

Metropolitan Expressway Company Limited
Corporate Profile

2016



shutoko

Metropolitan Expressway Network





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Networking People, Communities and Lifestyles



Greetings

宮田 年耕

Toshitaka Miyata
President

We at Metropolitan Expressway Company Limited (Shutoko) are involved day and night in the construction, maintenance and management of the Metropolitan Expressway, the Tokyo metropolitan area's major arterial road network. The Metropolitan Expressway is now more than 310 kilometers long

Management Principles

Basic Principle

We connect people, communities and lifestyles within the Greater Tokyo area through our safe and smooth Metropolitan Expressway network, contributing to the affluent and comfortable advancement of society.

Management Principles

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 to develop local communities by working together with community members.

Social responsibility

We build relationships of trust with our customers, community members and investors through our strong ethical perspective and high level of transparency.

Autonomous management

We manage our business efficiently and soundly, and assertively expand our operations into new business fields.

A vibrant work environment for employees

We create a work environment in which our employees can develop their own abilities, allowing them to cultivate a sense of pride and achievement.



and is used by an average of 970,000 vehicles daily. We believe our mission is to ensure the safety and security of our customers and provide high-quality services by continually looking at the world through their eyes.

Over five decades have passed since the Metropolitan Expressway's first 4.5-kilometer section between Kyobashi and Shibaura opened in 1962. The expressway's structures are aging, and its operating conditions are extremely tough, since it handles about five times more heavy vehicles than ordinary roads in Tokyo's twenty-three wards do.

With that in mind, we conduct ongoing inspections and repairs as needed to ensure the safety and security of our customers, including carrying out major refurbishing and repair operations between Higashi Shinagawa Wharf and Samezu landfill and other sections. We are seeking to make

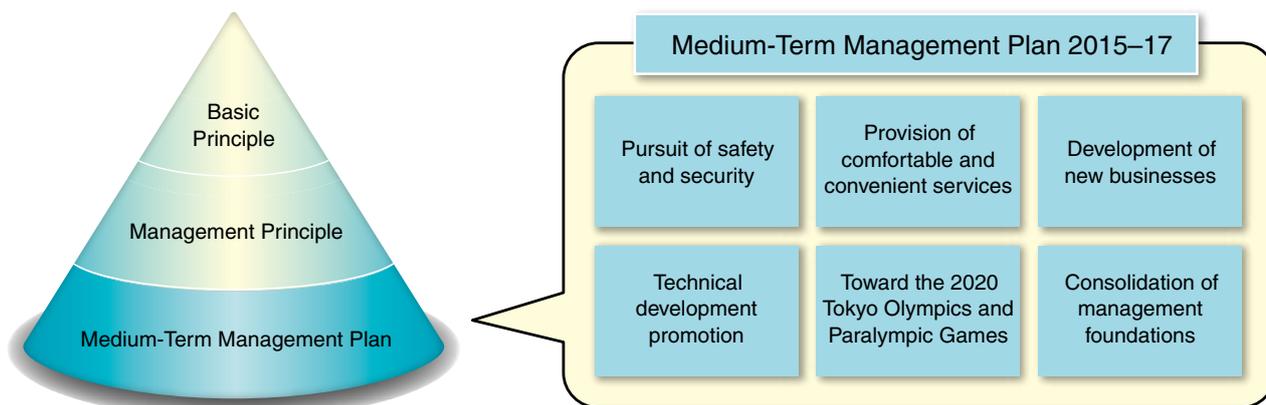
the Metropolitan Expressway even safer and more comfortable to use—such as by expanding current networks, starting with the Yokohama Circular Northern Route—and implementing strategies to ameliorate the bottlenecks between the junctions at Itabashi and Kumanochō and measures for transportation safety.

In preparation for the 2020 Tokyo Olympics and Paralympics, we are working to improve the expressway's appearance and contributing to its success by fulfilling our role as a transportation network that underpins the Games' operations.

Shutoko would like to request your continuing support and understanding as we continue to link people, communities and lifestyles in the Greater Tokyo area, contributing to creating a more affluent and comfortable society. Thank you.

Medium-Term Management Plan (2015–17)

As part of the tenth anniversary of our incorporation, we returned to our basic principles and established our Medium-Term Management Plan 2015–17, with “Safety, Security, and Comfort” and “People, Communities, and Lifestyles” as the key themes. The entire Shutoko Group will provide a safe, secure, and comfortable Metropolitan Expressway by promoting the policies stipulated in the Medium-Term Management Plan.



The Metropolitan Expressway: A History

We have been developing the Metropolitan Expressway network since the early 1960s



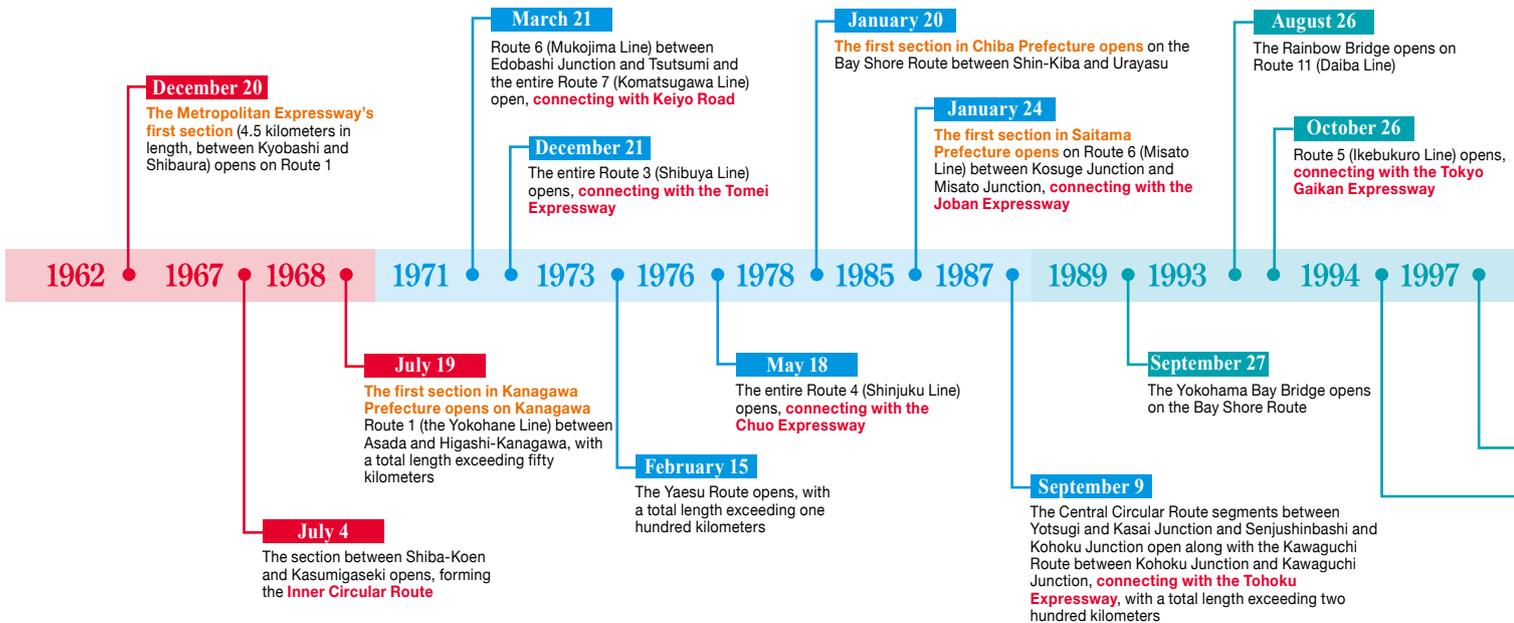
Constructing the Inner Circular Route and radial routes

1962-70 (Phase 1)

Connecting with intercity expressways

1971-88 (Phase 2)

Opening ceremony for Route 6 (Misato Line) between Kosuge and Misato Junction, 1985



Opening ceremony for the Route 1 (Ueno Line), 1969



Opening ceremony for the Shiba-Koen to the Kasumigaseki section of the Inner Circular Route, 1967



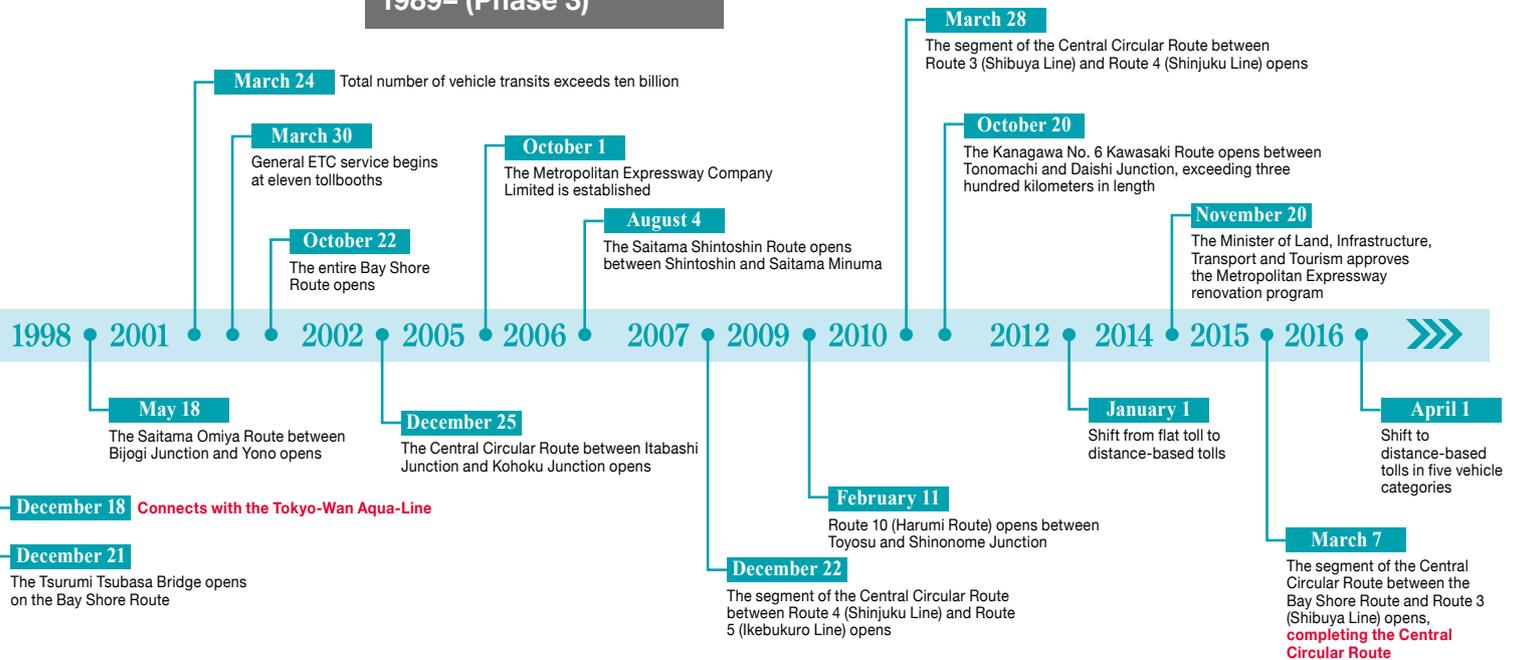


Opening ceremony for the segment of the Yamate Tunnel on the Central Circular Route between the Bay Shore Route and Route 3 (Shibuya Line), 2015



Additional network expansion

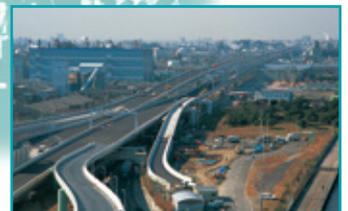
1989- (Phase 3)



Opening ceremony for the Yokohama Bay Bridge on the Bay Shore Route, 1989



Ceremony for the opening of the entire Route 4 (Shinjuku Line), connecting with the Chuo Expressway, 1976



Metropolitan Expressway Renovation Program

We carry out renovation projects to ensure that the Metropolitan Expressway remains highly reliable over the long term

Making Major Renovations to Metropolitan Expressway Structures

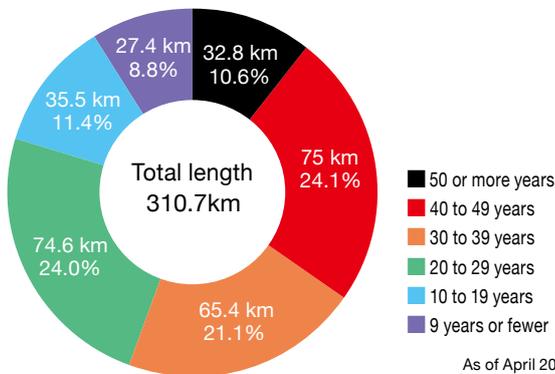
The Metropolitan Expressway's Current State

Progressive Aging

■ Around half of Metropolitan Expressway's roadways are at least thirty years old

The roads of the Metropolitan Expressway are aging. Around 40 percent (108 km) of the total (310 km) are at least forty years old, while the number increases to 60 percent (173 km) for sections that are at least thirty years old.

