

New Rail Access

Narita Rapid Railway

Work is underway on the construction of the Narita Rapid Railway, linking Narita Airport and central Tokyo in under 40 minutes, and is expected to be completed in Spring 2010. Improving access to Narita Airport has been a major theme ever since the airport opened and the opening of Narita Rapid Railway will bring our airport access to a level which is on par with the rest of the world.

Narita Rapid Rail Access Co., Ltd., the third sector entity responsible for construction of the railway, was established in April 2002 and, in conjunction with Keisei Electric Railway Co., Ltd., was approved by the Ministry of Land, Infrastructure, Transport and Tourism as the operators of the railway.

Narita Rapid Railway will open up a new route from Takasago to Narita Airport and have a total length of approximately 51 kilometers. The 11 kilometer stretch of the Narita Rapid Rail Access Line from Inba Nihon-Ildai to Tsuchiya will be newly constructed along with Narita Yukawa Station; a new line will be created using existing facilities for the 8 kilometer Narita Airport Rapid Rail Line from Tsuchiya to Narita Airport Station; and existing track will be upgraded on the 32km section of the Hokuso Line from Keisei Takasago to Inba Nihon-Ildai Station. In total, construction is expected to cost 126.1 billion yen.

Once the new line is operational, a new model of the Skyliner, which has a top speed of 160 km/h on the existing Keisei line will be introduced, cutting the

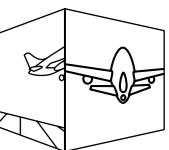
traveling time from central Tokyo (Nippori Station) to Narita Airport (Airport Terminal 2 Station) from 51 minutes to 36 minutes. This will not only bring airport access on par with other major airports abroad, it will also boost capacity to meet future increases in demand for air transport.

The design of the new Skyliner was announced in April 2008. The first completed carriage was unveiled to the industry in May 2009 and there is a mounting sense of anticipation for the long awaited new rail system. The design is a product of the world renowned fashion designer/producer, Kansai Yamamoto, in his first production on a train design. According to Keisei Electric Railway Co., Ltd., the design uses wind as a concept to symbolize velocity with an innovative,

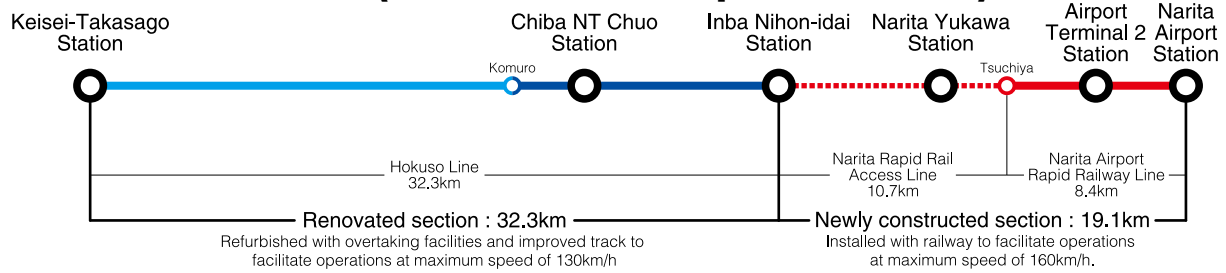
distinctive shape with an overflowing expression of speed.

The new Skyliner will operate up to three services an hour between Keisei Ueno Station, Nippori Station, Airport Terminal 2 Station and Narita Airport (Terminal 1) Station. In addition, up to three special express train services will also operate and offer greater convenience for airport users.

In conjunction with this, an integrated project on the Kita Chiba Road is also underway. The Narita City and Chiba New Town districts will be linked by rail and road and this promises to strengthen the partnership between the two districts and add vitality.



Construction Details (Scheduled for completion in 2010)



Construction schedule

FY2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
		Environmental assessment procedures				Construction				Scheduled for completion

Total Cost of Construction

Approx 126.1 billion yen

Operations

Main construction company, Narita Rapid Rail Access Co., Ltd. (Category-3 Railway)

Main operator: Keisei Electric Railway Co., Ltd. (Category-2 Railway)

• What is a Category-3 Railway?

Category-3 Railway

A company that installs railway tracks to be transferred to a Category-1 Railway operator; or else, for use by a Category-2 Railway operator. A Category-3 Railway company does not operate the railway itself.

Category-2 Railway

A company that provides transportation services using tracks installed by either a Category-1 or a Category-3 Railway company.

Category-1 Railway

A company that installs and operates railways itself. It may allow a Category-2 Railway operator to run services on its railway if it has spare capacity.

History

January 2000

Transport Policy Council Report No.18 specifies that 2015 is a suitable target yet for the opening of the Narita New Rapid Railway.

March 2000

Central, prefectural and local municipal governments, NAA and railway operators set up a study committee to promote the Narita New Rapid Railway project.

August 2001

Urban Renaissance Headquarters designates the new railway project as an Urban Renaissance Project under the auspices of the central government.

April 2002

Narita New Rapid Railway Access Company established.

July 2002

Approved as a Category 3 railway

August 2002

Environmental Impact Evaluation Report released.

December 2005

Environmental Impact Evaluation Report released.

Minister of Land, Infrastructure and Transport approves construction of Narita New Rapid Railway Access Line.

Chiba Governor's ratification of Narita New Rapid Railway Access Line under urban planning gazette.

Route Map of Narita New Rapid Line

