

■Trend of handling revenues (from April 2018 to March 2019)

*Percentage indicates year-on-year increase / (decrease)

	Handling revenues	Breakdowns		
	YoY (%)	Short-haul (%)	Medium- & Long-haul (%)	Commuter Pass (%)
April	1.8	2.8	2.6	(0.5)
May	1.1	(0.7)	1.7	1.2
June	(1.1)	(2.7)	(1.3)	2.1
1st Quarter	0.7	(0.1)	1.1	0.5
July	(6.4)	(11.6)	(5.8)	(2.4)
August	0.6	(2.4)	2.1	(2.5)
September	0.6	0.3	0.6	1.0
2nd Quarter	(1.7)	(4.6)	(1.1)	(1.0)
First half	(0.5)	(2.4)	(0.0)	(0.2)
October	2.2	1.3	3.1	0.5
November	2.5	(0.7)	4.2	(1.0)
December	1.4	1.4	1.7	0.0
3rd Quarter	2.0	0.6	3.0	0.0
January	2.8	2.2	3.7	0.4
February	^P 2.5	^P 7.0	^P 1.6	^P 0.4
March				
4th Quarter				
Second half				
Total				

* Figures in brackets () are negative values.

* Handling revenues are the revenues from ticket sales in our ticket offices, at ticket vending machines and group tours tickets sold in travel agencies in JR-West area.

* Handling revenues include transactions between JR-West and other railway companies and consumption tax. They are not equivalent to transportation revenues reported in the statements of income.

* "P" denotes preliminary figures, which does not include ticket sales in travel agencies in JR-West area.

■Trend of passenger volume (from April 2018 to March 2019)

*Percentage indicates year-on-year increase / (decrease)



	Sanyo Shinkansen				Hokuriku Shinkansen	Conventional Lines	
	Nozomi/ Mizuho (%)	Hikari/ Sakura (%)	Kodama (%)	Total (%)	Kagayaki/ Hakutaka (%)	Kansai Urban Area (%)	Express Trains (%)
April	6	3	8	6	4	4	5
May	(1)	3	1	(0)	(2)	1	(0)
June	(1)	(2)	(1)	(1)	1	(2)	(3)
1st Quarter	1	1	3	1	1	1	0
July	(7)	(5)	3	(6)	4	(6)	(22)
August	(1)	1	3	(0)	2	1	(5)
September	3	3	3	3	7	(1)	(10)
2nd Quarter	(1)	(0)	3	(1)	4	(2)	(12)
First half	(0)	1	3	0	2	(1)	(6)
October	(2)	(1)	4	(1)	(0)	5	2
November	3	2	9	3	3	3	1
December	1	1	7	1	5	5	(1)
3rd Quarter	1	1	7	1	2	4	1
January	2	2	6	2	1	5	2
February	^P 2	^P 2	^P 8	^P 2	^P (2)	^P 7	^P 9
March							
4th Quarter							
Second half							
Total							

* Figures in brackets () are negative values.

* With regard to the Sanyo Shinkansen, above figures are based on the passenger volume between Shin-Osaka and Nishi-Akashi.

* With regard to the Hokuriku Shinkansen, above figures are based on the passenger volume between Joetsu Myoko and Itoigawa.

* With regard to the Kansai Urban Area, above figures are based on the number of short-haul tickets sold.

* "P" denotes preliminary figures.