

A white Shinkansen high-speed train is shown from a front-three-quarter view, traveling on a track. The train has a sleek, aerodynamic nose and a large windshield. The background shows some greenery and railway infrastructure.

Chicago
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***High-Speed Rail and its
Contribution to Society***
- Japan's Experience -

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Central Japan Railway Company (JRC): Overview

- Operates the Tokaido Shinkansen, High-Speed Rail linking Japan's most populous cities, such as Tokyo, Nagoya, Kyoto and Osaka
- Operates Conventional Rail in the Central Japan Area



Central Japan
Railway Company



Tokaido Shinkansen: High-Speed Rail between Tokyo and Osaka

- The World's first High-Speed Rail
 - In operation since 1964

(*French TGV since 1981, German ICE since 1991)
- **“N700 Bullet”**, JRC’s newest complete High-Speed Rail system
 - Fast, Safe, Efficient, Comfortable and “Green” (Environmentally Friendly)

(**The core of the “N700 Bullet” system is the N700 rolling stock)



“N700 Bullet” Advantages

1. **Fastest**
2. **Safest**
3. **Efficient**
4. **Comfortable**
5. **“Green” (Environmentally Friendly)**

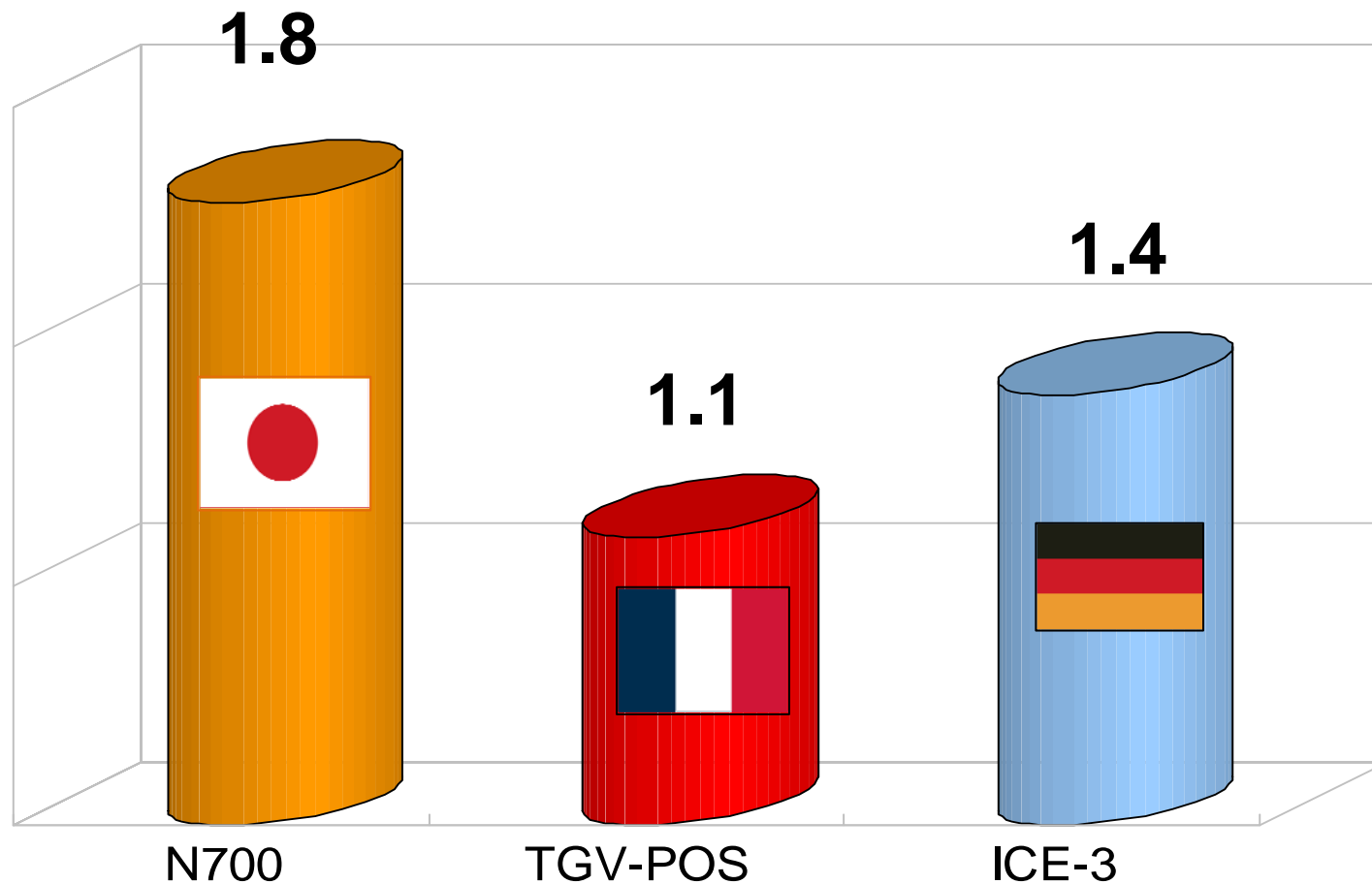


*High-performance is dependent on a complete High-Speed Rail system that includes *dedicated tracks*



Fastest: “N700 Bullet”

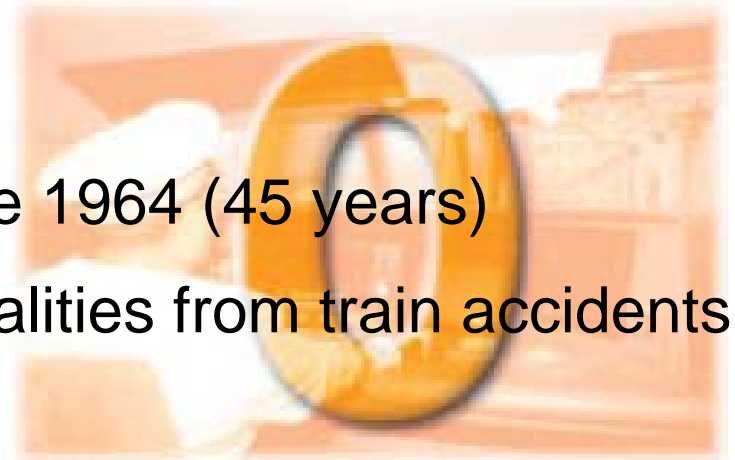
Starting Acceleration (miles/hr/sec)





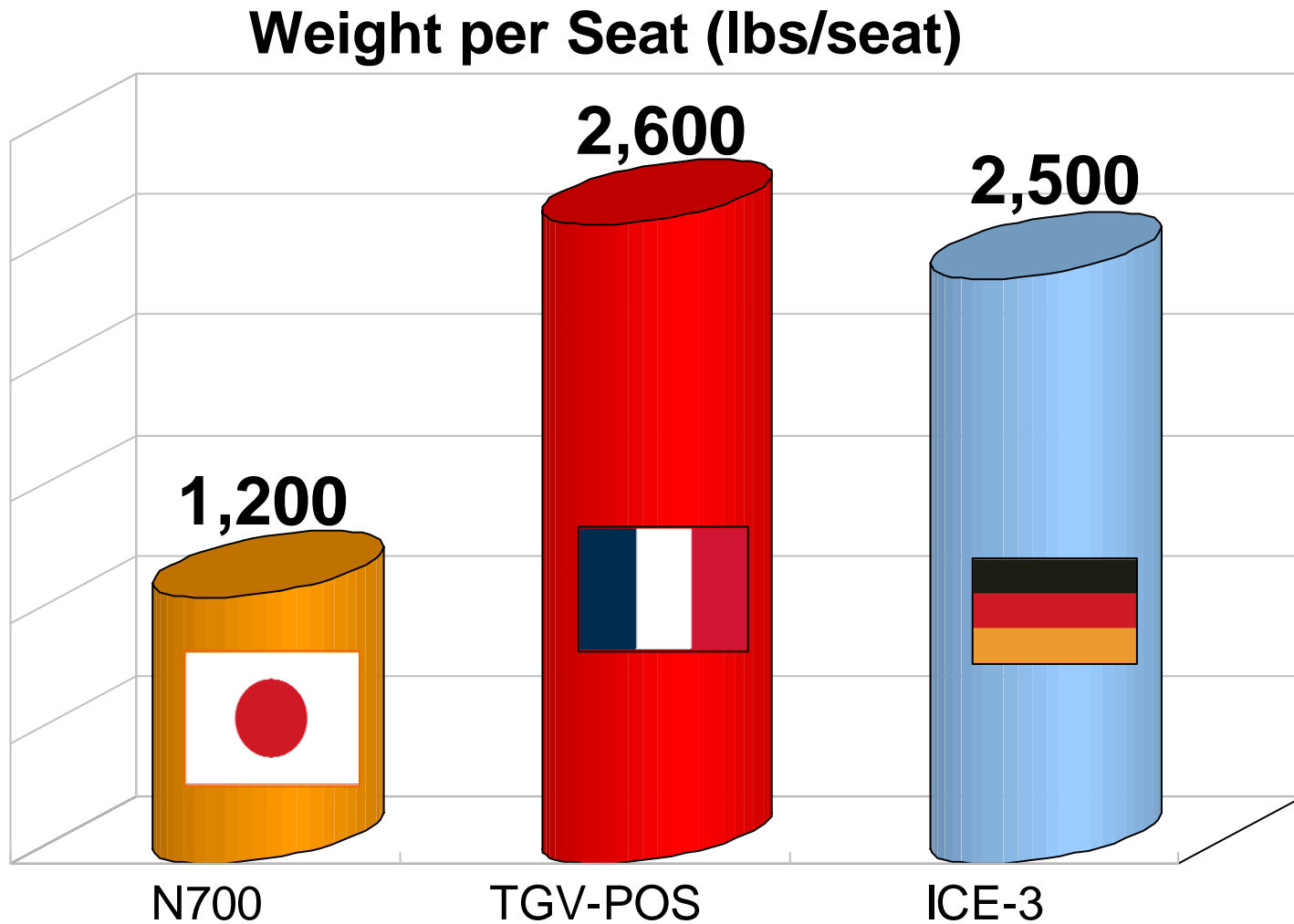
Safest: “N700 Bullet”

