

Shinkansen networks and JR East

East Japan Railway Company



Shinkansen networks in Japan

Railways in Japan

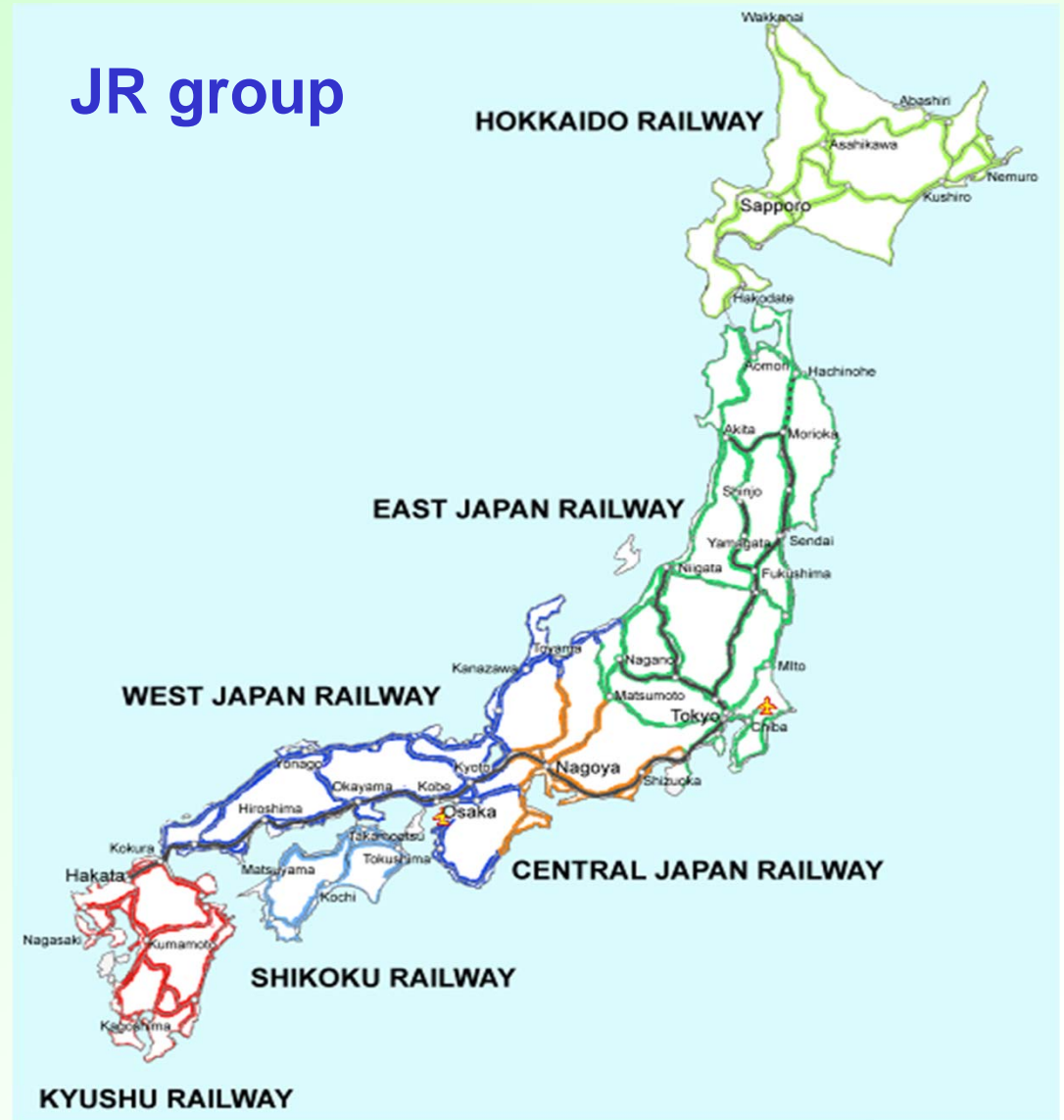
	Railways in Japan	JR Group
No. of Operators	207 (*1)	7 (*2)
Operating (km)	27,314	20,000
No. of Employees (*3)	210,557	129,374
Passenger-km	385.5 billion	242.3 billion
Ton-km	22.5 billion	22.3 billion

(As of 2009.03.31)

*1: JR Group + other railways, light rail, monorail, etc.

