

April 11, 2007

Notice of Approval of Rapid Transport Promotion Plan Leading to Mutual Direct Operations

A link line connecting Yokohama-hazawa Station of JR East Tokaido Freight Line,
Shin-Yokohama Station and Hiyoshi Station of Tokyu Toyoko Line

JRTT
Sagami Railway Co., Ltd.
Tokyu Corporation

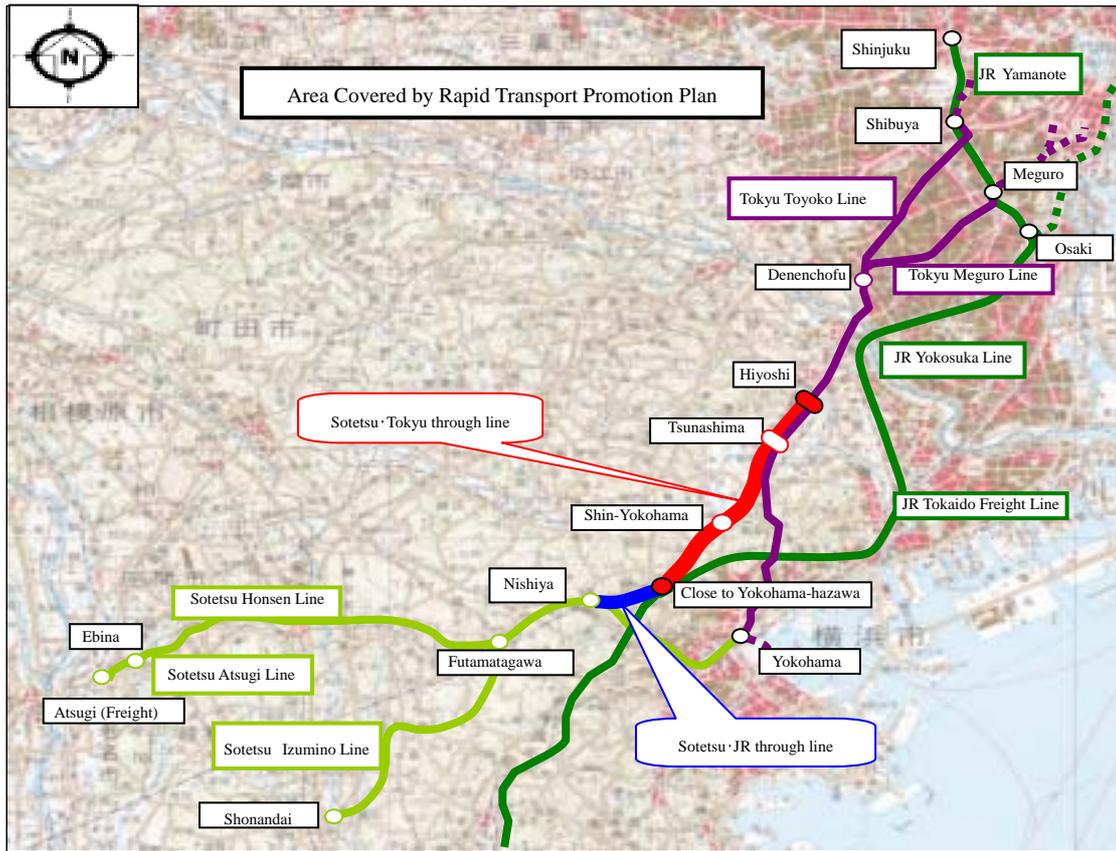
Japan Railway Construction, Transport and Technology Agency (head office: Naka-ku, Yokohama; president: Masato Obata), Sagami Railway Co., Ltd. (head office: Nishi-ku, Yokohama; president: Rikuro Oikawa; hereinafter “Sotetsu”) and Tokyu Corporation (head office: Shibuya-ku, Tokyo; president: Toshiaki Koshimura; hereinafter “Tokyu”) obtained approval for their rapid transport promotion plan from the Ministry of Land, Infrastructure and Transport today, April 11.

