

I. Summary of Financial Results for 1st Half of FY2020.3



Corporate Officer and
General Manager of
Finance Department
Tatsuhiko Yamada

**Central Japan Railway
Company**
October 29, 2019

Income Statement (Non-consolidated)

2

(Billions of Yen)

	1st Half of FY2019.3 (Apr. - Sep.) Results A	1st Half of FY2020.3 (Apr. - Sep.) Results B	Changes (B - A)	Main Factors for Changes
Operating Revenues (Transportation Revenues)	727.0 (693.2)	751.2 (716.9)	+24.2 (+23.6)	Shinkansen +21.4, conventional lines +2.1
Operating Expenses	353.5	361.2	+7.6	
Personnel Expenses	90.4	88.0	-2.3	Decrease in retirement benefit expenses
Non-personnel Expenses	149.1	156.5	+7.3	
Energy	21.0	22.5	+1.5	Increase in electricity charges
Maintenance	40.3	43.0	+2.6	Increase in technology development expenses and maintenance of rolling stock
Others	87.7	91.0	+3.2	Increase in advertising expenses and outsourcing expenses
Taxes other than Income Taxes	20.8	21.2	+0.4	
Depreciation & Amortization	93.0	95.3	+2.2	Rolling stock, ground facilities, etc.
Operating Income	373.4	390.0	+16.5	
Ordinary Income	333.9	351.3	+17.3	
Net Income	234.6	246.6	+11.9	

- I am Yamada, General Manager of the Finance Department. I would like to present a summary of the financial results for the six months ended September 30, 2019.
- Let us start with an overview of the non-consolidated financial results.
- In terms of revenues, operating revenues increased by 24.2 billion yen year-on-year to reach 751.2 billion yen, marking a record high, mainly due to a 23.6 billion yen increase in transportation revenues owing to favorable business and tourism use.
- Next, I would like to explain the main items of the operating expenses.
- Personnel expenses decreased by 2.3 billion yen year-on-year to 88.0 billion yen, mainly due to a decrease in retirement benefit expenses.
- Non-personnel expenses increased by 7.3 billion yen, due to an increase in energy costs associated with an increase in the unit price of electricity charges, an increase in technology development expenses related to the test-run of next-generation limited express vehicles for conventional lines using the hybrid system, and an increase in other expenses owing to an increase in advertising expenses.
- Depreciation & amortization increased by 2.2 billion yen due to the renewal of the EX service system.
- As a result, both revenues and incomes increased, and operating income, ordinary income, and quarterly net income were higher than in the past.

Income Statement (Consolidated)

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(Billions of Yen)

	1st Half of FY2019.3 (Apr. - Sep.) Results A	1st Half of FY2020.3 (Apr. - Sep.) Results B	Changes (B - A)
Operating Revenues	918.1	955.6	+37.4
Operating Expenses	527.1	548.7	+21.6
Operating Income	390.9	406.8	+15.8
Non-operating Income (Loss)	-39.1	-37.6	+1.4
Ordinary Income	351.8	369.2	+17.3
Net Income Attributable to Owners of the Parent	244.7	257.5	+12.8

- Next, I would like to present the consolidated financial results.
- Concerning operating revenues, consolidated operating revenues increased by 37.4 billion yen year-on-year to a record high of 955.6 billion yen, due to favorable transportation revenues in the Company and increased sales in Merchandise and Other business including JR Tokai Takashimaya and sales at NIPPON SHARYO.
- Operating expenses increased by 21.6 billion yen due to an increase in non-personnel expenses in the Company and an increase in cost of sales reflecting higher sales at Group companies.
- As a result, operating income was 406.8 billion yen, ordinary income was 369.2 billion yen, and net income attributable to owners of the parent was 257.5 billion yen, all record highs.