Percentage of years elapsed since opening



Locations of major renovations at the Higashi-Shinagawa Wharf and Samezu landfill segment

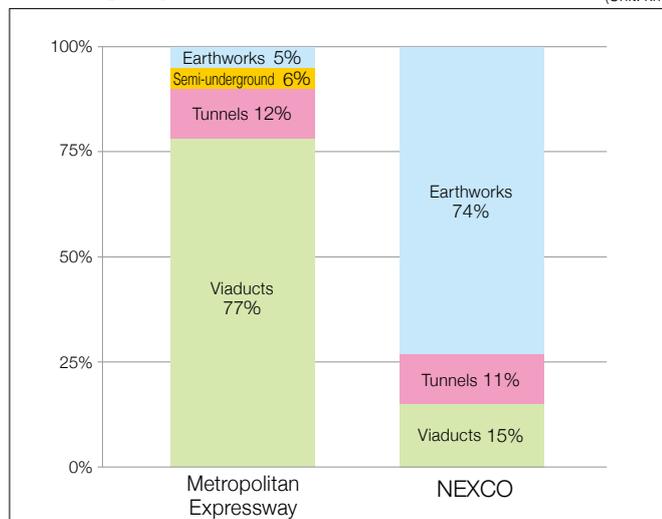
Meticulous Maintenance and Management Required

■ High ratio of structures

Compared to other roads, a remarkably high percentage—95 percent—of the Metropolitan Expressway consists of viaducts, tunnels and other structures, which require meticulous maintenance and management.

Road length by structures

(Unit: km)



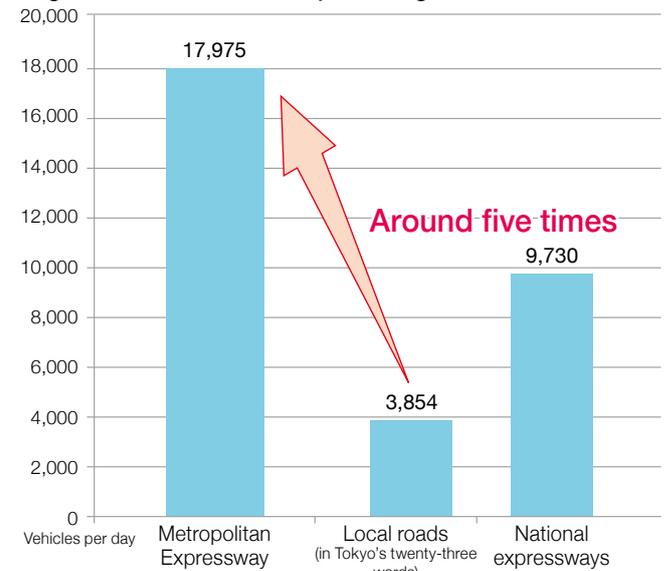
The Metropolitan Expressway: As of April 2016

NEXCO: According to the *Handbook of Expressways* (2014 edition)

Tough Operating Conditions

Traffic volume is heavy, and five times as many large vehicles use the expressway compared to ordinary roads in Tokyo's twenty-three wards, making operating conditions tough.

Large vehicle traffic volume percentages

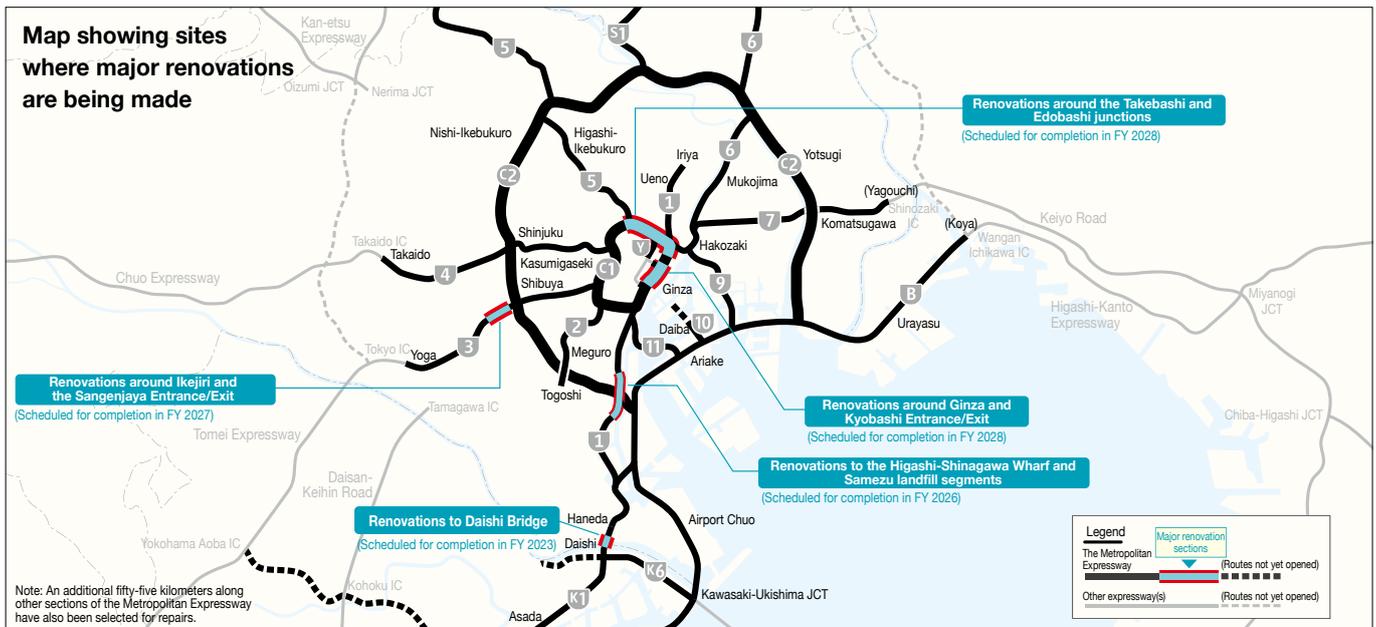


Source: Road Traffic Census (2010)

Spot checks of large vehicle traffic volume on any given weekday on the Metropolitan Expressway, local roads and national expressways; the figures are derived from the total number of kilometers traveled by large vehicles over a 24-hour period on weekdays divided by total road length.

Renovation Program

Major Renovations and Repairs to Ensure Metropolitan Expressway Safety Over the Long Term



We conduct meticulous inspections and make appropriate repairs day and night to keep expressway structures safe, but the progressive aging of the structures and tough operating conditions have caused serious damage. With that in mind, we are moving forward on Metropolitan Expressway renovation projects to ensure that its road structures are sound over the long term while constantly scrutinizing maintenance and management issues and damage conditions.

Metropolitan Expressway Renovation Program

On January 15, 2013, a committee that was formed to research the way that major renovations to Metropolitan Expressway structures should be carried out passed along its recommendations to Shutoko. Renovation plans were drawn up based on these proposals, and the Ministry of Land, Infrastructure, Transport and Tourism approved the plans on November 20, 2014.

Example of Major Renovations

Sections between Higashi Shinagawa Wharf and Samezu landfill on Route 1 (Haneda Line)

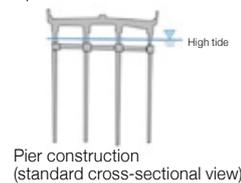
The Higashi-Shinagawa Wharf section of Route 1 (Haneda Line) was built over water, and the clearance between the bridge girders and ocean surface is extremely limited. Additionally, concrete has been falling off the span, and reinforcement bars are deteriorating in many places in the extremely corrosive environment. Road subsidence and other serious damage have occurred on Route 1 (Haneda Line)'s Samezu landfill section, whose construction is basically a temporary structure. Major renovations are required for both in terms of the extent of the damage and because they are not appropriate structures for long-term use.

Onsite construction work on the Higashi-Shinagawa Wharf and Samezu landfill sections began in February 2016.

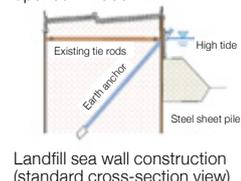
Artistic renderings of Route 1 (Haneda Line)'s Higashi-Shinagawa Wharf and Samezu landfill sections



Higashi-Shinagawa Wharf opened in 1963



The Samezu landfill section opened in 1963





Safety

**We Work 24 Hours a Day, 365 Days a Year
to Keep Our Customers Safe**

Unceasing Maintenance and Management Are the Cornerstones of Safety

The daily tasks we carry out to ensure that our customers travel safely on the Metropolitan Expressway include meticulous inspections, damage repair and reinforcement work, road and facility cleaning, emergency and temporary responses related to road damage and fallen objects, and countermeasures for snow and ice in winter.



Inspections

Inspections are the starting point for road maintenance and management. We systematically and efficiently perform repairs to ensure that road facilities are always sound, pinpointing damage in the early stages and using that inspection data to prioritize repair sites.



Inspection with a cherry picker

Repairs and reinforcement

We also undertake reinforcement work to prolong the useful lifespan of structures in addition to repairing damage discovered during inspections. We perform our work at night or during periods when traffic volumes are low.



Work to eliminate expansion joints

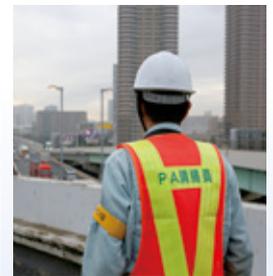


Cleaning

Even a single can left lying on the road can cause a major accident, so we clean the roads throughout the entire network to ensure safe travel. We also clean tunnels, parking areas and other facilities to ensure your comfort when using the expressway system.



Cleaning a tunnel wall



Cleaning a parking area

Emergency and temporary responses

We have a 24-hour response team to repair road surface damage discovered during routine inspection patrols and facilities damaged due to traffic accidents, as well as to take care of emergency situations that arise as a result of natural disasters or other causes.



Emergency and temporary responses



Snow and ice countermeasures

We designate the period from December 1 to March 31 as a time for countermeasures against snow and ice to ensure safe winter travel. Depending on conditions, anti-freezing agents may be applied as an advance measure to prevent accidents due to frozen road surfaces. We also remove snow that accumulates to prevent road closures.



Spreading anti-freezing agents

Implementing Wide-Ranging, Meticulous Safety Measures

Inspecting Steel Structures and Taking Countermeasures Against Fatigue Damage

We actively engage in efforts to counteract steel structural fatigue.

