

Consolidated Financial Results for the Nine-Month Period Ended December 31, 2010 (Japanese GAAP) (Unaudited)

Fiscal 2011 (Year ending March 31, 2011)

"Third Quarter" means the nine months from April 1 to December 31.

All financial information has been prepared in accordance with accounting principles generally accepted in Japan.

"JR East" refers to East Japan Railway Company on a consolidated basis, or if the context so requires, on a non-consolidated basis.

English translation from the original Japanese-language document.

January 28, 2011

East Japan Railway Company

Stock Exchange Listings

Tokyo, Osaka and Nagoya

Securities Code

9020

URL

<http://www.jreast.co.jp/e>

Representative

Satoshi Seino, President and CEO

Contact Person

Tadao Maekawa, General Manager,
Public Relations Department
(Tel. +81-3-5334-1300)

Scheduled Date for Release of a Quarterly Report

February 10, 2011

Scheduled Date of Dividend Payment Commencement

Not applicable

Preparation of Supplementary Explanations of Quarterly Financial Results: No

Quarterly Financial Results Presentation to Be Held: No

1. Consolidated Results for the Nine-Month Period Ended December 31, 2010 (April 1, 2010—December 31, 2010)

(Amounts less than one million yen, except for per share amounts, are omitted.)

(1) Consolidated financial results

(Percentages represent percentage changes as compared with the corresponding period in the previous fiscal year.)

	Operating revenues		Operating income		Ordinary income		Net income	
	Millions of yen	%	Millions of yen	%	Millions of yen	%	Millions of yen	%
Fiscal 2011, 3rd Quarter	1,948,854	0.9	343,645	12.2	268,686	21.8	137,633	7.6
Fiscal 2010, 3rd Quarter	1,932,193	(5.2)	306,290	(17.7)	220,564	(24.3)	127,884	(23.5)

	Earnings per share —Basic	Earnings per share —Diluted
	Yen	Yen
Fiscal 2011, 3rd Quarter	347.94	—
Fiscal 2010, 3rd Quarter	322.52	—

(2) Consolidated financial position

	Total assets	Net assets	Equity ratio	Shareholders' equity per share
	Millions of yen	Millions of yen	%	Yen
Fiscal 2011, 3rd Quarter	7,000,760	1,897,123	26.7	4,727.85
Fiscal 2010	6,995,494	1,807,547	25.5	4,501.30

Reference: Shareholders' equity – Fiscal 2011, 3rd Quarter: 1,870,191 million yen, Fiscal 2010: 1,780,584 million yen

2. Dividends (Year Ended March 31, 2010 and Year Ending March 31, 2011)

	Annual dividends				
	1st quarter end	2nd quarter end	3rd quarter end	Year end	Total
	Yen	Yen	Yen	Yen	Yen
Fiscal 2010	—	55.00	—	55.00	110.00
Fiscal 2011	—	55.00	—	—	—
(Forecast) Fiscal 2011	—	—	—	55.00	110.00

Note: Revision of dividend forecasts in the 3rd quarter : No

3. Forecasts for Fiscal 2011 (Year Ending March 31, 2011)

(Percentages represent percentage changes compared with the previous fiscal year.)

	Operating revenues		Operating income		Ordinary income		Net income		Earnings per share—Basic
	Millions of yen	%	Millions of yen	%	Millions of yen	%	Millions of yen	%	Yen
Fiscal 2011	2,593,000	0.7	371,000	7.6	277,000	17.8	141,000	17.3	356.45

Note: Revision of forecasts of the consolidated results in the 3rd quarter : Yes

4. Other (For details, please refer to page 4, “Other Information” in the Attachment.)

(1) Changes to principal subsidiaries during the period : No

Newly consolidated — excluded —

Note: Indicates whether changes have occurred in specified subsidiaries in accordance with changes in the scope of consolidation during this quarter.

(2) Application of simplified accounting treatment or application of special accounting treatment : No

Note: Indicates whether simplified accounting treatment or special accounting treatment has been used in preparing the quarterly consolidated financial statements.

(3) Changes in accounting treatment principles and procedures or presentation method

i Changes based on revision of accounting standards: Yes

ii Changes other than the above : No

Note: Indicates the existence of changes in accounting treatment principles and procedures or presentation method in preparation of the quarterly consolidated financial statements.

