

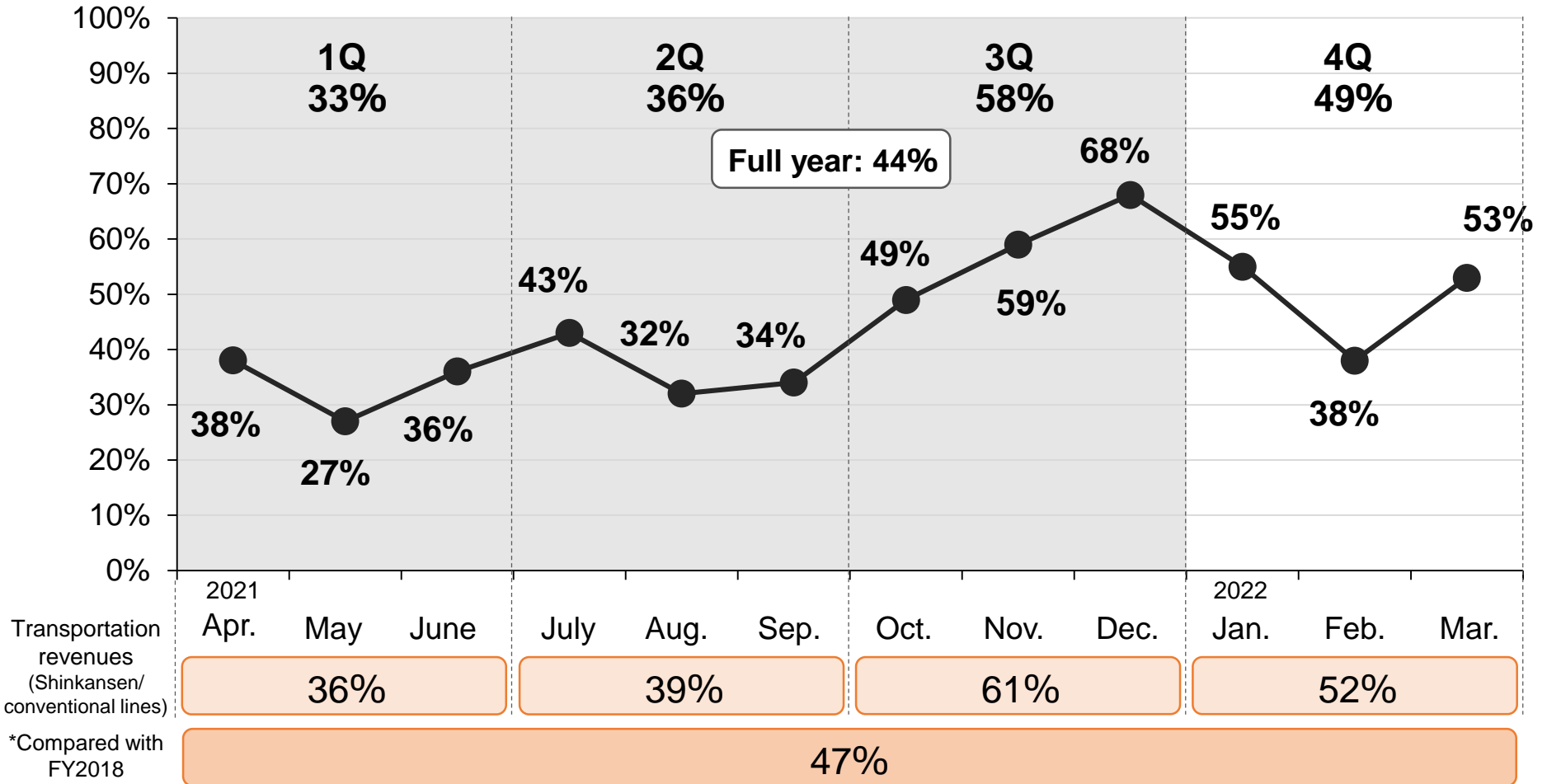
- I . Passenger Volume
- II . Reinforcement of Earning Power
- III . Measures against Climate Change
- IV . Dividends



Shin Kaneko  
President,  
Representative Director

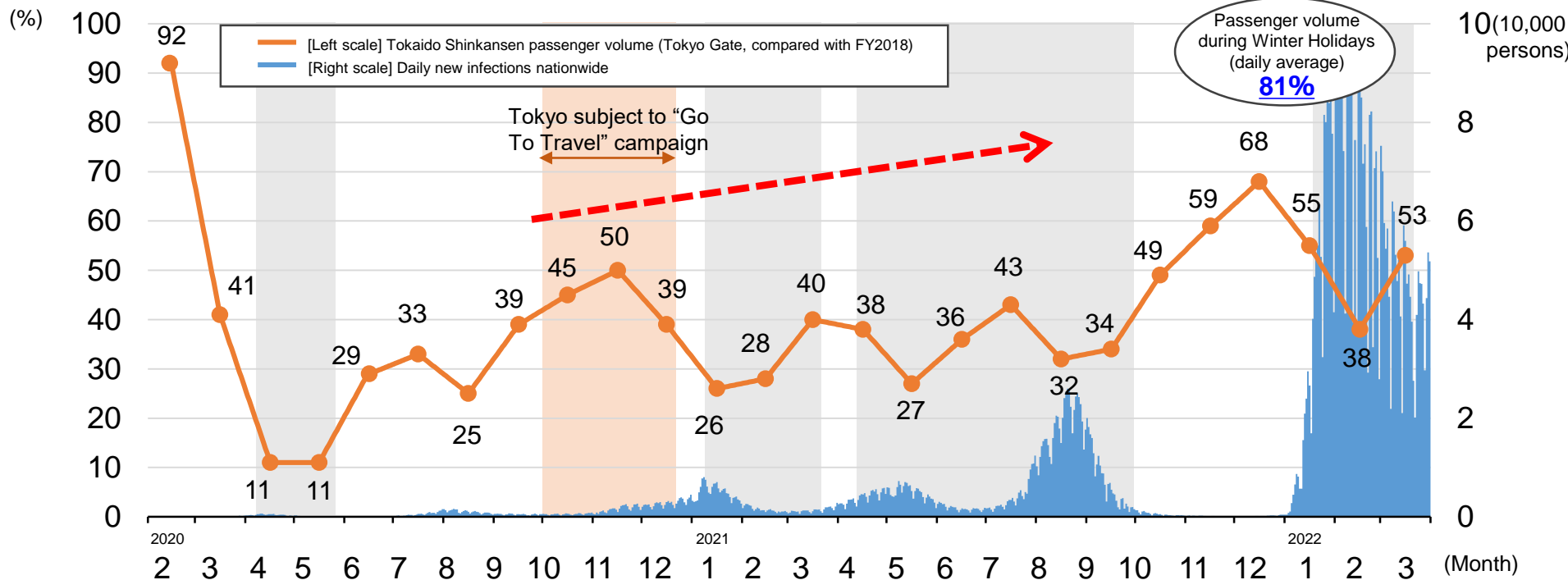
Central Japan Railway Company  
April 27, 2022

## ■ Tokaido Shinkansen Passenger Volume (Tokyo Gate, compared with FY2018)



- Both business and tourism remained sluggish since January due to the impact of the omicron variant but are recovering with the infection situation getting calm.
- Transportation revenues for the full year were 47% of the FY2018 figure, lower than initially projected (52%).