- JRC’s High-Speed Rail:
ZERO accident record unbroken since 1964 (45 years)
= **ZERO** passenger injuries or fatalities from train accidents
- **Dedicated tracks** for High-Speed Rail ensures **Safety**
- High-tech features minimize the effect of natural disasters (e.g. earthquakes and typhoons)





Efficient: “N700 Bullet”



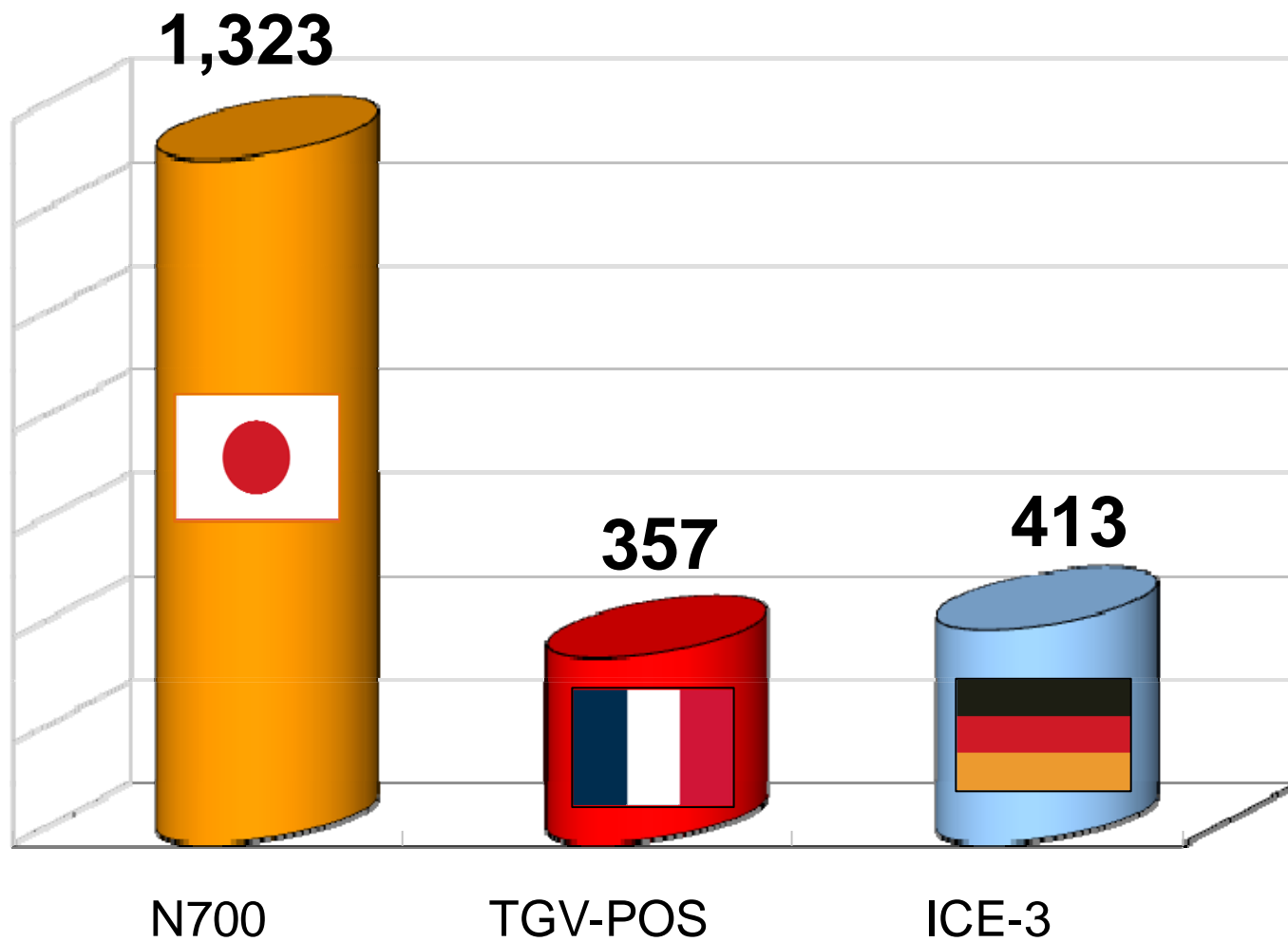
•Energy Efficient

•Less Track Maintenance cost



Efficient: “N700 Bullet”

Seat Capacity



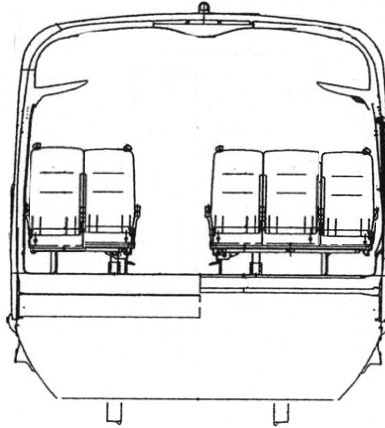


Comfortable: “N700 Bullet”