The Metropolitan Expressway's structures face harsh conditions, including greater heavy vehicle traffic volume. Fatigue damage occurs more readily in steel structures used in harsh conditions for long periods. We use nondestructive testing along with visual inspections to detect fatigue damage and ensure the Metropolitan Expressway's safety.



View of SFRC pavement installation as a steel plate deck fatigue countermeasure



Testing for steel plate deck flaws using ultrasound



Magnetic particle testing performed on a steel girder

Providing Support and Education for Safe Travel

We carry out a range of PR activities related to traffic safety—including conducting traffic safety campaigns and classes—to draw attention to transportation safety. Additionally, we cooperate with the police and other relevant agencies in cracking down on street racers and vehicles that violate vehicle restriction ordinances.



Cracking down on vehicles that violate vehicle restriction ordinances



Traffic safety campaign

Metropolitan Expressway Safety Month

A period between May and June each year is designated as Metropolitan Expressway Safety Month, and various activities are carried out to boost our employees' awareness of safety.



Metropolitan Expressway watching in progress



A Word
from
Our Staff

Kosuke Abe

Civil Engineering Maintenance Design Division
West Tokyo Bureau

● **What do you like about Shutoko?**

The high level of technical skills, ingenuity, and a willingness to take on challenges.

● **What are your work responsibilities?**

I mainly handle work that involves planning repairs and reinforcement related to cracking, corrosion and other damage to older elevated steel structures in west Tokyo.

● **What makes your work worthwhile, and what would you like the Metropolitan Expressway to be like in the future?**

Spotting damage that could lead to major accidents and deciding on repair methods for respective types of damage is an important task. My daily work helps to keep road structures sound, sustaining the future of the Metropolitan Expressway. I feel a strong sense of worth and responsibility that my personal decisions are reflected in that kind of appealing work. I hope to continue striving through my maintenance work to make the Metropolitan Expressway a safe and comfortable transportation network for customers for years and years to come.

Traffic Safety Measures

We carry out various traffic safety measures, including installing color-coded pavement and large warning signs to alert drivers. Signage and road surfaces that are color-coded according to direction of travel are other examples of this.

Additionally, we continue to promote ways to prevent pedestrians from entering the Metropolitan Expressway, as well as to prevent major accidents caused by wrong-way driving. That includes installing systems to detect and warn about pedestrians and wrong-way drivers that have entered. We have been reinforcing measures to prevent U-turns or wrong-way driving at junctions, on ramps, and in other locations where vehicles merge since 2015.



Signs and road surfaces color-coded by direction of travel at Ohashi Junction



Measures to prevent pedestrians from entering at the Shibuya exit on Route 3 (Shibuya Line)



Pavement color-coded to alert drivers near Kiba on Route 9 (Fukagawa Line)



Measures to prevent driving the wrong way when merging with the main traffic flow at Misato Junction



System installed to detect pedestrian entry or wrong-way driving and sound an alarm

Tunnel Disaster Prevention and Safety Measures

We keep watch on tunnel interiors with the latest disaster prevention and safety equipment and our safety management organization.

The control center controls various equipment—including alarms and disaster prevention devices—to keep damage to a minimum and provide instructions to customers so that they can safely escape in the unlikely event that a fire breaks out inside a tunnel.

Additionally, we have a Metropolitan Expressway motorcycle patrol team—the first authorized emergency motorcycle unit run by a private company in Japan—to provide swift initial responses to accidents inside the Yamate Tunnel, improving safety inside the longest tunnel in Tokyo.



Facilities management system



Emergency exit



Fire extinguisher and foam fire hydrant



A Word
from
Our Staff

Yukino Yamada

Facility Maintenance Design Division
West Tokyo Bureau

● **What do you like about Shutoko?**

I like the changing scenery and the lights on the road.

● **What are your work responsibilities?**

I handle countermeasures for wear and tear, and plan repairs and renovations to improve safety and security for telecommunications equipment in west Tokyo.

● **What makes your work worthwhile, and what would you like the Metropolitan Expressway to be like in the future?**

I handle many old routes used by numerous customers in the area of west Tokyo. We are striving to provide stable electricity and Metropolitan Expressway information 24 hours a day, 365 days a year, so that customers can use the network safely and comfortably. I hope to keep working to make the Metropolitan Expressway even more appealing and comfortable so that as many customers as possible can use it.



Comfort

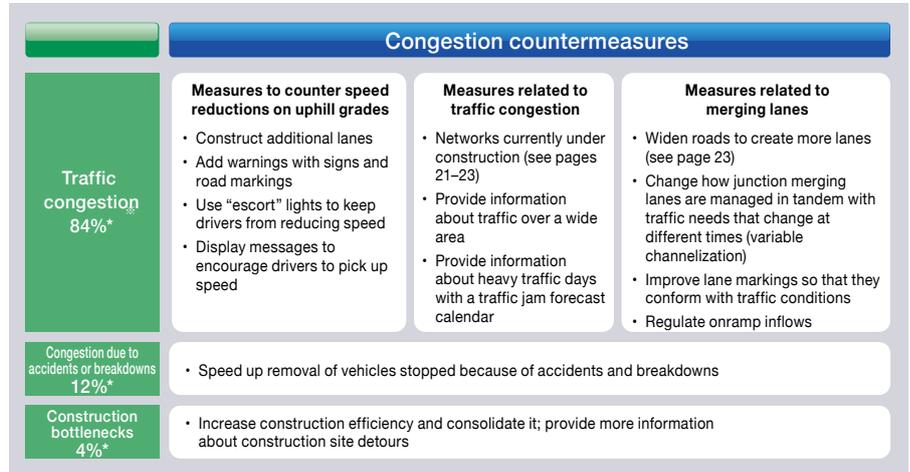
**Striving to Support Drivers with
More Comfort and Convenience**

Implementing Various Innovations to Make Driving on the Metropolitan Expressway Smoother and More Comfortable

Striving to create a more comfortable Metropolitan Expressway in ways both tangible and intangible

Ensuring Comfortable Travel

Although congestion has been reduced, particularly on the Inner Circular Route thanks to the addition of new networks, increased traffic jams in the vicinity of the Central Circular Route and other issues still remain. This is why we drew up “Metropolitan Expressway Vision for Enjoyable Driving”—our comprehensive program that combines bottleneck countermeasures such as building road networks and adding more lanes with visually-oriented measures such as providing traffic data in more sophisticated ways and improved signage and lane markings, all with the aim of making driving on the Metropolitan Expressway a smoother and more comfortable experience.



*2015 percentages (all routes, weekdays)

■ Installing “Escort” Lights

Guide lights installed alongside the road meant to encourage drivers to restore their driving pace—called “escort lights”—are displayed at speeds just a bit faster than the traveling speeds of drivers so that they do not reduce their speed and slow traffic down.



Escort lights near Ikejiri on the outbound Route 3 (Shibuya Line)

■ Improved Lane Markings to Match Traffic Conditions

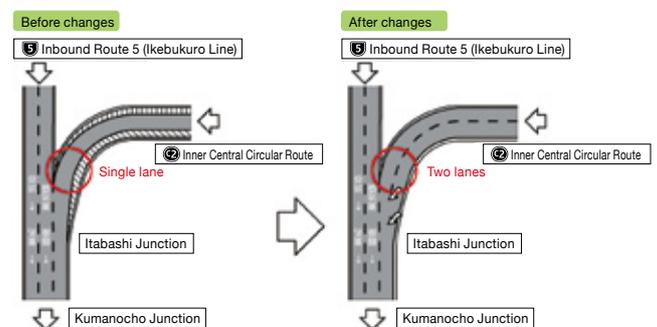
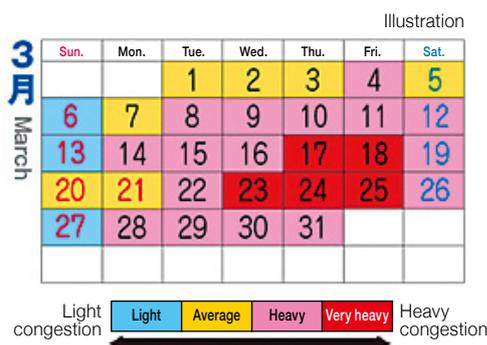
We are improving lane markings so that they conform to changing traffic conditions in tandem with changes in traffic volume.



Improved lane markings at Itabashi Junction on the inner Central Circular Route

■ Traffic Jam Forecast Calendar

We will provide information about heavy traffic days with a traffic jam forecast calendar—available on our website and leaflets—using past data to forecast congestion for each day at four levels from light to very heavy.



Supplying Traffic Information to Ensure More Comfortable Travel

Traffic Control System and Providing Information

We monitor traffic 24 hours a day, 365 days a year, and our patrol vehicles also promptly handle accidents and retrieve fallen objects.

Employing our traffic control system, we rapidly process the data that we are constantly collecting to provide customers with road traffic information in real time. Road traffic information is delivered on message displays above the expressway and various other kinds of media, depending on the location.

Gathering information





Vehicle detector




Toll-free road emergency number: #9910



Videocamera used in traffic control system

Emergency phone

Data processing



Large display in the traffic control center

Providing information

Visit the Metropolitan Expressway website before you go



Road message displays on local roads

Road text display



Road graphics display



Onboard ETC 2.0 services

We employ dedicated short-range communications to provide customers with ETC 2.0-compatible devices installed a higher level of information about road traffic and other data to help them drive safely, using graphics and sound.

Screen that provides wide area route information



Screen that provides information to help drivers drive safely



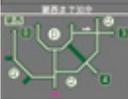
VICS in the car

Information about Metropolitan Expressway traffic conditions and safety is provided through radio wave beacons and other methods in text and graphic format to drivers who have VICS-compatible car navigation systems.

Radio wave beacon



A VICS screen



Tunnel alert displays and traffic lights before tunnels



Time required displayed before junctions

Route comparison type



Text display before entrance



Graphical information displays before junctions



Text displays before junctions




Creating Appealing Urban Parking Areas

Parking Areas

There are twenty parking areas, both large and small, on the Metropolitan Expressway.

We strive to maintain parking areas that all our customers can use in safety and comfort. These parking areas are equipped with toilets, break facilities, information areas and other amenities that consider universal design and use renewable energy whenever possible.

We operate urban parking areas where people can stop to rest while driving, and also provide various shops, automated retail machines that provide services 24 hours a day, and open terraces where customers can relax.



Convenience store	Automated retail machine	Shutoko Free Wi-Fi available	Clean, convenient disabled accessible toilets	AED	Express buses and rail transfers	Rapid charging station for electric vehicles

Express Buses and Rail Transfers

We have built bus stops for passengers who use express buses headed for central Tokyo so they can get off at the Yashio and Yuga parking areas. Enabling passengers who wish to transfer from express buses to rail can therefore avoid congestion on the Metropolitan Expressway.

Transfer locations	Transfer ticket prices
Yashio parking area to Tsukuba Express Yashio Station (five-minute walk)	Yashio Station to Akihabara Station: ¥100
Yuga parking area to Tokyu Den-en-toshi Line Yuga Station (five-minute walk)	Yuga Station to Shibuya Station: ¥100

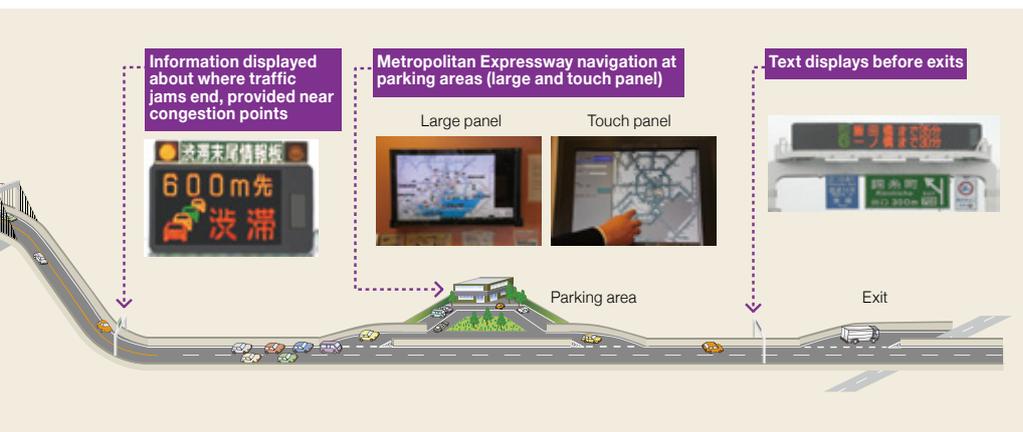
Shutoko Free Wi-Fi Service

We provide Shutoko Free Wi-Fi, a public wireless LAN service that anyone can use, inside our parking area facilities.

