

CENTRAL JAPAN RAILWAY COMPANY

DATA BOOK 2008



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Central Japan Railway Company

Central Japan Railway Company (JR Central, also known as JR Tokai) commenced operations in April 1987 upon the privatization and breakup of the Japanese National Railways (JNR).

The core of JR Central's operations is the Tokaido Shinkansen, the main transportation artery linking Japan's principal metropolitan areas of Tokyo, Nagoya, and Osaka.

The Company also operates a network of conventional lines centered on the Nagoya and Shizuoka areas. JR Central and its consolidated subsidiaries are strengthening affiliated businesses by making full use of the Company's stations and trains.

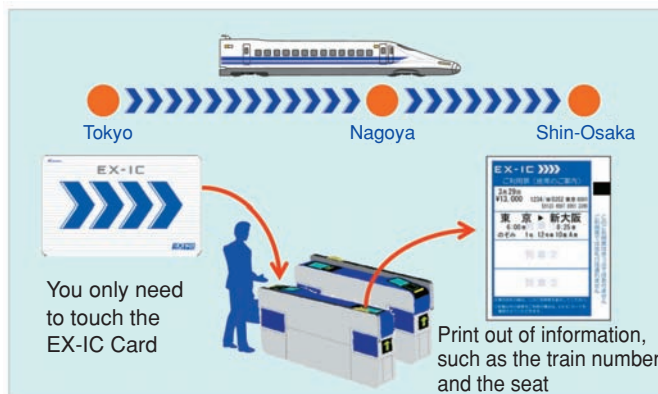
1 Progress of Projects

Introduction of the EX-IC Service

In March 2008, we introduced the new "EX-IC (Express IC) Service", which leverages IC technology. Passengers can make reservations using mobile telephones or personal computers and get on board the train without the need to pick up paper tickets at ticket sales machines at stations. All they need to do is touch their "EX-IC Card" on the sensors of automatic ticket gates of the Shinkansen, and they are able to get on board the Tokaido Shinkansen.



Make or change reservations using mobile telephones or personal computers



Debut of the "Series N700" Shinkansen Train

The Series N700 made its debut on July 1, 2007 on Tokaido and Sanyo Shinkansen. The Series N700 cuts the journey time between Tokyo and Osaka by 5 minutes by introducing the body inclining system which enables the maximum speed at curves on Tokaido Section to be increased. Along with starting new services that introduce the latest technology, the Series N700 will offer an "even more comfortable interior space" that meets the various needs of passengers. By the end of FY2011, 80 trainsets will be introduced.



Construction of the "JR Central Museum (tentative name)"

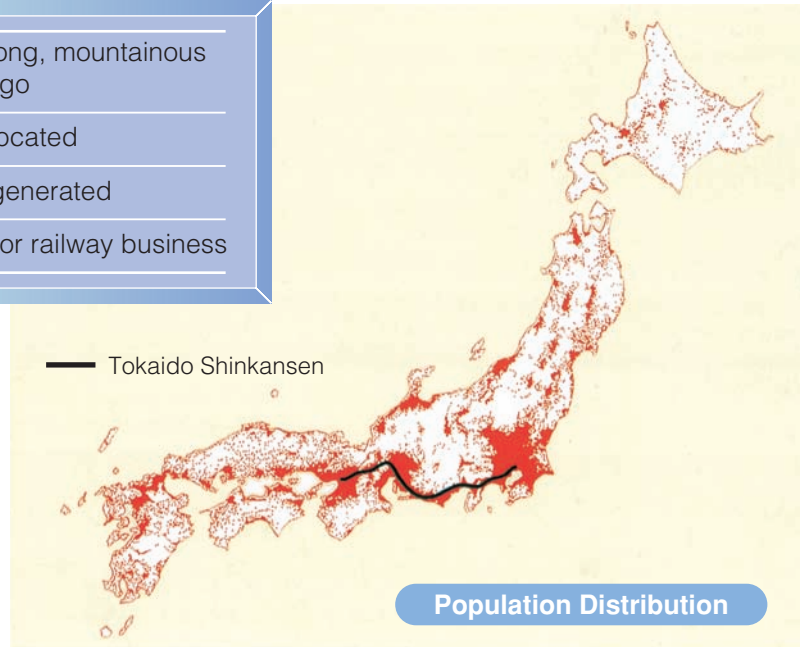
JR Central is planning the construction of a "JR Central Museum (tentative name)" in response to a request from Nagoya City to participate in the "Manufacturing Culture Exchange Center Concept". Along with contributing to the promotion of this concept put forth by Nagoya City, JR Central aims to deepen the general public's understanding of railway and widely contribute to society, which we believe will ultimately lead to the promotion of industrial tourism. The concept is broken down into three parts: 1) introduction of "advancements in high-speed railway technology"; 2) offering of a "place to learn" about the impact of railway on society; and, 3) leveraging models, etc. that make learning fun and providing a barrier-free facility, and we are making preparations to open the facility in the spring of 2011.



2 Characteristics of Japan

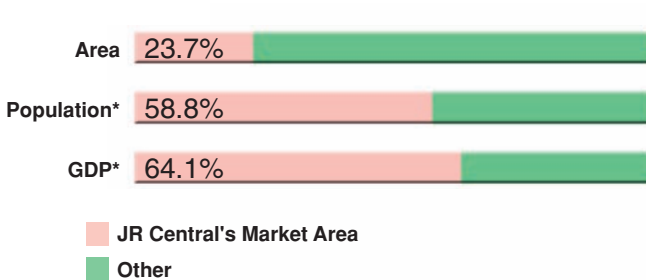
As Japan stretches from north to south with major cities located in a straight line, population centers follow along this line resulting in a suitable market for the railway industry.

Topography	Narrow, long, mountainous archipelago
Major cities	Linearly located
Traffic demand	Linearly generated
Market conditions	Suitable for railway business



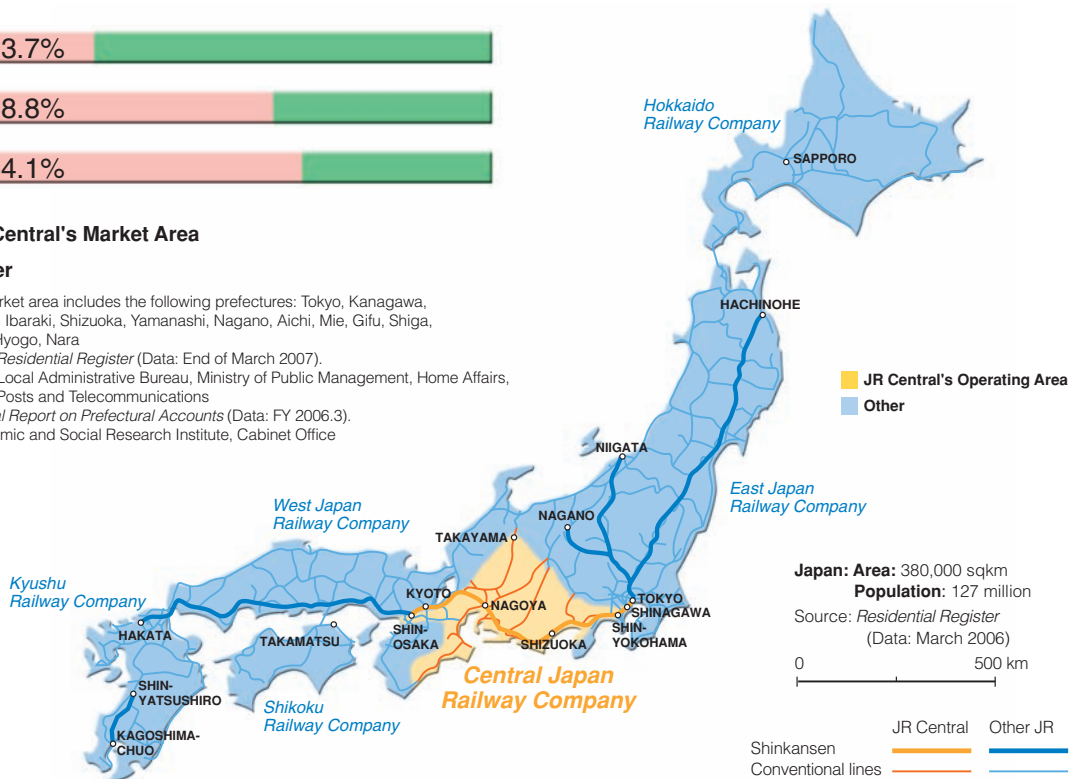
3 JR Central's Market Area

While JR Central's market area covers just 23.7% of Japan's land area, it accounts for 58.8% of the country's population and 64.1% of the gross domestic product.



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

*Sources: Population-Residential Register (Data: End of March 2007).
 Local Administrative Bureau, Ministry of Public Management, Home Affairs, Posts and Telecommunications
 GDP-Annual Report on Prefectural Accounts (Data: FY 2006.3).
 Economic and Social Research Institute, Cabinet Office



4 JR Central Line Network

The core of JR Central's operations is the Tokaido Shinkansen, linking Tokyo, Nagoya, and Osaka. The company also operates a network of conventional lines.



	Operational lines	Stations*	Route length** (km)	Rail gauge (mm)
Tokaido Shinkansen	1	10 (7)	552.6	1,435
Conventional lines	12	393 (1)	1,418.2	1,067
Total	13	403 (8)	1,970.8	—

*The figures in parentheses show stations serving more than one line and are not included in the total.
 **Route length figures are those used in rail fare calculations.

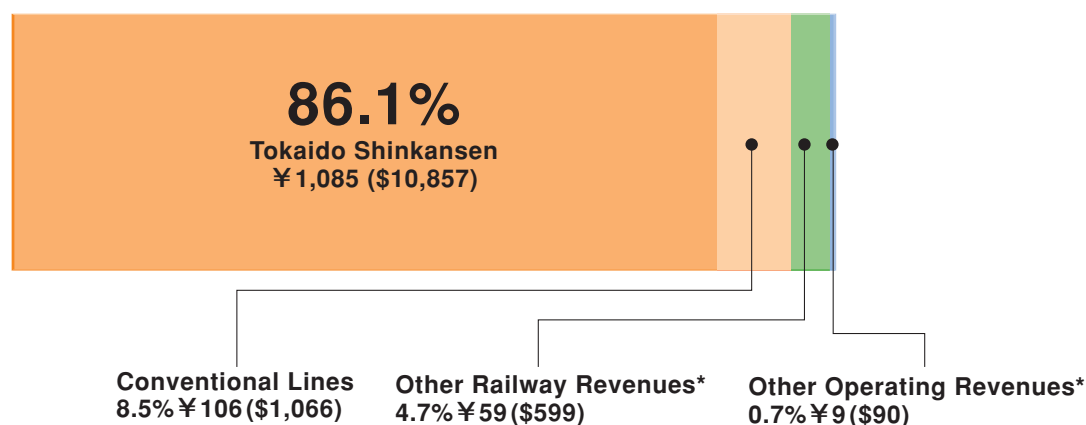
5 Major Events in the History of JR Central

- 1872** Japan's first railway service starts between Tokyo and Yokohama.
- 1964** The Tokaido Shinkansen between Tokyo and Osaka starts its operation.
- 1975** The section between Okayama and Hakata on the Sanyo Shinkansen starts its operation, expanding through-service between Tokyo and Hakata.
- 1987** Central Japan Railway Company is established.
- 1997** JR Central lists on the first section of the Tokyo, Nagoya and Osaka stock exchanges and also the Kyoto Stock Exchange. (merged with the Osaka Stock Exchange in 2001)
- 2001** JR Central is excluded from the jurisdiction of the JR Law through the enactment of amendment to the JR Law.
- 2006** JR Central repurchases 268,686 shares of its common stock following a resolution of the Board of Directors as authorized under the company's Articles of incorporation. The JNR Settlement Headquarters within the Japan Railway Construction, Transport and Technology Agency completes the sale of its entire shares in JR Central by selling 286,071 shares of common stock of the company.

6 Revenue Sources

JR Central's earnings are constituted 99.3% from railway operations, 86.1% from the Tokaido Shinkansen, and 8.5% from conventional lines.

For the Year Ended March 31, 2008 [Billions of Yen (Millions of U.S. Dollars)]
JR Central ¥1,261 (\$12,612)

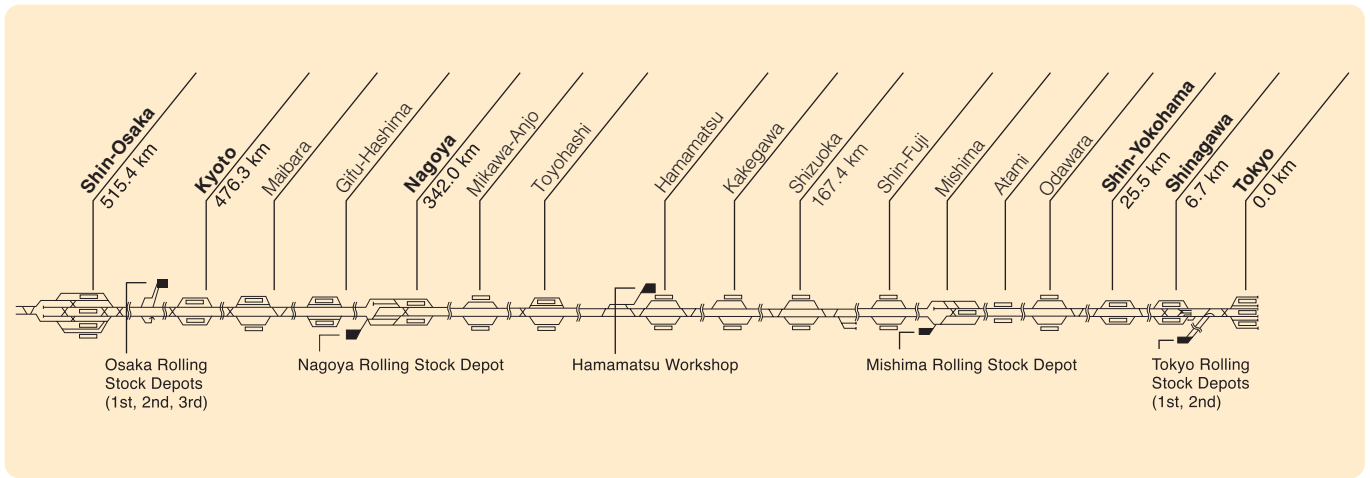


Note: *Other railway revenues comprise miscellaneous transportation revenues, such as track usage fees, land leasing fees at stations, usage fees from store operators at stations, and advertising fees that are included in the "Railway" operating revenues of the financial statements.
 Yen figures have been converted into U.S. Dollars at the rate of ¥100=US\$1, the approximate exchange rate at March 31, 2008

7 Station and Track Layout on the Tokaido Shinkansen

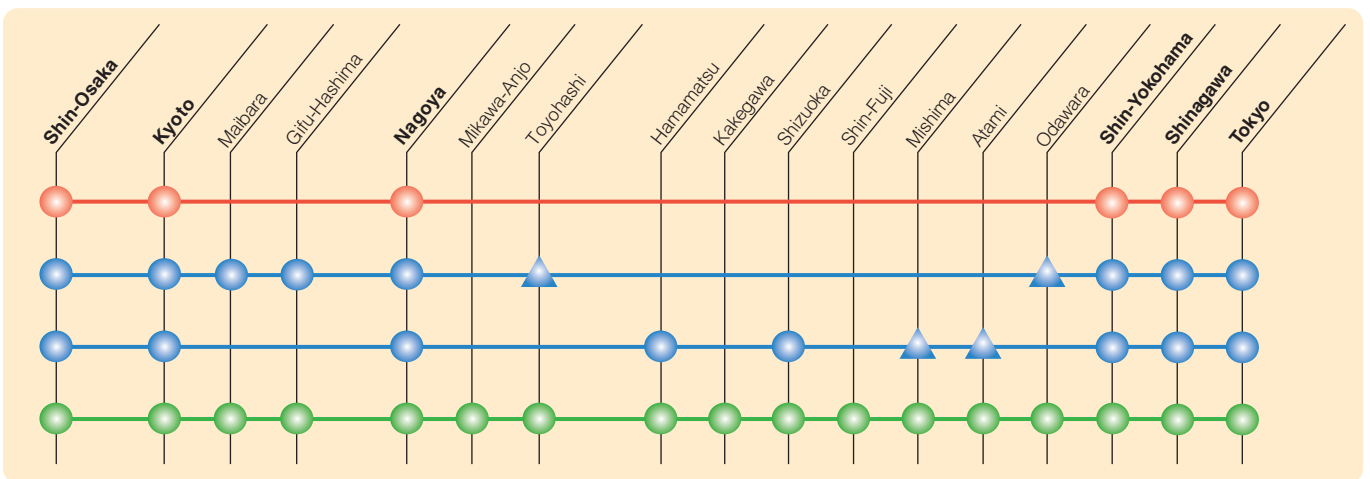
The Tokaido Shinkansen is adopting a double track line with a sidetrack at each station enabling easy railway scheduling.