# Passenger Volume since Outbreak of COVID-19



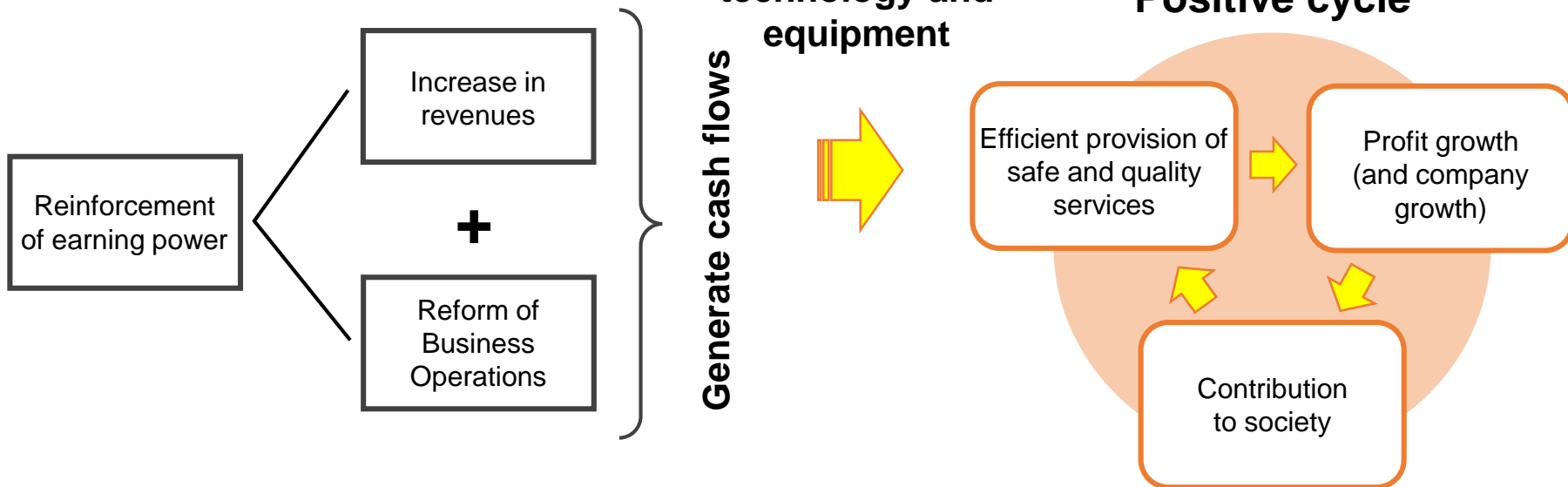
\*The areas shaded in gray indicate periods when a state of emergency or semi-emergency spread prevention measures were imposed in Tokyo.

- ① Passenger volume of the Tokaido Shinkansen tended to decrease when the government, etc. issued a request for voluntary movement restrictions and increase when the number of infections dropped.
- ② The resilience of socioeconomic activities has risen with the progress of vaccination, the development and proliferation of oral treatment drugs, and the enhancement of healthcare systems.
- ③ Passenger volume recovered steadily between October 2021 and early January 2022, a relatively long period of subdued COVID-19 cases, with the daily average passenger volume reaching **81% of FY2018 levels** during the Winter Holidays.

Demand is largely on a recovery trend. We anticipate a continuous recovery in passenger volume as society's readiness against infectious diseases is enhanced.

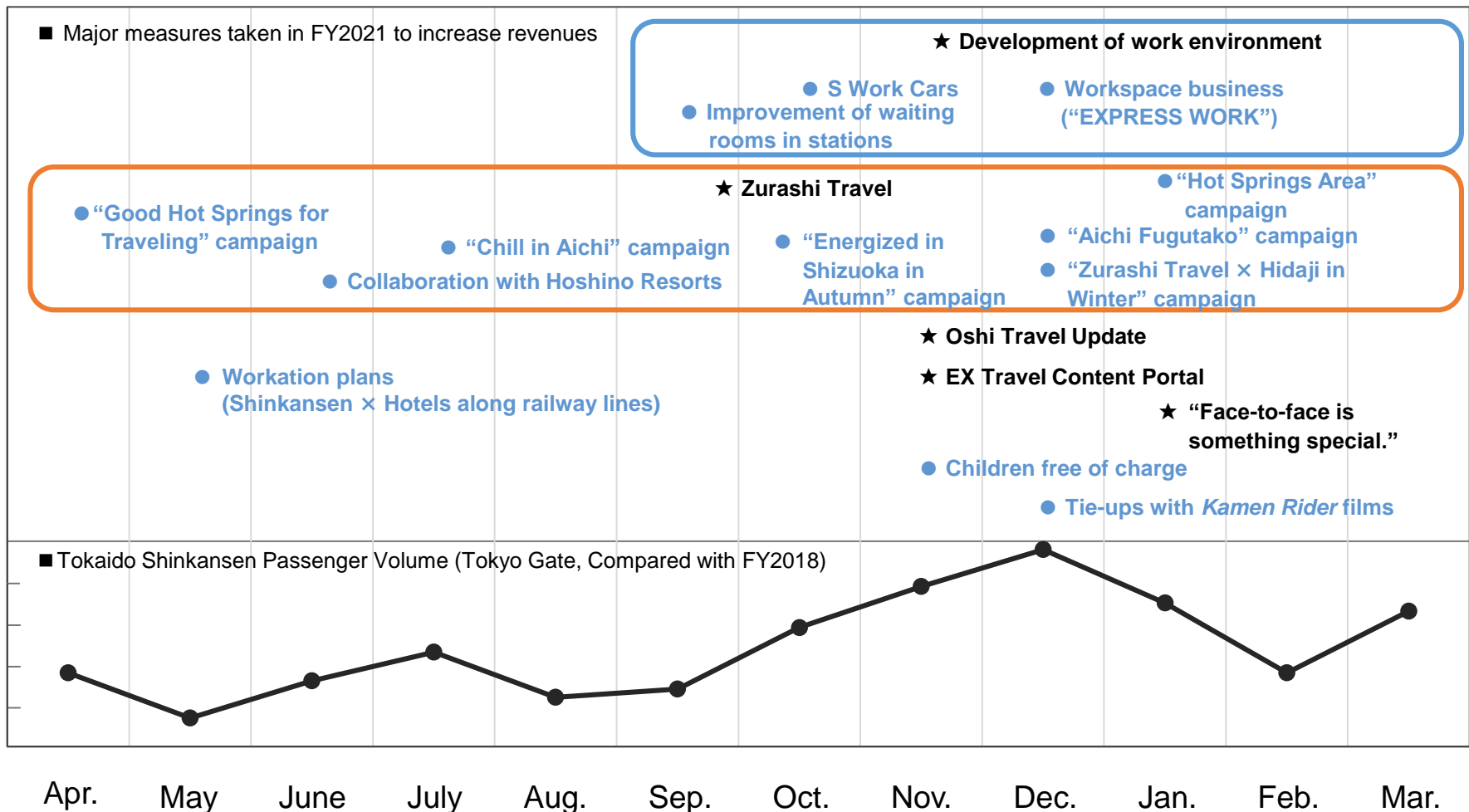
- We are working to reinforce our earning power to recover from the damages inflicted by the pandemic and powerfully fulfill our social mission into the future.
- We will reconstruct a positive cycle of efficiently providing safe and quality services, thereby growing profits, which in turn allows us to provide even safer and better services and contribute to society.