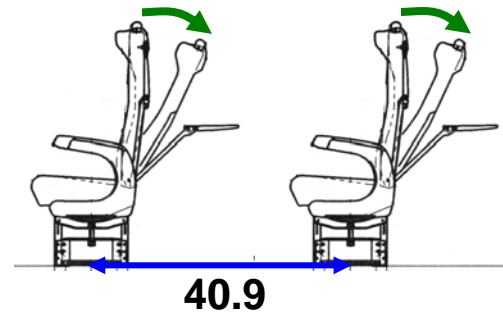


N700

Cross section



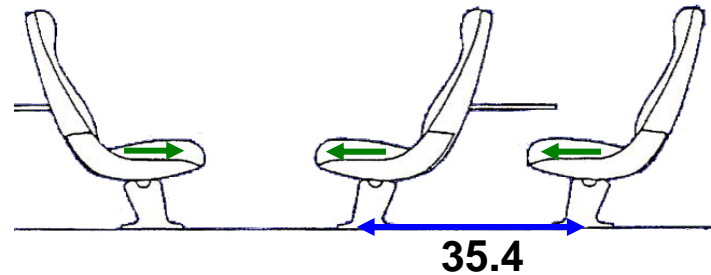
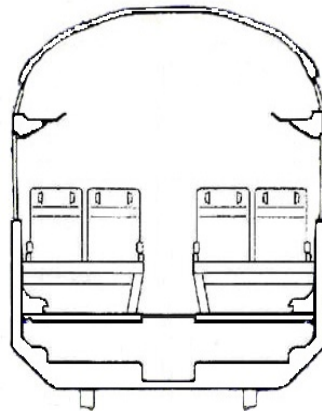
Seat Pitch (inch)



Rotatable
&
Reclinable



TGV-POS



Fixed
but
Seat cushion
slides

	Area per Seat (ft ² /seat)
N700	4.9, 5.1
TGV-POS	4.5



***“N700-I Bullet”* for International Markets**

- JRC offers the ***“N700-I Bullet”*** for sale to international markets



- ***“N700-I Bullet”***- derived from the ***“N700 Bullet”***
- Configuration can be flexibly adjusted from 6 to 15 cars