(4) Number of issued shares (common stock)

i Issued shares at period-end (including treasury stock)	3rd Quarter, Fiscal 2011	400,000,000 shares	Fiscal 2010	400,000,000 shares
ii Treasury stock at period-end	3rd Quarter, Fiscal 2011	4,430,486 shares	Fiscal 2010	4,429,053 shares
iii Average number of shares during period	3rd Quarter, Fiscal 2011	395,570,372 shares	3rd Quarter, Fiscal 2010	396,517,587 shares

Indication of quarterly review procedure implementation status

These quarterly financial results are not subject to the quarterly review requirements as provided in the Financial Instruments and Exchange Law. The review of quarterly consolidated financial statements as provided in the Financial Instruments and Exchange Law had not been completed as of the date of these Consolidated Financial Results for the Nine-Month Period Ended December 31, 2010.

Explanation of appropriate use of forecasts of business results; other important items

The forecasts of business results and other forward-looking statements in this report are based on information available as of the date of this report and on certain assumptions that JR East viewed as reasonable as of the date of this report. Actual results may differ from such forward-looking statements for a variety of reasons.

Regarding the forecasts of business results, please refer to “Qualitative Information on Consolidated Performance Outlook” on page 3 in the Attachment. Further, the non-consolidated performance outlook is on the next page.

(Reference)

Forecasts of the Non-consolidated Results for Fiscal 2011 (Year Ending March 31, 2011)

(Percentages represent percentage changes compared with the previous fiscal year.)

	Operating revenues		Operating income		Ordinary income		Net income		Earnings per share— Basic
	Millions of yen	%	Millions of yen	%	Millions of yen	%	Millions of yen	%	Yen
Fiscal 2011	1,875,000	(0.4)	310,000	9.7	220,000	23.3	123,000	22.9	310.85

Note: Revision of forecasts of the non-consolidated results in the 3rd quarter : Yes

Contents of Attachments

1. Qualitative Information on Quarterly Consolidated Financial Performance.	2
(1) Qualitative Information on Consolidated Operating Results	2
(2) Qualitative Information on Consolidated Financial Position	3
(3) Qualitative Information on Consolidated Performance Outlook	3
2. Other Information	4
(1) Overview of Changes to Principal Subsidiaries.	4
(2) Overview of Application of Simplified Accounting Treatment or Application of Special Accounting Treatment	4
(3) Overview of Changes in Accounting Treatment Principles and Procedures or Presentation Method . .	4
3. Quarterly Consolidated Financial Statements.	5
(1) Consolidated Balance Sheets	5
(2) Consolidated Statements of Income	7
(3) Consolidated Statements of Cash Flows	8
(4) Notes on Going Concern Assumption.	9
(5) Segment Information	9
(6) Notes on Significant Changes in the Value of Shareholders' Equity	9

1. Qualitative Information on Quarterly Consolidated Financial Performance

(Unless otherwise stated, all comparisons are between the nine months from April 1, 2010, to December 31, 2010, and the nine months from April 1, 2009, to December 31, 2009.)

(1) Qualitative Information on Consolidated Operating Results

In the first nine months of the fiscal year ending March 31, 2011 (the third quarter), the Japanese economy failed to enter a recovery phase and remained stagnant. Although there were signs of improvement in corporate earnings and capital investment, yen continued to appreciate and unemployment levels remained high while exports declined slightly. Furthermore, business conditions continued to be challenging due to the reduction in expressway tolls, which exacerbated difficulties in the operating environment for railway operators, and other factors. In this environment, East Japan Railway Company and its consolidated subsidiaries and equity-method affiliates (JR East) made efforts to implement *JR East 2020 Vision—idomu—*. JR East worked to continue generating revenues by further improving services in railway operations and developing life-style services focused on railway stations. JR East also actively developed businesses that capitalize on *Suica* services.

During the third quarter, due to higher passenger revenues, operating revenues increased 0.9%, to ¥1,948.8 billion, and operating income rose 12.2%, to ¥343.6 billion. Further, ordinary income increased 21.8%, to ¥268.6 billion, due to such factors as reduced interest expense. Net income was up 7.6%, to ¥137.6 billion.

On March 10, 2009, the Hokuriku Regional Development Bureau of the Ministry of Land, Infrastructure, Transport and Tourism issued an order revoking JR East's license for exclusive use of river water at the Shinanogawa power plants (consisting of the Senju, Ojiya, and Shin-Ojiya power plants located in Ojiya and Tokamachi cities, Niigata Prefecture) as a result of JR East's water intake that exceeded the permissible maximum. Since receiving this order, JR East has taken corrective action in response to the order and has endeavored to strengthen its relations with the affected community while introducing measures to prevent recurrence.

Having received agreements from all concerned river users, on April 2, 2010, JR East applied to the Hokuriku Regional Development Bureau of the Ministry of Land, Infrastructure, Transport and Tourism for permission to recommence its intake of river water. On June 9, 2010, JR East received permission from the minister of the regional bureau and has recommenced river water intake to resume power generation at the Shinanogawa power plants.

