

(Translation)

December 6, 2024

To whom it may concern:

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Announcement regarding Application for Fare Revision

Since its establishment in 1987, JR East has been striving to establish a solid management foundation that does not depend on fare increases, and to further improve safe and stable transportation and service quality by securing revenue and operating efficiently through cost reductions.

As the roles and services required of the railway business diversify and become more sophisticated, we have applied to the Minister of Land, Infrastructure, Transport and Tourism today to revise fares for the first time since the company was established, in order to continue operating the sustainable railway business in response to changes in customers' lifestyles, recent changes in the management environment such as price hikes and securing human resources.

Please see the attached “Application for Fare Revision” for details.

Details

1. Scope of application

Single travel tickets and commuter passes (work commuter/school commuter)

2. Revision rates and revenue increase rates

(%)

		Upper limit of fares and charges	
		Revision rate	Revenue increase rate
Non-commuter passes		7.8	5.7
Commuter passes	Work commuter	12.0	9.5
	School commuter	4.9	3.1
	Subtotal	11.0	8.7
Charges		—	(1.2)
Total		7.1	5.0

\*Above revision rates are based on the current fare which includes a railway station barrier-free charge. Revision rates excluding a railway station barrier-free charge are 9.8% for non-commuter passes and 14.4% for commuter passes (work commuter).

3. Scheduled implementation date

March 2026

4. Actual results and estimates of revenue and cost balance for railway business

(billion yen)

Item	FY2024.3 (Actual result)	FY2025.3 (Estimate)	FY2026.3 (Estimate)	FY2027.3 to FY2029.3 (average of three years)	
				Current	Applied
Revenue	1,873.3	1,898.8	1,919.1	1,946.5	2,034.6
Cost	1,878.5	1,938.7	1,984.1	2,037.6	2,037.6
Balance	(5.2)	(39.9)	(65.0)	(91.1)	(3.0)
Balance rate	99.7%	97.9%	96.7%	95.5%	99.8%

\*1. Above amounts are based on the calculating method used for this application and differ from the actual balance.

\*2. Difference between the revenue and cost may not equal the balance due to rounding.

\*3. The cost includes 13.8 billion yen, which was added to the depreciation by accelerating the amortization of the unamortized balance of existing capital expenditures (such as seismic reinforcement).

# Application for Fare Revision

## (Explanatory Materials)

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December 6, 2024  
**East Japan Railway Company**

# Outline of Fare Revision

## Purpose

- Since its foundation, JR East has fulfilled its mission as a railway operator by providing a wide range of transportation services through a broad railway network.
- We have increased railway use by improving safety and service quality as well as expanding our railway network while also making management efforts, such as improving productivity and our financial position. As a result, we are still able to maintain the fare levels that were in place when the company was founded.
- On the other hand, the business environment is expected to remain challenging due to such factors as a decrease in railway use due to the establishment of new lifestyles, increased expenses due to recent price hikes, a further decline in the population along railway lines, and the need to improve working conditions to secure and retain human resources.
- To operate railways safely, in addition to safety investments and technological development, appropriate improvements and maintenance work for railway facilities, such as rolling stock, equipment, signals, and overhead lines, are necessary, and these require much effort and costs.
- In these circumstances, it has become difficult to steadily secure the funds needed for making capital investments and repairs to respond to increasingly diverse customer needs, maintain and improve safety and services, update aging rolling stock and equipment, and address increasingly severe disasters and carbon neutrality.
- Subject to our continued management efforts, in order to steadily implement the measures necessary to continue our business and operate a sustainable railway business, we have applied for approval to change the upper limit of railway passenger fares.

## Outline of Fare Revision

- ◆ Scheduled implementation date: March 2026 (for the first time since the Company was founded in 1987)
- ◆ Scope of application: Single tickets and commuter passes (work commuter/school commuter)
- ◆ Revision and revenue increase rates: Revision rate: 7.1%, revenue increase rate: 5.0%  
(revenue increase amount: 88.1 billion yen/year)

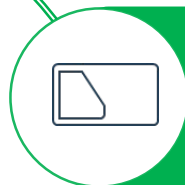
\* Starting fare (ticket)  
(Current) 150 yen  
→ (As per application) 160 yen

# Outline of Fare Revision

## Key points of the fare revision

Aiming at sustainable operations of railway business, JR East has submitted an application for fare revision for the first time since its foundation.

