

# Consolidated Financial Results for the Nine-Month Period Ended December 31, 2012 (Japanese GAAP) (Unaudited)

Fiscal 2013 (Year ending March 31, 2013)

"Third Quarter" means the nine months from April 1 to December 31.

All financial information has been prepared in accordance with accounting principles generally accepted in Japan.

"JR East" refers to East Japan Railway Company on a consolidated basis, or if the context so requires, on a non-consolidated basis.

English translation from the original Japanese-language document.

January 31, 2013

## East Japan Railway Company

Stock Exchange Listings

Tokyo, Osaka and Nagoya

Securities Code

9020

URL

<http://www.jreast.co.jp/e>

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Scheduled Date for Release of a Quarterly Report

February 13, 2013

Scheduled Date of Dividend Payment Commencement

Not applicable

Preparation of Supplementary Explanations of Quarterly Financial Results: No

Quarterly Financial Results Presentation to Be Held: No

### 1. Consolidated Results for the Nine-Month Period Ended December 31, 2012 (April 1, 2012—December 31, 2012)

(Amounts less than one million yen, except for per share amounts, are omitted.)

#### (1) Consolidated financial results

(Percentages represent percentage changes as compared with the corresponding period in the previous fiscal year.)

	Operating revenues		Operating income		Ordinary income		Net income	
	Millions of yen	%	Millions of yen	%	Millions of yen	%	Millions of yen	%
<b>Fiscal 2013, 3rd Quarter</b>	<b>2,001,384</b>	<b>6.3</b>	<b>368,232</b>	<b>14.3</b>	<b>304,498</b>	<b>22.1</b>	<b>180,348</b>	<b>77.3</b>
Fiscal 2012, 3rd Quarter	1,883,072	(3.4)	322,060	(6.3)	249,463	(7.2)	101,711	(26.1)

Note: Comprehensive income – Fiscal 2013, 3rd Quarter: 189,398 million yen (a increase of 101.3%), Fiscal 2012, 3rd Quarter: 94,104 million yen (a decrease of 29.8%)

	Earnings per share —Basic	Earnings per share —Diluted
	Yen	Yen
<b>Fiscal 2013, 3rd Quarter</b>	<b>456.31</b>	—
Fiscal 2012, 3rd Quarter	257.13	—

#### (2) Consolidated financial position

	Total assets	Net assets	Equity ratio
	Millions of yen	Millions of yen	%
<b>Fiscal 2013, 3rd Quarter</b>	<b>7,175,446</b>	<b>2,039,854</b>	<b>28.2</b>
Fiscal 2012	7,060,409	1,890,633	26.5

Reference: Shareholders' equity – Fiscal 2013, 3rd Quarter: 2,022,653 million yen, Fiscal 2012 : 1,874,404 million yen

### 2. Dividends (Year Ended March 31, 2012 and Year Ending March 31, 2013)

	Annual dividends				
	1st quarter end	2nd quarter end	3rd quarter end	Year end	Total
	Yen	Yen	Yen	Yen	Yen
Fiscal 2012	—	55.00	—	55.00	110.00
<b>Fiscal 2013</b>	—	<b>60.00</b>	—	—	—
(Forecast) Fiscal 2013	—	—	—	60.00	120.00

Note: Revisions to the most recently disclosed dividend forecasts: No

### 3. Forecasts for Fiscal 2013 (Year Ending March 31, 2013)

(Percentages represent percentage changes compared with the previous fiscal year.)

	Operating revenues		Operating income		Ordinary income		Net income		Earnings per share—Basic
	Millions of yen	%	Millions of yen	%	Millions of yen	%	Millions of yen	%	Yen
Fiscal 2013	2,651,000	4.7	386,000	7.2	306,000	12.4	174,000	60.0	440.06

Note: Revisions to the most recently disclosed earnings forecasts: No

### 4. Other

(1) Changes to principal subsidiaries during the period: No

(Indicates whether changes have occurred in specified subsidiaries in accordance with changes in the scope of consolidation)

Newly consolidated — excluded —

(2) Application of special accounting treatment in preparing the quarterly consolidated financial statements: No

(3) Changes in accounting policies, changes in accounting estimates, and restatement of revisions

- i Changes in accounting policies with revision of accounting standards : Yes
- ii Changes in accounting policies other than the above : No
- iii Changes in accounting estimates : Yes
- iv Restatement of revisions : No

Note: Starting with the first quarter of this fiscal year, JR East changed its depreciation method. Such changes fall under “Changes in accounting policies that are difficult to distinguish from changes in accounting estimates.” For details, please refer to “Changes in Accounting Policies, Changes in Accounting Estimates and Restatement of Revisions” on page 4 in the Attachment.

