



FY 2007.3 (Fiscal Year ending March 31, 2007)

Semi-Annual Investors Meeting

Central Japan Railway Company

Summary of Consolidated Financial Results for the Six Months Ended September 30, 2006

Consolidated Semi-Annual Statements of Income (unaudited)

2

(Billions of yen)

	For the six months ended September 30, 2005	For the six months ended September 30, 2006	Increase (Decrease)	(%)	Change due to;
Operating revenues	[1.216] 740.6	[1.216] 733.4	7.2	99.0	
Transportation	603.4	597.3	6.0	99.0	Decrease of railway operations revenues
Merchandise and Other	90.7	90.8	0.0	100.0	
Real estate	19.0	19.0	0.0	99.7	
Other services	27.3	26.2	1.1	96.0	
Operating expenses	503.1	517.7	14.5	102.9	Increase of non-consolidated operating expenses
Operating income	[1.047] 237.4	[1.043] 215.6	21.7	90.8	
Nonoperating revenues and expenses (net)	81.4	74.7	6.6	91.8	
Nonoperating revenues	2.4	2.6	0.1	106.5	Decrease of interest expenses
Nonoperating expenses	83.8	77.3	6.5	92.2	
Ordinary income	[1.067] 155.9	[1.063] 140.8	15.0	90.3	
Extraordinary gains and losses (net)	1.7	0.8	0.8	47.6	
Income before income taxes and minority interests	154.2	140.0	14.2	90.8	
Net income	[1.044] 91.4	[1.052] 83.3	8.1	91.1	

Notes 1. Ratios in [] are calculated by dividing figures on a consolidated basis by those on a non-consolidated basis

2. Figures less than 0.1 billion yen have been rounded down 3. Operating revenues in each segment are for outside customers

Consolidated Semi-Annual Balance Sheets (unaudited)

(Billions of yen)

	As of March 31, 2006	As of September 30, 2006	Increase (Decrease)	Due to;
Current assets	276.7	196.0	80.7	Decrease of short-term loan receivables
Fixed assets	5,033.0	4,961.5	71.4	
Property and equipment	4,765.9	4,691.9	74.0	Depreciation
Intangible fixed assets	14.3	12.9	1.3	
Investments and other assets	252.7	256.6	3.9	
Total assets	5,309.8	5,157.5	152.2	
Current liabilities	666.9	632.9	34.0	
Long-term liabilities	3,654.0	3,773.4	119.4	
Total liabilities	4,321.0	4,406.4	85.4	
[Long-term debt and payables]	3,545.5	3,652.5	106.9	JR Central + 110.4 Consolidated subsidiaries 3.4
Total equity	988.7	751.1	237.6	Repurchase of treasury stock
Total liabilities and equity	5,309.8	5,157.5	152.2	

Note. Figures less than 0.1 billion yen have been rounded down

Consolidated Semi-Annual Statement of Cash Flows (unaudited)

(Billions of yen)

	For the six months ended September 30, 2005	For the six months ended September 30, 2006	Increase (Decrease)
Net cash provided by operating activities (A)	229.6	184.9	44.6
Income before income taxes and minority interests	154.2	140.0	14.2
Depreciation and amortization	115.1	106.1	8.9
Other (net)	39.8	61.2	21.4
Net cash used in investing activities (B)	48.4	75.8	27.3
Purchases of intangible fixed assets as well as property and equipment	52.7	79.1	26.4
Other (net)	4.3	3.3	0.9
Free Cash Flow (A + B)	[181.2]	[109.1]	[72.0]
Net cash used in financing activities	35.0	206.2	171.1
Proceeds from long-term debt and issuance of bonds	45.5	180.0	134.5
Repayments of long-term debt and payables	74.0	73.2	0.7
Repurchase of treasury stock	-	308.9	308.9
Other (net)	6.5	3.9	2.6
Net increase (decrease) in cash and cash equivalents	146.1	97.0	243.1
Cash and cash equivalents, beginning of the period	78.4	172.7	94.2
Cash and cash equivalents increased by merger of a consolidated subsidiary with an unconsolidated subsidiary	-	0.8	0.8
Cash and cash equivalents, end of the period	224.6	76.5	148.1

Note. Figures less than 0.1 billion yen have been rounded down

Forecast for FY2007.3 (Fiscal Year ending March 31, 2007)

