

1st Quarter Investor Meeting FY2025.3
(Fiscal Year Ending March 31, 2025)

Central Japan Railway Company

July 30, 2024

Table of Contents

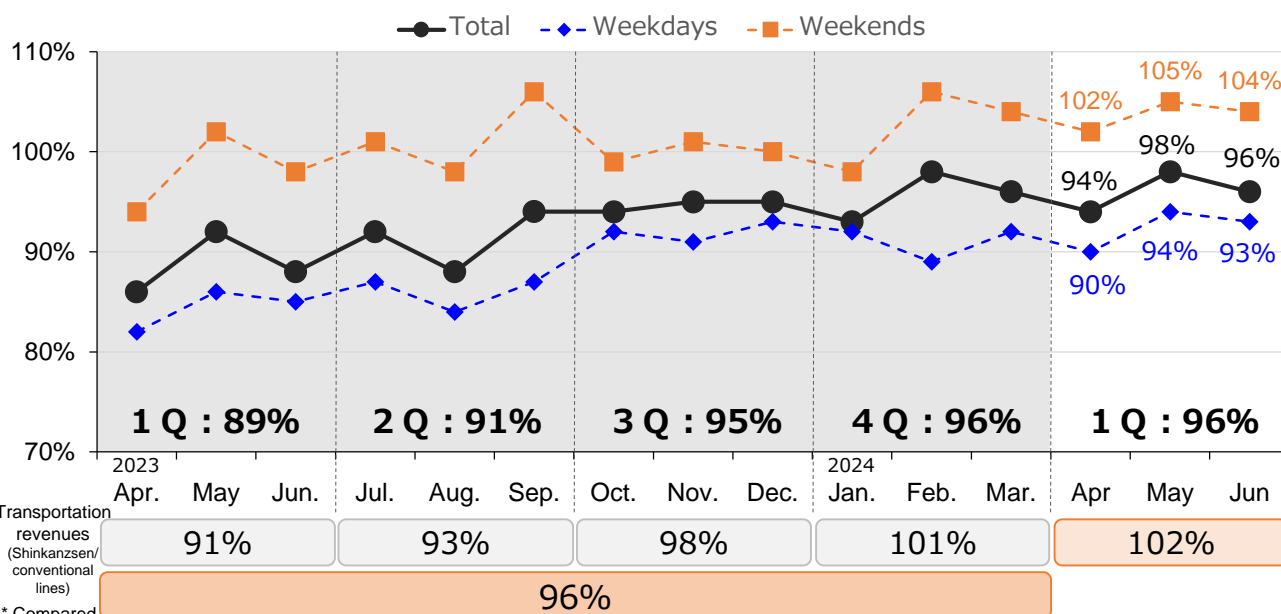
I	FY2025.3 1st Quarter Results, etc.	... 3
II	Status of Various Measures	... 7
III	Status of the Chuo Shinkansen Project	... 13

- My name is Iwasaki, Head of Corporate Planning. My presentation today will cover the topics shown here.

I FY2025.3 1st Quarter Results, etc.

- I would like to explain the results of the first quarter of the fiscal year ending March 2025, etc.

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



- Passenger volume continues to be higher on Saturdays, Sundays, and public holidays, when passengers are mainly tourists, than on weekdays, when passengers are mainly business travelers.
- Transportation revenues for the first quarter exceeded the performance forecast by 17.2 billion yen.