Segment Information

1. Transportation

In the Transportation segment, with railway operations as its core operations, JR East, aiming to further improve safety and customer satisfaction, sought to enhance traffic stability while maintaining revenues by introducing measures to encourage the use of its Shinkansen network and Tokyo metropolitan area network.

In December 2010, operations commenced on the Hachinohe–Shin-Aomori segment of the Tohoku Shinkansen Line, thereby opening the entire Tohoku Shinkansen Line. Concurrently with the commencement of these operations, JR East launched initiatives that focused on the attractions in the Aomori area and generated publicity. These efforts included conducting the *MY FIRST AOMORI* opening campaign in the Tokyo metropolitan area and introducing new resort-type trains to the Tsugaru Line and the Ominato Line. In addition, JR East further prepared for the introduction of the E5 series *Hayabusa* to the Tohoku Shinkansen Line in March 2011. In addition to these initiatives, JR East worked to generate a greater volume of tourism in its service area by conducting the *Shinshu Destination Campaign*; increasing the number of destinations available for its travel product, *Tabi-Ichi*, which offers attractive local programs; and establishing travel products targeting members of the *Otona no Kyujitsu Club*. Further, in light of the reduction in expressway tolls, JR East continued to market and promote initiatives to improve the appeal of train travel such as the *Weekend Pass*, the *Three-Day Pass*, and the *Furusato-Yuki-no Josha-ken*, which is a round-trip passenger ticket for people visiting their hometowns during the year-end to New Year period. Also, JR East established train services in response to passenger usage during those periods and introduced a new type of railcar to the Keiyo Line. In monorail operations, in order to coincide with a project to expand Haneda Airport (Tokyo International Airport), JR East began operations at the Haneda Airport International Terminal Station in October 2010.

As a result of these initiatives, JR East's railway network transportation volumes rose, and the operating revenues in Transportation segment increased 0.3%, to ¥1,366.7 billion. Operating income increased 11.6%, to ¥249.4 billion, due to JR East's reduced personnel expenses.

2. Station Space Utilization

In the Station Space Utilization segment, JR East advanced its *Station Renaissance* program, which maximizes the value of spaces within railway stations, and strengthened the performance of existing stores.

Specifically, JR East opened *NorthCourt (GranSta Dining)* (Tokyo), the first phase of *KeiyoStreet* (Tokyo), and launched the first phase of *ecute Ueno* (Tokyo) and the first phase of *ecute Shinagawa South* (Tokyo). Also, as part of *Rediscovering the Region Projects*, JR East held a farmers' market at Ueno Station that highlighted the appeal of such areas as Aomori and Shinshu.

As a result of these initiatives as well as the effect of Kinokuniya Co., Ltd., consolidation and *SouthCourt (ecute Tokyo)* (Tokyo), which opened in March 2010, the Station Space Utilization segment recorded a 1.9% increase in operating revenues, to ¥310.1 billion. Operating income was up 5.4%, to ¥27.8 billion.

3. Shopping Centers & Office Buildings

In the Shopping Centers & Office Buildings segment, JR East opened *Celeo Hachioji* (Tokyo) and *atré Akihabara 1* (Tokyo), remodelled *atré Kichijoji* (Tokyo) and initiated the first phase of *E'site Takasaki* (Gunma). Further, concurrently with the extension of the Tohoku Shinkansen Line to Shin-Aomori Station, JR East opened *Aomori Shunmi-kan* (Aomori) and *A-FACTORY* (Aomori) and collaborated with the local community to invigorate the Aomori area.

Despite these initiatives, due to the effect of recession operating revenues in the Shopping Centers & Office Buildings segment decreased 0.1%, to ¥176.7 billion. Operating income declined 4.3%, to ¥50.4 billion.

4. Others

In the Others, *HOTEL METS Yokohama Tsurumi* (Kanagawa) opened as part of hotel operations. Also, at *Hotel Metropolitan Morioka* (Iwate) and other hotels JR East established a plan to commemorate the extension of the Tohoku Shinkansen Line to Shin-Aomori Station and encourage usage. In advertising and publicity operations, JR East continued to promote sales for *J-AD Vision*, an advertising medium that uses a large LCD screen. In credit card operations, JR East conducted campaigns related to the extension of the Tohoku Shinkansen Line to Shin-Aomori Station and the *Shinshu Destination Campaign* as well as taking measures to expand the membership of various types of *View Card* and encourage their use. For *Suica* shopping services (electronic money), JR East aggressively developed affiliated stores in urban shopping areas beyond railway stations including Circle K and Sunkus convenience stores within JR East's service area. At the end of the third quarter, *Suica* electronic money was usable at approximately 123,970 stores.

As a result of these initiatives as well as an increase in system development related revenues, the Others segment posted a 5.4% rise in operating revenues, to ¥375.0 billion. Operating income was up 316.6%, to ¥14.7 billion.

