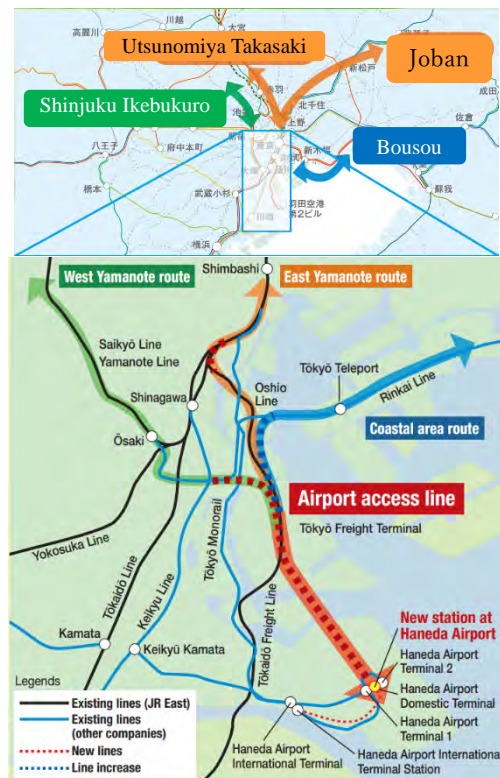
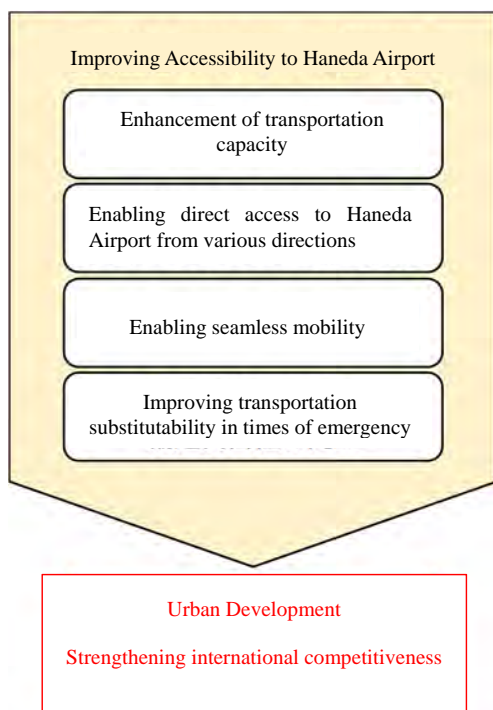


JR East to Start Full-scale Construction of the Haneda Airport Access Line (Provisional Name)

- JR East is proceeding with plans for the Haneda Airport Access Line (provisional name), which will use the existing railway network to provide direct access to Haneda Airport from various directions.
- Among the planned routes, JR East received approval for railway facility modifications for the East Yamate Route and construction work for the New Access Line from the Ministry of Land, Infrastructure, Transport and Tourism on January 31 and March 24, 2023, respectively.
- Development of the East Yamate Route and the New Access Line will offer direct access to Haneda Airport from the Utsunomiya, Takasaki, and Joban Lines, and it will also cut the travel time from Tokyo Station to the airport to about 18 minutes.

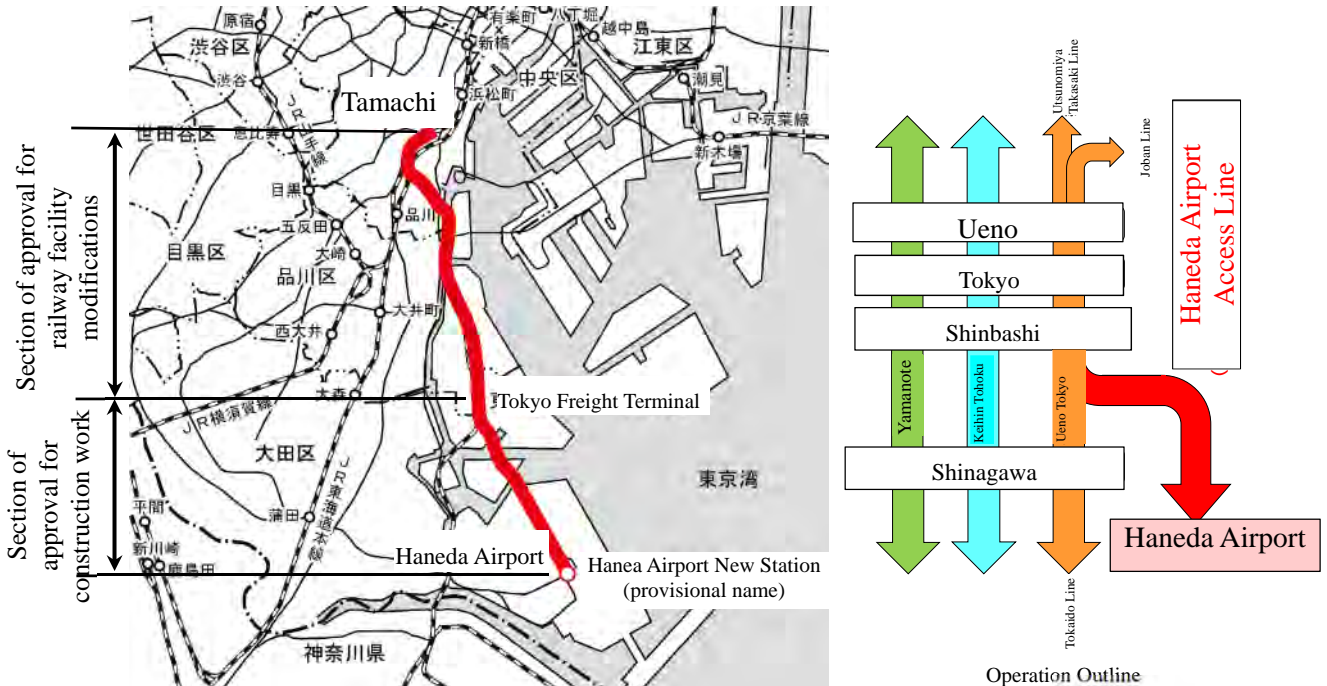
1. Significance of the Haneda Airport Access Line (provisional name)