Reconstruct a positive cycle by reinforcing our earning power



# Efforts to Increase Revenues

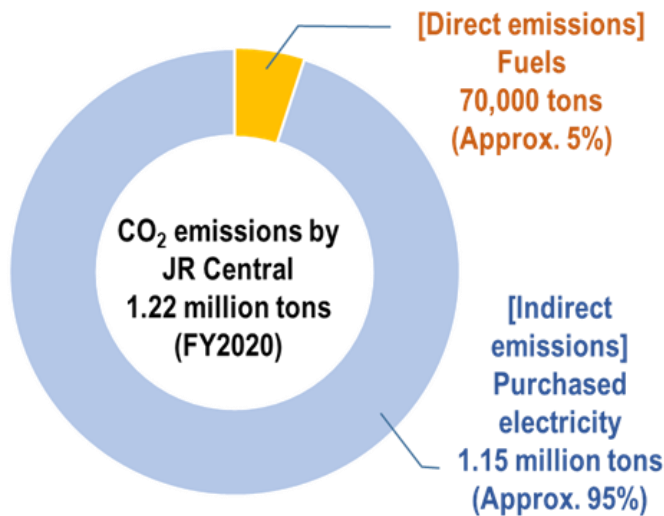
- To increase revenues, we made responses to changes that were accelerated due to the pandemic, such as developing a work environment of the Tokaido Shinkansen.
- We actively implemented marketing measures, such as “Zurashi Travel” and “Oshi Travel Update,” mainly when passenger volume started to recover.



# Measures against Climate Change

With the Japanese government's policy to achieve carbon neutrality by 2050 as a precondition, aiming for the following:

- 2050 : Net zero CO<sub>2</sub> emissions
- FY2030 : -46% CO<sub>2</sub> emissions (vs FY2013) \*Both includes Group companies



- Introduction of hybrid powered rolling stock
- Research and test preparations on battery trains and fuel cell trains
- Trials of biofuels, etc.

- Pursuit of energy efficiency
- Utilization of renewable energy, etc.

## Efforts based on TCFD recommendations

May 2021	<b>Endorsement of TCFD recommendations</b>
Oct. 2021	<b>Disclosure of qualitative information</b> <ol style="list-style-type: none"> <li>① Governance</li> <li>② Strategy (risks and opportunities posed by climate change)</li> <li>③ Risk management</li> <li>④ Goals and indicators</li> </ol>
Apr. 2022	<b>Disclosure of quantitative analysis</b> Results of quantitative analysis of wind and flood damage concerning the Tokaido Shinkansen

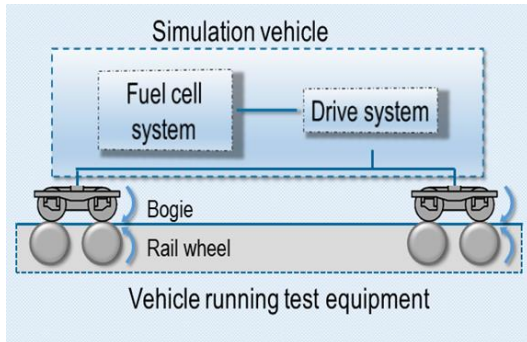
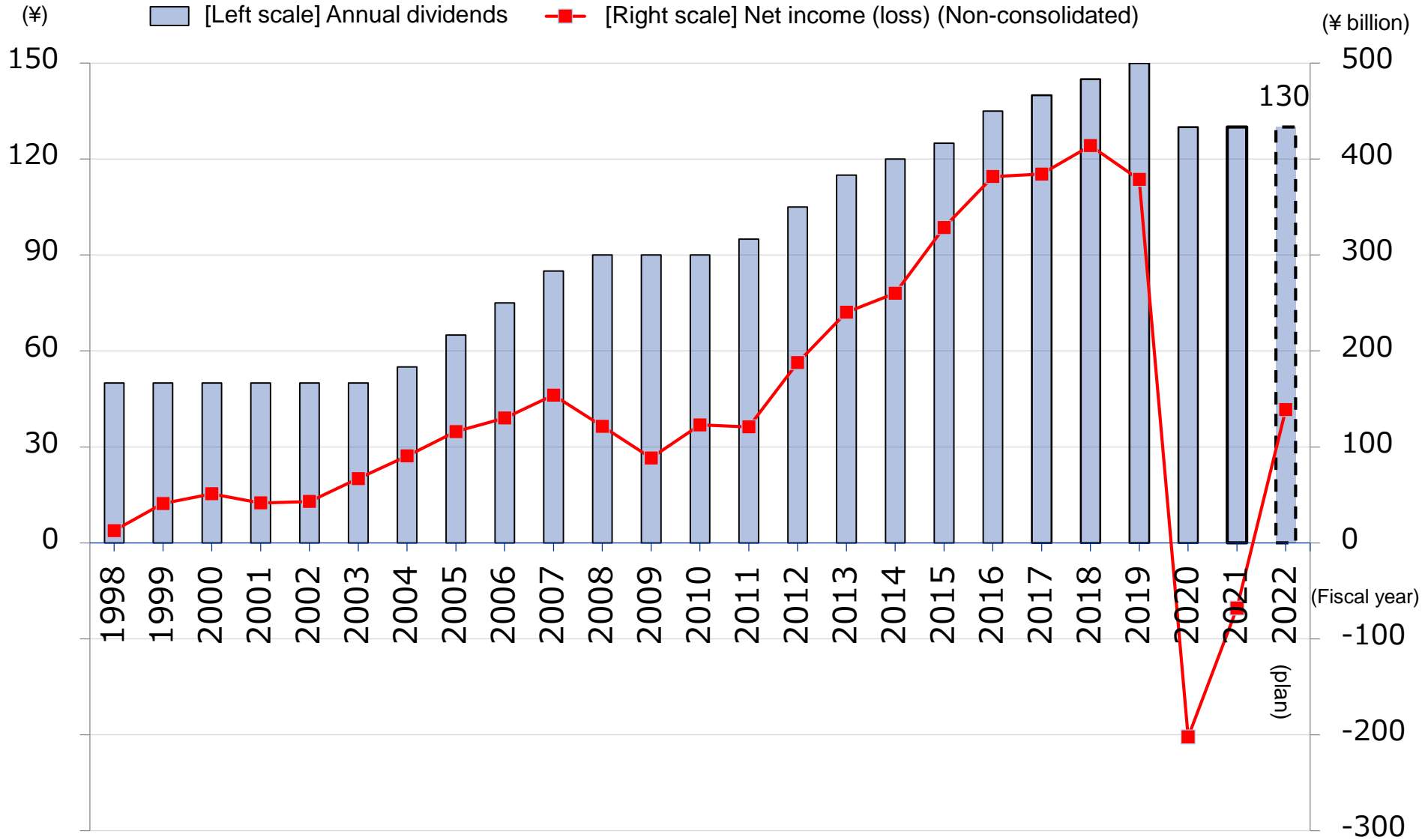


