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April 30, 2011

Minister of Land, Infrastructure, Transport and Tourism  
Mr. Akihiro Ohata

East Japan Railway Company  
Satoshi Seino, President and CEO

## Petition Regarding Restoration of Coastline Sections Damaged by Tsunami during the Great Eastern Japan Earthquake

First, let me thank you sincerely for all the support we have received for our response to the Great Eastern Japan Earthquake of March 11 this year.

The Great Eastern Japan Earthquake caused unprecedented damage to wide areas of the Tohoku and Kanto regions. Our railway and other facilities similarly suffered serious damage, making it necessary to shut down operations on both Shinkansen and conventional lines for an extended period of time. The JR East Group has worked together to advance the recovery, but we have also received much support from others concerned. As a result, we were able to have the entire Tohoku Shinkansen open by April 29 and have been resuming other operations one-by-one.

However, Pacific coastline areas struck by tsunami suffered catastrophic damage to their towns, communities and so on, and serious damage has also been found in railway and other facilities, such as station buildings, tracks and bridge girders that were washed away or buried in debris. Restoration of these facilities will require large-scale construction, and JR East wishes to integrate this with planning for the revival of the entire area and community development, pursuing restoration while cooperating with national and local governments.

We are therefore seeking an even greater level of support and cooperation on the following points as we restore the Pacific coastline sections of our system damaged by tsunami.

### **1. Establishment of a restoration plan as an integral part of community development**

Because of the catastrophic condition of the entire Pacific coastline region damaged by tsunami, we expect that revival plans will be set, with national and local governments taking a lead role. There is a possibility that the idea of moving urban centers and government offices will also be discussed. Therefore, we believe that restoration of coastline sections damaged by tsunami must be pursued together with planning for the revival of the entire area and community development, and JR East is eager to take an active part in this endeavor.

Moreover, because safety is the highest priority for JR East, we recognize the need in this restoration work to ensure dependable tsunami defenses, which includes the selection of proper railway line routes.

## **2. Support for securing land**

Planning integrated with community development as noted in item 1 above may result in changes to railway line routes.

In this case, we would have to secure new land, so we wish to ask for support for this from national and local governments.

## **3. Public support for restoration**

Restoring the rail system requires major construction similar to what is needed to build new lines, and the expenses will be immense. Development procedures based on the current law would create an excessive burden for a business, and therefore we ask that a new funding scheme be determined to advance railroad repairs as an integral part of community development in a partnership between national and local governments and business. To keep down construction and maintenance costs, we also ask for support in investigating restoration procedures that use new technologies.

To ensure that the railroad system so vital to regional transportation is stably maintained following restoration, we ask for special consideration and support not only for the recovery but also the operation of railway facilities severely impacted by this disaster.