

Consolidated Financial Results for the Three-Month Period Ended June 30, 2012 (Japanese GAAP) (Unaudited)

Fiscal 2013 (Year ending March 31, 2013)

"First Quarter" means the three months from April 1 to June 30.

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.

July 30, 2012

East Japan Railway Company

Stock Exchange Listings	Tokyo, Osaka and Nagoya
Securities Code	9020
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Scheduled Date for Release of a Quarterly Report	August 7, 2012
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 Three-Month Period Ended June 30, 2012 (April 1, 2012—June 30, 2012)

(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 2013, 1st Quarter	645,324	13.4	125,935	61.1	107,503	95.8	59,091	164.0
Fiscal 2012, 1st Quarter	568,959	(9.8)	78,170	(32.4)	54,898	(39.9)	22,387	(50.4)

Note: Comprehensive income – Fiscal 2013, 1st Quarter: 56,319 million yen (an increase of 172.7%), Fiscal 2012, 1st Quarter: 20,653 million yen (a decrease of 46.6%)

	Earnings per share —Basic	Earnings per share —Diluted
	Yen	Yen
Fiscal 2013, 1st Quarter	149.52	—
Fiscal 2012, 1st Quarter	56.59	—

(2) Consolidated financial position

	Total assets	Net assets	Equity ratio
	Millions of yen	Millions of yen	%
Fiscal 2013, 1st Quarter	6,935,271	1,928,980	27.6
Fiscal 2012	7,060,409	1,890,633	26.5

Reference: Shareholders' equity – Fiscal 2013, 1st Quarter: 1,912,488 million yen, Fiscal 2012: 1,874,404 million yen

2. Dividends (Year Ended March 31, 2012 and Year Ending March 31, 2013)

	Annual dividends				
	1st quarter end	2nd quarter end	3rd quarter end	Year end	Total
	Yen	Yen	Yen	Yen	Yen
Fiscal 2012	—	55.00	—	55.00	110.00
Fiscal 2013	—	—	—	—	—
(Forecast) Fiscal 2013	—	60.00	—	60.00	120.00

Note: Revisions to the most recently disclosed dividend forecasts: No

3. Forecasts for Fiscal 2013 (Year Ending March 31, 2013)

(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
Six-month period ending September 30, 2012	1,308,000	6.9	214,000	8.4	168,000	13.5	81,000	13.5	204.96
Fiscal 2013	2,637,000	4.1	378,000	5.0	292,000	7.3	163,000	49.9	412.45

Note: Revisions to the most recently disclosed earnings forecasts: No

4. Other

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

(Indicates whether changes have occurred in specified subsidiaries in accordance with changes in the scope of consolidation)

Newly consolidated — excluded —

(2) Application of special accounting treatment in preparing the quarterly consolidated financial statements: No

(3) Changes in accounting policies, changes in accounting estimates and restatement of revisions

- i Changes in accounting policies with revision of accounting standards : Yes
- ii Changes in accounting policies other than the above : No
- iii Changes in accounting estimates : Yes
- iv Restatement of revisions : No

Note: Starting with the first quarter of this fiscal year, JR East has changed its depreciation method. Such changes fall under “Changes in accounting policies that are difficult to distinguish from changes in accounting estimates.” For details, please refer to “Changes in Accounting Policies, Changes in Accounting Estimates and Restatement of Revisions” on page 4 in the Attachments.

(4) Number of issued shares (common stock)

- i Issued shares at period-end (including treasury stock) 1st Quarter, Fiscal 2013 400,000,000 shares Fiscal 2012 400,000,000 shares
- ii Treasury stock at period-end 1st Quarter, Fiscal 2013 4,801,196 shares Fiscal 2012 4,431,763 shares
- iii Average number of shares during period 1st Quarter, Fiscal 2013 395,198,912 shares 1st Quarter, Fiscal 2012 395,569,181 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 Three-Month Period Ended June 30, 2012.

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 Attachments. Further, the non-consolidated performance outlook is on the next page.

(Reference)

Forecasts of the Non-consolidated Results for Fiscal 2013 (Year Ending March 31, 2013)

(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
Six-month period ending September 30, 2012	944,000	6.8	187,000	11.5	144,000	18.9	73,000	25.7	184.49
Fiscal 2013	1,878,000	3.3	313,000	6.8	231,000	11.2	135,000	75.0	341.18

Note: Revisions to the most recently disclosed earnings forecasts: No

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1. Qualitative Information on Quarterly Consolidated Financial Performance

(Unless otherwise stated, all comparisons are between the three months from April 1, 2012, to June 30, 2012, and the three months from April 1, 2011, to June 30, 2011.)

