

## **FY2013.3 Capital Expenditure Plan (non-consolidated)**

East Japan Railway Company (JR East) today announced the formulation of its FY2013.3 capital expenditure plan (non-consolidated).

Under this plan, JR East will focus on recovery from the Great East Japan Earthquake and the new priorities the disaster made apparent, with the aim of ensuring railway operations are resistant to disaster. At the same time, JR East will continue to steadily promote ongoing capital expenditures in enhancing safety, increasing customer satisfaction, and paving the way for future growth.

Planned capital expenditure (non-consolidated) for FY2013.3 is ¥395 billion, an increase of ¥100 billion from the planned capital expenditure for FY2012.3.

### **Major capital expenditure**

- We will expand the scope of seismic reinforcement measures for viaduct columns, bridge piers and stations, as we implement these measures ahead of schedule. At the same time, we will begin implementing measures such as reinforcing embankments, preventing the collapse of electric poles and other initiatives in preparation for an earthquake directly beneath the Tokyo metropolitan area. In addition, we will further strengthen our seismic observation system such as by stepping up the installation of seismometers.
- We will steadily implement safety measures, such as installing ATS-P and ATS-Ps (automatic train-stop system) and steps to prevent rail crossing accidents. Furthermore, as part of the ongoing installation of platform doors on the Yamanote Line, platform doors will enter service at two more stations: Osaki and Ikebukuro.
- We will continue to introduce the E5 series Shinkansen train to the Tohoku Shinkansen, with the view to increasing the maximum operational speed of certain trains to 320 km/h by the end of FY2013.3—the fastest speed in Japan. In addition, we will introduce the E6 series Shinkansen train to the

Akita Shinkansen, commencing operations with a maximum operational speed of 300 km/h.

- We will continue to introduce a new limited express train (the E657 series) to the Joban Line. Furthermore, we will introduce the E233 series commuter trains to the Tokaido, Utsunomiya and Takasaki lines, while preparing to introduce these trains to the Saikyo and Yokohama lines.
- Previously, we had promoted construction of the Tohoku Through Line with plans to begin service on this line in FY2014.3. However, we have decided to revise some of our construction plans mainly due to the impact of the Great East Japan Earthquake. Accordingly, we are now proceeding with construction work with the aim of commencing service in FY2015.3.
- We have completed Restoration of the Tokyo Station Marunouchi Redbrick Building, as part of a series of projects being implemented in and around Tokyo Station as Tokyo Station City. We will open station facilities, The Tokyo Station Hotel and Tokyo Station Gallery. In addition, we will open GranTokyo North Tower (phase II) in the Yaesu area.
- We will open JR South Shinjuku Building, Kanda Manseibashi Building (provisional name), Tsurumi Station Building (CIAL Tsurumi) and Higashi-Nakano Station West Exit Building (provisional name).
- In regard to Suica, we will make preparations for expanding mutual access to services offered by IC cards issued by transportation companies, in addition to increasing the number of places where electronic money can be used.
- We will newly redevelop Kaihin-Makuhari Station on the Keiyo Line and other facilities into energy-efficient “ecoste” model stations incorporating environmental preservation technologies.

# Overview of FY2013.3 JR East (Non-Consolidated) Capital Expenditure Plan

## Amount of capital expenditure

(billion yen)

	FY2013.3 plan	FY2012.3 plan	FY2011.3 results	FY2010.3 results
Transportation	342.0	259.0	318.4	335.4
Life-style Business	53.0	36.0	36.0	28.3
Total	395.0	295.0	354.4	363.7
Leasing investments	10.5	5.0	7.1	10.7

## Major items

### Unflagging Commitment to “Extreme Safety Levels”

- Countermeasures for major earthquakes
  - Seismically reinforce viaduct columns, bridge piers, station buildings and other structures
  - Take measures against an earthquake directly beneath the Tokyo metropolitan area
  - Take measures to prevent the collapse of electric poles
  - Enhance the seismic observation system
  - Develop facilities for supporting people who have difficulty returning home after a disaster (Develop supply warehouses, etc.)
  - Take measures to ensure elevator safety amid earthquakes
- Priority Development of Safety Infrastructure
  - Prepare and expand ATS-P and ATS-Ps
  - Install platform doors on the Yamanote Line
  - Take measures to prevent rail crossing accidents
  - Take measures against natural disasters
  - Take escalator safety measures