- Parking areas that offer the service: Heiwajima inbound, Yoyogi, Kahei, Yashio, Kawaguchi, Daikoku, Ichikawa and Shibaura
- Usage fee: Free (Use is possible any number of times up to half an hour per day)

Rapid Charging Stations for Electric Vehicles

Rapid charging stations for electric vehicles have been set up at eight parking areas located in various sites across the Metropolitan Expressway.



Rapid charging station for electric vehicles (Daikoku parking area)

Building an Even Better Metropolitan Expressway Along with Our Customers

We Listen Closely to Our Customers and Provide High-Quality Services

We listen to customer suggestions and make improvements that consistently meet customer expectations and exceed their levels of satisfaction.

■ Improvement Examples

Customer suggestion: We want you to warn people driving vehicles in the main traffic lane that there is a merging lane from the Haneda entrance on the outbound Route 1 (Haneda Line) to ensure that we can merge safely.

Location: Route 1 (Haneda Line) outbound Haneda entrance area

Response: We installed a sign over the main traffic lane just before the merging lane to warn vehicles in the main traffic lane that vehicles are merging from the right, thus ensuring that drivers are able to merge safely.



Added an information display
右から合流あり
Merging from right

Setting Up Enjoyable Drives with Local Community Help

We actively publicize outings via the Metropolitan Expressway, providing customers information about drives that local community members recommend through promotions unique to the season or area and via the web and radio.

■ Driving Campaigns

We conduct campaigns year-round that recommend enjoyable drives suited to the season. Working together with local governments, tourism associations and sightseeing facilities around the Kanto area, we also provide suggestions about enjoyable outings.



Yokosuka Tourism and Products Fair
(Daikoku parking area)

■ Telling Customers About Bargains and Fun

Along with the driving campaigns described above, we continually deliver information on our PR campaign website about recommended driving locations, nighttime views and Metropolitan Expressway parking area events. Additionally, the Metropolitan Expressway's official Facebook page provides the latest Metropolitan Expressway information, including tips about outings.



Constantly Upgrading the Quality of Our Customer Responses

Our company has specified putting the customer first as a management principle, adopting a customer response management system based on the international standard ISO 10002 and JIS Q 10002* and issuing our declaration of conformity on May 20, 2015. We always strive to improve customer satisfaction, aspiring to be a company our customers trust.

*These are international standards pertaining to the handling of customer complaints issued by the International Standards Organization and are part of a management system for continually improving customer response processes.

A Word From a Customer Service Center Operator

The Metropolitan Expressway customer service center receives around two thousand inquiries from customers every day. Many of them are in a hurry to ask about required travel times and route information, and we take care to provide brief, easy-to-understand explanations. Providing route information over the phone to customers who are riding on the Metropolitan Expressway for the first time is quite difficult. For that reason alone, it makes us really happy when the customer says, "Now I understand. Thanks!"



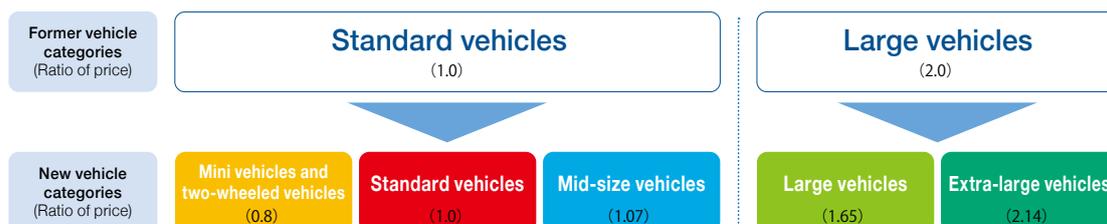
The Metropolitan Expressway customer service center

New Metropolitan Expressway Tolls: Distance-Based and in Five Vehicle Categories

Our toll system—which until recently had differing criteria for tolls and vehicle categories in the Tokyo metropolitan area (the area within the Metropolitan Inter-City Expressway loop) due to its construction history—has been updated according to the progress of construction on the three circular routes. Since April 1, 2016, it is based primarily on the distance traveled and vehicle type.

Five Vehicle Categories

The number of vehicle categories has changed from two to five.



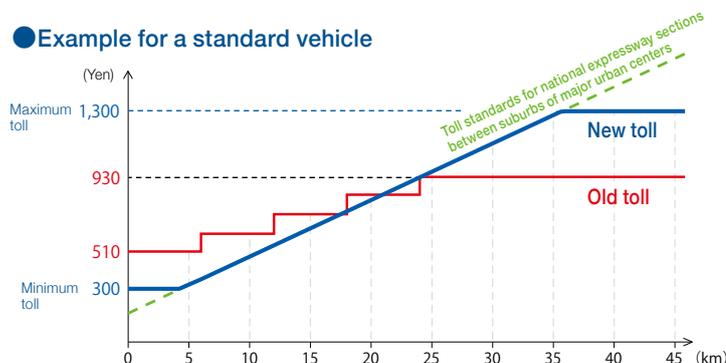
The rate for mid-size and extra-large vehicles will be in effect from April 2016 to March 31, 2021

Distance-Based Tolls

Basic tolls for ETC-equipped vehicles have changed from a system in which tolls increased every six kilometers to one in which tolls are added in ¥10 increments per each additional 100 meter in distance. Note that the maximum and minimum tolls have been established as a measure to mitigate the abrupt change.

The maximum toll applies for drivers who pay cash, except on certain sections of the expressway.

Example for a standard vehicle



ETC-equipped vehicles

Vehicle categories	Toll amounts (minimum and maximum)
Mini vehicles and two-wheeled vehicles	¥270–¥1,070
Standard vehicles	¥300–¥1,300
Mid-size vehicles	¥310–¥1,380
Large vehicles	¥390–¥2,040
Extra-large vehicles	¥460–¥2,600

Notes:
 1. Tolls from April 1, 2016 to March 31, 2021
 2. Tolls are charged in increments of ¥10 per each additional 100 meter

Drivers who pay cash

Vehicle categories	Tolls
Mini vehicles and two-wheeled vehicles	¥1,070
Standard vehicles	¥1,300
Mid-size vehicles	¥1,380
Large vehicles	¥2,040
Extra-large vehicles	¥2,600

Notes:
 1. Customers who pay cash can use the whole Metropolitan Expressway system after paying the tolls for the vehicle categories in the above table at the tollbooth when first entering the expressway (except on certain segments).
 2. The tolls are in effect from April 1, 2016 to March 31, 2021

Metropolitan Expressway Customer Service Center

The center handles customer inquiries about the Metropolitan Expressway. Various inquiries about traffic jam information, required times to destinations, routes and other subjects are answered over the phone. There is also a dedicated fax line for the hearing-impaired.

Hours: 7 a.m. to 8 p.m. (365 days)

Tel: 03-6667-5855

Fax: 03-3249-1161 (exclusively for the hearing-impaired)

Metropolitan Expressway ETC Call Center

This call center handles various inquiries about the Metropolitan Expressway's electronic toll collection (ETC) program. Questions about toll discounts for using the ETC, ETC services and other matters are answered over the phone.

Hours: 9 a.m. to 6 p.m. (365 days)

Tel: 03-6667-5859



The Future and the Environment

**By Smoothing the Flow of Road Traffic, We Contribute to People,
Communities and Lifestyles in the Greater Tokyo Area**

Promoting Convenient, Comfortable and Environmentally Friendly Road Networks

Efforts to Date

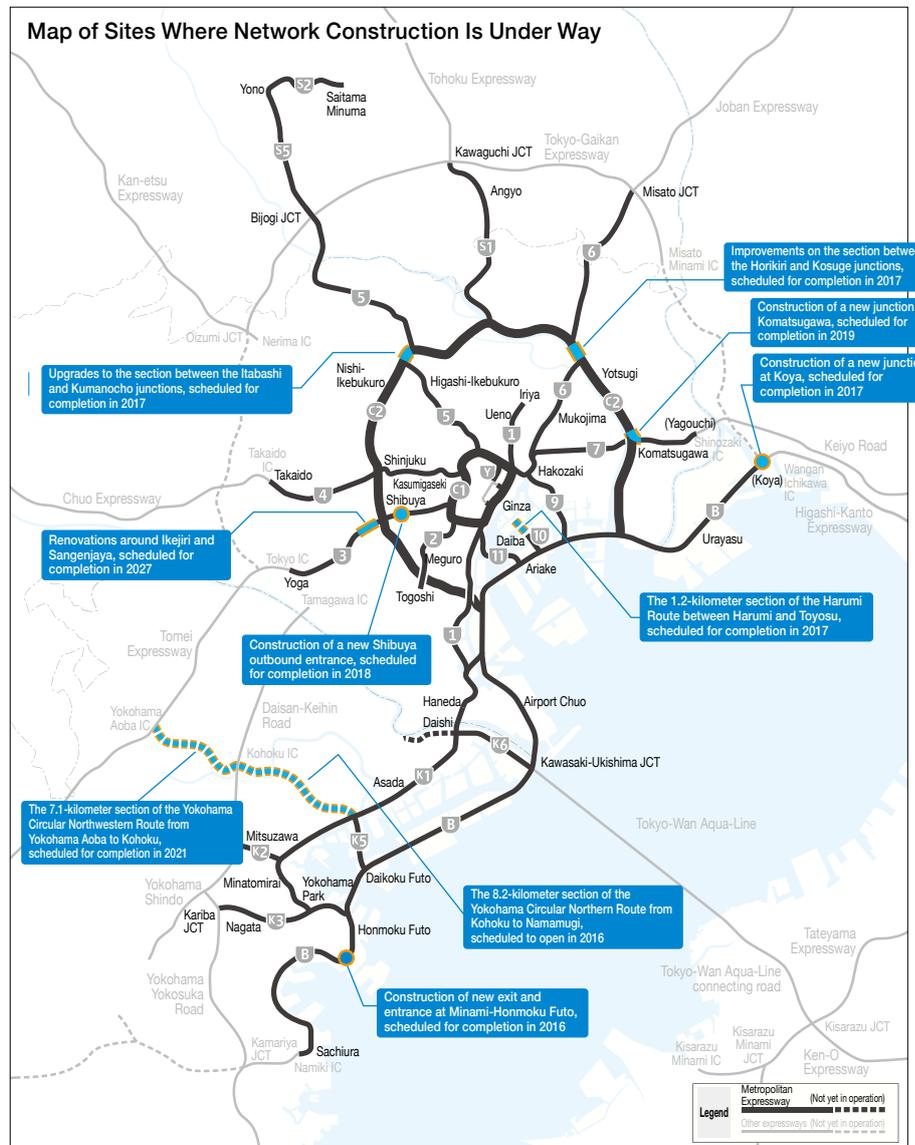
The completed Central Circular Route finally opened on March 7, 2015, when the Yamate Tunnel went into operation on the Bay Shore Route and Route 3 (Shibuya Line), five decades after the plan for it was formulated. The Central Circular Route has helped to ease the traffic concentrated downtown, reducing travel times and alleviating congestion. Shortened travel times will have the long-term beneficial cumulative effects of making logistics more efficient, which will boost economic activities in a wide area.

