

[TRANSLATION]

March 2, 2018

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: Shunsuke Niwa,

Corporate Officer and General Manager of the Public Relations Department

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

Permission regarding the Construction Implementation Plan (#2) of the Chuo Shinkansen Section between Shinagawa and Nagoya

On March 2, 2018, the Central Japan Railway Company received permission regarding the construction implementation plan (#2) of the Chuo Shinkansen section between Shinagawa and Nagoya mainly with respect to the electric facilities such as electric power facilities and signal communication facilities, which was applied for to the Minister of Land, Infrastructure, Transport and Tourism under Article 9 of the Nationwide Shinkansen Railway Development Act on September 25, 2017.

For further details, please see the release titled “Application for Permission regarding the Construction Implementation Plan (#2) of the Chuo Shinkansen Section between Shinagawa and Nagoya” attached hereto (disclosed on September 25, 2017), since the Company received permission regarding the plan as it applied for.

Appendix

[TRANSLATION]

September 25, 2017

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: Shunsuke Niwa,
Corporate Officer and General Manager of the Public Relations Department
(Telephone No.: +81-52-564-2549)

**Application for Permission regarding the Construction Implementation Plan (#2)
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 September 25, 2017, 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 (#2)”.
 - At this time, the Company will mainly apply for permission with respect to the electric facilities such as electric power facilities and signal communication facilities, under the Construction Implementation Plan (#2). Also, as for the civil engineering work, based on a more in-depth design study and survey and the progress of the consultation, we will change the vertical cross section design, etc. of the line that have already

received a permission. For rolling stock, station equipment, etc., we plan to apply for approval at the stage when the construction details become fixed at a later point.

- The planned construction cost for the section between Shinagawa and Nagoya in the Construction Implementation Plan (#2) is 837.7 billion yen. By adding 4,015.8 billion yen, which was approved as the Construction Implementation Plan (#1), to the above amount, the total cost for the section will be 4,853.6 billion yen. In addition, the total construction cost, which includes the sum of the current estimate of rolling stock and station facilities etc. to be applied for permission in the future, is 5,523.5 billion yen. This amount has not changed from the amount presented at the time of application for approval of the Construction Implementation Plan (#1) .

Outline of the Construction Implementation Plan (#2)

(1) Items to be added to the Construction Implementation Plan (#1)

- Of the entry items etc. of a construction implementation plan based on Paragraph 1 of Article 9 of the Act and Paragraph 1 of Article 2 of the Ordinance for Enforcement of the Act, the following items:
 - (vii) Construction Methods
 - j) Control method of the trains : Method utilizing equipment that ensures spaces between trains
 - k) Outline of communication facilities : Optical transport equipment and train radio equipment
 - n) Installation method, kind, and gauge of the feeding lines, power transmission lines, and distribution lines (except for those of low voltage power)

- Of the attachment documents of a construction implementation plan based on Paragraph 2 of Article 9 of the Act and Paragraph 2 of Article 2 of the Ordinance for Enforcement of the Act, the following items:
 - Locking sheet, communication line diagram, diagram of feeding network, diagram of distribution system, single wire circuit diagram of substations, and documentation setting out the overview of the operational safety facilities.

(2) Items to be changed from the Construction Implementation Plan (#1)

- Of the entry items etc. of a construction implementation plan based on Paragraph 1 of Article 9 of the Act and Paragraph 1 of Article 2 of the Ordinance for Enforcement of the Act, the following items:
 - (iii) Location of the railway track
 - Based on the result of consultation with river administrators etc., we changed some station locations and line longitudinal alignment.
 - (vii) Construction methods
 - (o) Overview of power plants and substations : Substation for feeding line
 - (viii) Construction budget

In connection with the application of electrical construction work, the construction cost is included in the budget for construction cost.

- Of the attachment documents of a construction implementation plan based on Paragraph 2 of Article 9 of the Act and Paragraph 2 of Article 2 of the Ordinance for Enforcement of the Act, the following items:

Floor plan of the railway track, railway track profile, floor plan of the stations, diagram of transmission system, documentation setting forth the overview of special designs if such designs exist, and schedule of construction works.

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	288,470,000	
Cost for communication lines	69,200,000	
Cost for train protection equipment	68,370,000	
Cost for protection equipment	3,780,000	
Cost for communication equipment	-	
Cost for lines	177,070,000	
Cost for power stations and substations	412,360,000	
Sub total	4,630,500,000	
Cost for buildings construction	970,000	
Cost for construction machines	15,320,000	
Other construction-related cost	206,770,000	
Sub total	223,060,000	
Total	4,853,560,000	
Cost for rolling stock	-	
Total	4,853,560,000	
Construction cost per 1 km (excluding the cost for rolling stock)	16,990,000	

* 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 Line already constructed).