

# Construction of Urban and Regional Railways

We continue to develop railway networks that reach far and wide, from urban railways to regional railways.



Nishiya Tunnel on the Through Line between Sotetsu and JR



Shin-Yokohama Station on the Through Line between Sotetsu and Tokyu

## Projects to Enhance the Convenience of Urban Railways

These new projects are implemented under the Act on Enhancement of Convenience of Urban Railways, etc., which was enacted in 2005. Under these projects, we build new through lines while effectively using existing railway infrastructure to eliminate the need for transfers and improve promptness, thereby improving convenience for passengers.

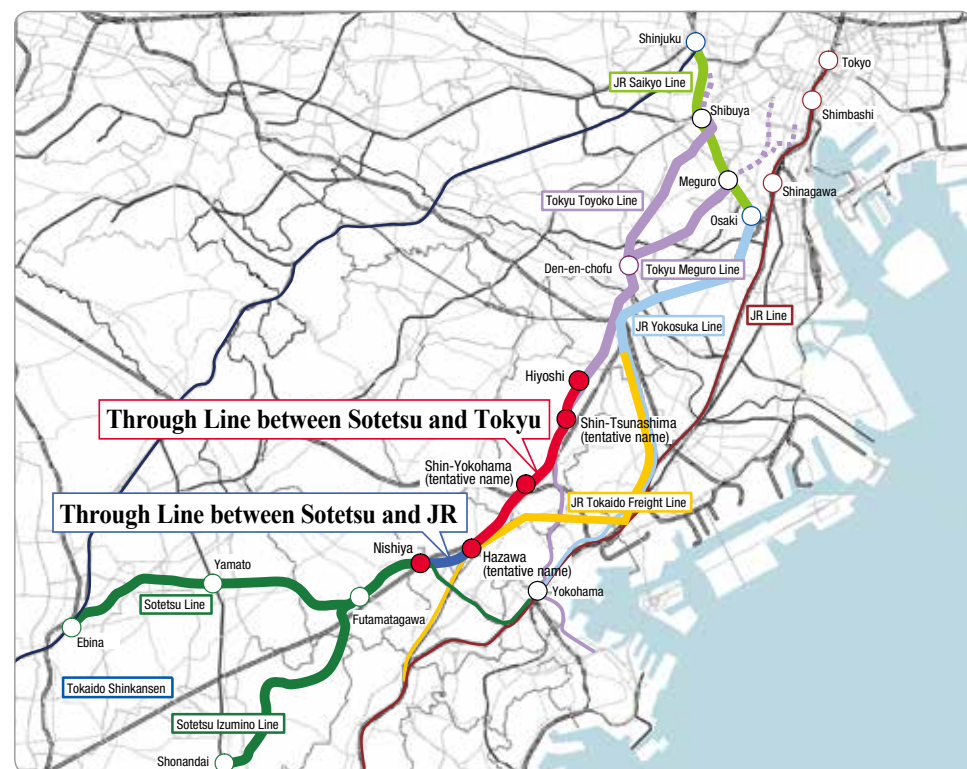
The national government, local governments and the entity of construction company each provide 1/3 of the financing for these improvements.

After lines open, the entity of construction retains ownership of the infrastructure and leases it to the entity of operation, which then remits rail access charge to the entity of construction.

### Eastern Kanagawa Lines (The Through Lines between Sotetsu and JR/Sotetsu and Tokyu)

The through lines between Sotetsu and JR/Sotetsu and Tokyu are new through lines in a project to improve access from western Yokohama City and central Kanagawa Prefecture to central Tokyo, and JRJT is proceeding with the construction as the entity of construction. The through line between Sotetsu and JR connects Nishiya Station on the Sotetsu Line to the area near Yokohama-Hazawa Freight Station on the JR Tokaido Freight Line, and the through line between Sotetsu and Tokyu connects Hazawa Station (tentative name) to Hiyoshi Station on the Tokyu Line.

Sagami Railway Company is the entity of operation for the through line between Sotetsu and JR. The entities of operation for the through line between Sotetsu and Tokyu are Sagami Railway Company and the Tokyu Corporation.

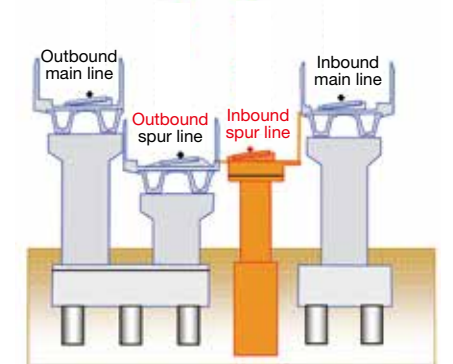


## Commissioned Work

Through many years of railway construction, JRJT has amassed ample experience and developed a wealth of technology. To return these advantages to society accordingly, we accept requests from railway operators to perform construction work.

### Spur Line to a Rolling Stock Depot on the Tsukuba Express Line

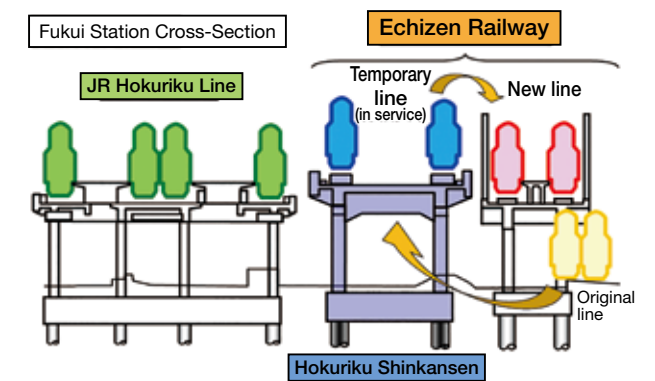
Since the Tsukuba Express Line opened in 2005, the number of passengers has grown steadily to the point where crowding in train cars is a significant issue. The spur line used to access the depot is a single track. Rolling stock breakdowns on single spur lines could cause significant transport disorder. The Metropolitan Intercity Railway Company decided to convert the spur line into a double-track line in an effort to ensure safe transportation and improve services to passengers, and commissioned JRJT to perform the construction. We accepted and completed the construction work at the end of FY 2016.



### Construction to Elevate the Echizen Railway (Katsuyama Eiheiji Line/Mikuni Awara Line)

The Fukui prefectural government decided to elevate the Echizen Railway Katsuyama Eiheiji Line, Mikuni Awara Line and spur lines to the depot as part of a project to create a consecutive series of grade-separated crossings near Fukui Station. Echizen Railway Company commissioned JRJT to perform the elevation construction.

We accepted and have proceeded with the construction of the new line since opening the temporary line for operations in September 2015.



## Large Improvement of Private Railways in Major Urban Areas

To increase the transportation capacity of the three major urban areas of Japan, JRJT implements projects such as constructing urgently-needed quadruple tracks for private railways.

### Odakyu Odawara Line

Odakyu Electric Railway Company is using funds raised by JRJT to construct quadruple tracks on the Odakyu Odawara Line as part of a city planning project to create a consecutive series of grade-separated crossings. This work will eliminate level crossings, thereby increasing transportation capacity and easing congestion.