Cumulative effects: The social capital that has been provided will yield sustained benefits in citizens' lives and in economic activities.

Future Efforts

The Metropolitan Expressway can be used even more efficiently now that the complete Central Circular Route is open. We will continue to pursue measures directed at locations where congestion is predicted, strengthening our capabilities with steps such as widening routes and moving ahead with construction projects on new routes so that additional Central Circular Route network benefits can be added.

Furthermore, we are moving forward with the construction of the Yokohama Circular Northern Route from Kohoku to Namamugi and the Yokohama Circular Northwestern Route from Yokohama Aoba to Kohoku in the Kanagawa region. These routes are expected to both alleviate traffic jams on surrounding roads and offer improved convenience over a wide area by linking up with the Tomei Expressway and Yokohama's urban centers in Shin-Yokohama and the Keihin coastal area, enhancing access among local communities.



The Metropolitan Expressway: Convenient, Comfortable and Environmentally Friendly

Networks Under Construction

Yokohama Circular Northern Route

Scheduled for completion in FY2016

Construction is progressing steadily!



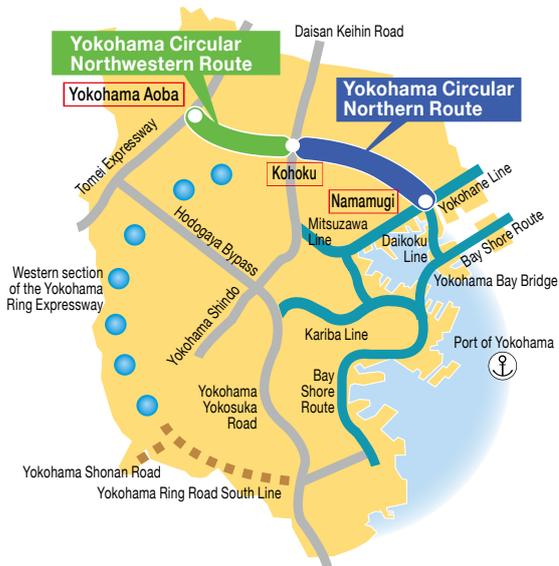
Area around Kohoku Junction



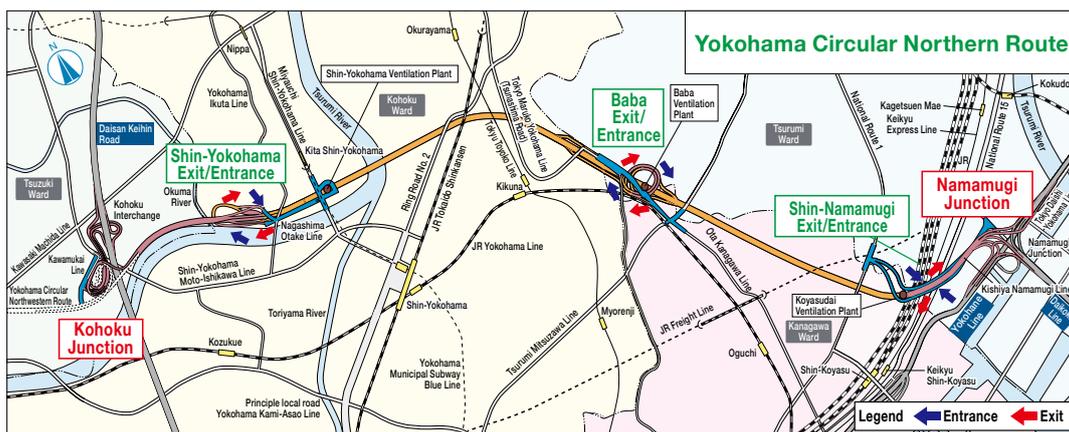
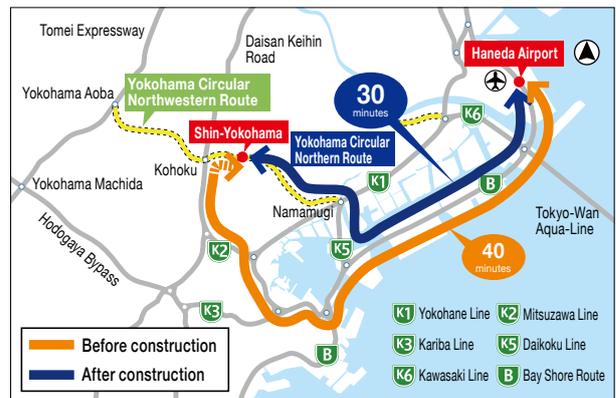
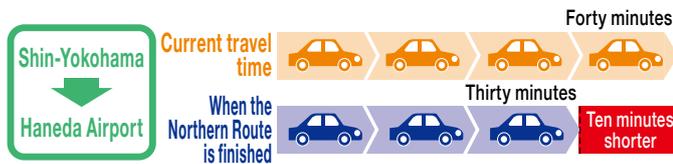
View of tunneling shield's interior finishing



Area around Namamugi Junction



The Yokohama Circular Northern Route is a motorway that will connect the northern section of the Yokohama Ring Expressway—which provides the framework for Yokohama's transportation network—with the Kohoku Junction on Daisan Keihin Road and Namamugi Junction on Kanagawa Route 1 (Yokohane Line). Around 70 percent of the entire Yokohama Circular Northern Route consists of tunnel structures—a strategy used to reduce the number of building relocations and preserve the surrounding environment. When completed, the links to Daisan Keihin Road, the Yokohane and Daikoku lines and the Bay Shore Route will make access to Haneda Airport and the Tokyo-Wan Aqua-Line from northern Yokohama more convenient. Additionally, residential area security will improve as congestion on surrounding city streets is alleviated and through traffic that diverts onto community roads is reduced. Transportation access to the Tomei Expressway and northwest Yokohama are expected to become even more convenient when the Yokohama Circular Northwestern Route is completed in 2021.



Yokohama Circular Northwestern Route
 Scheduled for completion in FY2021

The Yokohama Circular Northwestern Route will connect with the Tomei Expressway at the Yokohama Aoba interchange and the Yokohama Circular Northern Route and Daisan Keihin Road at the Kohoku Junction. Joined to the Yokohama Circular Northern Route upon completion, it will improve transportation over a wide area, linking the city's northwest and the Tomei Expressway with downtown Yokohama, Haneda Airport and the Tokyo-Wan Aqua-Line.



Artistic rendering of the completed Yokohama Circular Northwestern Route's Yokohama Aoba Interchange

Harumi Route
 Scheduled for completion in FY2017

The Harumi Route is a route expected to provide great benefits in alleviating Inner Circular Route congestion. Work on this line commenced in 2001, and the section between the Toyosu entrance/exit and Toun Junction opened in February 2009. Work continues, and the plan is to complete the Harumi-Toyosu section early.



Construction of an elevated section of the Harumi Route over the Harumi Canal



Construction of bridge piers on the Harumi Route's Toyosu section



Word from Our Staff

Takehiro Ozawa

Planning and Environment Division
 Kanagawa Construction Bureau

What do you like about Shutoko?

Every employee has high aspirations.

What are your work responsibilities?

They vary widely, from investigating signs and lane markings related to safety and security for the Yokohama Circular Northwestern Route construction project to easy-to-understand PR about operations.

What makes work worthwhile, and what would you like the Metropolitan Expressway to be in the future?

I handle coordination with various relevant organizations and the legal procedures required for building expressways. I feel that it is very worthwhile; the results of my work are one step toward the goal of going into operation. I hope to go about my work while striving to see that our customers and of course members of communities in surrounding areas view the Metropolitan Expressway with affection.

Devising Strategies to Reduce Bottlenecks

● We are moving forward on projects to enhance the Central Circular Route's functions to demonstrate its road network benefits.

Renovating the Section Between the Itabashi and Kumanochō Junctions

Merging and diverging lanes exist on short segments on the section between the Itabashi and Kumanochō junctions that connects the Route 5 (Ikebukuro Line) and the Central Circular Route, so the traffic flow is complex and traffic jams occur on the three lanes on either side depending on the time of day. This project is meant to alleviate congestion by widening this section to four lanes on each side.



View of elevated piers between Itabashi and Kumanochō

Upgrading the Section Between the Horikiri and Kosuge Junctions

Traffic volume is heavy on the inner Central Circular Route section between the Horikiri and Kosuge junctions, and the section has merging and diverging lanes on short segments. The traffic flow is complex, and there is chronic congestion on the three lanes on each side. This project is meant to alleviate that congestion by widening the section to four lanes on each side.

Note: The outer loop was expanded in March 2001.



Artist's rendering of the completed construction

Construction of the New Komatsugawa Junction

There is no connection between the Route 7 (Komatsugawa Line) and the Central Circular Route near Nishi-Komatsugawa-cho in Edogawa Ward, even though both roads intersect the area. This is a project to build a new road that connects Saitama and Chiba, and aims to efficiently use the Central Circular Route to expedite bypassing and dispersal of traffic concentrated downtown and alleviate traffic jams.



Artistic rendering of the completed construction

Promoting and Utilizing Technological Development

Using and Developing Advanced Technologies

In building, maintaining and managing the Metropolitan Expressway, we are called upon to ensure safety, usability and durability as structures and construction methods become more diverse and to handle the deterioration of existing structures.

This is why we use technology and expertise from universities, research institutes and companies related to a wide range of fields along with the technology Shutoko possesses, actively adopting the latest expertise and conducting joint research to efficiently and effectively develop advanced technologies.

■ Using Professionals We Have Trained to Contribute to Society

We contribute to society by posting professionals we have trained to teach part-time at universities and other methods. For example, we sent staff to serve as part-time instructors at Yokohama National University and Nihon University in 2014.

■ Topics for Recent Joint Research

Joint Research with Universities

- Regenerative engineering for urban infrastructures—enhanced development of Metropolitan Expressway inspection and diagnostics techniques (with Tokyo City University)
- Developing technologies to assist in damage assessments, using diagnostic imaging technology (with University of Tokyo)

Joint Research with Private Sector Firms

- Research on rapid construction and refurbishing techniques for existing reinforced concrete floor slabs
- Research on widening structures for existing prestressed concrete slabs
- Research on techniques to improve the earthquake resistance of existing bridges

Joint Research within the Shutoko Group

- Research on construction methods to increase the thickness of floor slabs' upper surfaces

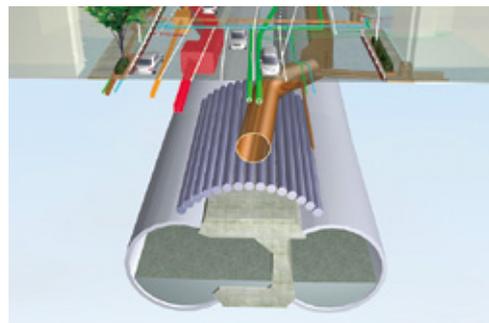
● Shutoko Technology Awarded the Japan Society of Civil Engineers Tanaka Award and Other Prizes

As of July 1, 2016

No.	Name	Award description	Date awarded
1	Japan Society of Civil Engineers Design Prize 2015, first place	Ohashi Junction	January 30, 2016
2	Japanese Geotechnical Society Kanto branch technology prize	Design and construction to connect the Ohashi section's main traffic lanes on Metropolitan Expressway Central Circular Route's Shinjuku Line	April 19, 2016
3	Japan Prestressed Concrete Institute's Outstanding Engineering Innovations Award	Practical research on widening structures for prestressed concrete slabs	May 23, 2016

No.	Name	Award description	Date awarded
4	Japanese Geotechnical Society technical achievement award	Merging lane construction techniques for the Gotanda on- and off-ramps on the Central Circular Route's Shinagawa Line, using innovative large cross-sectional shield tunneling construction methods and taking the ground's properties into consideration	June 8, 2016
5	Japan Society of Civil Engineers Tanaka Award (outstanding achievement)	The Yokohama Circular Northern Route truss bridge	June 10, 2016
6	Japan Construction Engineers' Association 2015 JCEA Award	The Central Circular Route's Shinagawa Line construction project	June 28, 2016

Please visit <http://www.shutoko.jp/ss/tech-shutoko/jyusyou/> to see our record of previous awards.



