

(Translation)

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To whom it may concern:

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Notice Regarding Submission of a Plan for an Allowance Provision for  
the Large-Scale Renovation of Shinkansen Infrastructure

With respect to the Tohoku Shinkansen Line (between Tokyo–Morioka) and the Joetsu Shinkansen Line (between Omiya–Niigata), which JR East owns, the need for large-scale renovation to ensure reliable transportation going forward was recognized, and on December 22, 2015, JR East was designated as an owning business entity by the Minister of Land, Infrastructure, Transport and Tourism based on article 15, paragraph 1 of the Nationwide Shinkansen Railway Development Act (hereinafter, the Nationwide Shinkansen Act).

In response, JR East has prepared a plan for the allowance provision for the large-scale renovation of Shinkansen infrastructure (hereinafter, the allowance provision plan) and today submitted it to the Minister of Land, Infrastructure, Transport and Tourism, based on article 16, paragraph 1 of the Nationwide Shinkansen Act.

1. Details of allowance provision plan

Large-scale renovation	Period	April 2031–March 2041 (10 years)
	Total amount of expenses	¥1,040.6 billion
Allowance	Provision period	April 2016–March 2031 (15 years)
	Total amount of provision	¥360.0 billion

2. Summary of large-scale renovation (Attachment)

Target equipment and facilities		Main details of renovation work
Bridges	Steel bridges	Renovation work on support components
	Concrete bridges	Surface renovation work, slab board renovation work, renovation work on support components
Tunnels		Lining renovation work, roadbed renovation work
Earthworks		Slope protection renovation work

### 3. Effect on income and expenses of allowance provision and reversal

If the allowance provision plan is approved, as a result of implementing an allowance provision, in each fiscal year from the fiscal year ending March 31, 2017, through to the fiscal year ending March 31, 2031, compared to the operating expenses of the fiscal year ending March 31, 2016, there will be additional operating expenses of ¥24.0 billion in each fiscal year. Subsequently, as a result of implementing a reversal of the allowance, in each fiscal year from the fiscal year ending March 31, 2032, through to the fiscal year ending March 31, 2041, compared to the operating expenses of the fiscal year ending March 31, 2016, there will be a reduction in operating expenses of ¥36.0 billion in each fiscal year.