(1) Qualitative Information on Consolidated Operating Results

In the first quarter of the fiscal year ending March 31, 2013 (from April 1, 2012, to June 30, 2012), the Japanese economy experienced a gradual recovery mainly in personal consumption and capital investments, attributable in part to demand arising from efforts related to recovery from the earthquake last year. This was despite business conditions that continued to remain challenging due to various factors that included a prolonged strengthening of the yen and the European fiscal crisis. In this environment, East Japan Railway Company and its consolidated subsidiaries and equity method affiliates (JR East) worked aggressively on initiatives to improve the quality of and secure revenues from core transportation, life-style and *Suica* card services. Furthermore, NIPPON DENSETSU KOGYO CO., LTD. and NIPPON RIETEC CO., LTD. were made equity-method affiliated companies of JR East in the first quarter of the fiscal year ending March 31, 2013.

As a result, during the first quarter, operating revenues increased 13.4% to ¥645.3 billion due to passenger revenues that increased mainly due to recovery from the effects of the Great East Japan Earthquake in the previous fiscal year. Operating income rose 61.1% to ¥125.9 billion. Furthermore, ordinary income increased 95.8% to ¥107.5 billion, mainly due to an increase in equity in net income of affiliated companies. As a consequence of a decrease in provision for allowance for earthquake-damage losses and other factors, net income rose 164.0% to ¥59.0 billion.

Segment Information

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.

Specifically, with the aim of contributing to the recovery and stimulating tourism in the regions affected by the March 2011 disaster, JR East initiated the *Iwate Destination Campaign* and the *"Ikuze, Tohoku. 2012 Summer" Campaign*, the latter of which followed the winter campaign. In addition, the *"Shinkansen YEAR 2012" Campaign* was launched to celebrate the milestone years of services by the Group's Shinkansen lines, as well as to implement initiatives to enhance brand power of the lines and promote their use. Various projects to highlight the pleasure of Shinkansen travel and attractions along the lines were commenced as part of this campaign. JR East also worked to stimulate tourism demand by adjusting train schedules in accordance with passenger preferences; increasing the number of destinations available for its travel product, *Tabi-Ichi*, which offers attractive local programs; and establishing discount tickets and travel products targeting members of the *Otona no Kyujitsu Club*. Moreover, the Group appointed honorary stationmasters to approximately 120 unmanned railway stations within its service area in an effort to develop closer links with local communities. In other areas, JR East continued to promote the installment of automatic platform gates on the Yamanote Line and the introduction of new railcars to the Tokaido Line, among other lines, as part of its initiatives for ensuring safe and reliable transportation. Trials also began in May on the Ome Line to prove the effectiveness of a regenerative electricity storage system, which redistributes the regenerative electricity that railcars produce when braking, as part of efforts to examine the introduction of smart grid technology to the Group's railway power system. Further, Hiraizumi Station (Iwate) on the Tohoku Line was renovated as another "ecoste" model station that incorporates technologies for preserving the environment.

As a result of the above and other additional factors, such as recovery from the effects of the Great East Japan Earthquake that included an increase in JR East's railway traffic volume, the Transportation segment posted operating revenues of ¥450.6 billion, a year-on-year increase of 14.9%. Operating income was ¥96.4 billion, up 89.3%.

JR East is coordinating its efforts to restore conventional lines along the northeastern Pacific coast that were severely damaged in the tsunami, with other plans to rebuild the area as a whole and develop towns. To this end, the Group is engaged in discussions with relevant national and local government authorities. In response to local government authorities agreeing to a proposal to provisionally restore the Kesennuma Line with a BRT (Bus Rapid Transit) system, JR East in May began construction to convert certain segments of the line to a road dedicated to buses. The BRT service is scheduled to commence on August 20, 2012 along some of the road on a provisional basis. Negotiations continue on JR East's proposal to provisionally restore the Yamada and Ofunato lines with a BRT service. In May 2012, JR East established a Reconstruction Planning Department to lead the effort to formulate recovery plans and conduct negotiations with relevant parties, among other tasks, with the aim to promote comprehensive and lasting initiatives for the recovery from the Great East Japan Earthquake.

