+2.3	101.0	493.7	498.4	+4.6	100.9
	Other	623.0	620.1	-2.8	99.5	1,238.5	1,231.4	-7.1	99.4
	Total	872.8	872.3	-0.4	99.9	1,732.3	1,729.8	-2.5	99.9

Traffic Volume



(Million Passenger Kilometers)

		2007.9	2008.9	08.9/07.9		2008.3	2009.3 Target	09.3/08.3	
				Increase/ decrease	(%)			Increase/ decrease	(%)
Shinkansen Network	Commuter Passes	853	861	+8	101.0	1,670	1,686	+15	100.9
	Other	9,316	9,116	-200	97.9	18,253	18,082	-171	99.1
	Total	10,169	9,978	-191	98.1	19,924	19,768	-156	99.2
Kanto Area Network	Commuter Passes	35,341	35,504	+163	100.5	69,092	69,335	+242	100.4
	Other	17,442	17,552	+110	100.6	34,808	34,921	+112	100.3
	Total	52,783	53,057	+273	100.5	103,901	104,256	+354	100.3
Conventional Lines	Other Network	1,758	1,770	+11	100.7	3,328	3,361	+32	101.0
	Other	1,764	1,745	-19	98.9	3,403	3,393	-10	99.7
	Total	3,523	3,516	-7	99.8	6,732	6,754	+21	100.3
Total	Commuter Passes	37,100	37,275	+175	100.5	72,421	72,696	+274	100.4
	Other	19,207	19,298	+91	100.5	38,211	38,314	+102	100.3
	Total	56,307	56,573	+266	100.5	110,633	111,010	+376	100.3
Total	Commuter Passes	37,953	38,137	+183	100.5	74,092	74,382	+289	100.4
	Other	28,523	28,414	-108	99.6	56,465	56,396	-69	99.9
	Total	66,477	66,552	+75	100.1	130,558	130,778	+219	100.2

Nonconsolidated Expenses - Breakdown



	(¥ Billion)					
	2007.9	2008.9	08.9/07.9	2008.3	2009.3 target (April target)	09.3/08.3
Operating expenses	762.4	775.0	+12.6 101.7%	1,607.2	1,612.0 (1,620.0)	+4.7 100.3%
Personnel expenses	267.3	264.3	- 3.0 98.9%	545.7	540.0 (542.0)	- 5.7 99.0%
of which retirement-related expenses	43.6	42.7	- 0.8 98.1%	87.1	86.0 (86.0)	- 1.1 98.7%
Non-personnel expenses	290.7	300.2	+9.4 103.2%	647.5	646.0 (652.0)	- 1.5 99.8%
Energy	23.4	26.8	+3.3 114.4%	50.1	59.0 (54.0)	+8.8 117.7%
Maintenance	105.6	107.7	+2.0 102.0%	234.6	225.0 (228.0)	- 9.6 95.9%
Other	161.6	165.6	+3.9 102.5%	362.7	362.0 (370.0)	- 0.7 99.8%
Usage fees to JR TT	39.6	41.1	+1.4 103.6%	79.6	82.0 (82.0)	+2.3 103.0%
Taxes	40.8	41.9	+1.1 102.8%	77.2	80.0 (80.0)	+2.7 103.6%
Depreciation	123.7	127.4	+3.6 103.0%	257.1	264.0 (264.0)	+6.8 102.7%

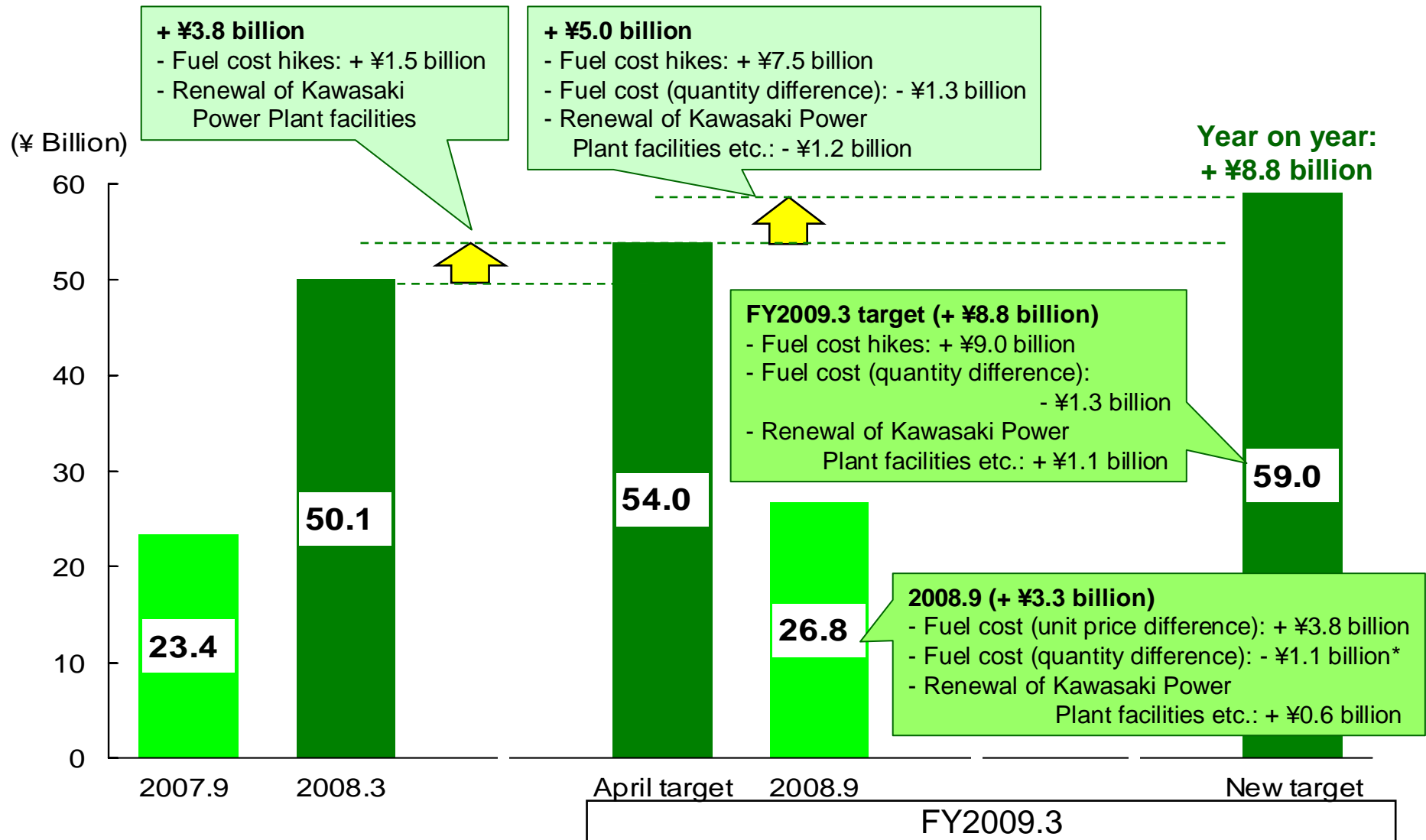
Operating Expenses - Main Positive and Negative Factors



Item	2008.9		2009.3 target	
	Increase/ decrease	Main causes	Increase/ decrease	Main causes
Personnel	- ¥3.0 billion	<ul style="list-style-type: none"> - Decrease in employees etc.: - ¥4.0 billion - Increase in contract employees: + ¥0.9 billion - New employment system: + ¥0.1 billion - Revision of benefits etc.: + ¥0.0 billion 	- ¥5.7 billion (- ¥3.7 billion)	<ul style="list-style-type: none"> - Decrease in employees etc.: - ¥8.2 billion (new employees: approximately 1,950, retirees: approximately 2,700) - Increase in contract employees: + ¥1.0 billion - New employment system: + ¥0.5 billion - Revision of benefits etc.: + ¥1.0 billion
Energy	+ ¥3.3 billion	<ul style="list-style-type: none"> - Fuel cost hikes: + ¥3.8 billion - Fuel cost (quantity difference): - ¥1.1 billion - Renewal of Kawasaki Power Plant facilities etc.: + ¥0.6 billion 	+ ¥8.8 billion (+ ¥3.8 billion)	<ul style="list-style-type: none"> - Fuel cost hikes: + ¥9.0 billion - Fuel cost (quantity difference): - ¥1.3 billion - Renewal of Kawasaki Power Plant facilities etc.: + ¥1.1 billion
Maintenance	+ ¥2.0 billion	<ul style="list-style-type: none"> - Effect of raw material hikes: + ¥0.9 billion 	- ¥9.6 billion (- ¥6.6 billion)	* Please see page 16.
Other	+ ¥3.9 billion	<ul style="list-style-type: none"> - Miscellaneous expenses: + ¥0.5 billion - Business consignment expenses: + ¥3.4 billion (information processing expenses, outsourcing) 	- ¥0.7 billion (+ ¥7.2 billion)	<ul style="list-style-type: none"> - Decrease in miscellaneous expenses (advertising and publicity expenses, retirement cost) - Increase in business consignment expenses (information processing expenses, outsourcing)
Usage fees to JR TT	+ ¥1.4 billion	<ul style="list-style-type: none"> - Increase in taxation burden for Shinkansen 	+ ¥2.3 billion	<ul style="list-style-type: none"> - Increase in taxation burden for Shinkansen
Taxes	+ ¥1.1 billion	<ul style="list-style-type: none"> - ekinaka (spaces within railway stations) taxation etc.: + ¥1.1 billion (recognition of FY2008 ekinaka taxation in second half) 	+ ¥2.7 billion	<ul style="list-style-type: none"> - Increase in burden due to increase in nontaxable revenues
Depreciation	+ ¥3.6 billion	<ul style="list-style-type: none"> - Increase in assets - Increase accompanying FY2009 tax system revision: + ¥1.4 billion 	+ ¥6.8 billion	<ul style="list-style-type: none"> - Increase in assets - Increase accompanying FY2009 tax system revision: + ¥2.7 billion

