

# Overview of JR Central

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Corporate Officer



# JR Central and its group

- JR Central started its operation in 1987 upon the breakup by region and privatization of the Japanese National Railways



Hotel



Merchandise



Real Estate



Rail Operations



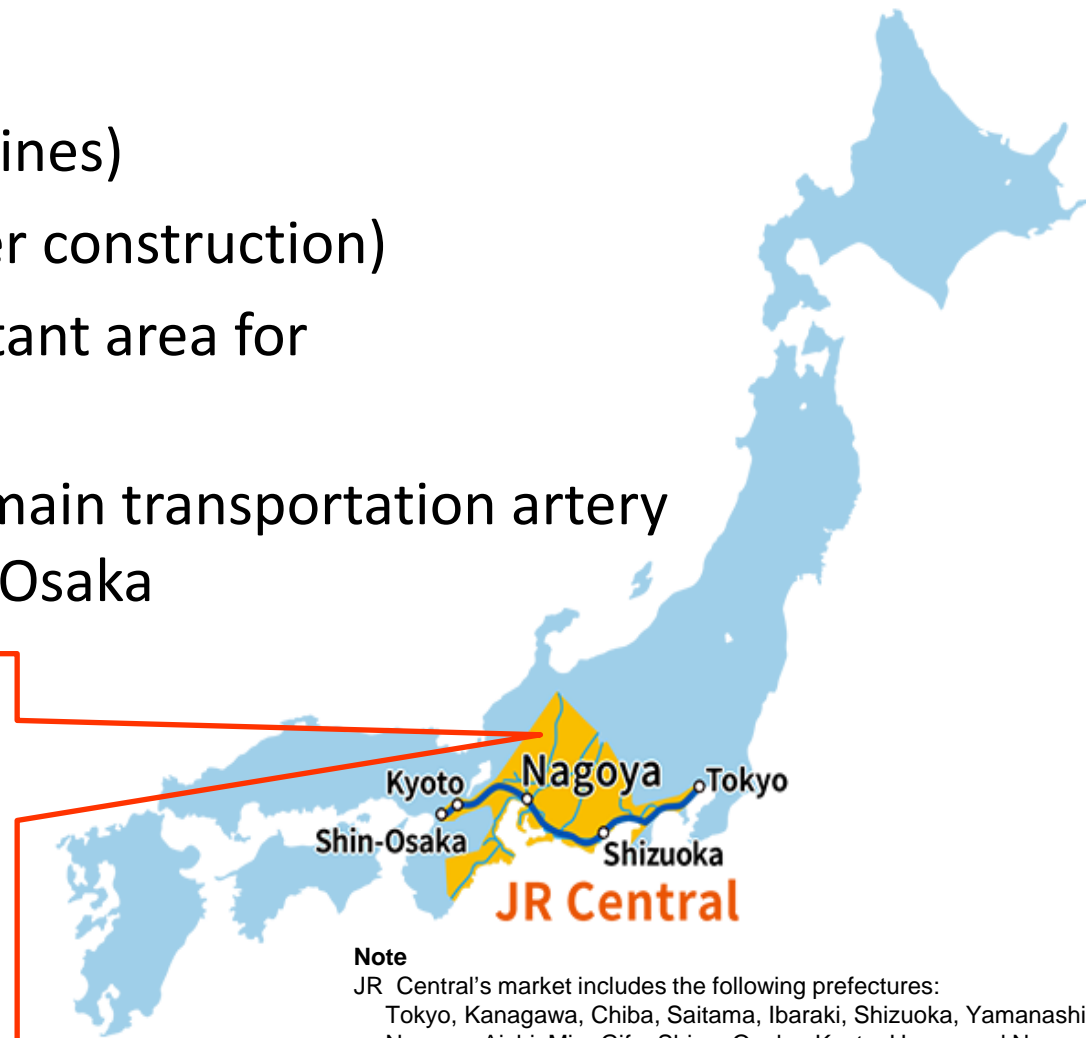
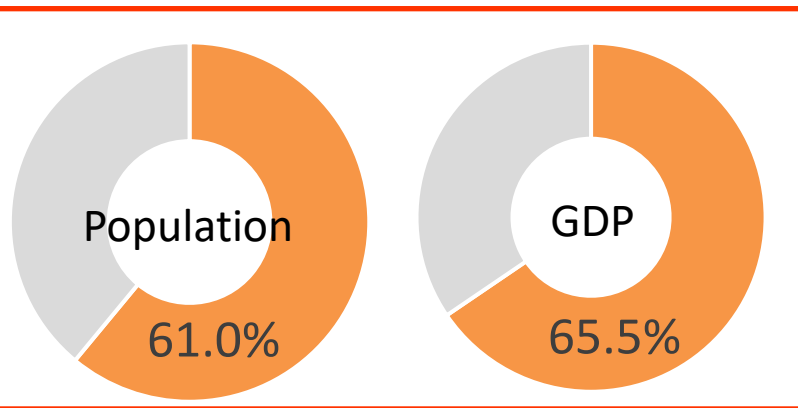
Construction & maintenance works