- I would like to start by explaining the current status of the passenger volume of the Tokaido Shinkansen, our main source of revenues, and transportation revenues.
- In the first quarter, passenger volume of the Tokaido Shinkansen at the Tokyo gate was 96% of the level in FY2018. Passenger volume continued to be higher on Saturdays, Sundays, and public holidays, when passengers are mainly tourists, than on weekdays, when passengers are mainly business travelers. Passenger volume on Saturdays, Sundays, and public holidays exceeded FY2018 figures in every month. Business demand on weekdays has also shown a solid recovery compared to last year, and we hope to see an increase in passenger volume as we have seen on Saturdays, Sundays, and public holidays.
- As a result, passenger volume at the Tokyo gate was 94% of the FY2018 figure in April, 98% in May, 96% in June, and 96% for the first quarter.
- The passenger volume on conventional lines for the first quarter was 89% of the FY2018 figure for express trains and 93% for Nagoya area lines.
- Transportation revenues combining Shinkansen and conventional lines were 102% of the FY2018 figures.
- There is a discrepancy in the figures between the Tokaido Shinkansen Tokyo gate passenger volume and overall transportation revenues, but I will explain the factors later.

Comparative Quarterly Statements of Income 【Consolidated】

5

(Billions of yen)

	FY2024.3 Q1 Cumulative	FY2025.3 Q1 Cumulative	Increase/ (Decrease)	%	Major factors of change
Operating revenues	395.0	435.2	40.1	110.2	
Transportation	322.3	357.5	35.1	110.9	Increase in transportation revenues
Merchandise and Other	36.0	38.8	2.7	107.7	Increase in sales at department stores and stores in stations
Real Estate	11.6	12.4	0.7	106.5	Increase in rent income from station commercial facilities
Other	25.0	26.5	1.5	106.2	Increase in sales of the hotel business
Operating expenses	248.5	250.9	2.3	101.0	
Operating income	146.5	184.3	37.8	125.8	
Non-operating income (loss)	(17.1)	(13.0)	4.1	76.0	
Non-operating income	3.3	7.2	3.9	216.4	Gain on sales of investment securities
Non-operating expenses	20.5	20.3	(0.2)	98.9	
Ordinary income	129.3	171.2	41.9	132.4	
Extraordinary gain (loss)	(0.1)	(0.1)	(0.0)	135.8	
Income before income taxes	129.2	171.1	41.8	132.4	
Income taxes	37.8	50.4	12.5	133.0	
Net income	91.3	120.7	29.3	132.2	
Net income attributable to noncontrolling interests	0.7	0.9	0.1	117.3	
Net income attributable to owners of the parent	90.5	119.7	29.2	132.3	

Note: The breakdown of operating revenues is based on the amount of sales to external customers, according to reportable segments.

- I would like to outline our consolidated financial results.
- Consolidated operating revenues increased by 40.1 billion yen year on year to 435.2 billion yen, as the Company's transportation revenues and the revenues of group companies increased.
- Beginning with this investor meeting, we will disclose sales to external customers for each segment as a breakdown of operating revenues.
- All segments saw an increase in revenues due to, as stated in "Major factors of change," an increase in transportation revenues in the Transportation segment, an increase in sales at department stores and stores in stations in the Merchandise and Other segment, an increase in rent income from station commercial facilities in the Real Estate segment, and an increase in sales of the hotel business in the Other segment.
- Operating expenses increased mainly due to an increase in the cost of sales at group companies. However, both revenues and income increased, with operating income, ordinary income, and net income attributable to owners of the parent rising to 184.3 billion yen, 171.2 billion yen, and 119.7 billion yen, respectively.

Comparative Quarterly Statements of Income 【Non-consolidated】 6

(Billions of yen)