(4) Number of issued shares (common stock)

- i Issued shares at period-end (including treasury stock) 3rd Quarter, Fiscal 2013 396,000,000 shares Fiscal 2012 400,000,000 shares
- ii Treasury stock at period-end 3rd Quarter, Fiscal 2013 602,009 shares Fiscal 2012 4,431,763 shares
- iii Average number of shares during period 3rd Quarter, Fiscal 2013 395,233,428 shares 3rd Quarter, Fiscal 2012 395,568,964 shares

### Indication of quarterly review procedure implementation status

These quarterly financial results are not subject to the quarterly review requirements as provided in the Financial Instruments and Exchange Law. The review of quarterly consolidated financial statements as provided in the Financial Instruments and Exchange Law had not been completed as of the date of these Consolidated Financial Results for the Nine-Month Period Ended December 31, 2012.

### Explanation of appropriate use of forecasts of business results; other important items

The forecasts of business results and other forward-looking statements in this report are based on information available as of the date of this report and on certain assumptions that JR East viewed as reasonable as of the date of this report. Actual results may differ from such forward-looking statements for a variety of reasons.

Regarding the forecasts of business results, please refer to “Qualitative Information on Consolidated Performance Outlook” on page 3 in the Attachment. Further, the non-consolidated performance outlook is on the next page.

## (Reference)

### Forecasts of the Non-consolidated Results for Fiscal 2013 (Year Ending March 31, 2013)

(Percentages represent percentage changes compared with the previous fiscal year.)

	Operating revenues		Operating income		Ordinary income		Net income		Earnings per share— Basic
	Millions of yen	%	Millions of yen	%	Millions of yen	%	Millions of yen	%	Yen
Fiscal 2013	<b>1,893,000</b>	<b>4.2</b>	<b>321,000</b>	<b>9.6</b>	<b>241,000</b>	<b>16.0</b>	<b>142,000</b>	<b>84.1</b>	<b>358.87</b>

Note: Revisions to the most recently disclosed earnings forecasts: No

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# 1. Qualitative Information on Quarterly Consolidated Financial Performance

(Unless otherwise stated, all comparisons are between the nine months from April 1, 2012, to December 31, 2012, and the nine months from April 1, 2011, to December 31, 2011.)

## (1) Qualitative Information on Consolidated Operating Results

In the first nine months of the fiscal year ending March 31, 2013 (the third quarter), the Japanese economy was initially on a gradual recovery track due to demand primarily from reconstruction efforts following the March 2011 earthquake. In the latter half of the period under review, however, the Japanese economy was adversely affected by slowdowns in overseas economies and other factors, resulting in the continuation of unpredictable and severe conditions. In this uncertain economic environment, the East Japan Railway Company and its consolidated subsidiaries and equity method affiliates (JR East) made efforts to continue generating revenues and improving services through active implementation of various initiatives centered around railway, life-style services and *Suica* operations.

As a result, during the nine months ended December 31, 2012, operating revenues increased 6.3% to ¥2,001.3 billion, due to increases in passenger and other revenues that were attributable mainly to recovery from the effects of the Great East Japan Earthquake in the previous fiscal year. Operating income increased 14.3% to ¥368.2 billion. Furthermore, ordinary income increased 22.1% to ¥304.4 billion, mainly due to a decrease in interest expense. As a result of a decrease in provision for allowance for earthquake-damage losses and other factors, net income rose 77.3% to ¥180.3 billion.

## Segment Information

### Transportation

In the Transportation segment, with railway operations as its core operations, JR East, aiming to further improve safety and customer satisfaction, sought to secure revenues by steadily introducing measures to encourage the use of its Shinkansen network and Tokyo metropolitan area network.

Specifically, with the aim of contributing to the recovery of areas affected by the March 2011 disaster and stimulating tourism in the Tohoku region, JR East continued the *Iwate Destination Campaign* and the *"Ikuze, Tohoku" Campaign* to publicize the attractiveness of trips to Tohoku. The Group sought also to stimulate tourism demand by enhancing sales of Tokyo metropolitan area travel products, developing a year-end homecoming campaign, and establishing discount tickets and packaged travel products exclusively for members of *Otona no Kyujitsu Club*. In addition, the *"Shinkansen YEAR 2012" Campaign* was launched to implement initiatives such as the limited sale of *Osaki ni Tokudane Special* early discount passenger tickets to *eki-net* members to enhance the brand power of the lines and promote their use. Various projects to highlight the attractiveness of Shinkansen travel and attractions along the lines were commenced as part of this campaign. Moreover, JR East launched the *"JR SKI SKI" campaign* in December 2012, aiming to rekindle young people's interest in snow recreation activities. As for initiatives ensuring safe and reliable transportation, JR East continued to promote the installation of automatic platform gates on the Yamanote Line, the introduction of windbreaks on the Keiyo Line, and the introduction of new railcars to the Takasaki and other lines. Such installations were made in addition to seismic reinforcements in preparation for a possible earthquake directly beneath the Tokyo metropolitan area. Upon the revision of train schedules in September 2012, JR East introduced an additional number of new Series E5 railcars to the Tohoku Shinkansen Line, and increased the speed of the *Tsubasa* service on the Yamagata Shinkansen Line. Furthermore, JR East renovated four stations in the Sanriku coast area in the Tohoku region, including Miyako Station (Iwate) and Kesennuma Station (Miyagi), and started operating the *POKÉMON with YOU train* on the Ofunato Line. Hiraizumi Station (Iwate) on the Tohoku Line was opened for use in June 2012 and Kaihimmakuhari Station (Chiba) on the Keiyo Line was renovated, in each case as an *"ecoste"* model station that incorporates various technologies for preserving the environment.

