

FY2014.3 Capital Expenditure Plan (non-consolidated)

East Japan Railway Company (JR East) today announced the formulation of its FY2014.3 capital expenditure plan (non-consolidated).

Based on “JR East Group Management Vision V – Ever Onward” unveiled in October 2012, JR East’s plan will focus on measures to protect against major earthquakes, and the restoration of conventional lines along the Pacific coast damaged by the tsunami caused by the Great East Japan Earthquake, with an eye to building railways capable of withstanding natural disasters. At the same time, the plan will steadily promote ongoing capital expenditure in enhancing safety, increasing customer satisfaction, and paving the way for future growth.

Planned capital expenditure (non-consolidated) for FY2014.3 is ¥445.0 billion, an increase of ¥40.0 billion from capital expenditure in FY2013.3.

○Major capital expenditure

- In addition to ongoing seismic reinforcement of viaduct columns, bridge piers and station buildings, we will fully commit ourselves to countermeasures in preparation of a possible earthquake directly beneath the Tokyo metropolitan area that encompass the seismic reinforcement of embankments, cutouts, brick arch viaducts and electrical poles, and the prevention of station/platform ceilings and walls from collapsing.
- We will coordinate our efforts to restore conventional lines along the Pacific coast that were damaged by the tsunami caused by the Great East Japan Earthquake with other plans to rebuild the area as a whole and develop towns. To this end, we will hold discussions with the national and local governments.
- We will steadily implement safety measures such as for withstanding natural disasters and preventing railway crossing accidents. In addition, we will upgrade the safety level on station platforms by installing automatic platform gates at Otsuka, Sugamo and five other stations on the Yamanote Line, and by equipping braille-blocks with a protruding line that indicate the inward side of the platform to more stations.

- We will continue to introduce Series E6 Shinkansen railcars for Akita Shinkansen, with a view to operating them at a maximum speed of 320 km/h by spring 2014. Along with this, we will also make steady progress on introducing Series E7 Shinkansen railcars and other preparations for opening Hokuriku Shinkansen to Kanazawa at the end of FY2015.3.

- On conventional lines, we will move ahead with construction of the Tohoku Through Line, aiming to start service in FY2015.3. We will also introduce Series E233 commuter railcars to the Saikyo and Yokohama lines.

- We will strive to develop trains with new concepts that will inspire people to board for the “ride” itself, starting with the launch of the new steam locomotive train “SL Ginga Tetsudo (provisional name)” and the “Tohoku Emotion” all-restaurant-seating dining car train in FY2014.3.

- We will continue to take measures to upgrade safety for our railway transportation network. As part of this effort, we will taking measures to prevent snow from disrupting JR East’s train service in the Tokyo metropolitan area, while making steady progress in renewing aging facilities and equipment.

- We will complete construction of the “GranRoof” and the central part of the new Yaesu Exit to Tokyo Station in the “Tokyo Station City” project for developing Tokyo Station and its surroundings.

- We will open commercial facilities such as “nonowa Musashi-Sakai” as a part of “the Chuo Line Mall” along the Chuo Line, beneath the Kanda Manseibashi elevated tracks, the JR Otsuka Station South Exit Building (provisional name), and within Kaihin-Makuhari Station.

- We will strive to secure our own stable supply of electricity through plant renewal of the Kawasaki Thermal Power Station and other facilities, and the construction of a mega-solar electricity plant at the Keiyo Rolling Stock Center. At the same time, we will introduce power storage systems, power interchange systems, station power consumption displays and other facilities involving smart grid technology to our property, plant and equipment.

- We will start commercial operation of a catenary and battery-powered hybrid railcar train system on the Karasuyama Line from spring 2014. At the same time, we will complete the redevelopment of Kaihin-Makuhari Station on the Keiyo Line as a new “ecoste” (ecologically friendly stations) model station incorporating various

environmental conservation technologies.

- We will install a public ICT network throughout Tokyo station to expand area coverage of wireless LANs for public access, and begin providing customers railway-related information by One Seg broadcasts and smartphone applications.