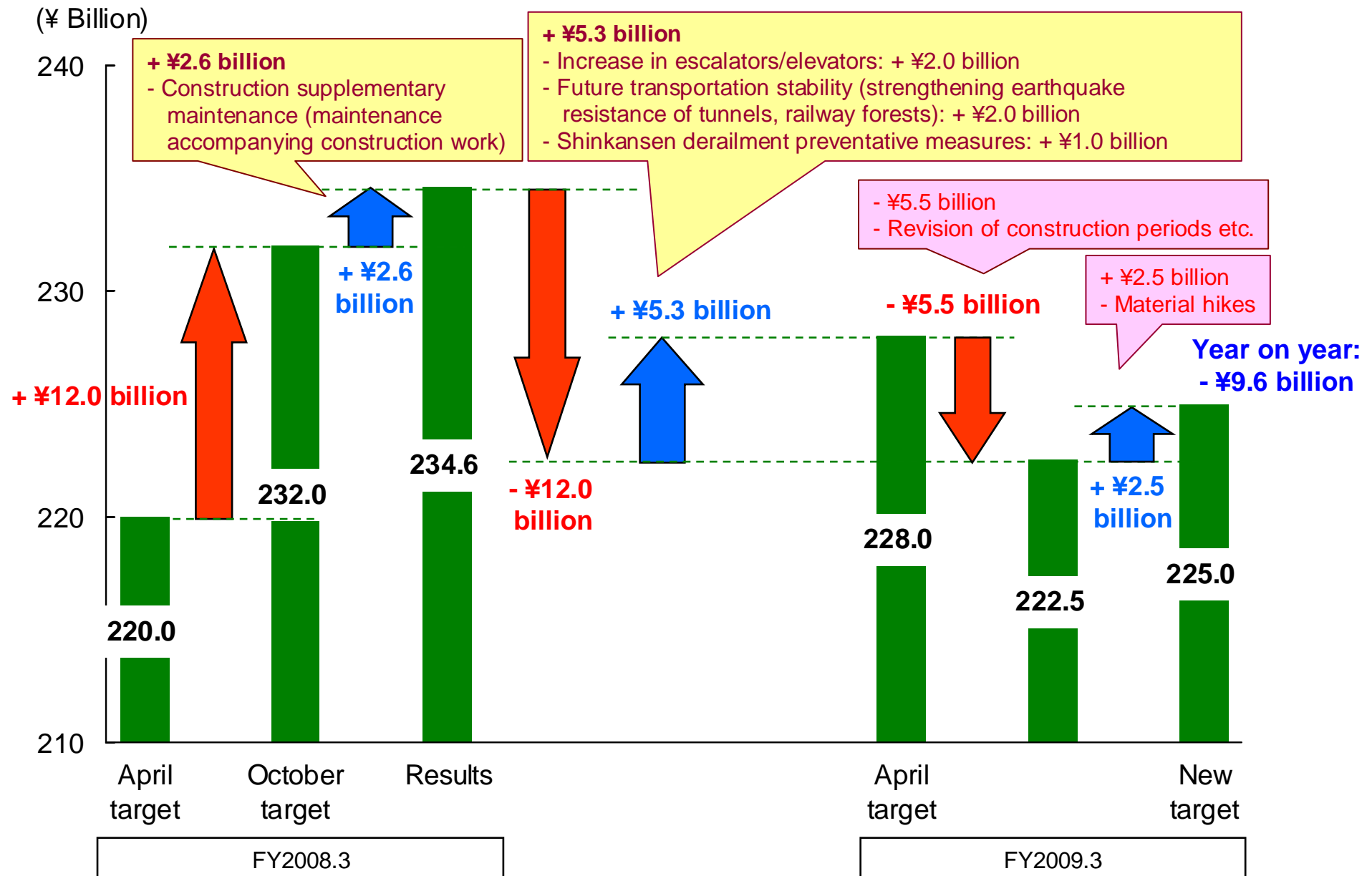
() year-on-year increase/decrease of target announced in April

Energy Expenses



(*) Fuel cost (quantity difference): - ¥1.1 billion
 Favorable hydroelectric power generation: - ¥0.7 billion, introduction of new-type railcars: - ¥0.4 billion

Maintenance Expenses



Nonconsolidated Financial Results



(¥ Billion)

	2007.9	2008.9	08.9/07.9	2008.3	2009.3 target	09.3/08.3
Operating revenue	989.2	996.1	+6.9 100.7%	1,979.8	1,986.0	+6.1 100.3%
Operating income	226.7	221.1	-5.6 97.5%	372.6	374.0	+1.3 100.4%
Ordinary income	168.2	167.0	-1.2 99.3%	264.1	266.0	+1.8 100.7%
Net income	98.7	106.0	+7.3 107.4%	163.1	168.0	+4.8 103.0%

	2008.3	2008.9	08.9/08.3
Total assets	6,496.0	6,496.0	+0.0 100.0%
Net assets	1,438.0	1,524.2	+86.2 106.0%

Transportation



(¥ Billion)

	2007.9	2008.9	08.9/07.9	2008.3	2009.3 target	09.3/08.3
Operating revenue	930.3	930.0	- 0.2 100.0%	1,857.7	1,852.0	-5.7 99.7%
Operating income	203.3	193.3	-10.0 95.1%	331.8	322.0	-9.8 97.0%

(note) Operating revenues: operating revenues from outside customers

Operating income: operating revenues from outside customers + intersegment operating revenues - purchases from outside suppliers - intersegment purchases

Operating revenues - main positive and negative factors (2008.9)		
JR East	-0.5	Passenger revenues down
JR Bus Kanto	+0.3	Increase in express bus services etc.

Topics
- Tokyo Metro Fukutoshin Line begins operations (June 2008)
- Sendai/Miyagi Destination Campaign
- Negative effect of leap year

Station Space Utilization



(¥ Billion)

	2007.9	2008.9	08.9/07.9	2008.3	2009.3 target	09.3/08.3
Operating revenue	198.8	208.9	+10.1 105.1%	404.0	421.0	+16.9 104.2%
Operating income	18.7	19.9	+1.2 106.7%	36.2	39.0	+2.7 107.5%

(note) Operating revenues: operating revenues from outside customers

Operating income: operating revenues from outside customers + intersegment operating revenues - purchases from outside suppliers - intersegment purchases

Operating revenues - main positive and negative factors (2008.9)

Tetsudou Kaikan	+5.0	<i>GranSta</i>
Station Retailing	+3.0	<i>ecute Tachikawa</i>
JR East Retail Net	+1.5	Favorable performance by <i>NEWDAYS</i>
JR East Water Business	+1.3	Automated beverage vending machines

Topics

- *atrévie Tabata* (July 2008)
- *ecute Tachikawa* phase II (October 2008)

Shopping Centers & Office Buildings



(¥ Billion)

	2007.9	2008.9	08.9/07.9	2008.3	2009.3 target	09.3/08.3
Operating revenue	99.5	110.4	+10.9 111.0%	205.3	224.0	+18.6 109.1%
Operating income	32.1	35.7	+3.6 111.3%	59.8	66.0	+6.1 110.3%

(note) Operating revenues: operating revenues from outside customers

Operating income: operating revenues from outside customers + intersegment operating revenues - purchases from outside suppliers - intersegment purchases

Operating revenues - main positive and negative factors (2008.9)		
JEBL* ¹	+6.9	<i>Sapia Tower, GranTokyo</i>
Commercial development * ²	+2.9	<i>Granduo Kamata</i>
LUMINE	+1.4	Increase in tenant revenues
Kawasaki SB* ³	-0.4	Kawasaki BE suspension of operations for remodeling

*1 JEBL = JR East Building

*2 Commercial development = JR East Department Store

*3 Kawasaki SB = Kawasaki Station Building

Topics
- <i>Granduo Kamata</i> (April 2008)
- <i>GranTokyo North Tower</i> (phase 1) / <i>GranTokyo South Tower</i> completion (November 2007)

> **Sapia Tower, GranTokyo North Tower / South Tower** (¥ Billion)

	2008.3 (Results)	2008.9 (Results)	2009.3 (Plan)
Revenue	12.0	12.5	25.0
Income	3.5	6.2	11.0

* excluding real estate acquisition tax (¥1.3bn) and retirement cost (¥1.3bn)

Cost: *Sapia Tower:* ¥27.4bn, *GranTokyo:* ¥129.0bn

Sapia Tower: revenue forecast ¥7.6bn, income ¥2.8bn

GranTokyo: revenue forecast ¥19.0bn, income: ¥8.0bn

Sapia Tower opened Mar. 2007 (*Hotel Metropolitan Marunouchi:* May 2007)

GranTokyo North Tower (phase I), South Tower: Oct. 2007

GranTokyo North Tower (phase II): Summer 2012, **GranRoof:** Spring 2013

> **GranSta** (¥ Billion)

	2008.3 (Results)	2008.9 (Results)	2009.3 (Plan)
Revenue	4.7	4.9	9.1

Cost: ¥1.8bn

Forecast per year: ¥5.6bn sales

Opened: Oct. 2007



Other Services



(¥ Billion)

	2007.9	2008.9	08.9/07.9	2008.3	2009.3 Target	09.3/08.3
Operating revenue	105.9	103.8	-2.0 98.1%	236.4	230.0	-6.4 97.3%
Operating income	4.5	4.2	-0.2 94.5%	17.3	16.0	-1.3 92.4%

(note) Operating revenues: operating revenues from outside customers

Operating income: operating revenues from outside customers + intersegment operating revenues - purchases from outside suppliers - intersegment purchases

Operating revenues - main positive and negative factors (2008.9)

JR East Mechatronics	+1.9	IC compatible equipment etc. sales up
JR East	+1.2	Credit card operations
East Japan Railway Trading	-1.7	Railcar materials sales down
East Japan Marketing & Communications	-1.2	Advertising revenues down
JR East Logistics	-0.9	

Topics

- Expansion of *HOTEL METS* KamakuraOfuna (winter 2008)
- Brillia Tower Kawasaki

Hotel operations results (2008.9)

- Operating revenues: ¥21.4 billion (down 1.3%)
(including intersegment operating revenues)
 - Operating income: ¥0.9 billion (down 23.5%)
- (): Year on year

> Cards issued: 26.15 million (as of September 30, 2008)

(electronic money compatible cards issued: 23.47 million)

(reference) View Suica card (including tie-ups) valid members: 3.01 million cards

Mobile Suica registered members: 1.25 million

[data]

Number of compatible locations:

691 railway stations within JR East service area (including Tokyo Monorail, Tokyo Waterfront Area Rapid Transit)

JR West (ICOCA area) 427 railway stations, JR Central (TOICA area) 114 stations

PASMO area (rail) 1,230 stations, (bus) approximately 11,200 buses

(as of September 30, 2008, *buses as of August 31, 2008)

Electronic money

Transactions per day (highest ever, Suica, other total): 1.34 million

Transactions in September 2008 (Suica, other total): 33.87 million

(of which transactions at Suica affiliated stores: 24.18 million)

Suica compatible stores: 54,350

Major tie-up partners of credit card operations:

JAL, Bic Camera, Mizuho Bank, The Bank of Tokyo-Mitsubishi UFJ, AEON, Yahoo Japan Corporation,

Toyota Finance Corporation, All Nippon Airways (October 2008),

Mitsui Sumitomo Banking Corporation (October 2008)



Mobile Suica

Summary of Non-Operating Income/Expenses and Extraordinary Gains/Losses (consolidated)



(¥ Billion)