Forecast for FY2007.3

(Billions of yen)

(On a Consolidated Basis)	FY2006.3 (Results)	FY2007.3 (Forecast)	Increase (Decrease)	(%)
Operating revenues	[1.223] 1,467.6	[1.225] 1,464.0	3.6	99.8
Operating expenses	1,063.8	1,092.0	28.1	102.6
Operating income	[1.052] 403.7	[1.048] 372.0	31.7	92.1
Ordinary income	[1.093] 213.4	[1.079] 204.0	9.4	95.6
Net income	[1.055] 122.4	[1.044] 119.0	3.4	97.2

Notes 1. Ratios in [] are calculated by dividing figures on a consolidated basis by those on a non-consolidated basis

2. Figures less than 0.1 billion yen have been rounded down

Forecast of decrease in long-term debt and payables

(Billions of yen)

	As of March 31, 2006 (Results)	As of September 30, 2006 (Results)	As of March 31, 2007 (Forecast)	Decrease (Forecast)
Long-term debt and payables (Consolidated)	3,545.5	3,652.5	3,538.5	7.0
Long-term debt and payables (Non-consolidated)	3,455.7	3,566.1	3,455.7	-

Note. Figures less than 0.1 billion yen have been rounded down

Summary of Key Management Features

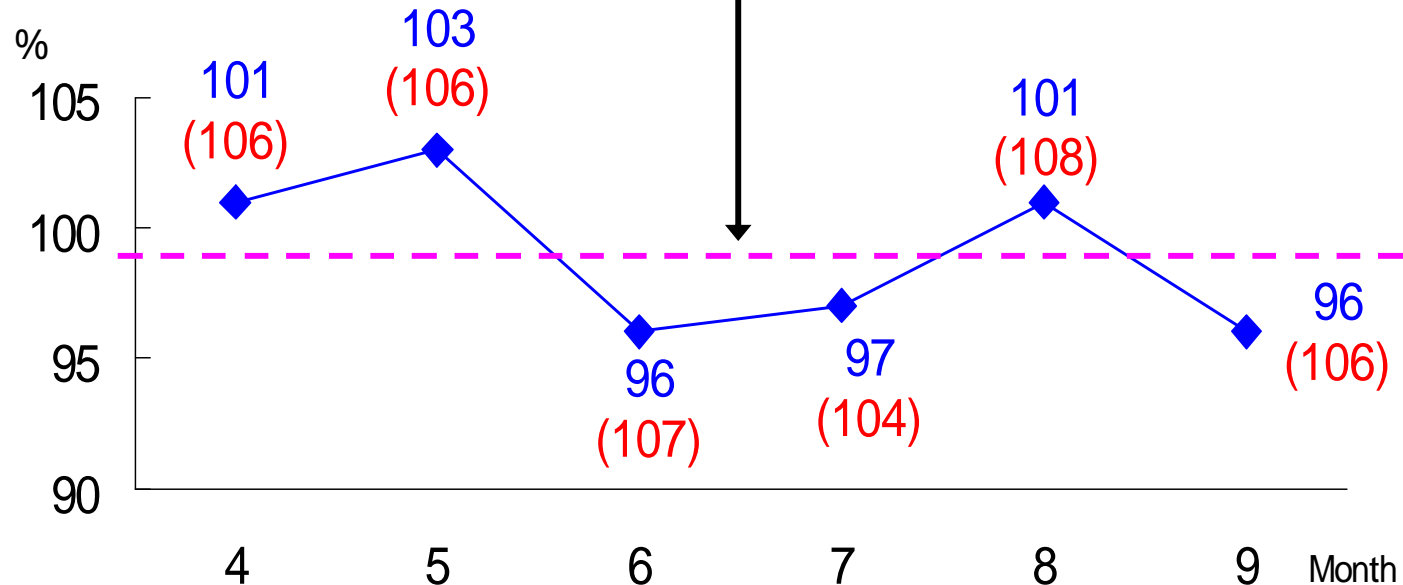
Tokaido Shinkansen Passenger Volume in the 1st Half of FY2007.3

Performance in the 1st half of FY2007.3 was approximately equal to that of the 1st half of FY2006.3 (99% YoY comparison)

**1st half YoY comparison
= 99(106)**

YoY comparison with FY2006.3
*Figures in parentheses indicate
FY2005.3 YoY comparison