Power supply	25 kV AC 60Hz
Rail gauge	1,435 mm
Level crossings	0
Stations	17



8 Major Stopping Patterns

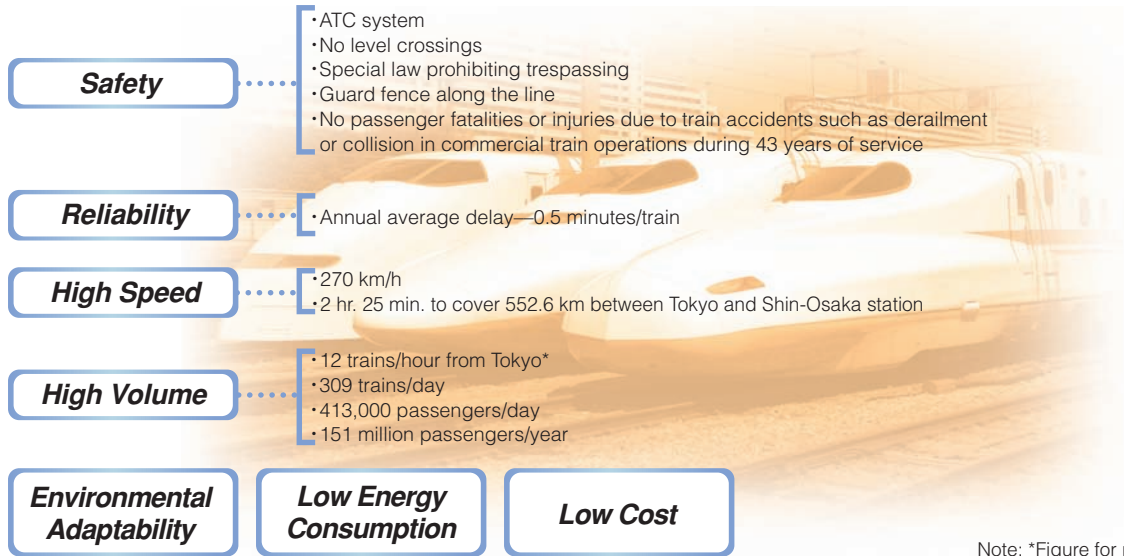
The Tokaido Shinkansen consists of *Nozomi*, *Hikari*, and *Kodama*, all of which have different stopping patterns.



- **Nozomi:** Connects the Tokyo metropolitan area with Nagoya and the Kyoto / Osaka area
- **Hikari:** Stops at additional stations
- **Kodama:** Stops at all stations
- :all trains stop ▲ :some trains stop

9 Tokaido Shinkansen Characteristics and Performance

The Tokaido Shinkansen embodies the ideal characteristics of railway operation.



Note: *Figure for peak hours

10 Safety

Throughout its 43 years of commercial train operations, the Tokaido Shinkansen has maintained a flawless record of no passenger fatalities or injuries due to train accidents such as derailment or collision.



No Passenger Fatalities or Injuries due to Train Accidents such as Derailment or Collision in Commercial Train Operations During 43 Years of Service

11 Train Punctuality

Punctuality is also a significant feature of the Tokaido Shinkansen. The average delay per train throughout the year is 0.5 minutes.

Annual Average Delay

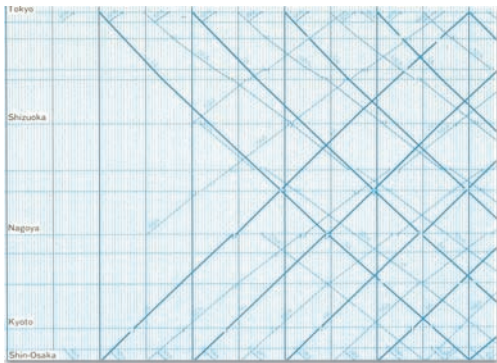


minutes / train

Note: Average of total time of late departures and arrivals of one minute or more from/to Tokyo and Shin-Osaka stations, including delays caused by uncontrollable reasons such as heavy rain, typhoons, and heavy snowfall.

12 Train Diagrams

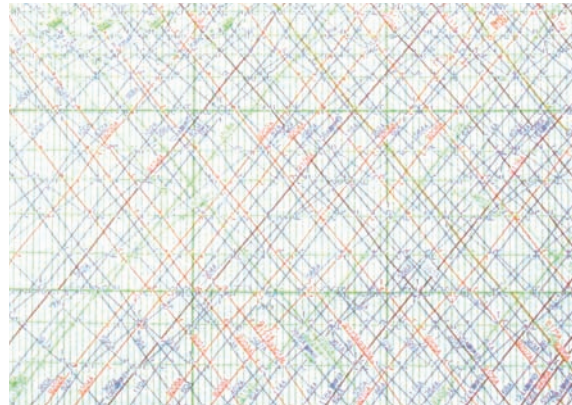
Service between Tokyo and Shin-Osaka offered only 2 trains/hour when first started in 1964. Now the number of trains/hour has increased to 12 for peak hours.



1964

	1964 (Inauguration of Shinkansen service)	2008 (March)
Travel time	4 hr.	Approx. 2 hr. 25 min.
Trains/hour from Tokyo	2	12*
Trains/day	60	309
Ridership/day	61,000	413,000

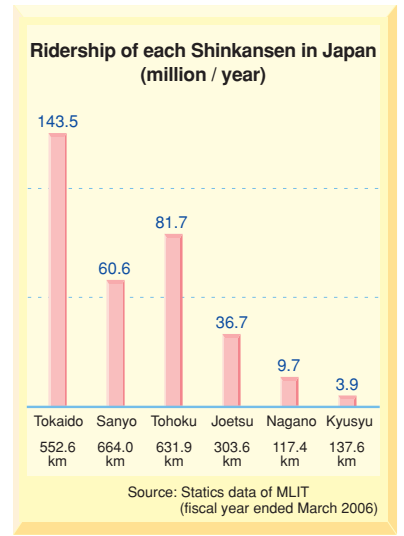
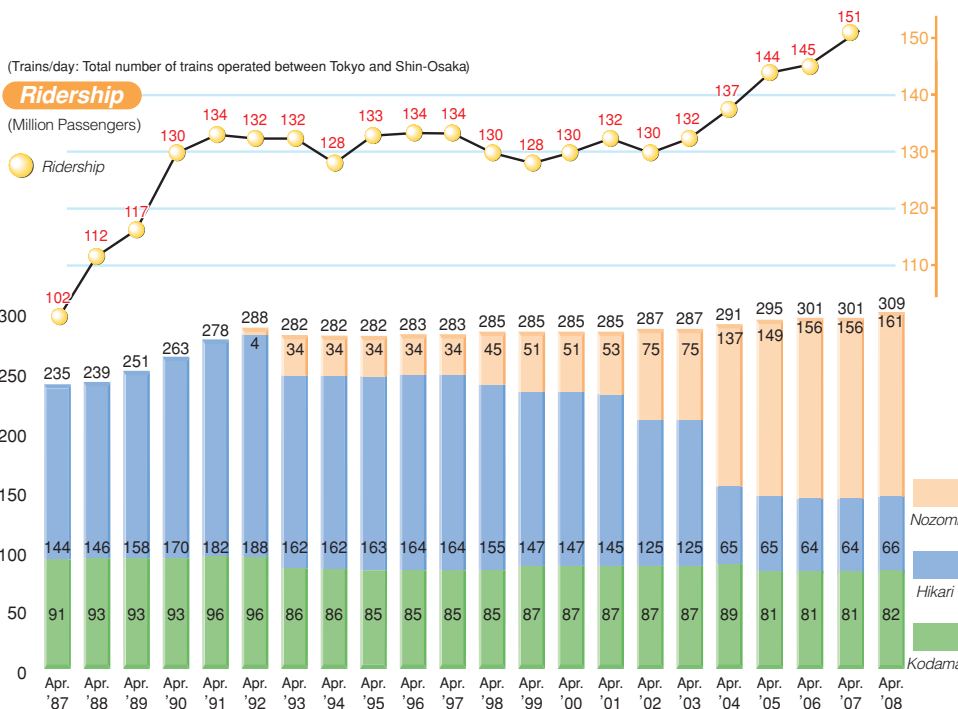
Note: *Figure for peak hours



2008

13 The Number of Train Departures and Ridership

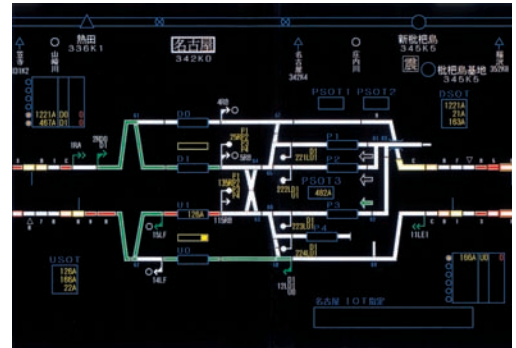
Traffic volume of the Tokaido Shinkansen has continued to increase. To meet the needs of Tokaido Shinkansen passengers, JR Central is taking action by increasing the number of Nozomi trains.



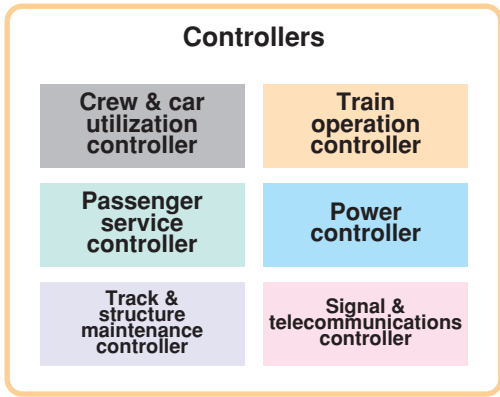
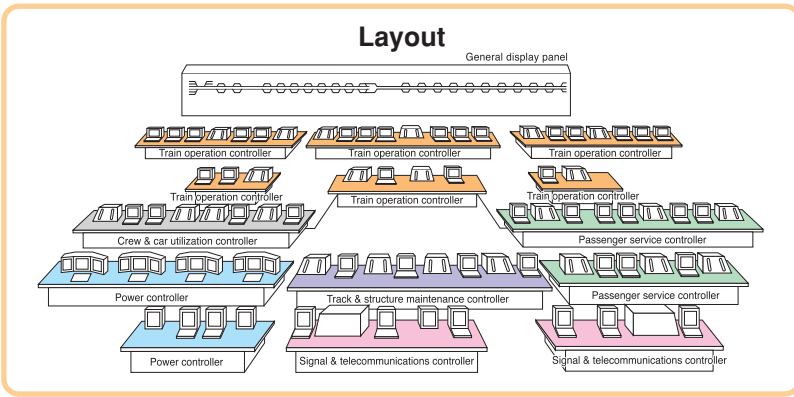
Note: JR Central has opened new Shinagawa Station as the third terminal in the Tokyo metropolitan area while at the same time revising timetables to increase Nozomi service. Maximum operation speed of 270 km/hr is now possible.

14 Tokaido-Sanyo Shinkansen General Control Center

The Tokaido-Sanyo Shinkansen General Control Center houses the most advanced operating management systems to ensure safety and reliability.

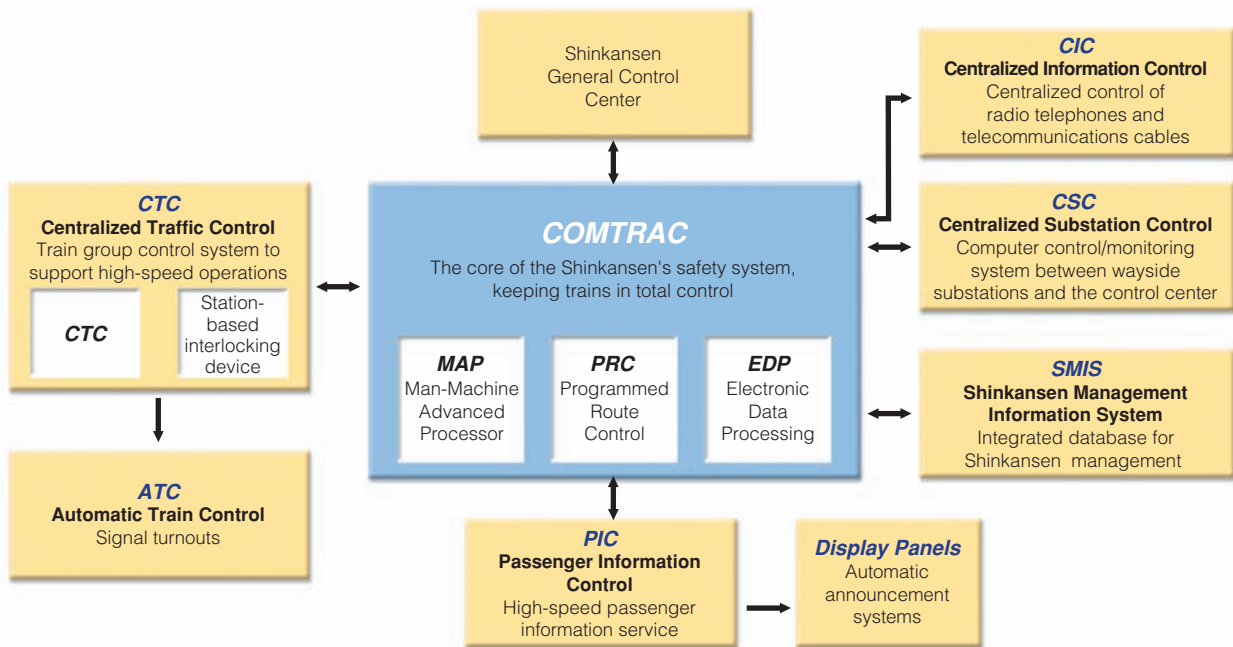


Monitor screen

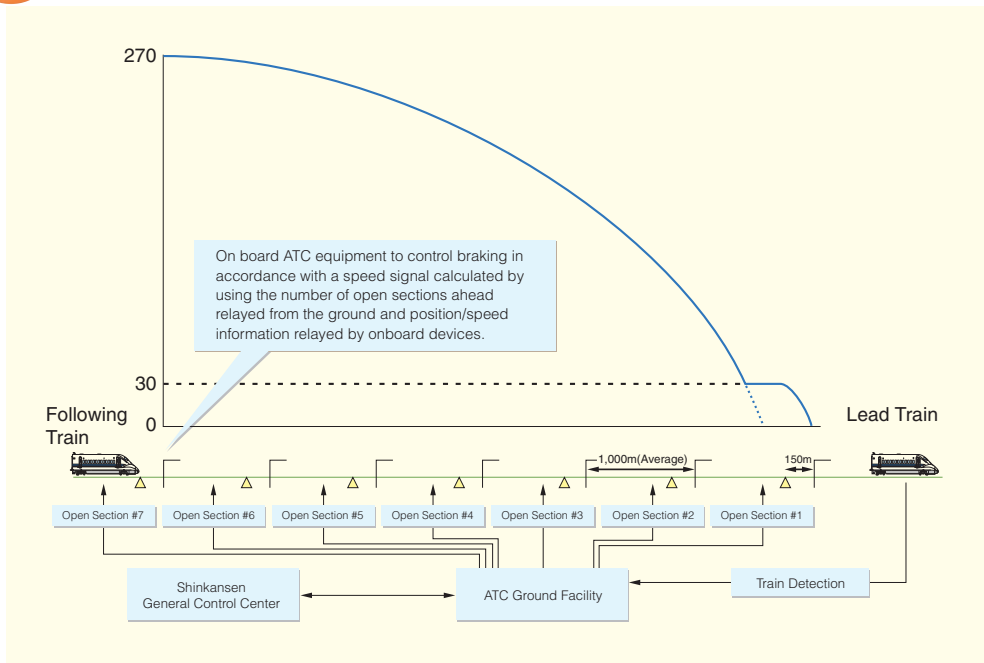


15 COMTRAC (COMputer-aided TRAffic Control)

COMTRAC is a control system that allows around-the-clock status monitoring of all Shinkansen trains currently in operation.



