Networking People, Communities, and Daily Lives

We are seeking to ensure safety and comfort, striving to provide customer satisfaction through high-quality services based on our customers first management principle, and contribute to the creation of an affluent, well-run society by linking the metropolitan area’s people, communities and daily lives via the Metropolitan Expressway’s safe, seamless network.

Yamato Tunnel on the Central Circular Route (Route 3 Shibuya Line - Route 4 Shinjuku Line) was opened to traffic in March 2010, and in October of the same year, the Kanagawa Route 6 Kawasaki Line of the Metropolitan Expressway (between Tonomachi and Daishi Junction) was also opened to traffic. This has extended the routes in operation to over 300 km.

We will continue expanding our network beginning with construction of the Central Circular Shinagawa Route and the Yokohama Circular Northern Route. At the same time, we will ensure the appropriate maintenance and management of the expressways, implement road safety measures, upgrade parking areas, etc. in order to improve our services.

We have adopted the following five management principles in order to promote business from the standpoint of our customers.

- **Customers first**
  In pursuit of safety and comfort, we provide high-quality services that guarantee customer satisfaction.

- **Coexistence with local communities**
  Our goal is to create a better environment and develop local communities by working together with community members.

- **Social responsibility**
  We build trusting relationships with our customers, community members and investors through our strong sense of ethics and high level of transparency.

- **Autonomous management**
  We manage our business efficiently and solidly, and aggressively expand our operations into new business fields.

- **A vibrant work environment for employees**
  We create a work environment in which our employees are able to develop their own abilities, allowing them to develop a sense of pride and achievement.

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**Corporate Profile**

**Business Name:** Metropolitan Expressway Co., Ltd.

**Representatives:** Chairman and President: Keiichiro Hashimoto

**Location:** 1-4-1 Kasumigaseki, Chiyoda-ku, Tokyo

**Date of Establishment:** October 1, 2005

**Capital:** ¥13.5 billion

**Summary of Business:**
- New construction, renovation, maintenance, repair, post-disaster restoration, and other express highway management and coordination work
- New road construction, renovation, maintenance, repair, and other work on consignment from the national government, local governments, and other entities
- Operation, management, and other aspects of parking lots, expressway rest areas, and rental facilities located under elevated sections of highways.

**Employees:** 1,100 (As of March 31, 2011)

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**Triangular Stream Logo**

This logo symbolizes the Metropolitan Expressway network that spreads out in three different directions from Tokyo to encompass Kanagawa, Chiba and Saitama prefectures. It also represents the company’s stance with regard to supporting people, communities and daily lives through network creation.
Making an Effort to Co-Exist in Harmony with Regional Communities.

Environmental Protection Measures

Proactive Use of Technology to Protect the Roadside and Global Environment.

Using an Eco-Friendly Tunnel Design
Almost the entire length of the Central Circular Shinjuku Route and Central Circular Shinagawa Route are underground meaning the roadside environment is protected from the noise and vibrations of traffic on the metropolitan expressway, and countermeasures against exhaust fumes are efficient. Low-concentration denitrification equipment (SPM removal device (electric precipitator) and equipment to remove low-concentration NOx) is being used on the Central Circular Route (Yamate Tunnel) and Kanagawa Route 6 Kawasaki Line (Cashii Tunnel), to minimize environmental impact.

Various Measures to Improve the Roadside Environment
Sound barriers have been put up to block the noise from expressways leaking out into the surrounding environment, and sound absorbing boards are used on the underside of viaducts to dampen the reflection of sound from the surrounding area. Measures are also taken to reduce sound and vibrations coming from the surface of roads, through use of construction methods to make bridges seamless, and high-performance, low noise pavement with and good drainage.

Establishment of Infrastructure to Promote Spread of Electric Cars
Rapid chargers for electric cars have been set up in four parking areas at Daikoku and Hachioji (heading into Central Tokyo), and Ichikawacho and Yashio, on a trial basis, so that users can rest assured when using the Metropolitan Expressway in their electric cars. We have also adopted electric cars into our own fleet for use on the Expressway. As users ourselves, we would like to promote the spread of electric cars.

Aiming to Build Roads Which Co-Exist in Harmony with Regional Communities, and Promoting Communication of Information and Environmental Protection

Communicating Information on the Environment
We actively advertise our endeavors in protecting the environment and promote eco-friendly driving at events as part of efforts to enhance environmental awareness among Metropolitan Expressway users.

Establishment of Metropolitan Expressway Biotope in the Minuma Rice Fields
Aiming to become a “new type of urban expressway which co-exists in harmony with nature,” a rare and precious tract of green land, remaining so close to the city center in the area around the Minuma rice fields of the Saitama New Urban Center Line, has been set aside to restore the unique ecosystem of the area. A 1.7 km stretch of land with an area of 6.3 ha, under the Metropolitan Expressway viaduct, has been set aside to establish a biotope (‘’Biotope: A place where indigenous animals can thrive’’).

Establishment of Infrastructure to Promote Spread of Electric Cars
Rapid chargers for electric cars have been set up in four parking areas at Daikoku and Hachioji (heading into Central Tokyo), and Ichikawacho and Yashio, on a trial basis, so that users can rest assured when using the Metropolitan Expressway in their electric cars. We have also adopted electric cars into our own fleet for use on the Expressway. As users ourselves, we would like to promote the spread of electric cars.

Okashi “Green” Junction
An effort will be made to prevent global warming, fight the heat island effect, and preserve biological diversity at Okashi Junction, which joins the Route 3 Shibuya Line and the Central Circular Route (Yamate Tunnel). In order to achieve these goals, three types of green spaces will be established, namely comprising of “restored nature,” “parks” and “living streets.”