Segment Information (Consolidated)

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(Billions of Yen)

	1st Half of FY2019.3 (Apr. - Sep.) Results A	1st Half of FY2020.3 (Apr. - Sep.) Results B	Changes (B - A)	Main Factors for Changes
Operating Revenues	918.1	955.6	+37.4	
Transportation	725.1	748.4	+23.3	(+) JR Tokai (Transportation)
Merchandise and Other	127.5	132.0	+4.4	(+) JR Tokai Takashimaya, Tokai Kiosk
Real Estate	38.9	40.2	+1.3	(+) JR Tokai Real Estate
Other	95.6	111.9	+16.3	(+) NIPPON SHARYO
Operating Expenses	527.1	548.7	+21.6	
Operating Income	390.9	406.8	+15.8	
Transportation	371.6	387.1	+15.4	(+) JR Tokai (Transportation)
Merchandise and Other	4.3	4.6	+0.3	(+) JR Tokai Takashimaya, Tokai Kiosk
Real Estate	10.6	11.3	+0.6	(+) JR Tokai Real Estate
Other	4.1	3.5	-0.5	(+) NIPPON SHARYO (-) JR Tokai Tours

* Breakdown by segment is before offsetting transactions between segments. The total of the figures in the breakdown does not match Operating Revenues and Operating Income.

- Finally, I would like to explain the year-on-year changes in each segment.
- In Transportation, revenues and incomes increased, boosted by higher transportation revenues of the Company.
- In Merchandise and Other, revenues and incomes increased, boosted by JR Tokai Takashimaya with higher sales at department stores and an increase in sales at stores of Tokai Kiosk.
- In Real Estate, revenues and incomes increased boosted by higher sales of residential land by JR Tokai Real Estate.
- Finally, in the Other segment, while revenue increased mainly due to higher sales at NIPPON SHARYO's railway rolling stock business, income decreased due to an increase in cost of sales associated with higher sales at NIPPON SHARYO and expenses associated with upgrading the system at JR Tokai Tours.
- This concludes my presentation.

- II. Transportation Status
- III. Performance Forecast for FY2020.3
- IV. Key Initiatives



Director,
Corporate Officer,
Corporate Planning
Shunsuke Niwa

**Central Japan Railway
Company**
October 29, 2019

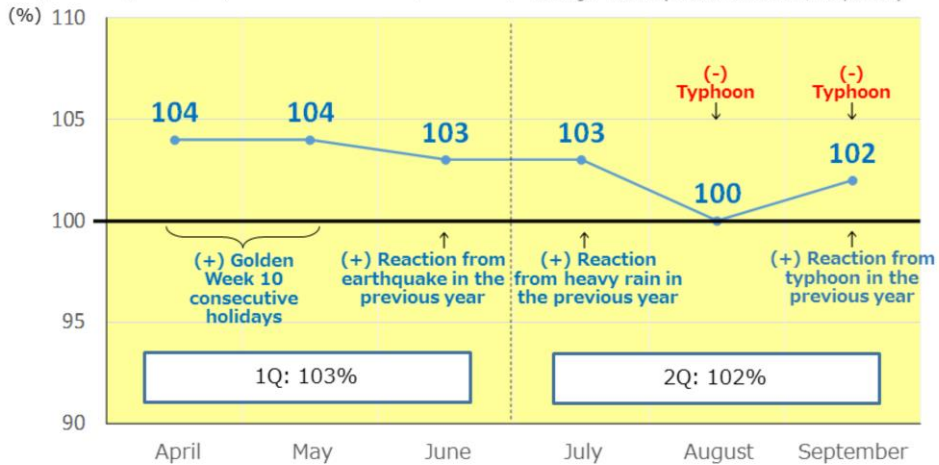
Transportation Status

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Both business and tourism use are going well.

1st Half of FY2019 Result: **103%** year-on-year

(Weekdays: 102%; Weekends&holidays: 105%) *Passenger volume (Tokaido Shinkansen, Tokyo area)



Raised full-year forecast to reflect results in the 1st half

* Transportation revenues (Shinkansen and conventional lines total)

FY2019 (Forecast): **101.7%** year-on-year

(1st-half results: 103.4%, 2nd-half forecast: same as in the previous year)

- I am Niwa, Director, Corporate Officer of Corporate Planning. First is the transportation status of the Tokaido Shinkansen.
- In the first half, the passenger volume of the Shinkansen was 103% compared with the previous year, and many customers used it both on weekdays when many business travelers use it, and on weekends and holidays when many tourists use it.
- Looking at the passenger volume of the Shinkansen every month, in April and May, the Golden Week Holidays were long holidays with 10 consecutive days off this year. In addition, due to the favorable weather, the total number of customers using the Shinkansen and conventional lines during the Golden Week Holidays was 118% compared with the previous year, which contributed to the increase in transportation revenues in the first half. Furthermore, transport disruptions due to natural disasters such as earthquakes, heavy rains, and typhoons in June, July, and September of last year, were also a factor in boosting passenger volume this year.
- On the other hand, this year, too, there have been delays and cancellations of trains due to typhoons, which have reduced the passenger volume in August and September in particular. Overall, however, there were no major accidents and we were able to provide safe and stable train operations. As a result, transportation revenues in the first half increased by 103.4% year-on-year.
- Against this backdrop, we revised the performance forecast of full-year transportation revenues upward to 101.7% from the previous year.