	2007.9	2008.9	Increase/ decrease	
Operating income	259.2	253.8	-5.3	
Non-operating income	6.8	8.8	+2.0	
Interest and dividend income	2.0	2.5	+0.5	JTB 0.0 (-0.1), CSP 0.1 (+0.0)
Equity in net income of affiliated companies	0.3	0.2	-0.1	
Other	4.4	6.1	+1.6	
Non-operating expenses	65.0	62.6	-2.3	Gains on sales of goods: 1.4 (+0.4) etc.
Interest expense	63.4	60.7	-2.7	Interest expense: 45.1 (-3.7) Bond interest: 15.5 (+1.0) etc.
Other	1.5	1.9	+0.4	
Ordinary income	201.0	200.0	-1.0	
Extraordinary gains	29.7	30.0	+0.3	
Gain on sales of fixed assets	3.4	14.8	+11.3	
Construction grants received	25.6	13.6	-12.0	
Other	0.5	1.5	+1.0	
Extraordinary losses	37.5	22.2	-15.2	
Losses on reduction entry for construction grants	25.5	13.3	-12.2	
Earthquake damage losses	3.8	1.7	-2.0	
Other	8.1	7.2	-0.9	
Income before income taxes	193.2	207.8	14.5	

Consolidated Financial Results

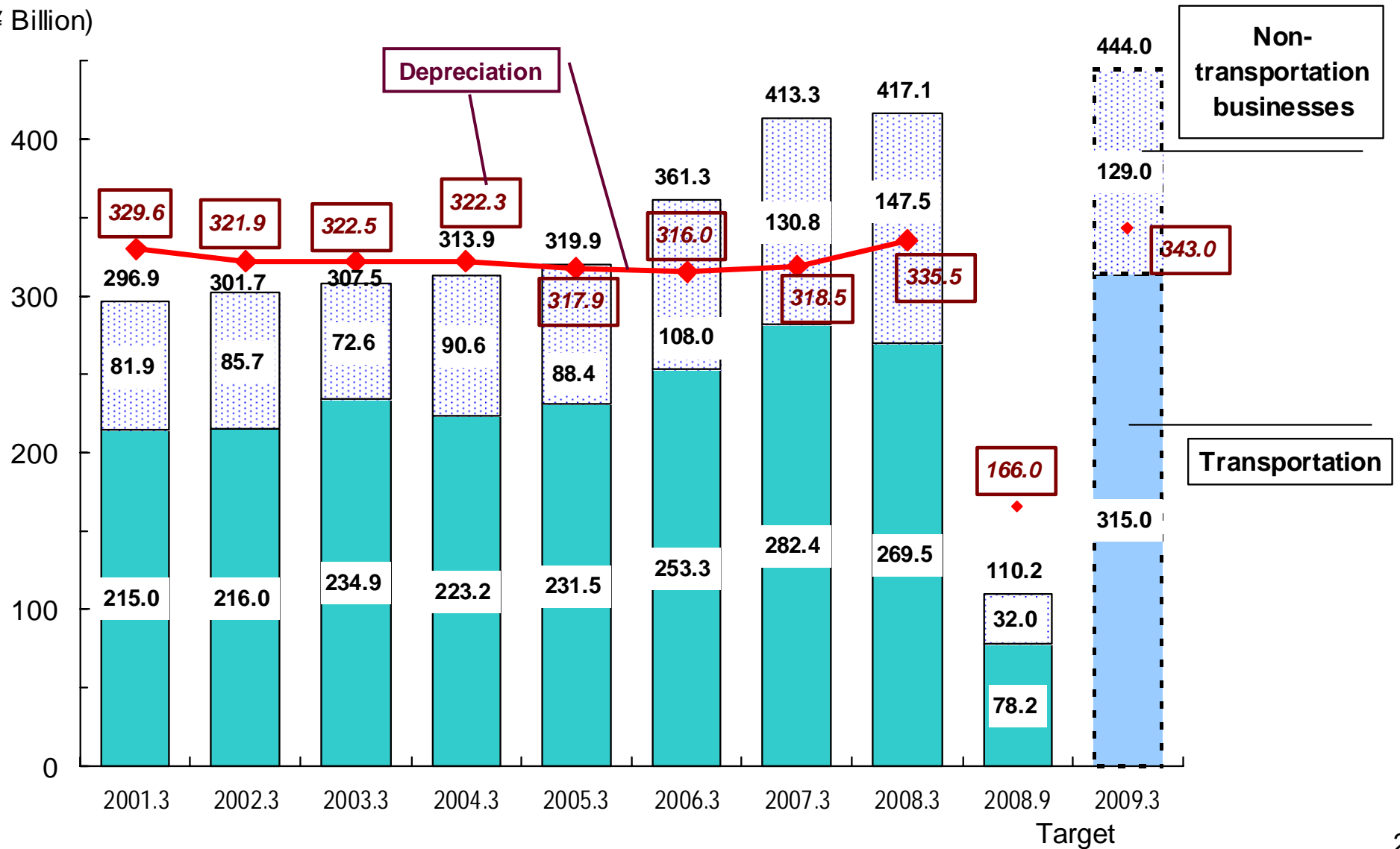


	(¥ Billion)					
	2007.9	2008.9	08.9/07.9	2008.3	2009.3 target	09.3/08.3
Operating revenue	1,334.6	1,353.3	+18.7 101.4%	2,703.5	2,727.0	+23.4 100.9%
Operating income	259.2	253.8	-5.3 97.9%	445.1	442.0	-3.1 99.3%
Ordinary income	201.0	200.0	-1.0 99.5%	336.5	335.0	-1.5 99.5%
Net income	112.4	122.0	+9.5 108.5%	189.6	197.0	+7.3 103.9%
Cash flows from operating activities	203.8	266.6	+62.7 130.8%	475.6		
Cash flows from investing activities	-190.4	-169.7	+20.6 89.1%	-400.7		
Cash flows from financing activities	-8.3	-26.2	-17.8 313.3%	-80.4		
	2008.3	2008.9	08.9/08.3			
Total assets	6,942.0	6,937.4	-4.5 99.9%			
Net assets	1,622.0	1,725.5	+1,103.5 106.4%			

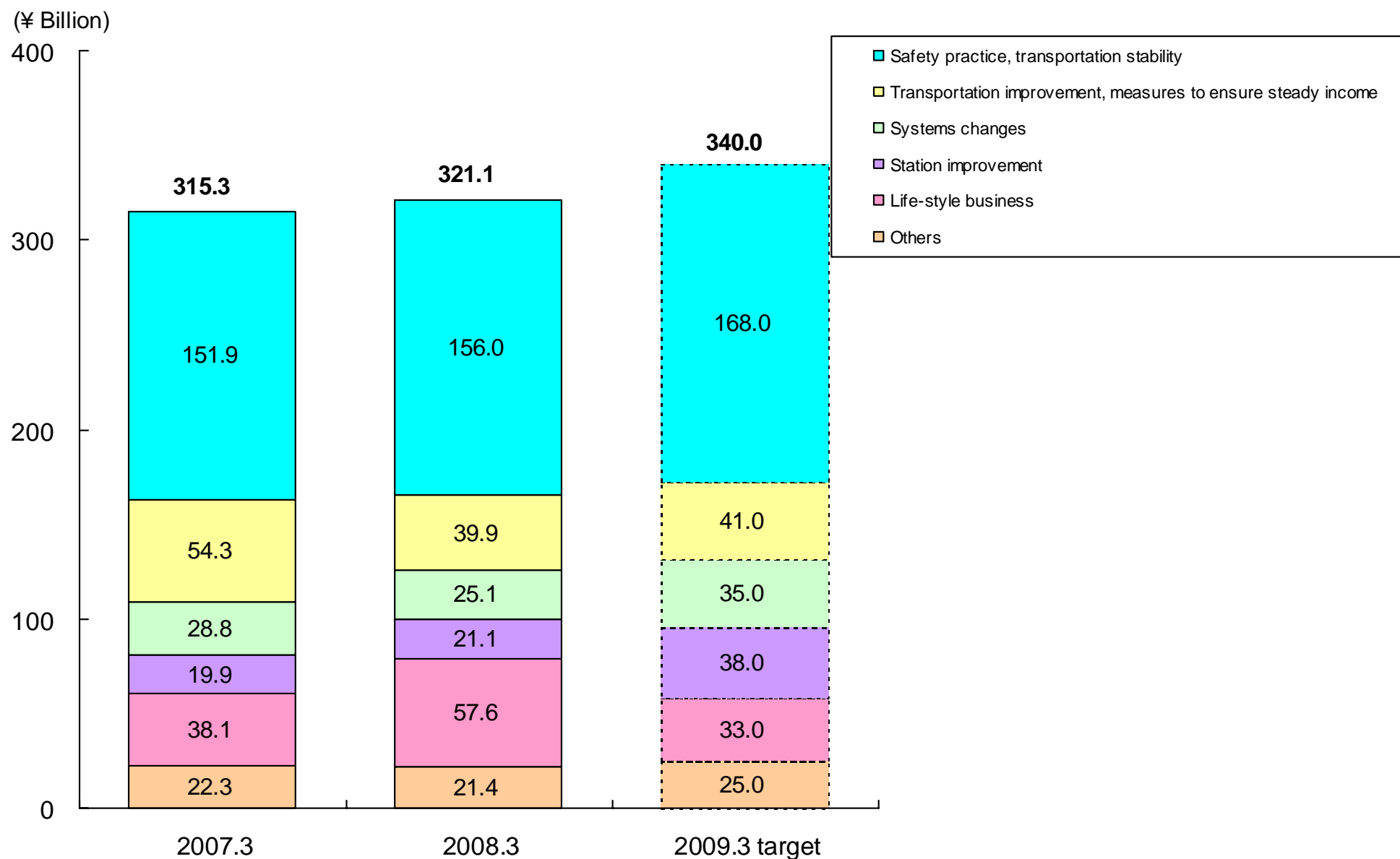
Capital Expenditures (consolidated)