◆ April - March 2006

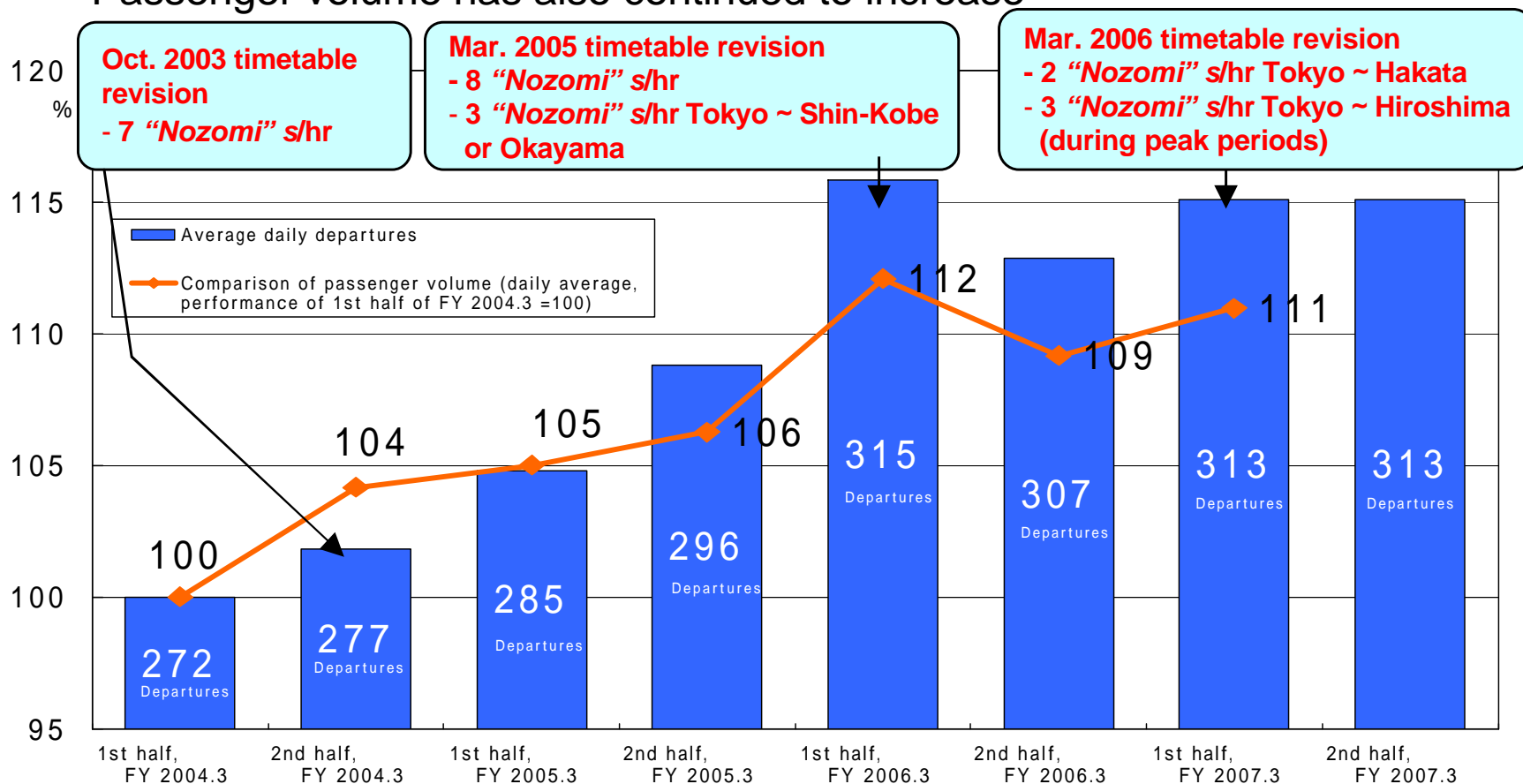


Changes in Tokaido Shinkansen Capacity and Usage

Transportation capacity of the Tokaido Shinkansen has been steadily enhanced since the drastic timetable revision in October 2003

- Transportation capacity maintained after the Aichi Expo
- Through service increased between Tokyo and the Sanyo area with March 2006 timetable revision

Passenger volume has also continued to increase



Enhancing Sales and Marketing Initiatives

In addition to expanding the “Express Reservation” service, we have continued to stimulate travel demand by implementing tourist campaigns and providing attractive tour packages