Of these, the “restored nature” (name: Okashi Village Forest) green space to be established on the rooftop of the ventilation facility will recreate the original landscape of the area around Meguro River of days gone by, on which Ohashi Junction has been built.

Environment

Contributing to Improving the Global Environment and the Growth of Regional Communities.
Making an Effort to Co-Exist in Harmony with Regional Communities.

Planting Trees along Roads to Improve the Landscape

Trees are being planted along roads to create a safe and pleasant environment for driving. They also act as a countermeasure against the heat island effect, and contribute toward prevention of global warming.

Respect for City Landscape

We are carrying out measures to improve the appearance of Metropolitan Expressway both in construction and operation phase so that the expressway network fits into the metropolitan region’s 21st century urban environment. Our in-house project team, the Comfortable Space Creation Project, takes improvement of city landscape.

In the case of Ohashi Junction, we employed an uneven exterior surface finish to soften oppressive presence of the huge concrete structure. Street signs near Roppongi Intersection on Route 3 (Shibuya Line) have been refurbished, and decorative lights have been installed below the girders, which have been repainted along with the bridge’s piers.

Promoting Social Service Activities

Being in charge of the construction and management of the major social infrastructure of the Metropolitan Expressway, we carry out road cleanups through employee participation, offer tours for local residents, and promote other social service activities worthy of our role.

A Word from Our Staff

Mai Eguchi
Environment Group, Planning and Environment Department

I am responsible for overseeing measures taken to ensure the preservation of roadside environments, and environmental PR activities through holding of events, etc. People are beginning to focus more on environmental issues now, and I try my best to explain the unique endeavors being undertaken by the Metropolitan Expressway accurately and in easy-to-understand terms to our customers. In the future, I want to continue communicating more information in the hope it will offer them some more insights.

Takahiro Ichihara
Maintenance Design Group No. 2, East Tokyo Operation Bureau

I am in charge of maintenance and management of buildings such as toll booths, parking areas and road maintenance facilities in the East Tokyo area. We always keep the safety and comfort of our customers at the back of our minds when we design the expressways. In the future, I want the Metropolitan Expressway to be loved by everyone by not only focusing on its economical aspects and convenience, but by also paying more attention to their eco-friendliness and visual aesthetics.
Implementation of the Metropolitan Expressway Congestion Countermeasure Action Program

Metropolitan Expressway Congestion Countermeasures

We have implemented various countermeasures up to now in line with the Congestion Countermeasure Action Program formulated in July 2006, the goal of which is the elimination of congestion for the most part 10 years from now after the Central Circular Route is completely operational and various anticongestion measures have been implemented. The program is subject to modification in response to progress and change in the traffic situation.

Expressway Network Development

Work continues in the quest to expand our network, including the construction of the Central Circular Route to help reroute and disperse traffic on the Inner Circular Route.

Bottleneck Improvement

To maximize functions of the Central Circular Route, such as the rerouting and dispersion of traffic, we will improve the Itabashi-Kumano-cho JCT and Horikiri-Kosuge JCT.

The assumption is that bottlenecks, major congestion points, dramatic alleviation when the Central Circular Route and other routes are completed, but countermeasures against these bottlenecks will be reviewed as appropriate, depending on how hardware and software strategies are working out and changes in traffic conditions.
Perennial Pursuit of a Metropolitan Expressway That Is Convenient, Comfortable, and Eco-friendly

Network under Construction

**Central Circular Shinagawa Route:** This line forms the Central Circular Route's southern section. Mostly tunnel, its construction will complete the Central Circular Route, meaning that the overall Metropolitan Expressway network will function efficiently and enable route selection based on objective. Shield tunneling will be carried out for the main tunnel construction in FY2011, as will the construction of the connecting road to Ohashi Junction, and evacuation of the Gotanda End and Entrance (slated for completion in 2013).

**Yokohama Circular Northern Route:** This route will form the northern side of the Yokohama Circular Route. The development of a flat network of expressways within Yokohama City is expected to contribute toward a massive stimulation of Shin-Yokohama, Yokohama Port and the Kaihoku coastal areas. By FY2021, the land will be acquired, shield tunneling will be carried out for the main tunnel construction, and infrastructure work will be carried out at Hama-morii and Koheko Junctions (slated for completion in 2016).

Newly Opened Routes

**Central Circular Route Yamato Tunnel:** (Route 3 Shinjuku Line to Route 4 Shinjuku Line) Opened March 28, 2010

Combined with the section opened in December 2007, the “Yamato Tunnel” with a length of around 13 km forms the western side of the Central Circular Route. The opening of the section between Route 3 Shinjuku Line and Route 4 Shinjuku Line has enhanced the detour effect of using the Central Circular Route, and traffic congestion has been alleviated in the Inner Circular Route, and other expressways heading toward central Tokyo such as the Route 5 Shibuya and Route 8 Edogawa Lines. A state-of-the-art disaster prevention system has also been installed, and in a first for the Metropolitan Expressway system, road surfaces will have been color-coded according to where they are heading to assist drivers at Ohashi Junction.

**Kawasaki Line (Tonomachi to Daishi Junction):** Opened October 20, 2010

This line crosses the Kawasaki City area, elongated from east to west, in a longitudinal direction. The opening of the section between Tonomachi and Daishi Junction has made access from urban Kawasaki to Haneda Airport and Tokyo Bay Aqua-Line more convenient. Shield machine (Shinkansen area).

**Hiawaru Route:** Along with serving to encourage traffic demand from the Harumi and Toyosu areas it is currently rapidly growing Tokyo Waterfront Subcenter toward the Bay Shore Route, expectations are that the Hiawaru Route will demonstrate substantial benefits in easing Inner Circular Route congestion. Studies and investigations related to the Harumi-Toyosu section will be conducted in FY2010.