Rolling stock manufacturer

# JR Central's market area

- Our railway business
  1. Tokaido Shinkansen
  2. Conventional lines (12 lines)
  3. Chuo Shinkansen (under construction)
- Our business covers important area for the Japanese economy
- Tokaido Shinkansen is the main transportation artery linking Tokyo, Nagoya and Osaka



**Note**  
JR Central's market includes the following prefectures:  
Tokyo, Kanagawa, Chiba, Saitama, Ibaraki, Shizuoka, Yamanashi, Nagano, Aichi, Mie, Gifu, Shiga, Osaka, Kyoto, Hyogo and Nara

**Sources**  
Population: Ministry of Internal Affairs and Communications  
Prefectural GDP: Cabinet Office, Government of Japan



# Key Features of Tokaido Shinkansen

## Safety



- No on-board passenger casualties since its inauguration

## High-Speed



- 285 km/h [177mph] (300km/h [186mph] in Sanyo Shinkansen)
- 2 hours 21 minutes between Tokyo and Osaka (320 miles)

## Reliability



- Annual average delay: 1.1 minutes (FY2022)

## High capacity & High frequency



- Annual ridership: 168 million (FY2019) / 131 million (FY2022)
- Average number of trains per day: 378 trains (FY2019)/ 356 trains (FY2022)
- Maximum number of trains per day: 471 trains (FY2023)

## Environmentally Friendly



- Compared with the aircraft,  
1/8 of energy consumption & 1/12 of CO2 emission

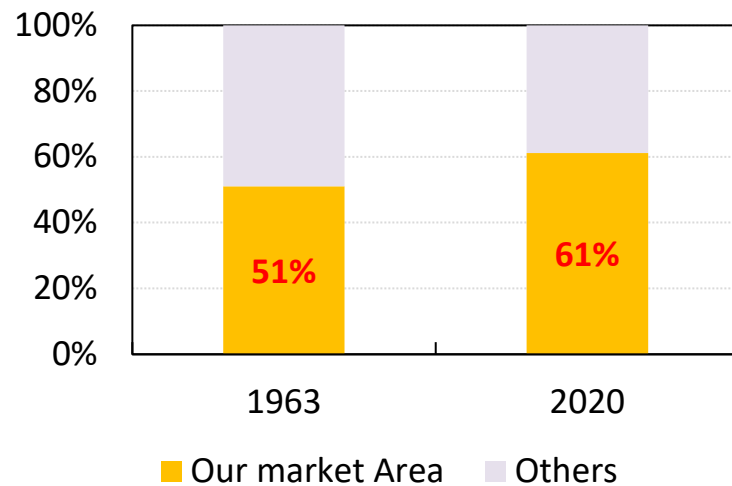
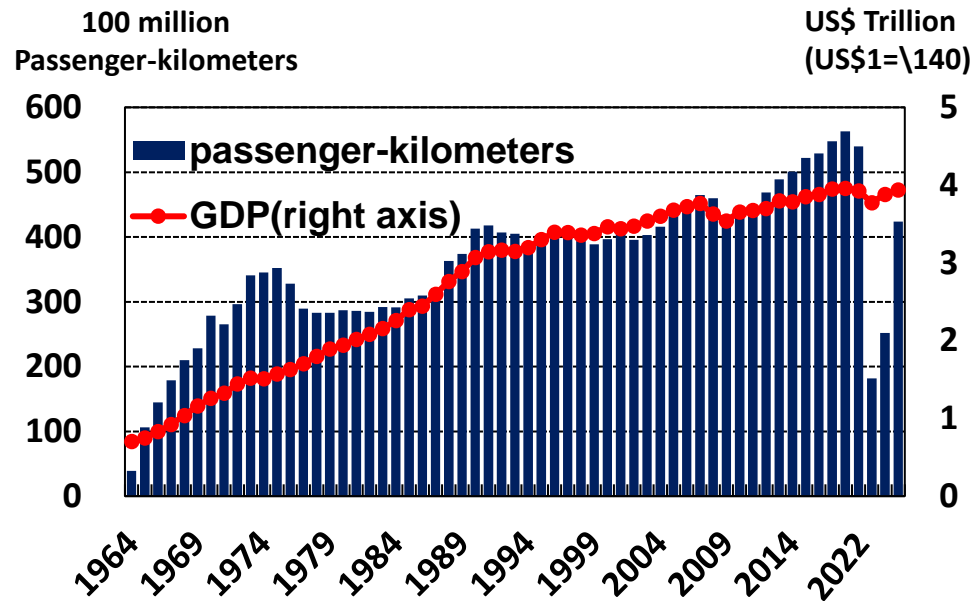
# Economic Impacts of Tokaido Shinkansen