◆ **Transportation Revenues**

Full-year forecast **revised upward by 14.0 billion yen**

- Took into account the fact that transportation revenues for the 1st half exceeded the previous forecast and the impact of Typhoon No. 19.

(Performance forecast) (Billions of Yen)

	Full-year Forecast	YoY Comparison
Previous Forecast	1,407.0	+10.3
Current Forecast	1,421.0	+24.3
Changes	+14.0	+14.0

◆ **Expenses**

Full-year forecast left unchanged

(Reference) Influence of Typhoon No. 19

- On October 12, which was most affected by the typhoon, only 7 trains were operated and almost all trains were suspended.
- Impact on transportation revenues: Approximately 3.0 billion yen

- I would like to explain in detail our approach to revising the non-consolidated performance forecast.
- First of all, we reflected approximately 17.0 billion yen in our full-year forecast, as the transportation revenues in the first half exceeded our initial forecast.
- On the other hand, in the second half, due to the extremely large typhoon No. 19 accompanied by heavy rain, train services of the Shinkansen were almost completely suspended on October 12. We estimated the impact of this on transport revenues at approximately 3.0 billion yen and revised our forecast of transportation revenues for the second half to the same level as the previous year. As a result, we revised the full-year forecast of transportation revenues to 1,421.0 billion yen, which is 14.0 billion yen higher than the previous forecast.
- In terms of expenses, we have not changed our initial forecast.

Revised Full-Year Performance Forecast for FY2020.3 (Non-consolidated) ⁸

(Billions of Yen)

	FY2019.3 Results A	FY2020.3 Previous Forecast B	FY2019 Current Forecast C	Results vs. Forecast (C-A)	Change in Forecast (C-B)
Operating Revenues (Transportation Revenues)	1,464.8 (1,396.6)	1,476.0 (1,407.0)	1,490.0 (1,421.0)	+25.1 (+24.3)	+14.0 (+14.0)
Operating Expenses	797.1	831.0	831.0	+33.8	—
Personnel Expenses	179.7	178.0	178.0	-1.7	—
Non-personnel Expenses	381.7	416.0	416.0	+34.2	—
Energy	43.1	46.0	46.0	+2.8	—
Maintenance	140.5	168.0	168.0	+27.4	—
Others	198.0	202.0	202.0	+3.9	—
Taxes other than Income Taxes	42.2	42.0	42.0	-0.2	—
Depreciation & Amortization	193.4	195.0	195.0	+1.5	—
Operating Income	667.7	645.0	659.0	-8.7	+14.0
Ordinary Income	590.1	568.0	582.0	-8.1	+14.0
Net Income	414.0	399.0	408.0	-6.0	+9.0

- Based on the thinking I just mentioned, I would like to explain in detail the revisions of our non-consolidated full-year performance forecast.
- We added 14.0 billion yen to transportation revenues and operating revenues while keeping our operating expenses unchanged. As a result, operating income increased 14.0 billion yen from the previous forecast to 659.0 billion yen, ordinary income increased 14.0 billion yen from the previous forecast to 582.0 billion yen, and net income increased 9.0 billion yen from the previous forecast to 408.0 billion yen. Each has been revised upward from the previous forecast.