	FY2024.3 Q1 Cumulative	FY2025.3 Q1 Cumulative	Increase/ (Decrease)	%	Major factors of change
Operating revenues	327.3	362.6	35.3	110.8	
Transportation revenues	309.8	344.2	34.3	111.1	Shinkansen +32.2, Conventional lines +2.1 (Reference) 101.6% vs. FY2019.3
Operating expenses	189.7	187.1	(2.5)	98.6	
Personnel expenses	45.4	45.3	(0.0)	99.8	Increase due to salary increases; decrease in retirement benefit costs
Non-personnel expenses	84.7	85.3	0.5	100.7	
Energy	16.4	13.4	(2.9)	81.9	Fall in electricity unit price
Maintenance	23.3	26.2	2.8	112.4	Increases in electrical maintenance of the Shinkansen and facility maintenance of conventional lines
Other	45.0	45.6	0.6	101.4	
Taxes other than income taxes	10.4	11.1	0.6	106.3	
Depreciation and amortization	49.1	45.3	(3.7)	92.4	Shinkansen rolling stock
Operating income	137.5	175.4	37.8	127.6	
Non-operating income (loss)	(17.3)	(13.5)	3.8	77.9	
Non-operating income	3.3	7.0	3.7	212.5	Gain on sales of investment securities
Non-operating expenses	20.7	20.5	(0.1)	99.4	
Ordinary income	120.1	161.8	41.7	134.8	
Extraordinary gain (loss)	0.1	0.2	0.0	172.4	
Income before income taxes	120.2	162.1	41.8	134.8	
Income taxes	35.1	47.6	12.5	135.8	
Net income	85.1	114.4	29.2	134.4	

- I would like to outline our non-consolidated financial results.
- Operating revenues increased by 35.3 billion yen year on year to 362.6 billion yen, primarily as transportation revenues rose by 34.3 billion yen. Transportation revenues exceeded the pre-pandemic level of FY2019.3.
- Operating expenses decreased by 2.5 billion yen year on year to 187.1 billion yen.
- Of this, personnel expenses were unchanged from the previous year at 45.3 billion yen as salary increases were offset by a decrease in retirement benefit costs.
- Non-personnel expenses increased by 0.5 billion yen to 85.3 billion yen overall as maintenance expenses increased mainly due to increases in electrical maintenance of the Shinkansen and facility maintenance of conventional lines, while energy expenses decreased due to a fall in the electricity unit price.
- Depreciation and amortization decreased by 3.7 billion yen year on year to 45.3 billion yen mainly due to a decrease in depreciation related to Shinkansen rolling stock.
- As a result, operating income came to 175.4 billion yen.
- Non-operating revenues increased by 3.7 billion yen year on year mainly due to gain on sales of investment securities. As a result, we recorded ordinary income of 161.8 billion yen and quarterly net income of 114.4 billion yen, marking an increase in both revenues and income.

II Status of Various Measures

- Next, I would like to explain the status of various measures.

Factors for Robust Transportation Revenues Relative to Passenger Volume (Effects of Strategic Initiatives)

8

- Analysis of Tokaido Shinkansen Tokyo gate passenger volume and transportation revenues (Shinkansen/conventional lines) index compared to FY2018 (FY2025.3 1Q results)