Based on lessons learned from the disaster, the Group continued to hold talks with relevant municipal authorities on the guidance procedures for evacuating passengers in the event of a disaster, and has, among other measures, stocked approximately 30 major railway terminals with emergency provisions. In view of the ongoing tight balance between power supply and demand since the disaster, JR East continued to review and implement necessary power conservation measures within stations, railcars and other facilities, while seeking the understanding of its customers.

JR East announced in March 2012 that it had decided to abandon restoring as a railway line the Iwaizumi Line, with respect to which operations along the entire line had been suspended since July 2010. JR East plans to continue using buses instead to fulfill its responsibility of offering transportation services to the region, and is conducting talks with relevant parties in the region to ask for their understanding and cooperation.

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 opened the *Marunouchizaka Area* as a new addition to *Gransta* (Tokyo). Moreover, as part of the *Rediscovering the Region Projects*, JR East held farmers' markets at Ueno Station (Tokyo) that highlighted the appeal of a variety of areas such as Iwate and Niigata.

As a result of these initiatives and other additional factors, such as an increase in revenues due to recovery from the effects of the Great East Japan Earthquake and the full opening of *ecute Shinagawa South* (Tokyo) and *ecute Akabane* (Tokyo) last fiscal year, the Station Space Utilization segment posted a 10.3% increase in operating revenues to ¥103.4 billion. Operating income increased 43.7%, to ¥9.3 billion.

Shopping Centers & Office Buildings

In the Shopping Centers & Office Buildings segment, in addition to remodeling *LUMINE Shinjuku* (Tokyo) and *S-PAL Fukushima* (Fukushima), among other shopping facilities, JR East continued its efforts to re-energize existing stores and attract tenants that can draw customers. In addition, the Group completed the construction of *JR South Shinjuku Building* (Tokyo) in June 2012, and made steady progress in the construction of *JR Kanda Manseibashi Building* (Tokyo), scheduled to open in January 2013.

As a result of these initiatives and other additional factors, such as an increase in revenues due to recovery from the effects of the Great East Japan Earthquake and the opening of *LUMINE Yurakucho* (Tokyo) during the previous fiscal year, the Shopping Centers & Office Buildings segment posted a 3.3% increase in operating revenues to ¥59.2 billion. However, mainly due to an increase in non-personnel expenses, operating income decreased 0.5%, to ¥17.9 billion.

Others

In Hotel operations, JR East made progress in preparing for the opening of *The Tokyo Station Hotel* (Tokyo) in October 2012, and began taking reservations for the new hotel in May 2012. In advertising and publicity services, JR East promoted sales of advertising on *J-AD Vision*, an advertising medium at stations that uses large LCD screens, and *Train Channel*, an advertising medium for showing video commercials in trains. In credit card operations, the Group began a new service named *View Thanks Bonus* for qualifying cardholders who can earn bonus points in proportion to their yearly credit card usage, while developing measures to promote card usage tied to the Transportation segment's *Iwate Destination Campaign*. In *Suica* shopping services (electronic money), JR East actively made efforts to develop its affiliated store network in markets beyond railways stations, including with the launch of settlement services at DiverCity Tokyo Plaza, among other commercial facilities. As a result, *Suica* electronic money was accepted at approximately 181,640 stores as of June 30, 2012.

In addition, the railcar manufacturing and sales operations of Tokyu Car Corporation that had been split from TOKYU CORPORATION and succeeded by JR East were transferred to a newly established subsidiary of JR East and renamed Japan Transport Engineering Company in April 2012. Going forward, JR East aims to establish railcar manufacturing operations centered around this subsidiary as a fourth business pillar, and strive to develop it both within Japan and abroad as a leading corporate group in railway technology.

As a result of these initiatives and other additional factors, such as an increase in advertising and publicity services among other business revenues due to recovery from the effects of the Great East Japan Earthquake, Others posted a 6.3% increase in operating revenues to ¥115.6 billion. However, operating income decreased 17.2%, to ¥1.6 billion, due to an increase in expenses involved in the consolidation of new subsidiaries.