In October 2012, JR East completed the preservation and restoration work of the Tokyo Station Marunouchi Building, which has been restored as an early Taisho-era building. With the completion of this preservation and restoration work, JR East opened the *JR East Travel Service Center* for travelers visiting Japan, *The Tokyo Station Hotel* (Tokyo), and other facilities to enhance Tokyo Station's attraction as a station displaying a combination of history and modernity.

As a result of the above and other additional factors, such as recovery from the effects of the Great East Japan Earthquake, JR East's railway traffic volume increased as compared to the same period in the previous fiscal year, and the Transportation segment posted a 6.5% increase in operating revenues to ¥1,393.9 billion. Operating income increased 17.5% to ¥270.0 billion.

JR East is coordinating its efforts to restore conventional lines along the northeastern Pacific coast that were damaged by the tsunami caused by the Great East Japan Earthquake with other plans to rebuild the area as a whole and develop towns. To this end, the Group is engaged in discussions with relevant national and local government authorities. Services along the Kesennuma Line were provisionally restored in December 2012 utilizing a BRT (Bus Rapid Transit) system. Efforts are being made to start operating the Ofunato Line with a BRT system in March 2013, while discussions with local authorities on plans to restore the Yamada Line have continued.

Based on lessons learned from the disaster, the Group continued to promote measures for accommodating people unable to return home in the event of a major disruption to public transportation, including a major earthquake. As part of

this effort, 30 major terminal stations were stocked with emergency provisions. JR East also continued to hold talks with relevant municipal authorities on agendas such as disaster procedures for evacuating people to its stations within a 30-kilometer radius of Tokyo. Furthermore, in view of the ongoing shortage of electric power since the March 2011 disaster, JR East continued to implement power conservation measures within stations, railcars and other facilities, while seeking the understanding of its customers.

In March 2012, JR East announced that it had decided to abandon restoration of the Iwaizumi Line as a railway line, the entire line of which was suspended in July 2010 due to a landslide in a section of the line between Oshikado and Iwate-Okawa. JR East plans to continue using buses to fulfill its responsibility to offer transportation services to the region, and is conducting talks with relevant parties in the region to ask for their understanding and cooperation.

### **Station Space Utilization**

In the Station Space Utilization segment, JR East advanced its *Station Renaissance* program, which maximizes the value of spaces within railway stations. In Tokyo Station, the Group fully opened *CentralStreet* (Tokyo) in October 2012. The Group renovated *ecute Shinagawa* (Tokyo) and other commercial facilities within stations to strengthen their competitiveness. Moreover, as part of the *Rediscovering the Region Projects*, JR East held farmers' markets at Ueno and Akihabara stations (Tokyo), among others, that highlighted the appeal of individual areas in Eastern Japan.

As a result of these initiatives and other additional factors, including recovery from the effects of the Great East Japan Earthquake in the previous fiscal year and an increase in revenues at Tokyo Station *GranSta* (Tokyo), the Station Space Utilization segment posted a 3.4% increase in operating revenues to ¥318.1 billion. Operating income increased 14.9% to ¥30.4 billion.

### **Shopping Centers & Office Buildings**

In the Shopping Centers & Office Buildings segment, JR East opened *atr vie Higashi-Nakano* (Tokyo), *CELEO Hachioji North Wing* (Tokyo), and *CIAL Tsurumi* (Kanagawa). In August 2012, *GranTokyo North Tower Phase II* (Tokyo) was completed, and in September 2012 JR East opened *nonowa Nishi-Kokubunji* (Tokyo), the first project pursuant to the *Chuo Line Mall vision*. In addition, the Group remodeled *LUMINE Shinjuku* (Tokyo), *S-PAL Fukushima* (Fukushima), *Perie Chiba Street* (Chiba) and other shopping facilities, while working continually to reenergize existing stores and attract prominent tenants that can draw in customers. Furthermore, the Group opened the *JR South Shinjuku Building* (Tokyo), and made steady progress in the construction of *JR Kanda Manseibashi Building* (Tokyo) and *JR Otsuka Station South Exit Building* (provisional name), which are scheduled for opening during 2013.