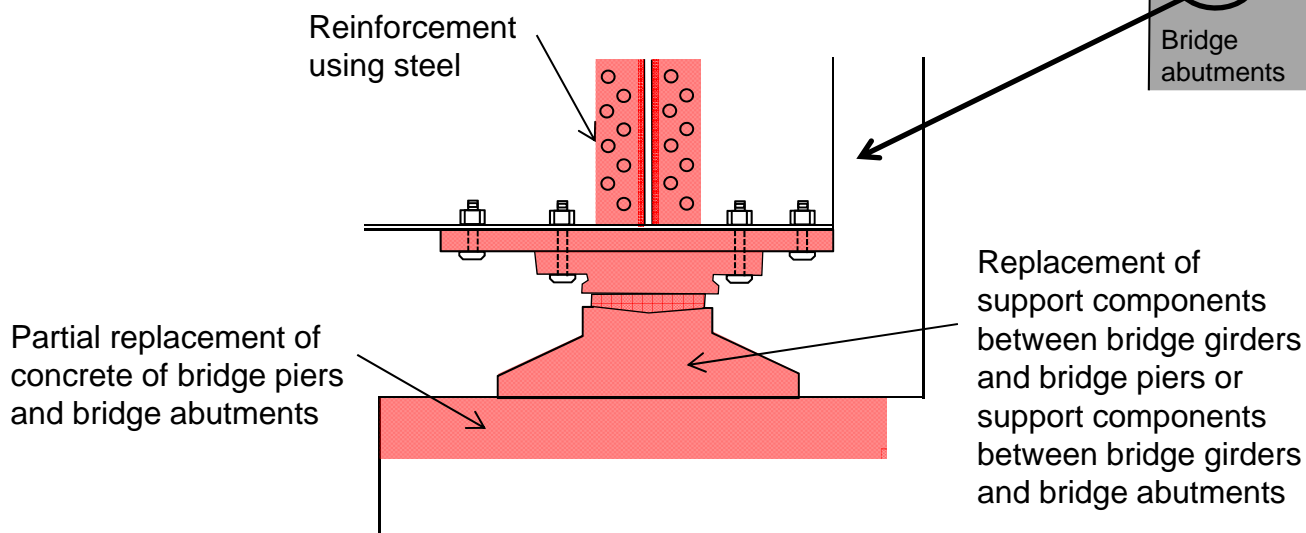
# Summary of Large-Scale Renovation

Attachment

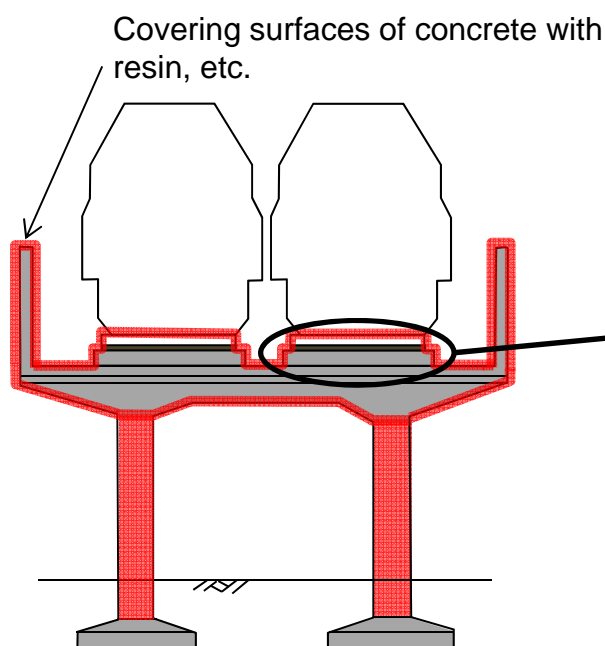
## Bridges

Renovation work on support components  
(Steel bridges, concrete bridges)

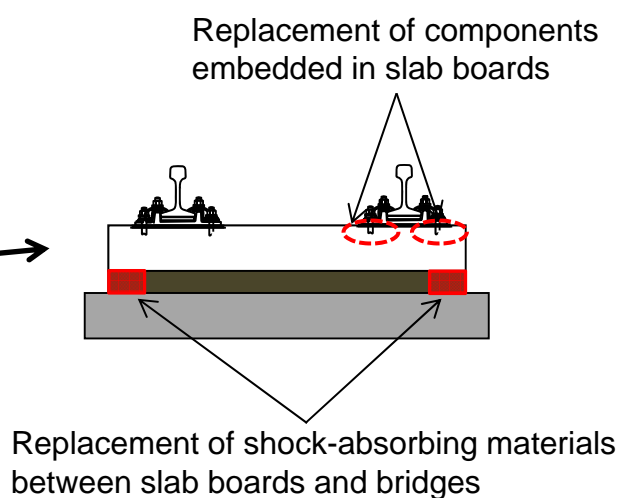
[In the case of steel bridges]



Surface renovation work  
(Concrete bridges)



Slab board renovation work  
(Concrete bridges)



# Summary of Large-Scale Renovation

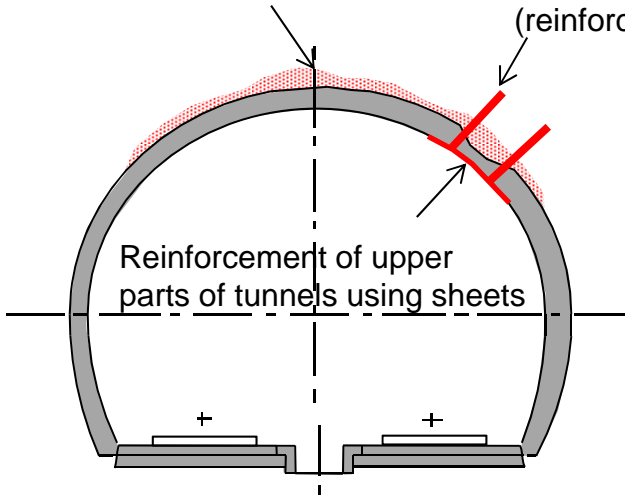
## Tunnels

### Lining renovation work

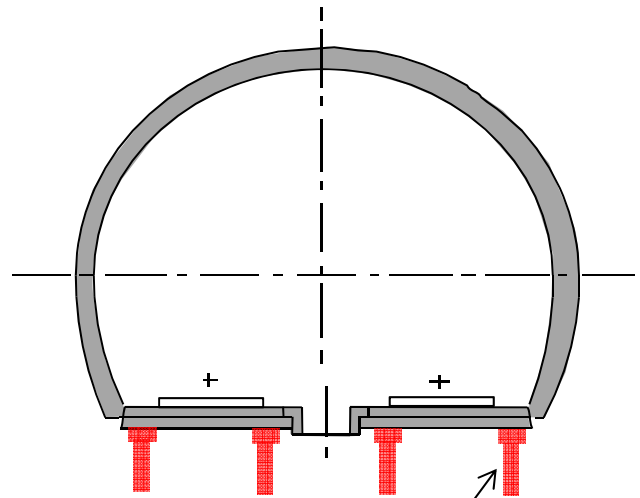
Filling of gaps between concrete of upper parts of tunnels and ground

Unification of lining and ground with rock bolts (reinforcing bars)

Reinforcement of upper parts of tunnels using sheets



### Roadbed renovation work



Supporting of lower boards of tunnels with stakes

## Earthworks

### Slope protection renovation work

Installation of stakes that provide both drainage and reinforcement

Replacement of slope protection