Note: From the first quarter of this fiscal year, JR East began employing the Accounting Standard for Disclosures about Segments of an Enterprise and Related Information (Accounting Standards Board of Japan Statement No.17, March 27, 2009) and the Guidance on Accounting Standard for Disclosures about Segments of an Enterprise and Related Information (Accounting Standards Board of Japan Guidance No.20, March 21, 2008). The operating income of each segment of JR East corresponds to the segment income under the said Accounting Standard and Guidance.

(2) Qualitative Information on Consolidated Financial Position

Regarding cash flows during the third quarter, net cash provided by operating activities increased ¥75.0 billion, to ¥395.6 billion, which was due to lower payments of income taxes and other factors.

Net cash used in investing activities increased ¥48.3 billion, to ¥308.6 billion, mainly due to an increase in payments for purchases of fixed assets.

Net cash used in financing activities rose ¥1.8 billion, to ¥25.4 billion, which was primarily related to a decrease in proceeds from issuance of bonds.

Further, cash and cash equivalents at the end of the third quarter increased ¥61.5 billion from the end of the previous fiscal year (March 31, 2010), to ¥145.3 billion.

In addition, total long-term debt at the end of the third quarter was ¥3,472.9 billion.

(3) Qualitative Information on Consolidated Performance Outlook

JR East has positioned the current fiscal year, which is the third year of *JR East 2020 Vision—idomu—*, as a year in which it will continue to take steps toward realizing sustainable growth even in challenging economic conditions. Moreover, by continuing to place safety as its highest management goal and pursuing customer satisfaction, JR East aims to be a corporate group that gives customers a peace of mind through safety. Although business conditions are expected to become more severe, the JR East Group will make a concerted effort to take on the challenge of securing revenues and fundamentally reviewing its cost structure.

In railway operations, using the extension of the Tohoku Shinkansen Line to Shin-Aomori Station as a new start, JR East will strengthen collaborations with local communities that are aimed at creating demand. In March 2011, JR East will introduce the E5 series *Hayabusa*. In addition to shortening travel time as a result of a maximum operating speed of 300 km/h, the introduction of this railcar will mark the launch of *GranClass*: Japan's first-ever first class service for a Shinkansen. In addition, JR East will continue introducing a new type of railcar to the Keiyo Line and will work to improve users' convenience by strengthening Internet sales, such as through *eki-net* and *Mobile Suica*.

Further, a series of significant disruptions to transportation services of the Shinkansen network in January 2011 inconvenienced passengers and other parties. JR East will make further efforts to improve the safety and stability by investigating the causes of those disruptions as well as taking measures to prevent recurrence.

In life-style services, JR East will promote initiatives related to the completion of *Tokyo Station City* while remodelling commercial facilities within Tokyo Station, Ueno Station, and Shinagawa Station. Also, JR East will proceed with preparations toward the commencement of construction of a building at the New South Exit of Shinjuku Station while continuing the construction of JR South Shinjuku Building (provisional name) and Kanda Manseibashi Building (provisional name).

Aiming to establish *Suica* operations as a third pillar of business management alongside railway operations and life-style services, JR East will continue to expand the mutual-use network with respect to *Suica*. Further, JR East will steadily make progress in preparing for the introduction of electronic money at Seven Eleven convenience stores nationwide.

With regard to the consolidated performance outlook for the full fiscal year, JR East conducted a review in light of the revenue trends in all of its segments in the third quarter and revised its operating revenue, operating income, ordinary income, and net income forecasts upward, as compared to the consolidated performance outlook announced on October 28, 2010.

Operating Revenues: ¥2,593.0 billion (0.2% above target, 0.7% year-on-year increase)

Operating Income: ¥371.0 billion (3.3% above target, 7.6% year-on-year increase)

Ordinary Income: ¥277.0 billion (5.7% above target, 17.8% year-on-year increase)

Net Income: ¥141.0 billion (1.4% above target, 17.3% year-on-year increase)

2. Other Information

(1) Overview of Changes to Principal Subsidiaries: No

(2) Overview of Application of Simplified Accounting Treatment or Application of Special Accounting Treatment: No

(3) Overview of Changes in Accounting Treatment Principles and Procedures or Presentation Method

i Application of Accounting Standard for Asset Retirement Obligations

From the first quarter of this fiscal year, JR East began employing the Accounting Standard for Asset Retirement Obligations (Accounting Standards Board of Japan Statement No. 18, March 31, 2008) and the Guidance on Accounting Standard for Asset Retirement Obligations (Accounting Standards Board of Japan Guidance No. 21, March 31, 2008).

The effect of this change on the quarterly consolidated financial statements was negligible.