*2: 6 Passenger railways + 1 Freight railway

*3: People engaged in railway business





Current Shinkansen Network

Daily average No. of passengers: **930,000** (as of 2012.03.31)

Tokaido and Sanyo Shinkansen:	568,000
Tohoku and Joetsu Shinkansen:	304,000
Kyushu Shinkansen:	32,000
Hokuriku Shinkansen:	26,000

Total Length: 2,620 km

- JR East
- JR Central
- JR West
- JR Kyushu

■ Under Construction

■ ■ ■ Planned line

Akita Line
(Upgraded Conventional line)

Yamagata Line
(Upgraded Conventional line)

Joetsu Shinkansen (270km)

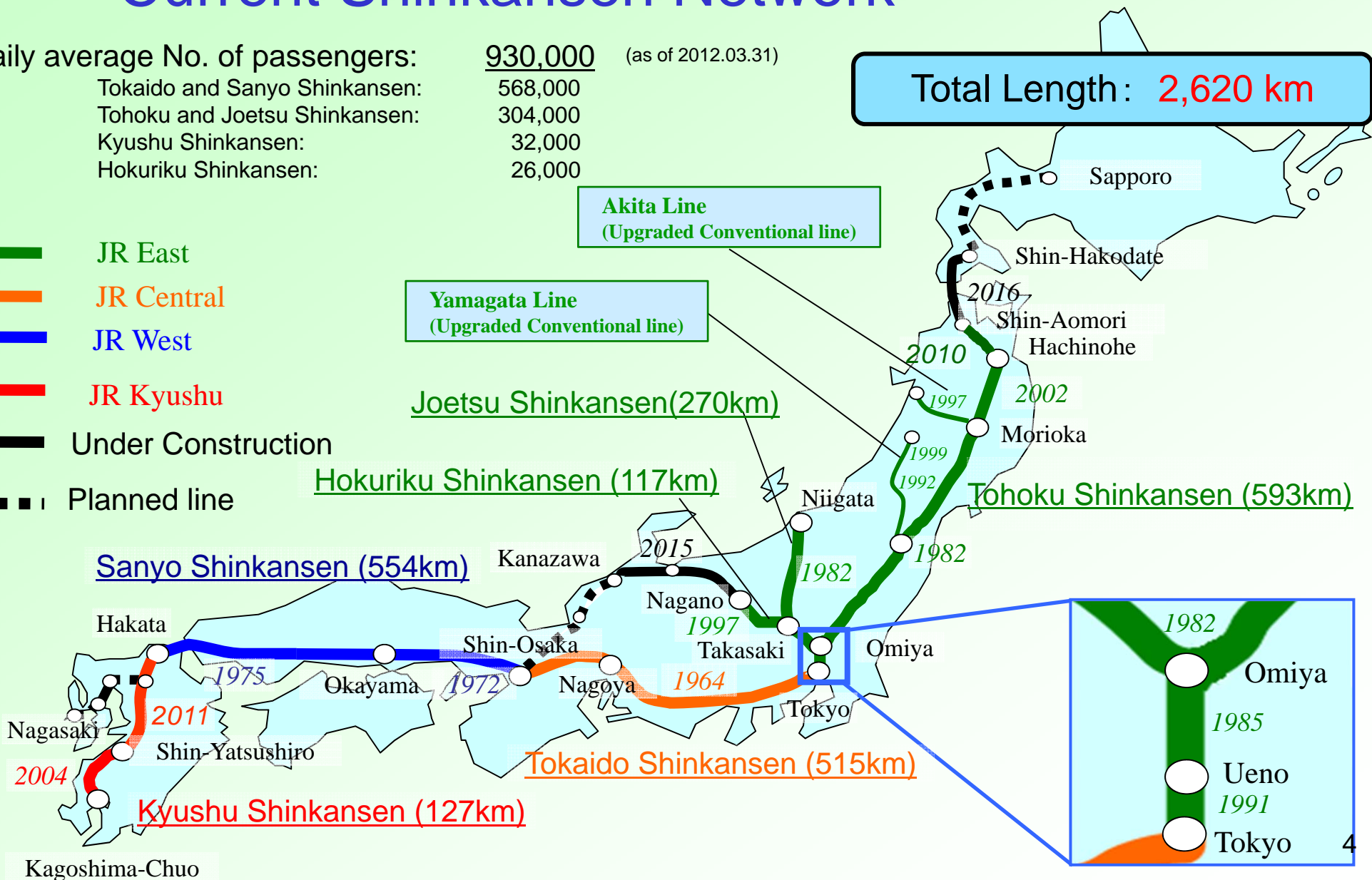
Hokuriku Shinkansen (117km)