○Amount of capital expenditure (non-consolidated)

(¥ billion)

	FY2014.3 plan	FY2013.3 results	FY2012.3 results	FY2011.3 results
Transportation	395.0	358.1	263.9	318.3
Life-style business	50.0	46.3	43.5	36.1
Total	445.0	404.4	307.4	354.4

Leasing investments	17.3	9.4	4.2	7.1
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Overview of the FY2014.3 JR East (Non-Consolidated) Capital Expenditure Plan

Major Items

Eternal Mission

○ Pursuing “extreme safety levels” – Building a railway capable of withstanding natural disasters

- Countermeasures for major earthquakes
 - Seismically reinforce viaduct columns, bridge piers, embankments, brick arch viaducts, electrical poles, and station buildings
 - Measures to protect against earthquakes at branch office buildings, etc.
- Take measures to prevent railway crossing accidents
- Prepare ATS (automatic train-stop systems), etc.
- Install automatic platform gates on the Yamanote Line
- Prepare braille-blocks with line-formed projection on station platforms
- Take measures against natural disasters (heavy rain or snowfall, etc.)



Seismic reinforcement of bridge piers



Seismic reinforcement of viaduct columns



Seismic reinforcement of embankments



Seismic reinforcement of brick arch viaducts



Automatic platform gates on the Yamanote Line

○ Service quality reforms—Enhancing rail transportation network and other measures

- Operate Tohoku Shinkansen at faster speeds
- Introduce Series E7 for Hokuriku Shinkansen
- Develop the Tohoku Through Line
- Introduce Series E233 for the Saikyo Line
- Introduce Series E233 for the Yokohama Line
- Install elevator equipment at stations
- Install electric point defrosters
- Install infant nursing rooms at stations
- Develop station waiting rooms
- Install restrooms at stations
- Install train station displays designed to provide information in times of service disruptions
- Lightning damage countermeasures for electrical equipment
- Update/strengthen electric power equipment within 100 km of Tokyo



Series E6 for Akita Shinkansen



Series E7 railcar for Hokuriku Shinkansen



The Tohoku Through Line



Series E233 railcars for the Saikyo Line



Infant nursing room at stations

Eternal Mission

○ Strengthening collaboration with local communities--Supporting earthquake recovery, stimulating tourism and revitalizing communities

• Restoration of segments along the Pacific coast damaged by the tsunami

- Provisional restoration of the Kesenuma and Ofunato lines using BRT (Bus Rapid Transit) system
- Restore current sites and alter routes

• Develop connecting line between the Senseki Line and the Tohoku Line

• Introduce "SL Ginga Testudo (provisional name)"

• Introduce "Tohoku Emotion" all-restaurant-seating dining car train

• Develop free passage and station buildings on bridges

• Upgrade station buildings at Kamakura and Kita-Kamakura

• Large-scale development of terminal railway stations

- "Tokyo Station City" (center part and Gran Roof; scheduled to open in autumn 2013)
- Shinjuku, Shibuya, Yokohama, Chiba, Sendai, etc.

• Develop a line-side area brand that is chosen by consumers

- "Chuo Line Mall" (nonowa Musashi-Sakai) (Scheduled opening on May 29, 2013)
- Development of commercial facilities beneath Kanda Manseibashi elevated tracks (Scheduled to open in summer 2013)
- JR Otsuka Station South Exit Building (Provisional name) (Scheduled to open in autumn 2013)
- Kaihin-Makuhari (Scheduled to open in autumn 2013), Kichijoji, Funabashi, Chigasaki, Kawasaki, Oyama, etc.

• Revitalize core regional cities

- New Nagano Station building, etc.



BRT station



Exclusive roadways and vehicles for BRT



"SL Ginga Tetsudo" (Provisional name)



"Tohoku Emotion"



Tokyo Station City (Gran Roof)



Shinjuku New South Exit Building (Provisional Name)



New Nagano Station building (Entrance)

Pursuing Unlimited Potential

○ Technological innovation · Forging strategies for conserving energy and the environment, utilizing ICT and operating Shinkansen at faster speeds

- Introduce catenary and battery-powered hybrid railcar train system on the Karasuyama Line
- Continue to build "ecoste" model stations
- Construct mega-solar electricity plant at Keiyo Rolling Stock Center
- Install power storage equipment

- Install station power consumption displays
- Install power interchange systems
- Adopt LED lighting
- Install public ICT network throughout station (Tokyo Station)

○ Tackling new business areas – Globalization

- Expanding railcar manufacturing operations

○ Developing employees and creating a corporate culture that maximizes human potential

- Develop facilities for female employees
- Technological development in frontline operations
- Develop training center facilities for employees



Catenary and battery-powered hybrid railcar system on the Karasuyama Line



Solar power generation equipment



Station power consumption display