



JR東日本の新幹線が目指すもの JR-EAST Shinkansen Vision

Hitoshi SAIMYO | November, 2018



1. OUTLINE OF JR-EAST

2. JR-EAST SHINKANSEN

3. FUTURE OF JR-EAST SHINKANSEN

1. OUTLINE OF JR-EAST

1. OUTLINE OF JR-EAST



Conventional
Lines (Kanto)



Shinkansen



Conventional
Lines (Other)

Network: **7,457.3 km**

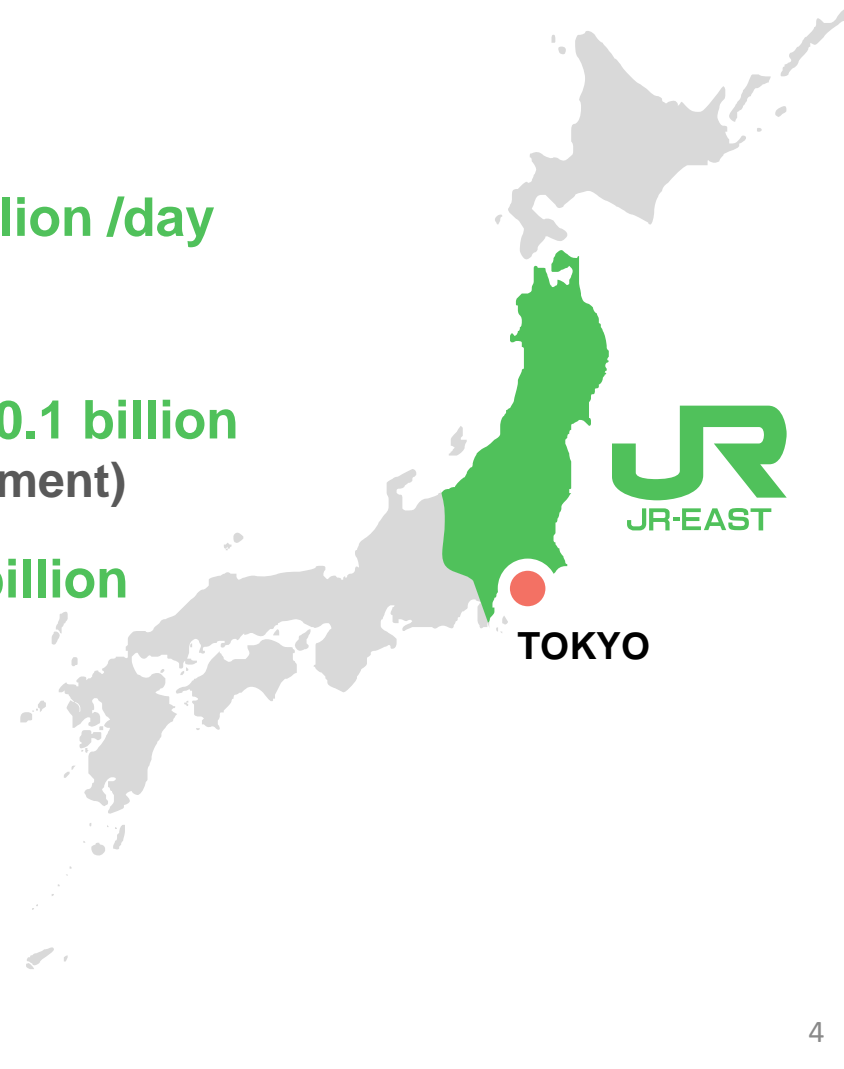
No. of Passengers: **17.7 Million /day**

No. of Trains: **12,236 /day**

Operating Revenues: **¥2,950.1 billion**
(no subsidies from the government)

Operating Income: **¥481.2 billion**

No. of Employees: **54,880**



TOKYO

RAILWAY BUSINESS STRUCTURE



Conventional Lines (Kanto)

Railway Line Length:
2,535.0 km

Traffic Volume:
107,497 million passenger
kilometers

Passenger Revenues:
¥1,179.2 Billion



Shinkansen

Railway Line Length:
1,194.2 km

Traffic Volume:
23,371 million passenger
kilometers

Passenger Revenues:
¥588.1 Billion



Conventional Lines (Other)

Railway Line Length:
3,728.1 km

Traffic Volume:
5,617 million passenger
kilometers

Passenger Revenues:
¥69.2 Billion

REVENUE STRUCTURE

We also own and operate a **non-transport business** utilizing assets for and around **railway operations**.