Image of testing on fuel cell trains using a simulation vehicle



Testing of bio-diesel fuel on Series HC85 test train

# Dividends



## V. Summary of Financial Results for FY2022.3



Naoki Hayakawa  
Corporate Officer,  
General Manager of  
Finance Department

Central Japan Railway Company  
April 27, 2022



# Results for FY2022.3

## Income Statement (Consolidated)

(¥ billion)

	FY2020 Result A (Before applying the new standard)	FY2020 Result A' (After applying the new standard)	FY2021 Result B	Changes (B-A)	Changes (B-A')	Major Change Factor (B-A')
<b>Operating Revenues</b>	<b>823.5</b>	<b>740.0</b>	<b>935.1</b>	<b>111.6</b>	<b>195.1</b>	
Transportation	533.0	533.2	717.6	184.6	184.3	(+) JR CENTRAL (Transportation)
Merchandise and Other	174.7	82.9	102.7	-71.9	19.7	(+) Tokai Kiosk, JR Tokai Takashimaya
Real Estate	69.1	69.1	72.2	3.0	3.0	(+) JR Central Building, Tokyo Station Development
Other	251.6	251.7	234.4	-17.1	-17.2	(-) Nippon Sharyo
<b>Operating Expenses</b>	<b>1,008.2</b>	<b>924.7</b>	<b>933.4</b>	<b>-74.8</b>	<b>8.6</b>	
<b>Operating Income (Loss)</b>	<b>-184.7</b>	<b>-184.7</b>	<b>1.7</b>	<b>186.4</b>	<b>186.4</b>	
Transportation	-183.3	-183.3	-8.3	175.0	175.0	(+) JR CENTRAL (Transportation)
Merchandise and Other	-12.2	-12.2	-3.7	8.4	8.4	(+) Tokai Kiosk, JR Tokai Takashimaya
Real Estate	13.0	13.0	14.9	1.8	1.8	(+) JR Central Building, Tokyo Station Development
Other	1.3	1.7	1.1	-0.1	-0.5	(-) Nippon Sharyo
<b>Ordinary Income (Loss)</b>	<b>-262.0</b>	<b>-261.9</b>	<b>-67.2</b>	<b>194.7</b>	<b>194.6</b>	
<b>Net Income (Loss) Attributable to Owners of the Parent</b>	<b>-201.5</b>	<b>-201.4</b>	<b>-51.9</b>	<b>149.6</b>	<b>149.5</b>	

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

\* A: Before applying the revenue recognition accounting standard, A' and B: After applying the revenue recognition accounting standard (A' is for reference purposes)

\* JR Tokai Hotels, JR Tokai Tours, and JR Tokai Agency are included in the Hotel and Services segment and Nippon Sharyo, Ltd. in the Rolling Stock Production segment in the Earnings Briefing, but are included in "Other" in this document.

# Results for FY2022.3

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## ■ Statement of Cash Flows (Consolidated)

(¥ billion)

	FY2020 Result A	FY2021 Result B	Changes (B-A)
<b>Net cash provided by (used in) operating activities</b>	<b>-169.3</b>	<b>71.7</b>	<b>+241.1</b>
<b>Net cash provided by (used in) investing activities</b>	<b>-134.7</b>	<b>-153.0</b>	<b>-18.3</b>
Expenditure from the purchase of property, plant and equipment and intangible assets, etc.	-493.5	-4,16.1	+77.4
Proceeds/payments for money held in trust for the Chuo Shinkansen construction	358.8	263.0	-95.7
<b>Net cash provided by (used in) financing activities</b>	<b>262.6</b>	<b>-19.1</b>	<b>-281.8</b>
Net increase (decrease) in cash and cash equivalents	-41.4	-100.4	-59.0
Cash and cash equivalents, beginning of fiscal year	761.3	719.9	-41.4
Cash and cash equivalents, end of fiscal year	719.9	619.4	-100.4

## ■ Actual long-term debt

(consolidated and non-consolidated)

Balance as of year-end	Changes	Excluding the "Chuo"	
		Balance as of year-end	Changes
4941.6	+9.0	1941.6	+9.0

## ■ Actual capital investment

Consolidated	Non-consolidated	Safety-related investment	Chuo Shinkansen
530.5	521.4	210.3	268.8

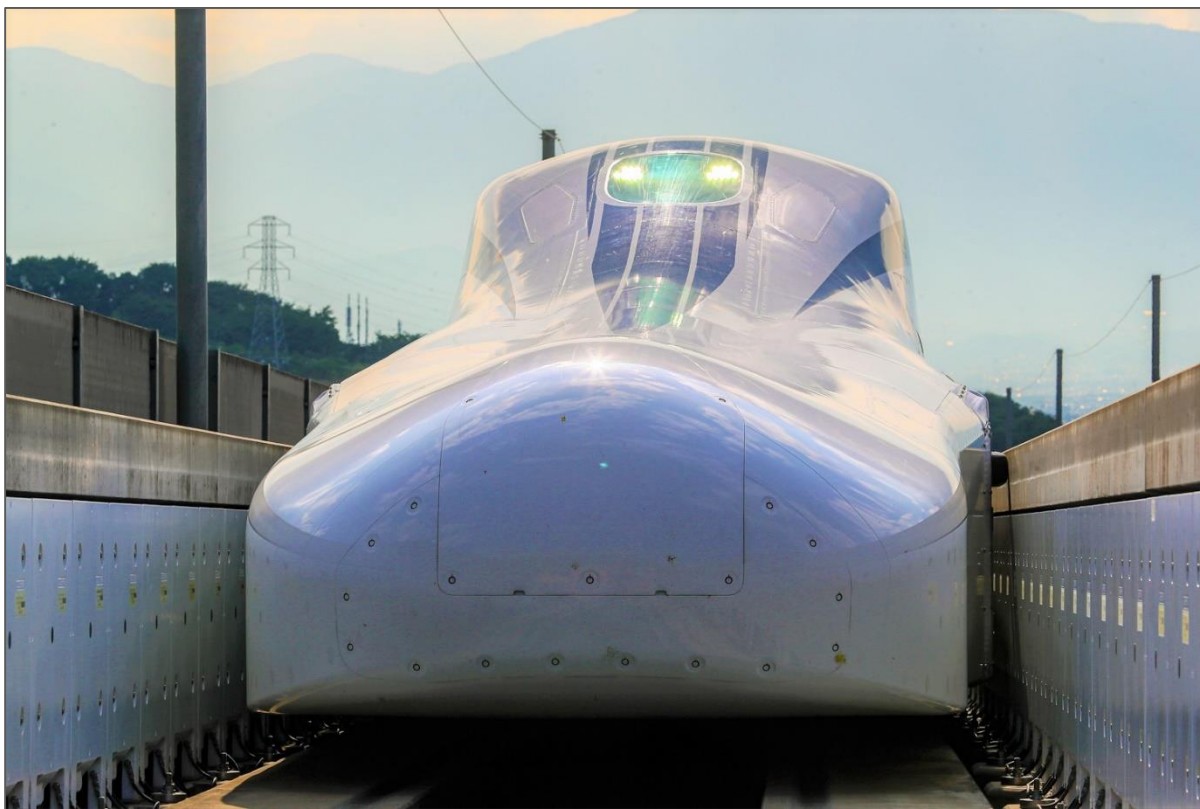
# Results for FY2022.3

## Income Statement (Non-consolidated)

(¥ billion)