**Scheduled for implementation in March 2026**



### Realizing a fare system that is easy to understand

- ✓ The fare categories of “specified train service area” and “inside the Yamanote loop” will be integrated into “trunk lines.”
- ✓ The single-ticket fare (excluding certain areas for the fare for small children) will be changed so that the IC fare will be lower than the paper ticket fare.



### Fare revision (increase) for all areas

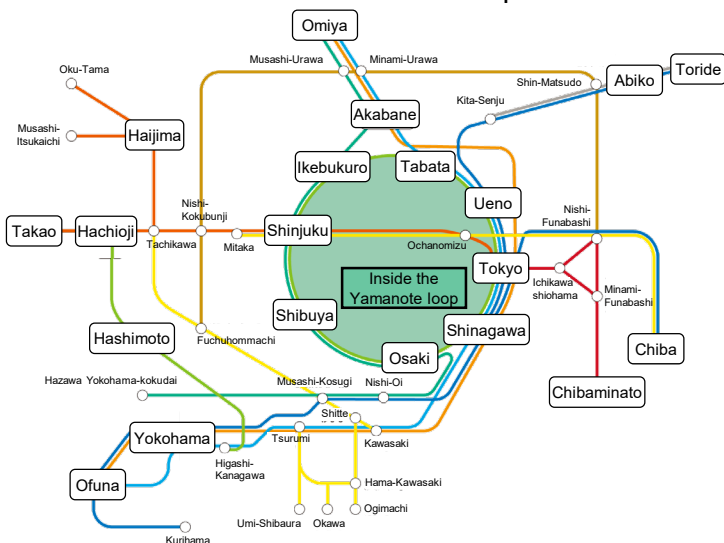
- ✓ The single-ticket fare and commuter pass fare for “trunk lines” and “local lines” will be revised.
- ✓ The discount rate for the six-month commuter pass fare will be lowered.



### For the school commuter pass fare, consideration is given to the burden on the household budget.

- ✓ The school commuter pass fare will remain unchanged for “trunk lines” and “local lines” as consideration is given to the burden on the household budget.
- \* For “specified train service area” and “inside the Yamanote loop,” the fare will be revised as these categories will be integrated into “trunk lines.”

Reference: Area map for the specified train service area and inside the Yamanote loop



### ■ Revision rate (price increase rate)

**Singles tickets: 7.8%, Commuter pass: 12.0%, School commuter pass: 4.9%**  
 <Breakdown> \* Charges will not be revised.

Fare categories	Single tickets	Commuter pass	School commuter pass
<b>Trunk lines</b>	<b>4.4%</b>	<b>7.2%</b>	<b>Not revised</b>
<b>Local lines</b>	<b>5.2%</b>	<b>10.1%</b>	<b>Not revised</b>

\* Revision rate for “specified train service area” and “inside the Yamanote loop” (integrated into “trunk lines”)

Fare categories		Single tickets	Commuter pass	School commuter pass
To trunk lines	<b>Specified train service area</b>	<b>10.4%</b>	<b>13.3%</b>	<b>8.0%</b>
	<b>Inside the Yamanote loop</b>	<b>16.4%</b>	<b>22.9%</b>	<b>16.8%</b>