As a result of these initiatives and other additional factors, including recovery from the effects of the Great East Japan Earthquake and an increase in revenues from the opening of *LUMINE Yurakucho* (Tokyo) in the previous fiscal year, the Shopping Centers & Office Buildings segment posted a 3.6% increase in operating revenues to ¥184.8 billion. Operating income increased 0.7% to ¥52.8 billion.

### **Others**

In Hotel operations, JR East opened *The Tokyo Station Hotel* (Tokyo) and remodeled the banquet halls at various Group hotels, including *Hotel Metropolitan Edmont* (Tokyo). In advertising and publicity services, JR East continued to promote sales of advertising on *J-AD Vision*, an advertising medium at stations that uses large LCD screens, and *Train Channel*, an advertising medium for showing video commercials in trains. In credit card operations, the Group began a new service named *View Thanks Bonus* for holders of qualifying cards who can earn bonus points in proportion to their yearly credit card usage, while developing campaigns to promote card usage tied to various events. In *Suica* shopping services (electronic money), JR East actively made efforts to expand its affiliated store network in markets beyond railways stations, including with the launch of settlement services at some Ito-Yokado stores within the Tokyo metropolitan area, and DiverCity Tokyo Plaza, among other commercial facilities and services. As a result, *Suica* electronic money was usable at approximately 195,670 stores as of December 31, 2012. In other service operations, the segment opened *JeXer FITNESS CLUB & SPA Shinjuku* (Tokyo) and *Fitness Lounge THE JEXER TOKYO* (Tokyo).

As a result of these initiatives and other additional factors, such as increased revenues in advertising and publicity services among other businesses due to recovery from the effects of the Great East Japan Earthquake, and as a result of consolidation of Japan Transport Engineering Company as a new subsidiary, Others posted a 8.6% increase in operating revenues to ¥386.9 billion. Operating income increased 17.8% to ¥13.8 billion.

Note: JR East applies the Accounting Standard for Disclosures about Segments of an Enterprise and Related Information (Accounting Standards Board of Japan Statement No.17, June 30, 2010) and the Guidance on Accounting Standard for Disclosures about Segments of an Enterprise and Related Information (Accounting Standards Board of Japan Guidance No.20, March 21, 2008). The operating income of each segment of JR East corresponds to the segment income under the said Accounting Standard and Guidance.

## **(2) Qualitative Information on Consolidated Performance Outlook**

Based on its experience from the Great East Japan Earthquake, JR East has reaffirmed the importance of its role and mission. In view of the foregoing and the major operating environment changes in the aftermath of the earthquake as well as various other considerations, in October 2012 JR East formulated a new management vision entitled "JR East Group

Management Vision V — Ever Onward.” Under this management vision, JR East will unite as a Group in enacting initiatives, and pioneer a new future in partnership with local communities.

In railway operations, JR East is working continually to implement earthquake countermeasures in preparation for conceivable earthquake scenarios such as an earthquake directly beneath the Tokyo metropolitan area, by making both tangible and intangible efforts, in order to build a railway capable of withstanding natural disasters. At the same time, JR East is advancing safety measures such as installation of automatic platform gates on the Yamanote Line. Following the revision of train schedules in March 2013, JR East will operate the *Hayabusa* service on the Tohoku Shinkansen Line at a maximum speed of 320km/h, the fastest in Japan, and introduce the new Series E6 railcars as the *Super Komachi* service on the Akita Shinkansen Line, which will shorten travel times. On conventional lines, the Group will increase service frequency on the Musashino Line and expand service between the Yokohama and Negishi lines to enhance the convenience of the “*Tokyo Megaloop*.” JR East plans to resume operations on some sectors of coastal lines that were damaged by the earthquake, including between Hamayoshida and Watari on the Joban Line and between Watanoha and Urashuku on the Ishinomaki Line. To further stimulate tourism, JR East will promote *GranClass* (first class) ridership on the Tohoku Shinkansen Line’s Series E5 railcars, step up the development of ski campaigns, and continually develop tourism campaigns destined primarily for the Tohoku region. In addition, JR East will strengthen initiatives aimed at expanding the membership of *Otona no Kyujitsu Club* and prompting existing members to use its services more often. Moreover, JR East will promote energy creation and conservation under a Group-wide energy and environmental strategy, as well as engage in initiatives that include R&D for introducing smart grid technologies to train power systems. In addition, JR East is preparing to commercialize a storage battery train system on the Karasuyama Line from the spring of 2014.

In the life-style business, JR East will make steady progress toward completion of the *Tokyo Station City* project, including *Gran Roof* (Tokyo) scheduled to be completed by fall 2013. The segment will also seek to expand earnings and enhance the competitive power of its business, including by completing the *JR Kanda Manseibashi Building* (Tokyo) in January 2013. In addition, JR East will continue and strengthen initiatives in collaboration with local communities, such as the development of farmers’ markets for highlighting their appeal, and the opening of *COTONIOR Kichijoji* (Tokyo), a complex that supports both childcare and welfare for the elderly.

