



Benefits of Completion of Multiple Double Tracks

April 28, 2016

1 Overview of the Odakyu Line

Overview of the Odakyu Line

■ Operating length: 120.5 km

Odawara Line	Shinjuku <=> Odawara	82.5 km
Enoshima Line	Sagami-Ono <=> Katase-Enoshima	27.4 km
Tama Line	Shin-Yurigaoka <=> Karakida	10.6 km

*Shared sections

Chiyoda Line	Yoyogi-Uehara <=> Ayase	21.9 km
Joban Line (local service)	Ayase <=> Toride	29.7 km
Hakone Tozan Line	Odawara <=> Hakone Yumoto	6.1 km
Gotemba Line	Matsuda <=> Gotemba	25.3 km

■ No. of stations: 70

■ Daily average passengers : 2.03 mil. (FY2015)

Overview of the Area along the Odakyu Line

■ No. of municipalities: 27 cities, towns, and villages

■ Area: 1,226 km²

■ Population: 5.09 million people (as of Oct. 2015)

■ No. of households: 2.39 mil. (as of Oct. 2015)

■ Per capita income index: 142.5 (national average = 100)

Limited Express Romancecar



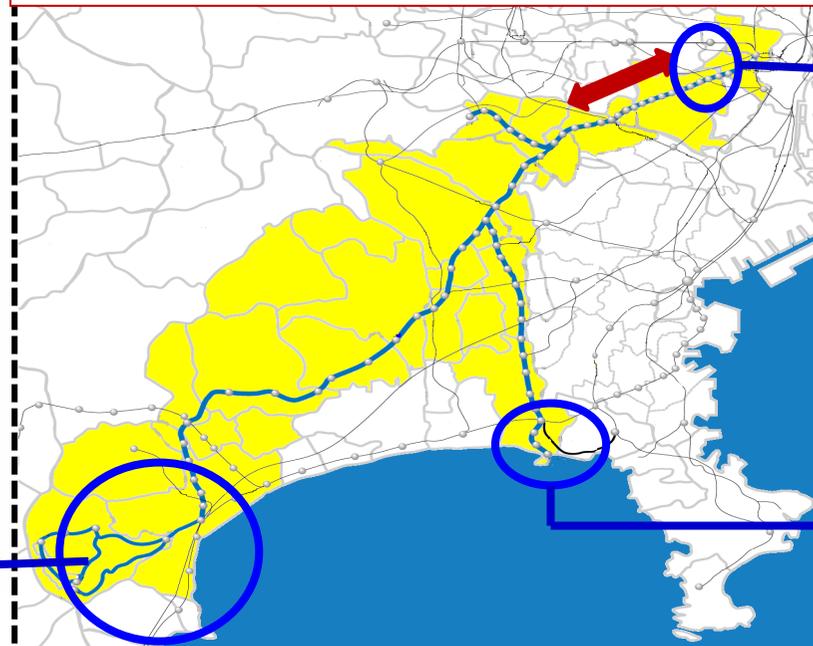
Area along the Odakyu Line

- Highly popular residential areas
- Location of many companies and schools
- Many busy stations, even in the suburbs

Hakone (One of Japan's foremost tourist areas and hot spring resort)



← Multiple double track section
*Section between Higashi-Kitazawa and Setagaya-Daita section now under construction



Shinjuku (Japan's largest train terminal)