Revised Full-Year Performance Forecast for FY2020.3 (Consolidated) ⁹

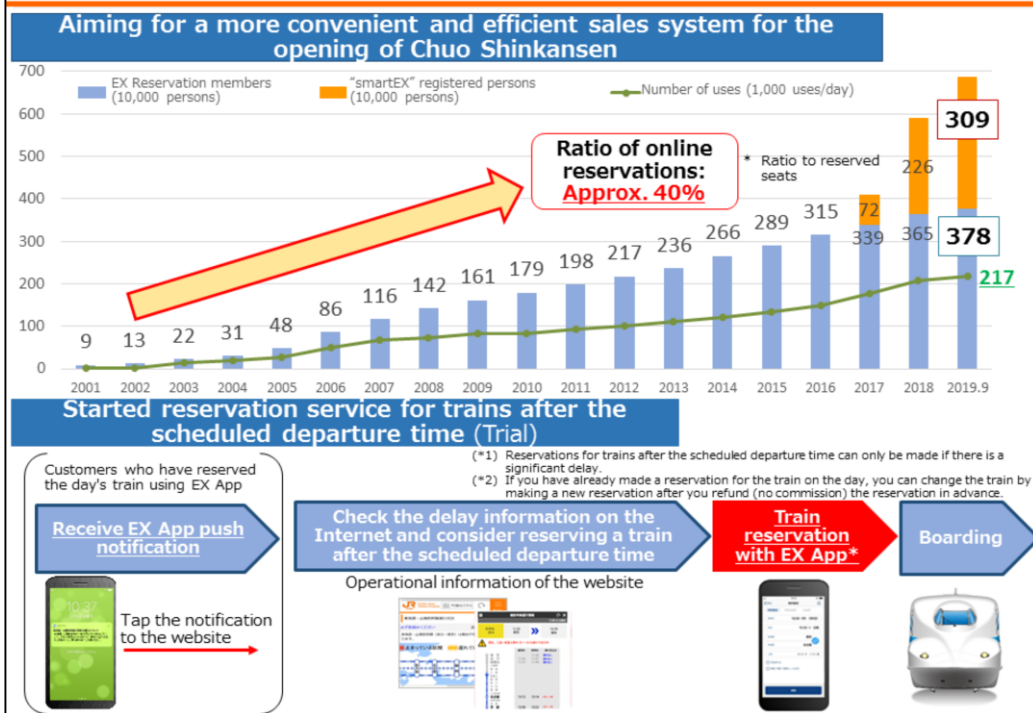
(Billions of Yen)

	FY2019.3 Results A	FY2020.3 Previous Forecast B	FY2020.3 Revised Forecast C	Results vs. Forecast (C-A)	Change in Forecast (C-B)
Operating Revenues	1,878.1	1,891.0	1,902.0	+23.8	+11.0
Transportation	1,461.3	1,471.0	1,485.0	+23.6	+14.0
Merchandise and Other	264.9	270.0	269.0	+4.0	-1.0
Real Estate	82.1	82.0	81.0	-1.1	-1.0
Other	261.0	263.0	269.0	+7.9	+6.0
Operating Expenses	1,168.3	1,215.0	1,212.0	+43.6	-3.0
Operating Income	709.7	676.0	690.0	-19.7	+14.0
Transportation	664.8	640.0	654.0	-10.8	+14.0
Merchandise and Other	9.6	8.0	8.0	-1.6	—
Real Estate	20.2	20.0	20.0	-0.2	—
Other	16.1	9.0	9.0	-7.1	—
Non-operating Income (Loss)	-77.1	-77.0	-76.0	+1.1	+1.0
Ordinary Income	632.6	599.0	614.0	-18.6	+15.0
Net Income Attributable to Owners of the Parent	438.7	416.0	426.0	-12.7	+10.0

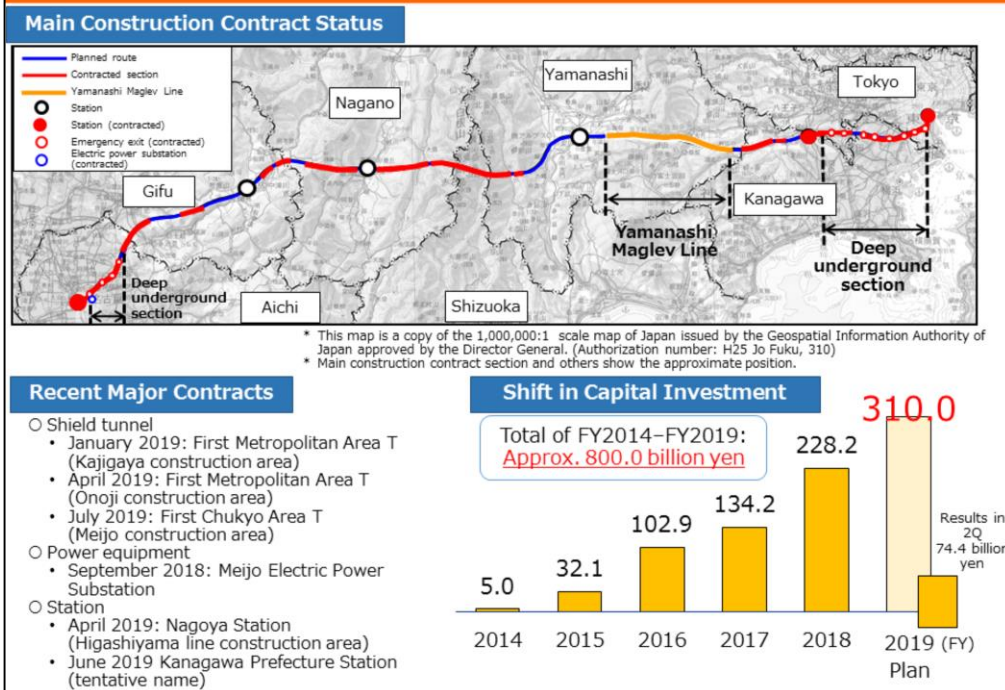
* Breakdown by segment is before offsetting transactions between segments. The total of the figures in the breakdown does not match Operating Revenues and Operating Income.