Japanese Geotechnical Society technical achievement award for merging lane construction techniques for the Gotanda on- and off-ramps on the Central Circular Route's Shinagawa Line, using innovative large cross-section shield tunneling construction methods and taking the ground's properties into consideration

Promoting Cooperation with Academia and Industry, and Promoting Learning by Disseminating Successful Research and Training Human Resources

We promote collaborations with academia and industry in all areas where mutual cooperation is possible, including Metropolitan Expressway construction, maintenance and management, the environment and other areas. We established comprehensive cooperation agreements with Yokohama National University and Saitama University in 2015.

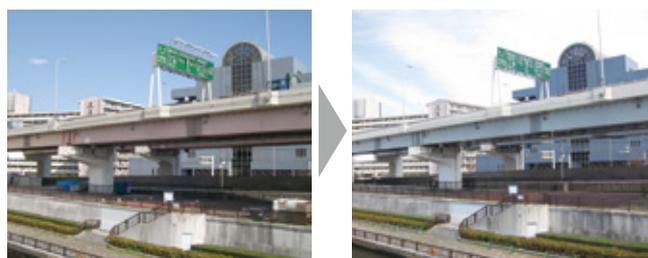
Examples of cooperation

- Conducting joint or subcontracted research and classes funded by donations and related mutual exchanges of researchers and technicians
- Implementation of research projects that would be effective when implemented jointly, based on mutual exchanges of information and views
- Contributing products developed based on technical cooperation to society
- Conducting presentations pertaining to the latest research developments and expressways

Working to Create the Best Environments and Form Harmonious Relations with Local Communities

Integrated Approaches to Creating Cityscapes and Comfortable Driving Environments

We implement measures to improve the Metropolitan Expressway's appearance, striving to ensure that it fits into the urban environment. Particularly for routes already in operation, we have drafted action plans for improving their appearance and commenced prioritizing locations whose appearance needs improvement, repainting elevated sections and improving the appearance of driving environments inside tunnels. We will also be working to improve the expressway's appearance and comfort so that we can offer appropriate hospitality in our role as the host location for the 2020 Tokyo Olympics and Paralympics.



Repainted elevated section near Tsutsumidori on Route 6 (Mukoijima Line)

Improving Road Environments with Greenery

We have been planting plants along the expressway network to create safe, pleasant driving environments as well as heat island and global warming countermeasures.



Wall plantings at Yoyogi parking area



Greenery at Daishi Junction



Greenery on a Nishi-Shinjuku Junction girder

We Actively Adopt Environmentally Friendly Technologies to Benefit Expressway Areas and the Global Environment

We build environmentally friendly tunnels and improve the environments along our roads. Our tunnel structures transmit almost no noise or vibration from cars, and minimize the impact of vehicle exhaust along the road.

Additionally, we install soundproofing panels to cut the noise transmitted along the expressway and sound-absorbing acoustic panels on the undersides of elevated roads to minimize the sound reflected back to city streets. We minimize the noise tires make by eliminating expansion joints on bridges, and employ high-performance paving that drains well, which also reduces noise and vibration in the driving environment.



Yamate Tunnel



Translucent soundproofing panels

Preparing for the 2020 Tokyo Olympics and Paralympics Games

We are working hard to enhance our globalization-oriented services—starting with safe, reliable transportation for Games participants—as part of our efforts to contribute to the success of the 2020 Tokyo Olympics and Paralympics Games.

1. Our Metropolitan Expressway 2020 Tokyo Olympics and Paralympics Games Promotion Office

We set up the Metropolitan Expressway 2020 Tokyo Olympics and Paralympics Games Promotion Office, headed up by our CEO, the day after Tokyo received the invitation to host the Olympics (September 9, 2013). We have been studying how to quickly and precisely handle the various tasks we need to tackle.

2. Our Metropolitan Expressway 2020 Tokyo Olympics Advisory Board

We have established an advisory board made up of outside experts to prepare for the 2020 Tokyo Olympics and Paralympics Games. Our goal is to obtain a wide range of advice about the Games' success and regarding the Metropolitan Expressway's efforts to serve as an engine that powerfully sustains growth from the perspective of the stronger international competitiveness anticipated afterward. Its deliberations are ongoing.

Board chairman: Masayuki Wakui, professor, Faculty of Environmental Studies, Tokyo City University

Main themes: Improving services and appearance; safety and security

From 1964 to 2020 and beyond

1964 Tokyo Olympics

The Metropolitan Expressway built for the 1964 Games continues to develop, and will contribute to the success of the 2020 Games

2020 Tokyo Olympics

We will develop technologies honed for the 2020 Games, passing them on to the next generation

Our Legacy

Contributing to Society

We work alongside local community members to be of service to their communities, and always strive to make a better environment a reality and to promote the development of local societies.

■ Working with Local Community Members

Community cleanups

We carry out quarterly cleanups beneath elevated Metropolitan Expressway sections and around facilities and parking lots in urban development zones. Our goals are to maintain good relations with local communities and to conduct educational efforts related to road beautification.

■ Learning Support

Helping out with integrated studies

We actively assist with integrated studies, inviting students from nearby elementary schools to experience horticultural activities, such as rice planting at Ohashi Sato no Mori in Ohashi Junction and to plant flowers at the Bay Shore Route's Daikoku parking area. We also host participatory events about how society works and expand awareness regarding employment by having the children who represent our society's future familiarize themselves with the Metropolitan Expressway.



Neighborhood cleanup



Metropolitan Expressway children's support project



Rice-planting experience



Gardening activities at Daikoku parking area



A Word from Our Staff

Yuiki Okita

Road Administration Division
East Tokyo Bureau

●What do you like about Shutoko?

That it exists as an integral part of communities and lifestyles.

●What are your work responsibilities?

I mainly handle work coordinating reconstruction expenses when accidents end up damaging Metropolitan Expressway facilities.

●What makes work worthwhile, and what would you like the Metropolitan Expressway to be in the future?

My work involves coordinating in various ways with local governments and the people who live in surrounding areas. There are also customers who sustain the Metropolitan Expressway in their individual ways among the people I deal with. Whatever I do, I take care to handle things in good faith so that people will fully understand and consent. I hope that the Metropolitan Expressway can always be a part of local communities and the lives of our customers.



Related Businesses

**Using Diverse Ideas and Technologies to
Develop a Broad Range of Businesses**

Technical Consulting Business

The Shutoko Group uses the specialized technical skills we possess to drive our consulting business and other ventures.

Domestic Technical Consulting Business

The Shutoko Group supplies technical consulting based on the specialized technical skills we have developed during over five decades of planning, constructing, maintaining, managing and operating the Metropolitan Expressway. We, focus on work related to inspections, diagnostics, planning repairs and designing earthquake-resistant reinforcements on road structures managed by national and regional public corporations.

- Inspections, diagnostics, repair planning, earthquake-resistant reinforcement project planning, repair work and construction management of road structures
- Investigating how to maintain the safety of construction adjacent to Metropolitan Expressway structures
- Dispatching specialized technicians to provide technical support
- Surveys and studies related to traffic planning and control (ITS)
- Examining the earthquake resistance of buildings and planning reinforcement projects



■ Bridge Maintenance and Management Technology Workshops

Since 2009, we have been working with technical personnel from local governments who are involved in bridge maintenance and management. We host workshops to boost technical skills and laterally deploy expertise. Study groups to date have worked hard to hone technical skills by focusing on examples of bridge maintenance and management within the Shutoko Group and information about various local governments' efforts.



Repairing cracked steel floor slabs and replacing aging inspection corridors and F11T high-strength bolts (Maihama Bridge, Bay Shore Route, November 2015)

Class-1 Architect Office Venture

This office's primary line of business is to handle orders for earthquake resistance examinations and reinforcement planning for private sector buildings along trunk roads, helping to promote earthquake-resistant structures. Additionally, the Tokyo Metropolitan Government has appointed our office as an earthquake-proofing advisor, and the office handles consultations with building owners about earthquake-proofing renovations.



Putting Our Skills and Expertise to Work in Various Activities

Developing Overseas Activities

We are putting the various skills and expertise we have accumulated from expressway operations to work in overseas activities.

Promoting International Contributions

We Post Technicians to Developing Countries Long Term and Host Trainees from Around the World

We post technicians to government agencies and other organizations in developing countries long term through the Japan International Cooperation Agency (JICA) to assist with technical instruction and human resource training. We also energetically support training that JICA and other organizations conduct, hosting trainees from around the world who visit our facilities and construction sites. In addition, we host numerous other visitors—including personnel from government agencies—who inspect the Metropolitan Expressway each year.



Nepal's Minister of Physical Infrastructure and Transport tours the traffic control center

Promoting Technical Tie-ups with Road Agencies Overseas

Beginning with an agreement with Cambodia's Ministry of Public Works and Transport in August 2009, we have signed memorandums of understanding (MoUs) regarding technical cooperation with government agencies and expressway companies in Thailand, Indonesia, France and Myanmar. We intend to continue promoting this type of technical cooperation with relevant overseas organizations.



Signing an MoU with Prolintas in Malaysia

Organizations we have signed MoUs with:

Date of agreement	Organization involved	Country
August 24, 2009 (renewed August 2, 2014)	Ministry of Public Works and Transport	Cambodia
April 7, 2010	Expressway Authority of Thailand (EXAT)	Thailand
June 15, 2010 (renewed June 12, 2014)	PT Astratel Nusantara	Indonesia
July 18, 2012	Bangkok Expressway PCL (BECL)	Thailand
August 30, 2012	Don Muang Tollway Public Co., Ltd. (DMT)	Thailand
December 11, 2012	Cofiroute	France
December 19, 2012	École nationale des travaux publics de l'Etat (ENTPE)	France
April 23, 2014	Ministry of Construction	Myanmar
July 21, 2015	Sirindhorn International Institute of Technology, Thammasat University	Thailand
December 3, 2015	Projek Lintasan Kota Holdings Sdn Bhd (Prolintas)	Malaysia

Commissioned Road Construction Businesses

Commissioned Road Construction Businesses

Shutoko is commissioned by the national government, regional public corporations and other organizations to construct new Metropolitan Expressway roads, renovations and other work. Our main current commissioned road projects are as follows:

- Tokyo Ring Road No. 2 tunnel construction project
- New Minami-Honmoku Futo exit/entrance construction

Tokyo Ring Road No. 2 Tunnel Construction Project

Ring Road No. 2 is a Tokyo metropolitan government urban development road with a total length of fourteen kilometers from Ariake in Koto Ward to Kanda-Sakumacho in Chiyoda Ward. We have been commissioned to build a tunnel (including handling temporary construction, excavation and framework construction) where the Metropolitan Expressway Yaesu Line and Inner Circular Route Shiodome Tunnel cross.



Promoting Overseas Businesses

Expanding Our Technical Consulting Operations Overseas

Kicking off with an order received from JICA in February 2010, we have been promoting our technical consulting operations abroad. We received an order for consulting work directly from Thailand's DMT in January 2013. We will continue to expand overseas, using the various skills and expertise we have accumulated while planning, building, operating and managing the Metropolitan Expressway.