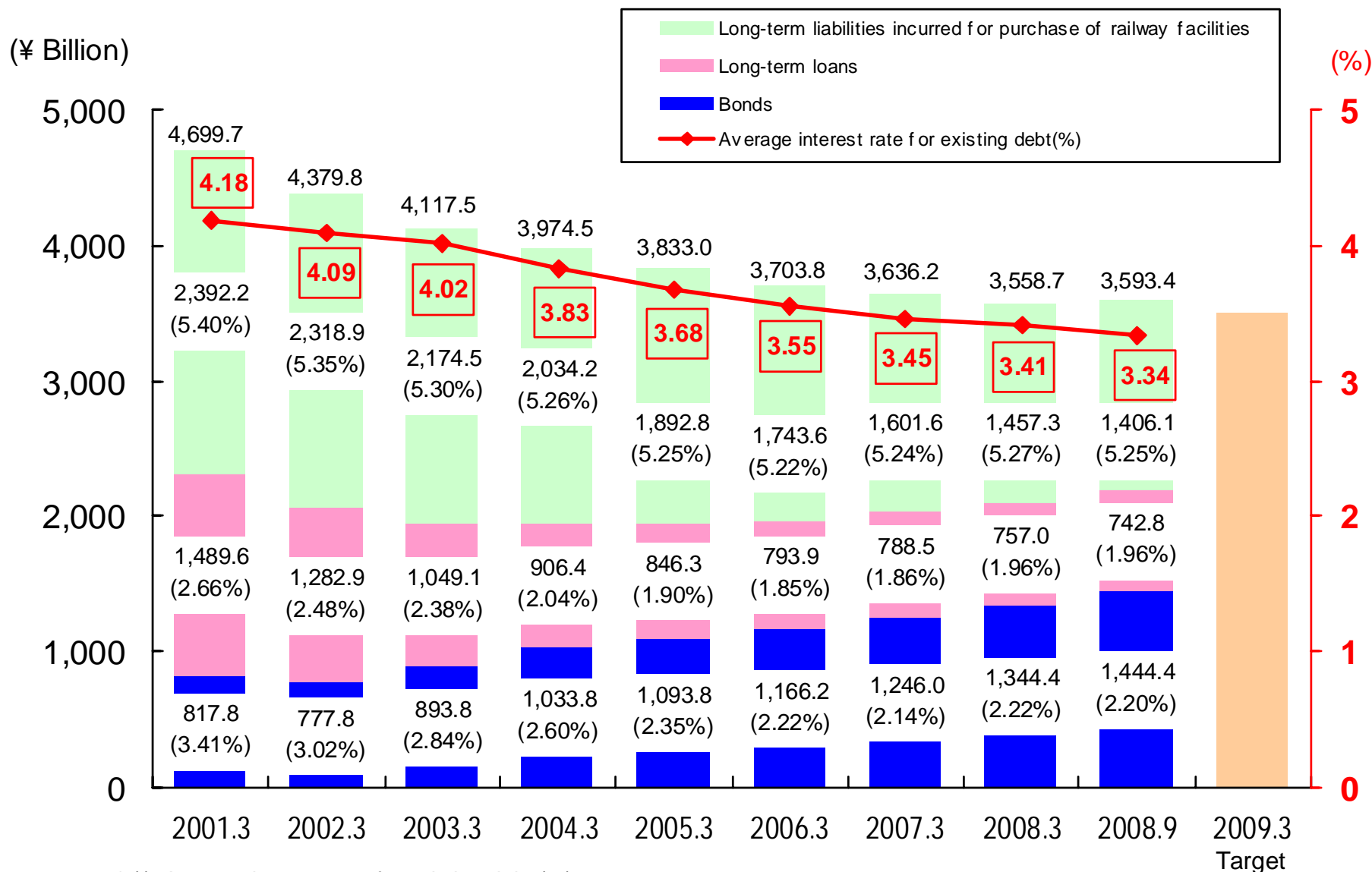
(¥ Billion)



Nonconsolidated Capital Expenditures Plan



Total Long-term Debt (consolidated)



Forecast for FY2009.3 (consolidated)



(¥ Billion)

	2008.3 (A)	2009.3 Target				
		April target (B)	New target (C)	(C - B)	(C - A)	(C / A) (%)
Operating revenue	2,703.5	2,753.0	2,727.0	- 26.0	+23.4	100.9
Transportation	1,857.7	1,872.0	1,852.0	- 20.0	- 5.7	99.7
Station Space Utilization	404.0	421.0	421.0	-	+16.9	104.2
Shopping Centers & Office Buildings	205.3	224.0	224.0	-	+18.6	109.1
Other Services	236.4	236.0	230.0	- 6.0	- 6.4	97.3
Operating income	445.1	456.0	442.0	- 14.0	- 3.1	99.3
Transportation	331.8	335.0	322.0	- 13.0	- 9.8	97.0
Station Space Utilization	36.2	39.0	39.0	-	+2.7	107.5
Shopping Centers & Office Buildings	59.8	66.0	66.0	-	+6.1	110.3
Other Services	17.3	17.0	16.0	- 1.0	- 1.3	92.4
Elimination and/or corporate	- 0.0	- 1.0	- 1.0	-	- 0.9	1,710.1
Ordinary income	336.5	343.0	335.0	- 8.0	- 1.5	99.5
Net income	189.6	197.0	197.0	-	+7.3	103.9

Forecast for FY2009.3 (nonconsolidated)



(¥ Billion)

	2008.3 (A)	2009.3 target				
		April target (B)	New target (C)	(C - B)	(C - A)	(C / A) (%)
Operating revenue	1,979.8	2,005.0	1,986.0	- 19.0	+6.1	100.3
Revenues from Passenger Tickets	1,732.5	1,747.0	1,730.0	- 17.0	- 2.5	99.9
Other	247.2	258.0	256.0	- 2.0	+8.7	103.5
Operating expenses	1,607.2	1,620.0	1,612.0	- 8.0	+4.7	100.3
Personnel expenses	545.7	542.0	540.0	- 2.0	- 5.7	99.0
Non-personnel expenses	647.5	652.0	646.0	- 6.0	- 1.5	99.8
Usage fees to JR TT	79.6	82.0	82.0	-	+2.3	103.0
Taxes	77.2	80.0	80.0	-	+2.7	103.6
Depreciation	257.1	264.0	264.0	-	+6.8	102.7
Operating income	372.6	385.0	374.0	- 11.0	+1.3	100.4
Ordinary income	264.1	273.0	266.0	- 7.0	+1.8	100.7
Income before income taxes	272.3	283.0	283.0	-	+10.6	103.9
Net income	163.1	168.0	168.0	-	+4.8	103.0

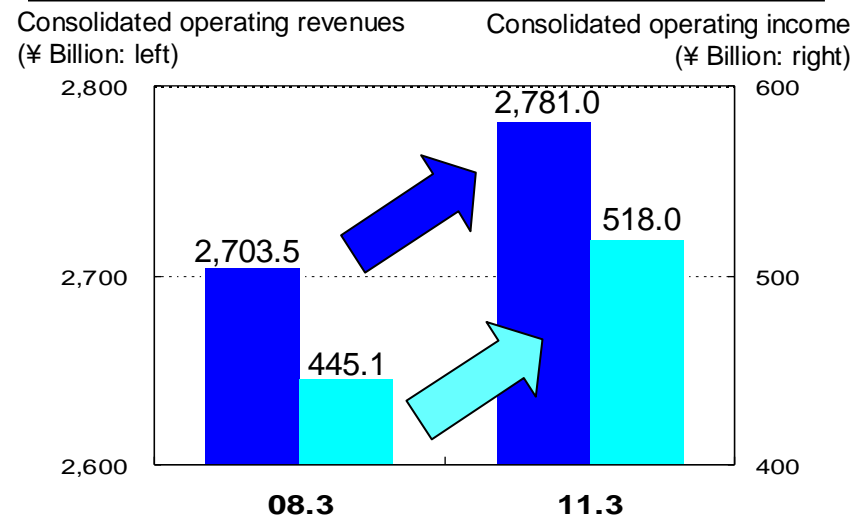
III JR East 2020 Vision - idomu -

JR East 2020 Vision - idomu -

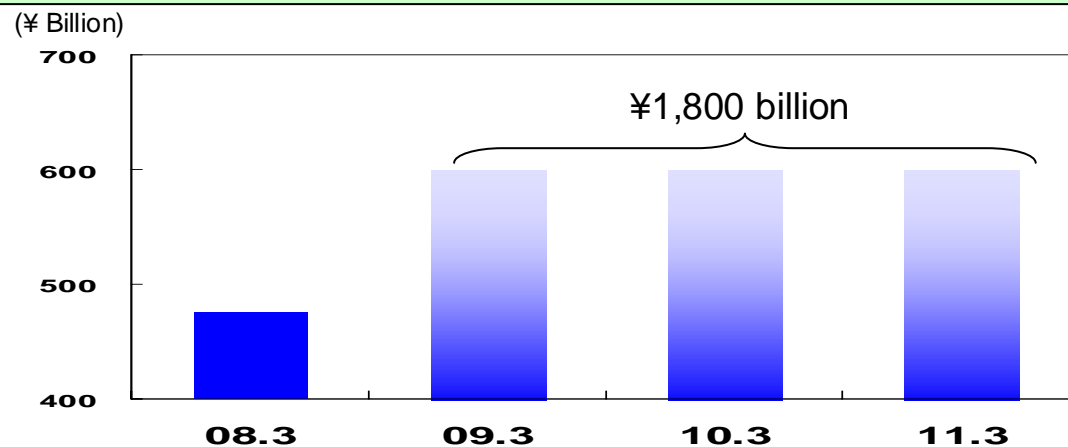


Item	2011.3 Targets
Consolidated operating revenues	¥2,781 billion
Consolidated operating income	¥518 billion
Consolidated operating cash flows	Total for 3 years ¥1,800 billion
Consolidated ROA	7.0%

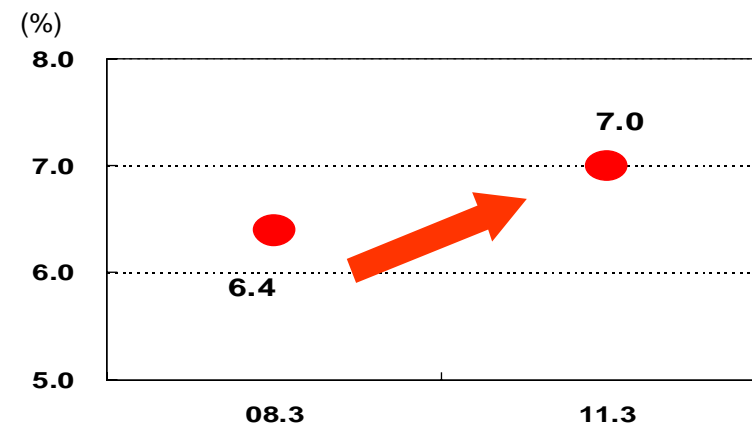
Consolidated operating revenues / income



Consolidated operating cash flows



Consolidated ROA



FY2009.3 Cash Flow

> Cash Flows from Operating Activities ¥600 billion

> Capital Expenditures ¥444 billion

Breakdown of capital expenditures (image)

	Transportation	Non-transportation	Total
Investment needed for continuance of operations	¥315 billion		
Growth investment		¥129 billion	(¥450 billion)
Total	¥315 billion (¥1,000 billion)	¥129 billion (¥400 billion)	¥444 billion (¥1,400 billion)

() Figures for FY2009.3 – FY2011.3 announced in JR East 2020 vision.