Tohoku Shinkansen (593km)

Sanyo Shinkansen (554km)

Tokaido Shinkansen (515km)

Kyushu Shinkansen (127km)



Characteristics of Shinkansen

High-speed
operation

Max. speed of 300 km/h
(320km/h from FY 2013)

High-density
mass transport

15 trains per hour
Max. of 1,600 passengers

Safety

No. of passenger fatalities:
0 since the start of operations

Reliability

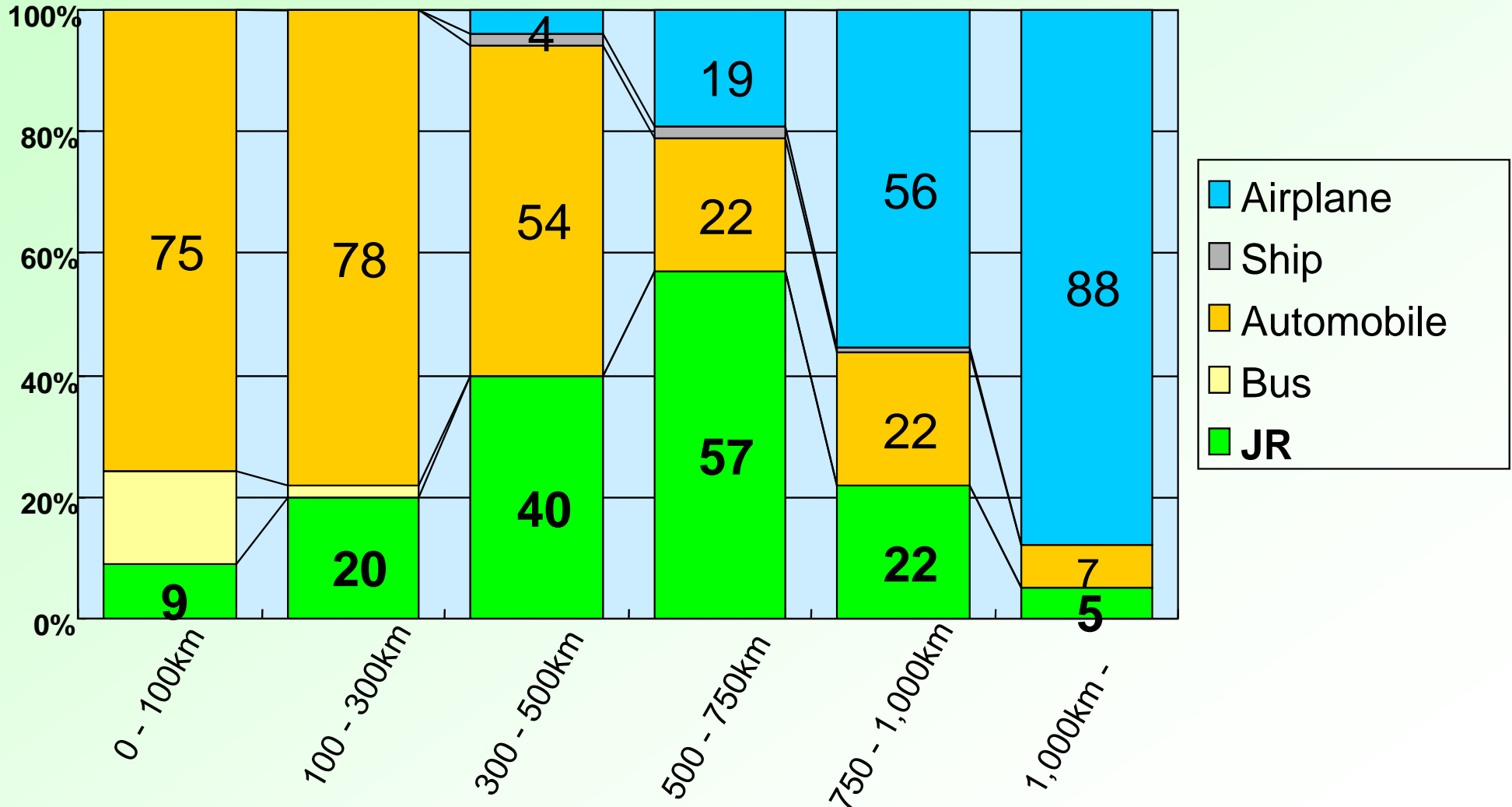
Train delay time:
Less than 30 sec. for
average of all trains per
year

