

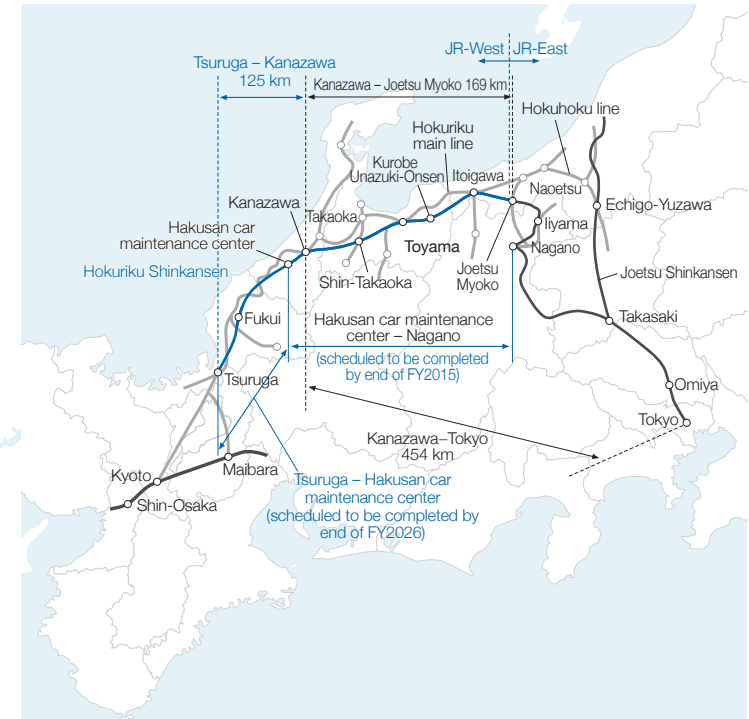
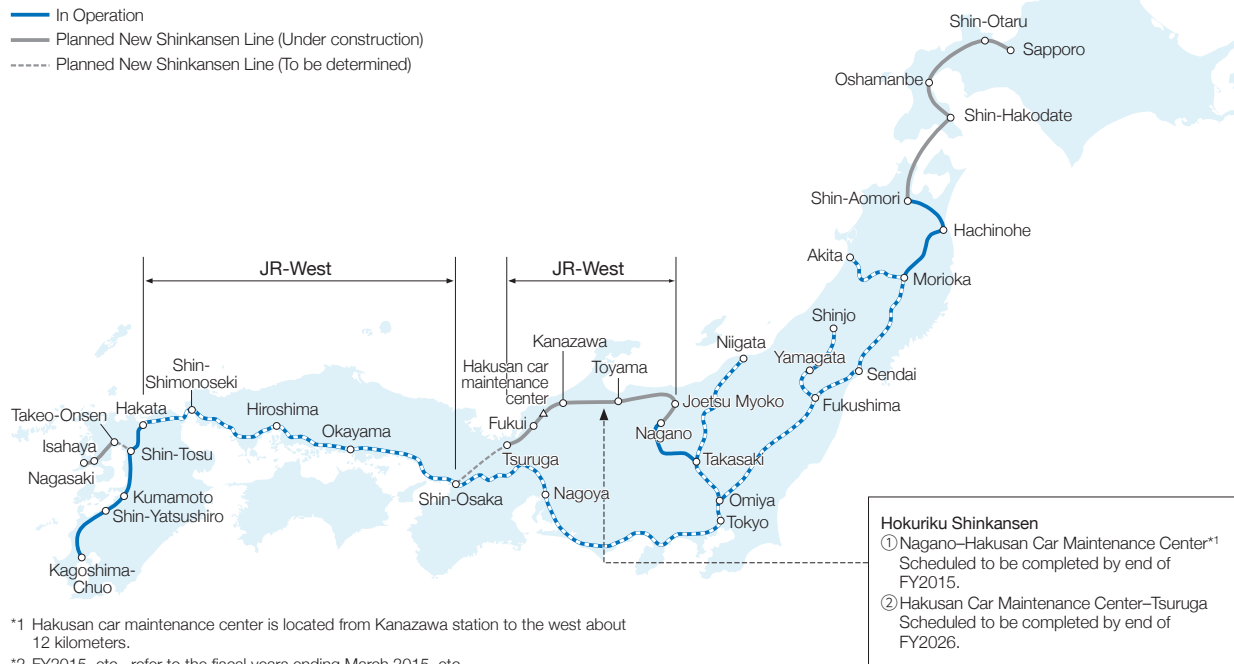
Business

Development of New Shinkansen Lines (Hokuriku Shinkansen Line)

FIVE NEW SHINKANSEN LINES PROPOSED IN 1973 UNDER THE NATIONWIDE SHINKANSEN RAILWAY DEVELOPMENT LAW

Line	Lines in Operation	Approved Zone for Construction Implementation Plan	Expense Burden
Tohoku (Morioka–Aomori)	Morioka–Shin-Aomori (opened in December 2010, 178km)		<ul style="list-style-type: none"> Central government (existing Shinkansen transfer revenues, public utilities expenses)
Hokuriku (Tokyo–Osaka)	Takasaki–Nagano (opened in October 1997, 117km)	Nagano–Kanazawa (228km) Kanazawa–Tsuruga (125km)	<ul style="list-style-type: none"> Local governments (one-half of the central government)
Hokkaido (Aomori–Sapporo)		Shin-Aomori–Shin-Hakodate (149km) Shin-Hakodate–Sapporo (211km)	<ul style="list-style-type: none"> JR (usage fees with the upper limit to be determined by the range of expected benefits)
Kyushu (Fukuoka–Kagoshima)	Hakata–Kagoshima-Chuo (opened in March 2011, 289km)		
Kyushu (Fukuoka–Nagasaki)		Takeo-Onsen–Nagasaki (66km)	

PLANNING OF NEW SHINKANSEN LINES (As of March 31, 2014)



Travel Time

	JR		Airlines*3	JR market share*4
	Present*1	After starting operations*2		
Kanazawa – Kanto region	About 3h 50m	About 2h 40m	About 2h 50m	38.6%
Toyama – Kanto region	About 3h 10m	About 2h 20m	About 2h 30m	60.5%

Notes

- Using the Joetsu Shinkansen and Hakutaka limited express train
- Average speed of 190km/h
- Includes airport access and egress time
- Source: Statistical survey of Ministry of Land, Infrastructure and Transport (FY2013/3, preliminary)