	FY2020 Result A	FY2021 Result B	Changes (B-A)	Major Change Factor
Operating Revenues [Transportation Revenues]	541.7 [476.1]	726.0 [657.2]	184.2 [181.0]	Shinkansen +172.4, Conventional lines +8.5
Operating Expenses	717.7	727.3	9.6	
Personnel Expenses	160.7	159.7	-1.0	
Non-personnel Expenses	342.7	341.5	-1.1	
Energy	37.7	41.0	3.3	Increase in unit price, etc.
Maintenance	142.9	134.8	-8.1	Capital investment-related decrease, etc.
Others	162.0	165.7	3.6	Decrease in sales commissions, etc.
Taxes Other than Income Taxes	32.8	35.2	2.4	
Depreciation & Amortization	181.3	190.7	9.3	Rolling stock, etc.
Operating Income (Loss)	-175.9	-1.2	174.6	
Ordinary Income (Loss)	-256.6	-74.0	182.6	
Net Income (Loss)	-202.3	-68.1	134.1	

## VI. Performance Forecast for FY2023.3 VII. Status of the Chuo Shinkansen Project



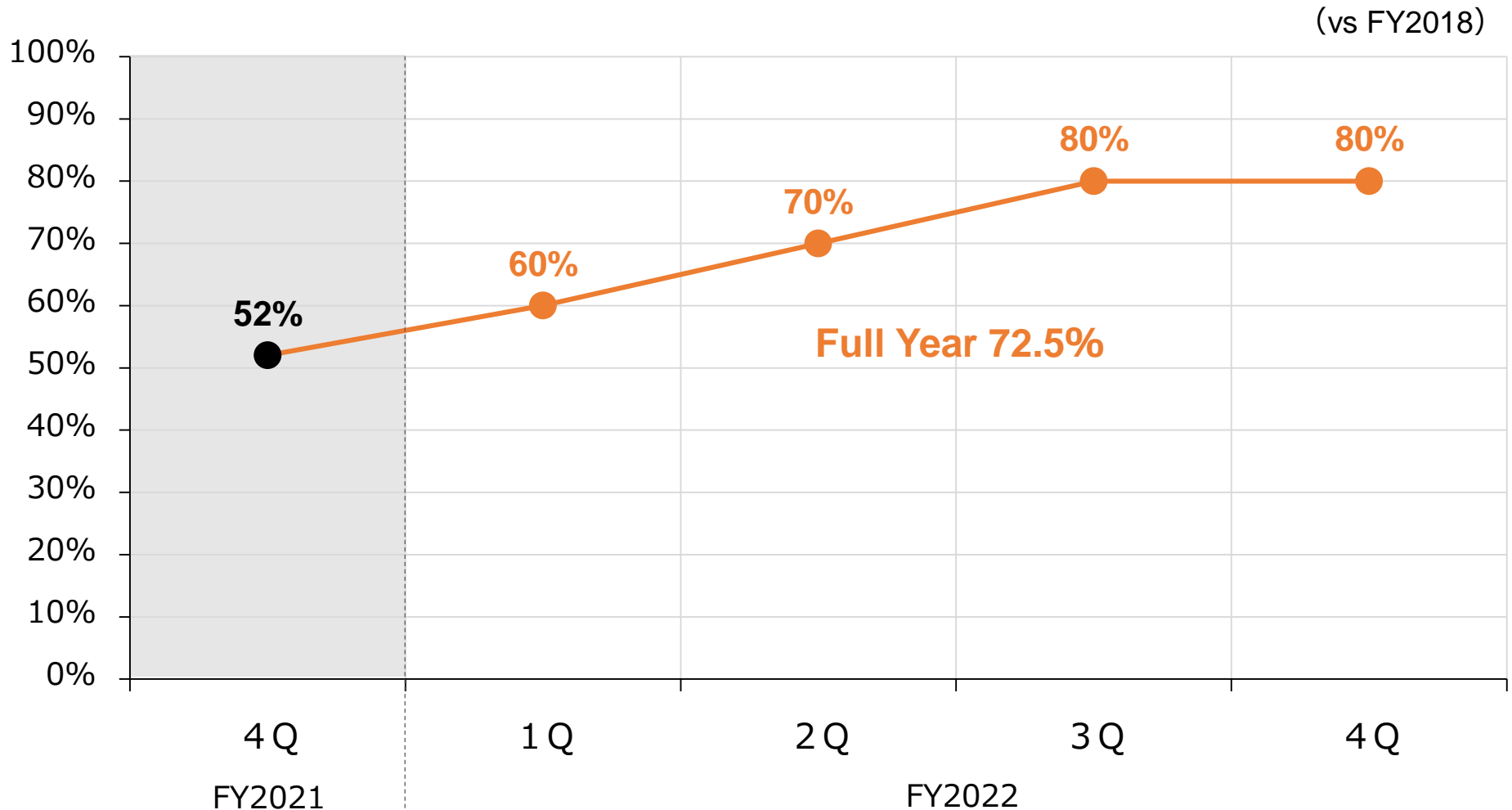
**Shunsuke Niwa**  
Director,  
Corporate Executive  
Officer,  
Corporate Planning

Central Japan Railway Company  
April 27, 2022

# Major Assumptions for Performance Forecast

## ■ Transportation Revenue Assumption

We assume a recovery in view of an activation of socioeconomic activities amid the progress of COVID-19 control measures such as the increase in vaccination and the development and proliferation of oral treatment drugs.



## ■ Approach to expenses

On the back of the severe business environment, we will continue to make cost reduction efforts, such as reducing costs and capex, as well as reflecting fixed cost reduction through the “Reform of Business Operations” in the performance forecast.