Eco-friendliness

Less Co2 emissions

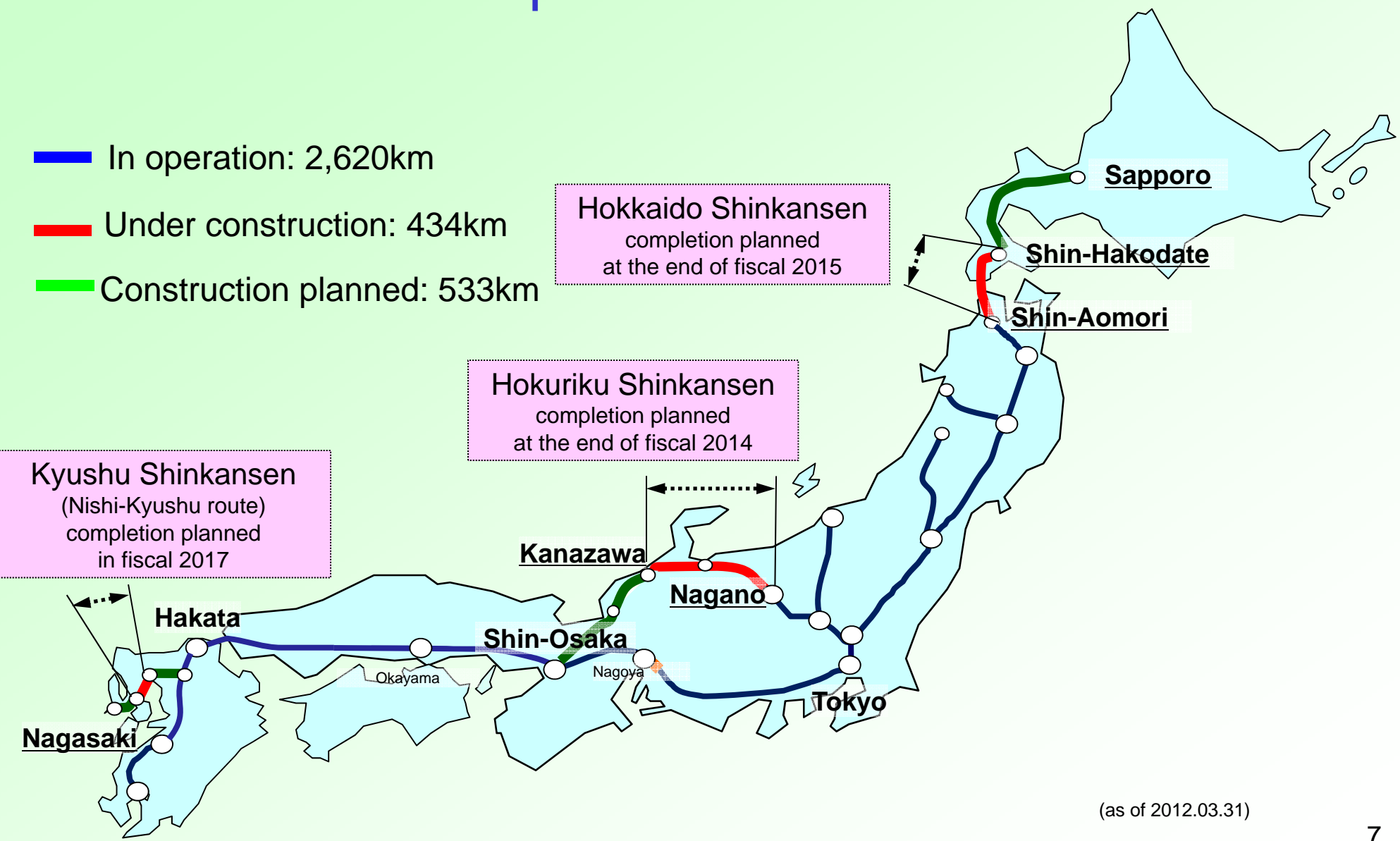
The Shinkansen Share versus other transport modes