The Benefits of Network Construction

**Kanagawa Route 6 Kawasaki Line (Tonomachi to Daishi Junction):**

2.0 km on Kanagawa Route 6 Kawasaki Line (Tonomachi to Daishi Junction) was opened on October 20, 2010. Opening of this section has made access from urban Kawasaki to Haneda Airport and Tokyo Bay Aqua-Line more convenient.

**Benefit 1**
Greater Convenience in Connecting to Tokyo Bay Aqua-Line

Opening this section of road has improved the convenience of the entire expressway network. It has boosted the consecutive use of the Kawasaki Line and Tokyo Bay Aqua-Line to approximately 70% on weekdays and 80% on weekends.

**Benefit 2**
Choosing Alternative Routes Depending on Traffic Conditions

It is now possible to choose alternative routes depending on traffic conditions, contributing to the maintenance of smooth traffic flow. For example, during APEC Japan 2010 held in Yokohama, when traffic was strictly regulated in the coastal area, or at other times when the area needed to be closed to traffic, the Kawasaki Line functioned as a detour route.

**Benefit 3**
Shortening of the Travel Time from Kawasaki Station to Haneda Airport

Using the Kawasaki Line has shortened the travel time from Kawasaki Station to Haneda Airport, and travel time can be calculated more accurately than when using regular roads.

31 minutes → 22 minutes at around 7:00 A.M. (reduction of 9 minutes)

A Word from Our Staff

Kyosuke Kato
Design Group, Kanagawa Construction Bureau

I am in charge of designing the viaducts around Yokohama Circular Northern Route junctions. I find great satisfaction in getting involved in new construction work, and I spend every day finding solutions to questions with blueprints and design specifications in hand. I'm still learning the ropes, but my goal is to move forward one step at a time to acquire the necessary skills and become an experienced "Metropolitan Expressway engineer."
Nonstop Maintenance—The Cornerstone of Road Safety

Precise Inspection and 24-hour System Maintenance

Inspection is the key to maintaining the Metropolitan Expressway. By performing inspections, damage to structures can be detected early on and decisions to make repairs can be made based on inspection results. It would be unacceptable if the expressway facility functions that allow smooth operation were to stop. We monitor and maintain our various systems around the clock, including traffic control, facility control, toll collection, tunnel disaster prevention, and multifunctional communications systems, in order to maintain proper functioning on all of our expressways.

Road Cleaning Operations

Several thousands of tons of waste, dirt, and sand are removed from the Metropolitan Expressway annually. Even a single empty can left on a road may cause a major accident. To ensure the safety of all drivers on all routes, regular cleaning operations are performed on road surfaces throughout the Metropolitan Expressway as well as parking areas and other road facilities to support the more reassuring and satisfying use of those infrastructures.

Structures and Preventative Maintenance

A variety of repair and construction reinforcement activities is being carried out on expressway structures to ensure safety. Metropolitan Expressway is extending the life of its structures by not only repairing damaged structures but also adopting preventative repair methods. To implement the proper maintenance of road assets, inspection data are used to deduce where damage is most likely to occur. This keeps engineers keenly aware of deterioration trends and contributes to the highly effective asset management methods employed to determine the priority of repairs.

Emergency Response System

An emergency response system is in operation 24 hours a day to take care of road repairs and damage to facilities due to traffic accidents, retrieve fallen objects that obstruct traffic, and conduct other work vital to keeping the expressway network safe and functioning.

Maintenance and Management

Working around the Clock 365 Days a Year to Ensure the Safety and Comfort of Customers

Emergency repair work

Around the clock construction work with traffic regulation over holidays on the Bayshore Route.
Executing Steel Structure Inspections and Fatigue Damage Countermeasures

Steel girders, plate decks, bridge piers, and other steel structures exposed to the punishing stress of traffic flow over long periods of time will develop fatigue damage. In addition to visual checks, such damage is discovered through magnetic particle examination, ultrasonic testing, and other nondestructive inspections. To ensure the safety of roads, we will make concerted efforts to detect damage at an early stage, and make repairs and reinforcements as the need arises, to actively implement countermeasures against steel-structure fatigue.

Metropolitan Expressway Watching

One month of every year in May and June has been designated as the Metropolitan Expressway Facilities Safety Month. To help increase the safety awareness of all our employees, the activities conducted during this month include special inspections of all road facilities (Metropolitan Expressway Watching), the selection of annual watchwords to promote facility safety, and other related efforts. In addition to our employees and those of other Metropolitan Expressway Group companies, university students majoring in civil engineering participate in “Metropolitan Expressway Watching.”

Traffic Safety Facilities

An impressive array of traffic safety aids is installed to support the safe use of the Metropolitan Expressway. Curves are equipped with large warning signs, curve caution panels to warn of shifting road alignment, and color-coded pavement to evoke caution. Also, congestion-prone stretches are installed with congestion tail information boards to indicate likely congestion zones and prevent drivers from rear-ending vehicles at the end of traffic jams, and other traffic safety aids are utilized. Crash-absorbing structures are placed at exits and other junctions to prevent collisions from becoming major accidents. In addition, we are actively repaving roads with high-performance pavement designed to prevent accidents in rainy weather.

Tunnel Safety Measures

Metropolitan Expressway tunnels feature various sophisticated disaster prevention equipment to help people evacuate in a safe and secure fashion in the event of a tunnel fire. Moreover, the tunnels are monitored 24 hours a day from a central control room as backup. For the Yamate Tunnel, a Metropolitan Expressway motorcycle patrol—the first emergency designated motorcycle squad operated by a private company in Japan—and a conventional patrol car fleet ensure rapid initial responses to accidents and other emergencies and raise the safety of this long urban tunnel.