> Dividends per share (FY2009.3 plan) ¥11,000*

* Does not reflect stock split announced on April 28, 2008

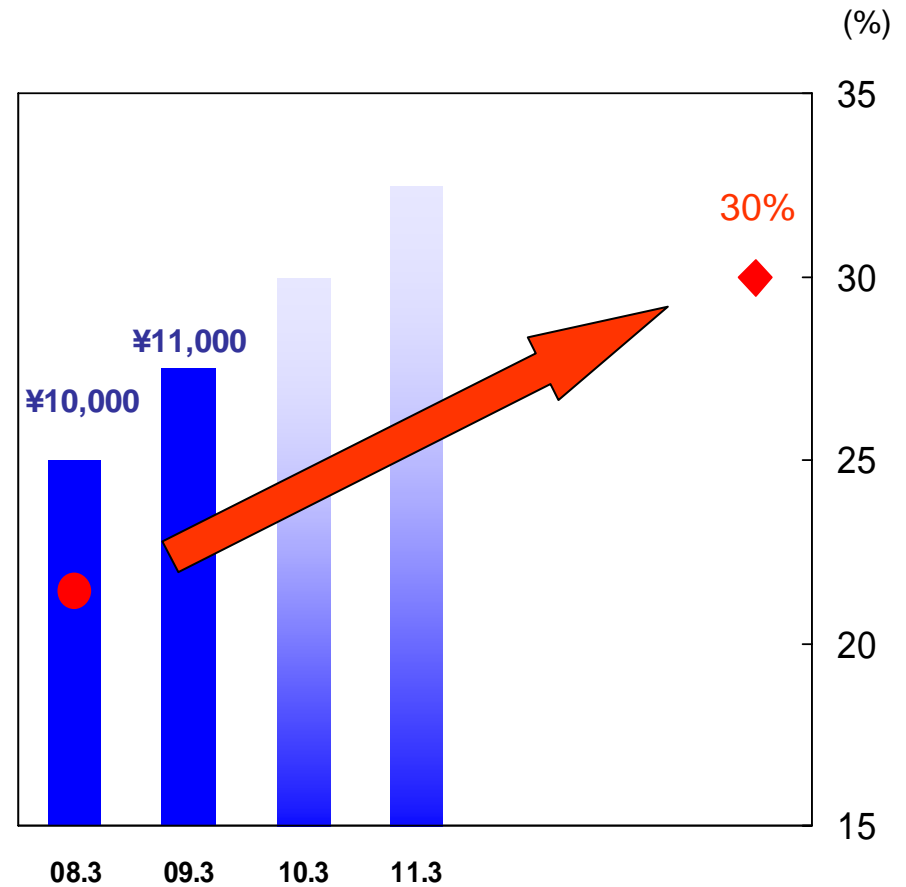
Increasing Returns to Shareholders



Targeting consolidated dividend payout ratio of 30%
Increasing in stages

Share buyback

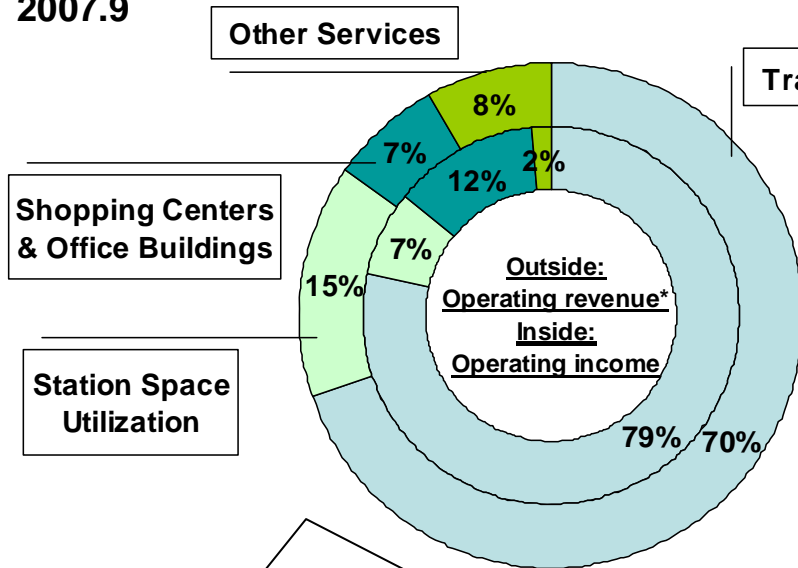
Dividends per share and dividend payout ratio



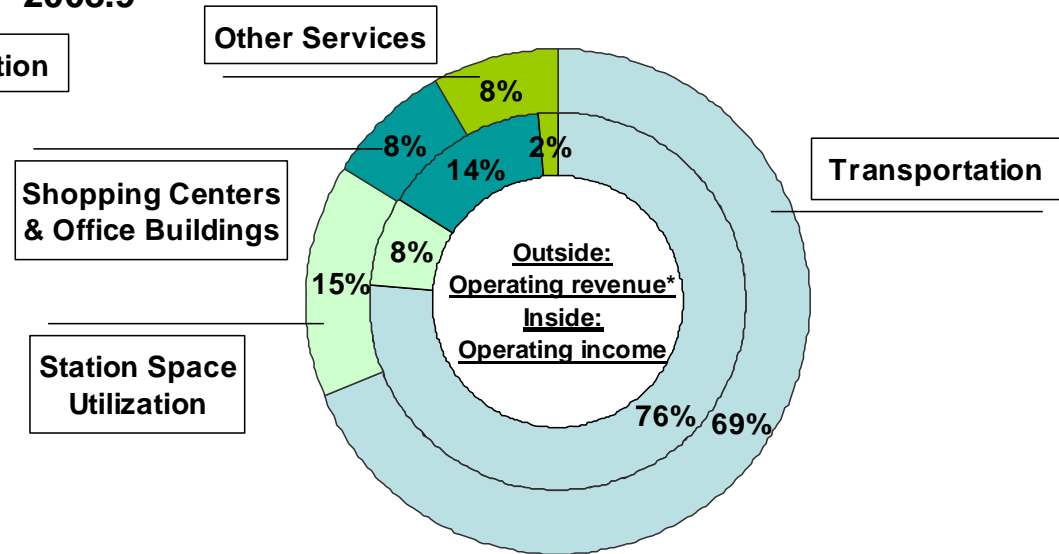
IV Reference Material

Segment Breakdown

2007.9



2008.9



	Transportation	Station Space Utilization	Shopping Centers & Office Buildings	Other Services	Consolidated
Operating revenue*	930.3	198.8	99.5	105.9	1,334.6
Operating income	203.3	18.7	32.1	4.5	259.2

(¥ Billion)

	Transportation	Station Space Utilization	Shopping Centers & Office Buildings	Other Services	Consolidated
Operating revenue*	930.0	208.9	110.4	103.8	1,353.3
Operating income	193.3	19.9	35.7	4.2	253.8

(¥ Billion)

* Revenues from outside customers

Development of **ecute**



	Omiya	Shinagawa	Tachikawa
Beginning of operations	March 5, 2005	October 1, 2005	October 5, 2007 (phase I)
Store Space	2,300m ²	1,600m ²	3,300m ² (4,300m ² including phase II)
Main business lines	Delicatessen, confectionary, sundry goods, restaurants, services (73 stores)	Delicatessen, confectionary, sundry goods, restaurants, services (46 stores)	Delicatessen, confectionary, sundry goods, Cafes, services, nursery school, clinics etc. (87 stores)
FY2009 2Q Results	Store sales: ¥5.0 billion (+ 3% year on year)	Store sales: ¥3.6 billion (+ 5% year on year)	Store sales: ¥2.5 billion

ecute Nippori beginning operations in advance: two stores operating currently:
book store (March 30, 2008), bakery/confectioner (July 22, 2008)

Hotel Operations - Overview



> *Metropolitan Hotels*

Hotel Metropolitan (Ikebukuro), *Edmont* (Iidabashi), Takasaki, Nagano, Sendai, Morioka, Morioka New Wing, Akita, Yamagata, Marunouchi

(total: 10 hotels, 3,033 guest rooms)

Operating revenues*: ¥16.9 billion (2008.9) Occupancy rate: 81%

> *HOTEL METS* chain

Kumegawa, Musashisakai, Kokubunji, Urawa, Mito, Kawasaki, Tsudanuma, Kitakami, Nagaoka, Mizonokuchi (Musashi-Mizonokuchi), Shibuya, Tabata, KamakuraOfuna (Ofuna), Hachinohe, Mejiro, Akabane, Fukushima, Koenji

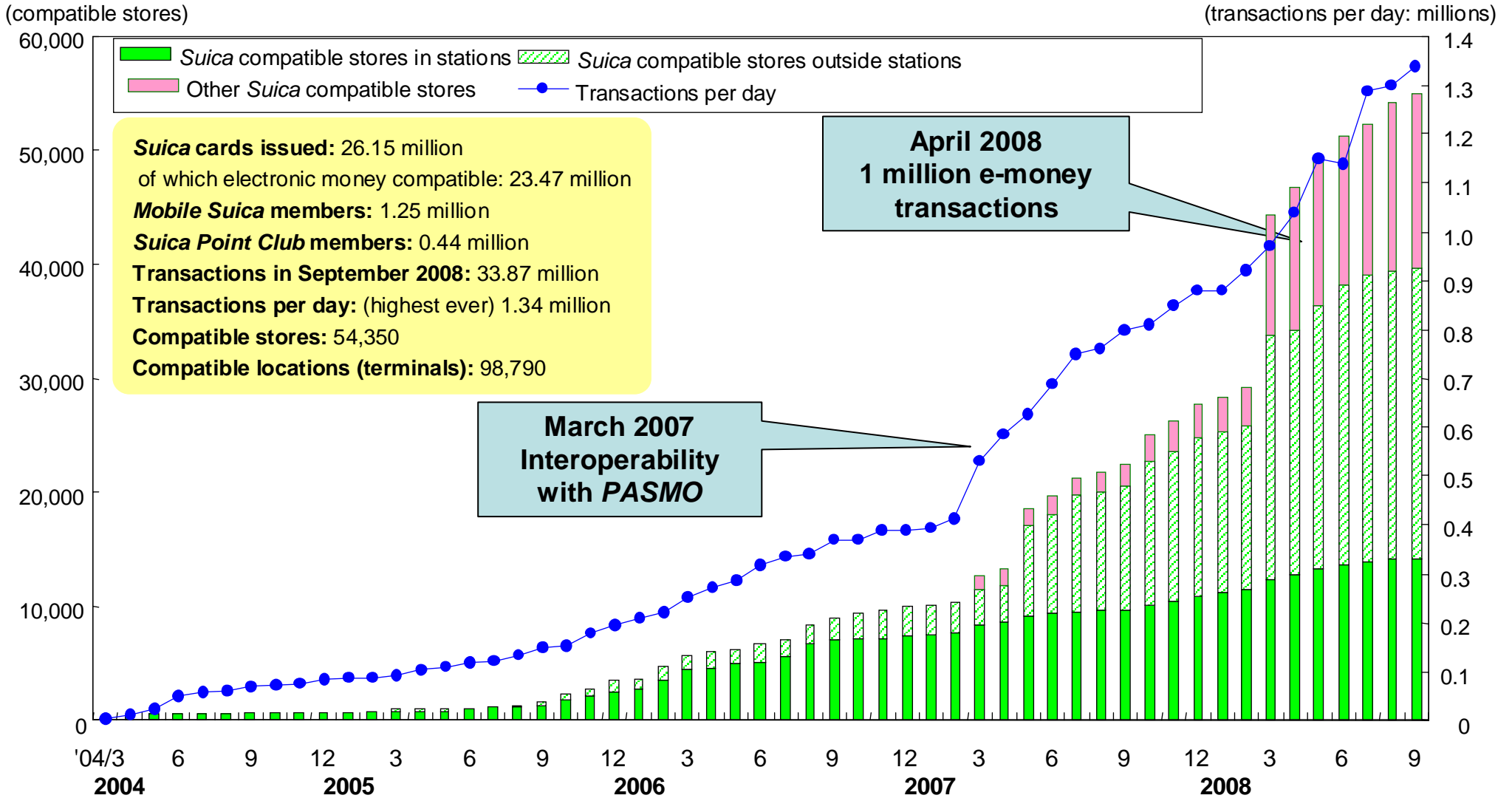
(total: 18 hotels, 1,894 guest rooms)