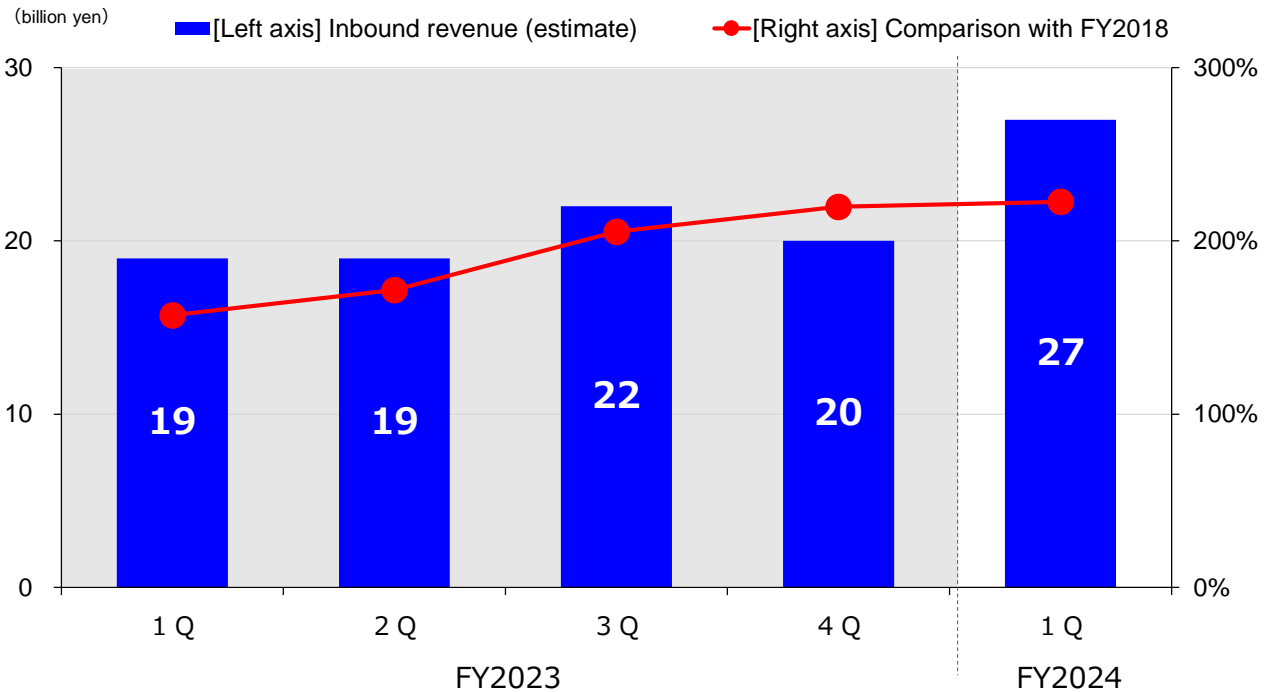
- Transportation revenues recovered to pre-pandemic levels through a combination of demand creation and unit price improvement measures.
- We will take additional measures to expand revenues.

- As described earlier on the slide of the Tokaido Shinkansen passenger volume and transportation revenues, there is a discrepancy in the figures between the Tokaido Shinkansen Tokyo gate passenger volume and overall transportation revenues. I would like to explain the factors.
- In the first quarter, passenger volume of the Tokaido Shinkansen at the Tokyo gate was 96% of the level in FY2018. On the other hand, overall transportation revenues were 102% of the level in FY2018, indicating a discrepancy of 6 percentage points.
- Of this discrepancy, we believe that approximately 2 percentage points are due to changes in the demand structure, including a weak recovery in commuter demand, which has low unit prices, whereas long-distance passenger volume such as for tourism is robust, and the strong passenger volume in Green cars.
- In addition, we believe that approximately 3 percentage points reflect the effects of our pricing strategies, such as the revision of the “Express Reservation” pricing system and the revision of the “Japan Rail Pass” prices.
- We will continue to implement not only demand creation measures to recover passenger volume, which is the basis of our earnings, but also unit price improvement measures to further expand revenue.

Status of Inbound Demand

○ Inbound revenue (estimate) in the first quarter was approx. 27 billion yen (2.2 times of that of the first quarter of FY2018).

* Inbound revenue (estimate) is rounded down to the nearest billion.



- This slide explains the status of inbound demand.
- Inbound revenue (estimate) among our transportation revenues was approx. 27 billion yen in the first quarter, or approx. 2.2 times the figure for FY2018. The index relative to FY2018 has continued to grow steadily since last year.
- We will continue to promote the attractions of traveling on the Tokaido Shinkansen, targeting promising markets such as Europe, the U.S., and Australia, and work to expand the use of Smart EX, our core product. We will also strengthen cooperation with municipalities along our routes, overseas Online Travel Agents (OTAs), relevant group companies and other companies to encourage inbound tourists to use the Shinkansen more than ever before and further increase inbound revenue.



Illustration "60 Years with You and the Shinkansen" (by Noritake Suzuki)



Introducing the charm of cities along the Tokaido Shinkansen route (Image of Shinkansen with emblem of municipality along the route)



"Japan Grand Prix" train in collaboration with Suzuka Circuit



* Eligibility for the lottery is subject to conditions.