32%
Lifestyle
services,
IT & Suica



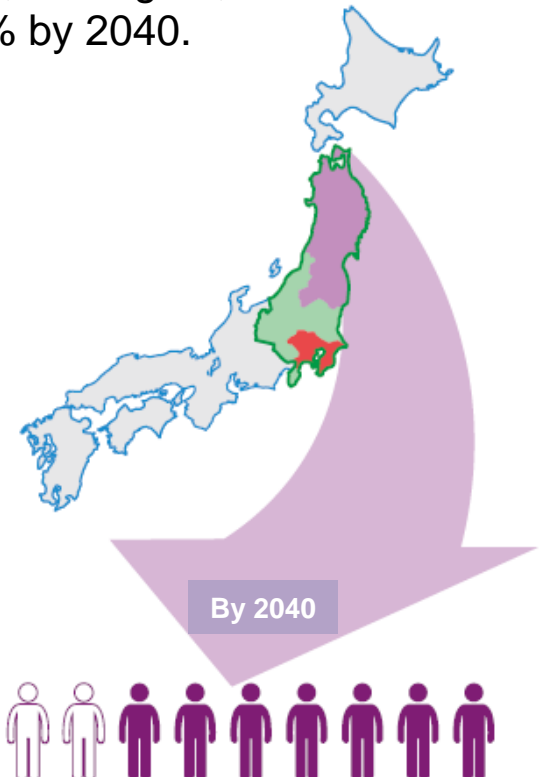
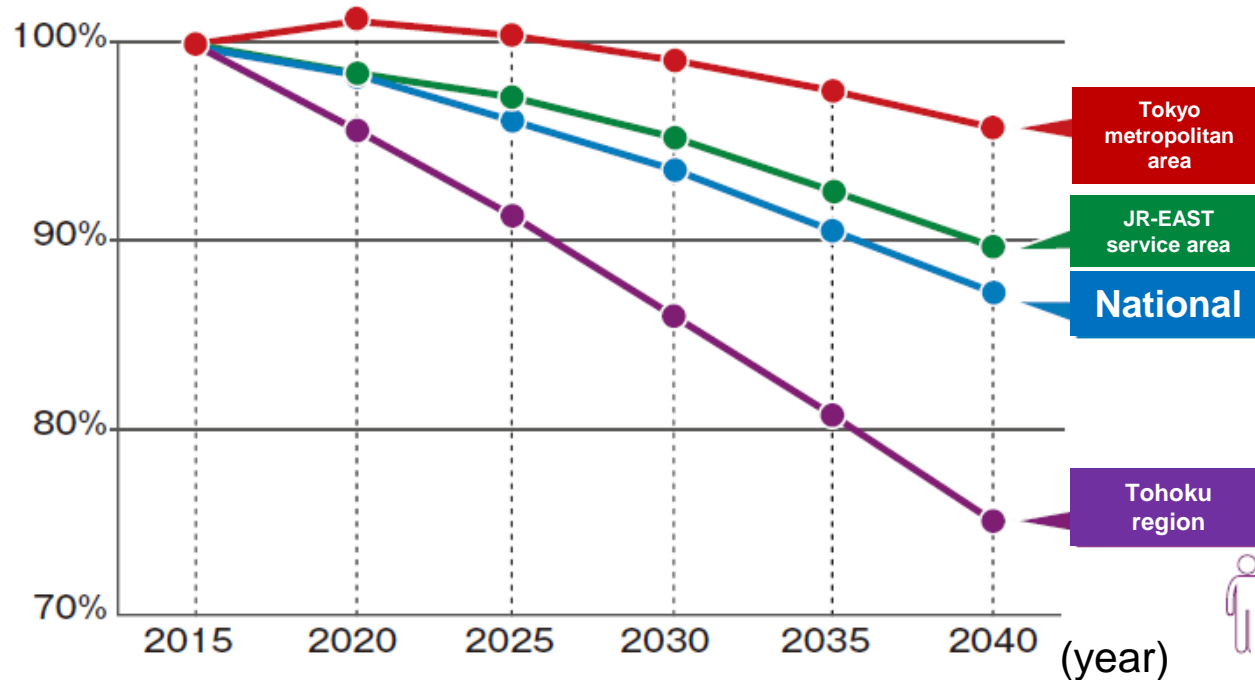
..... **68%**
Transportation
services



1. OUTLINE OF JR-EAST

The population in Japan has begun to decline. After 2025, even the population in Tokyo metropolitan area (Tokyo, Saitama, Chiba, and Kanagawa) is expected to decrease gradually. In Tohoku region (Aomori, Iwate, Miyagi, Akita, Yamagata, and Fukushima), the population is expected to decrease by nearly 30% by 2040.