## ■ Cost Reduction

(¥ billion)

		FY2021 Actual	FY2022 Plan
JR Central	Expenses	63.0	30.0
	Capex	46.0 Incl. capex-related expenses of 8.0	36.0 Incl. capex-related expenses of 12.0
Group Companies	Expenses	15.0	7.0
	Capex	12.0	5.0
Total		128.0 Excl. capex-related expenses of 8.0	66.0 Excl. capex-related expenses of 12.0
Effect of Reform of Business Operations		3.0	5.0

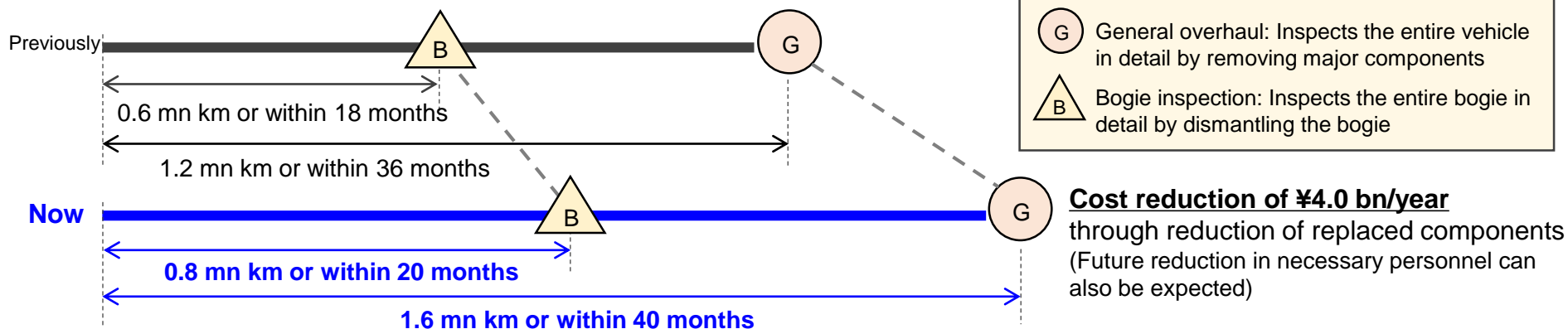
\* Since JR Central's capex includes capex-related expenses, the sum of individual figures does not match the total.

- We are promoting the “Reform of Business Operations” to establish an efficient business execution system and reduce fixed costs by ¥80.0 billion (approx. 10% of operating expenses) on a non-consolidated basis over 10–15 years.
- ➡ We are considering the menus and substantiate individual measures.

## «Examples of the Reform of Business Operations»

	Shinkansen	Conventional lines
<b>Station</b>	Improve station systems by promoting use of online reservation and ticketless boarding services and other initiatives	
<b>Transportation</b>	Reduce workload of in-train inspection and maintenance operations	Increase one-man-operated trains
<b>Rolling stock</b>	Extend frequency of general overhauls and bogie inspections Renew the vehicle inspection method by enhancing condition monitoring, etc.	Renew the vehicle inspection method by enhancing condition monitoring, etc.
<b>Engineering (Facilities, electricity)</b>	Review the inspection method using commercial vehicles, etc.	Reduce workload by introducing inspection equipment, etc. Review the inspection method by improving functions, etc. of inspection vehicles

### Extension of the frequency of general overhauls and bogie inspections



# Performance Forecast for FY2023.3

## Income Statement (Non-consolidated)

(¥ billion)

	FY2021 Result A	FY2022 Forecast B	Changes (B-A)	YoY Changes (B/A)
Operating Revenues [Transportation Revenues]	726.0 [657.2]	1,084.0 [1,013.0]	357.9 [355.7]	149.3% [154.1%]
Operating Expenses	727.3	807.0	79.6	111.0%
Personnel Expenses	159.7	173.0	13.2	108.3%
Non-personnel Expenses	341.5	387.0	45.4	113.3%
Energy	41.0	49.0	7.9	119.3%
Maintenance	134.8	145.0	10.1	107.6%
Others	165.7	193.0	27.2	116.5%
Taxes Other than Income Taxes	35.2	40.0	4.7	113.4%
Depreciation & Amortization	190.7	207.0	16.2	108.5%
Operating Income (Loss)	-1.2	277.0	278.2	-
Ordinary Income (Loss)	-74.0	204.0	278.0	-
Net Income (Loss)	-68.1	139.0	207.1	-



# Performance Forecast for FY2023.3

## Income Statement (Consolidated)

(¥ billion)

	FY2021 Result A	FY2022 Forecast B	Changes (B-A)	YoY Changes (B/A)
<b>Operating Revenues</b>	935.1	1,332.0	396.8	142.4%
Transportation	717.6	1,074.0	356.3	149.7%
Merchandise and Other	102.7	137.0	34.2	133.4%
Real Estate	72.2	75.0	2.7	103.8%
Other	234.4	251.0	16.5	107.0%
<b>Operating Expenses</b>	933.4	1,042.0	108.5	111.6%
<b>Operating Income (Loss)</b>	1.7	290.0	288.2	-
Transportation	-8.3	269.0	277.3	-
Merchandise and Other	-3.7	3.0	6.7	-
Real Estate	14.9	15.0	0.0	100.5%
Other	1.1	5.0	3.8	425.9%
<b>Ordinary Income (Loss)</b>	-67.2	217.0	284.2	-
<b>Net Income (Loss) Attributable to Owners of the Parent</b>	-51.9	146.0	197.9	-

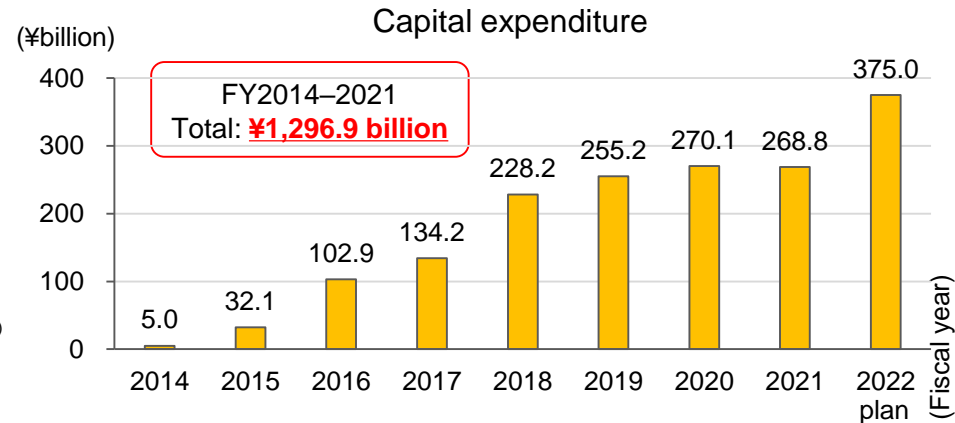
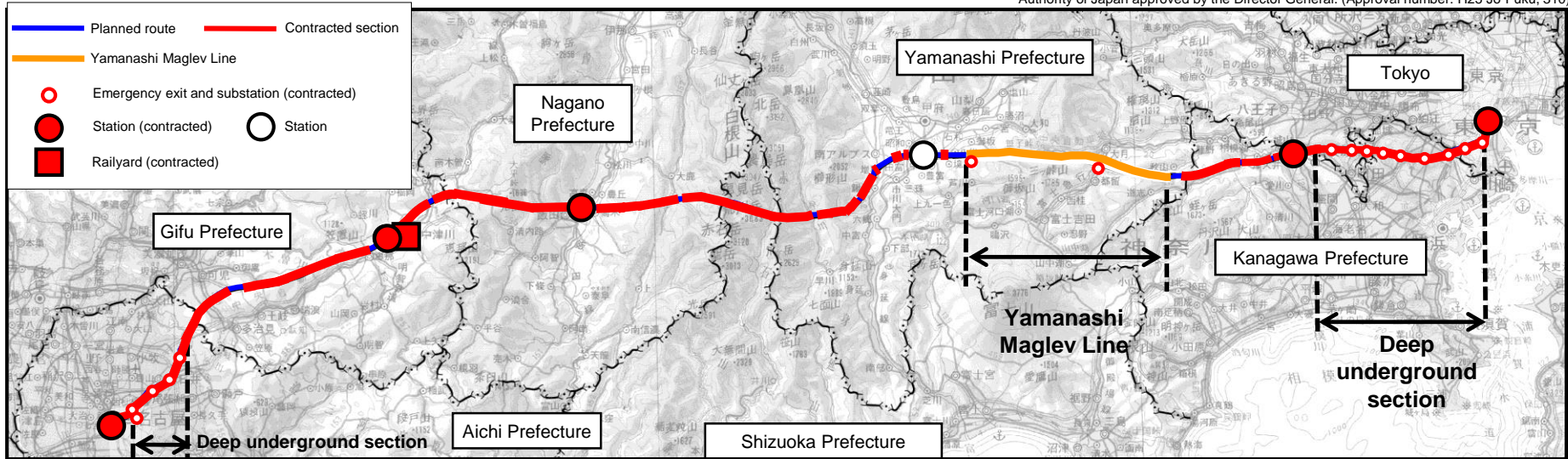
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\* JR Tokai Hotels, JR Tokai Tours, and JR Tokai Agency are included in the Hotel and Services segment and Nippon Sharyo, Ltd. in the Rolling Stock Production segment in the Earnings Briefing, but are included in "Other" in this document.