Note: JR East applies the Accounting Standard for Disclosures about Segments of an Enterprise and Related Information (Accounting Standards Board of Japan Statement No.17, June 30, 2010) 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 Performance Outlook

The responsibilities of JR East to provide railway services as social infrastructure have become increasingly important in this period of major change following the Great East Japan Earthquake. The Group must make effort to satisfy the great expectations that society has for its services and aim to achieve sustained growth. To this end, the JR East Group is working in unison on various initiatives centered on the *Key Challenges Over the Next Three Years (Fiscal 2013-Fiscal 2015)* announced in April 2012 for 1) pursuing "extreme safety" in building a railway capable of withstanding natural disasters, 2) service quality reform, 3) strengthening collaboration with local communities, 4) technological innovation and 5) globalization. In the meantime, the Group's operating environment has changed as a result of the Great East Japan Earthquake and in various other ways unforeseen when the *JR East 2020 Vision-idomu-* was drawn up in 2008. Now that 25 years have passed since JR East was established following the division and privatization of JNR, the Company has

begun working on a new management vision for the Group for the next 25 years. This new vision is scheduled for release sometime in the fall of 2012.

In railway operations, JR East has accelerated and expanded the scope of seismic reinforcement of viaduct columns, reinforced embankments and made aseismic reinforcements to electric poles and other structures, as well as installed more seismographs to enhance its seismic observation system, as part of its seismic reinforcement measures in anticipation of a possible earthquake directly beneath the Tokyo metropolitan area. In addition, the Group will complete the preservation and restoration of the *Tokyo Station Marunouchi Building* in October and begin promoting worldwide this terminal building, refurbished to its original architecture, as a new landmark for the capital city of Japan. Moreover, the Group will operate the *Hayabusa* service on the Tohoku Shinkansen Line at a maximum speed of 320km/h, the fastest in Japan, by the end of Fiscal 2013, and introduce the new Series E6 railcars for service on the Akita Shinkansen Line in the spring of 2013. Furthermore, JR East will make effort to further stimulate tourism by promoting the usage of *GranClass* (first class) seating, which will increase in availability as more Series E5 railcars are introduced to the Tohoku Shinkansen Line, in addition to continually developing tourism campaigns and strengthening collaboration with local communities. Furthermore, the Group's railway operations will make effort to strengthen Internet ticket sales, such as through *eki-net* and *Mobile Suica*, and seek to steadily promote other measures including the development of "ecoste" model stations.

In life-style service operations, JR East will make steady progress in construction and other work for the *GranTokyo North Tower Phase II* (Tokyo) in the *Tokyo Station City* project to reach completion in August 2012 and *The Tokyo Station Hotel* (Tokyo)'s scheduled opening in October 2012. In addition, the *JR Kanda Manseibashi Building* will be newly opened in January 2013. Moreover, the Group will implement the remodeling among other upgrades of commercial facilities within stations and shopping centers on an ongoing basis in order to strengthen their competitiveness, while continuing to promote the large-scale development of terminal station buildings, including at Shibuya Station and Chiba Station.

In *Suica* operations, JR East will continue to work steadily towards a mutual usage service network across all ten transportation-company IC card networks currently in use in Japan by next spring, and will seek to expand the number of stores accepting *Suica* electronic money while promoting its usage.

Having reviewed the operating results for the first quarter ended June 30, 2012, JR East has decided to maintain its consolidated first-half and full-term business forecasts for the fiscal year ending March 31, 2013, which it announced on April 26, 2012.

2. Notes to Summary Information (Other)

(1) Changes in Accounting Policies, Changes in Accounting Estimates and Restatement of Revisions

(Changes in accounting policies that are difficult to distinguish from changes in accounting estimates)

Following the revision of the Corporation Tax Law, from the first quarter of this fiscal year, JR East began applying depreciation method based on the revised Corporation Tax Law to property, plant and equipment acquired since April 1, 2012. The impact on consolidated financial statements as a result of this change is minimal.

3. Quarterly Consolidated Financial Statements

(1) Consolidated Balance Sheets (Unaudited)