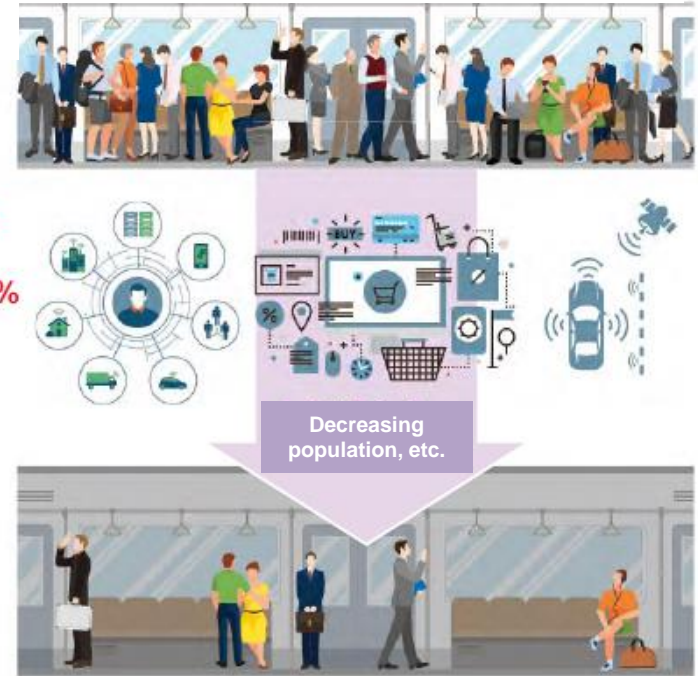
(Population in 2015 = 100) **Population Decline**



Decrease by nearly 30%

Source: IPSS (National Institute of Population and Social Security Research)
Population Projections by Prefecture (2018)

Transition of passenger-km (East Japan area)



