

### FY2016.3 Capital Expenditure Plan (non-consolidated)

East Japan Railway Company (JR East) today announced the formulation of its FY2016.3 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 resulting from 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 FY2016.3 is ¥455.0 billion, an increase of ¥33.0 billion from capital expenditure in FY2015.3.

○ 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 and platform ceilings and walls from collapsing.
- We will proceed with construction work on railway routes (segments) for which the restoration of railway services has been decided, and we plan to resume operations between Takagimachi and Rikuzen-Ono on the Senseki Line on May 30. With regard to the restoration of other conventional lines along the Pacific coast that were damaged by the tsunami resulting from the Great East Japan Earthquake, we will steadily advance restoration by holding discussions with the national and local governments and coordinating our efforts with other plans to rebuild the area as a whole and develop towns.
- We will introduce Series E353 pre-mass-production railcars to the limited express services of the Chuo Line. Further, we will proceed with the introduction of new Series E233 railcars to the Nambu Line and the introduction of new Series E129 railcars to the Niigata area.

- We will steadily implement safety measures, including measures to prevent railway crossing accidents, and measures for withstanding such natural disasters as torrential rain. In addition, we will upgrade the safety level on station platforms by installing automatic platform gates at Ueno, Akihabara, and three other railway stations on the Yamanote Line and by continuing to install braille blocks with a protruding line that indicates the inward side of the platform.
- We will continue to take measures to upgrade the reliability of our railway transportation services. As part of this effort, we will be taking measures to install equipment and facilities to prevent snow from disrupting our train services in the Tokyo metropolitan area and Shinkansen services while making steady progress in renewing aging facilities and equipment.
- We will create “fun-to-ride” trains so that customers board them for the “ride” itself. In the fiscal year ending March 31, 2016, we will remodel railcars in preparation for the introduction of a “mobile art-cafe” Shinkansen, the GENBI SHINKANSEN, which we aim to begin operating from spring 2016.
- We will steadily advance the *Shinjuku New South Exit Building* (provisional name) project, scheduled to open in spring 2016; the *Sendai Station Free Passage and East Exit Development*; and the large-scale development of terminal railway stations at Yokohama, Chiba, Shinagawa, and Shibuya stations and other railway stations.
- Aiming to create line-side-area brand that is chosen by customers, we will continue the development of *Chuo Line Mall*, using the space underneath a railway viaduct between Mitaka and Tachikawa on the Chuo Line; upgrade Chigasaki Station and expand the floor of its station buildings; and develop shopping centers and open nursery schools near railway stations and other facilities for supporting childcare through such initiatives as the *Urawa Station Underpass Development*.
- Aiming to provide customers with high-value-added information, we will expand and improve the content of the *JR EAST app* for smartphones and install more railway station displays that provide information during service disruptions.
- We will strive to secure our own stable supply of electricity through plant renewal of the Kawasaki Thermal Power Station and other facilities, and we will install new renewable energy facilities and electricity storage devices.

○ Amount of capital expenditure (non-consolidated)

(¥ billion)

	FY2016.3 plan	FY2015.3 results	FY2014.3 results	FY2013.3 results
Transportation	366.0	375.0	372.3	358.1
Life-style business	89.0	47.1	38.5	46.3
Total	455.0	422.1	410.8	404.4

Leasing investments	19.0	15.6	15.3	9.4
---------------------	------	------	------	-----

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.
  - Seismically reinforce supporting structures of overhead contact lines
  - Reinstall Shinkansen catenary wires
- Install automatic platform gates
- Install braille blocks with a protruding line that indicates the inward side of the platform
- Install ATS, etc.
- Take measures to prevent railway crossing accidents
- Take disaster-readiness measures against rainfall along the Yamagata and Akita Shinkansen



Seismic reinforcement of embankments



Automatic platform gates



Seismic reinforcement of viaduct columns



Seismic reinforcement of bridge piers



Obstruction warning device for railway crossings

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

- Introduce Series E353 pre-mass-production railcars to limited express services of the Chuo Line
- Introduce Series E129 railcars for the Niigata area
- Introduce Series E233 railcars for the Nambu Line
- Take measures to prevent railroad switch malfunctions
- Expand and upgrade ATOS (Autonomous Decentralized Transport Operation Control System)
- Upgrade elevator equipment at railway stations
- Upgrade restrooms at railway stations
- Upgrade infant nursing rooms
- Upgrade railway station displays that provide information during service disruptions



Series E353 pre-mass-production railcars (rendering)



Series E129 railcars for the Niigata area



Series E233 railcars for the Nambu Line



Restrooms at stations



Infant nursing room



Measures to prevent railroad switch malfunctions



## ○Strengthening collaboration with local communities

### —Supporting earthquake recovery, stimulating tourism, and revitalizing communities

- Restore Senseki Line and open the Senseki–Tohoku Connecting Line
- Restore conventional lines along the Pacific coast damaged by the tsunami
- Develop station buildings on bridges and free passages
- Remodel railcars in preparation for introduction of *GENBI SHINKANSEN*
- Develop childcare support facilities
- Undertake large-scale development of terminal station buildings Shinjuku, Sendai, Yokohama, Chiba, Shinagawa, Shibuya, etc.
- Upgrade Chigasaki Station and expand the floor of its station buildings
- Advance *Urawa Station Underpass Development*
- Develop *Chuo Line Mall* (Musashi-koganei, west ; Kunitachi, east)



Shinjuku New South Exit Building (provisional name)



Sendai Station Free Passage and East Exit Development



Chuo Line Mall



Urawa Station Underpass Development



Senseki–Tohoku Connecting Line  
(left: Senseki Line; right: Tohoku Line)



Hybrid railcars (Series HB-E210)



Joban Line route change

## Pursuing Unlimited Potential

## ○Technological innovation

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

- Install new renewable energy facilities
- Adopt LED lighting
- Install new electricity storage devices
- Install public ICT networks at stations
- Introduce CBTC (Communications-based Train Control System) and ATACS (Advanced Train Administration and Communications System)
- Expand and improve content of the JR EAST app

## ○Tackling new business areas—Globalization

- Expand railcar manufacturing operations



Electricity storage devices

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

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



Wind power generation facility



JR EAST app