Transport Policy Council Report No. 198, which was issued in April 2016 with the title “Approaches to Future Urban Railways in the Tokyo Area,” regards this project as a “railway network project that contributes to strengthening Japan’s international competitiveness.” The project is also expected to make a significant contribution to enhancing the functions of Haneda Airport, which is becoming increasingly important as an airport in the capital of Japan with further expansion of demand for inbound tourism.



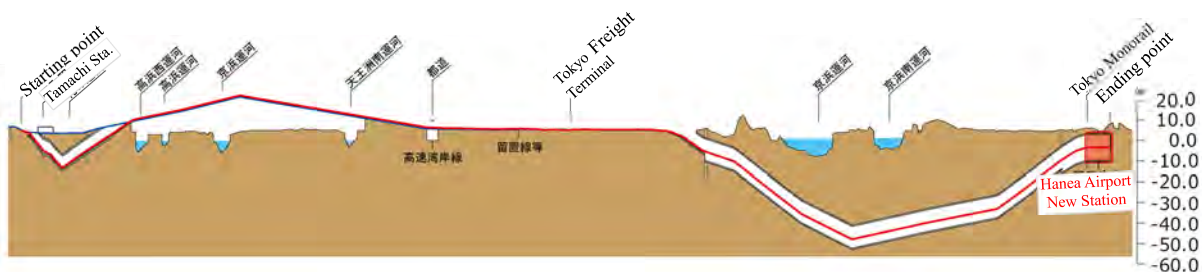
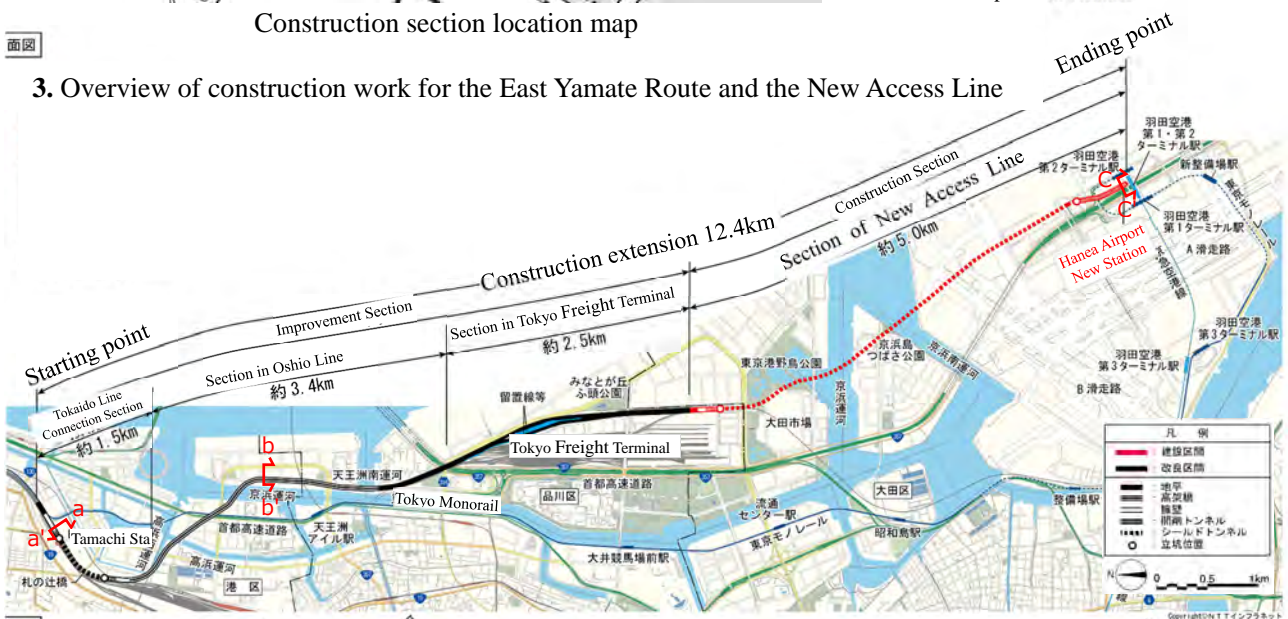
2. Overview of plans for the East Yamate Route and the New Access Line