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2. JR-EAST SHINKANSEN

CONNECTING PEOPLE AND CITIES



**Direct Connection: Tokyo – local city
(Local city to Local city)**

Diverging Lines: 5 different directions

No. of Passengers: 106 million/year

TO MEET DIVERSE NEEDS

High-Speed Type



Series E2

- Maximum speed: 275km/h
- Lines: Tohoku & Joetsu Shinkansen



Series E5

- Maximum speed: 320km/h
- Lines: Tohoku Shinkansen



Series E7

- Maximum speed: 260km/h
- Lines: Hokuriku Shinkansen

Through-Service Type



Series E3

- Maximum speed: 275km/h
- Lines: Yamagata Shinkansen



Series E6

- Maximum speed: 320km/h
- Lines: Akita Shinkansen

Large-Capacity Type



Series E4

- Maximum speed: 240km/h
- Lines: Joetsu Shinkansen

TOUCH DE GO! SHINKANSEN LAUNCHED



Using your IC card

Easy Registration

Recharge

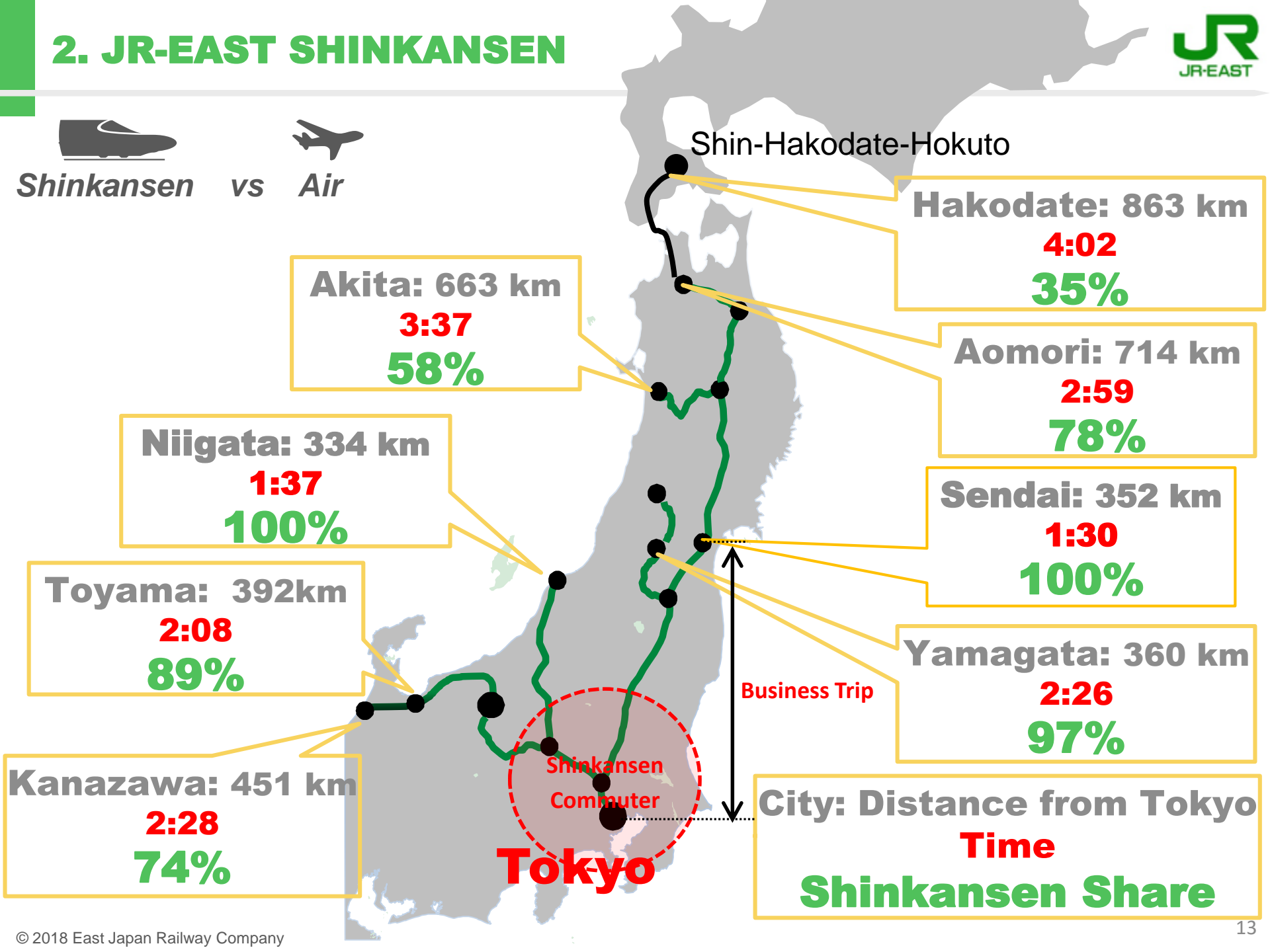
Enjoy the Ride



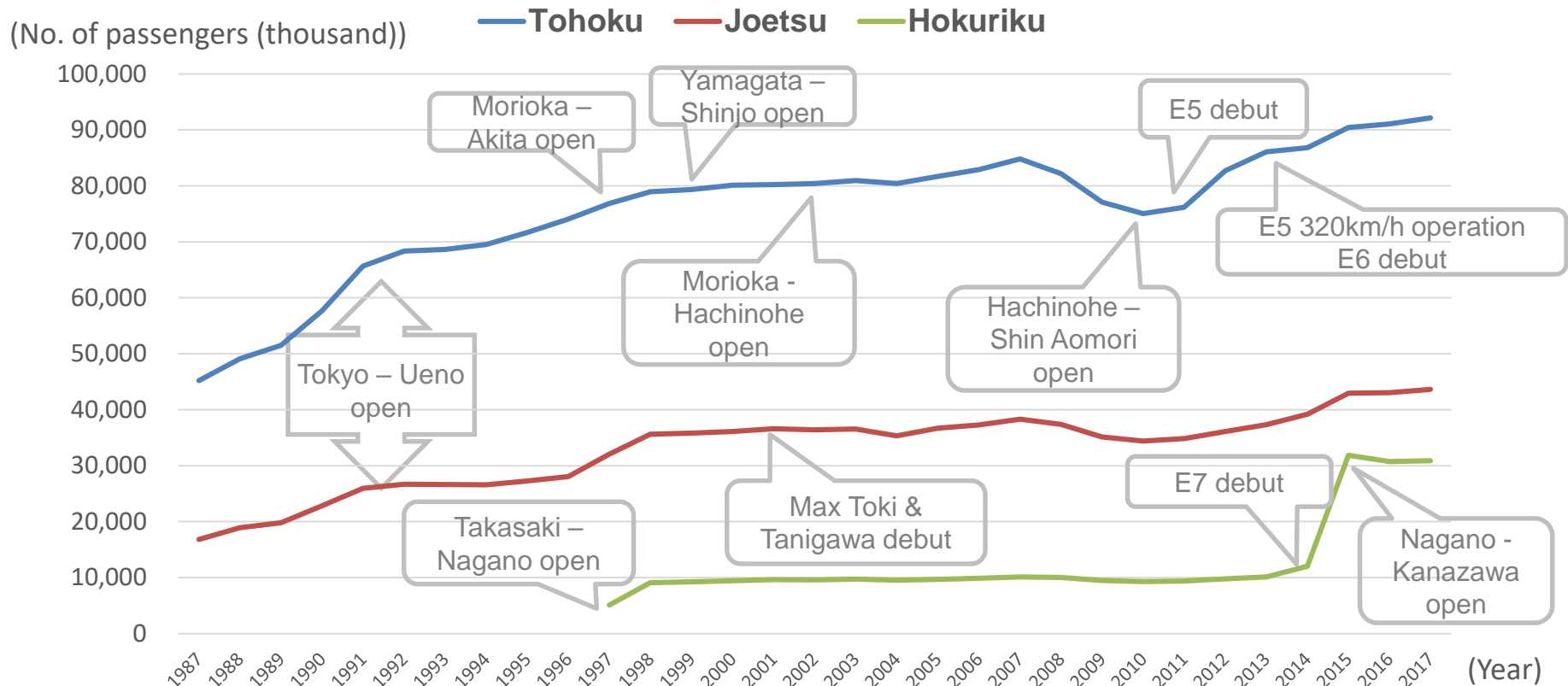
2. JR-EAST SHINKANSEN