(1) “Express Reservation” Service

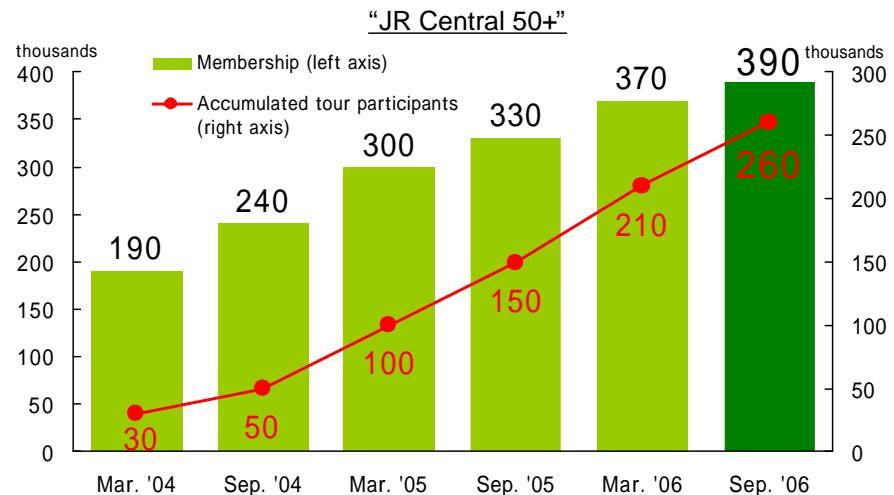
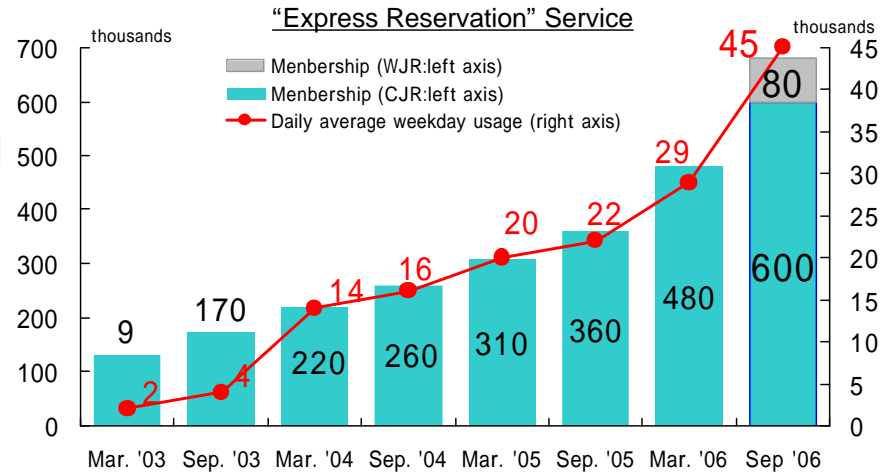
From July of this year, service expanded to all Tokaido and Sanyo Shinkansen stations and “J-WEST cards” issued by JR West are now accepted

- Further enhanced convenience
- Strengthened marketing channels in the Osaka and Kobe metropolitan area

“Express Reservation” IC card service scheduled for introduction in FY2008.3

(2) “JR Central 50+ (Fifty Plus)”

Offering attractive tour packages of Kyoto, Tokyo, Nara, Ise, Osaka, Kobe and Kyushu



Forecast for FY2007.3

Both consolidated and non-consolidated revenues are expected to increase reflecting results for the 1st half

Operating expenses in the 2nd half are expected to increase

(Billions of yen)

	1st Half of FY2007.3			FY2007.3		
	Results	Change (from initial forecast)	Change (from FY2006.3 results)	New Forecast	Change (from initial forecast)	Change (from FY2006.3 results)
Operating Revenues (Consolidated)	733.4	21.4	7.2	1,464.0	21.0	3.6
Operating Revenues (Non-Consolidated)	603.2	19.2	5.8	1,195.0	19.0	4.6
(Railway Operations Revenues)	(571.3)	(+20.3)	(6.7)	(1,129.0)	(+20.0)	(7.1)
Operating Expenses (Consolidated)	517.7	14.7	14.5	1,092.0	17.0	28.1