EAST JAPAN RAILWAY COMPANY AND SUBSIDIARIES

	Millions of Yen	
	Fiscal 2012 (As of March 31, 2012)	Fiscal 2013, 1st Quarter (As of June 30, 2012)
ASSETS		
Current Assets	¥ 677,980	¥ 577,542
Cash and time deposits	105,722	77,613
Notes and accounts receivable—trade	321,735	299,720
Fares receivable	31,791	26,885
Short-term loans receivable	71,465	31,715
Securities	50	50
Real estate for sale	1,514	1,456
Inventories	51,936	69,256
Deferred income taxes	43,022	29,605
Other	53,076	43,541
Allowance for doubtful accounts	(2,335)	(2,303)
Fixed Assets	6,382,296	6,357,611
Property, plant and equipment, net of accumulated depreciation...	5,864,070	5,839,593
Buildings and fixtures (net)	2,907,110	2,890,098
Machinery, rolling stock and vehicles (net)	620,392	619,159
Land	2,012,107	2,013,564
Construction in progress	284,740	277,737
Other (net)	39,719	39,032
Intangible assets	87,712	86,092
Investments and other assets	430,513	431,925
Investments in securities	140,204	141,278
Long-term loans receivable	3,646	3,915
Long-term deferred income taxes	241,965	242,217
Other	45,998	45,834
Allowance for doubtful accounts	(1,301)	(1,320)
Deferred Assets	132	117
Total Assets	¥7,060,409	¥6,935,271

Note: Amounts less than one million yen are omitted.

	Millions of Yen	
	Fiscal 2012 (As of March 31, 2012)	Fiscal 2013, 1st Quarter (As of June 30, 2012)
LIABILITIES		
Current Liabilities	¥1,230,240	¥1,042,253
Notes and accounts payable—trade	50,853	48,299
Short-term loans and current portion of long-term loans	134,618	136,357
Current portion of bonds	89,998	89,998
Current portion of long-term liabilities		
incurred for purchase of railway facilities	129,838	129,838
Payables	347,343	179,942
Accrued consumption tax	13,554	4,081
Accrued income taxes	70,571	23,359
Fare deposits received with regard to railway connecting services ...	22,079	16,825
Prepaid railway fares received	84,256	99,656
Allowance for bonuses to employees	64,131	39,238
Allowance for earthquake-damage losses	11,546	11,873
Other	211,449	262,781
Long-Term Liabilities	3,939,534	3,964,037
Bonds	1,509,664	1,509,680
Long-term loans	728,110	743,331
Long-term liabilities incurred for purchase of railway facilities	794,014	794,014
Long-term deferred tax liabilities	3,219	4,169
Employees' severance and retirement benefits	643,400	645,847
Allowance for earthquake-damage losses	8,356	6,777
Other	252,769	260,216
Total Liabilities	¥5,169,775	¥5,006,290
NET ASSETS		
Shareholders' Equity	¥1,870,569	¥1,912,187
Common stock	200,000	200,000
Capital surplus	96,732	96,732
Retained earnings	1,599,683	1,643,141
Treasury stock, at cost	(25,846)	(27,686)
Accumulated Other Comprehensive Income	3,834	300
Net unrealized holding gains (losses) on securities	3,909	1,561
Net deferred gains (losses) on derivatives under		
hedge accounting	(74)	(757)
Revaluation reserve for land	—	(503)
Minority Interests	16,229	16,492
Total Net Assets	1,890,633	1,928,980
Total Liabilities and Net Assets	¥7,060,409	¥6,935,271

Note: Amounts less than one million yen are omitted.

(2) Consolidated Statements of Income and Consolidated Statements of Comprehensive Income (Unaudited)

EAST JAPAN RAILWAY COMPANY AND SUBSIDIARIES

(i) Consolidated Statements of Income

	Millions of Yen	
	Fiscal 2012, 1st Quarter (Three months ended June 30, 2011)	Fiscal 2013, 1st Quarter (Three months ended June 30, 2012)
Operating Revenues	¥568,959	¥645,324
Operating Expenses	490,788	519,389
Transportation, other services and cost of sales	384,331	405,910
Selling, general and administrative expenses	106,457	113,478
Operating Income	78,170	125,935
Non-Operating Income	4,493	6,681
Interest income	17	35
Dividend income	1,732	1,456
Equity in net income of affiliated companies	522	3,653
Other	2,221	1,535
Non-Operating Expenses	27,765	25,112
Interest expense	25,507	24,107
Other	2,257	1,005
Ordinary Income	54,898	107,503
Extraordinary Gains	12,361	8,188
Construction grants received	12,101	8,106
Other	259	81
Extraordinary Losses	29,465	18,426
Losses on reduction entry for construction grants	12,025	8,091
Losses on revaluation of investments in securities	1,856	8,176
Other	15,582	2,158
Income before Income Taxes	37,795	97,264
Income Taxes	15,241	37,922
Current	5,640	23,609
Deferred	9,601	14,312
Income before Minority Interests	22,553	59,342
Minority Interests in Net Income of Consolidated Subsidiaries ..	166	250
Net Income	¥ 22,387	¥ 59,091

Note: Amounts less than one million yen are omitted.