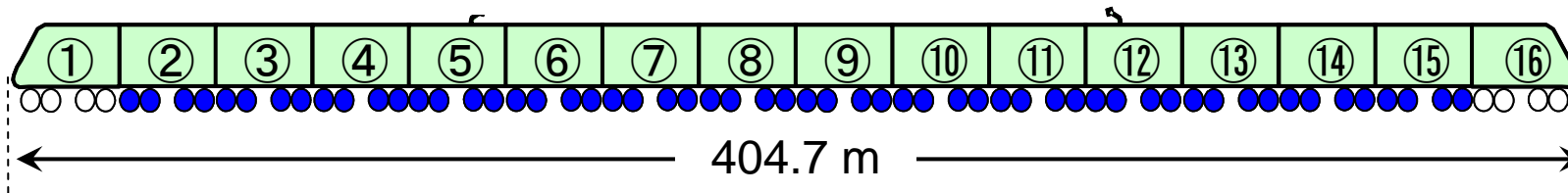


Comparison of “N700-I Bullet” and other HSRs



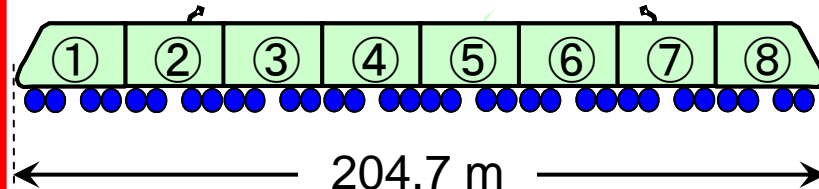
Series N700 Bullet

Axle load 11.2 t



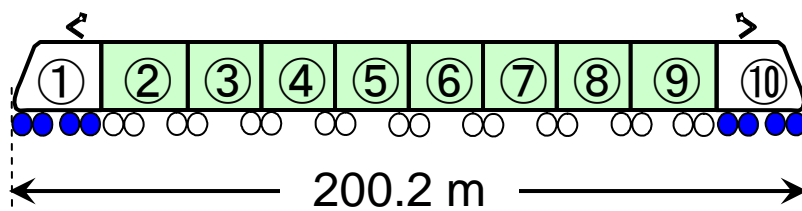
N700-I Bullet (eight-car configuration)

Axle load 11.4 t



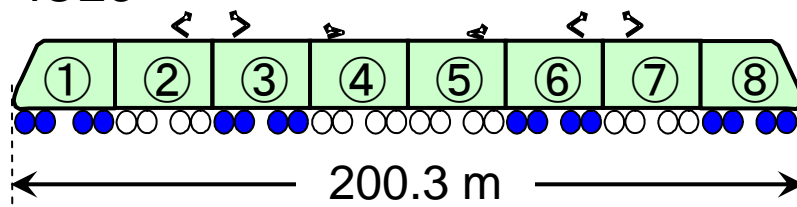
TGV-POS



Axle load 17 t



ICE3

Axle load 16 t



: Passenger car 
: Powered axle 



Introduction of “N700-I Bullet” Creation of Railroad Business Jobs

- Construction of infrastructure will make up 70-80% of the total investment in High-Speed Rail. This will be handled by U.S. based companies using U.S. labor and materials.
- The core system (rolling stock, signal and power supply facilities), which makes up 20-30% of the total investment, will be procured in the U.S. as much as possible.
- After commencement of operation, job creation in the fields of operation and maintenance will be continuous.



Introduction of “N700-I Bullet” Creation of Affiliated Business Jobs



JR Central Towers is a high-rise city
above the station

Outlook of JRC's Group Businesses

- Merchandise
- Real Estate
- Hotels
- Travel agency

\$5billion/year



Introduction of “N700-I Bullet” The Impact of a Shinkansen Station

Shin Yokohama Station



1964

Immediately after opening

2010

Shin Yokohama Station today



***Introduction of HSR promotes development of the areas around its station**



Introduction of “N700-I Bullet” The Impact of a Shinkansen Station

Shinagawa Station



1995

Before opening
Shinagawa Station

Shinagawa Station was opened at 2003

2010

Shinagawa Station today