Measuring ETC wireless transmissions at a Thai tollbooth

Orders by country

Country	Number of projects	Description
Thailand	11	Bridge inspection, maintenance and management, management and operations planning for planned roads, ITS
Indonesia	6	Road planning, maintenance and management
Philippines	4	Management and operations planning for planned roads, ITS, supplemental construction planning
Vietnam	4	Technical qualifications systems, ITS, technical assessments
Camb	3	Economic and financial analysis, bridge design, toll road systems, etc.
Indiaodia	2	ITS
Myanmar	1	Bridge design, maintenance and management
Nepal	1	Tunnel operations and management
Egypt	1	Bridge inspection, maintenance and management
Portugal	1	Urban transportation, ITS
Turkey	1	Maintenance and management planning for bridges
Kenya	1	Traffic demand forecasting, maintenance and management

Bangkok Representative Office Opened to Promote Expansion Overseas

We established an office for overseas representatives in June 2011 to make contributions abroad and strengthen our international operations. We will continue to expand overseas in technical fields such as maintenance and management, traffic control and ITS.

Promoting Road Investment Ventures Overseas

We formed Japan Expressway International Co., Ltd. (JEXWAY) through a joint investment with three NEXCO companies and Hanshin Expressway Co., Ltd. in September 2011. JEXWAY acquired shares of PT Bintaro Serpong Damai, which operates a toll road of the same name, marking its first toll road operation in Indonesia. We will continue to participate in overseas expressway businesses via JEXWAY.



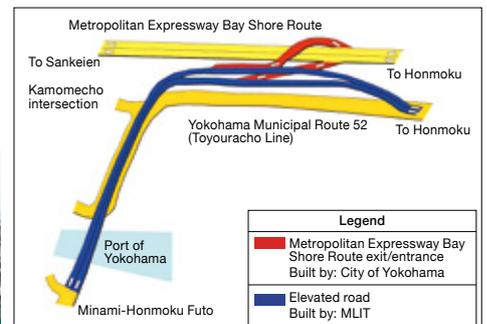
Thai technicians receive on-the-job training in bridge inspection methods

■ New Exit/Entrance Construction at Minami-Honmoku Futo (tentative name)

Construction to connect Minami-Honmoku Futo to the expressway network to improve access to Port of Yokohama is progressing. Shutoko has been commissioned to handle the construction of the exit/entrance, which is a Yokohama municipal project.



Panoramic view of Minami-Honmoku Futo exit/entrance (tentative name)



Schematic diagram of Minami-Honmoku Futo exit/entrance (tentative name)

Operating Various Ventures to Contribute to People's Lives

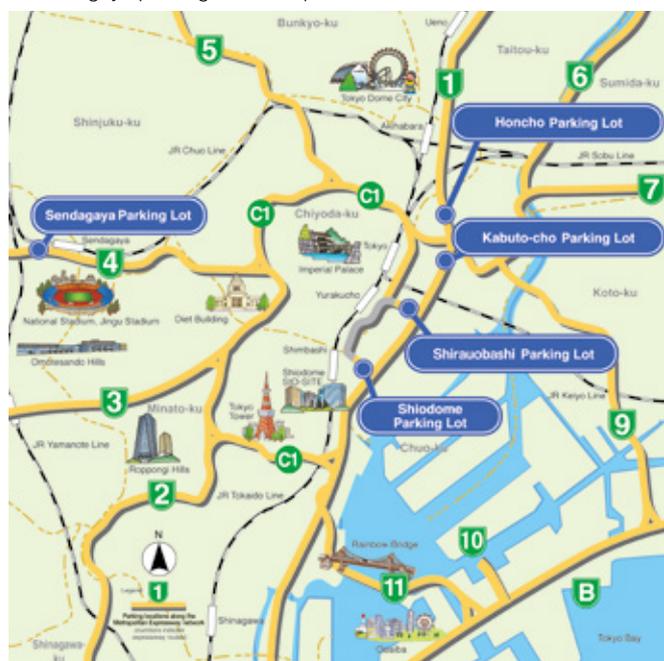
Together with our affiliates, the Shutoko Group runs various ventures and establishes new ones to establish a stable, long-term business foundation. We adopt the customer's point of view so that we can contribute to the lives of members in all communities.

Parking Lot Business

City Planning Parking Lots

We operate City Planning Parking Lots that underpin urban activities in five locations, with spaces for a total of well over two thousand vehicles.

- Shiodome parking lot: 455 spaces
- Kabutocho parking lot: 939 spaces
- Honcho parking lot: 306 spaces
- Shirauobashi parking lot: 226 spaces
- Sendagaya parking lot: 236 spaces



Map of City Planning Parking Lots

Parking Lot Business Using Sites Under Elevated Roads and Elsewhere

We operate and manage parking lots with space for a total of 5,500 vehicles in 58 locations beneath viaducts on the Metropolitan Expressway and other places. We have been installing surveillance cameras, adding equipment to enable us to handle digital cash, and taking other measures to enhance customer safety and convenience.



O-Path Ohashi parking lot



Parking lot entrance

Real Estate Business Operations

We operate Trias Shinyurigaoka, a rental property that occupies a former company housing site. We have made this venture an environmentally friendly living environment, installing solar-powered exterior lighting and ensuring plenty of space for exterior facilities, based on the concepts of design, construction, maintenance and management for safety and security; consideration for the community environment; and environmentally friendly measures such as arrangements of greenery to achieve a lower carbon footprint.



Trias Shinyurigaoka

Advertising and Communications Business

We engage in advertising and communication businesses centered on credit cards and our free publication, *Shutoko Jalan*.



Publication of *Shutoko Jalan*

We operate an advertising business and publish *Shutoko Jalan*, a free paper that provides helpful information to drivers and encourages them to use the Metropolitan Expressway and parking areas.



Lifestyle Services Businesses

Self-Storage Business

Taking advantage of the space below Metropolitan Expressway viaducts, Shutoko Self-Storage Ebisu helps people living in the surrounding area by providing a location to store household goods. This also creates a more pleasant living environment—including an environment with wall plantings on the building—and contributes to a more affluent, comfortable lifestyle for members of the community.



Shutoko Self-Storage Ebisu

Circulation Shutoko Project

Circulation Shutoko is part of our efforts to care for the environment—a recycling project designed to effectively use Metropolitan Expressway waste materials. We are collaborating with people who support this project to develop recycled products.



Circulation Shutoko Project's "Hataraku tote bags"

Metropolitan Expressway Product Development

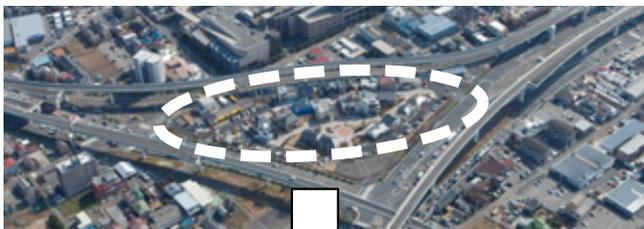
The idea for the Rainbow Bridge Metallic Nano Puzzle came out of our in-house suggestion system, and went on sale as Metropolitan Expressway's debut item. A high-quality metallic 3D puzzle that can be easily taken apart and reassembled to create a realistic figure, the Nano Puzzle is sold at seven Metropolitan Expressway parking areas and through the Shutoko Miyage web store.



Rainbow Bridge Metallic Nano Puzzle

Yono Urban Promotion Complex

The Yono Urban Promotion Complex offers drivers a parking area, information center and free recreation facilities, restrooms, convenience stores and other commercial facilities. In addition, there is a model home exhibition area that uses the space for events, and whose theme is "creating lovely, high-quality townscapes." Visitors can enjoy a carefree stroll in the attractive model homes section.



Yono Junction



Yono Urban Promotion Complex

Temp Staff Business

Shutoko Partners Co., Ltd. is a temp staff business and integrated personnel services company within the Shutoko Group. The company offers specific human resource services designed to enable optimum matchups among staff and companies who employ temp staff.

Insurance Agency Business

Shutoko Insurance Support Co., Ltd. is an insurance agency within the Shutoko Group that provides top-quality safety and security, fulfilling the insurance needs of customers.



Human Resource Development

**Training Professionals to Sustain Our Operations and
Improve Our Organizational Capabilities**

Creating an Environment That Inspires Our Employees

Promoting Human Resource Development

Encouraging employee development with on- and off-the-job training, support for self-study, and feedback interviews pertaining to personnel evaluations

We look for employees who approach their work with a sense of responsibility, coordinate with and support each other, and take on all challenges as a way to refine the skills they need to provide high-quality service that satisfies our customers. We promote human resource development with on- and off-the-job training, support for self-study, and feedback interviews pertaining to personnel evaluations.

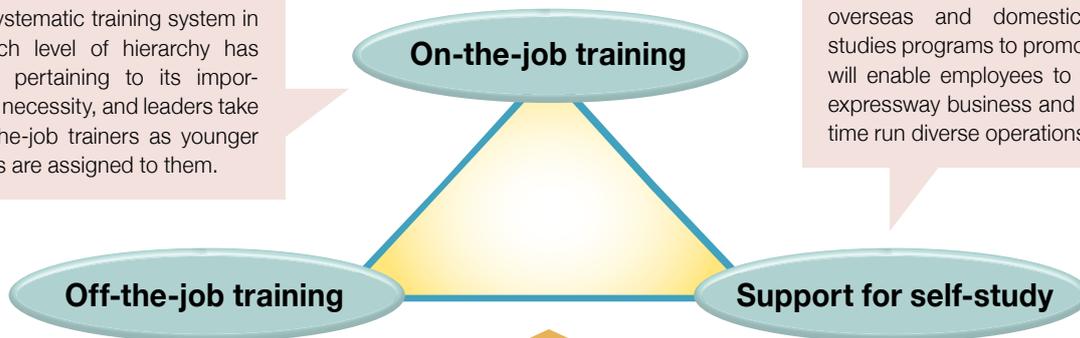


1. On-the-job training

Superiors, employees with seniority, subordinates and younger employees learn and develop together by teaching and being taught during the course of their daily duties. This boosts the company's productivity so that each employee can grow and become self-reliant. We have established a systematic training system in which each level of hierarchy has objectives pertaining to its importance and necessity, and leaders take roles on-the-job trainers as younger employees are assigned to them.

3. Support for self-study

We help defray the cost of correspondence course tuition fees and financial aid for employees who acquire qualifications that require recommendations. Additionally, we have established overseas and domestic exchange studies programs to promote skills that will enable employees to support the expressway business and at the same time run diverse operations.



2. Off-the-job training

Training primarily involves following common themes meant to enhance the skills expected of each level of hierarchy; for individual departments to acquire knowledge, abilities and technical skills; and sending employees to training sessions offered by outside agencies to acquire specialized expertise. Training conducted for younger employees in particular involves posting them to group affiliates to improve their workplace skills and experience administrative tasks together with employees at group affiliates.

4. Feedback interviews pertaining to personnel evaluations

We emphasize feedback interviews on personnel evaluations as essential human resource development tools. Providing all employees with individual feedback on the outcomes of their personnel evaluations and sharing information about their individual strengths and weaknesses together with their superiors ties in with their future performance and growth.



Improving Technical Skills and Imparting Techniques

Training teams of road-building professionals to carry out projects

We are highly regarded in Japan and elsewhere for our advanced technical skills in three areas—the construction, use and maintenance of expressways in the Tokyo metropolitan area—that Shutoko has accumulated over more than fifty years. We strive to improve our technical skills and impart related techniques so that we can steadily and flexibly handle projects that call for even more sophisticated technical skills, and provide customers high-quality services.



Technical presentation



Training

■ Specialized Technical Training

We enhance specialized expertise and technical skills through training involving presentations, workshops to hone applied skills, and on-the-job training to strengthen workplace proficiency.