16 ATC (Automatic Train Control)



ATC (Automatic Train Control):

The ATC signal, indicating the maximum speed allowed for the train according to the distance to the preceding train and the conditions of the route ahead, is continuously displayed on the speedometer panel. The train is automatically decelerated to an appropriate speed by the ATC when traveling too fast.

Speedometer Panel (ATC signal)



17 Safety Education and Training

To ensure safe and reliable transportation, JR Central implements safety education and training for its train drivers and staff working on facilities maintenance. In particular, the company regularly confirms the knowledge and skills of train drivers in order to be thoroughly prepared to maintain safety.



Driving Simulator



Conductor Simulator

18 Rolling Stock

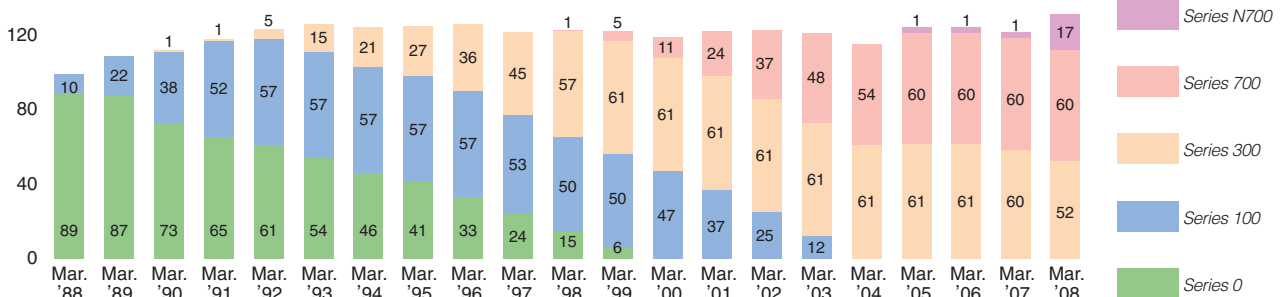
The debut of the Series 0 in 1964 was an epoch-making development in view of the level of railway technology in those days. In 1992 JR Central achieved dramatic technological innovation to release the Series 300, raising the maximum speed by 50km/h. In 1999 the Series 700 with more consideration paid to passenger comfort has been introduced, and in 2007, the latest model of Shinkansen the Series N700 was introduced.



MODEL

	Series N700	Series 700	Series 300
Inauguration	2007	1999	1993
Configuration	14M2T	12M4T	10M6T
Unit composition	4cars/1unit	4cars/1unit	3cars/1unit
Seating capacity	1,323	1,323	1,323
Maximum speed (km/h)	Tokaido:270km/h Sanyo:300km/h	Tokaido:270km/h Sanyo:285km/h	270km/h
Maximum speed on curves (Radius 2,500m)	270km/h	250km/h	250km/h
Starting acceleration	2.6km/h/s (Tokaido)	1.6km/h/s (Tokaido) 2.0km/h/s (Sanyo)	1.6km/h/s
Total power output	17,080kw	13,200kw	12,000kw
Car length	Intermediate cars:25,000mm Leading cars:27,350mm	Intermediate cars:25,000mm Leading cars:27,350mm	Intermediate cars:25,000mm Leading cars:26,050mm
Car width	3,360mm	3,380mm	3,380mm
Height	3,600mm Front part of Leading cars:3,500mm	3,650mm	3,650mm
Bogie	High-speed bolsterless bogie	High-speed bolsterless bogie	High-speed bolsterless bogie
Riding comfort	Dampers between cars Semi-active vibration control device for all cars	Dampers between cars Semi-active vibration control device for 7 cars	
Body inclining control device	Air spring type (1 degree tilting, lift to one side)		
Hood between cars	Covering the space entirely	Covering sides only (partition)	Covering sides only (partition)

Number of Tokaido Shinkansen Trainsets



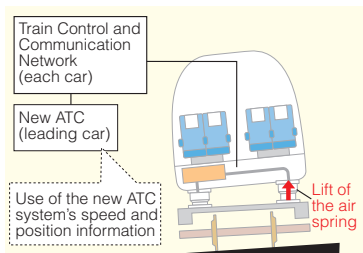
Note: Excluding inspection-dedicated cars

19 Series N700

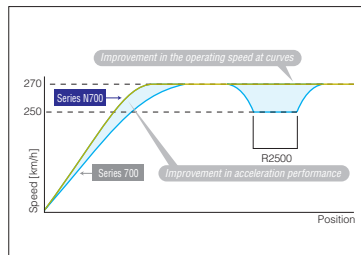


The Series N700, jointly developed by JR Central and JR West have been introduced in 2007. Based on the high potential of the Series 700, the Series N700 significantly enhanced speed, comfort and energy performance that will make major contributions to the effort to counter global warming. It features upgraded on-board amenities to facilitate the diverse needs of passengers, both business and leisure. To ensure that each and every passenger can relax in comfort, the train incorporates cutting-edge technology to provide a high level of riding comfort.

Fastest cutting edge rolling stock



Body Inclining System



Operation Pattern of the Series N700

The body inclining system, allows to travel at maximum speed of 270km/h at curves. The time required to reach the maximum speed of 270km/h has been dramatically reduced by improving acceleration performance from 300 seconds for the Series 700 to 180 seconds for the Series N700

Superior Comfort



Entrance Vestibule (Firstclass Car)



Outlet for Mobile Devices (Regular Car)



Multicolor On-board Information Display



On-board Surveillance Camera

Riding comfort has been enhanced through the installation of an advanced semi-active suspension system on all cars. The new seats of the First Class improve sitting comfort and functionality. In order to actively deal with preventing secondhand smoke, all seats will be rendered "non-smoking". An onboard environment that allows connection to the Internet during high-speed operation of the Tokaido Shinkansen (between Tokyo and Shin-Osaka) will be realized in April 2009.

Superior environmental compatibility



Low Noise Pantograph

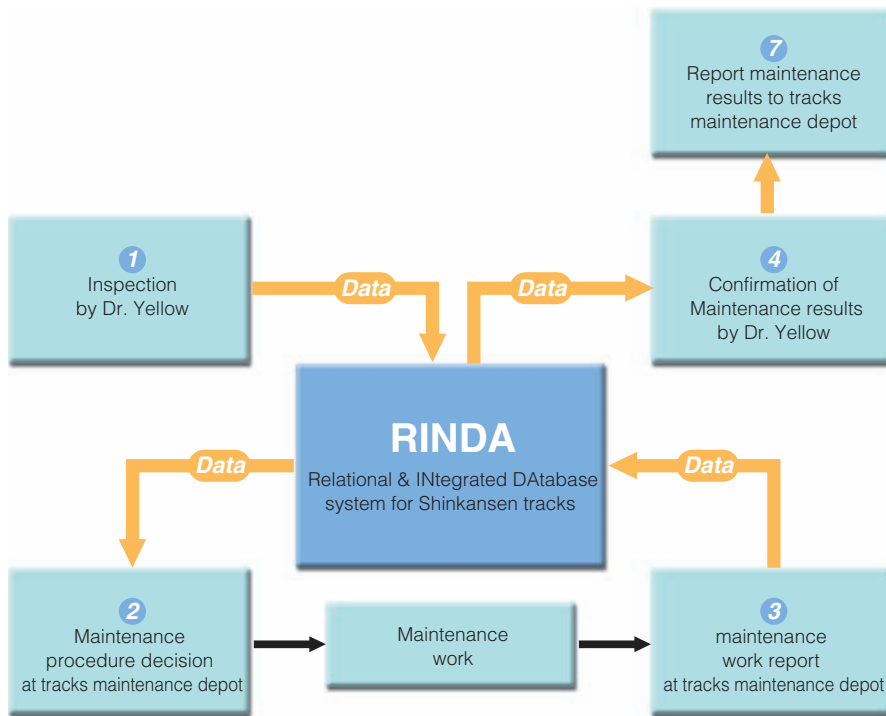


Cover-all hood

The Series N700 adopts the latest technologies, such as cover-all hoods between cars and low noise pantograph to reduce external noise. The Series N700 also saves energy substantially by optimizing its nose shape, using cover-all hoods to reduce running resistance, reducing body weight and employing the regenerative brake system to cover all electricity needed for braking.

20 Maintenance System with Dr. Yellow

RINDA manages various data for streamlining daily operations and improving reliability, and also receives and stores data from measurements performed by the multipurpose inspection train, Dr. Yellow.



Dr. Yellow: Multiple Inspection Train

- 7-car EMU train
- Inspects track, catenaries, and signaling and telecommunications facilities
- Conducts inspections at 270 km/h during operating hours
- Runs every 10 days

RINDA: Relational & Integrated Database system for Shinkansen Tracks

- Management of data relating to each type of plan, riding comfort, rail inspection, and maintenance cars and machinery.

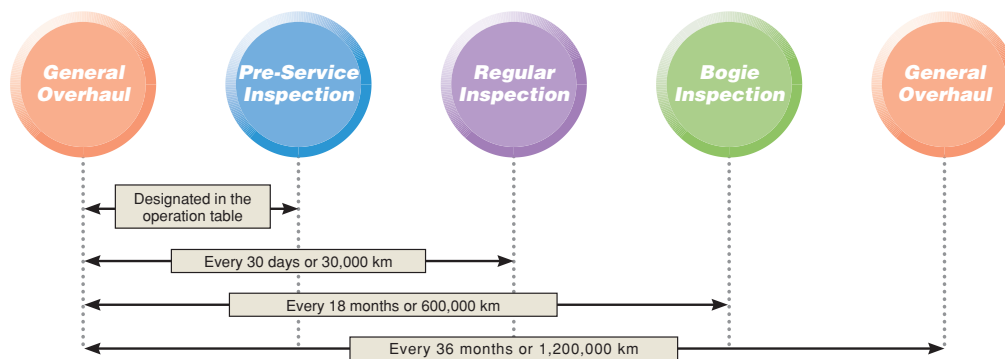
Maintenance Work

- Performed after midnight to 6:00 a.m.
- No disruption to regular train operation

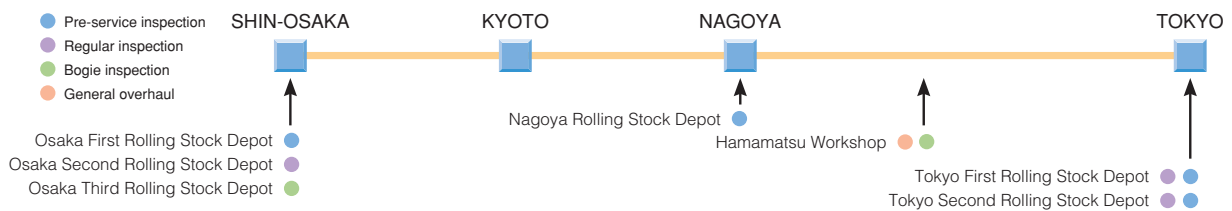
21 Maintenance Management of Shinkansen Rolling Stock

As a preventative maintenance measure, a periodic inspection and repair system is incorporated into the train management schedule to maintain the safety of Shinkansen rolling stock.

Type and Interval of Inspection



Rolling Stock Depots and Workshop

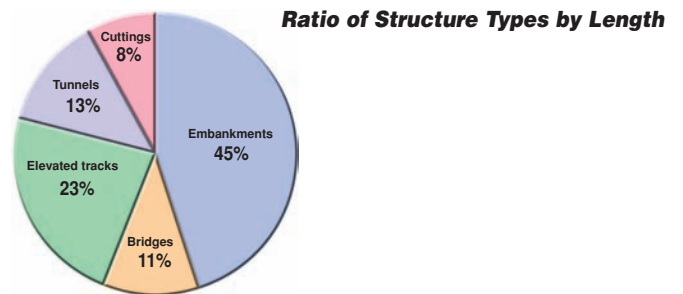
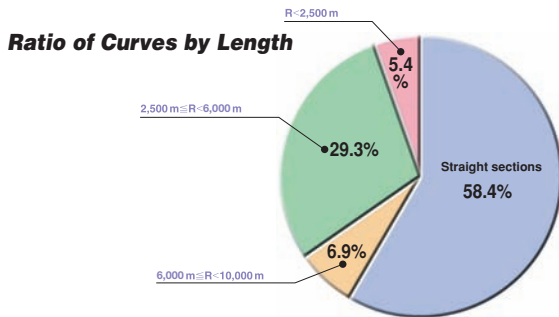


Note: No regular inspections at Mishima Rolling Stock Depot

22 Structural Specifications

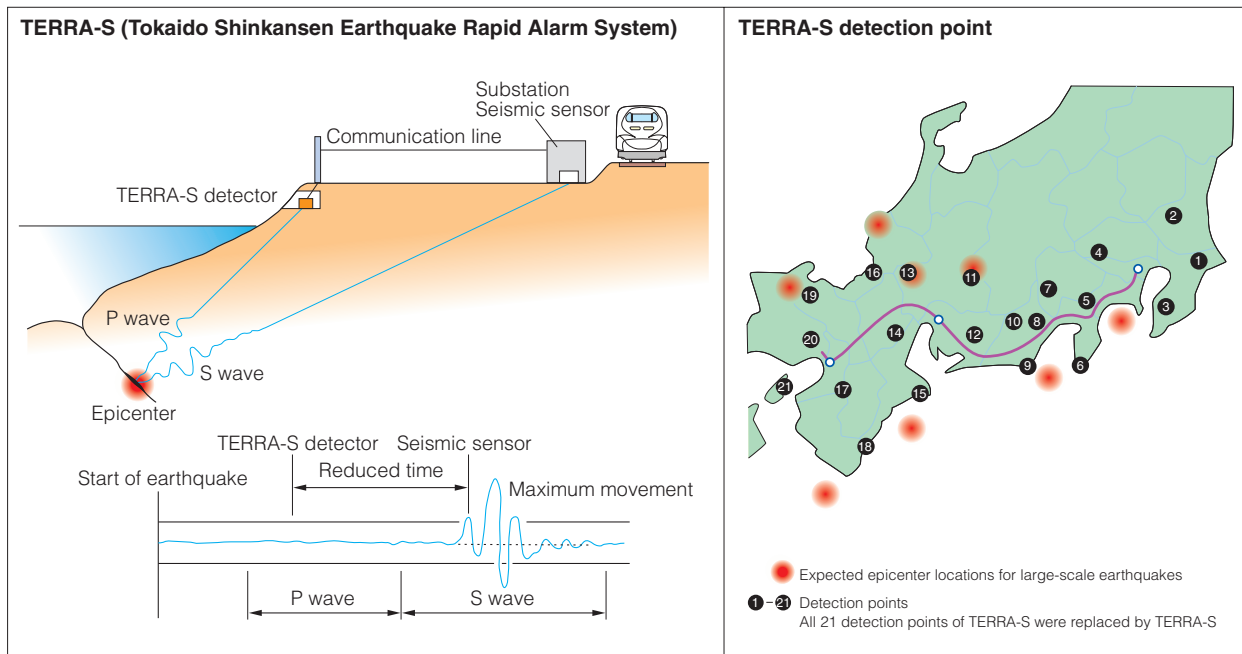
The Tokaido Shinkansen is distinguished by its minimized curve radius in comparison with the Sanyo, Tohoku and Joetsu Shinkansen because it was constructed in earlier days, resulting in being twisted in the metropolitan area.