Operating revenues*: ¥3.1 billion (2008.9) Occupancy rate: 84%

- > Long-stay hotels (9 hotels, 272 guest rooms)
- > *Hotel Dream Gate Maihama* (80 guest rooms)
- > *Yayoi Kaikan* (155 guest rooms)
- > *Hotel New Grand* (251 guest rooms)

* Simple aggregate of operating revenues of respective hotels, *HOTEL METS* is total of 17 hotels, excluding Tabata

Suica Electronic Money - Transactions and Compatible Stores



* Figures are as of September 30, 2008
* Figures include results of other affiliated stores

Major Subsidiaries - Business Results



(¥ Billion)

		2007.9	2008.9	08.9/07.9	2008.3	2009.3 target	09.3/08.3
JR East Retail Net	Operating revenue	106.1	107.4	+ 1.3	211.0	213.2	+ 2.1
	Operating income	3.4	3.4	- 0.0	6.0	5.6	- 0.3
Nippon Restaurant Enterprise	Operating revenue	32.3	32.4	+ 0.0	64.9	66.0	+ 1.0
	Operating income	1.2	1.1	- 0.0	2.3	2.3	+ 0.0
LUMINE	Operating revenue	23.4	24.7	+ 1.3	49.0	49.5	+ 0.4
	Operating income	4.9	5.2	+ 0.2	10.1	8.7	- 1.3
East Japan Marketing & Communications	Operating revenue	50.2	48.2	- 1.9	109.1	105.4	- 3.7
	Operating income	1.3	1.3	- 0.0	4.2	3.5	- 0.6

* Nonconsolidated operating revenues/operating income

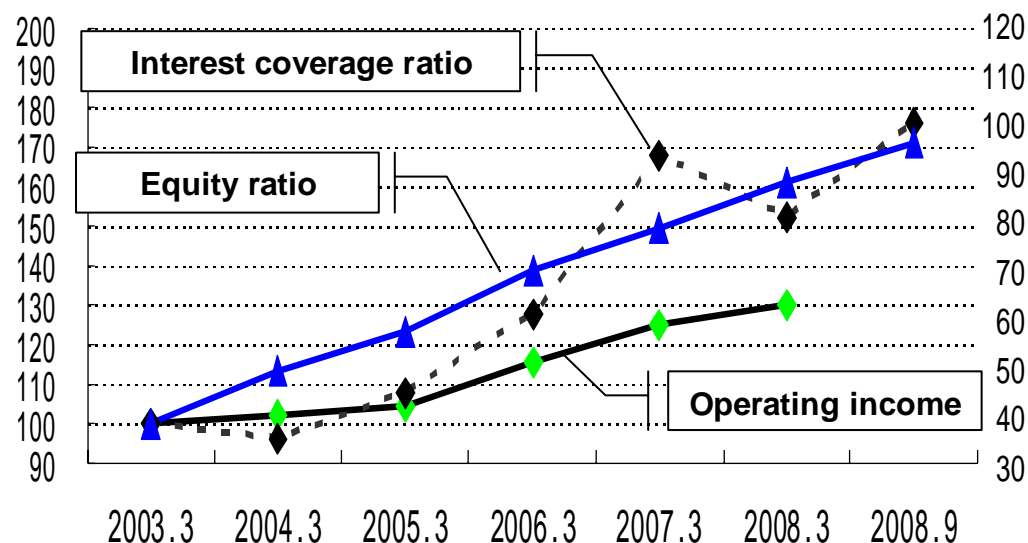
Breakdown of Operating Income



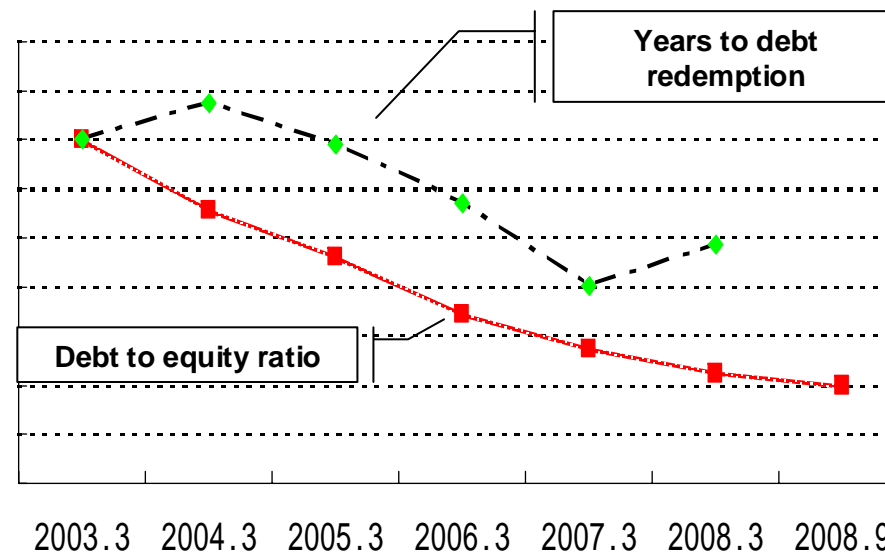
		(¥ Billion)					
		Shinkansen			Conventional lines		
		2007.3	2008.3	Change (%)	2007.3	2008.3	Change (%)
Passenger line network (km)		1,052	1,052	100.0	6,473	6,473	100.0
Passenger kilometers (million)		19,374	19,924	102.8	108,278	110,633	102.2
Operating revenues	A	489.1	501.4	102.5	1,351.0	1,373.0	101.6
Operating expenses		285.6	288.1	100.9	1,216.3	1,236.3	101.6
Operating income	B	203.5	213.3	104.8	134.6	136.6	101.4
Fixed assets	C	2,191.1	2,154.2	98.3	2,287.6	2,328.5	101.8
Depreciation		78.0	75.1	96.3	156.9	173.4	110.5
	B / A (%)	41.6	42.5	-	10.0	10.0	-
	B / C (%)	9.3	9.9	-	5.9	5.9	-

Key Financial Indicators

(figures based on FY2003.3 as 100)



(figures based on FY2003.3 as 100)



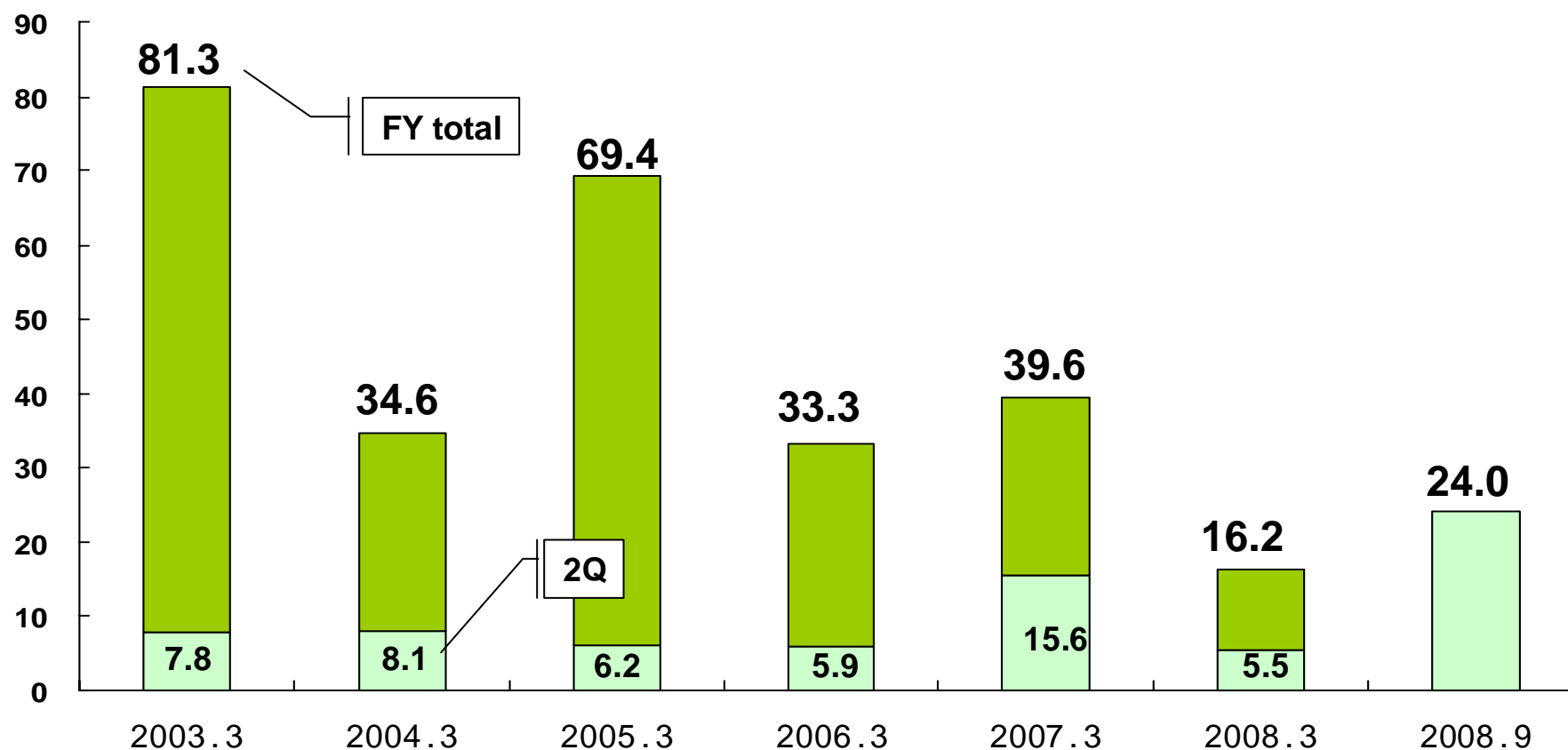
	2003.3	2004.3	2005.3	2006.3	2007.3	2008.3	2008.9
Operating income (¥ Billion)	343.0	351.4	358.5	396.0	428.0	445.1	253.8
Interest coverage ratio	2.5	2.4	2.7	3.2	4.2	3.8	4.4
Debt to equity ratio (Times)	4.2	3.6	3.2	2.7	2.4	2.2	2.1
Equity ratio (%)	14.3	16.2	17.6	19.9	21.4	23.0	24.5
Years to debt redemption	9.4	10.1	9.3	8.2	6.6	7.4	—

Note 1: Interest coverage ratio = Net cash provided by operating activities / payments of interest

Note 2: Years to debt redemption = Interest-bearing debt / net cash provided by operating activities

Sales of Fixed Assets

(¥ Billion) Sales of fixed assets (consolidated)



Note: "Proceeds from sales of fixed assets" in consolidated statements of cash flows

Breakdown of Long-term Debt

Breakdown of consolidated total long-term debt (as of September 30, 2008)

