

FY2017.3 Capital Expenditure Plan (non-consolidated)

East Japan Railway Company (JR East) today announced the formulation of its FY2017.3 capital expenditure plan (non-consolidated). Aiming to realize “*JR East Group Management Vision V – Ever Onward*,” JR East will take measures to install and further improve safety equipment, focusing on improving the safety and reliability of its railway transportation services. At the same time, the plan will steadily promote ongoing capital expenditure to increase customer satisfaction and pave the way for future growth.

Planned capital expenditure (non-consolidated) for FY2017.3 is ¥450.0 billion, an increase of ¥8.0 billion from capital expenditure in FY2016.3

○ Major capital expenditure

- We will improve the safety and reliability of our railway transportation services. We will steadily implement safety measures, including countermeasures for railway crossing accidents and measures for withstanding such natural disasters as torrential rain. At the same time, we will take measures to improve and install equipment and facilities to prevent snow from disrupting our train services in the Tokyo metropolitan area and Shinkansen services while making progress in renewing aging facilities and equipment.
- In preparation for a possible earthquake directly beneath the Tokyo metropolitan area and other possible earthquakes, we will advance the seismic reinforcement of viaduct columns, bridge piers, embankments, cutouts, brick arch viaducts, electrical poles, and station buildings. We will complete approximately 80% of the work that is currently planned by March 31, 2017, which is the end of the final fiscal year of an intensive implementation period.
- We will upgrade the safety level on station platforms by installing automatic platform gates at Shinagawa Station on the Yamanote Line and by beginning work at three railway stations on the Keihin-Tohoku Line: Akabane Station, Ueno Station, and Oimachi Station.

- Aiming to distribute detailed information to customers, we will install such equipment as displays that provide the latest information. Further, for customers from overseas, we will introduce railway station numbering.
- We will proceed with preparations for full introduction of Series E235 railcars to the Yamanote Line. Also, we will prepare for the introduction of the *TRAIN SUITE SHIKI-SHIMA* cruise train and proceed with the introduction of the Buna version of *Resort Shirakami*.
- We will create “fun-to-ride” trains so that customers board them for the “ride” itself. In the fiscal year ending March 31, 2017, we will begin operating the *IZU CRAILE* resort train on the Ito Line.
- With respect to the Joban Line, for line segments on which operations have been suspended due to Tsunami damage or the nuclear power station accident, we will implement work with a view to resuming operations by March 31, 2020. (We plan to resume operations between Soma Station and Hamayoshida Station by December 31, 2016.)
- Regarding Chiba Station, which is under development, we aim to complete work to improve the railway station and open certain stores within the railway station in fall 2016. Other initiatives will include steady advancement of the development of large-scale terminal railway stations at Tokyo, Yokohama, Shinjuku, Shinagawa, and Shibuya stations and other railway stations.
- Aiming to create line-side-area brand that is chosen by customers, we will proceed with the development of *Chuo Line Mall*, using the space underneath a railway viaduct between Mitaka and Tachikawa on the Chuo Line; construct the Saitama-Shintoshin Building (provisional name); improve Atami Station and reconstruct the station building; and develop nursery schools near railway stations and other facilities for supporting childcare.

○ Amount of capital expenditure (non-consolidated)

(¥ billion)

	FY2017.3 plan	FY2016.3 results	FY2015.3 results	FY2014.3 results
Transportation	384.0	359.8	375.0	372.3
Life-style business	66.0	82.4	47.1	38.5
Total	450.0	442.2	422.1	410.8

Leasing investments	10.0	17.1	15.6	15.3
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Overview of the FY2017.3 JR East (Non-Consolidated) Capital Expenditure Plan (major items)

Eternal Mission

Pursuing “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 (electrical poles)
- Safety measures for railway crossings
- Installation and improvement of safety equipment for platforms
 - Automatic platform gates
 - Automatic platform gates, emergency stop buttons
 - Braille blocks with a protruding line that indicates the inward side of the platform
 - Install ATS-P, etc.



Automatic platform gates



Seismic reinforcement of bridge piers



Emergency stop button



Seismic reinforcement of embankments



Seismic reinforcement of viaduct columns



Safety measure for railway crossing

Service quality reforms—Enhancing the railway transportation network and other measures

- Prepare for introduction of mass-production Series E235 railcars to Yamanote Line
- Prepare for introduction of *Green Cars* to Chuo Line Rapid Service
- Renew Shinkansen electrical substation/distribution equipment and facilities
- Expand and upgrade ATOS (Autonomous Decentralized Transport Operation Control System)
- Take measures to prevent railroad switch malfunctions
- Upgrade elevators and other equipment at railway stations
- Upgrade restrooms at railway stations
- Install and improve railway station waiting rooms
- Upgrade infant nursing rooms
- Displays that provide the latest information



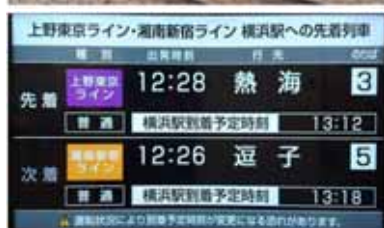
Series E235 railcars



Elevator



Infant nursing room



Displays that provide the latest information



Restrooms at stations

Strengthening collaboration with local communities

—Supporting earthquake recovery, stimulating tourism, and revitalizing communities

- Restore conventional lines along the Pacific coast damaged by the tsunami
- Prepare for introduction of *TRAIN SUITE SHIKI-SHIMA* cruise train
- Introduce Bona version of *Resort Shirakami*
- Prepare for establishment of new railway station between Tamachi and Shinagawa
- Undertake the development of large-scale terminal railway stations Shinjuku, Chiba, Yokohama, Tokyo, Sendai, Shibuya
- Develop Saitama-Shintoshin Building (provisional name)
- Improve Atami Station and reconstruct station building, improve Chiba Station and reconstruct station building



Joban Line track replacement



Bus Rapid Transit (BRT) system



TRAIN SUITE SHIKI-SHIMA



Improvement of Chiba Station and reconstruction of station building



Saitama-Shintoshin Building (provisional name)



Resort Shirakami Bona



Improvement of Atami Station and reconstruction of station building

Pursuing Unlimited Potential

Technological innovation

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

- Prepare for deployment of ATACS (Advanced Train Administration and Communications System) to Saikyo Line
- Track equipment monitoring
- Install new renewable energy facilities

Tackling new business areas—Globalization

- Expand railcar manufacturing operations

Developing employees and creating a corporate culture that maximizes human potential

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



Track equipment monitoring



Wind power generation facility



Development of training facilities