"Wakutetsu Stamp Rally" rewards (examples)

- Implementing a number of projects to thank passengers for their support over the years.
- Aiming to increase awareness of JR Central and the Tokaido Shinkansen and to further expand passenger volume.
- This October marks the 60th anniversary of the Tokaido Shinkansen. For 60 years since its inauguration on October 1, 1964, the Tokaido Shinkansen has continued to run alongside Japan's economic and social progress, used by many customers and supported by many people.
- To express our gratitude to those who have supported the Tokaido Shinkansen over the years, we will carry out a variety of events and projects that highlight the attractiveness of the areas along the Shinkansen route.
- We commissioned Mr. Noritake Suzuki, a children's book author who created our 60th anniversary logo, to make an illustration entitled "60 Years with You and the Shinkansen," which depicts symbolic scenes of a Shinkansen journey. The illustration is on display at Shinagawa and other stations.
- We have also been carrying out projects such as the "Japan Grand Prix" train, a collaboration with the Suzuka Circuit to promote the excitement of the F1 Japan Grand Prix using the "Chartered Shinkansen Package," and the "Wakutetsu Stamp Rally," in which users collect stamps by riding the Tokaido Shinkansen and visiting facilities along the route, and are eligible to apply for rewards such as the "Dr. Yellow Experience Ride Event" and "Superconducting Maglev Experience Ride" depending on the number of stamps collected. Please watch this space as we plan to offer many more projects in the future.
- Through various 60th anniversary projects, we aim to increase awareness of JR Central and the Tokaido Shinkansen and encourage customers to reflect on past memories of the Tokaido Shinkansen, thus creating an opportunity to further expand their use of the Shinkansen.



JR Central's "Oshi Travel" x "Pokémaze"

©2020 Pokémon. ©1995-2020 Nintendo / Creatures Inc. / GAME FREAK Inc. Developed by Genius Sonority Inc. Pocket Monster and Pokémon are registered trademarks of Nintendo, Creatures Inc. and GAME FREAK Inc.



JR Central x "Jujutsukaisen" collaboration: "Juju Exploration in Kyoto"



Collaboration with concert event by ASIAN KUNG-FU GENERATION



Tokaido Shinkansen 60th Anniversary x Yomiuri Giants 90th Anniversary Project

- Collaboration partners expanding to include major content creators through a series of "Oshi Travel" measures.
- We will leverage our accumulated knowhow to further improve profitability.
- I would like to share with you some of our recent collaborations with content holders to create demand.
- JR Central's "Oshi Travel" is collaborating with Pokémon Café ReMix, also known as Pokémaze, a puzzle game distributed by The Pokémon Company, to hold various events in the building directly above Nagoya Station, on Tokaido Shinkansen cars, and at various stations.
- "Juju Exploration in Kyoto," a collaboration between the TV anime series "Jujutsukaisen" and JR Central, carried out a project in which customers could go sightseeing in lush green Kyoto in early summer together with characters from "Jujutsukaisen."
- In collaboration with a concert event by the popular band ASIAN KUNG-FU GENERATION, we are offering advance ticket sales for EX Service members and streaming talk sessions by the band members, which can only be heard on board the Tokaido Shinkansen trains.
- In our collaboration with the Yomiuri Giants, we are streaming special messages that can only be heard on board the Tokaido Shinkansen trains and cheering events using the Chartered Shinkansen Package.
- We have created new transportation demand by collaborating with various content holders. Through this series of measures, we have been able to cooperate with major content holders, as I have shared with you on this slide.
- We hope to further improve profitability by leveraging the knowhow we have accumulated.

■ Carbon offset service

- Options for the Chartered Shinkansen Package
- Disclosing CO₂ emissions per person for each interstation section of the Tokaido, Sanyo, and Kyushu Shinkansen lines on the Express Reservation corporate member website*
(※) https://expy.jp/expresscard/information/co2_emissions/

- Based on the above CO₂ emissions, we will carry out carbon offsetting according to the segments using the Chartered Shinkansen Package and the number of cars. Certificates will also be issued.