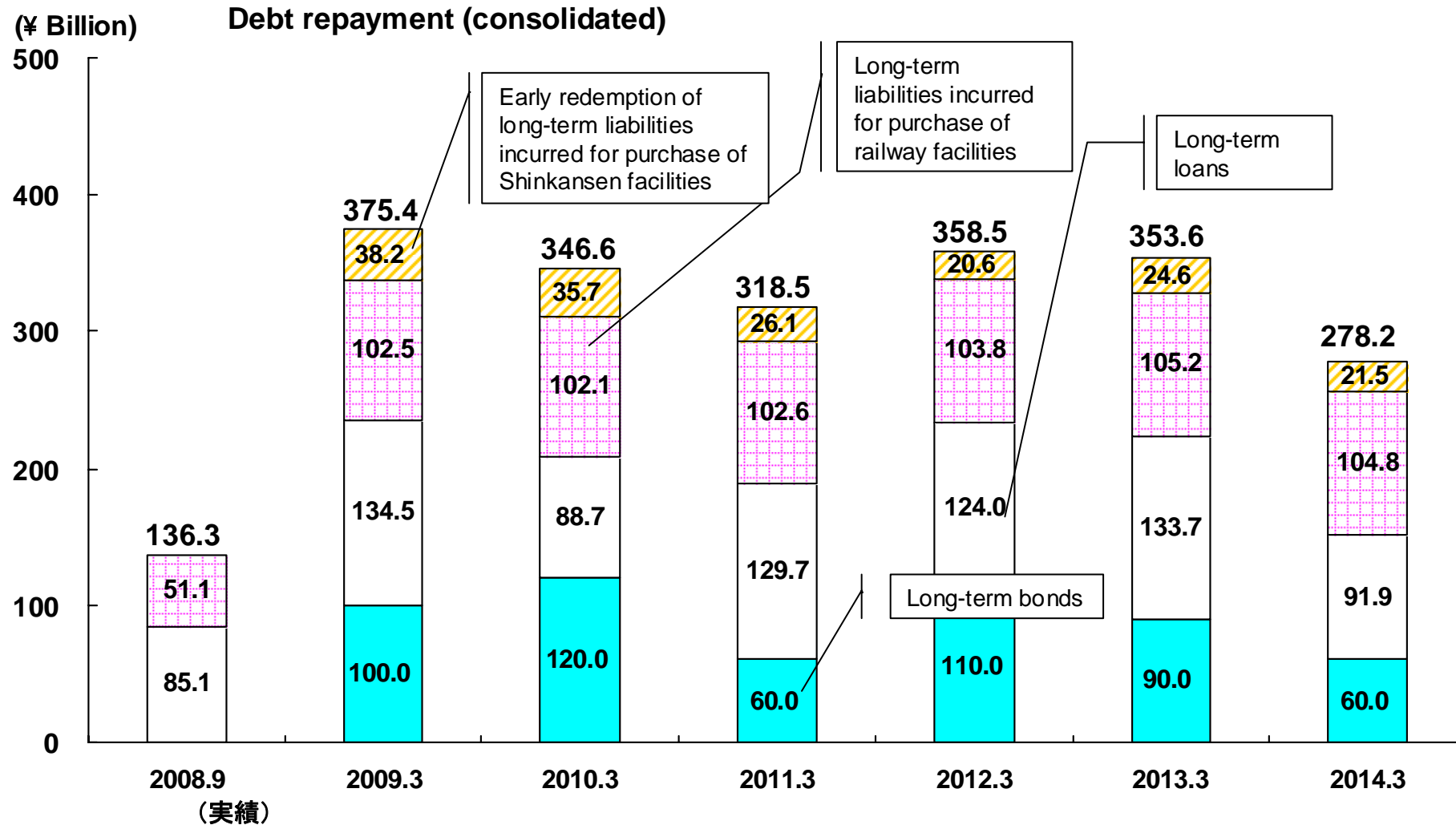
	¥ Billion	Breakdown	Average interest rate	Average maturity (nonconsolidated)
Long-term liabilities incurred for purchase of railway facilities*	1,406.1	39.1%	5.25%	10.75 years
Long-term loans	742.8	20.7%	1.96%	4.33 years
Long-term bonds (General mortgage) (unsecured)	1,444.4 (459.9) (984.5)	40.2%	2.20%	10.90 years
	3,593.4	100.0%	3.34%	9.49 years

* Breakdown of long-term liabilities incurred for purchase of railway facilities

Category of liability		Principal (¥ Billion)	Balance (¥ Billion)	Interest		Payment	Period	Payee	Use
				Variable/fixed	Rate				
Long-term liabilities incurred for purchase of Shinkansen facilities	Number 1*	2,101.8	700.7	Variable	4.21%	Principal and interest equal repayment	1991.10 - 2017.3	Japan Railway Construction, Transport and Technology Agency (JRTT)	- Fund for repayment of debt borne by JRTT - Construction of conventional lines - Construction of Shinkansen lines etc.
	Number 2*	638.5	330.2	Fixed	6.35%	Principal and interest equal repayment	1991.10 - 2017.3		
	Number 3*	366.5	350.9	Fixed	6.55%	Principal and interest equal repayment	1991.10 - 2051.9		
Sub-total		3,106.9	1,382.0		5.32%				
Akita Hybrid Shinkansen		27.9	15.2	Variable	1.12%	Principal and interest equal repayment	1997.3 - 2022.3	Same as above	
Tokyo Monorail		36.7	8.9	Variable	2.89%	Principal and interest equal repayment	(2002.3) - 2029.11	Same as above	
Total			1,406.1		5.25%				

* The name of the liabilities are commonly known as Number 1 through 3 in accordance with the definition under law.

Outlook of Debt Maturity



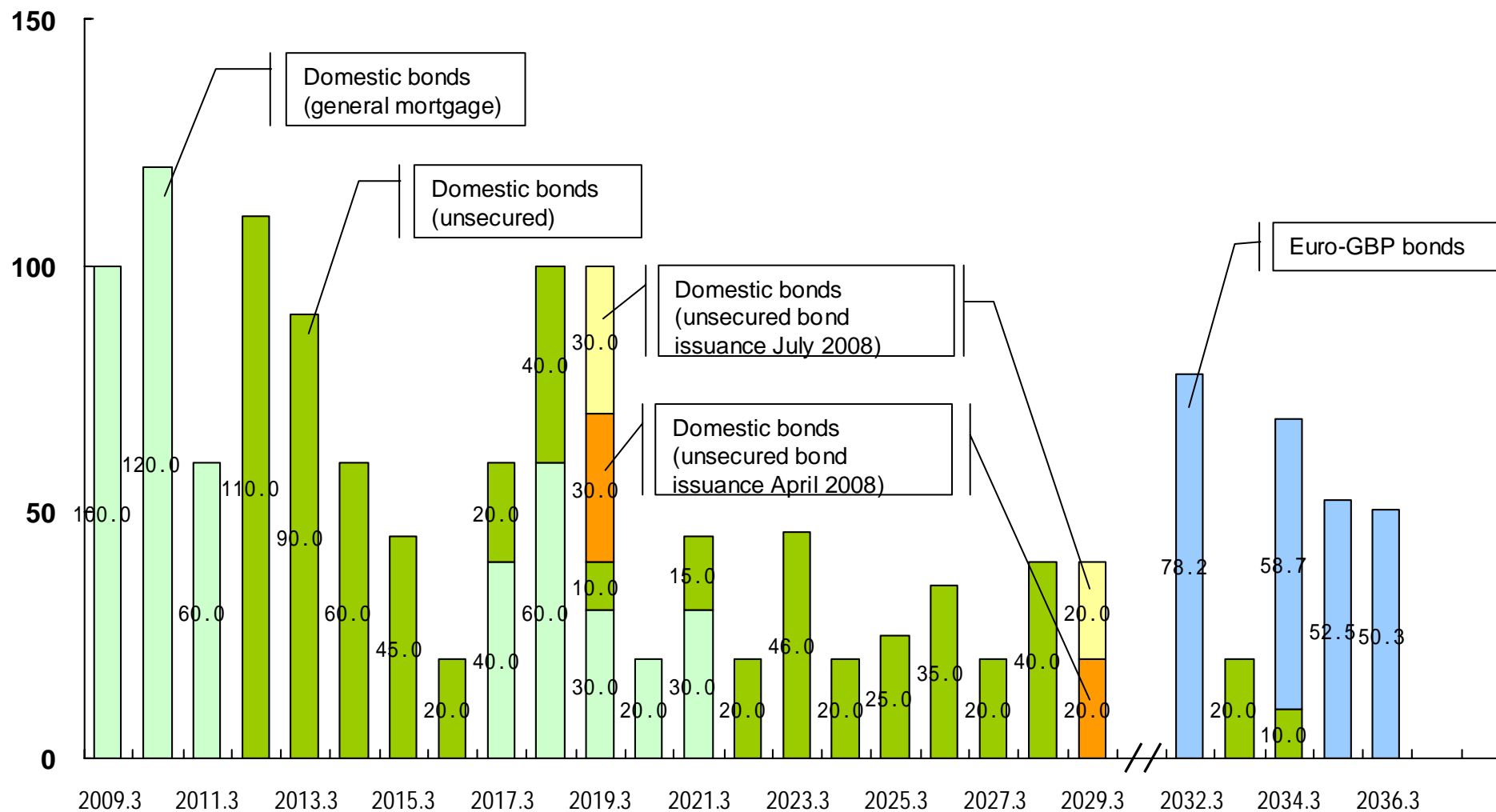
Notes:1) Outlook as of September 30, 2008

2) Early redemption of long-term liabilities incurred for purchase of Shinkansen facilities is a planned amount.

3) For redemption of bonds, the nominal amounts of bonds are shown.

Outlook of Bond Maturity

(¥ Billion) Maturity ladder of bonds (nonconsolidated)



Notes: 1) As of September 30, 2008.
2) For redemption amounts, nominal amounts are shown.

Bond Issuances since FY2008.3

Series	Tenor	Total amount of issue	Coupon	Issue price	Reoffer yield	JGB spread	Issue date	Maturity date
48	10	¥20.0 billion	1.81%	¥99.99	1.811%	+13bp	2007.4.17	2017.4.17
49	20	¥20.0 billion	2.26%	¥99.96	2.262%	+15bp	2007.4.17	2027.4.16
50	10	¥20.0 billion	1.86%	¥99.99	1.861%	+18bp	2007.10.26	2017.9.20
51	20	¥20.0 billion	2.39%	¥99.94	2.394%	+19bp	2007.10.26	2027.9.17
52	10	¥30.0 billion	1.62%	¥99.94	1.626%	+26bp	2008.4.22	2018.4.20
53	20	¥20.0 billion	2.35%	¥100.00	2.350%	+22bp	2008.4.22	2028.4.21
54	10	¥30.0 billion	1.745%	¥100.00	1.745%	+20bp	2008.7.25	2018.7.25
55	20	¥20.0 billion	2.357%	¥100.00	2.357%	+17bp	2008.7.25	2028.7.25

Note: In principle, interest payment dates are February 25 and August 25.

