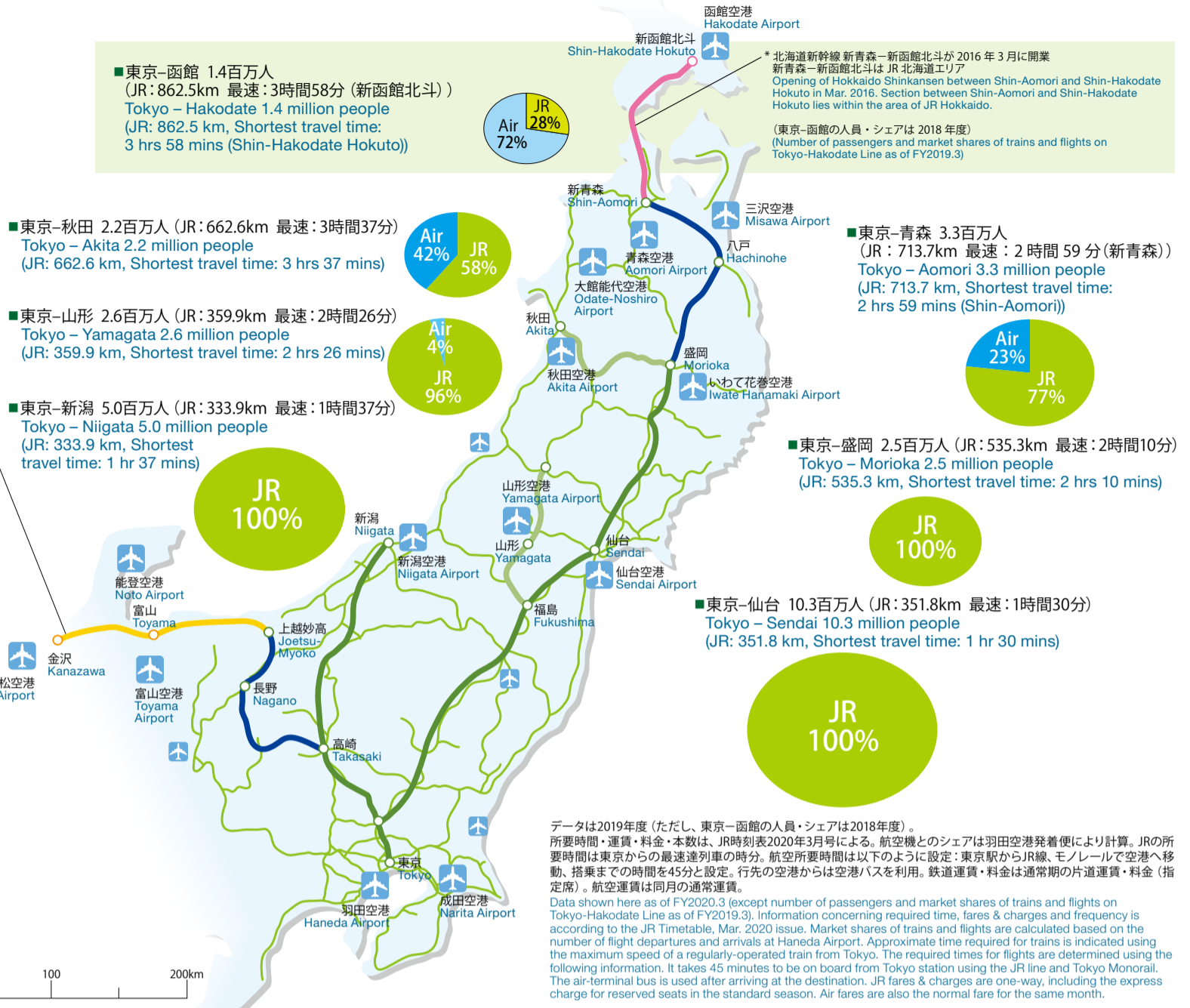


## ■ 航空機との競合 Competition with Airlines

	鉄道施設の保有 Owner of railroad assets	新幹線の営業 Operator of the Shinkansen
	JR東日本 JR East	JR東日本 JR East
	鉄道・運輸機構 JRTT	JR西日本 JR West
		JR北海道 JR Hokkaido