(ii) Consolidated Statements of Comprehensive Income

	Millions of Yen	
	Fiscal 2012, 1st Quarter (Three months ended June 30, 2011)	Fiscal 2013, 1st Quarter (Three months ended June 30, 2012)
Income before Minority Interests	22,553	59,342
Other Comprehensive Income	(1,900)	(3,022)
Net unrealized holding gains (losses) on securities.....	(1,500)	(2,158)
Net deferred gains (losses) on derivatives under hedge accounting	(107)	(283)
Share of other comprehensive income of associates accounted for using equity method	(292)	(580)
Comprehensive Income	20,653	56,319
Comprehensive Income attributable to		
Comprehensive income attributable to owners of the parent	20,487	56,070
Comprehensive income attributable to minority interests	165	248

Note: Amounts less than one million yen are omitted.

(3) Notes on Going Concern Assumption (Unaudited)

None

(4) Segment Information (Unaudited)

Fiscal 2012, 1st Quarter (Three months ended June 30, 2011)	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	¥381,070	¥90,530	¥55,055	¥ 42,302	¥568,959	¥ —	¥568,959
Inside group	11,240	3,310	2,273	66,480	83,305	(83,305)	—
Total	392,311	93,841	57,328	108,783	652,264	(83,305)	568,959
Segment income	¥ 50,955	¥ 6,507	¥18,025	¥ 1,951	¥ 77,440	¥ 730	¥ 78,170

- Notes: 1. "Others" represents categories of business that are not included in reportable segments and includes hotel operations and advertising and publicity services.
2. The ¥730 million adjustment to segment income includes a ¥588 million elimination of unrealized holding gains on fixed assets and inventory assets and a ¥147 million elimination for intersegment transactions.
3. Segment income is adjusted to ensure consistency with the operating income set forth in the quarterly consolidated statements of income.

Fiscal 2013, 1st Quarter (Three months ended June 30, 2012)	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	¥437,605	¥100,147	¥56,830	¥ 50,740	¥645,324	¥ —	¥645,324
Inside group	13,071	3,332	2,409	64,899	83,712	(83,712)	—
Total	450,677	103,479	59,240	115,639	729,037	(83,712)	645,324
Segment income	¥ 96,448	¥ 9,348	¥17,939	¥ 1,616	¥125,352	¥ 582	¥125,935

- Notes: 1. "Others" represents categories of business that are not included in reportable segments and includes hotel operations and advertising and publicity services.
2. The ¥582 million adjustment to segment income includes a ¥520 million elimination of unrealized holding gains on fixed assets and inventory assets and a ¥59 million elimination for intersegment transactions.
3. Segment income is adjusted to ensure consistency with the operating income set forth in the quarterly consolidated statements of income.

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

None

(6) Additional Information (Unaudited)

JTB Corp., an equity-method affiliate of JR East, absorbed JTB Estate Corp. by merger on April 1, 2012. Prior to this absorption merger, JTB Estate Corp. had been revaluating its land for business use pursuant to the Law on Revaluation of Land (Law No. 34 of 1998) and Law for Partial Revision of the Law on Revaluation of Land (Law No. 19 of 2001). Consequently, JR East's equity-method portion of "Revaluation reserve for land" recorded on JTB Corp.'s balance sheets was recorded in JR East's Consolidated Balance Sheets as "Revaluation reserve for land" under NET ASSETS, Accumulated Other Comprehensive Income.

(Additional Information Regarding Operating Results)

Consolidated Principal Indicators

	Fiscal 2012, 1st Quarter (Three months ended June 30, 2011)	Fiscal 2012 (Year ended March 31, 2012)	Fiscal 2013, 1st Quarter (Three months ended June 30, 2012)	Increase (Decrease)		Fiscal 2015 Targets
	(A)	(B)	(C)	(C)-(A)	(C)-(B)	
Ratio of operating income to average assets (ROA) (%).....	1.1	5.1	1.8	0.7	—	5.5
Return on average equity (ROE) (%).....	1.2	5.9	3.1	1.9	—	9.0
Equity ratio (%).....	26.1	26.5	27.6	1.4	1.0	—
Shareholders' equity (billions of yen).....	1,808.2	1,874.4	1,912.4	104.2	38.0	—
Total long-term debt (billions of yen).....	3,416.1	3,385.4	3,400.0	(16.0)	14.6	—
Average interest rates (%).....	2.99	2.85	2.84	(0.14)	(0.01)	—
Net interest expense (billions of yen).....	(23.7)	(98.1)	(22.6)	1.1	—	—
Earnings per share (yen).....	56.59	274.89	149.52	92.93	—	—
Capital expenditures (billions of yen).....	49.6	370.1	55.3	5.7	—	—
Transportation.....	35.3	278.9	44.4	9.1	—	—
Non-transportation.....	14.3	91.2	10.9	(3.4)	—	—