Shinkansen vs Air



SHINKANSEN PASSENGERS' TREND



**ALTHOUGH FACING POPULATION DECLINE,
SHINKANSEN PASSENGERS CONTINUE TO INCREASE**

Source:

Kotsu Kyoryoku Kai Foundation. Shinkansen-The Half Century (Japanese)., 2015, 712p

MLIT. Train statistics (Japanese) <http://www.mlit.go.jp/k-toukei/10/annual/10a0excel.html>.

SHINKANSEN BEFORE & AFTER

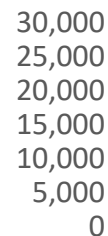


Economic ripple effect (estimate in 10 years)

Nagano – Kanazawa: **About ¥160 billion**

No. of tourists in
Ishikawa

(thousand)



2014

2015

No. of tourists in
Nagano

(thousand)



2014

2015

Source:

JRTT, Determination of economic ripple effect (Japanese)., 43p

Ishikawa Prefecture. Statistics of Ishikawa Prefecture tourism (Japanese)., 2016, 10p

Nagano Prefecture. Statistics of tourists (Japanese)., 2016, 3p

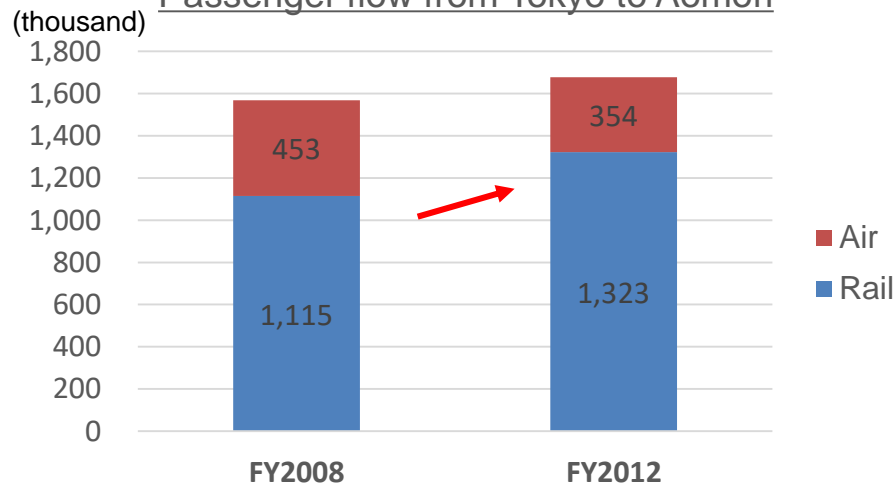
SHINKANSEN BEFORE & AFTER



Economic ripple effect (estimate in 10 years)