■ In-House Study, Review and Briefing Sessions

Employees share the latest information about technology among themselves at various study sessions—including technical presentations, the committee to strengthen construction and maintenance, and briefings about value engineering results—using these as opportunities to review their work, study techniques and pass them on.

■ Acquiring Qualifications—Incentives and Assistance

We offer employees incentives and assistance for the acquisition of qualifications so that they can develop their individual abilities and improve their technical skills. Number of employees possessing primary qualifications: 80 professional engineers, 21 steel infrastructure diagnosis engineers, 44 concrete diagnosis and maintenance engineers, and 21 class-1 architects

(As of the end of March 2016)



Creating an Environment Where Employees Work Enthusiastically

Enhanced Work and Lifestyle Support

Managing employee health with a full range of support systems

We have set up services inside and outside the company that allow employees to discuss their careers, health and other topics. To create a positive and dynamic workplace, we also provide support systems for employee to maintain their mental health. Additionally, we work hard to create an environment in which employees can work in good health and with peace of mind through training and help, including various types of vaccinations.

Providing an environment conducive to success by promoting work-life balance

We are doing our best to reduce overall working hours by having employees leave by 7 p.m. four weeks a year, and encouraging them to leave on time with a “no-overtime day” every Wednesday. We also offer various systems to support a balance between work and child or nursing care. The number of employees—not just female employees but also male employees—taking parental leave or time off to help with childcare is also increasing yearly. In 2015, we acquired the “Kurumin” next-generation certification mark—a certification the Tokyo Labor Bureau gives to companies that provide support for the next generation.

Various programs that support work-life balance

Program	Description
Parental leave	Until a child reaches three years of age
Partial leave	Up to two hours a day until the end of March in the year a child reaches three years of age
Maternity leave (women)	From six weeks before the expected date of birth to eight weeks after the birth
Spousal maternity leave (men)	Up to three days during the period between the date of hospitalization for childbirth until the official procedures connected with childbirth
Childcare participation leave for men	Up to five days during the period from six weeks before the expected date of birth until eight weeks after the birth
Time off to care for sick children	Five days per child, and a maximum of ten days a year to care for children up to the third year of elementary school
Nursing care leave	Five days per person, and a maximum of ten days a year to care for sick or injured family members



“Kurumin” next-generation certification mark

We respect diversity and do our best to create an environment in which everyone can demonstrate their abilities to the fullest

We strive for a workplace in which every individual can work enthusiastically, employing people with a broad range of perspectives in mind while working hard to create an environment that conforms to diverse human resources.



A Word from Our Staff

Mami Kuroki

Toll Management Division
Kanagawa Operation Bureau

●What do you like about Shutoko?

It's a company in which senior and junior employees can teach and be taught without barriers.

●What are your work responsibilities?

I handle toll income, tollbooth management and customer relations work in the Kanagawa area.

●What makes work worthwhile, and what would you like the Metropolitan Expressway to be in the future?

I'm still new to this job, but I am actively gathering information in training sessions and at presentations as well as from those around me so that I can quickly acquire the expertise I need. I recently came back from parental leave and have chosen shorter working hours, using partial leave. As I balance work and childcare, every time I sense my child's development I'm thankful for the support of my superiors and coworkers, and I also feel the need to grow as a person. It gives me the energy to pursue my work.

FY2015 Financial Statements

■ Consolidated financial statement

● Consolidated balance sheet (March 31, 2016)

(Unit: ¥100 million)

Item	Amount	Item	Amount
Highway assets in process	3,784	Outstanding payments	371
Other current assets	1,241	Other current liabilities	1,433
Total current assets	5,025	Total current liabilities	1,805
Property, plant and equipment	592	Corporate debenture related to road construction	1,371
Intangible assets	17	Long-term debt related to road construction	1,581
Investments and other assets	20	Other fixed liabilities	544
Total fixed assets	631	Total fixed liabilities	3,497
		Total liabilities	5,303
		Capital	135
		Capital surplus	135
		Earned surplus	206
		Other comprehensive income accumulated	-126
		Minority interests	4
		Total net assets	353
Total assets	5,656	Total liabilities and net assets	5,656

Note: Some amounts in the table above may not be fully accurate as fractional amounts under 100 million yen have been rounded down.

● Consolidated profit and loss statement (April 1, 2015 to March 31, 2016)

(Unit: ¥100 million)

Item	Amount
Operating revenue	3,084
Rent expenses on highway assets	1,841
Administration costs of highway business and cost of sales	1,080
Selling, general and administrative expenses	84
Operating profit	78
Non-operating income	4
Non-operating expenses	1
Ordinary profit	81
Extraordinary loss	8
Pretax profit of the current period	73
Corporation tax and other taxes	23
Net profit attributable to noncontrolling interests	0
Net profit attributable to owners of the parent	49

Note: Some amounts in the table above may not be fully accurate as fractional amounts under 100 million yen have been rounded down.

■ Individual financial statements

● Balance sheet (March 31, 2016)

(Unit: ¥100 million)

Item	Amount	Item	Amount
Highway assets in process	3,781	Outstanding payments	400
Other current assets	1,139	Other current liabilities	1,395
Total current assets	4,921	Total current liabilities	1,795
Property, plant and equipment	558	Corporate debenture related to road construction	1,371
Intangible assets	12	Long-term debt related to road construction	1,581
Investments and other assets	22	Other fixed liabilities	391
Total fixed assets	593	Total fixed liabilities	3,344
		Total liabilities	5,139
		Capital	135
		Capital surplus	135
		Earned surplus	105
		Total net assets	375
Total assets	5,514	Total liabilities and net assets	5,514

Note: Some amounts in the table above may not be fully accurate as fractional amounts under 100 million yen have been rounded down.

● Profit and loss statement (April 1, 2015 to March 31, 2016)

(Unit: ¥100 million)

Item	Amount
Toll revenue and other sales	2,556
Highway asset completion sale	334
Rent expenses on highway assets	1,841
Highway asset completion cost	334
Operating expenses	660
Operating profit of the expressway business	54
Related business revenue	161
Related business expenses	158
Related business operating profit	2
Operating profit of all businesses	57
Non-operating income	6
Non-operating expenses	1
Ordinary profit	63
Extraordinary loss	8
Pretax net profit for the year	55
Corporation tax and other taxes	15
Net profit for the year	39

Note: Some amounts in the table above may not be fully accurate as fractional amounts under 100 million yen have been rounded down.

Corporate Profile

(As of June 28, 2016)

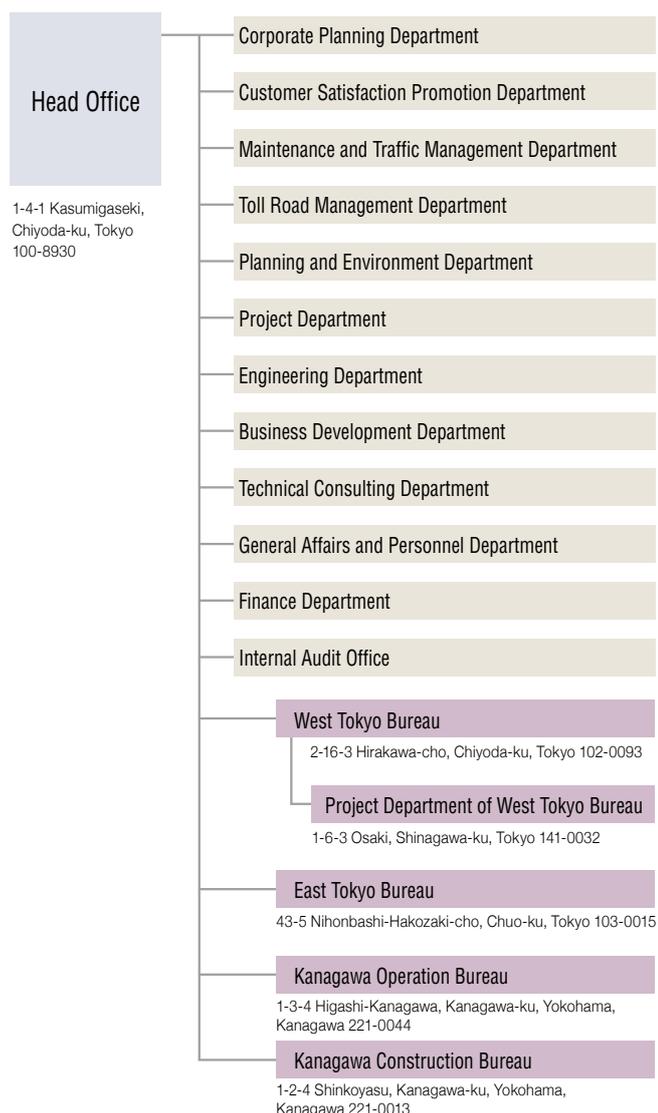
Company Name: Metropolitan Expressway Company Limited
Representative: President Toshitaka Miyata
Location: 1-4-1 Kasumigaseki, Chiyoda-ku, Tokyo
Date of Establishment: October 1, 2005
Capital: ¥13.5 billion
Summary of Business: <ul style="list-style-type: none"> • New construction, renovation, maintenance, repair, post-disaster restoration, and other express highway management • 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: 1,074 people (as of April 1, 2016)



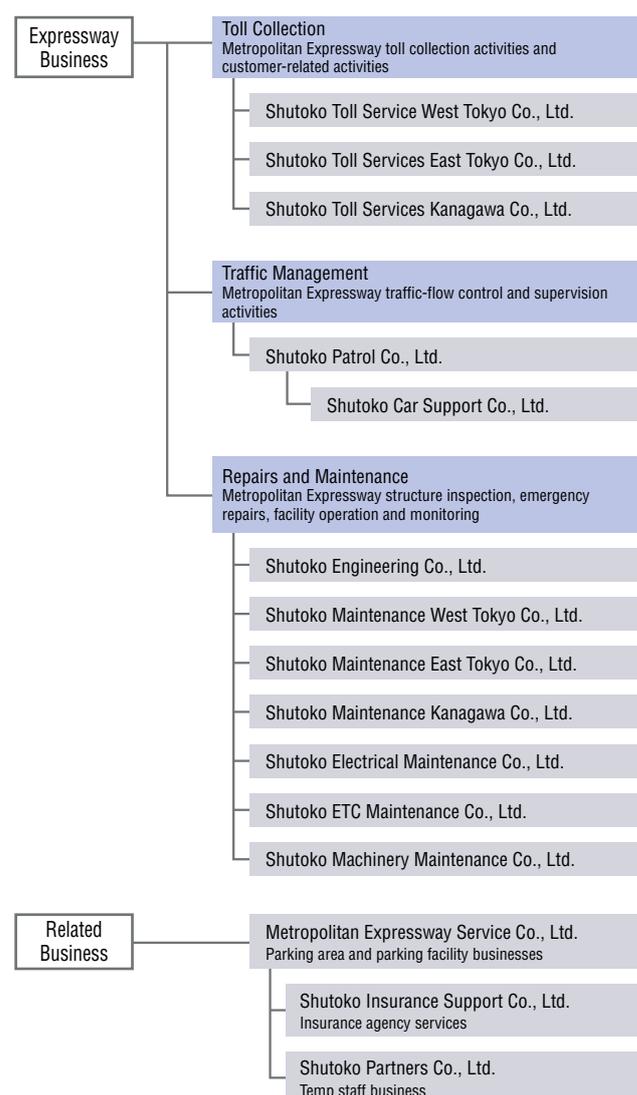
Triangular Stream Logo

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 lifestyles through network creation.

Organization



Shutoko Group Companies





Metropolitan Expressway Company Limited



This booklet is printed on recycled paper using vegetable oil-based ink.

July 2016