Safe Driving Support and Enlightenment

Metropolitan Expressway patrol cars make regular rounds on expressway routes on an around-the-clock basis in a system geared toward maintaining the highest possible level of traffic safety. Efforts to reduce the number of accidents through the power of communication. This undertaking harnesses the transmission of information through a rich range of media, companies that endorse the goals of the project, various related events, campaigns, and other strategies designed to inspire all those who use the Metropolitan Expressway to practice smart driving practices whenever they get behind the wheel.

About the Tokyo Smart Driver

We believe traffic accidents can be reduced if only all drivers on the expressway could calm down just a little and exercise smart driving. This is a traffic safety project run by a citizens’ group with the aim of reducing accidents through the power of communication.

Spread of the Project

The message sent out by Tokyo Smart Driver has caught on among the people, and it has prompted voluntary activities throughout the country. The project continues to spread, instilling a sense of solidarity among Smart Drivers whose numbers continue to grow.

Naoko Matsumoto
Maintenance Design Group No.1, East Tokyo Operation Bureau

I am in charge of designing improvements and repairs to lighting, emergency telephones and ETC equipment installed on roads in the East Tokyo area, to maintain the safety and convenience of the Metropolitan Expressway. I give consideration to cutting maintenance and management costs, and reducing energy expenditure, when repairing old equipment. In order to be able to do so, I study to keep up with the rapidly changing technology, and hope to build on my knowledge so I can apply it to my work in the future.
Driving Support

Providing Support to Drivers for Greater Comfort and Convenience

Improvement for Even More Appealing Parking Areas

We run 20 parking areas so that our customers can enjoy driving on the Metropolitan Expressway. In addition to providing each parking area with restrooms, a rest area, and an information corner, we have installed handicapped parking and multipurpose restrooms as part of our efforts to create barrier-free facilities. Consideration is likewise devoted to the use of colorful decorations and other designs, universal design, the environment, and other areas to make each parking area safe and pleasant for all customers. In addition, we are promoting the use of natural energy to lighten environmental impact.

We have developed urban parking areas that are appealing to stop at of colorful decorations and other designs, universal design, the environment, and other areas to make each parking area safe and pleasant for all customers. In addition, we are promoting the use of natural energy to lighten environmental impact.

We have developed urban parking areas that are appealing to stop at with shops that have set up open-air terraces where customers can relax, and convenience stores that provide 24-hour services. We have also made it possible to transfer from highway buses to trains at Yashio and other areas to make each parking area safe and pleasant for all customers. In addition, we are promoting the use of natural energy to lighten environmental impact.

Parking Areas

<table>
<thead>
<tr>
<th>Restaurants</th>
<th>Snack Bars/Shops</th>
<th>Information Corner</th>
<th>Shops (e.g., convenience stores)</th>
</tr>
</thead>
</table>
Providing Traffic Information for Comfortable Driving.

Traffic Control and the Provision of Information

To ensure the safe, smooth, and pleasant use of the Metropolitan Expressway for all drivers, traffic control measures are in force around the clock along with the dispatch of regular patrol cars that promptly respond to accidents, clear away road obstacles, and deal with other needs. A sophisticated traffic control system is utilized to quickly process the steady stream of incoming data, and road traffic information is provided to drivers in real time. To accomplish the latter, various media are used to respond to the needs of specific locations. Additionally, routes, travel time, and other supporting information can be found on Metropolitan Expressway’s Web site, cell phone Web site, etc.

Shutoko Customer Center

All customer inquiries regarding the Metropolitan Expressway are processed at the Shutoko Customer Center, the central contact point for such matters. Prompt answers are given to questions about traffic congestion, time required to drive to particular destinations, routes, and numerous other concerns. There is a dedicated fax line for customers with hearing impairments. In addition, the center mails out maps of the Metropolitan Expressway.

Shutoko ETC Call Center

The Shutoko ETC Call Center is the exclusive contact point for inquiries concerning the Shutoko electronic toll collection (ETC) system. The call center answers questions about various ETC services, such as toll discounts for ETC users.

Road Emergency Number (#9910)

#9910 is a toll-free number that connects to a 24-hour nationwide service that takes calls reporting emergency situations, such as road abnormalities or damage. The service is designed to field reports on the full range of emergency situations in relation to the Metropolitan Expressway, including accidents, vehicle breakdowns, fallen objects, and collapsed road surfaces.

How to Use

- Dial #9910 (toll-free from anywhere in Japan).
- Select the road number according to guidance; select 1 for emergencies calling concerned the Metropolitan Expressway.
- Your call will be connected to the section in charge.

Providing Information through Our Website

Our website makes the Metropolitan Expressway more convenient and pleasant to drive on by providing traffic information, guidance on routes to destinations, and a ‘Routes, Travel Times and Tohs’ page where fees can be confirmed. The variety of information is also provided on the ‘Metropolitan Expressway Mobile,’ the portal site made specifically for mobile phones.

Furthermore, we have launched the new ‘Metropolitan Expressway Emergency Information Mailing Service’ to send out information via email to mobile phones in the case of unexpected, large-scale closures of the expressway due to natural disasters or serious accidents, or when such closures are lifted. We invite you to take advantage of this new service.

Road Traffic Information

Providing Traffic Information for Comfortable Driving.
Preparing for a New Toll System

We are coordinating with related local administrations as we carry out preparations based on the government’s expressway toll guidelines.