In *Suica* operations, JR East will start providing on March 23, 2013 a mutual usage service network across all 10 transportation-company IC card networks currently in use in Japan, thereby further enhancing customer convenience. At the same time, JR East will seek to expand the number of stores accepting *Suica* electronic money while promoting its usage.

Having reviewed the operating results through the third quarter ended December 31, 2012, JR East has decided not to revise its consolidated forecasts for the fiscal year ending March 31, 2013, previously announced on October 30, 2012.

## 2. Notes to Summary Information (Other)

### (1) Changes in Accounting Policies, Changes in Accounting Estimates and Restatement of Revisions

(Changes in accounting policies that are difficult to distinguish from changes in accounting estimates)

Following the revision of the Corporation Tax Law, from the first quarter of this fiscal year, JR East began applying a depreciation method based on the revised Corporation Tax Law to property, plant and equipment acquired since April 1, 2012. The impact on consolidated financial statements as a result of this change is minimal.

### 3. Quarterly Consolidated Financial Statements

#### (1) Consolidated Balance Sheets (Unaudited)

EAST JAPAN RAILWAY COMPANY AND SUBSIDIARIES

	Millions of Yen	
	Fiscal 2012 (As of March 31, 2012)	Fiscal 2013, 3rd Quarter (As of December 31, 2012)
<b>ASSETS</b>		
<b>Current Assets</b> .....	¥ 677,980	¥ 772,774
Cash and time deposits .....	105,722	95,105
Notes and accounts receivable—trade .....	321,735	326,451
Fares receivable .....	31,791	27,597
Short-term loans receivable .....	71,465	162,453
Securities .....	50	50
Real estate for sale .....	1,514	1,376
Inventories .....	51,936	79,198
Deferred income taxes .....	43,022	29,323
Other .....	53,076	53,582
Allowance for doubtful accounts .....	(2,335)	(2,364)
<b>Fixed Assets</b> .....	6,382,296	6,402,580
Property, plant and equipment, net of accumulated depreciation .....	5,864,070	5,873,317
Buildings and fixtures (net) .....	2,907,110	2,914,240
Machinery, rolling stock and vehicles (net) .....	620,392	635,697
Land .....	2,012,107	2,013,765
Construction in progress .....	284,740	268,310
Other (net) .....	39,719	41,303
Intangible assets .....	87,712	83,785
Investments and other assets .....	430,513	445,477
Investments in securities .....	140,204	159,929
Long-term loans receivable .....	3,646	3,901
Long-term deferred income taxes .....	241,965	236,613
Other .....	45,998	46,372
Allowance for doubtful accounts .....	(1,301)	(1,338)
<b>Deferred Assets</b> .....	132	91
<b>Total Assets</b> .....	¥7,060,409	¥7,175,446

Note: Amounts less than one million yen are omitted.



Millions of Yen		
	Fiscal 2012 (As of March 31, 2012)	Fiscal 2013, 3rd Quarter (As of December 31, 2012)
<b>LIABILITIES</b>		
<b>Current Liabilities</b> .....	¥1,230,240	¥1,136,942
Notes and accounts payable—trade .....	50,853	60,498
Short-term loans and current portion of long-term loans.....	134,618	142,713
Current portion of bonds .....	89,998	89,998
Current portion of long-term liabilities		
incurred for purchase of railway facilities .....	129,838	129,584
Payables .....	347,343	221,722
Accrued consumption tax .....	13,554	5,451
Accrued income taxes.....	70,571	49,154
Fare deposits received with regard to railway connecting services ...	22,079	15,767
Prepaid railway fares received .....	84,256	95,598
Allowance for bonuses to employees.....	64,131	32,414
Allowance for earthquake-damage losses .....	11,546	9,528
Other .....	211,449	284,508
<b>Long-Term Liabilities</b> .....	3,939,534	3,998,649
Bonds .....	1,509,664	1,599,714
Long-term loans .....	728,110	740,416
Long-term liabilities incurred for purchase of railway facilities .....	794,014	741,678
Long-term deferred tax liabilities.....	3,219	4,174
Employees' severance and retirement benefits .....	643,400	648,456
Allowance for earthquake-damage losses .....	8,356	5,313
Other .....	252,769	258,895
<b>Total Liabilities</b> .....	¥5,169,775	5,135,592
<b>NET ASSETS</b>		
<b>Shareholders' Equity</b> .....	¥1,870,569	2,011,238
Common stock.....	200,000	200,000
Capital surplus.....	96,732	96,790
Retained earnings.....	1,599,683	1,717,989
Treasury stock, at cost.....	(25,846)	(3,541)
<b>Accumulated Other Comprehensive Income</b> .....	3,834	11,415
Net unrealized holding gains (losses) on securities .....	3,909	10,821
Net deferred gains (losses) on derivatives under		
hedge accounting.....	(74)	1,098
Revaluation reserve for land .....	—	(503)
<b>Minority Interests</b> .....	16,229	17,200
<b>Total Net Assets</b> .....	1,890,633	2,039,854
<b>Total Liabilities and Net Assets</b> .....	¥7,060,409	¥7,175,446

Note: Amounts less than one million yen are omitted.