	Tokaido Shinkansen	Sanyo Shinkansen	Tohoku-Joetsu Shinkansen
Commencement of operations	1964	1972	1982
Gauge (mm)	1,435	1,435	1,435
Maximum operating speed (km/h)	270	300	275
Maximum gradient (%)	20	15	20
Minimum curve radius (m)	2,500	4,000	4,000
Minimum vertical curve radius (m)	10,000	15,000	15,000
Cant (mm)	200	180	200
Distance between track centers (m)	4.2	4.3	4.3



23 TERRA-S (Tokaido Shinkansen Earthquake Rapid Alarm System)

TERRA-S detects P waves (Primary, longitudinal waves), which travel faster than S waves (Secondary, transverse waves), and makes realtime computation to identify the scale of the earthquake and distance to the epicenter. The system estimates the extent of damage, before issuing a warning. Detection of a large-scale earthquake will lead to immediate termination of power transmission to safely bring all train operations to a halt. A total of 21 detection points have been set up to ensure full coverage of the Tokaido Shinkansen, and to also provide information to train services for conventional lines.



24 Comparison of Intercity Transportation Service

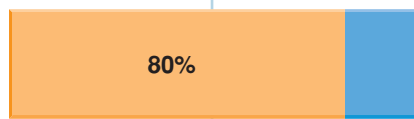
We are responding to market challenges by strengthening our schedule and service frequency, in which the Tokaido Shinkansen has a competitive advantage.

(As of July 2008)

Between Tokyo and . . .		Osaka (552.6 km)	Okayama (732.9 km)	Hiroshima (894.2 km)	Fukuoka (1174.9 km)
 Shinkansen	Travel time	2 hr. 25 min.	3 hr. 12 min.	3 hr. 47 min.	4 hr. 50 min.
	Departures per day	240	123	92	61
 Airplane	Travel time	1 hr. (Approx. 2 hr. 30 min.)	1 hr. 10 min. (Approx. 3 hr.)	1 hr. 15 min. (Approx. 3 hr. 10 min.)	1 hr. 30 min. (Approx. 2 hr. 40 min.)
	Departures per day	114	18	30	88

Market Share and Volume

Tokyo Area~
Osaka Area
126,000 passengers
per day



Tokyo Area~
Okayama Prefecture
8,000 passengers
per day



Tokyo Area~
Hiroshima Prefecture
14,000 passengers
per day



Tokyo Area~
Fukuoka Prefecture
27,000 passengers
per day



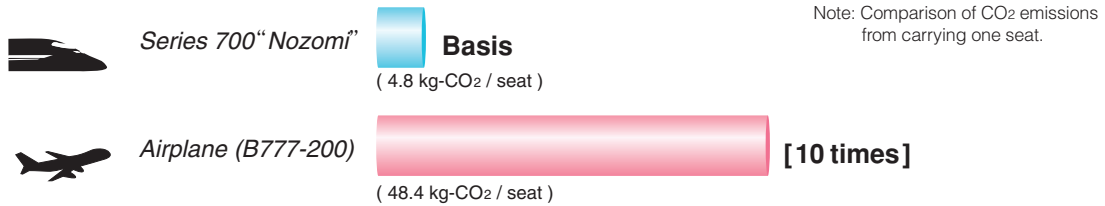
Airlines

Railways

Notes: 1. Travel times in parentheses include transfer and access times from airports to city centers, based on the most advantageous service.
 2. Market share is the percentage of all railway and airline services based on the inter-prefectural data of the *Inter-Regional Passenger Mobility Survey* (FY 2007.3), published by the Ministry of Land, Infrastructure and Transport.

3. Railway stations and airports for each destination—
 Tokyo: Tokyo Station Haneda Airport
 Osaka: Shin-Osaka Station Itami Airport/Kansai International Airport
 Okayama: Okayama Station Okayama Airport
 Hiroshima: Hiroshima Station Hiroshima Airport
 Fukuoka: Hakata Station Fukuoka Airport
 4. Tokyo Area: Tokyo, Kanagawa, Chiba, Saitama, Ibaraki
 Osaka Area: Osaka, Kyoto, Hyogo, Nara

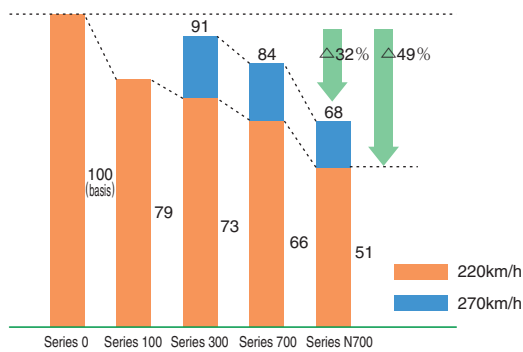
Comparison of CO₂ Emissions from Operation between Tokyo and Osaka



On the high-density, long-distance Tokyo-Osaka corridor, CO₂ attributable to the Series 700 "Nozomi" is around one-tenth that of an airplane(B777-200). This is the supremacy of railways as an environmentally -friendly transportation mode.

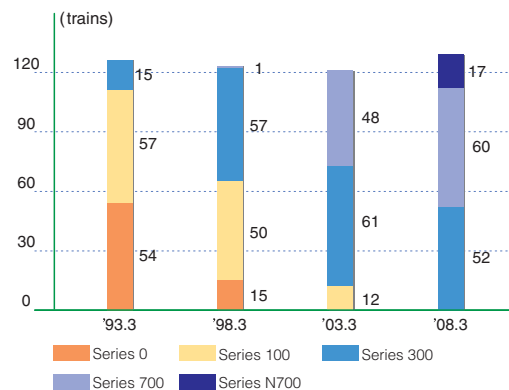
Improvement of the Energy Efficiency of Rolling Stock

Energy Consumption Levels of Shinkansen Trains



Note: Based on simulated test runs between Tokyo and Shin-Osaka.

Introduction of New Energy-Saving Type (Shinkansen)



Note: The figures are as of the end of each term (excluding retained and inspection trains).

JR Central is introducing new energy-efficient rolling stock in earnest. JR Central has unified all of rolling stocks of Tokaido Shinkansen into the high-speed/low-energy consumption type -either the Series 700 or the Series 300 in 2003. Going forward, JR Central intends to promote further energy conservation through the introduction of Series N700 rolling stock which improves maximum speed from 220km/h to 270km/h in comparison with the Series 0, while reducing energy consumption by 32%.

"Eco Business Trips" Proposal

JR Central has proposed the idea of "Eco Business Trips" for mid to long-term travel (business trips) as an effective effort to prevent global warming.

"Eco Business Trips" refers to, "business trips that contribute to ecology (preserving the environment)," in other words, considering and acting on the idea of "selecting methods of transportation and business trip configurations that emit low levels of greenhouse effect causing gases when traveling over medium to long distances (business trips)." These measures do much to reduce CO₂ emissions, do not require initial investment or substantial maintenance costs, and are an extremely easy way to reduce greenhouse effect causing gases. JR Central aims to spread the word of "Eco Business Trips" and is actively engaging in activities to disseminate information, such as advertising.



Holding International Symposiums

In December of last year we co-sponsored the "International Symposium on Climate Change and Transport Strategy" with the Institution for Transport Policy Studies. At this symposium, experts from many countries, including Lord Nicolas Stern, a professor at the London School of Economics, gave lectures and held debates concerning the efforts of transport organizations in Europe and the US regarding the present state of global warming and global warming issues, as well as those issues that Japan's transportation organizations should focus on. JR Central is actively engaged in the global warming issues based on the recognition that it is important to deliberate the future transport strategies.



27 Universal Design

JR Central continues to enhance our facilities to ensure the safety and comfort of all railway passengers.

Train



Wheelchair space



Brail signs



Multipurpose Toilet

Station



Information Display Board
(50% larger text than before)



Wheel Chair-Accessible Elevators



Multi-purpose toilet

28 Marketing Activities for Overseas Visitors

THE SHINKANSEN TOUR

THE SHINKANSEN TOUR is a travel package providing visitors to Japan with a full dose of Japanese history, cultures, industries and entertainment available in the Tokaido area between Tokyo, Nagoya and Osaka. More information is available on JR Central's web page at <http://jr-central.co.jp/english.nsf/index>

Travel Package



Shinkansen

+



HOTEL



THE SHINKANSEN TOUR Brochure

Package	1 Person	2 Persons	3 Persons	4 Persons
Standard	14,000	28,000	42,000	56,000
Deluxe	18,000	36,000	54,000	72,000
Super	22,000	44,000	66,000	88,000
Deluxe	26,000	52,000	78,000	104,000



Mt. Fuji



Shirakawago



Kiyomizu Temple



Hot spring

29 "Express Reservation" Service

The "Express Reservation" service, which is a convenient special discount membership service, enables passengers to use mobile phones or personal computers to easily reserve seats on the Tokaido Shinkansen and quickly receive their ticket from a ticket vending machine at the station. It allows passengers to change reservations any number of times at no extra charge as long as the change is made before the departure time listed in the timetable and before receipt of the ticket.

※ Payment is made by "Express Card" credit card.



▲ Express Card



◀ Receive tickets at the station

No need to wait in line
No need for cash

JR Central expanded the "Express Reservation" service further. Service coverage was further extended in July, 2006 to the Sanyo Shinkansen areas (Shin-Osaka -Hakata). In addition, we introduced the EX-IC service in FY 2008.3, to the Tokaido Shinkansen area whereby IC technology is used to eliminate the need to obtain paper-based tickets in automatic ticket vending machines at stations.

The "EX-IC Card" , which can now be used between Tokyo and Shin-Osaka, will be expanded to cover the area Tokyo-Hakata in fiscal year 2009.



Reserve the seat online via web browser-equipped mobile phones or PCs.

Anywhere

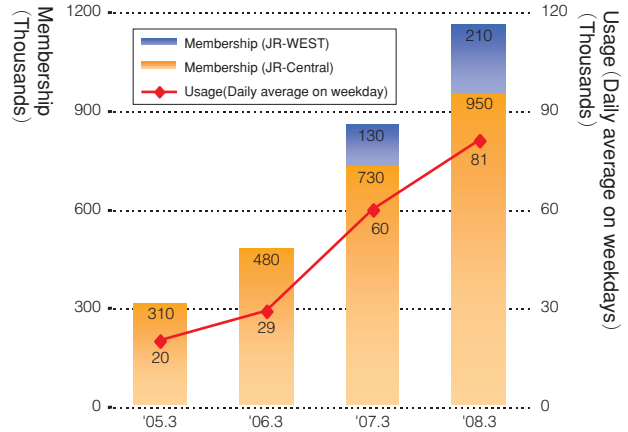


▲ Touch the IC card to the sensor at entry gates

No need to wait in line
No need for cash
No need to pick up tickets

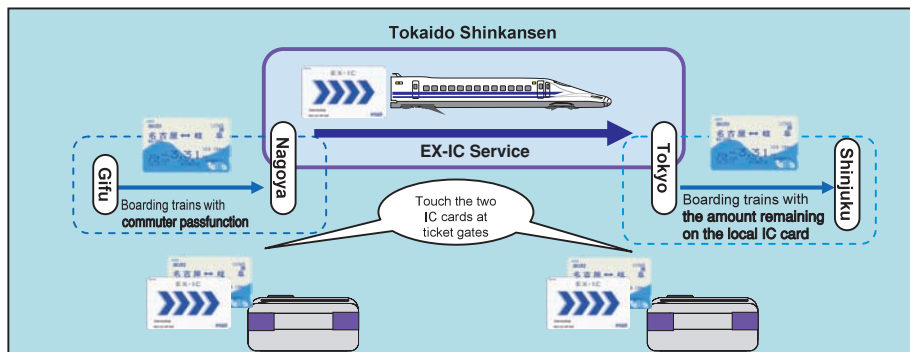


■ The trend of the "Express Reservation"



Passengers can now transfer smoothly from the Tokaido Shinkansen to local lines by merely touching the automatic ticket gates with both their "EX-IC Card" and the local line IC cards, such as TOICA (see No.38).

■ Concept image of using the EX-IC Card with TOICA



Transferring between the Shinkansen and local lines becomes seamless with the use of TOICA and an EX-IC Card

30 High-Speed Railways in the world

The Tokaido Shinkansen achieved the world's first high-speed railway operations when first started in 1964 and takes pride in holding the highest standards in comparison with high-speed railway systems subsequently developed in Europe.

MODEL ▶



	Tokaido-Sanyo Shinkansen	TGV (France)	ICE (Germany)
Inauguration	1964 (Tokaido), 1975 (Sanyo)	1981	1991*
Section	Tokyo - Shin-Osaka - Hakata	Paris - Lyon	Cologne - Frankfurt
Distance	1069.1 km	431 km	180 km
Departures per day	309 (Tokaido), 289 (Sanyo)	187	112
Maximum operating speed	300 km/h (Sanyo), 270 km/h (Tokaido) (206 km/h average commercial speed, Tokyo - Shin-Osaka)	300 km/h (230 km/h average commercial speed, Paris - Lyon)	300 km/h (154 km/h average commercial speed, Cologne - Frankfurt)
Traction	EMU	EL	EMU
Power supply	25 kV AC 60 Hz	25 kV AC 50 Hz & 1.5 kV DC	15 kV AC 16 2/3 Hz
Axle load	11.4 t	17 t	15 t
Seat pitch (2nd class)	1,040 mm	920 mm	971 mm
Passenger capacity	1,323	545	391

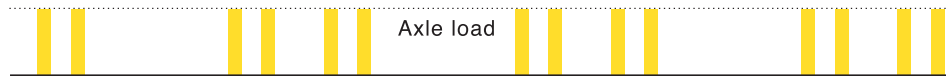
Note: *The ICE3 service on the Cologne - Frankfurt high-speed line started in 2002. The figures for TGV and ICE are based on Thomas Cook (July 2005).

31 Characteristics of the EMU (Electric Multiple Unit) System

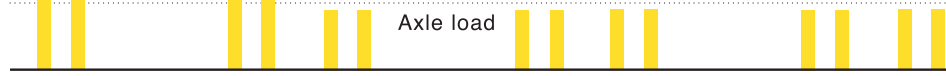
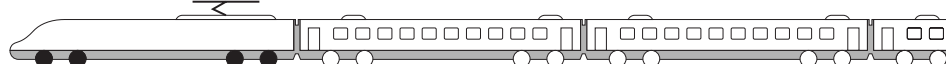
Distributed motor power is inherently more capable than centralized motor power.