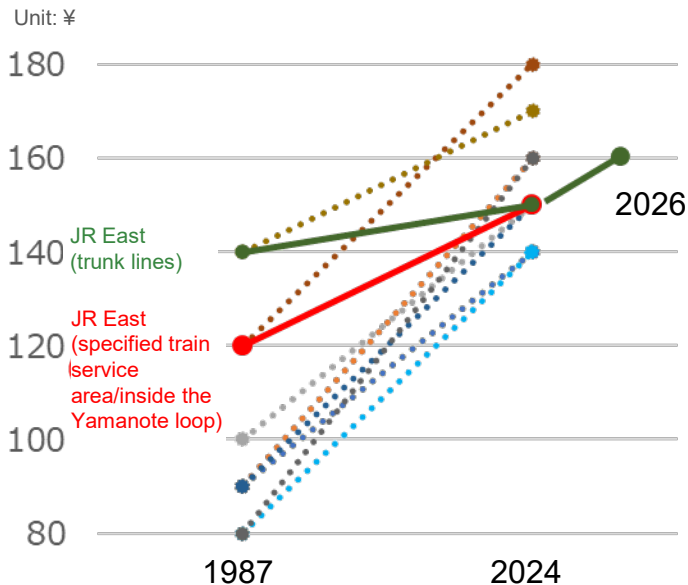
# Outline of Fare Revision

## Integration of “specified train service area”/ “inside the Yamanote loop” into “trunk lines”

Scope: Single tickets, commuter pass, and school commuter pass

- ◆ The “specified train service area” and “inside the Yamanote loop” fare categories were established during the JNR era as a measure to restrain fares in the Tokyo metropolitan area for the purpose of competitive fare setting. However, as other railway operators have revised their fares from time to time, fare differences have reversed or narrowed, and the significance of establishing such areas has decreased.
- ◆ Meanwhile, due to the concentration of railway use in these areas, we have aggressively made a significant amount of capital investment for improving transportation, introducing new rolling stocks, and installing barrier-free facilities in order to ensure safe and reliable transportation and improve services.
- ◆ In order to continually maintain and update these facilities and improve our services, we ask that passengers using these areas bear the cost of these efforts to a certain extent.
  - \* Although the railway station barrier-free charges for these areas will be abolished, we will continue investment for the improvement of barrier-free facilities.

## ■ Comparison of starting fare with other railway operators in the Tokyo metropolitan area



\* Including railway station barrier-free charges

\* Paper ticket fare (by increment of 10 yen)

## ■ Major measures (Tokyo metropolitan area)

- ◎ Development of safe, secure, and comfortable station facilities
  - Installation of barrier-free facilities (platform doors, elevators, escalators, etc.)
  - Installation of security cameras and beautification of toilets
- ◎ Improvement of station space to a more comfortable and convenient one
  - Improvement of station buildings, platform widening, EKINAKA commercial facilities
- ◎ Improvement of transportation services
  - **Direct service** (Shonan-Shinjuku Line, Ueno-Tokyo Line, Musashino Line/Keiyo Line)
  - **Mutual direct service with other railway operators** (Saikyo Line/Rinkai Line, Saikyo Line/Sotetsu Line)
  - **Introduction of widened cars** (E231 Series, E233 Series, and E235 Series)
  - **Additional cars per train** (Yamanote Line, Yokohama Line, Musashino Line, etc.)
  - **Green Car services for local trains** (Tokaido Line, Sobu Line Rapid, Takasaki Line, Utsunomiya Line, Joban Line, etc.)

# Outline of Fare Revision

## Single-ticket fare

### Application submitted for an average revision rate of 7.8%

\* Including revisions associated with the fare integration of specified train service area and inside the Yamanote loop into trunk lines

- ◆ Single-ticket fares for trunk lines and local lines will be revised as follows:
  - Up to 10 km      …The fare (excluding tax) will be raised by 4.7%.
  - 11 to 600 km      …The fare rate will be raised by 4.7%.
  - 601 km or more      …The fare rate remains unchanged.

- ◆ The price will be revised so that the IC fare will be lower than the paper ticket fare.

\* Excluding certain areas for the fare for small children

### ■ Single tickets for main use kilo areas

(Unit: ¥)

Fare (tax included)	Current						As per application		Difference from current fare					
	Trunk lines		Specified train service area		Inside the Yamanote loop		Trunk lines		Trunk lines		Specified train service area		Inside the Yamanote loop	
	IC	Ticket	IC	Ticket	IC	Ticket	IC	Ticket	IC	Ticket	IC	Ticket	IC	Ticket
1 to 3 km	147	150	146	150	146	150	<b>155</b>	<b>160</b>	+8	+10	+9	+10	+9	+10
4 to 6 km	189	190	167	170	167	170	<b>199</b>	<b>200</b>	+10	+10	+32	+30	+32	+30
7 to 10 km	199	200	178	180	178	180	<b>209</b>	<b>210</b>	+10	+10	+31	+30	+31	+30
11 to 15 km	242	240	230	230	208	210	<b>253</b>	<b>260</b>	+11	+20	+23	+30	+45	+50
16 to 20 km	330	330	318	320	274	280	<b>341</b>	<b>350</b>	+11	+20	+23	+30	+67	+70

\* The current fare for the specified train service area and inside the Yamanote loop includes a railway station barrier-free charge of 10 yen.