Consolidated Business Forecasts for Fiscal 2013

	Billions of Yen				
	Actual Fiscal 2012	Forecast Fiscal 2013	Change		Fiscal 2015 Targets
			Increase (Decrease) (B)-(A)	% (B)/(A)x100	
(A)	(B)				
Operating Revenues	2,532.1	2,637.0	104.8	104.1	2,725.0
Transportation.....	1,705.7	1,764.0	58.2	103.4	1,776.0
Station Space Utilization.....	396.1	406.0	9.8	102.5	430.0
Shopping Centers & Office Buildings.....	229.6	238.0	8.3	103.6	261.0
Others.....	200.5	229.0	28.4	114.2	258.0
Operating Income	360.0	378.0	17.9	105.0	402.0
Transportation.....	236.6	255.0	18.3	107.8	264.0
Station Space Utilization.....	33.9	35.0	1.0	103.0	41.0
Shopping Centers & Office Buildings.....	66.5	67.0	0.4	100.7	71.0
Others.....	21.9	22.0	0.0	100.0	27.0
Elimination and/or corporate.....	0.9	(1.0)	(1.9)	—	(1.0)
Ordinary Income	272.1	292.0	19.8	107.3	—
Net Income	108.7	163.0	54.2	149.9	—

Reference: Earnings per share forecast for Fiscal 2013: ¥412.45

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 2013

	Billions of Yen			
	Actual Fiscal 2012	Plans for Fiscal 2013	Change	
			Increase (Decrease)	%
	(A)	(B)	(B)-(A)	(B)/(A)x100
Capital Expenditures	370.1	480.0	109.8	129.7
Transportation	278.9	347.0	68.0	124.4
Non-transportation	91.2	133.0	41.7	145.7

Passenger Kilometers and Passenger Revenues of Parent Company

	Passenger Kilometers				Revenues from Passenger Tickets			
	Millions		%		Billions of yen		%	
	Fiscal 2012, 1st Quarter (Three months ended June 30, 2011) (A)	Fiscal 2013, 1st Quarter (Three months ended June 30, 2012) (B)	Change		Fiscal 2012, 1st Quarter (Three months ended June 30, 2011) (C)	Fiscal 2013, 1st Quarter (Three months ended June 30, 2012) (D)	Change	
			Increase (Decrease)	(B)/(A)x100			Increase (Decrease)	(D)/(C)x100
Shinkansen Network								
Commuter Passes	407	427	19	104.9	5.4	5.7	0.3	105.6
Other	3,280	4,372	1,092	133.3	76.1	110.0	33.9	144.6
Total	3,688	4,800	1,112	130.2	81.5	115.8	34.2	142.0
Conventional Lines								
<i>Kanto Area Network</i>								
Commuter Passes	17,596	17,729	133	100.8	111.6	113.1	1.5	101.4
Other	7,547	8,279	732	109.7	149.1	164.6	15.5	110.4
Total	25,143	26,009	866	103.4	260.7	277.8	17.0	106.5
<i>Other Network</i>								
Commuter Passes	818	856	38	104.7	4.5	4.8	0.2	105.9
Other	522	637	114	122.0	10.1	12.6	2.4	124.1
Total	1,340	1,493	153	111.4	14.7	17.4	2.7	118.5
<i>Total</i>								
Commuter Passes	18,414	18,586	171	100.9	116.2	118.0	1.7	101.5
Other	8,069	8,917	847	110.5	159.2	177.2	17.9	111.3
Total	26,484	27,503	1,019	103.8	275.5	295.3	19.7	107.2
Total								
Commuter Passes	18,822	19,014	191	101.0	121.6	123.7	2.1	101.7
Other	11,350	13,290	1,940	117.1	235.4	287.3	51.9	122.1
Total	30,172	32,304	2,132	107.1	357.0	411.1	54.0	115.1

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.

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