- Tokaido Shinkansen has been making a great contribution to the Japanese economic growth
- Especially, Tokaido Shinkansen has underpinned the concentration of population and economic activities along its route.

## Strong Correlation between Japan's GDP & Tokaido Shinkansen transportation

## Population has concentrated in our market area (mainly along the Tokaido Shinkansen route)



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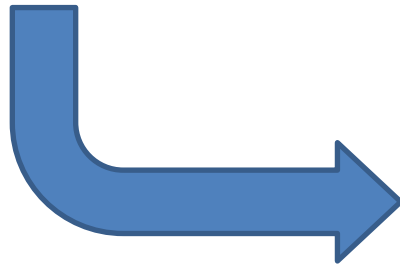
**Sources**  
 Population: Ministry of Internal Affairs and Communications

**Sources**  
 Passenger-kilometers: JR Central  
 GDP: Cabinet Office, Government of Japan

# Development around stations(Nagoya)



- JR Central has actively developed station buildings and commercial facilities.
- JR Central's development has attracted other developers to build new buildings around Nagoya Station.





# Development around stations(Shinagawa)



Before Shinagawa Station was built

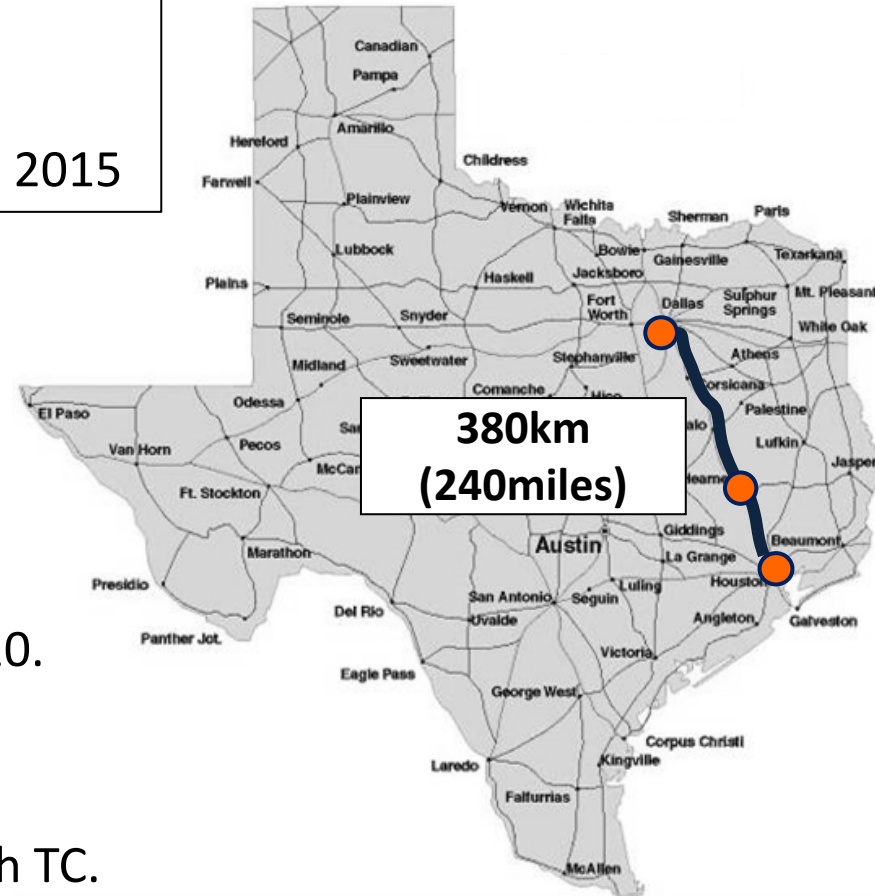