Source: The Ministry of Land, Infrastructure, Transport, and Tourism, Research of the No. of passengers by distance and by transport mode



Future Development Plans for the Shinkansen

- █ In operation: 2,620km
- █ Under construction: 434km
- █ Construction planned: 533km

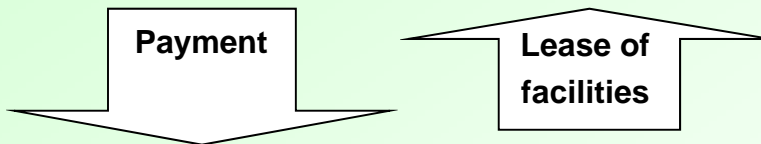
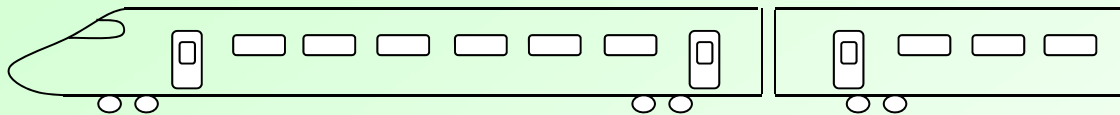


(as of 2012.03.31)

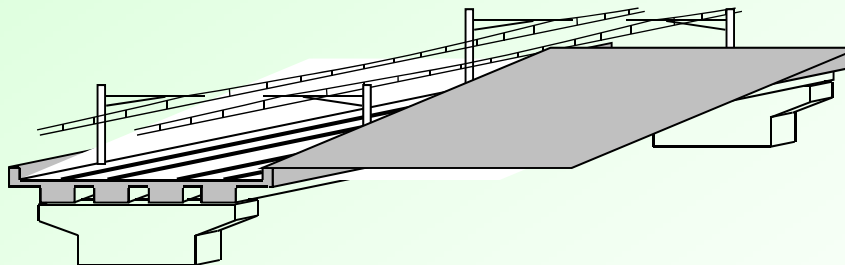
Separation of Shinkansen Line Construction and Operation