(Unit: ¥)

Fare (tax included)	Current	As per application	Difference from current fare	Main sections
	Trunk lines	Trunk lines	Trunk lines	
101 to 120 km	1,980	2,090	+110	Tokyo/Ueno - Takasaki, Tokyo/Ueno - Utsunomiya
...	...	...	...	...
341 to 360 km	6,050	6,270	+220	Tokyo/Ueno - Sendai, Tokyo/Ueno - Yamagata
...	...	...	...	...
681 to 720 km	10,340	10,780	+440	Tokyo/Ueno/Omiya - Shin-Aomori

\* The IC fare and paper ticket fare will be the same for a distance of 101 km or more.

# Outline of Fare Revision

## Commuter pass

### Application submitted for an average revision rate of 12.0% and 4.9% for commuter pass and school commuter pass, respectively

\* Including revisions associated with the fare integration of specified train service area and inside the Yamanote loop into trunk lines

- ◆ The revision for commuter pass will reflect the amount equivalent to the revision for single tickets.
- ◆ In addition, for the six-month pass, the discount rate on the single-ticket fare will be lowered by 5% at the maximum. (The average discount rate for the trunk-line, six-month commuter pass will be lowered from 60.3% to 59.0%.)
- ◆ The fare for the school commuter pass (for university students) will remain unchanged for trunk lines and local lines.  
\* The fares for senior high school students and junior high school students are 90% and 70%, respectively, of that for university students. The fare for elementary school students is 50% of that for junior high school students.

#### ■ Commuter pass fare (one month) for main operating kilometers

(Unit: ¥)

Operating kilometers	Current			Revised	Difference		
	Trunk lines	Specified train service area	Inside the Yamanote loop	Trunk lines	From trunk lines	From specified train service area	From inside the Yamanote loop
1 to 3 km	4,620	4,280	4,280	<b>4,910</b>	+290	+630	+630
4 to 6 km	5,600	5,280	5,280	<b>5,890</b>	+290	+610	+610
7 to 10 km	5,940	5,620	5,620	<b>6,240</b>	+300	+620	+620
11 to 15 km	7,260	6,950	6,290	<b>7,840</b>	+580	+890	+1,550
16 to 20 km	9,900	9,620	8,290	<b>10,480</b>	+580	+860	+2,190

\* The current fare for the specified train service area and inside the Yamanote loop includes railway station barrier-free charges (¥280 for one month).

#### ■ School commuter pass fare (for university students) (one month) for main operating kilometers

(Unit: ¥)

Operating kilometers	Current			Revised	Difference		
	Trunk lines	Specified train service area	Inside the Yamanote loop	Trunk lines	From trunk lines	From specified train service area	From inside the Yamanote loop
1 to 3 km	2,760	2,300	2,300	<b>2,760</b>	0	+460	+460
...	...	...	...	...	...	...	...
6 km	3,720	3,190	3,190	<b>3,720</b>	0	+530	+530
...	...	...	...	...	...	...	...
10 km	4,840	4,400	4,400	<b>4,840</b>	0	+440	+440
...	...	...	...	...	...	...	...
14 to 15 km	6,120	5,720	4,940	<b>6,120</b>	0	+400	+1,180



# Outline of Fare Revision

## Other

- ◆ Our single-ticket fare and commuter pass fare for specified sections (Tokyo area) have not been revised although they were set at levels below the ordinary fare for sections that faced competition with other railway operators during the era of JNR.
- ◆ However, some of these sections no longer face direct competition with other railway operators since line operations have changed. In addition, there are some sections that are not used by many passengers.
- ◆ For these reasons, specified sections will be abolished with certain exceptions.

\* The details will be announced separately as the change will be notified to the authorities after obtaining approval.

Sections that will continue to be designated as specified sections (12 sections in total)			
Tokyo	~	Nishi-Funabashi	1 section
Shimbashi/ Hamamatsucho/ Tamachi	~	Zushi	3 sections
Shinagawa	~	Yokohama	1 section
Shinagawa	~	Zushi	1 section
Yokohama	~	Zushi	1 section
Shinjuku	~	Hachioji	1 section
Shinjuku	~	Takao	1 section
Shinjuku	~	Haijima	1 section
Shibuya	~	Yokohama	1 section
Shibuya	~	Kichijoji	1 section

Specified sections to be abolished (18 sections in total)			
Ueno/Nippori	~	Narita	2 sections
Shimbashi	~	Taura/Yokosuka/Kinugasa/Kurihama	4 sections
Hamamatsucho	~	Taura/Yokosuka/Kinugasa	3 sections
Tamachi	~	Taura/Yokosuka/Kinugasa	3 sections
Shinagawa	~	Taura/Yokosuka/Kinugasa/Kurihama	4 sections
Yokohama	~	Taura	1 section
Shibuya	~	Sakuragicho	1 section

\* The sections listed above are those that face direct competition with other railway operators. Further revision and abolition of these sections are also expected due to internal adjustment going forward.