**Benefits of Toll System Based on Distance Traveled**

**Problems of the Current Flat Rate Toll System**

1. Difficult to use over short distances, because of higher cost.
2. Expansion of the network has increased the difference between short and long distance travel, while being charged the same toll regardless of distance is unfair.
3. Toll is charged on a per section basis, making people reluctant to use the expressway beyond section limits.

**Benefits of the New Toll System Based on Distance Traveled**

- **Fair and Practical Tolls**
  - This will be a fair and practical toll system, based on the distance traveled, making the Metropolitan Expressway more accessible.
  - It will make short distance use easier, and toll sections will be removed leading to distributed use of expressways and general city roads. This in turn will alleviate traffic congestion making the flow of traffic smoother in the inner city.
- **Smoother Inner City Traffic Flow**
  - The toll system will boost the number of users increasing revenues in phases allowing debt redemption by 2050, and appropriate maintenance and repair work to be carried out on the aging Metropolitan Expressway.

**Trends in ETC Usage**

![Graph showing trends in ETC usage]

Preventing Accidents at Tollbooths.

**Comprehensive Tollbooth Safety Measures**

As of April 2011, an average of 88% of monthly customers used the wireless ETC (electronic toll collection) system on the Metropolitan Expressway, and this has meant that traffic conditions around tollbooths have greatly changed. In addition to remodeling tollbooths as shown below, we implement various tollbooth safety measures to ensure that customers can use them safely.

**Main Measures to Be Carried Out from FY2011 On**

**Remodeling to Eliminate the Need to Cross Lanes between Booths**

Safety corridors have been installed between booths to eliminate the need for toll collectors to cross lanes. We will continue to carry out the installation of these corridors at tollgates at expressway entrances after they have been completed at toll barriers.

**Speed Restrictions Implemented by Slowing How Quickly the ETC Lane’s Bar Rises**

We have steadily taken steps to restrict ETC lane speeds for safe driving by slowing how quickly the bar rises.

**Main Efforts Completed by FY2010**

- Reflecting of toll barriers to prevent toll collection from crossing lanes between booths
- Lane signage improvements
  - Signs indicating closed lanes have been improved with the words lane closed displayed in red letters instead of a blank white display.
  - Replacing yellow flashers have been installed to encourage caution when lanes are closed.
- Barriers installed
  - All closed lanes have barriers installed to prevent vehicles from mistakenly entering them.
- Improved roadside signage next to ETC lanes
  - Roadside signs next to ETC lanes now use go slow instead of reduce speed to restrict the speed of vehicles using ETC.
- Use of LED signs begun
  - The use of LED signs that provide easily understandable information about lane operation has begun at all toll barriers.
Working with Customers and Local Communities to Make Pleasant Driving.

Providing Comprehensive Support to Leisure Driving

We provide all kinds of information to customers through the Internet, on the radio, and at parking areas to make their driving experience all the more convenient, comfortable and pleasurable. We also work with local communities to hold local product fairs for tourists and campaigns for drivers.

Providing Information on the Radio and in Magazines

In our radio program we provide information every day on Metropolitan Expressway campaigns, road works information, information on affiliated facilities, etc. We also collaborate with tourist magazines to advertise places drivers can visit by using the Metropolitan Expressway, among other things.

Our Website, “Let’s Go by Metropolitan Expressway!”

We introduce recommendable spots to visit and routes for driving when using the expressway in our “Recommended Driving Guide” on our website, “Let’s Go by Metropolitan Expressway!” We also provide information on roadside sightseeing spots, and latest information on campaigns are uploaded all the time.

Campaigns

Based on the concept of “supporting family leisure activities,” we run campaigns throughout the year to promote seasonal leisure activities people can enjoy by using the expressway. Coupons which can be used at affiliated facilities, and other goods, are given away, too. We also run associated events during campaigns.

Collaborating with Regional Local Administrations, Tourism Associations, etc.

Local Product and Tourist Information Fairs

Events are held to sell regional specialty products and provide tourist information at the Parking Area collaborating with tourist association and so on.

Providing Information at Parking Areas and Other Places

We provide useful driving information such as maps of the Metropolitan Expressway, information magazines and various campaign pamphlets.

Area Campaigns

We collaborate with local administrations to run campaigns in which destinations using the expressway are recommended with provision of various privileges such as discounts.

Providing Information at Parking Areas and Other Places

We provide useful driving information such as maps of the Metropolitan Expressway, information magazines and various campaign pamphlets.

Takuya Inoue

Takuya Inoue is in charge of managing tollplats in the Kanagawa region. I engage in a wide variety of duties from tallying daily revenues and the number of users, to executing measures at tollgates to ensure the safety of customers. I am also involved in activities to promote the use of the expressway by advertising its convenience. My goal is to aim for a better Metropolitan Expressway by listening to the opinions of customers and other people working on-site through my work.

Example of advertisement in an information magazine (Nihonbashi sightseeing campaign).

Example of advertisement in a magazine (Nihonbashi sightseeing campaign).