Name	Term	Total amount of issue	Coupon	Issue price	Issue date	Maturity date
4th euro-GBP denominated straight bonds	26	¥58.7 billion*1	5.250%	99.298%	2007.4.24	2033.4.22

*1 £ 250 million

Long-term Debt - Credit Ratings

Moody's	S&P	R&I
Aa1	AA-	AA+
<ul style="list-style-type: none"> - Real estate leasing operations and retail operations are highly competitive and generate extremely stable earnings and cash flows. - Transportation segment has been seeing higher operating profit through reduction of overall fixed cost. - Ability to meet obligations will strengthen due to cash flows from stable transportation operations and dispersed high-quality cash flows from non-transportation operations. - The company's financial policy is still conservative, and will continue to reduce debt. -The outlook for credit rating is "stable." (September 2009) 	<ul style="list-style-type: none"> - Generation of steady cash flows can be expected in mainstay railway operations. - In real estate and distribution operations, there is a strong possibility that the company will maintain strong competitiveness because of the advantages that the effective use of railway station facilities afford with respect to location and investment burden. - Steady improvement of financial position can continue to be expected due to improvement in the stability of cash flow generation and conservative financial policies. - The outlook for credit rating changed from "stable" to "positive." (April 2007) 	<ul style="list-style-type: none"> - The operational foundations, comprising conventional lines and Shinkansen network, are robust, and the cash flow generation capabilities of transportation services are extremely strong. - The strengthening of the operational foundations of non-transportation operations is progressing. - As earning and cash flow generation capabilities become stronger, stability will increase. - Although capital expenditure is expected to be significantly above depreciation, the possibility of deterioration of financial balance is low when the strength of cash flow generation is considered. - The outlook for credit rating is "stable." (April 2008)
<ul style="list-style-type: none"> - June, 1993 Aa2 - September, 2008 Aa1 	<ul style="list-style-type: none"> June, 1993 AA March, 1998 AA- >> Weakening of financial position due to decrease in profitability of railway operations >> Heightening of political risk due to request for additional assumption of JNR Settlement Corporation debt 	<ul style="list-style-type: none"> - December, 1991 AAA (JBRI) - July, 2002 AA+ >> The management of railway operations becoming more difficult due an increase in senior citizens accompanying the lengthening of life spans

V Appendix

FY2018.3 Targets (consolidated)

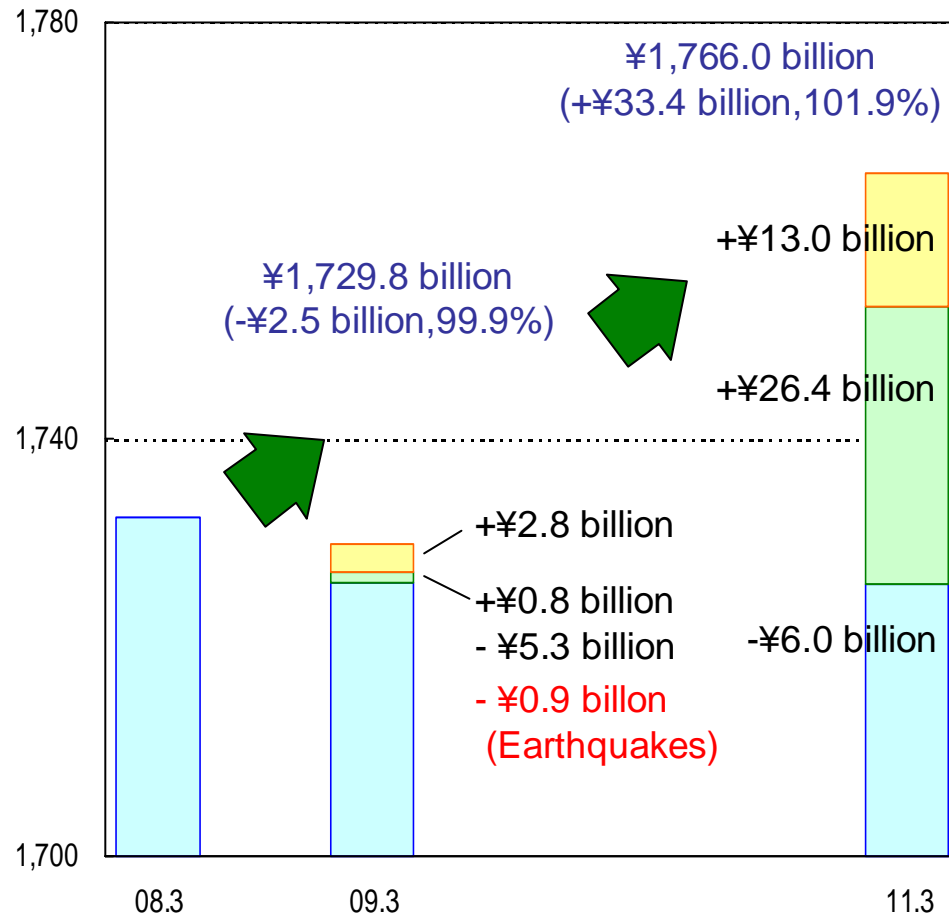


(¥ Billion)

	2008.3 Results	2011.3 Targets	2018.3 Targets
Operating revenue	2,703.5	2,781.0	3,100.0
Transportation	1,857.7	1,888.0	1,930.0
Station Space Utilization	404.0	432.0	540.0
Shopping Centers & Office Buildings	205.3	224.0	320.0
Other Services	236.4	237.0	310.0
Operating income	445.1	518.0	670.0
Transportation	331.8	392.0	480.0
Station Space Utilization	36.2	41.0	50.0
Shopping Centers & Office Buildings	59.8	70.0	100.0
Other Services	17.3	16.0	40.0
Ordinary income	336.5	407.0	-
Net income	189.6	233.0	-

Outlook for Passenger Revenues

(¥ Billion)



FY2009.3

(¥ Billion)

Factors increasing revenues

<i>Otona no Kyujitsu</i> (Holiday for Adults) Club	+2.0
View Travel Products	+0.5

Growth of foundations (rate per year)

FY2009.3: New target

Shinkansen network	commuter passes +1.0%, non-commuter passes -1.0%
Conventional lines, Kanto area network	commuter passes +1.1%, non-commuter passes +0.0%
Conventional lines, Other network	commuter passes +1.7%, non-commuter passes -0.3%

FY2009.3: April target

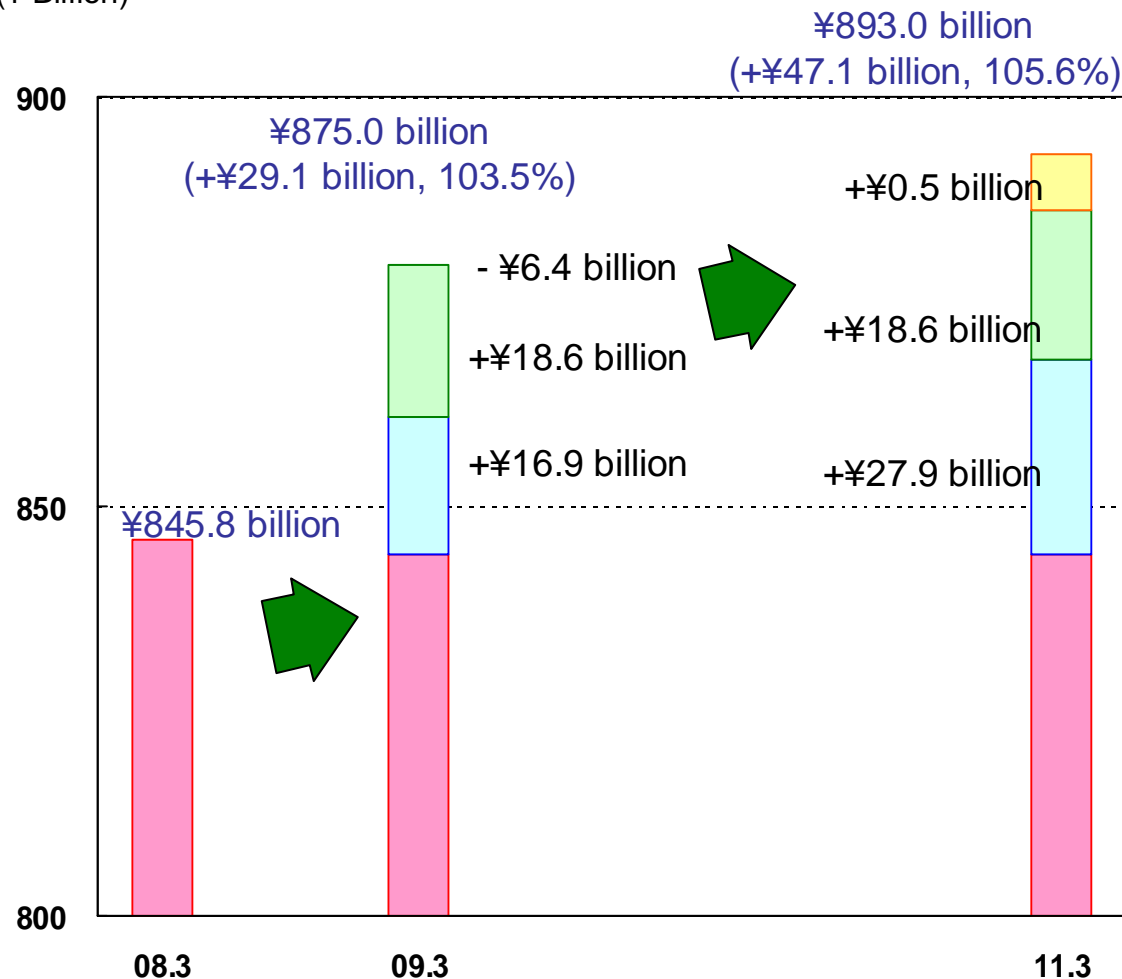
Shinkansen network	commuter passes +0.4%, non-commuter passes +0.9%
Kanto area network	commuter passes +0.8%, non-commuter passes +1.1%
Other network	commuter passes -0.3%, non-commuter passes -1.6%

Factors decreasing revenues

Negative effect of leap year (FY2008)	-3.3
Tokyo Metro Fukutoshin Line	-2.0

Outlook for Non-Transportation Operating Revenues

(¥ Billion)



FY2009.3 items increasing revenues

Other services
Shopping centers & office buildings
<ul style="list-style-type: none"> - Granduo Kamata - GranTokyo North Tower (phase 1) - Operation of GranTokyo South Tower throughout fiscal year
Station space utilization
<ul style="list-style-type: none"> - ecute Tachikawa phase II - Development of Tabata Station - Operation of ecute Tachikawa phase I, GranSta throughout fiscal year

•Non-transportation operating revenues = station space utilization operating revenues
 + shopping centers & office buildings operating revenues
 + other services operating revenues

These materials and a video of the presentation can be viewed
at the JR East's web site.

JR East web site, IR (Investor Relations)
<http://www.jreast.co.jp/e/investor/>

Forward-Looking Statements

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