# Status of the Chuo Shinkansen Project (1)

○ Main construction contract locations (as of March 31, 2022)

\*Main construction contract section and others show approximate positions.  
 \*This map is a copy of a 1,000,000:1 map of Japan issued by the Geospatial Information Authority of Japan approved by the Director General. (Approval number: H25 Jo Fuku, 310)



Fourth Minamikoma Tunnel East Section  
Excavation of main tunnel

First Tokyo Metropolitan Area Tunnel (Kitashinagawa Section)  
Survey tunneling using shield machine

- Number of construction contract signed  
73 (Approx. 90% of 286km extension between Shinagawa and Nagoya)
- Status of land acquisition  
Approx. 55% (90%+ at both east and west sides of excavated sections of Nagoya Station)
- Securing of utilization sites of excavated soil  
Approx. 75%

## [Southern Alps Tunnel (Shizuoka Section) and Reinforcement of Coordination with Local Communities]

- At the Expert Conference on the Linear Chuo Shinkansen Shizuoka Section of the Construction Site organized by the Ministry of Land, Infrastructure, Transport and Tourism (MLIT) held in December 2021, an interim report on Oi River water resource issues was finalized.  
Based on the interim report, we explained at the Shizuoka Prefecture Chuo Shinkansen Environmental Conservation Association Special Committee on Tectonics and Water Resources on April 26 about the issues that JR Central must tackle, such as offering clear explanation to the local residents, substantiating risk responses and monitoring, and measures to return the water flowing out of the prefecture into Oi River.  
We will seek to ensure interactive communication with the local communities on what we explained.
- We also reinforced our organization in March 2022 by assigning a Deputy Director General, etc. to the Shizuoka Branch Office in order to enhance communication with the local communities on conventional lines, the Shinkansen, and the Chuo Shinkansen.

## [Shield Tunneling of Deep Underground Sections]

- At the First Tokyo Metropolitan Area Tunnel (Kitashinagawa Section), we proceeded with the survey tunneling to confirm the safety and security measures by operating the shield machine in practice. In addition, we are preparing for survey tunneling at the First Chukyo Area Tunnel (Sakashita Nishi Section).
- At both sections, we will explain the confirmed results of the survey tunneling to the residents along such section before launching a full-scale excavation.
- The Tunnel Construction Review Committee Shield Tunnel Task Force, which consists of experts, confirmed in January 2022 that the shield tunnel construction for the Chuo Shinkansen takes into account the Guidelines on Safe and Secure Shield Tunneling formulated by the MLIT in December 2021.
- We will continue to proceed with construction work carefully, with safety as our top priority.

Forward-looking statements and forecasts contained in this document are estimates based on information currently available to the Company and contain risks and uncertainties. Examples of potential risks and uncertainties include changes in economic trends, the business environment, consumer trends, competitive positions of the Company and its subsidiaries, as well as laws and regulations.

# (Reference) Results and Forecasts for Major Subsidiaries (Before Consolidation Adjustments)

## ○Results

(billion)

	Operating Revenues			Operating Income (Loss)			Ordinary Income (Loss)		
	FY2020 Results	FY2021 Results	YoY	FY2020 Results	FY2021 Results	YoY	FY2020 Results	FY2021 Results	YoY
JR Tokai Takashimaya <sup>(*)</sup>	38.3	45.4	118.5%	-1.3	0.6	—	-1.1	0.8	—
JR Central Building	29.9	31.0	103.8%	2.8	3.3	119.5%	2.8	3.3	118.7%
JR Tokai Hotels	11.4	13.7	119.9%	-7.3	-5.4	73.6%	-7.0	-4.7	66.7%
Nippon Sharyo	97.9	92.3	94.3%	8.7	5.8	67.3%	9.0	5.9	66.3%

<sup>(\*)</sup> The revenue recognition accounting standard is applied only to JR Tokai Takashimaya in calculating its FY2020 results because it has a large impact on its revenue.

Nippon Sharyo Net Income 8.3 5.7 68.5%

## ○Forecasts

(billion)

	Operating Revenues			Operating Income (Loss)			Ordinary Income (Loss)		
	FY2021 Results	FY2022 Forecasts	YoY	FY2021 Results	FY2022 Forecasts	YoY	FY2021 Results	FY2022 Forecasts	YoY
JR Tokai Takashimaya <sup>(*)</sup>	45.4	57.0	125.5%	0.6	2.0	295.0%	0.8	2.1	242.7%
JR Central Building	31.0	31.7	102.1%	3.3	1.7	52.0%	3.3	1.6	48.1%
JR Tokai Hotels	13.7	20.6	150.7%	-5.4	-1.5	28.5%	-4.7	-1.5	32.2%
Nippon Sharyo	92.3	100.0	108.3%	5.8	5.0	85.2%	5.9	5.1	85.4%

Nippon Sharyo Net Income 5.7 3.8 66.2%

# (Reference) Monthly Passenger Volume

◆月次利用状況 Monthly passenger volume

(%)