Offset CO₂!

Station	Tokyo		
Nagoya	5.1	Nagoya	
Shin-Osaka	7.8	2.6	Shin-Osaka

Triangular table of CO₂ emissions per person(kg-CO₂)



Sample of a certificate

■ The service that makes CO₂ emissions virtually zero on the Tokaido and Sanyo Shinkansen

- Launch of Japan's first service for corporate Express Reservation members to make CO₂ emissions of their travel on Shinkansen net zero. We have received inquiries from several companies.



- We will capitalize on the need to transition to a decarbonized society and expanding revenue.

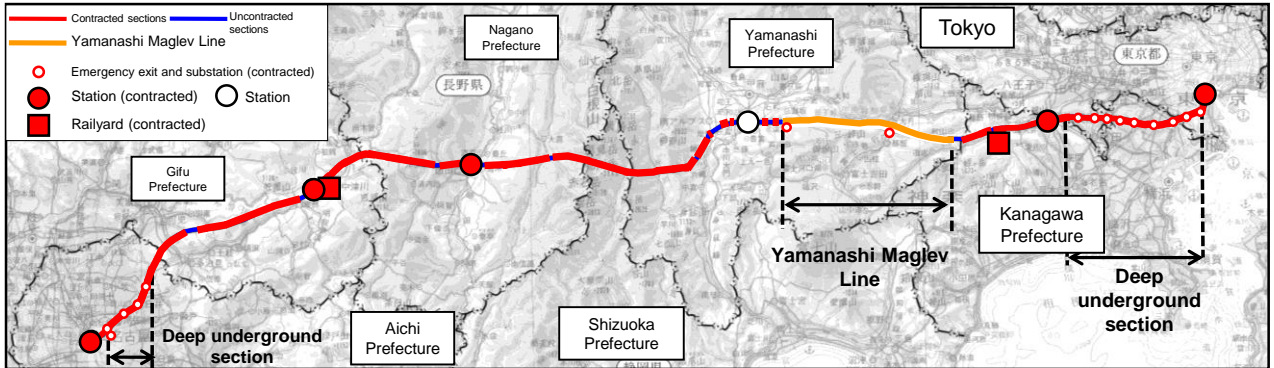
- This slide explains our initiatives to realize a sustainable society.
- Railways have the advantage of higher energy efficiency and lower impact on the global environment than other means of transportation. In order to further improve this characteristic, we have been implementing various measures, including the adoption of energy-saving rolling stock.
- The service that offsets customers' carbon emissions as an option of the Chartered Shinkansen Package, which I explained before, has received orders from academic societies and inbound customers.
- In addition, the service that we launched in April this year to reduce carbon emissions on the Tokaido and Sanyo Shinkansen to virtually zero has received inquiries from several companies. We aim to expand the service further.
- We will continue to promote the use of railways by increasing public understanding of the environmental superiority of railways, which have relatively low carbon emissions as a mode of transportation, and capitalize on the need to transition to a decarbonized society, expanding revenue as we do so.

III Status of the Chuo Shinkansen Project

- Lastly, I would like to explain the status of the Chuo Shinkansen Project.

[Main construction contract locations (as of June 30, 2024)]

* The locations of the main construction contract sections, etc. are approximate.
 * This map is a copy of a 1:1,000,000 map of Japan issued by the Geospatial Information Authority of Japan under the approval of its Director General. (Approval number: H25 Jo Fuku, 310)



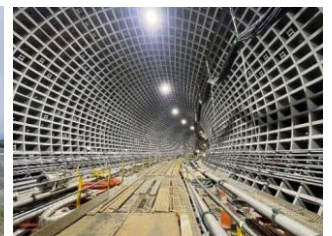
Nagoya Station
 (Central west section)
 Construction of a pillar of the underground station building



