

Shinagawa development project



Image of the North Concourse side of Shinagawa Station



Interior Image of the north concourse of Shinagawa Station

Summary

Takanawa Gateway Station was temporarily opened in 2020. We are also working to improve the north side of Shinagawa Station. Additionally, we are looking to make a fascinating community, where people can create new business opportunities or cultures.

Remarkable poits

We are already proceeding with many projects in the Shinagawa area. However, there are still areas that can be improved, and it is necessary for future project plans to keep this in mind.

Construction of Haneda Airport Access Line



Summary

We are promoting the "Haneda Airport Access Line Concept," which enables direct access from various directions by making effective use of our Tokyo metropolitan area railway network. As part of this initiative, the "New Access Line" (between Tokyo Freight Terminal and Haneda Airport New Station) will receive a railway business license based on Article 3 of the Railway Business Act, and the "Higashiyamate Route" (between near Tamachi Station and Tokyo Freight Terminals), we have started environmental impact assessment procedures. With the development of this section, it will be possible to shorten the travel time from the Tokyo area (Utsunomiya Line, Takasaki Line, Joban Line) to Haneda Airport, enabling "seamless movement" that is mentioned in the our Group's management vision.

Remarkable poits

This project will improve access and convenience between Haneda Airport and central Tokyo, which is a base for strengthening international competitiveness. In addition, by strengthening the transportation network, we believe that we can contribute to the functional enhancement of Haneda Airport, the further development of the capital city of Tokyo, the strengthening of international competitiveness, the promotion of exchanges, and the revitalization of the region.

Business overview



Construction of 5G Mobile Communication System



Business overview

JR Railway line facilities station etc.



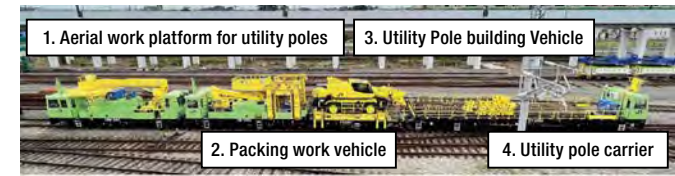
Remarkable poits

JR East aims to expand the 5G area along railway lines by taking the lead in developing the facilities that will serve as the foundation for providing 5G services, and is promoting it as a measure to earn income outside of railways.

Aseismic reinforcement measure for utility poles



The utility pole replacing machine is composed of 4 cars, and each of those have the following roles.



Car type	Main role
1. Aerial work platform for utility poles	The machine with platform assists trolley wire attachment and detachment .
2. Packing work vehicle	Holding the fixture that supports the trolley wire installed on the utility pole.
3. Utility pole building vehicle	Remove the concrete utility pole and replace with the steel pole using crane.
4. Utility pole carrier	Carry the concrete utility pole and steel pole which were removed and replaced.

Summary

Based on lessons learned from the damage caused by earthquakes such as the Great East Japan Earthquake and the Fukushima Prefecture Earthquake, we are promoting measures to prepare for large-scale earthquakes. In 2022, we completed the construction of a vehicle for rebuilding utility poles, which we had been manufacturing to speed up earthquake countermeasures for concrete utility poles on Shinkansen viaducts. Until now, we have been promoting the reinforcement of the lower and upper parts of utility poles as earthquake countermeasures, but in the future, we will also promote earthquake countermeasures by replacing the concrete utility poles on the Shinkansen viaduct with steel pipe poles using this vehicle.

Remarkable poits

In the past, when a utility pole needs to be rebuilt, a crane truck was installed under the elevated structure to rebuild the utility pole, which took time for procedures and work preparations. With the utilization of the aforementioned vehicle, it is possible to rebuild utility poles regardless of the condition of the elevated structure, which speeds up the countermeasures against utility pole earthquakes. In the future, we plan to increase the number of trains for utility pole reconstruction by three more trains.

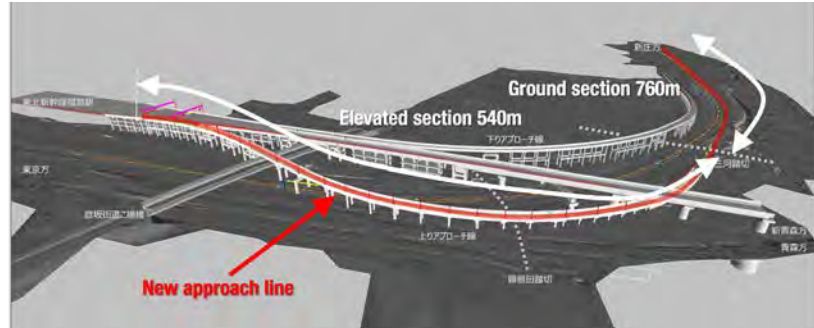
Improvement of new approach line for Shinkansen at Fukushima station



Summary

A new approach line connecting the conventional line (Ou Main Line) and the Shinkansen inbound platform will be installed at Fukushima Station with the aim of shortening the timetable restoration time in the event of a transport disruption. The new approach line will have an elevated section of approximately 540m and a ground section of approximately 760m. After passing under the Tohoku Shinkansen overpass, the uphill Tsubasa from the Yamagata direction will climb a new overpass and enter Fukushima Station on Platform 11.

New approach line



Remarkable poits

Currently, the inbound Yamabiko and Tsubasa go through a section that shares both the up and down lines, so there are two level crossings. By making the up and down approach lines separate, level crossings are eliminated and simultaneous departure and arrival of the up and down Tsubasa is possible. As for electrical work, we are constructing utility poles and overhead lines for the new approach lines, and improving signal equipment to allow access to the Tohoku Shinkansen.