- Next, I would like to present the revisions to our consolidated full-year performance forecast.
- In addition to an increase in operating revenues for the Company, we expect an increase in operating revenues at NIPPON SHARYO in Other segment, and a decrease due to a time lag in sales reporting for the JR Tokai Corporation in Merchandise and Other segment and JR Tokai Real Estate in Real Estate segment. As a result, consolidated operating revenues increased 11.0 billion yen from the previous forecast to 1,902.0 billion yen.
- Consolidated operating expenses are expected to decrease by 3.0 billion yen from the previous forecast, mainly due to a decrease in cost of sales resulting from lower sales at JR Tokai Corporation and JR Tokai Real Estate.
As a result, also on a consolidated basis, operating income, ordinary income, and net income attributable to owners of the parent are all revised upward from the previous forecast.
- The interim dividend per share will be 75 yen as per the forecast announced at the beginning of the fiscal year.

Expansion of Online Reservation/Ticketless Boarding Services 10

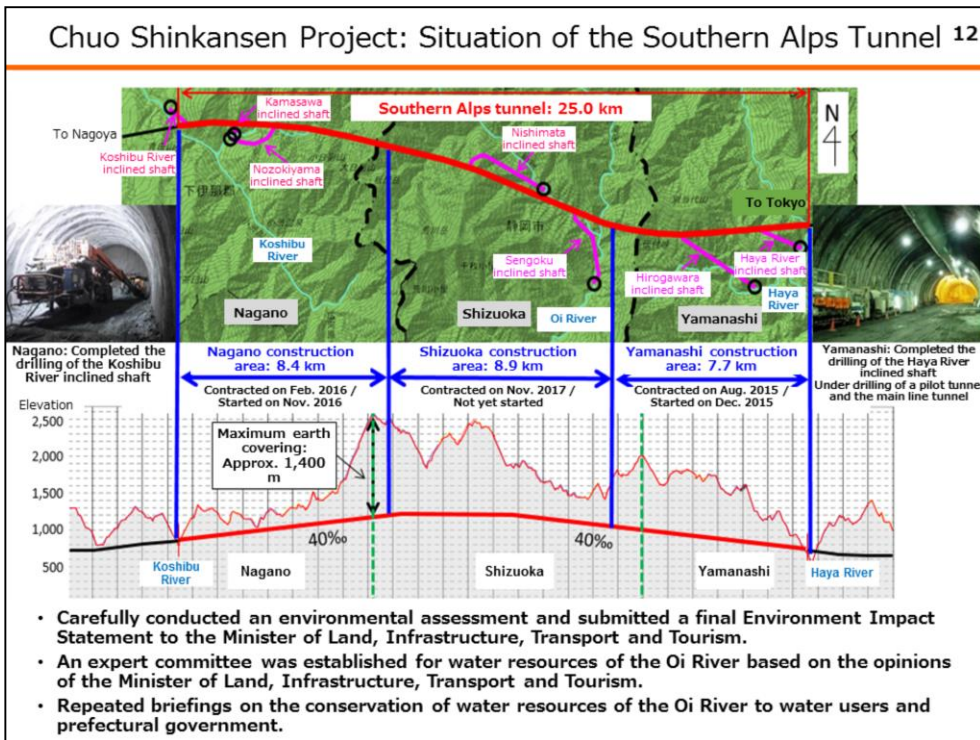


- Next, I would like to explain our key initiatives.
- In terms of sales, we continued to expand online reservation and ticketless boarding services.
- The graph in the slide shows the number of Express Reservation members and smartEX registered persons in a bar chart, and the usage per day in a line chart. As of the end of September, the combined number of daily use of both services reached approximately 217,000, and online reservations accounted for approximately 40% of the total number of reserved seats, and the number of users is steadily increasing.
- In addition, as you can see on the bottom of the slide, in June this year, we started a trial of a new service that allows reservation by Express Reservation members who use the app of EX service, even for trains that have passed their scheduled departure, when there is a big delay in the train. In the future, we will expand the number of users and improve the services based on the usage conditions.
- By realizing the "12 Nozomi Timetable" in the spring of next year, we will increase the number of Nozomi during busy hours and reduce the time required for Nozomi. Customers can shorten the travel time to the destination by making a train reservation online at their convenience and using Nozomi at a faster speed without waiting in line at a station ticket office. We will continue our efforts to make the Tokaido Shinkansen even more convenient.



- Next, I would like to explain the progress in our contracts and construction of the Chuo Shinkansen Project.
- In the map on this slide, blue refers to a planned route, red refers to contracted section, and orange refers to the Yamanashi Maglev Line. Construction contracts have been concluded mainly on difficult construction areas with a long construction period, such as the Southern Alps tunnel, Shinagawa and Nagoya terminals, and emergency exits, which serve as starting points for a shield machine to drill the main line tunnels in urban areas.