## (2) Consolidated Statements of Income and Consolidated Statements of Comprehensive Income (Unaudited)

EAST JAPAN RAILWAY COMPANY AND SUBSIDIARIES

### (i) Consolidated Statements of Income

	Millions of Yen	
	Fiscal 2012, 3rd Quarter (Nine months ended December 31, 2011)	Fiscal 2013, 3rd Quarter (Nine months ended December 31, 2012)
<b>Operating Revenues</b> .....	¥1,883,072	¥2,001,384
<b>Operating Expenses</b> .....	1,561,012	1,633,151
Transportation, other services and cost of sales .....	1,229,507	1,284,824
Selling, general and administrative expenses .....	331,505	348,327
<b>Operating Income</b> .....	322,060	368,232
<b>Non-Operating Income</b> .....	8,747	11,102
Interest income .....	85	155
Dividend income .....	2,726	2,348
Equity in net income of affiliated companies .....	304	3,792
Other .....	5,630	4,805
<b>Non-Operating Expenses</b> .....	81,343	74,837
Interest expense .....	76,193	71,979
Other .....	5,149	2,858
<b>Ordinary Income</b> .....	249,463	304,498
<b>Extraordinary Gains</b> .....	37,486	21,701
Construction grants received .....	30,561	18,296
Other .....	6,924	3,405
<b>Extraordinary Losses</b> .....	67,535	33,257
Losses on reduction entry for construction grants .....	30,474	18,030
Losses on revaluation of investments in securities .....	9,908	7,158
Other .....	27,152	8,068
<b>Income before Income Taxes</b> .....	219,414	292,942
<b>Income Taxes</b> .....	116,973	111,636
Current .....	73,657	96,634
Deferred .....	43,316	15,002
<b>Income before Minority Interests</b> .....	102,440	181,305
<b>Minority Interests in Net Income of Consolidated Subsidiaries</b> ..	729	957
<b>Net Income</b> .....	¥ 101,711	¥ 180,348

Note: Amounts less than one million yen are omitted.

## (ii) Consolidated Statements of Comprehensive Income

	Millions of Yen	
	Fiscal 2012, 3rd Quarter (Nine months ended December 31, 2011)	Fiscal 2013, 3rd Quarter (Nine months ended December 31, 2012)
<b>Income before Minority Interests</b> .....	¥102,440	¥181,305
<b>Other Comprehensive Income</b> .....	(8,336)	8,093
Net unrealized holding gains (losses) on securities .....	(7,947)	6,565
Net deferred gains (losses) on derivatives under hedge accounting .....	73	601
Share of other comprehensive income of associates accounted for using equity method .....	(462)	926
<b>Comprehensive Income</b> .....	94,104	189,398
<b>Comprehensive Income attributable to</b>		
Comprehensive income attributable to owners of the parent .....	93,375	188,441
Comprehensive income attributable to minority interests .....	¥ 728	¥ 956

Note: Amounts less than one million yen are omitted.

### (3) Notes on Going Concern Assumption (Unaudited)

None

### (4) Segment Information (Unaudited)

Fiscal 2012, 3rd Quarter (Nine months ended December 31, 2011)	Millions of Yen						Quarterly Consolidated Statements of Income (Note 3)
	Transportation	Station Space Utilization	Shopping Centers & Office Buildings	Others (Note 1)	Total	Adjustment (Note 2)	
Operating Revenues							
Outside customers .....	¥1,272,091	¥ 297,405	¥ 171,430	¥ 142,145	¥1,883,072	¥ —	¥1,883,072
Inside group .....	36,888	10,146	7,000	214,250	268,286	(268,286)	—
Total .....	1,308,980	307,552	178,430	356,396	2,151,359	(268,286)	1,883,072
Segment income .....	¥ 229,860	¥ 26,482	¥ 52,518	¥ 11,793	¥ 320,656	¥ 1,403	¥ 322,060

- Notes: 1. "Others" represent categories of business that are not included in reportable segments and include hotel operations and advertising and publicity services.
2. The ¥1,403 million adjustment to segment income includes a ¥995 million elimination of unrealized holding gains on fixed assets and inventory assets and a ¥422 million elimination for intersegment transactions.
3. Segment income is adjusted to ensure consistency with the operating income set forth in the quarterly consolidated statements of income.