- (1) An increase in operating revenues is expected over the previous forecast by ¥21 billion on a consolidated basis and ¥19 billion on a non-consolidated basis
- Railway operations revenues in the 2nd half of FY2007.3 are projected to equal such results for the 2nd half of FY2006.3
 - The revised forecast reflects the change in results against initial projections for the 1st half, including an increase of approximately ¥20 billion in railway operations revenues and increased sales of consolidated subsidiaries
- (2) An increase in operating costs is expected over the previous forecast by ¥17 billion (consolidated) and ¥15 billion (non-consolidated)
- Non-consolidated personnel expenses are expected to rise temporarily by approximately ¥10 billion due to transitional measures attendant upon the reform of personnel management
 - An additional ¥5 billion increase is estimated in non-consolidated operating costs due to quake-resistant reinforcement of the Tokaido Shinkansen ground facilities
 - Consolidated subsidiary COGS are expected to grow in proportion to increased sales

Key Measures

We are strengthening the competitiveness of the Tokaido and Sanyo Shinkansen, looking ahead to the Haneda Airport runway expansion scheduled for 2009

We are continuing to develop Superconducting Maglev technology, a long-term experimental and research investment

		FY2007.3	FY2008.3	FY2009.3	FY2010.3	FY2011.3 ~
Airline Industry Related			2007 Start of phase service at Kansai Airport (addition of a runway)	Mar.2009 Opening of Shizuoka Airport	2009 Expansion of arrival/departure slots at Haneda Airport (addition of a runway)	
Company Measures	Transport/Service	Mar.2006 Introduction of timetable improving convenience of Nozomi between Tokyo/Yokohama and Sanyo areas July 2006 Expansion of Express Reservation service to Sanyo area Nov. 2006 Introduction of "TOICA" IC card service in Nagoya area	Summer 2007 Start of Series N700 commercial operation FY2008.3 Introduction of Express Reservation IC card service FY2008.3 Introduction of "TOICA" IC card service in Sizuoka area	Spring 2009 Providing internet access onboard the Series N700 (Tokyo ~ Shin -Osaka) Spring 2009 Construction completed of reinforced electric power source for the Tokaido Shinkansen 2008 Completion of renewal of Shin-Yokohama station Opening of JR Central Shin-Yokohama Station Building	FY2010.3 Only Series N700 "Nozomi" used for through service Tokyo ~ Sanyo area	Consideration given to continuing Series N700 introduction To be decided Renovation of Shin-Osaka Station completed
	Earthquake Countermeasure		Sep. 2007 Functional upgrade to Earthquake Disaster Prevention System	End of FY2009.3 Completion of quake-resistant reinforcement of elevated track columns and rail embankments	FY2010.3 Quake-resistant reinforcement of rebar bridge piers completed	FY2012.3 Completion of replacement of ATS-ST system with ATS-PT system to further promote safety on conventional lines
	Superconducting Maglev	Sep. 2006 Decision on renewal and extension plan of the existing Test Line	Mar. 2008 Completion of "Superconducting Magnet Dynamic Simulator"			End of FY2014.3 Construction of test line extension completed, and testing commences using new facilities (until the end of FY2017.3)

Decision reached on a capital investment plan for updating and lengthening the Yamanashi Maglev Test Line

- Specifications for practical application standards to be confirmed and establish the technology aimed at future commercial operation of the Superconducting Maglev

(1) Main Features of the Project

- Extending existing Test Line (18.4km) along all remaining allotted course sections (42.8km)
- Introducing 14 new test vehicles and conducting running tests of longer trainsets at 500km/h
- Setting up a maintenance system for the vehicles and ground facilities
- Creating a mockup version of a deep underground environment and undertaking technical studies of such an environment

(2) Project Costs and Schedule

- Project Costs (including consumption tax) : ¥355.0 billion
 - ¥319.0 billion for ground facilities including tunnels, elevated tracks, electric facilities and train depots as well as ¥36.0billion for new test vehicles
 - Nearly all capital investment will be depreciated over 7 years after commencement of testing with newly upgraded facilities
- Construction Period: FY 2007.3 (after approval of the Minister) - FY 2017.3
- Test Period: Approximately three years starting at the end of FY 2014.3