- Other major construction contracts concluded recently are listed on the lower left of the slide. Based on the timing of the start of operations, construction work started when the necessary preparations had been made, and full-scale construction is being pushed forward along the railway line.
- The actual capital investment for the Chuo Shinkansen in the first half totaled 74.4 billion yen. Our capital investment plan has many items that post results in the second half, including the Chuo Shinkansen. The plan is generally progressing as planned compared with the initial plan of this fiscal year of 310.0 billion yen.

Chuo Shinkansen Project: Situation of the Southern Alps Tunnel 12



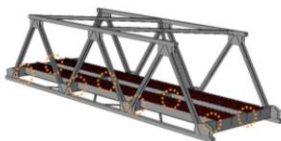
- I would like to explain the situation of the Southern Alps tunnel among the difficult constructions with a long construction period.
- The Southern Alps tunnel is divided into three sections: Yamanashi, Shizuoka, and Nagano. Construction contracts have already been concluded for all construction areas, and tunnel drilling is steadily proceeding in the Yamanashi and Nagano construction areas. At the Shizuoka construction area, meanwhile, we are in the stage of proceeding with preparatory constructions such as building lodgings for construction workers and bank protection constructions. As these constructions are reaching their final stage, we believe that we must move on to the next stage of construction as soon as possible, that is, preparing yards near pit entrances, preparing sediment pits and other necessary facilities, and moving on to the next stage of tunnel drilling construction.
- The Company has submitted a final Environment Impact Statement based on the opinions of the prefectural governors and the Minister of Land, Infrastructure, Transport and Tourism, and has appropriately completed the environmental assessment procedures. The Minister of Land, Infrastructure, Transport and Tourism commented, "Continuously grasp the flow rate of the river before construction, and formulate a plan based on advice from experts, etc."
- Subsequently, based on the opinions of the Minister of Land, Infrastructure, Transport and Tourism, the Oi River Water Resources Review Committee was held four times with the participation of the national and prefectural governments as observers, in addition to experts in tunnel engineering and river engineering. Environmental conservation measures were formulated to build the headrace tunnel and have the spring water generated during the construction flow to the Oi River.
- In addition, each time the committee meeting was held, we briefed the Prefectural Environmental Conservation Liaison Conference, the Oi River Water Supply Adjustment Council, and mayors of cities and towns along the railway line.
- After that, we have repeatedly and carefully explained details of the conservation of the Oi River water resources to water users and the prefecture.
- The Ministry of Land, Infrastructure, Transport and Tourism, the Shizuoka Prefectural Government and the Company have signed an agreement on how to proceed for the time being with regard to the Shizuoka construction area, and confirmed that we would work toward the early realization of the Chuo Shinkansen while avoiding or reducing the impact on the natural environment of the Southern Alps.

