

Business

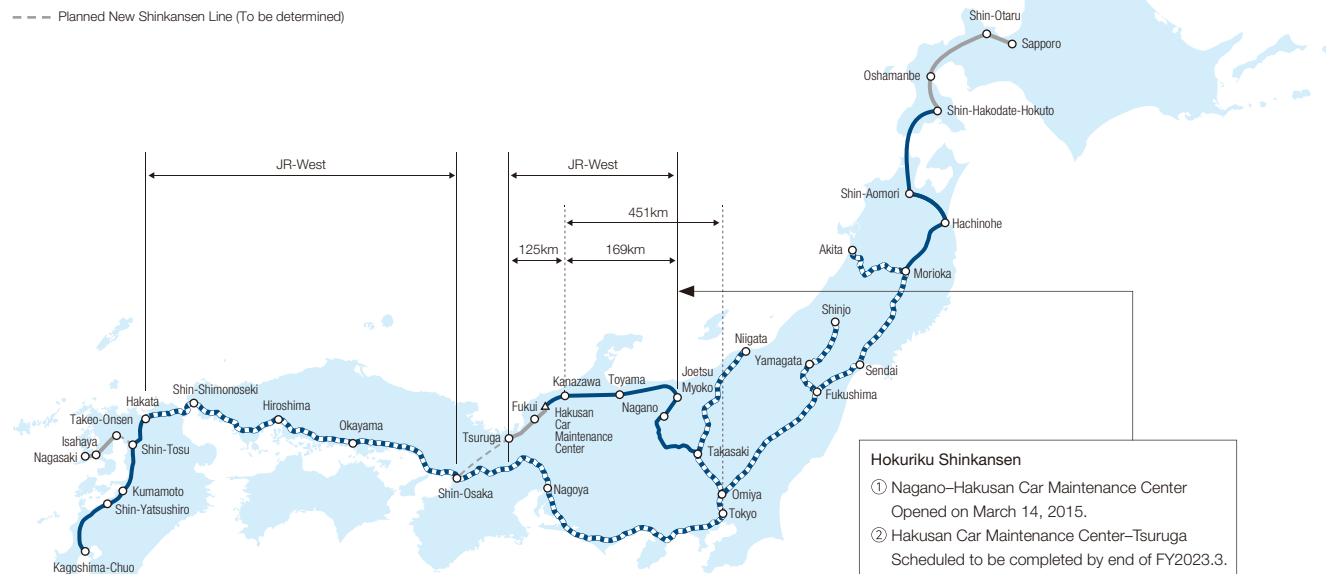
# Development of New Shinkansen Lines (Hokuriku Shinkansen Line)

## 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)		
Hokuriku (Tokyo–Osaka)	Takasaki — Nagano (opened in October 1997, 117km) Nagano — Kanazawa (opened in March 2015, 228km)	Kanazawa — Tsuruga (125km)	<ul style="list-style-type: none"> <li>Central government (existing Shinkansen transfer revenues, public utilities expenses)</li> <li>Local governments (one-half of the central government)</li> <li>JR (usage fees with the upper limit to be determined by the range of expected benefits)</li> </ul>
Hokkaido (Aomori–Sapporo)	Shin-Aomori — Shin-Hakodate-Hokuto (opened in March 2016, 149km)	Shin-Hakodate-Hokuto — Sapporo (211km)	
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, 2016

- In Operation
- Planned New Shinkansen Line (Under construction)
- - - Planned New Shinkansen Line (To be determined)



Note: Hakusan Car Maintenance Center is located from Kanazawa station to the west about 12 kilometers.

JR-West Group Medium-Term Management Plan 2017 Update

### Hokuriku Shinkansen and Invigoration of Hokuriku Region

<b>Objectives</b>	① Net revenue increase from Hokuriku Shinkansen: ¥13.0 billion (FY2018.3)	<b>Results FY2016.3</b>	¥28.9 billion (First-year effect)
	② Increasing passenger volume between Kansai, Hokuriku, and Shinetsu regions		

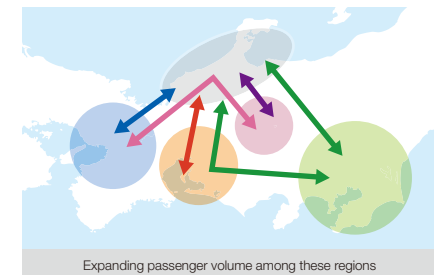
- Increasing passenger volume between Hokuriku region and Tokyo**
  - Strengthening ability to compete with airlines (business travelers, etc.)
  - Expanding tourism demand (senior citizens, inbound visitors, etc.) in collaboration with regions
  - Introducing new rolling stock W7 series (10 sets in FY2015.3, 1 set in FY2016.3)

- Increasing passenger volume between Kansai, Hokuriku and Shinetsu regions**

- Improving Thunderbird limited express service quality
- Further identifying, commercializing, and communicating regional appeal
- Communicating tourism appeal of Shinetsu (Niigata/Nagano) as new market from Kansai

- Advancing non-railway operations and coexistence with communities in the Hokuriku region**

- Maximizing effect from commercial facilities that have been opened/renewed
- Uncovering local specialty products, and communicating appeal of region



## TRAVEL TIME AND MARKET SHARE

	JR		Airlines*3	JR market share before opening*4
	Before opening*1	After opening*2		
Ishikawa — Kanto region	About 3h 50m	2h 28m	About 2h 50m	38.3%
Toyama — Kanto region	About 3h 10m	2h 08m	About 2h 30m	61.5%

\*1. Using the Joetsu Shinkansen and Hakutaka limited express train

\*2. Time required for fastest "Kagayaki"

\*3. Includes airport access and egress time

\*4. Source: Statistical survey of Ministry of Land, Infrastructure, Transport and Tourism (FY2014.3, preliminary)