Hachinohe – Shin-Aomori: **About ¥50 billion**

Passenger flow from Tokyo to Aomori



Source:

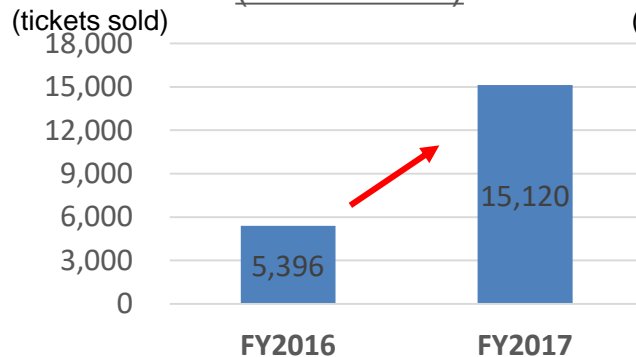
JRTT. Determination of economic ripple effect (Japanese)., 43p

Daiwa Institute of Research. Regional economic revitalization and challenge of Hokuriku Shinkansen extension (Japanese)., 2015, 9p

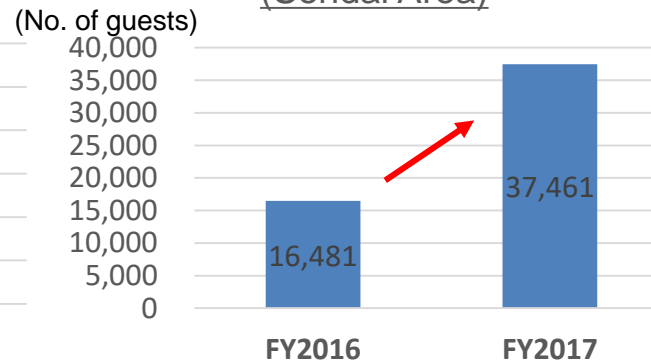
FOREIGN VISITORS TO JAPAN (SENDAI AREA)

In 2017, 28.7 million foreign visitors came to Japan

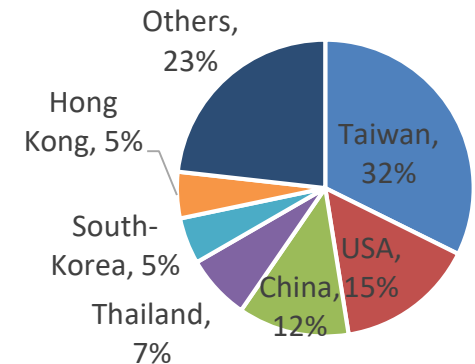
Sales of train tickets for
foreign visitors
(Sendai Area)



No. of foreign visitors staying
JR-EAST group hotels
(Sendai Area)



JR-EAST group hotels
foreign visitors (Sendai Area)



WE CAN INCREASE THE VISITS

FOR CREATING LARGER TOURIST FLOW



Akita



Sendai



Niigata

NORTHERN STATION GATE AKITA PROJECT WITH AKITA PREFECTURE AND CITY



3. FUTURE OF JR-EAST SHINKANSEN

**WE ARE MAKING
CITIES MORE COMFORTABLE
AND
REGIONAL AREAS MORE AFFLUENT**

3. FUTURE OF JR-EAST SHINKANSEN



TEST TRAIN

PURPOSE

“DEVELOPMENT FOR REALIZATION OF NEXT GENERATION SHINKANSEN”