Fiscal 2013, 3rd Quarter (Nine months ended December 31, 2012)	Millions of Yen						Quarterly Consolidated Statements of Income (Note 3)
	Transportation	Station Space Utilization	Shopping Centers & Office Buildings	Others (Note 1)	Total	Adjustment (Note 2)	
Operating Revenues							
Outside customers .....	¥1,354,379	¥ 307,380	¥ 177,198	¥ 162,425	¥2,001,384	¥ —	¥2,001,384
Inside group .....	39,544	10,746	7,668	224,529	282,488	(282,488)	—
Total .....	1,393,924	318,126	184,866	386,954	2,283,873	(282,488)	2,001,384
Segment income .....	¥ 270,040	¥ 30,421	¥ 52,894	¥ 13,895	¥ 367,252	¥ 980	¥ 368,232

- Notes: 1. "Others" represent categories of business that are not included in reportable segments and include hotel operations and advertising and publicity services.
2. The ¥980 million adjustment to segment income includes a ¥499 million elimination for intersegment transactions and a ¥477 million elimination of unrealized holding gains on fixed assets and inventory assets.
3. Segment income is adjusted to ensure consistency with the operating income set forth in the quarterly consolidated statements of income.

### (5) Notes on Significant Changes in the Value of Shareholders' Equity (Unaudited)

JR East cancelled 4,000,000 shares of treasury stock on November 5, 2012, in accordance with a resolution of the Board of Directors meeting held on October 30, 2012. The book value of the treasury stock of ¥23,106 million, ¥13 million of which was deducted from capital surplus and ¥23,093 million of which was deducted from retained earnings.

### (6) Additional Information (Unaudited)

JTB Corp., an equity-method affiliate of JR East, absorbed JTB Estate Corp. by merger on April 1, 2012. Prior to this absorption merger, JTB Estate Corp. had been revaluing its land for business use pursuant to the Law on Revaluation of Land (Law No. 34 of 1998) and Law for Partial Revision of the Law on Revaluation of Land (Law No. 19 of 2001). Consequently, JR East's equity-method portion of "Revaluation reserve for land" recorded on JTB Corp.'s balance sheets was recorded in JR East's Consolidated Balance Sheets as "Revaluation reserve for land" under NET ASSETS, Accumulated Other Comprehensive Income.

## (Additional Information Regarding Operating Results)

### Consolidated Principal Indicators

	Fiscal 2012, 3rd Quarter (Nine months ended December 31, 2011)	Fiscal 2012 (Year ended March 31, 2012)	Fiscal 2013, 3rd Quarter (Nine months ended December 31, 2012)	Increase (Decrease)		Fiscal 2015 Targets
	(A)	(B)	(C)	(C)-(A)	(C)-(B)	
Ratio of operating income to average assets (ROA) (%) .....	4.6	5.1	<b>5.2</b>	0.6	—	5.7
Return on average equity (ROE) (%) .....	5.5	5.9	<b>9.3</b>	3.7	—	9.1
Equity ratio (%) .....	26.6	26.5	<b>28.2</b>	1.6	1.6	—
Shareholders' equity (billions of yen) .....	1,859.3	1,874.4	<b>2,022.6</b>	163.2	148.2	—
Total interest-bearing debt (billions of yen) .....	3,428.5	3,340.2	<b>3,402.1</b>	(26.4)	61.8	—
Average interest rates (%) .....	2.92	2.89	<b>2.77</b>	(0.15)	(0.12)	—
Net interest expense (billions of yen) .....	(73.3)	(98.1)	<b>(69.4)</b>	3.9	—	—
Earnings per share (yen) .....	257.13	274.89	<b>456.31</b>	199.18	—	—
Capital expenditures (billions of yen) .....	193.4	370.1	<b>267.5</b>	74.0	—	—
Transportation .....	141.9	278.9	<b>204.1</b>	62.1	—	—
Non-transportation .....	51.5	91.2	<b>63.4</b>	11.9	—	—

### Consolidated Business Forecasts for Fiscal 2013

	Billions of Yen				
	Actual Fiscal 2012	Forecast Fiscal 2013	Change		Fiscal 2015 Targets
			Increase (Decrease)	%	
	(A)	(B)	(B)-(A)	(B)/(A)x100	
<b>Operating Revenues</b> .....	2,532.1	<b>2,651.0</b>	118.8	104.7	2,741.0
Transportation .....	1,705.7	<b>1,778.0</b>	72.2	104.2	1,792.0
Station Space Utilization .....	396.1	<b>406.0</b>	9.8	102.5	430.0
Shopping Centers & Office Buildings .....	229.6	<b>238.0</b>	8.3	103.6	261.0
Others .....	200.5	<b>229.0</b>	28.4	114.2	258.0
<b>Operating Income</b> .....	360.0	<b>386.0</b>	25.9	107.2	413.0
Transportation .....	236.6	<b>263.0</b>	26.3	111.1	275.0
Station Space Utilization .....	33.9	<b>35.0</b>	1.0	103.0	41.0
Shopping Centers & Office Buildings .....	66.5	<b>67.0</b>	0.4	100.7	71.0
Others .....	21.9	<b>22.0</b>	0.0	100.0	27.0
Elimination and/or corporate .....	0.9	<b>(1.0)</b>	(1.9)	—	(1.0)
<b>Ordinary Income</b> .....	272.1	<b>306.0</b>	33.8	112.4	—
<b>Net Income</b> .....	108.7	<b>174.0</b>	65.2	160.0	—