○ Separation of construction and operation

JR
(Operation of Shinkansen)



JRTT*
(Construction and ownership)



*JRTT: The Japan Railway Construction, Transport and Technology Agency

○ Subsidy

(Budget for 2012 fiscal year: 2.67 billion euro)

※ €1 = ¥100

Revenue from the sale of Shinkansen lines** to JR companies in 1991 1.07 billion euro	Public works expenditure in national budget 706 million euro	Local government 890 million euro
National government 17.8 billion euro		Local government 890 million euro
2		1

** Tokaido Shinkansen, Sanyo Shinkansen, Joetsu Shinkansen, Tohoku Shinkansen (Tokyo-Morioka)

Shinkansen networks in JR East

2010~



Three types of Shinkansen

High speed



Series E2 275km/h ★



Series E5 320km/h ★

Large capacity



Series E1 240km/h



Series E4 240km/h ★

Through service



Series E3 275km/h ★



Series E6 320km/h ★

★ With coupling/uncoupling functions

About JR East



Company Profile of JR East



- Established in 1987
- 60000 employees
- 7512km network
- 1689 stations
- 70 lines

S: Shinkansen
 C: Conventional lines
 *(): stations also served by C
 (as of 2012.03.31)

Length of operating km (km)	7,512.6	S: 1,134.7 (15%)
		C: 6,377.9 (85%)
No. of stations	1,689	S: 37 (28*)
		C: 1,680
No. of trains per day	12,757	S: 327 (2%)
		C: 12,430 (98%)
Passenger-km (Billion-km)	125.1	S: 18.4 (15%)
		C: 106.7 (85%)

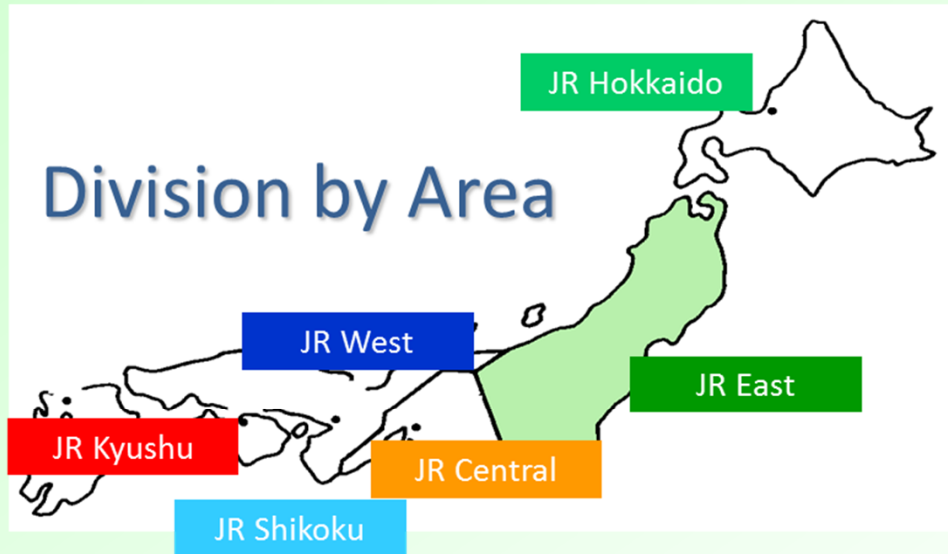
Schemes of JNR Reforms

Japanese National Railways
(JNR)



Transferred in April 1987

JNR Settlement Corporation



6 Passenger Railway Companies

Hokkaido, East, Central,
West, Shikoku, Kyushu

Japan Freight Railway Company

Railway Telecommunication Company

Railway Information System Company

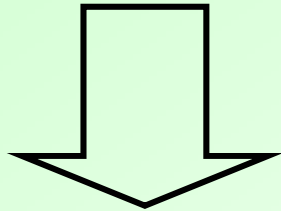
Shinkansen Holding Corporation

Railway Technical Research Institute

Patterns of Breakup and Privatization

Factors for judgment

- ① Community-based multilateral management of major private railways as models
- ② Full consideration to regional situations of passengers' mobility and train operations
- ③ By clarifying proper management size and responsibilities, fermentation of competitive consciousness



Separation methods to accommodate individual characteristics of passenger and freight transports are applied.

