

FY2019.3 Capital Expenditure Plan

East Japan Railway Company (JR East) today announced the formulation of its FY2019.3 capital expenditure plan. Aiming to realize three tasks, namely, to improve the safety and reliability of transportation, take on the challenge of enhancing profitability, and advance “TICKET TO TOMORROW” initiatives, JR East will take measures to install and further improve safety equipment and steadily and flexibly promote ongoing capital expenditure to increase customer satisfaction and pave the way for future growth.

Planned consolidated capital expenditure for FY2019.3 is ¥645.0 billion, an increase of approximately ¥94.0 billion from capital expenditure in FY2018.3, and planned non-consolidated capital expenditure for FY2019.3 is ¥525.0 billion, an increase of approximately ¥72.0 billion from capital expenditure in FY2018.3

○ Major capital expenditure

- We will proceed with the installation of automatic platform gates to enhance the safety of railway station platforms, and we will begin using automatic platform gates at Yurakucho Station, Akihabara Station and Okachimachi Station, etc. (Keihin-Tohoku Line), and Shin-Koiwa Station (Sobu Line rapid service).
- We will steadily advance safety measures, including measures to protect against major earthquakes and measures to prevent railway crossing accidents, while steadily implementing transportation reliability measures, such as the strengthening of electric facilities in the Tokyo metropolitan area and the renewal of aging facilities.
- We will install security cameras inside railcars and continue such measures as strengthening the security of railway stations, railcar storage locations, track-side areas, and electrical facilities to ensure that customers use our services with peace of mind.
- We will establish in stages free public wireless LAN services in Shinkansen and limited express service of the Chuo Line to provide customers with railway services that are more convenient. Further, we will proceed with the introduction of railway station numbering so that all customers find railway services easier to understand and can use them with greater confidence.

- We will continue the introduction of Series E7 Shinkansen railcars to the Joetsu Shinkansen Line, the introduction of Series E235 railcars to the Yamanote Line, and the introduction of Series E353 express railcars to the Chuo Line. Further, we will manufacture new monorail railcars.
- We will continue measures for the restoration of conventional lines damaged by the Great East Japan Earthquake. With respect to line segments of the Joban Line on which operations have been suspended, we will continue implementing work with a view to resuming operations by March 31, 2020.
- We will hold the grand opening of Chiba Station's Perie Chiba (June 2018) and advance the development of large-scale terminal stations, including Shinagawa Station, Shibuya Station, Yokohama Station, Tokyo Station, and Shinjuku Station. We will advance plans for the development of large-scale multipurpose towns, such as Takeshiba Waterfront Development Project and Kawasaki Station West Exit Development Project.
- We aim to enhance line-side value. We will develop HOTEL METS Akihabara (provisional name), Gotanda Station East Exit Building (provisional name), and Chuo Line Mall, which uses the space underneath a railway viaduct between Mitaka and Tachikawa on the Chuo Line. We will develop child-rearing support facilities and take such measures as the renewal of station buildings and stores inside railway stations.
- We will revitalize core regional cities and advance expansion of our business area through such initiatives as Northern Station Gate Akita (arena plan) and Sapporo Hotel (provisional name).

○ Amount of capital expenditure

FY2019.3 Amount of capital expenditure (consolidated)

(¥ billion)

	FY2019.3 plan	FY2018.3 results	FY2017.3 results	FY2016.3 results
Transportation *	480.0	424.4	383.1	392.2
Non-Transportation *	165.0	126.0	123.5	149.7
Total	645.0	550.4	506.7	541.9

*The results show investment amounts for transportation and non-transportation based on the previous segments before FY2017.3.