3. Quarterly Consolidated Financial Statements

(1) Consolidated Balance Sheets (Unaudited)

EAST JAPAN RAILWAY COMPANY AND SUBSIDIARIES

	Millions of Yen	
	Fiscal 2011 3rd Quarter (As of December 31, 2010)	Fiscal 2010 (As of March 31, 2010)
ASSETS		
Current Assets	¥ 622,514	¥ 537,654
Cash and time deposits	100,765	64,935
Notes and accounts receivable—trade	302,745	275,152
Fares receivable	25,012	27,253
Short-term loans receivable	57,114	14,982
Securities	—	19,139
Real estate for sale	2,258	2,666
Inventories	56,693	45,100
Deferred income taxes	30,416	46,567
Other	49,865	44,149
Allowance for doubtful accounts	(2,356)	(2,293)
Fixed Assets	6,378,010	6,457,617
Property, plant and equipment, net of accumulated depreciation	5,813,252	5,878,266
Buildings and fixtures (net)	2,919,277	2,970,272
Machinery, rolling stock and vehicles (net)	625,679	634,207
Land	2,013,749	2,008,435
Construction in progress	211,953	221,987
Other (net)	42,591	43,363
Intangible assets	98,715	110,238
Investments and other assets	466,041	469,112
Investments in securities	142,361	147,492
Long-term loans receivable	2,024	1,884
Long-term deferred income taxes	267,214	263,207
Other	55,565	57,652
Allowance for doubtful accounts	(1,123)	(1,124)
Deferred Assets	236	222
Total Assets	¥7,000,760	¥6,995,494

Note: Amounts less than one million yen are omitted.

Millions of Yen		
	Fiscal 2011 3rd Quarter (As of December 31, 2010)	Fiscal 2010 (As of March 31, 2010)
LIABILITIES		
Current Liabilities	¥1,032,269	¥1,155,865
Notes and accounts payable—trade	48,484	46,210
Short-term loans and current portion of long-term loans	135,485	138,403
Current portion of bonds	70,179	60,000
Current portion of long-term liabilities		
incurred for purchase of railway facilities	129,413	128,842
Payables	199,706	365,666
Accrued consumption tax	10,499	4,658
Accrued income taxes	33,852	35,057
Fare deposits received with regard to railway connecting services ...	16,910	19,111
Prepaid railway fares received	93,555	86,636
Allowance for bonuses to employees	33,044	67,281
Other	261,135	203,998
Long-Term Liabilities	4,071,367	4,032,081
Bonds	1,499,837	1,429,525
Long-term loans	651,555	646,449
Long-term liabilities incurred for purchase of railway facilities	997,006	1,048,951
Long-term deferred tax liabilities	2,695	1,863
Employees' severance and retirement benefits	663,164	671,512
Other	257,108	233,780
Total Liabilities	¥5,103,636	¥5,187,947
NET ASSETS		
Shareholders' Equity	¥1,866,641	¥1,772,537
Common stock	200,000	200,000
Capital surplus	96,732	96,732
Retained earnings	1,595,748	1,501,637
Treasury stock, at cost	(25,839)	(25,831)
Valuation and Translation Adjustments	3,550	8,046
Net unrealized holding gains on securities	5,091	8,656
Net deferred losses on derivatives under hedge accounting	(1,541)	(610)
Minority Interests	26,931	26,963
Total Net Assets	1,897,123	1,807,547
Total Liabilities and Net Assets	¥7,000,760	¥6,995,494

Note: Amounts less than one million yen are omitted.

(2) Consolidated Statements of Income (Unaudited)

EAST JAPAN RAILWAY COMPANY AND SUBSIDIARIES

	Millions of Yen	
	Fiscal 2010 3rd Quarter (Nine months ended December 31, 2009)	Fiscal 2011 3rd Quarter (Nine months ended December 31, 2010)
Operating Revenues	¥1,932,193	¥1,948,854
Operating Expenses	1,625,902	1,605,209
Transportation, other services and cost of sales	1,255,399	1,265,944
Selling, general and administrative expenses	370,503	339,265
Operating Income	306,290	343,645
Non-Operating Income	7,782	9,699
Interest income	83	79
Dividend income	2,490	2,867
Other	5,208	6,752
Non-Operating Expenses	93,508	84,657
Interest expense	84,913	79,853
Equity in net losses of affiliated companies	3,003	1,527
Other	5,591	3,276
Ordinary Income	220,564	268,686
Extraordinary Gains	46,802	24,176
Gains on sales of fixed assets	150	3,872
Construction grants received	28,275	18,846
Gain on sales of transferable development air rights	16,891	—
Other	1,485	1,457
Extraordinary Losses	45,765	51,603
Losses on reduction entry for construction grants	27,648	18,507
Other	18,117	33,095
Income before Income Taxes	221,601	241,260
Income Taxes	92,250	102,666
Current	78,573	87,714
Deferred	13,677	14,951
Income before Minority Interests	—	138,593
Minority Interests in Net Income of Consolidated Subsidiaries ..	1,465	960
Net Income	¥ 127,884	¥ 137,633

Note: Amounts less than one million yen are omitted.