CONCEPTS



Pursuit of further safety and stability

-We will realize the next level of “safety” and “stability”-



Comfort

-Flexibly responds to more diversified needs-



Environmental performance

-Improving environmental performance-



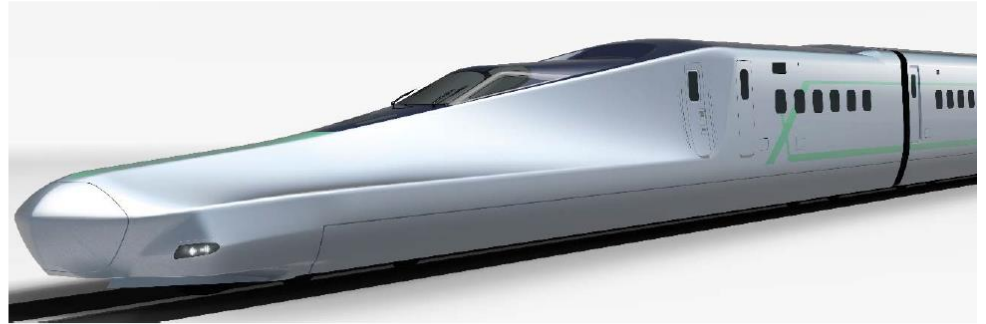
Maintainability

-Innovates maintenance work-

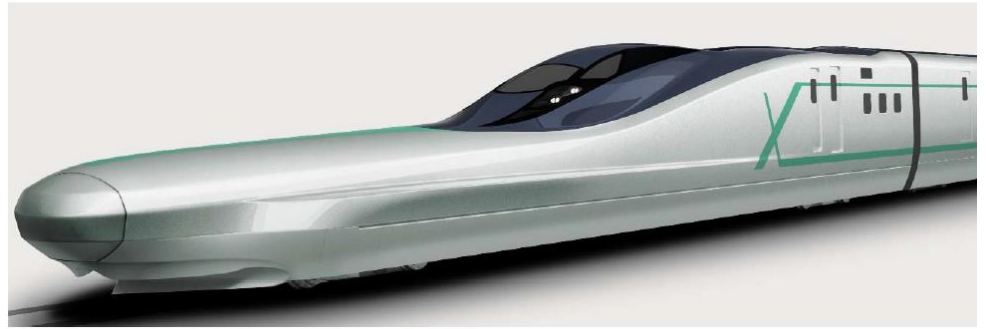
CHALLENGE FOR 360 KM/H COMMERCIAL OPERATION

3. FUTURE OF JR-EAST SHINKANSEN

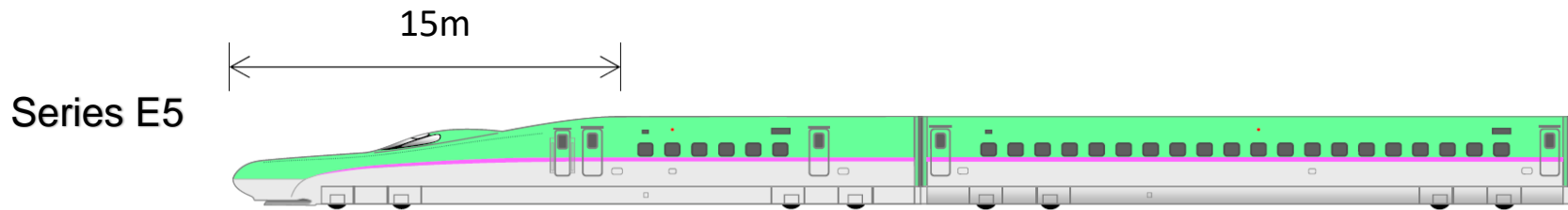
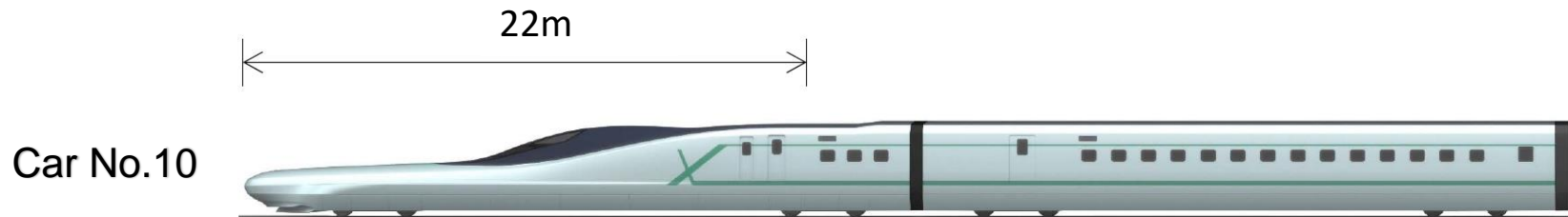
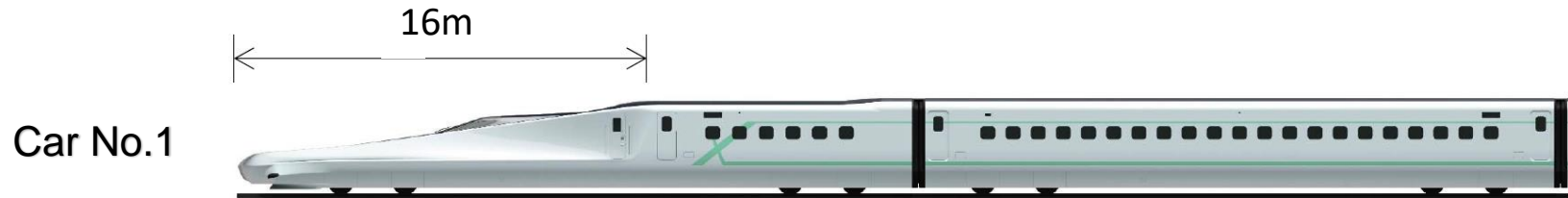
Car No.1