JRTT, Sotetsu and Tokyu applied for the approval of the plan on November 21 last year based on a development and operational concept that had been approved under the Law for Promoting Convenience of Urban Railways Etc. The plan is to construct a 10km link line (connected to the Sotetsu and Tokyu lines) between a point close to Yokohama-hazawa Station (Kanagawa-ku, Yokohama) on the JR East Tokaido Freight Line and Hiyoshi Station (Kohoku-ku, Yokohama) on the Tokyu Toyoko Line.

JRTT will build and own the link line, and Sotetsu and Tokyu will operate it. The line will be connected to another link line (connected to Sotetsu and JR lines) that JRTT and Sotetsu have had approved, as a rapid transport promotion plan. Sotetsu and Tokyu will use the newly approved link line to operate Sotetsu and Tokyu through trains.

The line will have a function of eastern Kanagawa line, which is prescribed in Council for Transport Policy Report No. 18. With the construction of the link line, Sotetsu and Tokyu will develop railways that will link the central part of Kanagawa Prefecture and the Yokohama city center, and central Tokyo. As a result, the line will help form an extensive railway network with advanced functions in the Tokyo metropolitan area and will improve the convenience of railways in the region. It will also contribute to the improvement of access to the Shinkansen line and the further development of the Shin-Yokohama city center, the Futamatagawa • Tsurugamine sub-centers, and so on.

See the attachment for a summary of Rapid Transport Promotion Plan.



Railway Map

Summary of Rapid Transport Promotion Plan

1. Area From a place close to Yokohama-hazawa Station of the JR East Tokaido Freight Line to Hiyoshi Station of the Tokyu Toyoko Line
2. Project Description
- | | |
|-----------------------------|---|
| Railway type: | regular railway |
| Length: | about 10.0 km |
| Track gauge: | 1,067 mm |
| Routes: | From Ebina Station and Shonandai Station through Hazawa Station (tentative name) and Hiyoshi Station to Shibuya and Meguro |
| Frequency: | 10 to 14 trains per hour in the morning rush hours
Four to six trains at other times |
| Number of cars: | 8 or 10 cars |
| Fare: | Fares are determined based on the existing fare systems of Sotetsu and Tokyu. An additional fare will apply for the link line. |
| Addresses of stations: | Hazawa Station (tentative name):
191-7 Hazawacho, Kanagawa-ku, Yokohama
Shin-Yokohama Station (tentative name):
2 Shin-Yokohama, Kohoku-ku, Yokohama
Tsunashima Station:
1-1-8 Tsunashima-nishi, Kohoku-ku, Yokohama
Hiyoshi Station:
2-1-1 Hiyoshi, Kohoku-ku, Yokohama |
| Construction period: | April 2007 to March 2019 (scheduled) |
| Project cost: | about 195.7 billion yen |
| Commencement of operations: | April 2019 (scheduled) |
| Facility rent: | about 4,520 million yen per year |
3. Example effects:
- | | |
|---|--|
| Time required from Futamatagawa to Meguro: | from 54 min. to 38 min. (reduction of 16 min.) |
| From Yamato to Shin-Yokohama (tentative name): | from 42 min. to 19 min. (reduction of 23 min.) |
| From Ebina to Meguro: | from 69 min. to 54 min. (reduction of 15 min.) |
| From Shonandai to Shin-Yokohama (tentative name): | from 49 min. to 23 min. (reduction of 26 min.) |

(Reference) Summary of Law for Promoting Convenience of Urban Railways Etc.

The law sets out new railway development methods to shorten transportation time and facilitate the use of services in stations through effective use of existing urban railways. “The two-tiered system” applies to separate development entities (public entities such as third-sector bodies) and operational entities (such as railway companies). Under the system, the development entities, which receive subsidies from national and local governments and raise funds to cover the remaining project costs, develop facilities, and operational entities pay benefit equivalents derived from operation as facility rents to the development entities.

Under the procedures stipulated in the law, entities with concepts approved by the Minister of Land, Infrastructure and Transport will prepare and submit plans designed to reduce transportation times. When the plans are authorized by the minister, the entities are considered to have obtained a business license under the Railway Operation Law.