(3) Consolidated Statements of Cash Flows (Unaudited)

EAST JAPAN RAILWAY COMPANY AND SUBSIDIARIES

Millions of Yen

	Fiscal 2010 3rd Quarter (Nine months ended December 31, 2009)	Fiscal 2011 3rd Quarter (Nine months ended December 31, 2010)
Cash Flows from Operating Activities		
Income before income taxes	¥221,601	¥241,260
Depreciation	261,829	269,099
Impairment losses on fixed assets	4,306	9,350
Amortization of long-term prepaid expense	4,500	4,686
Net change in employees' severance and retirement benefits	20,368	(9,626)
Interest and dividend income	(2,573)	(2,946)
Interest expense	84,913	79,853
Construction grants received	(28,275)	(18,846)
Losses from disposition of fixed assets	12,805	15,046
Losses from provision for cost reduction of fixed assets	27,648	18,507
Net change in major receivables	7,718	(15,213)
Net change in major payables	(45,825)	(33,250)
Other	(47,872)	(19,741)
Sub-total	521,146	538,177
Proceeds from interest and dividends	2,778	3,150
Payments of interest	(62,606)	(58,752)
Payments of earthquake-damage losses	(418)	—
Payments of income taxes	(140,323)	(86,947)
Net cash provided by operating activities	320,575	395,629
Cash Flows from Investing Activities		
Payments for purchases of fixed assets	(302,552)	(343,430)
Proceeds from sales of fixed assets	3,139	6,437
Proceeds from construction grants	31,455	35,740
Proceeds from sales of transferable development air rights	13,673	—
Payments for purchases of investments in securities	(5,279)	(5,508)
Proceeds from purchase of investments in subsidiaries resulting in change in scope of consolidation	485	470
Other	(1,239)	(2,385)
Net cash used in investing activities	(260,317)	(308,676)
Cash Flows from Financing Activities		
Proceeds from long-term loans	46,800	120,620
Payments of long-term loans	(65,339)	(124,490)
Proceeds from issuance of bonds	160,000	110,000
Payments for redemption of bonds	(40,000)	(30,370)
Payments of liabilities incurred for purchase of railway facilities	(51,608)	(51,373)
Payments for acquisition of treasury stock	(22,953)	—
Cash dividends paid	(43,745)	(43,525)
Other	(6,747)	(6,273)
Net cash used in financing activities	(23,594)	(25,412)
Net Change in Cash and Cash Equivalents	36,663	61,540
Cash and Cash Equivalents at Beginning of the Period	110,871	83,756
Increase in Cash and Cash Equivalents due to		
Merger with Unconsolidated Subsidiaries	806	24
Decrease in Cash and Cash Equivalents due to Corporate Division	(92)	—
Cash and Cash Equivalents at End of the Period	¥148,248	¥145,321

Note: Amounts less than one million yen are omitted.

(4) Notes on Going Concern Assumption (Unaudited)

None

(5) Segment Information (Unaudited)

Segment Information by Business Activities

Fiscal 2010 3rd Quarter (Nine months ended December 31, 2009)	Millions of Yen						Consolidated
	Transportation	Station Space Utilization	Shopping Centers & Office Buildings	Other Services	Total	Elimination and/or Corporate	
Operating Revenues							
Outside customers	¥1,324,459	¥294,790	¥170,281	¥142,662	¥1,932,193	¥ —	¥1,932,193
Inside group	37,830	9,564	6,634	213,306	267,334	(267,334)	—
Total	1,362,289	304,355	176,915	355,968	2,199,528	(267,334)	1,932,193
Costs and Expenses	1,138,810	277,972	124,145	352,431	1,893,360	(267,457)	1,625,902
Operating Income	¥ 223,478	¥ 26,382	¥ 52,769	¥ 3,536	¥ 306,167	¥ 122	¥ 306,290

Segment Information

Fiscal 2011 3rd Quarter (Nine months ended December 31, 2010)	Millions of Yen						Quarterly Consolidated Statements of Income (Note 3)
	Transportation	Station Space Utilization	Shopping Centers & Office Buildings	Others (Note 1)	Total	Adjustment (Note 2)	
Operating Revenues							
Outside customers	¥1,328,828	¥299,801	¥169,649	¥150,574	¥1,948,854	¥ —	¥1,948,854
Inside group	37,966	10,356	7,055	224,504	279,882	(279,882)	—
Total	1,366,795	310,157	176,704	375,079	2,228,737	(279,882)	1,948,854
Segment income	¥ 249,473	¥ 27,807	¥ 50,484	¥ 14,733	¥ 342,498	¥ 1,146	¥ 343,645