Among the sections of the Haneda Airport Access Line (provisional name), JR East will start the construction of the East Yamate Route and the New Access Line through the effective use of the existing bridges, viaducts, and other structures of the Oshio Line, which is currently in disuse. The construction will offer direct access between Tokyo Station and Haneda Airport, and cut the travel time from the Utsunomiya, Takasaki, and Joban Lines to the airport, eliminating or reducing the number of transfers and improving access to the airport from different parts of the metropolitan area. Currently, it takes about 30 minutes by train from Tokyo Station to Haneda Airport, but the travel time will be reduced to about 18 minutes without transfers.



Construction section location map

3. Overview of construction work for the East Yamate Route and the New Access Line



○ Tokaido Line connecting section

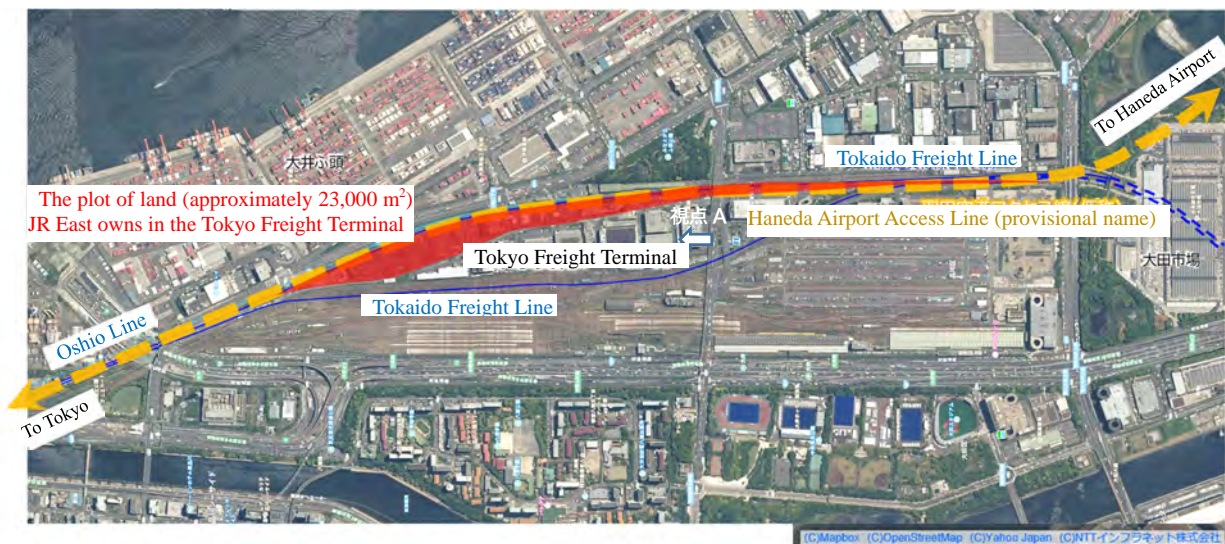
The project will lay a short section connecting the Oshio Line (currently in disuse) to the Tokaido Line. For the construction, cut-and-cover and shield tunnels will be built in a space between the Tokaido Line in-bound and out-bound tracks on the side of Tamachi Station nearer to Tokyo Station. The space will be opened up by removing the Yamanote Line draw-out track and relocating the Yamanote Line outer track, the Keihin-Tohoku Line south-bound track, and the Tokaido Line in-bound track in that order.

