

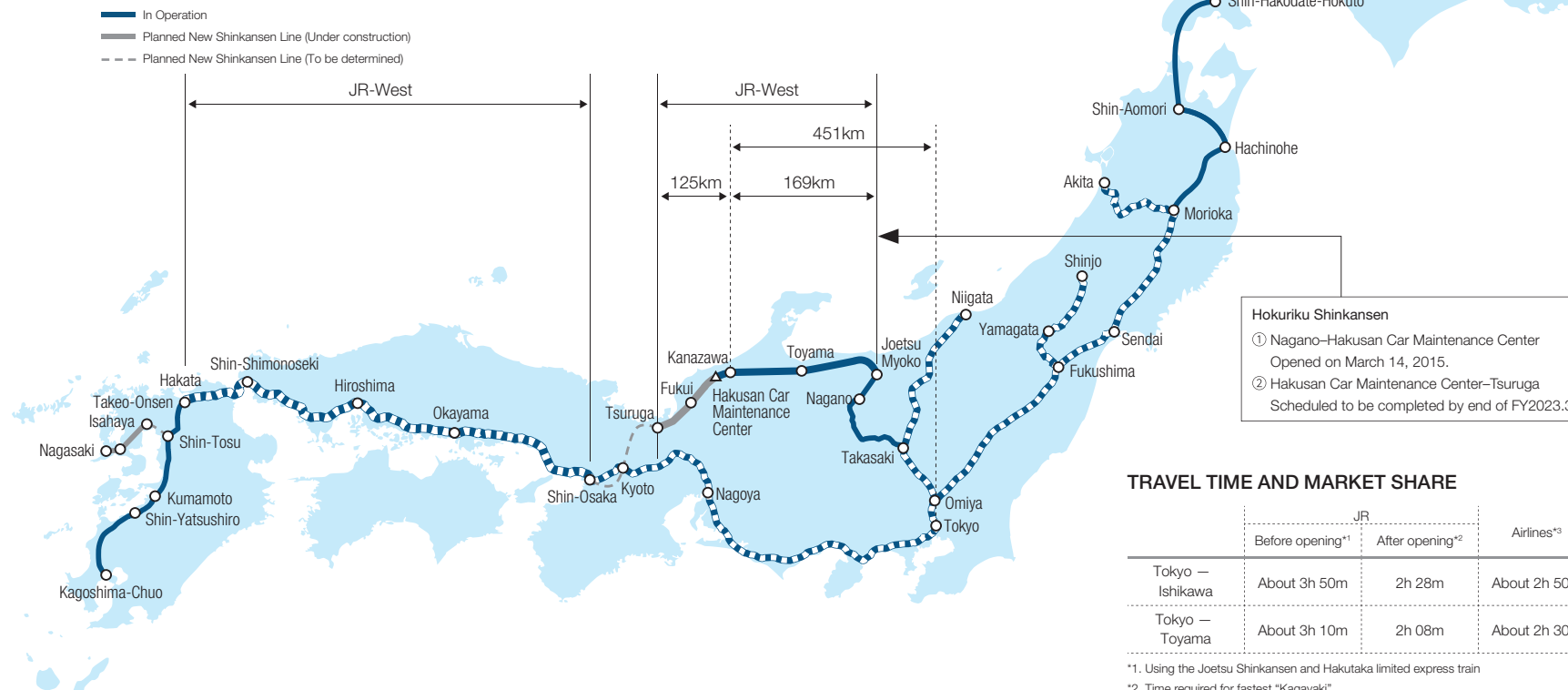
Business

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">Central government (existing Shinkansen transfer revenues, public utilities expenses)Local governments (one-half of the central government)JR (usage fees with the upper limit to be determined by the range of expected benefits)
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, 2019



TRAVEL TIME AND MARKET SHARE

	JR		Airlines*3	JR market share*4	
	Before opening*1	After opening*2		Before opening (FY2014)	After opening (FY2017)
Tokyo — Ishikawa	About 3h 50m	2h 28m	About 2h 50m	31.2%	69.7%
Tokyo — Toyama	About 3h 10m	2h 08m	About 2h 30m	55.2%	85.9%

*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

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