# Outline of Fare Revision

## Other

- ◆ **A total surcharge system** will be newly introduced to set additional charges for fares for travel using both JR East and other JR railway companies.

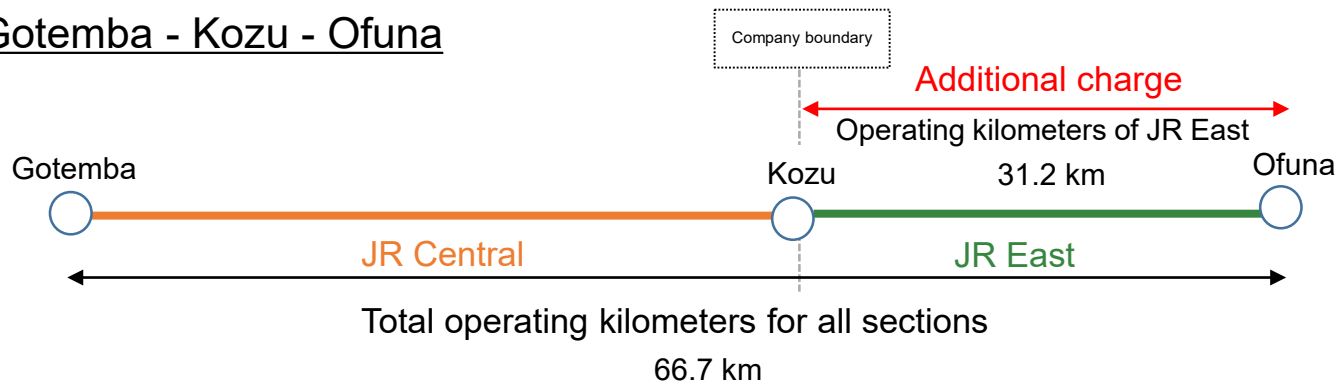
### Total surcharge system

When a passenger travels using JR East and other JR railway companies, the fare will be the sum of the fare for the entire distance (base amount) and the additional charge for the use of JR East lines.

\* Base amount: Current fare for trunk lines of JR East, JR Central, and JR West

Additional charge: Post-revision difference between the fare of JR East and the base amount  
(equivalent to the amount of increase in the fare of JR East after the fare revision)

Example: Gotemba - Kozu - Ofuna



Base amount based on  
the operating kilometers of the total distance  
(66.7 km on trunk lines = 1,170 yen)

+

Additional charge based on  
the operating kilometers of JR East  
(31.2 km on trunk lines = 30 yen)

=

Fare between  
Gotemba and Ofuna  
1,200 yen

# Outline of Fare Revision

## Other

- ◆ For the section between Tokyo and Atami, the Tokaido Shinkansen, which is operated by JR Central, and the Tokaido Line, which is operated by JR East, are currently treated as the same line, but will be treated as different lines after the fare revision.

### Treatment of Tokaido Shinkansen and Tokaido Line (conventional line) as different lines between Tokyo and Atami

- As there will be different fares between Tokyo and Atami depending on whether using a route via the Shinkansen or the conventional line, different basic fare tickets will be sold.
- The price of commuter passes will be increased, but there will be no change in the treatment.
  - \* Passengers using a Shinkansen pass (FREX or FREX Pal) can also use the route via the conventional line.
  - \* Passengers using a commuter pass for conventional line that includes two or more Shinkansen stations can also use the Shinkansen by paying a limited express charge separately.

#### Example: Traveling between Tokyo and Atami via Tokaido line

Ticket		Current	As per application
Via Tokaido line		○ (According to the route)	○ (According to the route)
Via Tokaido Shinkansen		○ (Because of the same line)	✗ (Because of a different line)

#### Diagram: Between Tokyo and Atami