○ Oshio Line renovation section

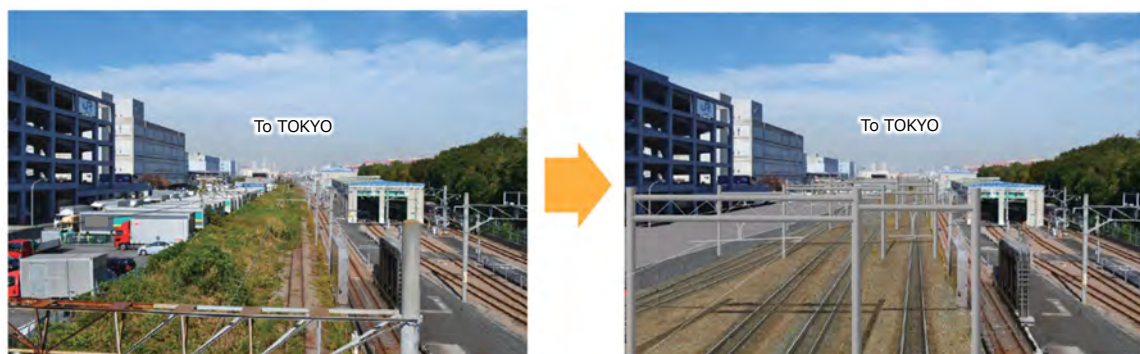
The project will effectively use the existing bridges, viaducts, and other structures of the Oshio Line, which has been out of service since 1998. The soundness of the ground, track, and electrical facilities will be checked, and necessary repairs and improvements will be made.

○ Modification section in Tokyo Freight Terminal

On the plot of land (approximately 23,000 m²) JR East owns in the Tokyo Freight Terminal, the company will build a car storage track and a maintenance base track required for the operation of the Haneda Airport Access Line (provisional name).



Improved section in Tokyo Freight Terminal



Improved section in Tokyo Freight Terminal Images

○ New Access Line section

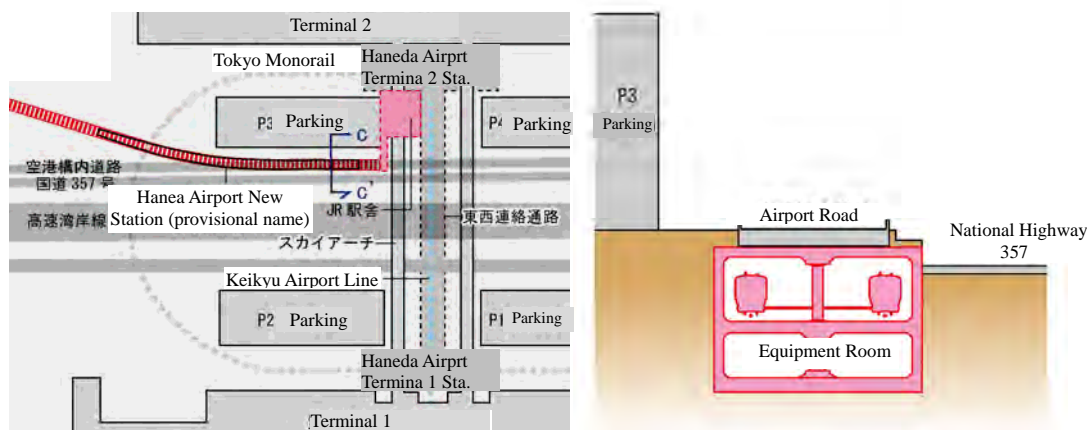
A new track will be laid from the Tokyo Freight Terminal to Haneda Airport New Station (provisional name), running under public facilities, roads, and canals along the way. For the track, a double-track shield tunnel will be built, about 4.2 km long and about 50 m below ground at the deepest.

○ Haneda Airport New Station (provisional name)

A station will be built under the road between Terminals 1 and 2 of the airport. The underground station will have one island platform with two tracks, and the platform will have a maximum width of about 12 m and a length of about 310 m. The platform will be on the first basement level, allowing passengers to go to Terminal 2 without moving up or down to a different floor level. Furthermore, construction of shield and cut-and-cover tunnels on the airport island is planned to be covered by the Ministry of Land, Infrastructure, Transport and Tourism as part of its airport development project.



Hanea Airport New Station (provisional name) Images



Hanea Airport New Station (provisional name) Images

Item	Summary
construction section	Starting Point : Minato-ku Shibaura ittyome、 Ending Point : Ota-ku hanedaairport 3cho-me
Construction extension	Approx. 12.4km
Structural form	tunnels (shield and cut-and-cover tunnels) 、viaducts etc
Station	Hanea Airport New Station (provisional name) [Station structure : double-track, underground, one island platform with two tracks]

Approximate construction cost	Approx. 280.0 billion yen [※]
Schedule to open	FY 2032.3

*The approximate construction cost includes the construction cost of the tunnel itself related to JR East (About 70.0 billion yen) among the national airport development projects.