Characteristics	Advantage
Low axle load	Reduction of construction cost and track maintenance cost
Stable adhesion performance	Low noise and ground-borne vibration
Effective regenerative braking	High acceleration and deceleration
Effective use of floor	Reliable service in bad weather conditions
Redundancy of traction system	Energy saving
	Reduction of brake maintenance
	Large capacity
	High reliability

EMU System



Locomotive-Hauled System



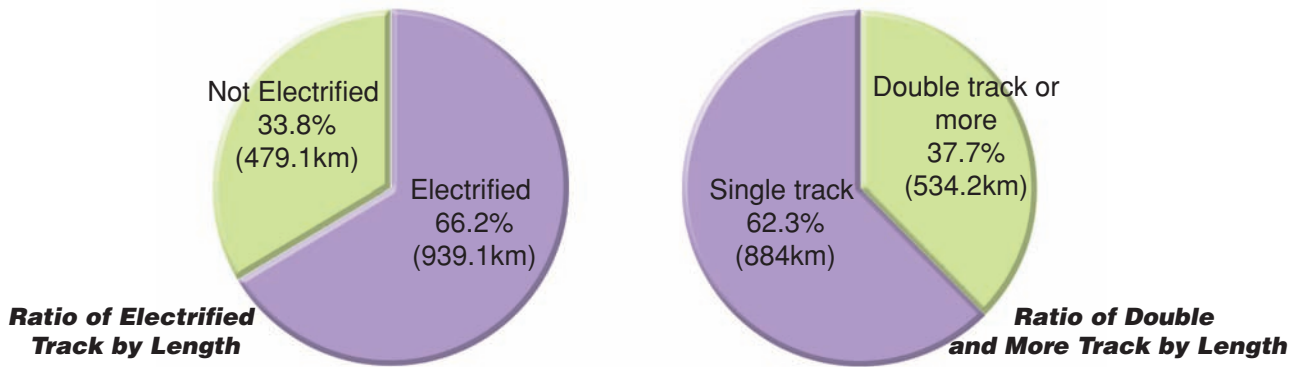
● Driving axle ○ Trailing axle

32 Outline of Conventional Lines

JR Central operates a network of 12 conventional lines, which form a common network with the Tokaido Shinkansen. These lines have contributed substantially to the regions' socioeconomic prosperity.

Power supply	1.5 kV DC
Route length	1,418.2 km
Rail gauge	1,067 mm
Level crossings	1,924
ATS*	100%
Stations	393

* Percentage of conventional lines using ATS: This system operates the emergency brakes by sending a stop signal through the ATS ground coil when a stop sign has been ignored for some reason.

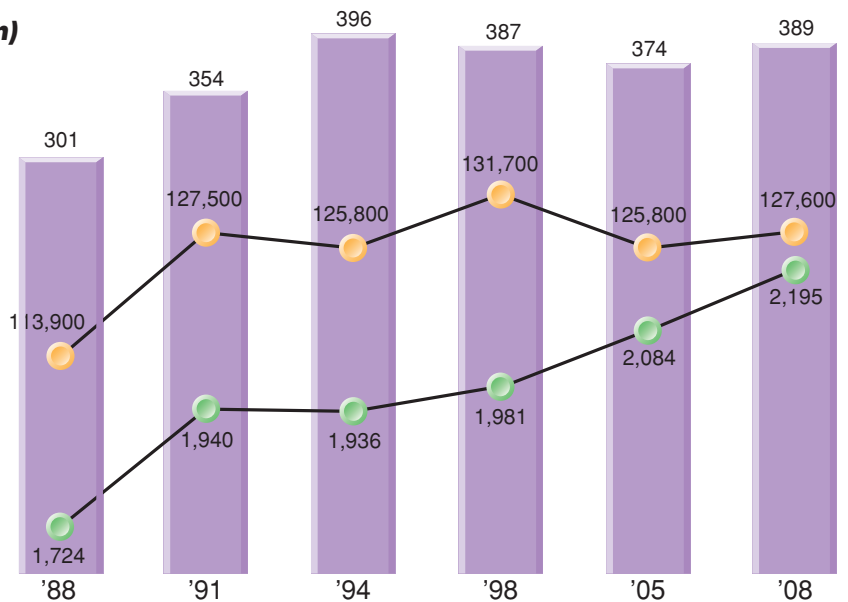


33 Improvements in Operations

By various measures such as the introduction of faster and more modern rolling stock and an increase in the frequency of trains, the annual number of passengers traveling on JR Central's conventional line network has increased to 129.2% since JNR was privatized in 1987.

Weekday Timetable for Tokaido Line Trains* (Nagoya Station)

1983	2008
34 52 57	5 19 37 48
27 52	6 8 27 33 46 52
21 31 39	7 0 2 10 16 18 23 28 33 39 43 46 50 55
1 19 44	8 0 6 11 15 20 24 30 35 39 44 49 54
9	9 2 9 15 28 30 43 45 58
9 25	10 0 13 15 28 30 43 45 58
4 25 54	11 0 13 15 28 30 43 45 58
25 59	12 0 13 15 28 30 43 45 58
25	13 0 13 15 28 30 43 45 58
6 25 48 57	14 0 13 15 28 30 43 45 58
25 56	15 0 13 15 28 30 43 45 58
25 39	16 0 13 15 28 30 43 45 58
2 29 55	17 0 2 13 15 28 30 32 43 47 58
0 15 36 42 52	18 3 5 10 18 20 23 30 35 38 43 50 52 58
27 44 55	19 3 5 10 18 20 23 30 32 43 45 53 58
25 49	20 0 13 15 23 28 30 43 45 53 58
33	21 0 13 15 23 28 30 43 45 53 58
20	22 0 13 15 28 30 43 45 58
4	23 4 18 33 55 56
0	17



Note: *Eastbound trains

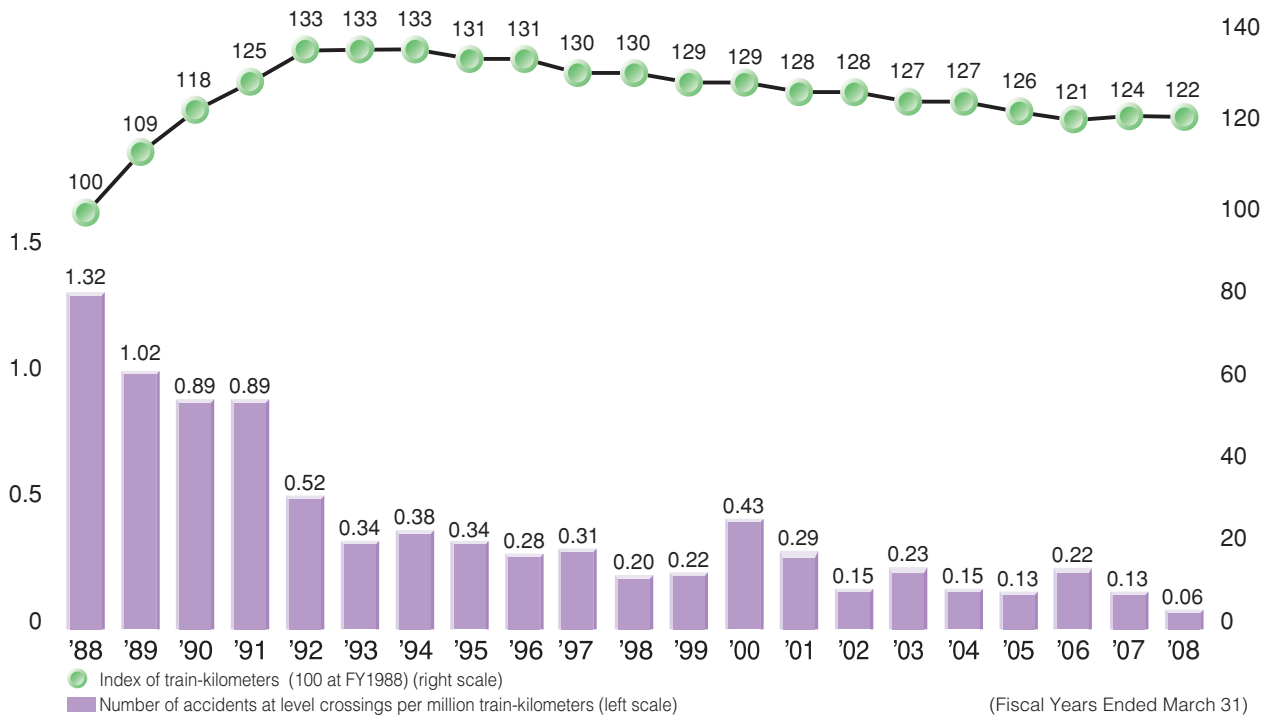
Ridership per day is for the fiscal year ended March 31.

Travel time and number of trains per day are as of April 1 of each fiscal year.

● Train Kilometers ● Daily Departures ■ Passenger Ridership (million people)

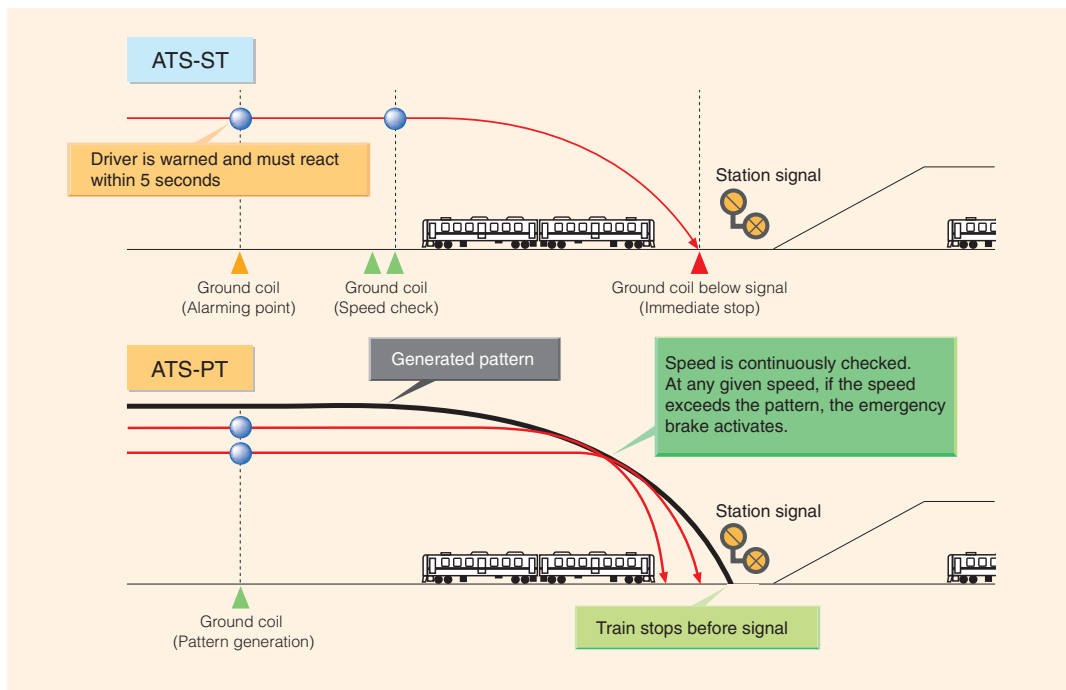
34 Accidents at Level Crossings

JR Central utilizes a myriad of safety technologies incorporating equipment such as railway crossing obstruction radar and crossing safety failure warning systems to prevent level crossing accidents.







35 Introduction of ATS (Automatic Train Stop) -PT System

Automatic train stop system on conventional lines has greatly contributed to the prevention of serious accidents and accidents resulting from mistaken departures, etc., through the use of the ATS-ST that employs a speed checking function. JR Central will replace the system with the ATS-PT in order to make conventional lines even safer.



36 Rolling Stock

JR Central has introduced faster and more modern rolling stock, which has not only raised passenger comfort but also reduced per-car operating and maintenance expenses.

MODEL				
	Series 383 Express EMU	Series 313-5000 Suburban EMU	Series 85 Express DMU	Series 285 Sleeping Car Express EMU
<i>Inauguration</i>	1995	2006	1989	1998
<i>Type of service</i>	<i>Shinano</i>	<i>Rapid train service</i>	<i>Hida , Nanki</i>	<i>Sunrise Express</i>
<i>Maximum speed</i>	130 km/h	120 km/h	120 km/h	120 km/h
<i>Passenger capacity</i>	Second class: 311 First class: 44	Seats: 312 Standing: 500	Second class: 202 First class: 32	First class: 6 Second class: 152
<i>Weight (tons/trainset)</i>	213.5	204.9	163.8	305
<i>Bogie</i>	Bolsterless type with controlled tilting and self-steering system	Bolsterless type	Bolsterless type	Bolsterless type with antirolling mechanism
<i>Configuration</i>	3M3T	3M3T	—	2M5T
<i>Power control system</i>	VVVF (Variable Voltage, Variable Frequency) control	VVVF (Variable Voltage, Variable Frequency) control	—	VVVF (Variable Voltage, Variable Frequency) control
<i>Traction motor</i>	Asynchronous motor, 12 motors/trainset, 1,860 kw/trainset	Asynchronous motor, 12 motors/trainset, 2,220 kw/trainset	8 engines/trainset, 350 ps/2,000 rpm/engine, U.K. manufacturer Cummins Engine Co.,Ltd. 2,800 ps/trainset	Asynchronous motor, 8 motors/trainset, 1,760 kw/trainset

37 Multiple Inspection Train

JR Central has introduced **Dr. Tokai**, a multiple inspection train dedicated to comprehensive testing of tracks and electricity facilities.

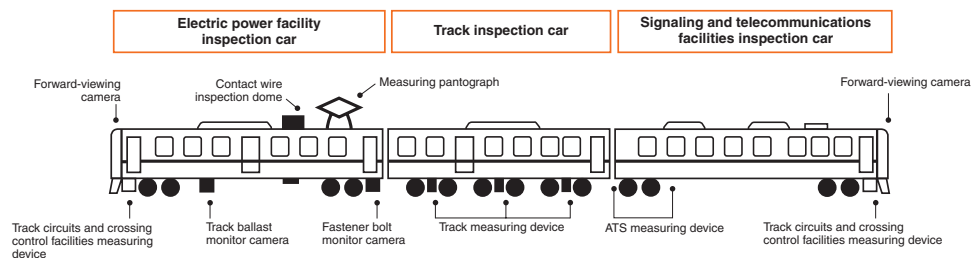


Dr. Tokai

- World's first multiple inspection DMU train
- Inspects both electrified and nonelectrified conventional lines
- Inspects tracks and electric power, signaling, and telecommunications facilities

Introduction of new Dr. Tokai, "Dr. II"

A new track inspection train (Dr. II) started operation in August of 2005. Its configuration is identical to the conventional Dr. Tokai in terms of trainset/vehicle formation and is only installed with track maintenance related measuring devices. The Dr. II employs the latest technology including image processing technology and boasts even more reliable measuring functionality and accuracy.



38 TOICA (Tokai IC Card)

The IC Ticket service "TOICA" for conventional lines started in November 2006 in the Nagoya area (75 stations) and expanded to the Shizuoka region (39 stations) in March 2008. We have also enabled mutual use of JR East's "Suica" card and JR West's "ICOCA" card. The "TOICA" prepaid SF (Stored Fare) cards and "TOICA rail pass" (for business and school commuter pass) that combines a rail pass function with an SF function have also been introduced.

Characteristics of TOICA

Just Touch the Gate

TOICA is a non-contact IC card ticket, so the card can be kept in the commuter pass holder, saving any trouble of taking the card out and inserting it into the ticketing gate.

Automatic Fare Adjustment

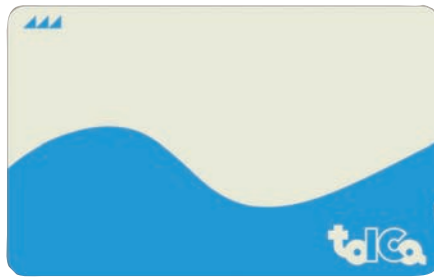
It is no longer necessary to check the fare and buy tickets each time.