Seismic reinforcement of viaduct columns



Seismic reinforcement of bridge piers



Installation of platform doors on Yamanote Line



Seismometers

Enhancement of seismic observation system

## Moving Up a Gear in Seven Areas

### ○ Investment to raise corporate value

#### ○ Opening the way to new business areas

- Prepare foundation for WiMAX

#### ○ Actively respond to global environmental problems

- Switch to high-efficiency equipment
- Build "ecoste" model station (Kaihin-Makuhari Station, etc.)
- Replace generator at Kawasaki Thermal Power Station

#### ○ Upgrading the Tokyo metropolitan area railway network to make line-side areas more attractive and convenient

- Introduce E233 series on the Tokaido, Utsunomiya and Takasaki lines
- Manufacture new E233 series for Saikyo and Yokohama lines (Roll out planned FY2014.3 onward)
- Promote the development of child-rearing support facilities
- Develop the Chuo Line Mall
- Develop the Tohoku Through Line
- Develop Shinagawa Station turnaround facilities and railyard

#### ○ Invigorating inter-regional communications

- Organize vicinity of Niigata Station
- Develop free passage, station buildings on bridges, etc. at Oyama, Hakusan, Iwama and other stations

#### ○ Developing life-style business aggressively

- Implement station renaissance  
Kichijoji, Nishi-Kokubunji, Funabashi, Kawasaki and Sendai
- Conduct large-scale development of terminal buildings  
Shinjuku, Chiba, Shibuya, etc.

#### ○ Actively expand Suica business

- Expand mutual access to services offered by IC cards issued by transportation companies
- Expand scenarios for using Suica



Development of "ecoste" model station (Kaihin-Makuhari Station)



E233 series for Tokaido, Utsunomiya and Takasaki lines



Station renaissance at Sendai Station

## Ongoing Efforts

### ○ Heightening customer satisfaction

- Introduce new limited express E657 series for Joban Line
- Introduce 209 series in Boso district
- Introduce KiHa E130 series diesel train cars on Kururi Line
- Develop Autonomous decentralized Transport Operation control System (ATOS)
- Develop Keiyo Line windbreak
- Take lightning damage countermeasures
- Update aging Shinkansen equipment
- Update/strengthen signal equipment on Shonan-Shinjuku Line, etc.
- Update/strengthen electric power equipment within 100 km of Tokyo
- Install elevator equipment
- Install standard and multi-functional restrooms in stations
- Install emergency information displays
- Install platform roofs
- Install signage, information facilities and rest facilities
- Restoration of the Tokyo Station Marunouchi Redbrick Building



KiHa E130 series diesel train cars for Kururi Line



Installation of emergency information displays

## Ongoing Efforts

### ○ Expanding the Shinkansen network

- Increase speed of Tohoku Shinkansen
- Introduce high speed E5 and E6 series Shinkansen train
- Expand introduction of GranClass

### ○ Developing human resources

- Develop training facilities

### ○ Advancing research and development aggressively

- Develop applied ATACS functions (function to set temporary speed limits)



High-speed E6 series Shinkansen train

### ○ Expanding life-style business

- Develop station buildings
  - Higashi-Nakano Station West Exit Building (provisional name) (Scheduled to open in summer 2012)
  - Tsurumi Station Building (CIAL Tsurumi) (Scheduled to open in autumn 2012)
  - JR Otsuka Station South Exit Building (provisional name) (Scheduled to open in autumn 2013)
- The Tokyo Station Hotel (Scheduled to open in October 2012)
- JR South Shinjuku Building (Scheduled for completion in June 2012)
- Tokyo Station City (GranTokyo North Tower (phase II)) (Scheduled for completion in August 2012)
- Kanda Manseibashi Building (provisional name) development project (Scheduled for completion in winter 2012)



JR South Shinjuku Building



Tokyo Station City  
(GranTokyo North Tower (phase II))



Kanda Manseibashi Building  
(provisional name) development project



Restoration of the Tokyo Station Marunouchi Redbrick Building / The Tokyo Station Hotel