When Shinagawa Station was put in place

# Texas High-Speed Rail Project

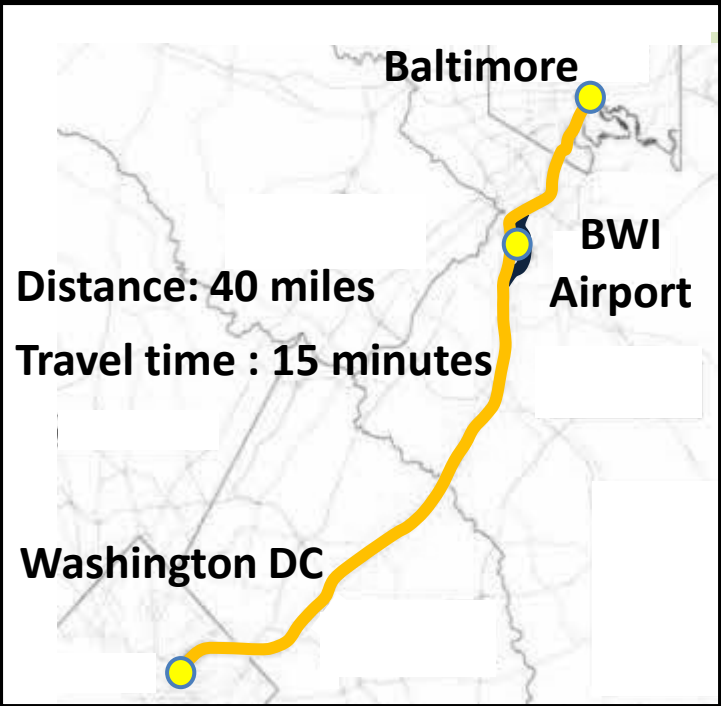
System length : Approx. 380km (240 miles)  
btw. Dallas and Houston  
Developer : Texas Central (TC), established in 2015

- JRC has been providing “**technical support**” to TC since 2016.
- FRA approved key regulatory processes of **RPA (Safety)** and **EIS (Environmental)** in 2020. JRC supported TC in this process.
- **Amtrak** is exploring to join Texas project with TC.





# Northeast Corridor SCMAGLEV Project



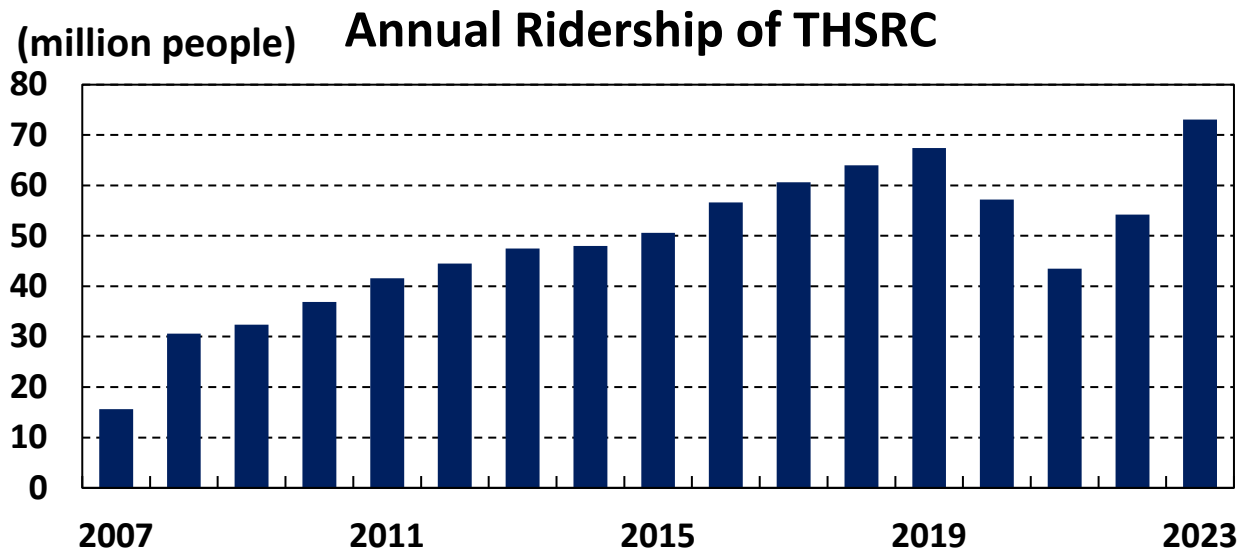
<b>Distance</b>	<b>225 miles</b>
<b>Speed</b>	<b>311 mph</b>
<b>Travel time</b>	<b>1 hour</b>

# Implication from Taiwan HSR (THSRC)

- THSRC, using the Shinkansen system, has maintained safe and punctual operations since its inauguration in 2007. As a result, there has been outstanding growth in passenger volume.



- JRC has been providing technical support to THSRC since 2014.







Thank you