Repeat Use

The card can be used repeatedly by charging the card at an automatic ticket machine.

Reissue of the Card

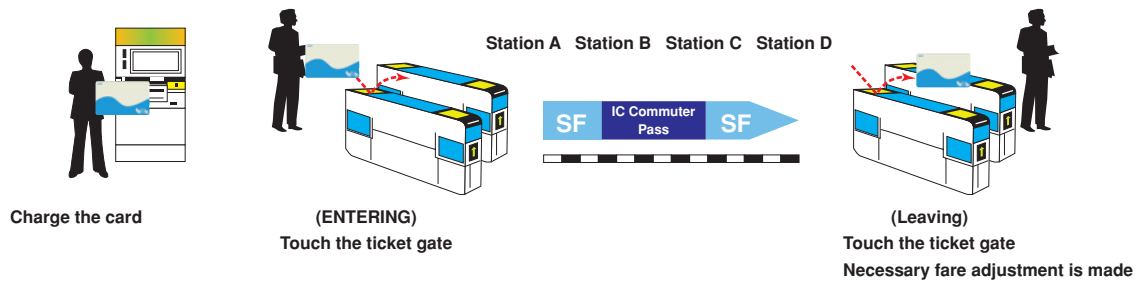
If the TOICA Commuter Pass is lost, a card of identical content may be reissued and the lost card will be voided to prevent unauthorized use.



TOICA prepaid SF Card

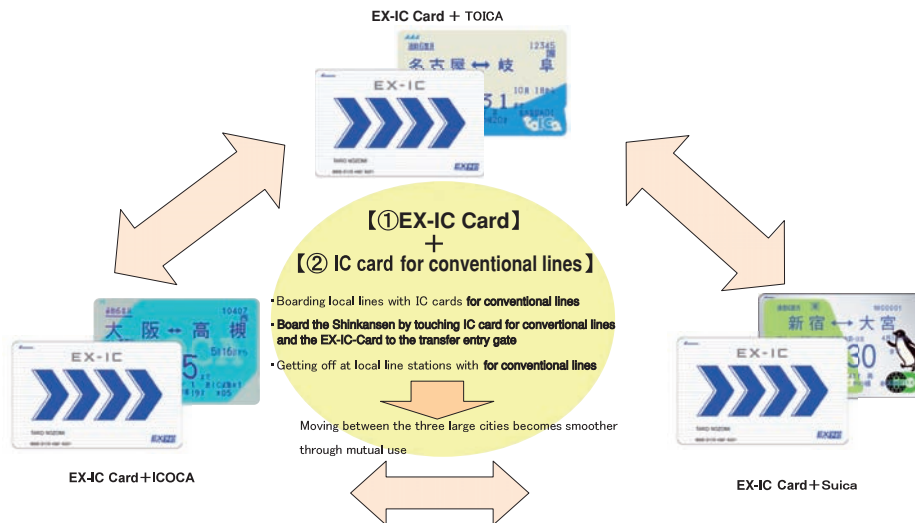


TOICA rail pass



Mutual use of IC cards for conventional lines

Making transfers between the Shinkansen and local lines in the Tokyo, Nagoya and Kansai areas seamless



※ IC cards for conventional lines cannot be used between TOICA, ICOCA and Suica areas.

39 JR Central Research Center ("The Komaki")

Promoting Technological Development at JR Central Research Center

JR Central opened its own R&D center in Komaki (Aichi Prefecture) in July 2002, to further strengthen our efforts toward technological development that will support our future, to enhance our technical capabilities, and to foster technically skilled human resources. The new research institute is promoting R&D activities focusing on "Improving railway technology" and "Addressing challenges in new fields". Research center is about fifty-minute drive northward from JR Nagoya Station.



JR Central Research Center

State-of-the-art Technology applied to Series N700

The fruitful outcome derived from multi-field researches and trials performed in "The Komaki" has been practically applied to the Series N700 trainsets newly launched in July 2007. For example, "Body inclining system", offering excellent riding comfort even at curves during a high-speed journey at 270km/h, was developed in the research facility by using the "Vehicle Dynamic Simulator". For the minimization of the effect of the passing vehicles to the surrounding environment, such technologies as "Cover-all Hood" and "New Pantograph Structure" were worked out by using the "Low noise wind tunnel". In addition, for the realization of complete smoking separation in the cars, the designated smoking rooms are installed that are equipped with photo-catalytic deodorization devices also originally developed in "The Komaki".



Vehicle Dynamic Simulator



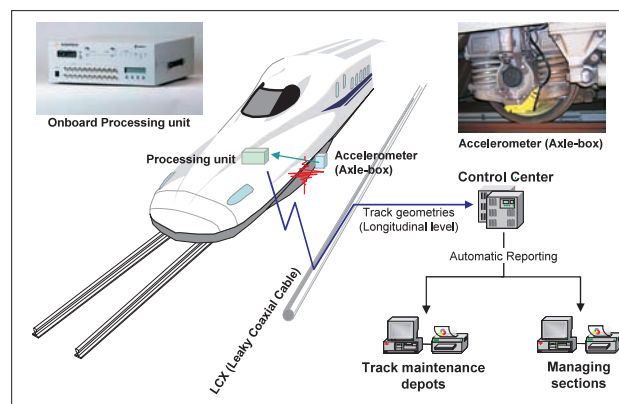
Low Noise Wind Tunnel

Track Measurement Technology Develop for Regular Trains

The tracks of the Shinkansen are inspected three times a month (approximately one inspection every 10 days) by a multipurpose inspection train called "Doctor Yellow" for different things such as the shape of the track in the vertical and lateral directions, and we have newly developed a device for measuring the shape of tracks regular train lines. This device measure the acceleration generated on the axle box of a bogie in motion and can measure the shape of the track in real time to a degree of accuracy comparable to Doctor Yellow.

As a result, the number of opportunities to grasp the status of track shape has increased dramatically enabling us to further improve comfort through more detailed maintenance.

Track Measurement Technology for Regular Trains

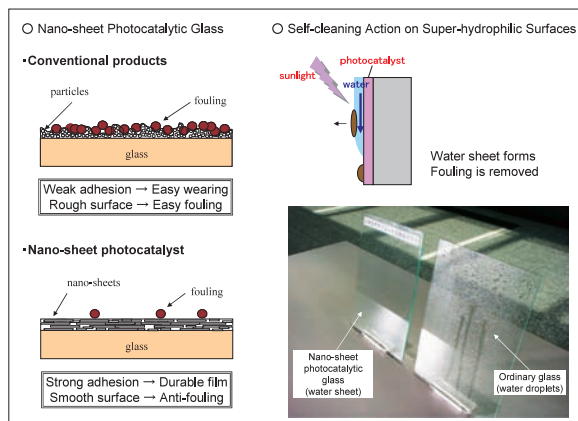


The Discovery of Niobium Nano Sheet Technology in Photocatalytic Glass

Photocatalytic membranes formed on the surface of glass exhibit hydrophilic properties when exposed to light thereby creating a self-cleaning effect when the water spreads over this membrane. However, it currently does not stick well to titanium oxide photocatalytic glass that is generally used for such things as outside walls and the windows of buildings, so it could not be applied to rolling stock windows.

JR Central had developed a new type of photocatalytic glass that is coated with niobium nano sheets made from niobium oxide. By using this special "nano sheet" that is only 1nm in thickness, we have realized a strong and high performance coating. Also, by using niobium instead of titanium there is no need to form a sub-membrane that is required for the firing process of photocatalytic glass thereby resulting in a large reduction in manufacturing cost.

Niobium Nano Sheet Technology in Photocatalytic Glass



40 Superconducting Maglev

Promoting a Tokaido Shinkansen Bypass(Chuo Shinkansen)

As JR Central continues to carry out its mission of operation of high-speed railway between the Tokyo, Nagoya and Osaka areas, which is the lifeline of our business, we are also planning a Tokaido Shinkansen bypass that utilizes the Superconducting Maglev and will provide the future foundation for existence of our company. The Tokaido Shinkansen which presently fulfills the role of transport between the three metropolitan areas is going into its 45th year of operation and we have entered a time when we must think of drastic ways to deal with future aging and large-scale earthquakes. Furthermore, whereas its transport capacity has achieved the highest level physically possible through enhancement measures, it is fact that usage is exceeding its limits during peak time periods. It is therefore necessary for JR Central to realize an alternative bypass that utilizes the Superconducting Maglev that we have developed as quickly as possible to assume this role and to operate it in an integrated fashion with the Tokaido Shinkansen. Then, that is why JR-Central made it clear in April of last year that as the first step in this project we set the goal to start commercial operation of between Tokyo and Nagoya areas by 2025 which is the end of the first quarter of the 21st century. In the following December, we determined that it is possible to maintain sound operation and stable dividends while investing as needed to ensure safe and reliable transport and enhance competitiveness even if we were to bear the financial burden of track construction, and decided to proceed with the necessary paperwork to realize such a bypass as a Chuo Shinkansen in accordance with the Nationwide Shinkansen Railway Development Law under the assumption that JR Central will bear the financial burden.

The Superconducting Maglev Technology Development

In realizing a Tokaido Shinkansen bypass(Chuo Shinkansen), JR Central believes that employing the Superconducting Maglev is most appropriate due to its innovative nature and high speed, and we are actively engaged in construction of the Yamanashi Maglev Test Line and technological development aimed at practical application and commercial operation.



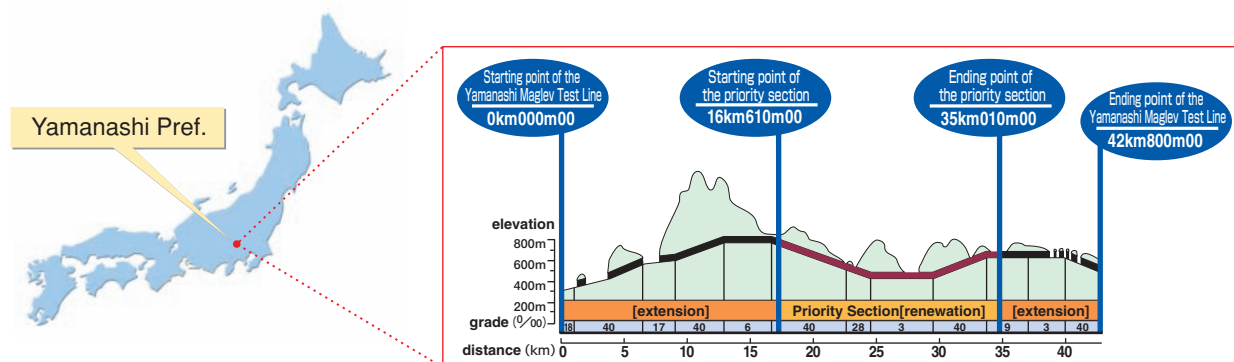
- 1997** Start running test at Yamanashi Maglev Test Line
- 2003** Manned speed record of 581 km/h
- 2005** The Maglev Technological Practicality Evaluation Committee of MLIT acknowledged that its foundation technology was sufficiently established for practical application
- 2008** The cumulative travel distance exceeded 680,000km(As of August 31st)



Guinness Certificate for the manned world-record speed of **581km/h**

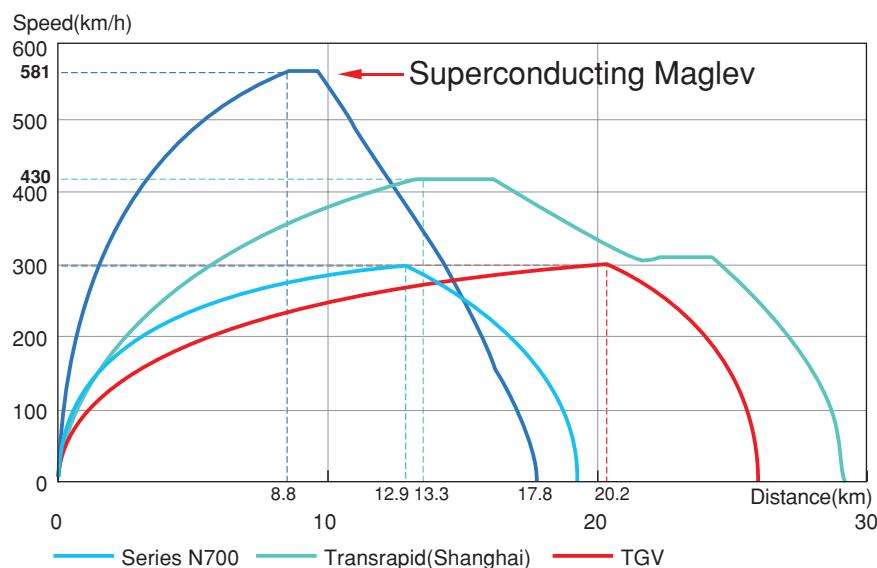
Renewal and Extension of the Existing Test Line

In September 2006, in order to confirm the technology aimed at practical application of the Superconducting Maglev, such as confirmation of practical level specifications and the establishment of a maintenance system, JR Central decided to invest 355 billion yen of capital to completely after test line facilities to practical level specifications and extend the length of the test line to 42.8km for which actual construction began in May 2008. Construction is proceeding with the objective of completion in FY2013 and we aim to complete construction as quickly as possible in a steady and speedy manner.



High Performance of Superconducting Maglev

The performance of Superconducting Maglev is notable not only during high-speed operation but also on acceleration. Compared with other Maglev systems or high-speed railway systems, the acceleration performance is extremely high and enables the achievement of high speeds in short time.



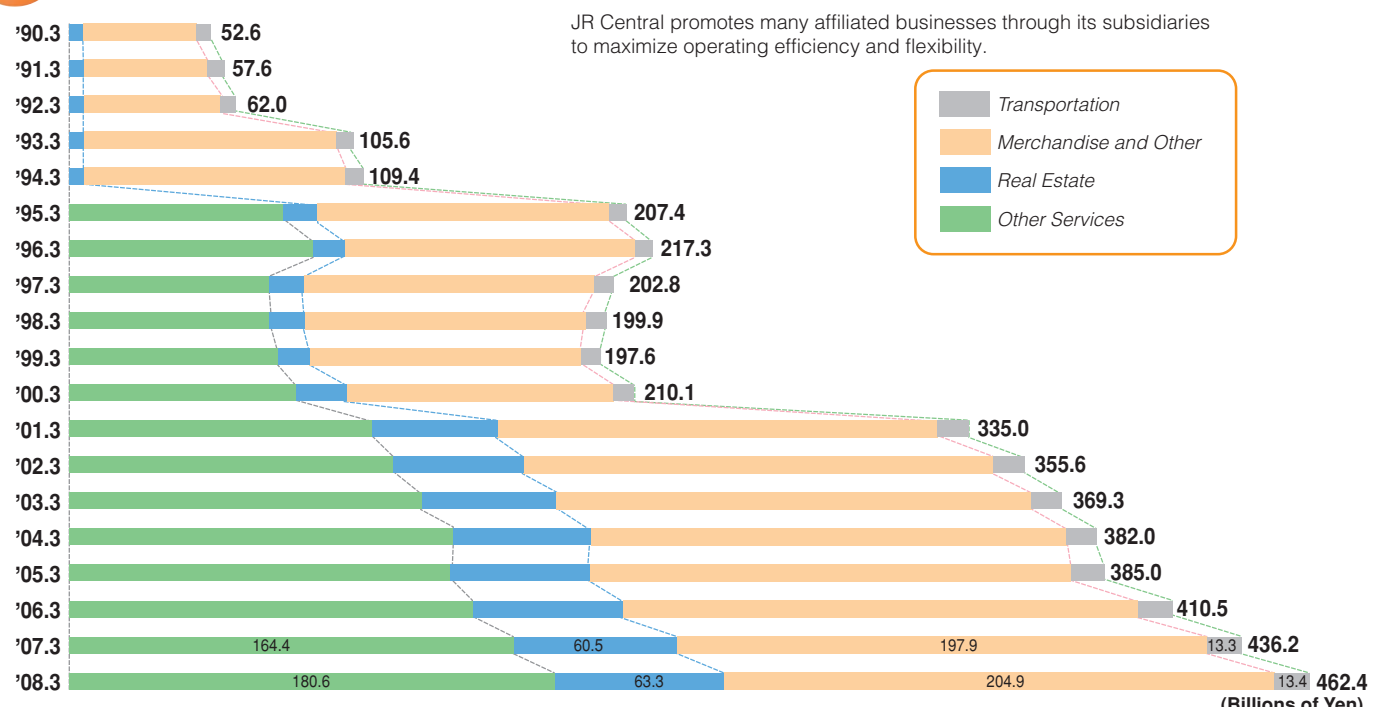
Reducing costs thoroughly while ensuring safety

The burden of the costs for track construction of the bypass rests entirely on our own capital, and all costs are examined by the internally established "the Tokaido Shinkansen Bypass Construction Committee" which continues to thoroughly reduce costs while ensuring safety.

