

FY2015.3 Capital Expenditure Plan (non-consolidated)

East Japan Railway Company (JR East) today announced the formulation of its FY2015.3 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 advance preparations for the opening of the Hokuriku Shinkansen to Kanazawa and the opening of the Ueno Tokyo Line at the end of FY2015.3. Furthermore, the plan will continue to promote ongoing capital expenditure in enhancing safety, increasing customer satisfaction, and paving the way for future growth.

Planned capital expenditure (non-consolidated) for FY2015.3 is ¥455.0 billion, an increase of ¥44.0 billion from capital expenditure in FY2014.3.

○Major capital expenditure

- In preparation for a possible earthquake directly beneath the Tokyo metropolitan area and other possible earthquakes, we will focus on conducting seismic reinforcement of viaduct columns, bridge piers, embankments, cutouts, brick arch viaducts and electrical poles, as well as the prevention of station/platform ceilings and walls from collapsing.
- With regard to the restoration of conventional lines along the Pacific coast that were damaged by the tsunami caused by the Great East Japan Earthquake, we will promote construction work on railway routes (segments) for which restoration of railway service has been decided. At the same time, we will steadily advance the restoration of all other routes (segments) by coordinating our efforts 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 make steady progress on introducing Series E7 Shinkansen railcars and other preparations for opening the Hokuriku Shinkansen to Kanazawa.
- On conventional lines, we will move ahead with the construction of the Ueno Tokyo Line. We will also introduce Series E233 commuter railcars to the Yokohama and Nambu lines and introduce the Series E129 railcars to the Niigata area.

- We will steadily implement safety measures such as for preventing railway crossing accidents and withstanding natural disasters. In addition, we will upgrade the safety level on station platforms by installing automatic platform gates at Okachimachi, Uguisudani 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 take measures to upgrade safety for our railway transportation service. As part of this effort, we will be taking measures to prevent snow from disrupting JR East’s train service in the Tokyo Metropolitan area and Shinkansen service, while making steady progress in renewing aging facilities and equipment.
- We will strive to develop trains with new concepts that will inspire people to board for the “ride” itself. In FY2015.3, we will launch the “TOREIYU” resort train, which makes use of Shinkansen railcars.
- We will complete construction of a station-front plaza to the Yaesu entrance to Tokyo Station in the “Tokyo Station City” project for developing Tokyo Station and its surroundings.
- We will make steady progress on construction for large-scale development of terminal railway stations at Shinjuku, Shibuya, Chiba and Sendai stations.
- We will open “the Chuo Line Mall” (portions between Musashi-Sakai and Higashi-Koganei, etc.), along with commercial facilities beside Sakuragicho Station and Musashi-Urawa Station viaducts. We will also complete construction of the Kamaishi Station hotel and the new Nagano Station building.
- We will strive to secure our own stable supply of electricity through plant renewal of the Kawasaki Thermal Power Station and other facilities. We will also continue to introduce smart grid technology.
- We will install solar power generation equipment on Company-owned land along railway lines.
- We will install public ICT networks at all 36 stations on the Yamanote Line to expand area coverage of wireless LANs for public access, and begin providing customers with railway-related information by smartphone applications.

○ Amount of capital expenditure (non-consolidated)

(¥ billion)

	FY2015.3 plan	FY2014.3 results	FY2013.3 results	FY2012.3 results
Transportation	403.0	372.3	358.1	263.9
Life-style business	52.0	38.5	46.3	43.5
Total	455.0	410.8	404.4	307.4
Leasing investments	17.5	15.3	9.4	4.2

Overview of the FY2015.3 JR East (Non-Consolidated) Capital Expenditure Plan

Major items

Eternal Mission

OPursuing “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, and station buildings, etc.
 - Measures to protect against earthquakes at branch office buildings, etc.
 - Reinstall Shinkansen catenary wires
 - Develop an environment for introducing ocean bottom seismometer data
- Install automatic platform gates on the Yamanote Line
- Take measures to prevent railway crossing accidents
- Take measures against natural disasters
- Take disaster-readiness measures against rainfall along the Yamagata and Akita Shinkansen
- Replace the Tone River bridge on the Joban Line



Seismic reinforcement of embankments



Seismic reinforcement of bridge piers



Automatic platform gates on the Yamanote Line



Obstruction warning device for railway crossings



Tone River bridge

OService quality reforms—Enhancing the railway transportation network and other measures

- Open Hokuriku Shinkansen to Kanazawa
- Open the Ueno Tokyo Line
- Introduce Series E233 for the Yokohama Line
- Introduce Series E233 for the Nambu Line
- Introduce Series E129 for the Niigata area
- Take measures to prevent railroad switch malfunctions
- Expand and upgrade ATOS (Autonomous Decentralized Transport Operation Control System)
- Upgrade elevator equipment at stations
- Upgrade restrooms at stations
- Upgrade station waiting rooms and infant nursing rooms
- Upgrade train station displays designed to provide information in times of service disruptions
- Upgrade signs for guidance at stations



Series E7 railcar for Hokuriku Shinkansen



Series E129 railcar for the Niigata area



Restrooms at stations



Elevators at stations



Ueno Tokyo Line

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 Line using BRT (Bus Rapid Transit) system (direct train access at Kesenuma Station)
 - Restore current sites and alter routes
- Develop connecting line between the Senseki Line and the Tohoku Line
- Introduce “TOREIYU” Shinkansen resort train
- Develop station buildings on bridges and free passages

- Large-scale development of station terminal buildings Tokyo, Shinjuku, Shibuya, Chiba, Sendai, Yokohama, Shinagawa, etc.
- Develop a line-side area brand that is chosen by consumers
 - Development of commercial facilities beneath Sakuragicho Station viaduct (Scheduled to open in summer 2014)
 - Development of commercial facilities beneath Musashi-Urawa Station viaduct (Scheduled to open in winter 2014)
- “Chuo Line Mall” (portions between Musashi-Sakai and Higashi-Koganei, etc.)
 - Childcare support facilities (Kameido, etc.)
- Revitalize core regional cities
 - Kamaishi Station Hotel, New Nagano Station building, etc.



Station-front plaza to Yaesu entrance to Tokyo Station



New Nagano Station building



Sendai Station free passage (scheduled to open in spring 2016)



“TOREIYU” Shinkansen resort train



“Chuo Line Mall” (artist’s rendition)

Pursuing Unlimited Potential

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

- Install solar power generation equipment
- Continue to build “ecoste” model stations
- Introduce smart grid technology
- Adopt LED lighting

- Install public ICT networks at stations on the Yamanote Line
- Upgrade and enhance “JR East app” for disseminating information to smartphones
- Introduce CBTC (Communications-based Train Control) system and ATACS (Advanced Train Administration and Communications System)
- Develop train track facility monitoring equipment technology

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



Train track facility monitoring equipment



“JR East app”



Solar power generation equipment