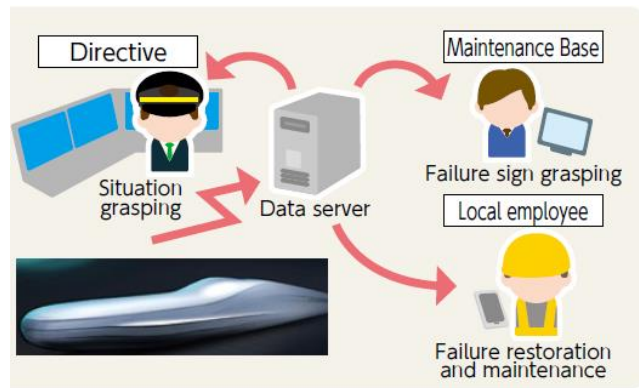
Car No.10



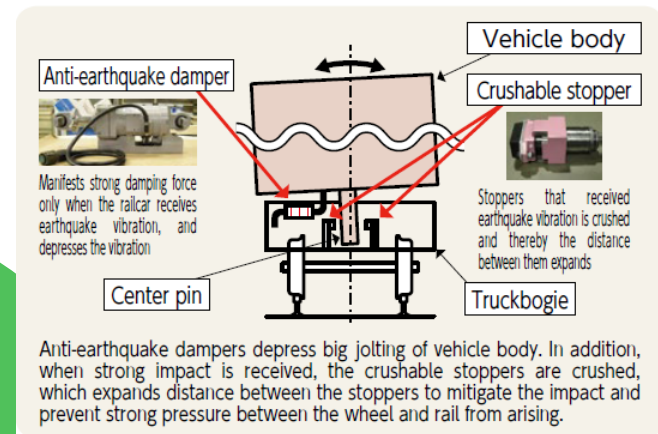
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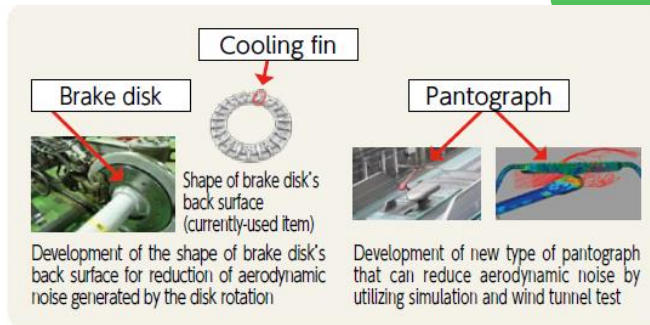
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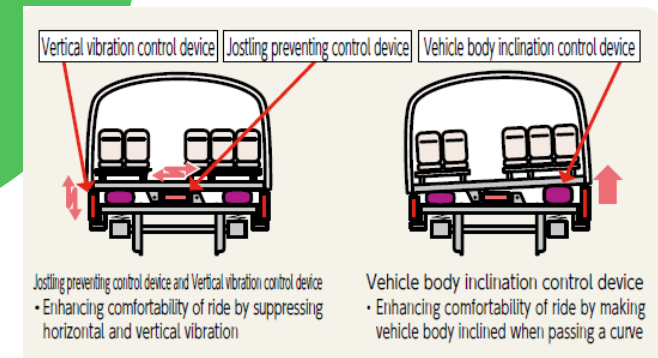
Maintainability



Pursuit of further safety and stability



Environmental performance



Comfort

**ALFA-X (TEST TRAIN)
MAY 2019 DEBUT**

HOKURIKU & HOKKAIDO SHINKANSEN EXTENSION



Extension

Tsuruga Extension: 2023

Sapporo Extension: 2031

CREATES LARGER TOURIST FLOW



Thank You

Hitoshi SAIMYO | November, 2018