◆ Details of the construction

- Implement measures to prevent aging deterioration and prolong the life of civil engineering structures such as bridges and tunnels based on the concept of preventive maintenance.
- The above measures for steel bridges and tunnels are expected to be completed in this new plan.

◆ Construction period

- FY2019 to FY2022



◆ Construction cost

- Total 136.0 billion yen
- * Of which, 3.0 billion yen is planned for FY2019.
- * The total amount of large-scale renovation in FY2019 will be 37.0 billion yen, adding 3.0 billion yen announced this time to the 34.0 billion yen already announced.

Fiscal Year	Phase I Plan		Phase II Plan			Phase III Plan
	2013 to 2015 Results	2016 Results	2017 Results	2018 Results	2019 Plan	2019 to 2022 New Plan
Investment results/plan	75.3	34.0	36.3	36.1	34.0	136.0 *of which, 3.0 billion yen to be implemented in FY2019
of which, recorded in P/L	50.6	23.3	24.6	24.9	23.3	To be determined *1.9 billion yen to be implemented in FY2019

- Finally, as we announced in the press the other day, I would like to explain the future plan of the large-scale renovation of the Tokaido Shinkansen.
- Since FY2013, the Company has been conducting large-scale renovation of the civil engineering structure of the Tokaido Shinkansen from the viewpoint of preventive maintenance, and we are generally proceeding as planned. In addition to the construction plan currently being implemented, we have decided on the plan up to FY2022, and I would like to inform you of the outline of the plan.
- In terms of construction, we will continue to implement measures to prevent the occurrence of aging-related changes in civil engineering structures, such as bridges and tunnels, based on the concept of preventive maintenance.
- This plan is expected to complete measures to prevent the occurrence of aging-related changes in steel bridges and tunnels. As for concrete bridges, there are still some parts that will not be completed due to discussions with underpass users, but we will continue to gradually proceed with the construction in FY2023 and beyond.
- The construction cost of this plan is approximately 136.0 billion yen. Of this amount, we plan to allocate 3.0 billion yen for FY2019, and the plan for large-scale renovation in FY2019 totals 37.0 billion yen, including 34.0 billion yen already announced.
- We will continue to maintain the soundness of the civil engineering structures on the Tokaido Shinkansen for a long period of time by proceeding with large-scale renovation as planned.
- This concludes my presentation.

Forward-looking statements and forecasts, etc. contained in this document are future prospects based on information available at the time of preparing this document and include risks and uncertainties. Examples of latent risks and uncertainties include economic conditions, the business environment, consumer trends, and the status of competition between the Company and its subsidiaries and other firms. Changes, etc. to laws and regulations, etc. may also be cited.

(Reference) Results and Performance Forecast of Major Subsidiaries 15
(before Consolidation Adjustment)

○ Results (As of October 28, 2019)

	Operating Revenues			Operating Income			Ordinary Income		
	FY2018 2Q Results	FY2019 2Q Results	YoY Changes	FY2018 2Q Results	FY2019 2Q Results	YoY Changes	FY2018 2Q Results	FY2019 2Q Results	YoY Changes
Takashimaya	68.2	69.2	101.5%	2.0	2.2	111.2%	2.1	2.3	110.8%
JR Central Building	15.9	16.1	101.8%	3.0	2.6	88.5%	2.9	2.5	88.2%
JR Tokai Hotels	12.5	12.8	102.1%	0.4	0.4	94.4%	0.5	0.5	97.7%
NIPPON SHARYO	33.9	44.8	131.9%	3.0	3.3	110.3%	3.3	3.4	103.9%
NIPPON SHARYO Net Income							3.2	5.0	155.7%

○ Performance Forecast (As of October 28, 2019)

(Billions of Yen)

	Operating Revenues				Operating Income				Ordinary Income			
	FY2018 Results	FY2019 Forecast (Previous)	FY2019 Forecast (Current)	Previous vs Current	FY2018 Results	FY2019 Forecast (Previous)	FY2019 Forecast (Current)	Previous vs Current	FY2018 Results	FY2019 Forecast (Previous)	FY2019 Forecast (Current)	Previous vs Current
Takashimaya	143.5	141.6	142.0	100.3%	4.9	3.3	3.3	100.1%	5.1	3.5	3.5	100.1%
JR Central Building	32.5	32.7	32.7	100.2%	5.5	3.8	3.8	98.9%	5.3	3.5	3.5	99.2%
JR Tokai Hotels	26.5	26.7	26.7	100.2%	1.2	1.0	1.0	100.1%	1.4	1.1	1.1	101.1%
NIPPON SHARYO	89.2	85.0	89.0	104.7%	7.9	2.4	3.6	150.0%	8.2	2.7	3.9	144.4%
NIPPON SHARYO Net Income									8.9	2.5	5.5	220.0%