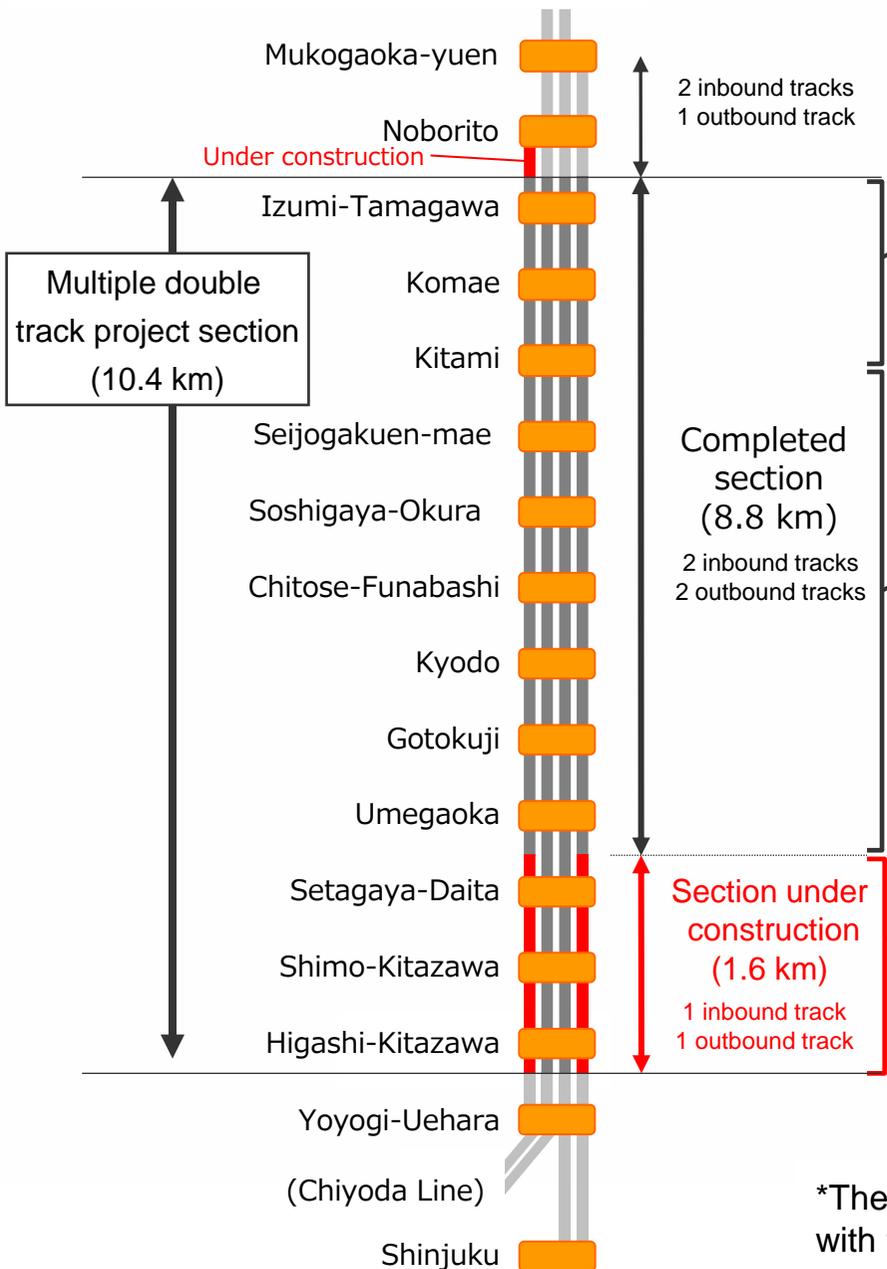


Enoshima / Kamakura (Resort near central Tokyo / Ancient capital)



2 Multiple Double Track Project Outline

■ Sections and History



Komae Area (Elevated track between Kitami and Izumi-Tamagawa)

Mar. 1985	Urban planning decision
Jul. 1989	Start of construction
Mar. 1995	Completion of grade separation (elimination of 13 railroad crossings)
Jun. 1997	Completion of multiple double tracks

Setagaya Area (Elevated section between Setagaya-Daita and Kitami)

Dec. 1964	Urban planning decision
Feb. 1993	Urban planning change decision
Dec. 1994	Start of construction
Dec. 2002	Completion of grade separation (elimination of 17 railroad crossings)
Nov. 2004	Completion of multiple double tracks

Shimo-Kitazawa Area (Underground section between Higashi-Kitazawa and Setagaya-Daita)

Dec. 1964	Urban planning decision
Jan. 2003	Urban planning change decision
Sept. 2004	Start of construction
Mar. 2013	Relocation of existing tracks underground completed (elimination of 9 railroad crossings)
FY2017	Completion of multiple double tracks (planned)
Mar. 2018	Diagram revision (planned)
FY2018	Project completion (planned)