Reference: Earnings per share forecast for Fiscal 2013: ¥440.06

### Forward-looking Statements

Statements contained in this report with respect to JR East's plans, strategies, and beliefs that are not historical facts are forward-looking statements about the future performance of JR East, which are based on management's assumptions and beliefs in light of the information currently available to it. These forward-looking statements involve known and unknown risks, uncertainties, and other factors that may cause JR East's actual results, performance, or achievements to differ materially from the expectations expressed herein. These factors include, without limitation, (i) JR East's ability to successfully maintain or increase current passenger levels on railway services, (ii) JR East's ability to improve the profitability of railway and other operations, (iii) JR East's ability to expand non-transportation operations, and (iv) general changes in economic conditions and laws, regulations, and government policies in Japan.

## Consolidated Capital Expenditure Plans for Fiscal 2013

	Billions of Yen			
	Actual Fiscal 2012	Plans for Fiscal 2013	Change	
			Increase (Decrease) (B)-(A)	% (B)/(A)x100
	(A)	(B)		
<b>Capital Expenditures</b> .....	370.1	<b>480.0</b>	109.8	129.7
Transportation .....	278.9	<b>347.0</b>	68.0	124.4
Non-transportation .....	91.2	<b>133.0</b>	41.7	145.7

## Passenger Kilometers and Passenger Revenues of Parent Company

	Passenger Kilometers				Revenues from Passenger Tickets			
	Millions		%		Billions of yen		%	
	Fiscal 2012, 3rd Quarter (Nine months ended December 31, 2011) (A)	Fiscal 2013, 3rd Quarter (Nine months ended December 31, 2012) (B)	Change Increase (Decrease) (B)-(A)	(B)/(A)x100	Fiscal 2012, 3rd Quarter (Nine months ended December 31, 2011) (C)	Fiscal 2013, 3rd Quarter (Nine months ended December 31, 2012) (D)	Change Increase (Decrease) (D)-(C)	(D)/(C)x100
<b>Shinkansen Network</b>								
Commuter Passes .....	1,234	<b>1,261</b>	26	102.1	16.7	<b>17.1</b>	0.3	102.4
Other .....	12,603	<b>14,133</b>	1,530	112.1	307.7	<b>356.2</b>	48.5	115.8
Total .....	13,837	<b>15,395</b>	1,557	111.3	324.4	<b>373.4</b>	48.9	115.1
<b>Conventional Lines</b>								
<i>Kanto Area Network</i>								
Commuter Passes .....	51,951	<b>52,208</b>	256	100.5	333.9	<b>337.4</b>	3.4	101.0
Other .....	24,422	<b>25,561</b>	1,138	104.7	482.2	<b>505.5</b>	23.3	104.8
Total .....	76,374	<b>77,769</b>	1,394	101.8	816.1	<b>842.9</b>	26.7	103.3
<i>Other Network</i>								
Commuter Passes .....	2,420	<b>2,461</b>	40	101.7	14.0	<b>14.4</b>	0.3	102.7
Other .....	1,940	<b>2,085</b>	144	107.5	37.7	<b>40.9</b>	3.1	108.4
Total .....	4,361	<b>4,546</b>	185	104.3	51.8	<b>55.4</b>	3.5	106.8
<i>Total</i>								
Commuter Passes .....	54,372	<b>54,669</b>	296	100.5	348.0	<b>351.9</b>	3.8	101.1
Other .....	26,363	<b>27,647</b>	1,283	104.9	520.0	<b>546.4</b>	26.4	105.1
Total .....	80,736	<b>82,316</b>	1,580	102.0	868.0	<b>898.3</b>	30.3	103.5
<b>Total</b>								
Commuter Passes .....	55,607	<b>55,930</b>	323	100.6	364.8	<b>369.0</b>	4.2	101.2
Other .....	38,966	<b>41,780</b>	2,814	107.2	827.7	<b>902.7</b>	75.0	109.1
Total .....	94,573	<b>97,711</b>	3,137	103.3	1,192.5	<b>1,271.8</b>	79.2	106.6

Notes: 1. Amounts less than one million passenger kilometers and 100 million yen are omitted.

2. The Kanto Area Network includes the areas covered by Tokyo Branch Office, Yokohama Branch Office, Hachioji Branch Office, Omiya Branch Office, Takasaki Branch Office, Mito Branch Office, and Chiba Branch Office.

### Forward-looking Statements

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