(Reference) Passenger Volume (Monthly Passenger Volume) 16

◆月次利用状況 Monthly passenger volume

(%)

期間 Period	新幹線 Shinkansen					在来線 Conventional Railway	
	のぞみ Nozomi	ひかり Hikari	こだま Kodama	合計 Total	(参考) 大阪口	特急等 Express	名古屋近郊 Nagoya Area
19/04	104	104	103	104	105	107	102
19/05	104	103	103	104	104	105	99
19/06	103	103	101	103	104	102	99
FY 1Q	104	103	102	103	104	105	100
19/07	103	103	102	103	103	136	105
19/08	100	100	99	100	101	109	98
19/09	102	104	105	102	102	109	106
FY 2Q	102	102	102	102	102	116	103
FY 1H	103	103	102	103	103	110	101

(Reference) Passenger Volume
(Passenger Volume during the peak holiday seasons)

◆多客期利用状況 Passenger volume during the peak holiday seasons

・ゴールデンウィーク "Golden Week" Holidays

期間 Period	新幹線 Shinkansen				在来線 Conventional Railway	
	のぞみ Nozomi	ひかり Hikari	こだま Kodama	合計 Total	特急等 Express	名古屋近郊 Nagoya Area(※)
4/26~5/6	120	118	111	118	124	107

・お盆期間 Summer Holidays

期間 Period	新幹線 Shinkansen				在来線 Conventional Railway	
	のぞみ Nozomi	ひかり Hikari	こだま Kodama	合計 Total	特急等 Express	名古屋近郊 Nagoya Area(※)
8/9~8/18	101	101	96	100	101	97

(注)新幹線・在来線特急等は特定の駅間(のぞみ、ひかり:小田原~静岡、こだま:新横浜~小田原)における月累計断面輸送量の対前年比

在来線名古屋近郊は自動改札集計による乗車人員合計の対前年比。※多客期においては定期外の乗車人員に限る。

Note: The data of the Shinkansen and Express is based on the total passenger volume of each month at certain points

(Nozomi & Hikari → Odawara~Shizuoka, Kodama → Shin-Yokohama~Odawara)

The data of the Nagoya area is based on the passenger ridership of each month counted by automatic ticket gates.

※The data of the Nagoya area regarding the peak holidays seasons is based on the passenger ridership excluding commuter passes.

(Reference) Monthly Operating Results (Commercial Facilities and Hotels) 18

◆商業施設
Commercial Facilities

ジェイアール名古屋タカシマヤ 及び タカシマヤゲートタワーモール JR Nagoya Takashimaya and Takashimaya Gate Tower Mall		
期間 Period	売上高合計 2020年2月期 (百万円) Total Sales FY2019: 2019.3~2020.2 (Millions of Yen)	前年同月比 (%) YoY Comparison
19/03	15,276	104.3
19/04	13,046	103.3
19/05	12,360	100.3
19/06	13,646	106.2
19/07	13,369	98.1
19/08	11,933	105.9
19/09	15,935	129.5

◆ホテル
Hotels

名古屋マリオットアソシアホテル Nagoya Marriott Assoda Hotel		名古屋JRゲートタワーホテル Nagoya JR Gate Tower Hotel		
期間 Period	稼働率 (%) Occupancy Rate	前年同月比 増減 YoY Inc./Dec.	稼働率 (%) Occupancy Rate	前年同月比 増減 YoY Inc./Dec.
19/04	85.4	-5.0	96.4	2.0
19/05	79.2	-5.4	89.3	-1.2
19/06	75.7	-8.0	91.5	-1.3
19/07	77.2	-5.3	95.6	-0.2
19/08	75.7	-6.7	97.1	0.7
19/09	79.2	-1.5	93.8	0.2

(注) 各月の数値は速報値のため、確定値とは異なる場合があります。
Note: The number for each month comes from a quick estimation, which might differ from the actual results.