Passenger railways

Territorial division

Management to accommodate regional situation and coordination of infrastructure and train operation

Freight railway

Separation of train operation and infrastructure management

Due consideration to characteristics of freight transport, separation from passenger railways



JR East Revenue Structure

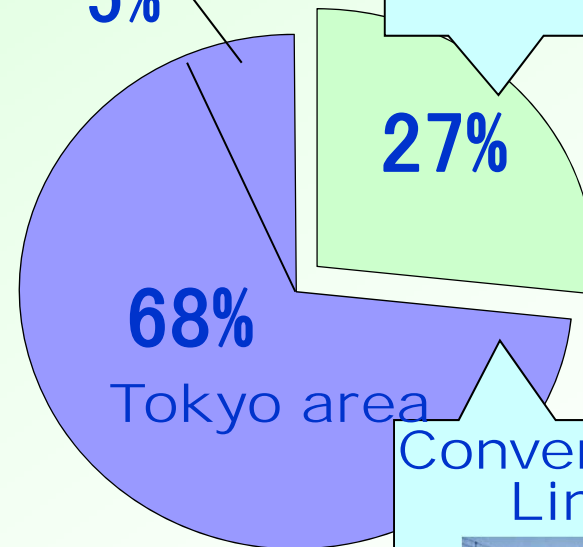
※ €1 = ¥100

2011.4 - 2012.3

Shinkansen



Other area
5%

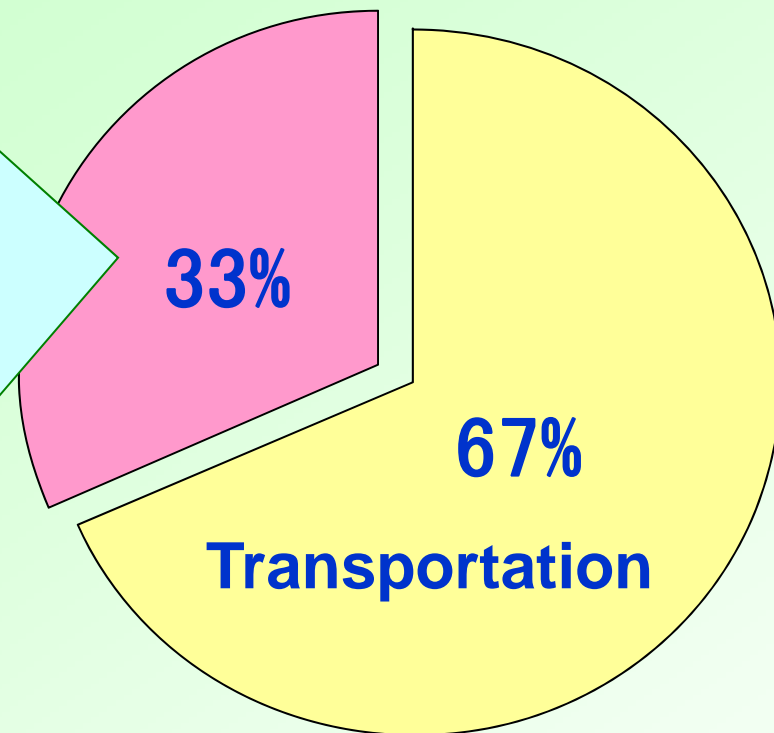


Conventional Lines



Non Rail Business



**JR EAST
Group Total
€25 billion**

**JR EAST Group
Operating income € 3.6 billion**

**Rail Revenues
€16 billion**

Thank you for your kind attention