(3) Impact on Forecast for FY 2007.3

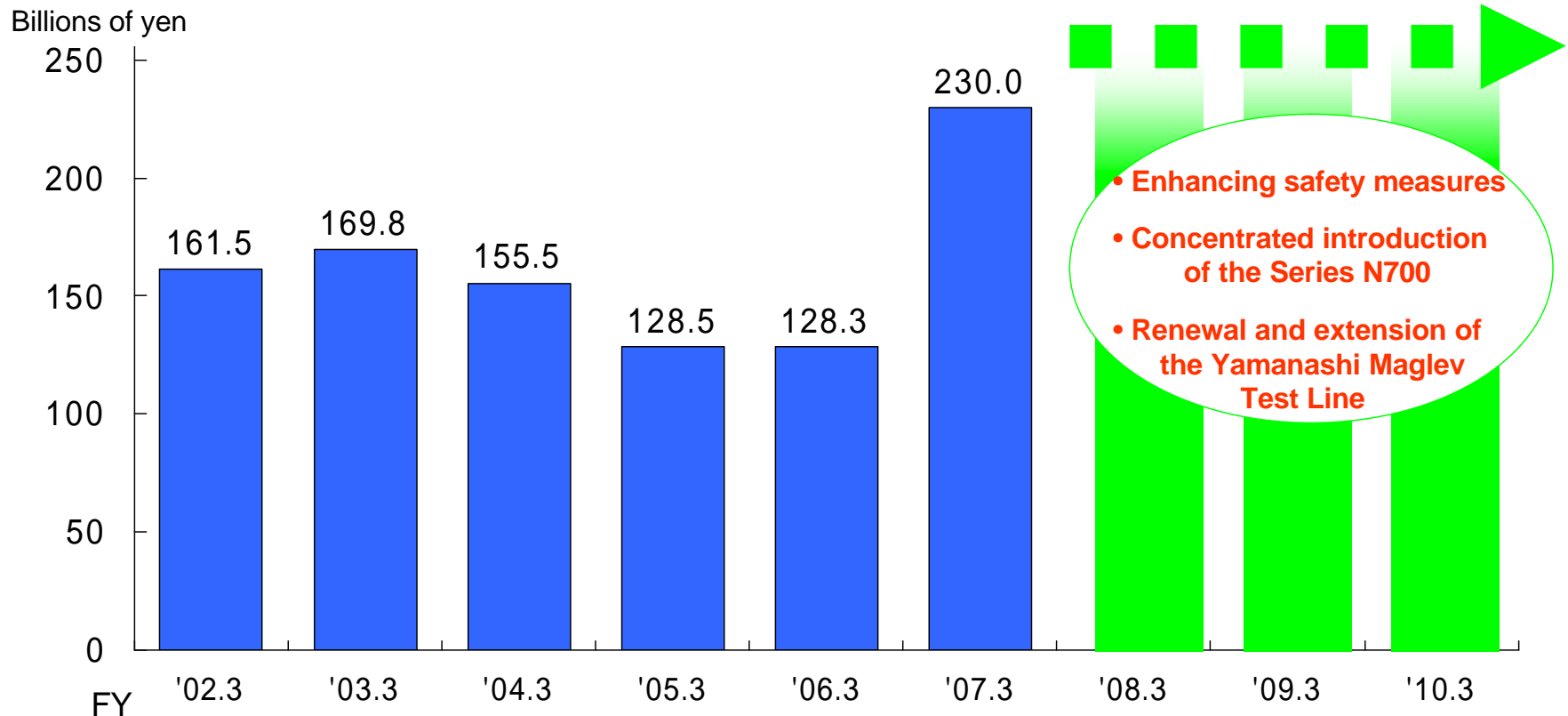
- There is no impact on the forecast for FY2007.3 (both on a consolidated and on a non-consolidated basis)

Capital Investment (Non-consolidated)

Necessary capital investment will be steadily promoted

- Introducing the Series N700 to strengthen the competitive advantage of the Tokaido and Sanyo Shinkansen over airlines, looking ahead to the new Haneda Airport runway scheduled for 2009
- Continuing development of Superconducting Maglev technology

The amount of capital investments is expected to remain at least at the planned levels for FY2007.3 and the years ahead



Long-term Debt and Payables (Non-consolidated)

As a result of the share repurchase and other factors, the balance of long-term debt and payables is expected to remain unchanged at the end of March 2007

There will be no change in policy regarding usage of free cash flow appropriated for stable distribution as well as early reduction of long-term debt and payables

