

[TRANSLATION]

October 17, 2014

To Whom It May Concern:

Name of Company: Central Japan Railway Company

Name of Representative: Koei Tsuge,

President and Representative Director

(Code: 9022, First Sections of the TSE and NSE)

Contact Person: Ryo Ejiri,

Corporate Officer and General Manager of the Public Relations Department

(Telephone No.: +81-52-564-2549)

Permission regarding the Construction Implementation Plan (#1) of the Chuo Shinkansen Section between Shinagawa and Nagoya

On October 17, 2014, the Central Japan Railway Company received permission regarding the construction implementation plan (#1) of the Chuo Shinkansen section between Shinagawa and Nagoya, which was applied for to the Minister of Land, Infrastructure, Transport and Tourism under Article 9 of the Nationwide Shinkansen Railway Development Act on August 26, 2014.

For further details, please see the release titled “Application for Permission regarding the Construction Implementation Plan (#1) of the Chuo Shinkansen Section between Shinagawa and Nagoya” attached hereto (disclosed on August 26, 2014), since the Company received permission regarding the plan as it applied for.

End of Document

Appendix

[TRANSLATION]

August 26, 2014

To Whom It May Concern:

Name of Company: Central Japan Railway Company

Name of Representative: Koei Tsuge,

President and Representative Director

(Code: 9022, First Sections of the TSE and NSE)

Contact Person: Ryo Ejiri,

Corporate Officer and General Manager of the Public Relations Department

(Telephone No.: +81-52-564-2549)

**Application for Permission regarding the Construction Implementation Plan (#1)
of the Chuo Shinkansen Section between Shinagawa and Nagoya**

The Central Japan Railway Company (the “Company”) announces that its Board of Directors has resolved, at the meeting of the Board of Directors held on August 26, 2014, to apply to the Minister of Land, Infrastructure, Transport and Tourism for permission regarding our construction implementation plan of the Chuo Shinkansen section between Shinagawa and Nagoya pursuant to Article 9 of the Nationwide Shinkansen Railway Development Act (the “Act”), as follows.

- The Company will make this application pursuant to Paragraphs 1 and 2 of Article 9 of the Act and Paragraphs 1 and 2 of Article 2 of the Ordinance for Enforcement of the Act.
 - Please see the Exhibit “Outline of the Construction Implementation Plan (#1) of the Chuo Shinkansen Section between Shinagawa and Nagoya” for overview.
 - At this time, the Company will mainly apply for permission with respect to the civil engineering structures such as tunnels, bridges and stations, under the Construction Implementation Plan (#1). Permission with respect to the facilities for starting operations, such as electric lights, electrical power lines and rolling stock, will be applied for under the Construction Implementation Plan (#2) when the construction details become fixed.

- The planned construction cost for the section between Shinagawa and Nagoya in the Construction Implementation Plan (#1) is 4,015.8 billion yen. The total construction cost in which the currently-expected cost for the facilities for starting operations, with respect to which permission will be applied for under the Construction Implementation Plan (#2), is added to the planned cost in the Construction Implementation Plan (#1) is 5,523.5 billion yen.
 - Compared to the total construction cost for the section between Shinagawa and Nagoya of 5,430.0 billion yen in the report prepared in December 2009 pursuant to Article 5 of the Act, the latest total planned construction cost increased by 93.5 billion yen after construction details were further examined, reflecting the expected cost increase due to the adoption of high-tech equipment, such as inductive power collection technology, and an increase in labor costs, partially offset by the expected achievements in cost reduction efforts.
 - During this period, operating results have steadily increased and the Company expects to complete construction while ensuring sound management through continuing improvement in management.

Outline of the Construction Implementation Plan (#1) of the Chuo Shinkansen Section
between Shinagawa and Nagoya

1. Section	Between Shinagawa and Nagoya	
2. Location of the Stations	Shinagawa Station	(Expansion: Konan, Minato-ku, Tokyo)
	Kanagawa Prefecture Station (tentative name)	(Newly-established: Hashimoto, Midori-ku, Sagamihara, Kanagawa)
	Yamanashi Prefecture Station (tentative name)	(Newly-established: Irita, Otsumachi, Kofu, Yamanashi)
	Nagano Prefecture Station (tentative name)	(Newly-established: Kamisatoiinuma, Iida, Nagano)
	Gifu Prefecture Station (tentative name)	(Newly-established: Sakamoto, Sendanbayashi, Nakatsugawa, Gifu)
	Nagoya Station	(Expansion: Meieki, Nakamura-ku, Nagoya, Aichi)
3. Location of the Train Depots	Kanto Train Depot (tentative name)	(Newly-established: Toya, Midori-ku, Sagamihara, Kanagawa)
	Chubu General Train Depot (tentative name)	(Newly-established: Sendanbayashi, Nakatsugawa, Gifu)

4. Railway Length	285.6 km
	(Type of Structure)
	Tunnels 246.6 km (about 86%)
	Viaducts 23.6 km (about 8%)
	Bridges 11.3 km (about 4%)
	Rail beds 4.1 km (about 2%)
5. Outline of Railway	Minimum curve radius 8,000 m
	Maximum grade 40‰
	Distance between centers of the tracks More than 5.8 m
6. Construction Cost	4,015.8 billion yen
	(The total currently planned construction cost at present is 5,523.5 billion yen (including cost for rolling stock but excluding the expenses necessary for the Yamanashi Maglev Test Line already constructed).)
7. Scheduled Completion Year	2027

Budget of the Construction Cost for the Chuo Shinkansen Section between Shinagawa
and Nagoya (285 km 605 m extension)

Item	Amount	Note
	Thousands of Yen	
Cost for sites	342,040,000	
Cost for rail beds	110,090,000	
Cost for bridges	292,200,000	
Cost for tunnels	1,621,960,000	
Cost for tracks	724,360,000	
Cost for stations	520,600,000	
Cost for carbarns and facilities for inspection and repair	-	
Cost for other buildings	-	
Cost for electric lights and electrical power lines	-	
Cost for communication lines	-	
Cost for train protection equipment	-	
Cost for protection equipment	3,780,000	
Cost for communication equipment	-	
Cost for lines	-	
Cost for power stations and substations	185,590,000	
Sub total	3,800,620,000	
Cost for buildings construction	970,000	
Cost for construction machines	13,630,000	
Other construction-related cost	200,600,000	
Sub total	215,200,000	
Total	4,015,820,000	
Cost for rolling stock	-	
Total	4,015,820,000	
Construction cost per 1 km (excluding the cost for rolling stock)	14,060,000	

* Consumption tax excluded.

* The total currently-planned construction cost: 5,523,550,000 thousand yen (including the cost for rolling stock and excluding the expenses necessary for the Yamanashi Maglev Test Line already constructed).