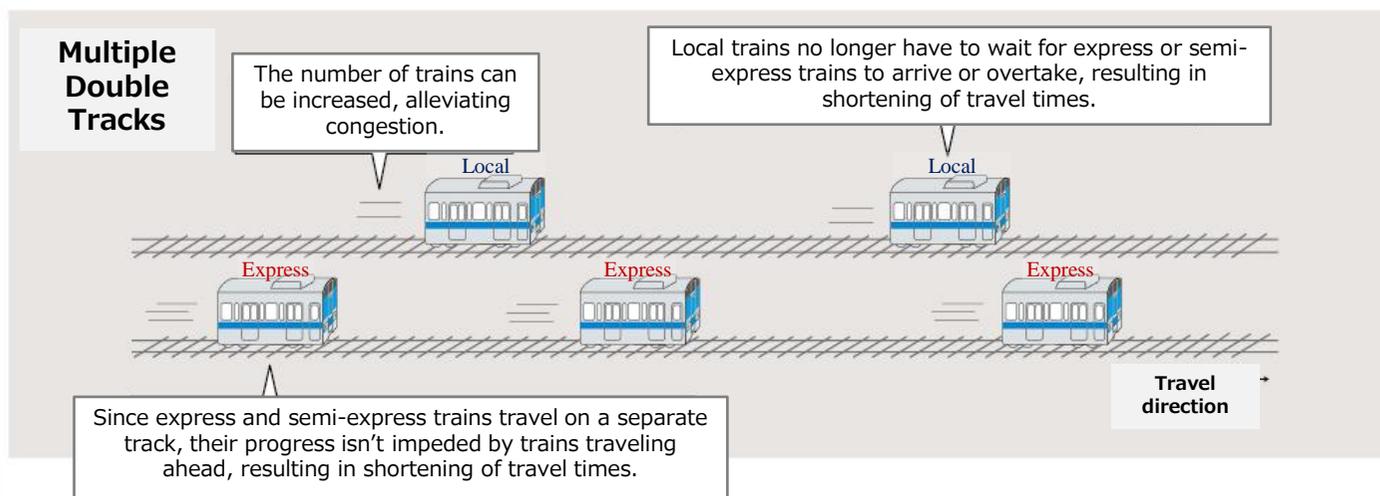
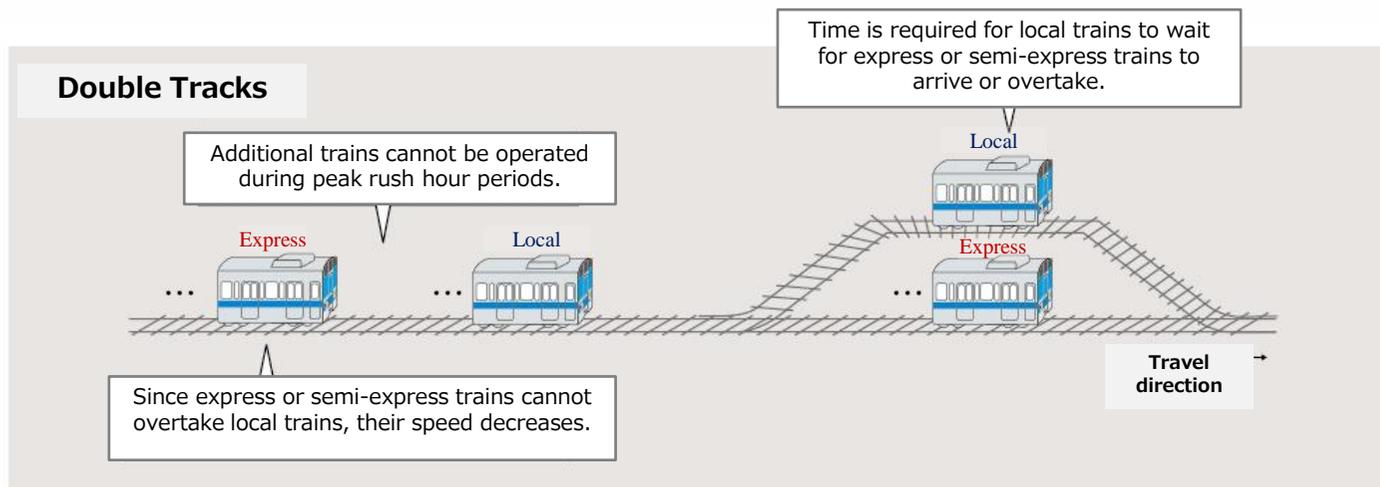
*The multiple double track project is being implemented in an integrated manner with the Tokyo Metropolitan Government's continuous grade separation project.

2 Multiple Double Track Project Outline

■ Benefits of Conversion to Multiple Double Tracks



Multiple double track section between Kyodo and Chitose-Funabashi



Conversion to multiple double tracks provides the following two benefits.