Inasanchi Tunnel
 (Tochu/Mibusawa section)
 Excavation of main shaft



Bridge railing on the Kamanashi River Superstructure



Metropolitan Tunnel No. 1
 (Kajigaya section)
 Full-scale excavation

- On the map at the top of the slide, which shows the planned route between Shinagawa and Nagoya, where we received approval for the Construction Implementation Plan, the red line indicates sections where construction contracts have already been signed, and the orange line represents the Yamanashi Maglev Line.
- Construction work progressed steadily in various areas along the line. Full-scale excavation began in the Kajigaya section of Metropolitan Tunnel No. 1, where deep underground excavation by a shield machine will take place.
- We will continue to focus on construction safety, environmental protection, and coordination with local communities, and we will vigorously proceed with the various types of construction while thoroughly and carefully examining costs.

[Southern Alps Tunnel (Shizuoka Section)]

<Initiatives on Oi River water resources and environmental preservation of the ecosystem, etc. of the Southern Alps>

- We are exchanging opinions with Shizuoka Prefecture and Shizuoka City, among others, based on the report by the government's expert council on water resources and preservation of the environment.
- On May 13, a meeting of the expert committee of the Shizuoka Prefectural Geological Structure and Water Resources Subcommittee was held, which confirmed that the risks associated with the ongoing High-speed and long-range pre-excitation exploratory drilling are being managed from a technical point of view.
- On June 5, our President met with Yasutomo Suzuki, the newly appointed governor of Shizuoka Prefecture.

<Monitoring Conference on the Linear Chuo Shinkansen Shizuoka Construction Section>

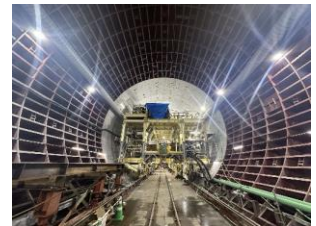
- The status of dialogue with Shizuoka Prefecture, among other matters, was reported at the 3rd Monitoring Conference on the Linear Chuo Shinkansen Shizuoka Section held on June 12.
- Members of the Monitoring Conference inspected a disposal site of excavated soil, a construction yard, Tashiro Dam, etc. in the Shizuoka section on June 12 and the status of the High-speed and long-range pre-excitation exploratory drilling in the Yamanashi section on July 15.



On-site inspection of the Shizuoka section by members of the Monitoring Committee

[Shield Tunneling of Deep Underground Sections]

- On May 27, the first full-scale excavation for the shield tunneling of the Chuo Shinkansen began in the Kajigaya section of Metropolitan Tunnel No. 1.
- Survey tunneling is in progress in the Onoji section of Metropolitan Tunnel No. 1 and the Sakashitanishi section, etc. of Chukyo Area Tunnel No. 1.



Metropolitan Tunnel No. 1 (Onoji section) survey tunneling

- In preparation for the start of tunnel excavation in the Shizuoka section of the Southern Alps Tunnel, we are exchanging opinions with Shizuoka Prefecture and Shizuoka City, among others, based on the report by the government's expert council on water resources and preservation of the environment.
- On May 13, a meeting of the expert committee of the Shizuoka Prefectural Geological Structure and Water Resources Subcommittee was held, which confirmed that the risks associated with the ongoing High-speed and long-range pre-excitation exploratory drilling are being managed from a technical point of view. We will carefully proceed with survey drilling toward the Shizuoka Prefecture border based on the management flow presented to the expert committee of the Shizuoka Prefecture.
- In addition, on June 5, our President met with Yasutomo Suzuki, the newly appointed governor of Shizuoka Prefecture.
- Furthermore, the status of dialogue with Shizuoka Prefecture, among other matters, was reported at the 3rd Monitoring Conference on the Linear Chuo Shinkansen Shizuoka Section held on June 12.
- Members of the Monitoring Conference inspected a disposal site of excavated soil, a construction yard, Tashiro Dam, etc. in the Shizuoka section on June 12 and the status of the High-speed and long-range pre-excitation exploratory drilling in the Yamanashi section on July 15 to deepen their understanding of our initiatives in each section.
- As for the shield tunneling of deep underground sections, the first full-scale excavation for the shield tunneling of the Chuo Shinkansen began on May 27 in the Kajigaya section of Metropolitan Tunnel No. 1.
- Furthermore, survey tunneling is in progress in the Onoji section of Metropolitan Tunnel No. 1 and the Sakashitanishi section, etc. of Chukyo Area Tunnel No. 1.
- This concludes my explanation.