- Notes: 1. "Others" represent categories of business that are not included in reportable segments and include hotel operations, and advertising and publicity services.
2. The ¥1,146 million adjustment to segment income includes a ¥748 million elimination for intersegment transactions and a ¥398 million elimination of unrealized holding gains on fixed assets and inventory assets.
3. Segment income is adjusted to ensure consistency with the operating income set forth in the quarterly consolidated statements of income.

(Additional Information)

From the first quarter of this fiscal year, JR East began employing the Accounting Standard for Disclosures about Segments of an Enterprise and Related Information (Accounting Standards Board of Japan Statement No. 17, March 27, 2009) and the Guidance on Accounting Standard for Disclosures about Segments of an Enterprise and Related Information (Accounting Standards Board of Japan Guidance No. 20, March 21, 2008).

(6) Notes on Significant Changes in the Value of Shareholders' Equity (Unaudited)

None

(Additional Information Regarding Operating Results)

Consolidated Principal Indicators

	Fiscal 2010, 3rd Quarter (Nine months ended December 31, 2009) (A)	Fiscal 2010 (Year ended March 31, 2010) (B)	Fiscal 2011, 3rd Quarter (Nine months ended December 31, 2010) (C)	Increase (Decrease) (C)-(A)	(C)-(B)	Fiscal 2013 Targets
Cash flows from operating activities (billions of yen)	320.5	479.1	395.6	75.0	—	1,700.0
Ratio of operating income to average assets (ROA) (%)	4.4	4.9	4.9	0.5	—	6.0
Return on average equity (ROE) (%)	7.3	6.9	7.5	0.2	—	—
Equity ratio (%)	25.8	25.5	26.7	0.9	1.3	—
Shareholders' equity (billions of yen)	1,781.6	1,780.5	1,870.1	88.5	89.6	—
Total long-term debt (billions of yen)	3,539.0	3,443.8	3,472.9	(66.0)	29.0	—
Average interest rates (%)	3.18	3.13	3.04	(0.14)	(0.10)	—
Net interest expense (billions of yen)	(82.3)	(110.0)	(76.9)	5.4	—	—
Earnings per share (yen)	322.52	303.35	347.94	25.42	—	—
Shareholders' equity per share (yen)	4,503.92	4,501.30	4,727.85	223.92	226.54	—
Free cash flows (FCF) (billions of yen)	60.2	87.4	86.9	26.6	—	—
Capital expenditures (billions of yen)	207.6	434.7	229.4	21.8	—	—
Transportation	156.1	351.9	170.1	14.0	—	—
Non-transportation	51.4	82.8	59.3	7.8	—	—

Notes: Cash flows from operating activities (Fiscal 2013 Targets) are over three years from Fiscal 2011.

Consolidated Business Forecasts for Fiscal 2011

	Billions of Yen							Fiscal 2013 Targets
	Actual Fiscal 2010	Forecast Fiscal 2011 (Announced in October 2010)	Forecast Fiscal 2011	Change				
				Increase (Decrease)	%	Increase (Decrease)	%	
(A)	(B)	(C)	(C)−(B)	(C)/(B)x100	(C)−(A)	(C)/(A)x100		
Operating Revenues	2,573.7	2,588.0	2,593.0	5.0	100.2	19.2	100.7	2,697.0
Transportation	1,757.9	1,760.0	1,767.0	7.0	100.4	9.0	100.5	1,782.0
Station Space Utilization	387.1	399.0	396.0	(3.0)	99.2	8.8	102.3	446.0
Shopping Centers & Office Buildings	226.9	228.0	228.0	—	100.0	1.0	100.5	241.0
Others	201.6	201.0	202.0	1.0	100.5	0.3	100.2	228.0
Operating Income	344.8	359.0	371.0	12.0	103.3	26.1	107.6	410.0
Transportation	231.3	247.0	256.0	9.0	103.6	24.6	110.7	281.0
Station Space Utilization	33.3	32.0	32.0	—	100.0	(1.3)	96.0	40.0
Shopping Centers & Office Buildings	69.3	66.0	64.0	(2.0)	97.0	(5.3)	92.3	70.0
Others	13.5	15.0	20.0	5.0	133.3	6.4	148.1	20.0
Adjustment	(2.6)	(1.0)	(1.0)	—	100.0	1.6	38.1	(1.0)
Ordinary Income	235.1	262.0	277.0	15.0	105.7	41.8	117.8	—
Net Income	120.2	139.0	141.0	2.0	101.4	20.7	117.3	—