Example of advertisement in an information magazine (Nihonbashi sightseeing campaign).
Upgrading Road Service Businesses

City Planning Parking Lots
(Parking Lots Constructed according to City Planning)

City Planning Time-Based Parking Lot Fees

<table>
<thead>
<tr>
<th>Name</th>
<th>Type of Vehicle</th>
<th>Fee</th>
<th>Hours of Operation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shinagawa Parking Lot</td>
<td>Car</td>
<td>¥200/30 minutes, max ¥2,000/day (from time of parking to midnight of the day)</td>
<td>24 hrs/day</td>
</tr>
<tr>
<td>Minato-ku Public Hall Parking Lot</td>
<td>Car</td>
<td>¥150/30 minutes</td>
<td>24 hrs/day</td>
</tr>
<tr>
<td>Minato-ku Public Hall Parking Lot</td>
<td>Motorcycle</td>
<td>¥100/30 minutes</td>
<td>24 hrs/day</td>
</tr>
<tr>
<td>Ginza T-Park Parking Lot</td>
<td>Car</td>
<td>¥200/30 minutes, max ¥2,000/day (from time of parking to midnight of the day)</td>
<td>24 hrs/day</td>
</tr>
<tr>
<td>Shinagawa Parking Lot</td>
<td>Car</td>
<td>¥200/30 minutes, max ¥2,000/day (from time of parking to midnight of the day)</td>
<td>24 hrs/day</td>
</tr>
</tbody>
</table>

Metropolitan Expressway Parking Lots

We operate five City Planning Parking Lots in the inner city area, with a parking capacity of 2,000 vehicles. We are aiming to provide parking lots that are more convenient with low parking fees, space set aside for two-wheeled vehicles, and we are registered with services providing information on space availability.

Parking Lots under Viaducts
We operate parking lots, making effective use of space under viaducts, in approximately 60 locations spread across 1 city and 3 prefectures. The parking lots in Tokyo, Kanagawa, Saitama, and Chiba have a parking capacity of 5,500 vehicles. Along with building new lots, we will be converting existing lots to two-tiered lots and switching from monthly to hourly parking. Parking lots located under viaducts are operated by Metropolitan Expressway Service Company Limited. (Please see page 18 for information about our parking area operations).
Seeking to Develop a Wide Range of Businesses

Developing Businesses in Information and Communications
Credit card businesses as well as advertising and communications businesses are the focus of development in this area.

Credit Card Businesses
We have been advertising for people to become members of the “AEGON Metropolitan Expressway Card (with WAON)” since January 2011, allowing them to use the expressway at discounted prices. It allows members to enjoy special privileges such as a 5% discount off expressway tolls when using a card exclusively for ETCs on a Sunday. The credit card also has electronic money (WAON) functions which offer the same privileges as the AEGON card, with discounted shopping and double points, etc.

Advertising and Communications Businesses
We are using Metropolitan Expressway facilities in the development of public interest advertising businesses that increase the city’s appeal and spur interpersonal communication. Also, we will be developing advertising businesses using Web sites and other media.

Developing Businesses in Real Estate and Urban Development
“Trias Shin-Yurigaoka,” a rental housing complex built on the former premises of company-owned houses, was completed, and advertising for tenants began in March 2011. This housing complex has been built on the concepts of “safe and carefree design, construction and maintenance,” “local environmental friendliness,” and “eco-friendly measures for realizing a low-carbon society.” The complex boasts solar panels for outside lights and large outdoor spaces giving consideration to the environment.

Businesses in Real Estate and Urban Development

Developing Businesses in Lifestyle Services
We have moved into the self-storage and other logistics-oriented Businesses

Storage Room Businesses
The Ebisu Trunk Room was opened in August 2010. It was established in order to provide local residents with a place to store household possessions, to contribute toward creating a more desirable living environment, and a more comfortable, easier lifestyle. We will also cover the walls of the building in greenery for greater environmental friendliness.

Businesses Involving Facilities Designed to Promote Convenience
A new facility to promote convenience was opened at Yono Junction in September 2010. On the premises are a parking lot, an information house with a free resting facility, restrooms, a convenience store, etc., as well as an event space with a model house built on the concept of “creating a beautiful and luxurious townscapes,” providing a wonderful detour for a carefree stroll.

Commercialization of the “Hataraku” Tote Bag
In the past, banners that had been stretched across the Metropolitan Expressway to notify users of construction work, closures, etc. had been thrown away. This prompted us to consider ways of making better use of them, which led to recycling them for making handy and fashionable tote bags. The bags have been turned into a commercial product called “HATARAKU TOTE.”
Seeking to Develop a Wide Range of Businesses

Expanding into Overseas Activities

We Will Expand Overseas through Consulting and Investment Businesses.

Since becoming a consultant for JICA in February 2010, we have been expanding our consulting businesses overseas. In the future, we plan to continue the expansion making use of our wide variety of technology and knowhow accumulated over half a century of involvement in designing, constructing, operating and managing expressways in cities.

Establishment of Overseas Representative Offices.

Overseas representative offices were established in Bangkok (Thailand) and Jakarta (Indonesia) in June 2011, to boost progress in making contributions to international society and overseas activities.

Setting up of Preparatory Office for Establishing New Companies in Overseas Businesses.

In February 2011, we set up a preparatory office in collaboration with other expressway corporations for establishing new companies in overseas businesses.

Forging Ahead with International Contributions

We Have Targeted Developing Counties for Long-Term Dispatches of Specialists and Accepting Trainees.

Through Japan International Cooperation Agency (JICA), we have targeted governmental organizations for long-term dispatches of specialists to cooperate in giving technical guidance and fostering human resources. We currently have two employees dispatched to the Ministry of Public Works & Transport, and Ministry of Economy and Finance of the Royal Government of Cambodia. We also actively participate in programs run by JICA, and we have had many trainees study and train at our facilities and construction sites. Other than that, we had a total of around 600 people from approximately 50 countries visit our company in 2010, including people who took part in our on-site tour during international conferences held in Tokyo.

Forging Ahead with Technological Cooperation with Overseas Road Agencies.

We signed a “Memorandum of Understanding on Technological Cooperation” with Expressway Authority of Thailand (EXAT) in April 2010, and PT Jasa Marga (Persero) Tbk. (toll road company) and PT Astratel Nusantara (infrastructure investment company) of Indonesia in June 2010.