FY2019.3 Amount of capital expenditure (non-consolidated)

(¥ billion)

	FY2019.3 plan	FY2018.3 results	FY2017.3 results	FY2016.3 results
Total	525.0	452.8	426.5	442.2

Improve the Safety and Reliability of Transportation

Pursuing "extreme safety levels"

- Countermeasures for major earthquakes
Seismically reinforce viaduct columns, embankments, cutouts, brick arch and station buildings, etc.
Seismically reinforce supporting structures of overhead contact lines (electrical poles)
- Safety measures for railway crossings
- Installation and improvement of safety equipment for platforms
Automatic platform gates, Dot-Braille blocks indicating platform edge, emergency stop buttons

- Install ATS-P
- Develop training center facilities for employees
- Establish training simulators for train crews
- *Establish training centers (JR Niigata Railway Services Co., Ltd., JR East Facility Management Co., Ltd., etc.)*

Service quality reforms

- Upgrade elevators, etc. at railway stations
- Install and improve station waiting rooms
- Elevate station concourses and establish passages
- Upgrade restrooms at railway stations
- Increase and improve content of JR EAST APP
- Establish station guides
- *Manufacture new buses (JR Bus Kanto Co., Ltd.)*
- *Manufacture new monorail railcars (Tokyo Monorail Co., Ltd.)*



Automatic platform gates ("Smart" Automatic Platform Gate®)
* "Smart" Automatic Platform Gate is a registered trademark of JR East Mechatronics Co., Ltd.



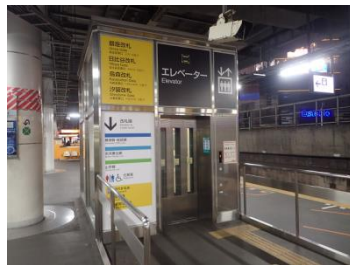
Safety measure for railway crossing



Seismic reinforcement of embankments



Seismic reinforcement of viaduct columns



Elevator



Elevating station concourses (Nakajo Station, Uetsu main line)



JR EAST APP



Restrooms at stations



Building facilities training technical center (provisional name) (JR East Facility Management Co., Ltd.)



Training simulators for train crews



Monorail railcars (Tokyo Monorail Co., Ltd.)

* Italicized captions are the names of the capital expenditures of Group companies.

Take on the Challenge of Enhancing Profitability

Increase exchanges through transportation networks

- Introduction of Series E353 railcars to the Chuo Line
- Prepare for opening of direct Sotetsu-JR line

Advance Strategies for Visitors to Japan

- Establishment of JR EAST Travel Service Centers
- Introduction of station numbering
- Establishment of free public wireless LAN services in Shinkansen, etc.



Series E353 railcars



JR EAST Travel Service Centers



Takeshiba Waterfront Development Project

Enhance “added value” centered on railway stations

- Proceeding with work for Shinagawa New Station (provisional name)
- Undertake the development of large-scale terminal railway stations; Shinagawa, Shibuya, Yokohama, Tokyo, Shinjuku, etc.
- Takeshiba Waterfront Development Project
- Northern Station Gate Akita (arena plan)
- Advance renewal of station buildings and buildings of stores inside railway stations (Each group company)
- Sapporo Hotel (provisional name)
- Kawasaki Station West Exit Development Project
- HOTEL METS Akihabara (provisional name)
- Gotanda Station East Exit Building (provisional name)



Station numbering



Shinagawa New Station (provisional name)



Northern Station Gate Akita (arena plan)



Development of large-scale terminal railway stations (Yokohama)



Sapporo Hotel (provisional name)

Advance “TICKET TO TOMORROW” Initiatives

Regional revitalization

- Earthquake recovery

Advance technological innovation and strategies for the environment

- Track equipment monitoring
- Ecoste* model stations
- * environment earth conscious station of east japan railway company

Create a corporate culture that develops employees' capabilities

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

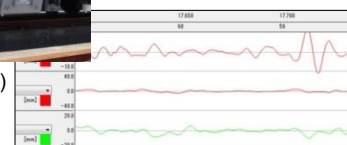


Earthquake recovery (Joban Line)



(Onboard equipment)

(Rendering of monitoring results)



Track equipment monitoring

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