41

Operating Revenues of Group Companies

JR Central promotes many affiliated businesses through its subsidiaries to maximize operating efficiency and flexibility.



(Fiscal Years Ended March 31)

Note: 30 Group companies as of March 31, 2008

42

Group Companies

All Group companies are actively pursuing business strategies that broaden the operating foundation of the entire group.

Transportation



- JR Tokai Bus Company
- First Air Transport Co.,Ltd.
- JR Tokai Logistics Company
- Tokai Transport Service Company

Leisure and Service



- JR Tokai Hotels Co.,Ltd.
- Nagoya Terminal Hotel Co.,Ltd.
- Shizuoka Terminal Hotel Co.,Ltd.
- JR Tokai Tours
- Hida Forest City Planning Co.,Ltd.
- JR Tokai Agency Co.,Ltd.
- Wedge Inc.

Real Estate



- JR Central Buidling Co.,Ltd.
- JR Tokai Real Estate Co.,Ltd.
- Shin-Yokohama Station Development Co.,Ltd.
- Toyohashi Station Building Co.,Ltd.
- Tokyo Station Development Co.,Ltd
- Nagoya Terminal Station Building Co.,Ltd.
- Shizuoka Terminal Development Co.,Ltd.
- Hamamatsu Terminal Development Co.,Ltd.
- Nagoya Station Area Development Corporation

Distribution



- JR Development and Management Corporation of Shizuoka
- JR Development and Management Corporation of Kansai

- JR Tokai Takashimaya Co.,Ltd.
- JR-Central Passengers Co.,Ltd.
- Tokai Kiosk Company
- JR Tokai Food Service Co.,Ltd.
- JR Tokai Corporation

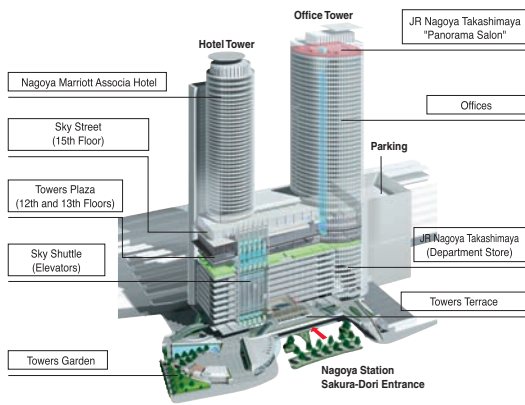
Other

- Shinsei Technos Co.,Ltd.
- JR Tokai Well Co.,Ltd.
- JR Tokai Construction Co.,Ltd.
- JR Tokai General Building Maintenance Co.,Ltd.
- Chuoh Linen Supply Co.,Ltd.
- JR Tokai Information Systems Company
- The Japan Mechanised Works and Maintenance of Way Co.,Ltd.
- Tokai Rolling Stock & Machinery Co.,Ltd.
- JR Central Consultants Company
- JR Tokai Partners Co.,Ltd.
- Shinkansen Engineering Co.,Ltd.

Note: As of March 31, 2008

43 JR Central Towers

JR Central Towers, the core project of the JR Central Group's affiliated business diversification plan, houses rental office units, a department store, a hotel, and other facilities.



Location

Nagoya Station

Site area

Approx. 82,000 sqm

Primary uses

Station facilities, department store, hotel, rental office space, and parking area

Floors

Office tower: 51 aboveground floors

Hotel tower: 53 aboveground floors

4 underground floors

Highest point

Office tower: 245 m

Hotel tower: 226 m

Floor area

Approx. 410,000 sqm

Parking capacity

Approx. 1,500 automobiles



Sky street



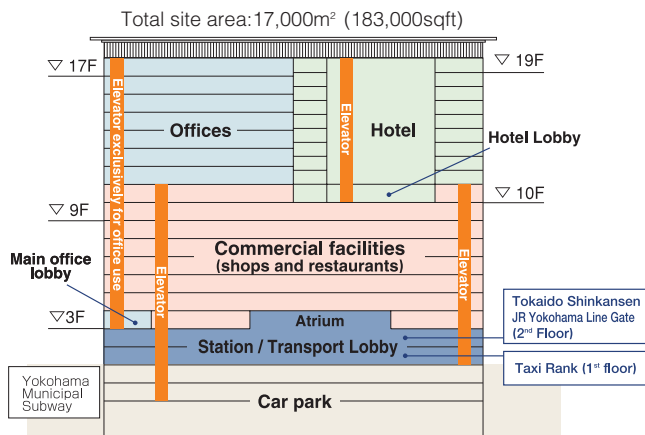
Nagoya Marriott Associa Hotel (Suite)



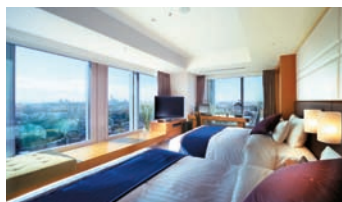
Night view of the Towers illuminated in winter

44 Shin-yokohama Central BLDG.

Shin-yokohama Central BLDG. is a highly convenient complex that unifies various functions of a city such as offices and stores, restaurants, and a hotel. At the same time the improvement of station facilities has done, and the addition of a walk deck in the area in front of the station is continuing, which will increase convenience for the people who use the station and the local community. The construction began in July of 2005 and operation of the renewed station and building began in 2008.



Atrium



Hotel Associa Shin-yokohama (Executive Twin Room)

45 Overseas Business

Japanese Restaurant in London

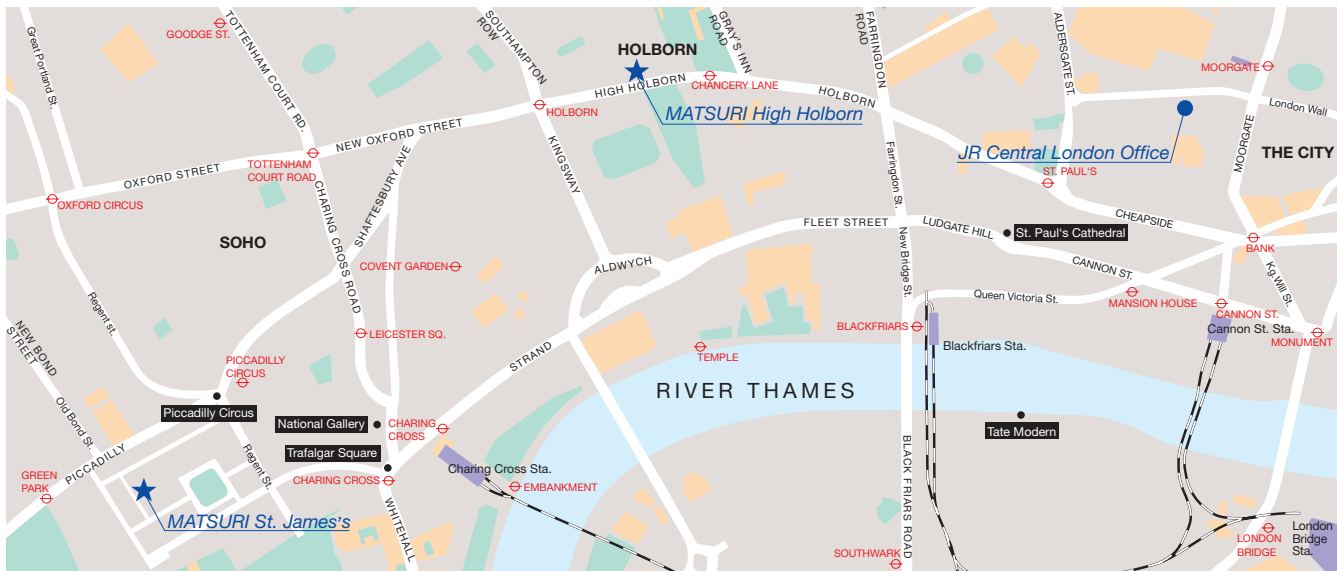
Since 1988, JR Central has opened three overseas offices to expand into new business fields. Successful examples of a new business are our highly regarded restaurants, *Matsuri St. James's* and *Matsuri High Holborn*, in London.



Matsuri St. James's
 Address 15 Bury Street, London SW1Y 6AL
 Telephone 020-7839-1101



Matsuri High Holborn
 Address Mid City Place, 71 High Holborn, London WC1V 6EA
 Telephone 020-7430-1970



Import from Australia

Wine, nuts, and beef jerky have been imported from Australia and are being sold in the Shinkansen, at stations and at affiliated hotels and restaurants.



46 Consolidated Balance Sheet and Statements of Income

For the Year Ended March 31, 2008

Balance Sheet			Statements of Income		
Assets	(Billions of Yen/Millions of U.S.Dollars)		Operating Revenues		
Total			¥1,559.4 \$15,594.6		
Total Current Assets			Total Operating Costs and Expenses		
	169.7	1,697.1	1,125.0	11,250.0	
Cash and Cash Equivalents	34.6	346.0	Transportation, other services and cost of sales		
Others	135.1	1,351.1	956.7 9,567.8		
Total Investments and Other Assets			Selling, general and administrative expenses		
	290.1	2,901.2	168.2 1,682.2		
Liabilities and Equity			Operating Income		
Total			434.4 4,344.6		
Total Current Liabilities			Other Expenses-Net		
	635.3	6,353.1	(162.9) (1,629.9)		
Trade Payables	203.7	2,037.8	Income Before Income Taxes and Minority Interests		
Others	431.5	4,315.3	271.4 2,714.7		
Total Long-Term Liabilities			Total Income Taxes		
	3,583.1	35,831.6	109.9 1,099.7		
Long-Term Debt	1,291.2	12,912.9	Current		
Long-Term Payables	1,830.3	18,303.9	114.8 1,148.0		
Allowance for Large Scale Renovation of the Shinkansen Infrastructure	183.3	1,833.3	Deferred		
Liabilities for Employees'	209.9	2,099.9	(4.8) (48.3)		
Others	68.1	681.6	Minority Interests in Earnings of Consolidated Subsidiaries		
Total Equity			1.7 17.3		
	930.7	9,307.6	Net Income		
Common Stock	112.0	1,120.0	159.7 1,597.7		
Capital Surplus	53.5	535.8			
Retained Earnings	1,049.7	10,497.7			
Unrealized gain on Available-for-Sale Securities	8.7	87.7			
Treasury Stock	(309.1)	(3,091.0)			
Minority Interests	15.7	157.4			
Net Property and Equipment					
	4,689.3	46,894.0			
Buildings and Structures	4,232.5	42,325.9			
Machinery, rolling stock and vehicles	1,113.9	11,139.6			
Land	2,343.3	23,433.5			
Other	143.6	1,436.9			
Construction in Progress	99.8	998.4			
Accumulated Depreciation	(3,244.0)	(32,440.3)			

Note: 30 consolidated subsidiaries

Note: Yen figures have been converted into U.S. Dollars at the rate of ¥100=US\$1, the approximate exchange rate at March 31, 2008

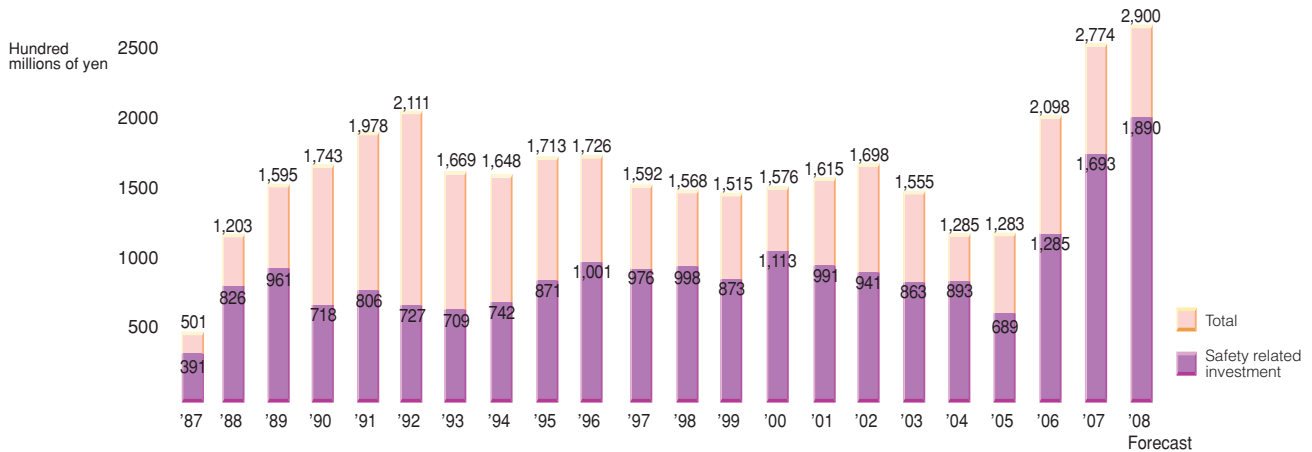
47 Non-Consolidated Balance Sheet and Statements of Income

For the Year Ended March 31, 2008

Balance Sheet			Statements of Income		
Assets	(Billions of Yen/Millions of U.S.Dollars)		Total Operating Revenues		
Total			¥1,261.2 \$12,612.4		
Total Current Assets			Railway Business		
	124.9	1,249.0	1,252.2 12,522.1		
Cash and Cash Equivalents	31.2	312.1	Others		
Others	93.6	936.9	9.0 90.3		
Total Investments and Other Assets			Total Operating Costs and Expenses		
	414.1	4,141.0	848.4 8,484.3		
Liabilities and Equity			Railway Business		
Total			¥4,981.3 \$49,813.3		
Total Current Liabilities			610.2 6,102.4		
Trade Payables	157.2	1,572.5	Operating Income		
Others	452.9	4,529.9	412.8 4,128.1		
Total Long-Term Liabilities			Other Expenses-Net		
	3,489.1	34,891.7	-157.1 -1,571.4		
Long-Term Debt	1,237.0	12,370.9	Income Before Income Taxes		
Long-Term Payables	1,830.3	18,303.9	255.6 2,556.7		
Allowance for Large Scale Renovation of the Shinkansen Infrastructure	183.3	1,833.3	Total Income Taxes		
Liabilities for Employees'	202.1	2,021.0	101.7 1,017.2		
Others	36.2	362.6	Current		
Total Equity			881.9 8,819.2		
	881.9	8,819.2	106.7 1,067.9		
Common Stock	112.0	1,120.0	Deferred		
Capital Surplus	53.5	535.8	-5.0 -50.7		
Legal Reserve	12.5	125.0	Net Income		
Unappropriated	1,003.3	10,033.8	153.9 1,539.5		
Unrealized gain on Available-for-Sale Securities	8.6	86.2			
Treasury stock	-308.1	-3,081.6			
Net Property and Equipment					
	4,442.3	44,423.3			
Railway Business	7,209.6	72,096.3			
Other Business	248.5	2,485.0			
Construction in Progress	99.2	992.6			
Accumulated Depreciation	-3,115.0	-31,150.6			

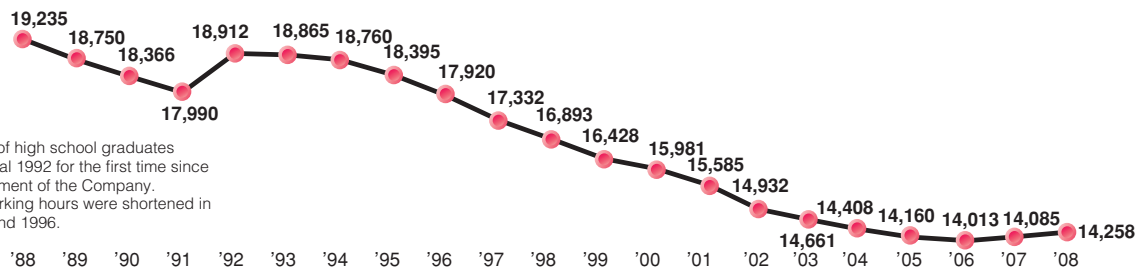
Note: Yen figures have been converted into U.S. Dollars at the rate of ¥100=US\$1, the approximate exchange rate at March 31, 2008.