In the future, we plan to continue forging ahead with technological cooperation making use of the knowhow, experience and technology that our company has accumulated over the years.

Technological Consulting Businesses

Metropolitan Expressway Co., Ltd. has considerable experience and expertise in the construction, maintenance, and operation of expressways in the Tokyo metropolitan area, which have a traffic volume of 1.11 million vehicles per day. We are expanding our technological consulting businesses domestically and overseas, making use of our technology accumulated over the years.

We will expand our business in the field of PC and steel structure inspections, analyses, maintenance and repairs, and inspections of buildings for earthquake resistance. At the same time, we will expand into other technological fields (such as providing support for road administrators, drawing up plans for enhancing road durability, and carrying out prospective studies). Furthermore, we will aim to expand our market through standardization and cost-lowering of our technology, and technological development to meet the needs of different countries and their regional public organizations.

Commissioned Street Businesses

We undertake the construction, renovation, etc., of ordinary streets for regional public organizations on a contract basis. Main projects now in progress are as follows:

- Tokyo Metropolitan Ring Road No. 6 (Yamate Dori) Improvement Project (Central Circular Shinjuku Route)
- Kishiya-Namamugi Line Construction Project (Yokohama Circular Northern Route)
- Minami-Honmokufuto Connecting Harbor Road Construction Project (Metropolitan Expressway Bayshore Route Exit and Entrance)

Examples of projects include:

- Making improvements to Ring Road No. 6.
- Demonstrating inspection procedures to technicians of regional road administrations.
- Image of Kishiya-Namamugi Line after completion.
## FY2010 Financial Statements

### Consolidated financial statement
#### Consolidated balance sheet (March 31, 2011)

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount (Unit: ¥100 million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway assets in process</td>
<td>2.718</td>
</tr>
<tr>
<td>Other current assets</td>
<td>1.334</td>
</tr>
<tr>
<td>Total current assets</td>
<td>4,053</td>
</tr>
<tr>
<td>Property, plant and equipment</td>
<td>711</td>
</tr>
<tr>
<td>Intangible assets</td>
<td>9</td>
</tr>
<tr>
<td>Investments and other assets</td>
<td>17</td>
</tr>
<tr>
<td>Total noncurrent assets</td>
<td>739</td>
</tr>
<tr>
<td>Total liabilities</td>
<td>4,420</td>
</tr>
<tr>
<td>Total liabilities and net assets</td>
<td>4,792</td>
</tr>
</tbody>
</table>

### Non-consolidated financial statement
#### Balance sheet (March 31, 2011)

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount (Unit: ¥100 million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway assets in process</td>
<td>2.726</td>
</tr>
<tr>
<td>Other current assets</td>
<td>1.271</td>
</tr>
<tr>
<td>Total current assets</td>
<td>3,998</td>
</tr>
<tr>
<td>Property, plant and equipment</td>
<td>684</td>
</tr>
<tr>
<td>Intangible assets</td>
<td>7</td>
</tr>
<tr>
<td>Investments and other assets</td>
<td>22</td>
</tr>
<tr>
<td>Total noncurrent assets</td>
<td>715</td>
</tr>
<tr>
<td>Total liabilities</td>
<td>4,391</td>
</tr>
<tr>
<td>Total liabilities and net assets</td>
<td>4,713</td>
</tr>
</tbody>
</table>

### Consolidated profit and loss statement (April 1, 2010, to March 31, 2011)

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount (Unit: ¥100 million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Operating revenue</td>
<td>2,983</td>
</tr>
<tr>
<td>Rent expenses on highway assets</td>
<td>1,803</td>
</tr>
<tr>
<td>Administration costs of highway business and cost of sales</td>
<td>1,060</td>
</tr>
<tr>
<td>Selling, general and administrative expenses</td>
<td>84</td>
</tr>
<tr>
<td>Operating income</td>
<td>34</td>
</tr>
<tr>
<td>Non-operating income</td>
<td>3</td>
</tr>
<tr>
<td>Non-operating expenses</td>
<td>5</td>
</tr>
<tr>
<td>Ordinary income</td>
<td>31</td>
</tr>
<tr>
<td>Extraordinary income</td>
<td>–</td>
</tr>
<tr>
<td>Extraordinary loss</td>
<td>6</td>
</tr>
<tr>
<td>Income before income taxes and minority interests</td>
<td>24</td>
</tr>
<tr>
<td>Income taxes</td>
<td>10</td>
</tr>
<tr>
<td>Minority interests in income</td>
<td>0</td>
</tr>
<tr>
<td>Net income</td>
<td>13</td>
</tr>
</tbody>
</table>

### Profit and loss statement (April 1, 2010, to March 31, 2011)

<table>
<thead>
<tr>
<th>Item</th>
<th>Amount (Unit: ¥100 million)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fare receipts and other sales</td>
<td>2,437</td>
</tr>
<tr>
<td>Sales of completed highway construction contracts</td>
<td>473</td>
</tr>
<tr>
<td>Rent expenses on highway assets</td>
<td>1,803</td>
</tr>
<tr>
<td>Cost of sales of completed highway construction contracts</td>
<td>473</td>
</tr>
<tr>
<td>Administrative expenses</td>
<td>618</td>
</tr>
<tr>
<td>Operating income from highway business</td>
<td>14</td>
</tr>
<tr>
<td>Operating revenue from related operations</td>
<td>53</td>
</tr>
<tr>
<td>Operating expenses from related operations</td>
<td>50</td>
</tr>
<tr>
<td>Operating income from related operations</td>
<td>2</td>
</tr>
<tr>
<td>Operating income from total business</td>
<td>17</td>
</tr>
<tr>
<td>Non-operating income</td>
<td>4</td>
</tr>
<tr>
<td>Non-operating expenses</td>
<td>5</td>
</tr>
<tr>
<td>Ordinary income</td>
<td>17</td>
</tr>
<tr>
<td>Extraordinary income</td>
<td>–</td>
</tr>
<tr>
<td>Extraordinary loss</td>
<td>5</td>
</tr>
<tr>
<td>Income before income taxes</td>
<td>11</td>
</tr>
<tr>
<td>Income taxes</td>
<td>4</td>
</tr>
<tr>
<td>Net income</td>
<td>7</td>
</tr>
</tbody>
</table>

Note: Amounts in table do not add up in some cases because fractional amounts under 100 million have been rounded down.