期間 Period	新幹線 Shinkansen						在来線 Conventional Railway		
	東京口 Tokyo Gate						大阪口 Osaka Gate	特急等 Express	名古屋近郊 Nagoya Area
	合計 Total	のぞみ Nozomi	ひかり Hikari	こだま Kodama	平日 Weekdays	土休日 Weekends	合計 Total		
21/04	349 (38)	374 (38)	386 (32)	268 (42)	318 (39)	458 (36)	333 (35)	299 (33)	173 (75)
21/05	253 (27)	251 (26)	251 (24)	259 (35)	216 (27)	320 (26)	224 (24)	281 (26)	171 (61)
21/06	125 (36)	123 (36)	126 (32)	128 (42)	119 (36)	142 (37)	116 (35)	108 (31)	105 (70)
21/04-06	202 (33)	203 (33)	207 (29)	193 (40)	184 (34)	255 (32)	186 (31)	190 (30)	141 (69)
21/07	130 (43)	132 (44)	134 (38)	120 (44)	122 (43)	152 (43)	127 (45)	153 (59)	106 (76)
21/08	125 (32)	128 (32)	131 (28)	109 (34)	117 (32)	140 (31)	127 (32)	94 (25)	108 (63)
21/09	87 (34)	86 (34)	89 (29)	88 (38)	87 (32)	87 (37)	83 (33)	73 (30)	88 (67)
21/07-09	112 (36)	113 (36)	116 (32)	105 (38)	107 (35)	121 (37)	110 (36)	102 (35)	100 (69)
21/04-09	142 (35)	142 (35)	148 (30)	136 (39)	134 (35)	159 (35)	135 (34)	130 (33)	118 (69)
21/10	108 (49)	107 (49)	118 (45)	103 (49)	105 (49)	116 (47)	105 (49)	93 (46)	99 (75)
21/11	118 (59)	116 (60)	129 (55)	119 (57)	115 (58)	124 (61)	114 (61)	101 (56)	108 (78)
21/12	174 (68)	179 (70)	184 (62)	151 (64)	174 (69)	176 (66)	180 (70)	145 (66)	116 (83)
21/10-12	131 (58)	131 (60)	141 (54)	123 (57)	130 (59)	132 (58)	129 (60)	111 (56)	107 (78)
21/04-12	136 (43)	136 (44)	144 (38)	130 (45)	132 (43)	146 (42)	132 (43)	120 (41)	114 (72)
22/01	212 (55)	220 (57)	213 (48)	184 (54)	208 (54)	220 (57)	209 (56)	193 (52)	115 (73)
22/02	134 (38)	137 (38)	128 (34)	130 (42)	130 (37)	143 (40)	130 (37)	126 (35)	102 (66)
22/03	134 (53)	137 (55)	129 (47)	129 (53)	129 (51)	146 (60)	131 (55)	119 (49)	101 (75)
22/01-03	154 (49)	158 (50)	150 (43)	144 (50)	147 (48)	169 (52)	151 (50)	142 (46)	106 (72)
21/10-22/03	140 (54)	141 (55)	144 (49)	132 (53)	137 (53)	147 (55)	138 (55)	122 (51)	106 (75)
FY Total (21/04-22/03)	141 (44)	141 (45)	146 (40)	134 (46)	136 (44)	152 (45)	137 (45)	125 (42)	112 (72)

(※1)カッコ内は、新型コロナウイルス感染症の影響を受ける前の2018年度との比較。

Note1: Numbers in parentheses are compared to FY2018 (before the decline due to the COVID-19 pandemic).

(※2)新幹線・在来線特急等は特定の駅間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。

Note2: The data of the Shinkansen and Express is based on the total passenger volume of each month at certain points.

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 holiday seasons is based on the passenger ridership excluding commuter passes.

# (Reference) Passenger Volume during the Peak Holiday Seasons

## ◆多客期利用状況（東京口） Passenger volume during the peak holiday seasons (Tokyo Gate)

### ・ゴールデンウィーク “Golden Week” Holidays

期間 Period	新幹線 Shinkansen				在来線 Conventional Railway	
	合計 Total	のぞみ Nozomi	ひかり Hikari	こだま Kodama	特急等 Express	名古屋近郊 Nagoya Area
4/28~5/5	526 (32)	511 (32)	584 (29)	544 (35)	736 (35)	345 (51)

### ・お盆期間 Summer Holidays

期間 Period	新幹線 Shinkansen				在来線 Conventional Railway	
	合計 Total	のぞみ Nozomi	ひかり Hikari	こだま Kodama	特急等 Express	名古屋近郊 Nagoya Area
8/6~8/17	139 (34)	142 (34)	153 (31)	118 (35)	113 (27)	137 (55)

### ・年末年始 Winter Holidays

期間 Period	新幹線 Shinkansen				在来線 Conventional Railway	
	合計 Total	のぞみ Nozomi	ひかり Hikari	こだま Kodama	特急等 Express	名古屋近郊 Nagoya Area
12/28~1/5	257 (81)	263 (84)	264 (70)	222 (73)	228 (73)	158 (80)

(※1)カッコ内は、新型コロナウイルス感染症の影響を受ける前の2018年度との比較。

Note1: Numbers in parentheses are compared to FY2018 (before the decline due to the COVID-19 pandemic).

(※2)新幹線・在来線特急等は特定の駅間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。

Note2: The data of the Shinkansen and Express is based on the total passenger volume of each month at certain points.

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 holiday seasons is based on the passenger ridership excluding commuter passes.

# (Reference) Monthly Results of Commercial Facilities and Hotels

## ◆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 2022年2月期 (百万円) Total Sales FY2021: 2021.3~2022.2 (Millions of Yen)	前年同月比 (%) YoY Comparison
21/03	13,990	147.5
21/04	10,591	383.3
21/05	8,479	210.0
21/06	9,867	88.9
21/07	12,395	116.4
21/08	8,917	116.0
21/09	9,548	91.5
21/10	13,026	111.2
21/11	14,128	115.3
21/12	17,850	119.0
22/01	12,763	126.8
22/02	10,139	107.8

## ◆ホテル Hotels

名古屋マリオットアソシアホテル Nagoya Marriott Associa Hotel		名古屋JRゲートタワーホテル Nagoya JR Gate Tower Hotel (※1)		
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.
21/04	41.8	23.3	53.0	29.3
21/05	31.8	15.1	40.5	-
21/06	35.8	10.1	51.4	24.2
21/07	50.3	20.5	60.5	17.7
21/08	51.3	13.7	57.2	11.1
21/09	41.5	-7.7	54.7	-12.7
21/10	55.7	-14.4	74.8	-10.6
21/11	69.3	-2.1	80.6	-9.9
21/12	76.2	23.2	86.5	14.8
22/01	47.5	21.7	61.2	27.1
22/02	44.1	16.0	59.5	21.8
22/03	52.1	11.7	71.1	12.4

(※1) 名古屋 JR ゲートタワーホテルは2020年4月13日から5月31日まで休業。

Note1:Nagoya JR Gate Tower Hotel was closed from April 13th to May 31st, 2020.

(※2) 各月の数値は速報値のため、確定値とは異なる場合がある。

Note2:The number for each month comes from a quick estimation, which might differ from the actual results.