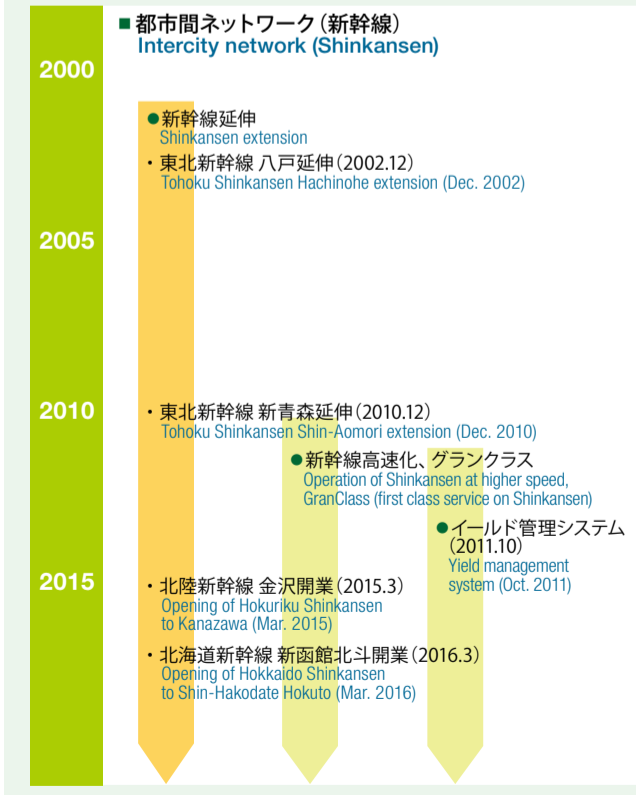
\*鉄道・運輸機構：独立行政法人 鉄道建設・運輸施設整備支援機構  
JRTT: Japan Railway Construction, Transport and Technology Agency



	東京-青森 Tokyo - Aomori		東京-秋田 Tokyo - Akita		東京-富山 Tokyo - Toyama		東京-金沢 Tokyo - Kanazawa		東京-函館 Tokyo - Hakodate	
	JR (新青森) (Shin-Aomori)	Air	JR	Air	JR	Air	JR	Air (小松空港) (Komatsu Airport)	JR (新函館北斗) (Shin-Hakodate Hokuto)	Air
所要時間 Time Required	2:59 2 hrs 59 mins	2:55 2 hrs 55 mins	3:37 3 hrs 37 mins	2:45 2 hrs 45 mins	2:08 2 hrs 08 mins	2:20 2 hrs 20 mins	2:28 2 hrs 28 mins	2:40 2 hrs 40 mins	3:58 3 hrs 58 mins	2:40 2 hrs 40 mins
運賃・料金 Fares & Charges	¥17,670	¥34,400	¥18,120	¥26,300	¥12,960	¥23,600	¥14,380	¥23,600	¥23,430	¥33,800
1日当たり本数 Frequency per day	22	6	15	9	24	4	24	10	10	8

## ■ 鉄道事業の戦略 Strategy for Railway Business

需要増加のための戦略 Strategy for demand increase  
付加価値向上のための戦略 Strategy for value-added improvement



- 路線別の輸送動向を踏まえた輸送力適正化・効率化の取組み Efforts to optimize passenger capacity and improve efficiency based on transport trends for each line
- 1列車あたりの編成両数の増減 Increase or decrease in the number of cars per train
- ワンマン運転の実施 Implementation of driver-only services
- 列車本数の増減 Increase or decrease in the number of trains
- 輸送品質の向上 Improving transportation quality
- 輸送障害の発生防止 Preventing disruptions to service
- 早期運転再開・影響拡大防止 Quick resumption of operations and prevention of the impact of service disruptions from spreading further
- 情報提供の充実 Providing passengers with more information
- 戦略的新駅 Establishing new stations from a strategic perspective
  - 小田栄駅 (2016.3) Odasaka Station (Mar. 2016)
  - あしかがフラワーパーク駅 (2018.4) Ashikaga Flower Park Station (Apr. 2018)
  - 高輪ゲートウェイ駅 (2020.3) Takanawa Gateway Station (Mar. 2020)
  - J-Village駅 (2020.3 常設化) J-Village Station (Mar. 2020 became permanent)