Note: Amounts in table do not add up in some cases because fractional amounts under 100 million have been rounded down.
Company History

June 17, 1989 Metropolitan Expressway Public Corporation (MEPC) is established to ease chronic traffic congestion.

December 20, 1992 Metropolitan Expressway partly opens (a 4.9 km section of Route 1 between Kyobashi and Shibaura).

July 4, 1967 The Inner Circular Route is finished upon completion of the section between Shiba Koen Park and Kasumigaseki.

July 19, 1968 Kanagawa Route opens (Yokohane Line of Kanagawa Route 1 between Asada and Higashi-Kanagawa). Total length exceeds 50 km.

March 21, 1971 The section between Kyobashi JCT on the Mukojima Line of Route 6 and Yagochi on the Komatsugawa Line of Route 7 opens and is connected with Koyosu Road. December 21, 1971 Shibuya Line of Route 3 opens between Shibuya and Yoga and is connected with Tomi Expressway.

February 15, 1973 Yotsubashi Route opens. Total length exceeds 100 km.

May 18, 1976 Shibuya Line of Route 4 is connected with Chu Expressway.

January 20, 1978 Bay Shore Route opens between Shinkansen and Urayasu as the first Metropolitan Expressway in Chiba Prefecture.

July 19, 1968 Kanagawa Route opens (Yokohane Line of Kanagawa Route 1 between Asada and Higashi-Kanagawa). Total length exceeds 50 km.

July 4, 1967 The Inner Circular Route is finished upon completion of the section between Shiba Koen Park and Kasumigaseki.

December 20, 1962 Metropolitan Expressway partly opens (a 4.5 km section of Route 1 between Kyobashi and Shibaura).

June 17, 1989 Metropolitan Expressway Public Corporation (MEPC) is established to ease chronic traffic congestion.

March 31, 2006 Agreement with Japan Expressway Holding and Debt Repayment Agency is concluded, and license to operate is granted by the minister of land, infrastructure, and transport.

March 28, 2010 Central Circular Route linking Route 3 (Shibuya Line) and Route 4 (Shinjuku Line) opens.

March 29, 2009 Yokohane Line's Daishi on-/off-ramp (for Yokohama-bound traffic) opens.

November 21, 2007 Yokohane Line's Yokohama Park off-ramp opens.

March 17, 2008 Eastbound Bay Shore Route between Ariake JCT and Tatsumi JCT is widened to four lanes.

July 1, 2008 Maintenance and repair subsidiary Shutoko Engineering Co., Ltd. is established (start of business: October 1).

February 11, 2009 Harumi Route's Toyosu off-on-ramp opens.

March 29, 2009 Yokohama Line's Daishi off-on-ramp (for Yokohama-bound traffic) opens.

March 28, 2010 Central Circular Route linking Route 3 (Shibuya Line) and Route 4 (Shinjuku Line) opens.

October 30, 2010 Kawasaki Line (between Tanoshima and Daishi JCT) opens. Total length exceeds 300 km.

Usage Conditions

(April 1, 2010, to March 31, 2011)

Traffic Volume (unit: 1,000 vehicles)

<table>
<thead>
<tr>
<th>Category</th>
<th>Tokyo Routes</th>
<th>Kanagawa Routes</th>
<th>Saitama Routes</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total for FY2010</td>
<td>2,053,220</td>
<td>94,994</td>
<td>16,340</td>
<td>2,306,554</td>
</tr>
<tr>
<td>Holiday Average</td>
<td>717</td>
<td>203</td>
<td>41</td>
<td>960</td>
</tr>
<tr>
<td>Daily Average</td>
<td>630</td>
<td>233</td>
<td>44</td>
<td>907</td>
</tr>
<tr>
<td>Type of Vehicle</td>
<td>Ordinary Vehicles</td>
<td>65%</td>
<td>39%</td>
<td>69%</td>
</tr>
<tr>
<td></td>
<td>Large Vehicles</td>
<td>9%</td>
<td>16%</td>
<td>12%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>7%</td>
<td>1%</td>
<td>1%</td>
</tr>
</tbody>
</table>

Tolls Collected (unit: million yen)

<table>
<thead>
<tr>
<th>Year</th>
<th>Daily Average</th>
<th>Holiday Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tokyo Routes</td>
<td>540</td>
<td>145</td>
</tr>
<tr>
<td>Saitama Routes</td>
<td>158</td>
<td>45</td>
</tr>
<tr>
<td>Total</td>
<td>598</td>
<td>190</td>
</tr>
</tbody>
</table>

Traffic Management

Metropolitan Expressway toll collection activities and maintenance activities

Reparations and Maintenance

Metropolitan Expressway structure inspection, emergency repairs, facility operations, and maintaining

Other Businesses

Metropolitan Expressway Service Co., Ltd. Parking area and parking facility businesses

Shutoko Car Support Co., Ltd.

Shutoko Partners Co., Ltd.

Insurance agency services

Shutoko ETC Maintenance Co., Ltd.