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, the competitive positions of the Company and its subsidiaries, and laws and regulations.

(Reference) Quarterly Segment Information

(Billions of yen)

	FY2024.3 Q1 Cumulative	FY2025.3 Q1 Cumulative	Increase /(Decrease)	%
Operating revenues	395.0	435.2	40.1	110.2
Transportation	325.0	360.3	35.2	110.9
Merchandise and Other	37.7	41.1	3.3	108.8
Real Estate	19.6	20.3	0.7	103.8
Other	53.5	53.1	(0.4)	99.2
Reconciliations	(40.9)	(39.6)	1.2	97.0
Segment profit (Operating income)	146.5	184.3	37.8	125.8
Transportation	135.4	173.5	38.0	128.1
Merchandise and Other	2.6	3.4	0.8	130.1
Real Estate	5.8	6.1	0.2	104.6
Other	2.3	0.5	(1.8)	22.0
Reconciliations	0.2	0.6	0.4	288.0

(Notes) 1. Operating revenues include the amount of sales to other reportable segments as well as the amount of sales to external customers.

2. Rows entitled "Reconciliations" show amounts that are off-set among reportable segments.

(Reference) Results for Major Subsidiaries (Before Consolidation Adjustments)

○ Results

(billion yen)

	Operating Revenues			Operating Income			Ordinary Income		
	FY2023 Q1 Results	FY2024 Q1 Results	YoY	FY2023 Q1 Results	FY2024 Q1 Results	YoY	FY2023 Q1 Results	FY2024 Q1 Results	YoY
JR Tokai Takashimaya	13.3	15.8	118.1%	1.3	2.3	170.4%	1.4	2.4	168.6%
JR Central Building	7.9	7.8	98.9%	0.9	0.8	93.0%	0.9	0.8	94.3%
JR Tokai Hotels	6.1	6.9	112.6%	0.5	0.9	164.2%	0.5	0.9	166.8%
Nippon Sharyo	20.6	20.8	101.0%	1.3	0.1	7.6%	1.5	0.3	25.0%

Nippon Sharyo Net Income 1.5 0.5 34.7%

(Reference) 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		
24/04	109 (94)	114 (99)	97 (84)	105 (85)	110 (90)	109 (102)	109 (96)	105 (89)	105 (94)
24/05	106 (98)	108 (102)	98 (90)	103 (90)	109 (94)	102 (105)	105 (100)	99 (89)	106 (93)
24/06	109 (96)	113 (102)	96 (86)	105 (87)	109 (93)	106 (104)	109 (100)	103 (88)	101 (91)
24/04-06	108 (96)	112 (101)	97 (87)	104 (87)	110 (92)	104 (103)	107 (99)	102 (89)	104 (93)

◆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
4/26~5/6	102 (99)	101 (100)	106 (100)	101 (93)	98 (84)	107 (95)

(※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 2025年2月期 (百万円) Total Sales FY2024: 2024.3~2025.2 (Millions of Yen)	前年同月比 (%) YoY Comparison
24/03	19,158	113.9
24/04	16,311	113.9
24/05	17,393	119.6
24/06	18,327	126.6

◆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 (※)		
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.
24/04	79.5	6.8	84.1	-0.6
24/05	77.4	6.0	81.0	-0.3
24/06	76.2	3.9	86.6	3.8

(※) 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。

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