Reference: Earnings per share forecast for Fiscal 2011: ¥356.45

Forward-looking Statements

Statements contained in this report with respect to JR East's plans, strategies, and beliefs that are not historical facts are forward-looking statements about the future performance of JR East, which are based on management's assumptions and beliefs in light of the information currently available to it. These forward-looking statements involve known and unknown risks, uncertainties, and other factors that may cause JR East's actual results, performance, or achievements to differ materially from the expectations expressed herein. These factors include, without limitation, (i) JR East's ability to successfully maintain or increase current passenger levels on railway services, (ii) JR East's ability to improve the profitability of railway and other operations, (iii) JR East's ability to expand non-transportation operations, and (iv) general changes in economic conditions and laws, regulations, and government policies in Japan.

Consolidated Capital Expenditure Plans for Fiscal 2011

	Billions of Yen						
	Actual	Plans for	Plans for	Change			
	Fiscal 2010	Fiscal 2011 (Announced in October 2010)	Fiscal 2011	Increase (Decrease)	%	Increase (Decrease)	%
	(A)	(B)	(C)	(C)-(B)	(C)/(B)x100	(C)-(A)	(C)/(A)x100
Capital Expenditures	434.7	472.0	472.0	—	100.0	37.2	108.6
Transportation	351.9	350.0	350.0	—	100.0	(1.9)	99.4
Non-transportation	82.8	122.0	122.0	—	100.0	39.1	147.3

Passenger Kilometers and Passenger Revenues of Parent Company

	Passenger Kilometers				Revenues from Passenger Tickets			
	Millions		%		Billions of yen		%	
	Fiscal 2010 3rd Quarter (Nine months ended December 31, 2009) (A)	Fiscal 2011, 3rd Quarter (Nine months ended December 31, 2010) (B)	Increase (Decrease) (B)-(A)	(B)/(A)x100	Fiscal 2010 3rd Quarter (Nine months ended December 31, 2009) (C)	Fiscal 2011, 3rd Quarter (Nine months ended December 31, 2010) (D)	Increase (Decrease) (D)-(C)	(D)/(C)x100
Shinkansen Network								
Commuter Passes	1,258	1,264	5	100.4	17.2	17.2	0.0	100.1
Other	12,558	12,719	160	101.3	315.2	319.3	4.0	101.3
Total	13,817	13,983	166	101.2	332.4	336.5	4.1	101.2
Conventional Lines								
<i>Kanto Area Network</i>								
Commuter Passes	52,338	52,534	195	100.4	340.3	340.2	(0.0)	100.0
Other	25,427	25,460	32	100.1	506.2	507.7	1.5	100.3
Total	77,765	77,994	228	100.3	846.5	847.9	1.4	100.2
<i>Other Network</i>								
Commuter Passes	2,592	2,606	13	100.5	15.2	15.2	0.0	100.0
Other	2,425	2,351	(73)	97.0	46.5	45.6	(0.9)	98.0
Total	5,017	4,957	(60)	98.8	61.7	60.8	(0.9)	98.5
<i>Total</i>								
Commuter Passes	54,930	55,140	209	100.4	355.5	355.4	(0.0)	100.0
Other	27,852	27,811	(40)	99.9	552.7	553.3	0.6	100.1
Total	82,783	82,952	168	100.2	908.2	908.8	0.5	100.1
Total								
Commuter Passes	56,189	56,404	214	100.4	372.8	372.7	(0.0)	100.0
Other	40,410	40,530	119	100.3	867.9	872.6	4.7	100.5
Total	96,600	96,935	334	100.3	1,240.7	1,245.4	4.6	100.4

Notes: 1. Amounts less than one million passenger kilometers and 100 million yen are omitted.

2. The Kanto Area Network includes the areas covered by Tokyo Branch Office, Yokohama Branch Office, Hachioji Branch Office, Omiya Branch Office, Takasaki Branch Office, Mito Branch Office, and Chiba Branch Office.

Forward-looking Statements

Statements contained in this report with respect to JR East's plans, strategies, and beliefs that are not historical facts are forward-looking statements about the future performance of JR East, which are based on management's assumptions and beliefs in light of the information currently available to it. These forward-looking statements involve known and unknown risks, uncertainties, and other factors that may cause JR East's actual results, performance, or achievements to differ materially from the expectations expressed herein. These factors include, without limitation, (i) JR East's ability to successfully maintain or increase current passenger levels on railway services, (ii) JR East's ability to improve the profitability of railway and other operations, (iii) JR East's ability to expand non-transportation operations, and (iv) general changes in economic conditions and laws, regulations, and government policies in Japan.