48 Trends in Facilities Investment



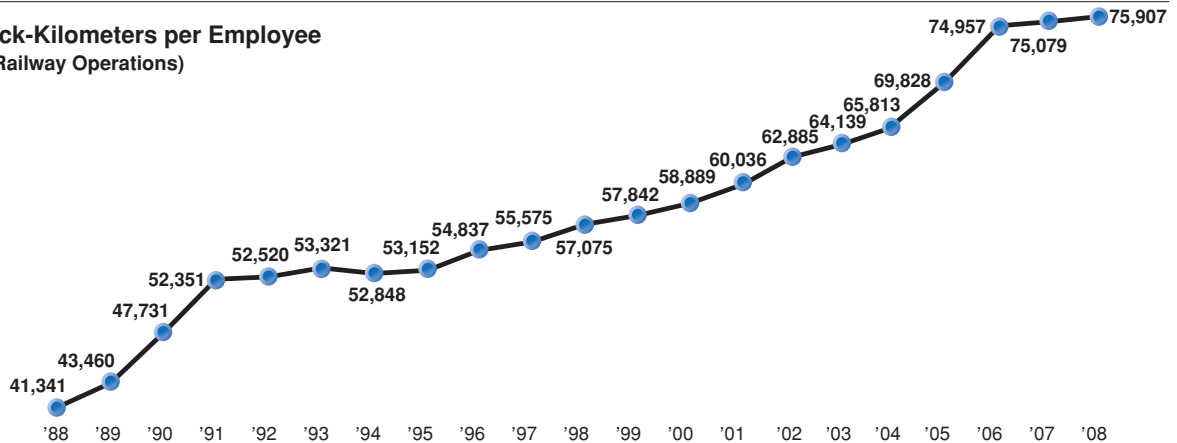
49 Performance Data (Fiscal Years Ended March 31)

Number of Employees (Engaged in Railway Operations)

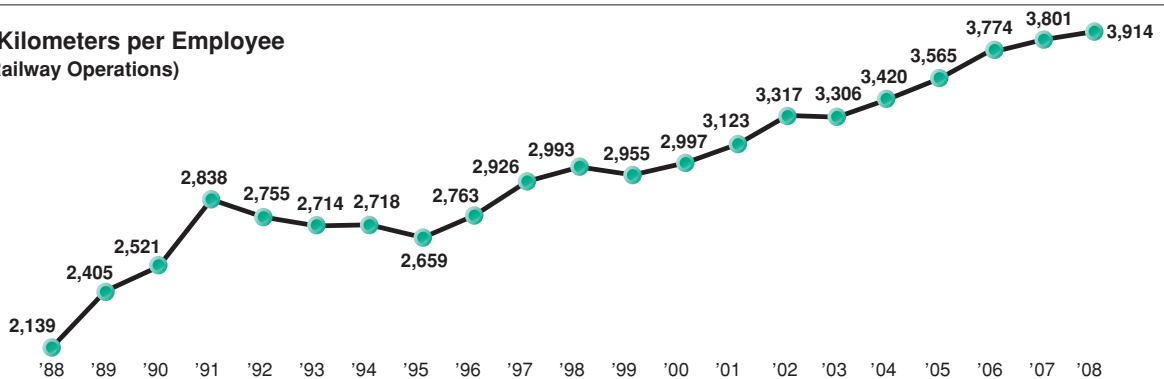


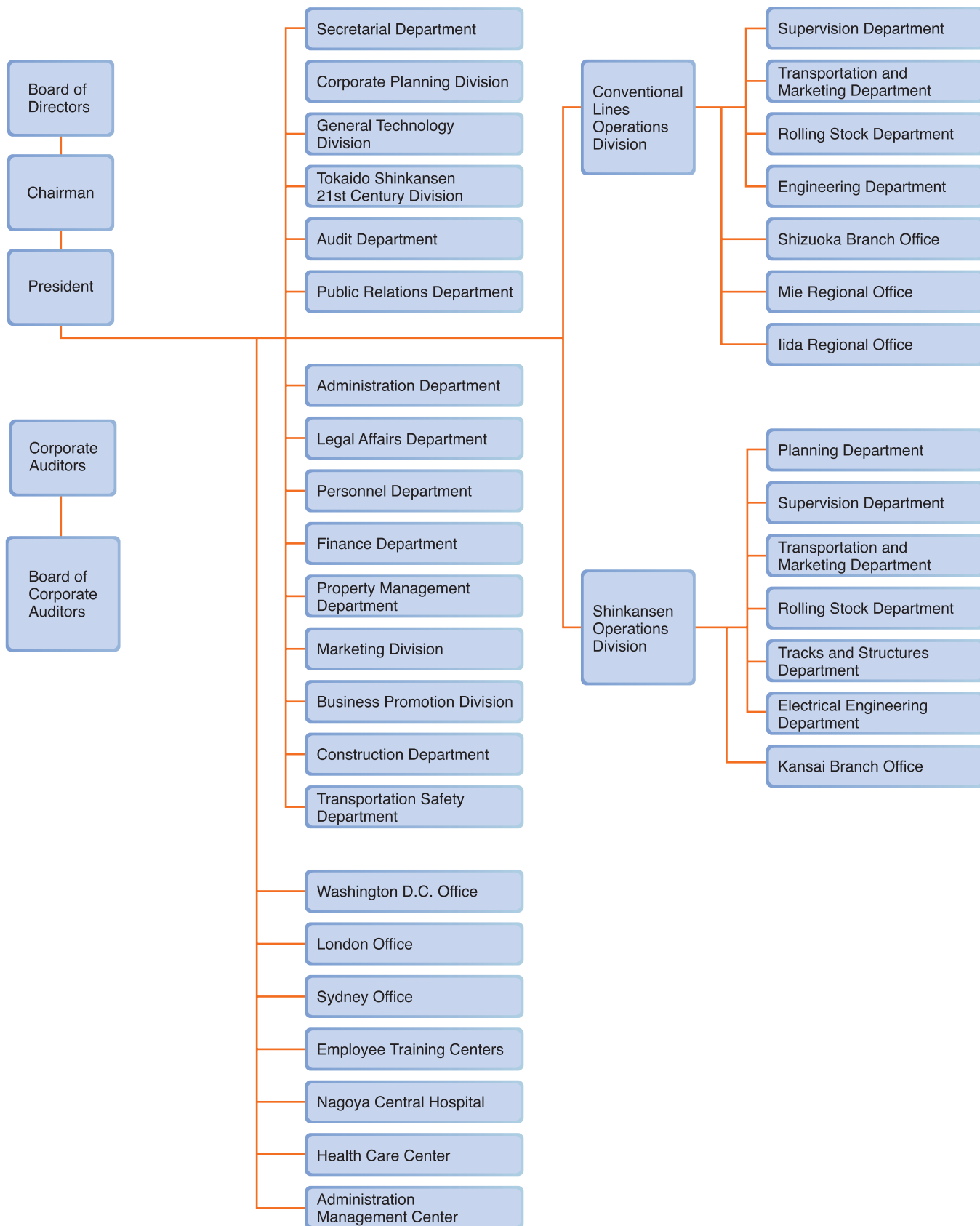
Notes: 1. Recruitment of high school graduates began in fiscal 1992 for the first time since the establishment of the Company.
2. Standard working hours were shortened in fiscal 1992 and 1996.

Rolling Stock-Kilometers per Employee (Engaged in Railway Operations)



Passenger-Kilometers per Employee (Engaged in Railway Operations) (Thousands)





51 History of JR Central

- 1987** **April**
Central Japan Railway Company is established upon the privatization and breakup of JNR.
- 1988** **March**
New stations are established on the Tokaido Shinkansen: Shin-Fuji, Kakegawa, and Mikawa-Anjo.
September
Otodoko ticketing system is introduced.
October
JR Central establishes offices in Los Angeles, London, and Sydney.
- 1989** **March**
LCX wireless radio system is introduced on Tokaido Shinkansen trains.
March
Series 85 DMU *Wide View Hida* is introduced.
June
JR Tokai Express Card services are inaugurated.
- 1990** **February**
Minister of Transport orders topographical and geological surveys to be conducted along entire proposed route of the Chuo Shinkansen.
May
Tokaido Shinkansen serves a record 729,000 passengers in a single day.
November
Construction of the Yamanashi Maglev Test Line begins.
- 1991** **October**
The Shinkansen railway ground facilities leasing system is abolished.
- 1992** **February**
Automatic ticket gate system is introduced on conventional lines.
March
Series 300 for *Nozomi* and Series 85 DMU for *Wide View Nanki* start operations.
March
UrEDAS is brought into operation on the Tokaido Shinkansen.
August
JR Central issues ¥20 billion in Euroyen bonds in London.
- 1993** **March**
Matsuri St. James's Japanese *teppanyaki* restaurant opens in central London.
March
In a first for the Company, JR Central launches sales of units in *J-Heim Higashi Hamamatsu*, a condominium building.
- 1994** **January**
Nozomi carries the 10-millionth passenger.
July
Hotel Associa Takayama Resort opens for business.
August
Construction begins on JR Central Towers in Nagoya.
October
Thirtieth anniversary of launch of Tokaido Shinkansen operations is marked with an international conference in Kyoto.
- 1995** **January**
Running tests of the Shinkansen
- Experimental Train 300X begin.
April
Series 383 tilting EMU is introduced for the Shinano Limited Express on the Chuo Line.
July
The first trainset of the three-car MLX01 Superconducting Maglev is delivered to the Yamanashi Maglev Test Line.
- 1996** **March**
New Series 373 EMU is introduced for the *Tokai* and *Inaji* Limited Express trains.
July
The Shinkansen Experimental Train 300X sets a new Shinkansen speed record of 443.0 km/h.
- 1997** **April**
Superconducting Maglev running tests begin.
Dr. Tokai, a multiple inspection DMU train for conventional lines, commences operation.
May
Construction of the new Shinagawa Station begins.
October
Shares are listed on the Nagoya, Tokyo, Osaka, and Kyoto Stock Exchanges.
November
The number of *Nozomi* departures, including the number of which serve Shin-Yokohama Station, is increased.
- 1998** **March**
Installation of automatic ticket gates is completed at all Tokaido Shinkansen stations except for Shin-Yokohama.
July
Sunrise Express commences operations.
- 1999** **February**
Construction of the Second General Control Center for the Tokaido and Sanyo Shinkansen is completed.
March
Series 700 *Nozomi* start operations.
April
Test train reaches a speed of 552 km/h in manned operations on the Yamanashi Maglev Test Line.
November
Passing test at a relative speed of 1,003 km/h is conducted on the Yamanashi Maglev Test Line.
December
Construction of JR Central Towers is completed.
- 2000** **March**
General technical evaluation for practical use of Superconducting Maglev is confirmed by a committee established by the Ministry of Transport.
May
All the facilities of JR Central Towers are opened.
July
The Tokaido Shinkansen has received two honorable awards, 'Electrical Engineering Milestone' and 'Landmark in Mechanical Engineering'.
November
JR Central and JR West co-host International High-Speed Railway Conference 2000 in Nagoya.
- 2001** **September**
Express Reservation service via mobile phone or personal computer is launched.
September
New Dr. Yellow, a multiple inspection EMU train for Shinkansen, commences operation.
December
JR Company Law is revised.
- 2002** **February**
The cumulative running distance of the JR Central's Maglev reaches 200,000 km.
July
General Technology Division is established and the new research complex opens in Komaki.
July
Running tests with new-type Superconducting Maglev test vehicles begin on the Yamanashi Maglev Test Line.
October
The Japanese restaurant, *Matsuri High Holborn*, opens in central London.
- 2003** **July**
JR Central's Maglev records total test run distance of over 300,000 km and over 50,000 test ride passengers.
October
The Tokaido Shinkansen Shinagawa Station opens and 7 *Nozomi* trains begin to operate in peak hours.
December
Manned world-record speed of 581 km/h is achieved on the Yamanashi Maglev Test Line.
- 2004** **May**
Construction of JR Central Shinagawa Building is completed.
October
Tokaido Shinkansen marked 40th anniversary.
November
JR Central and JR West co-hosted International High-Speed Railway Conference 2004 in Tokyo.
- 2005** **March**
Committee Established by the Ministry formally acknowledged that "the foundation technology of Superconducting Maglev was sufficiently established for practical application" (March 2005).
March
The Pre-Mass-Production Trainset of the Series N700 for the Tokaido-Sanyo Shinkansen has completed.
March
JR Central Pavilion; Invitation to the Ultimate Surface Transit System exhibited at the Aichi EXPO. The pavilion attracted approximately 6.9 million visitors.
- 2006** **March**
JR Central's Maglev records total test run distance of over 500,000km
March
New ATC introduced on the Tokaido Shinkansen
April
JR Central repurchases 268,686 shares of its common stock following resolution of the Board of Directors as authorized under the company's Articles of Incorporation. The JNR Settlement Headquarters within the JRJT completes the sale of its entire shares in JR Central by selling 286,071 shares of common stock of the company.
November
TOICA "Tokai IC Card" ticketing system is introduced on conventional lines in Nagoya area.
- 2007** **July**
Series N700 *Nozomi* start operations.
- 2008** **March**
"EX-IC" service (IC card service for "Express Reservation" service) begins.

Company Name
Central Japan Railway Company

Major Business Areas

- Passenger railway services
- Travel agency services
- Wholesale and retail sales
- Parking lot operations
- Sales and leasing of real estate
- Food and beverage sales
- Casualty insurance agency services

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Fax: +61-2-9247-0911

Paid-in Capital

¥112 billion

Number of Employees

16,193

Operating Revenues (billions)
¥1,261

Route Length (km)

1,970.8
Tokaido Shinkansen
552.6
Conventional lines
1,418.2

Passenger Ridership (millions)
528

Passenger-Kilometers (millions)
55,811

Rolling Stock-Kilometers (millions)
1,082

**Double-and Multi-Tracked
Section Length (km)**
1,086.8 (55.1% of total route length)

Electrified Section Length (km)
1,491.7 (75.7% of total route length)

Centralized Traffic Control (km)
1,922.3 (97.5% of total route length)

Automatic Signaling System (km)
1,927.3 (97.8% of total route length)

Number of Stations
403 (8)
8 stations serving 2 lines are counted
twice.

Number of Rolling Stock (cars)
4,590



For further information, please contact the International
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CENTRAL JAPAN RAILWAY COMPANY