- Alleviation of congestion**
- Shortening of travel times**

3 Project Benefits Realized to Date

■ Shortening of travel times

A certain degree of success has been achieved in shortening travel times compared to before the start of the multiple double track project.

■ Easing of traffic congestion from elimination of railroad crossings, development of station plazas (Benefits from the continuous grade separation project)

By March 2013, 39 railroad crossings had been eliminated between Higashi-Kitazawa and Izumi-Tamagawa.

⇒ Benefits realized include alleviation of traffic congestion, improved railway and road safety, and improved access to stations.

Railroad crossing eliminated (between Kyodo and Chitose-Funabashi)



Development of a station plaza (Komae Station)



Sections already completed are showing an increase in passengers carried exceeding the Odakyu Line average.

On the other hand, since construction in the Shimo-Kitazawa area is incomplete, **train frequency cannot be substantially increased, and the benefits are limited at present.**

4 Status of Progress with Multiple Double Track Construction

Future main construction schedule (planned)

FY2016	FY2017	FY2018
★ Current situation	Completion of multiple double tracks Diagram revision (planned)	Project completion (planned)
Construction of a tunnel for local train tracks		
Construction of station buildings	● Completion of Higashi-Kitazawa and Setagaya-Daita Station buildings	● Completion of Shimo-Kitazawa Station Building
Keio Inokashira Line bridge reconstruction		

Current status of construction (proceeding favorably)

Setagaya-Daita Station

Shimo-Kitazawa Station

Higashi-Kitazawa Station

Keio Inokashira Line

Tunnel for local train tracks

Tunnel for express train tracks

Construction of a local track platform (Setagaya-Daita Station)

Construction of a tunnel for local tracks

Keio Inokashira Line bridge reconstruction

5 Transportation Improvement Benefits from Completion of Multiple Double Tracks

■ Three major rush hour period transportation improvements from completion of multiple double tracks

**I Provision of a pleasant transportation environment
through alleviation of congestion**

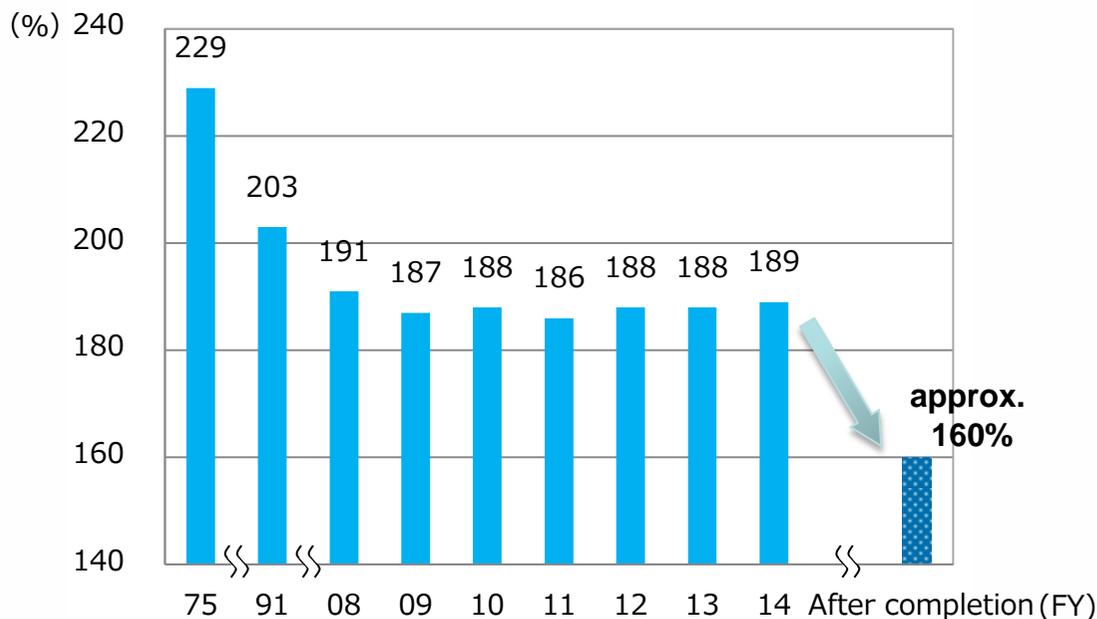
**II Improved access to the city center
through shortening of travel times**

**III More convenient access to central Tokyo through
increased frequency of Chiyoda Line through trains**

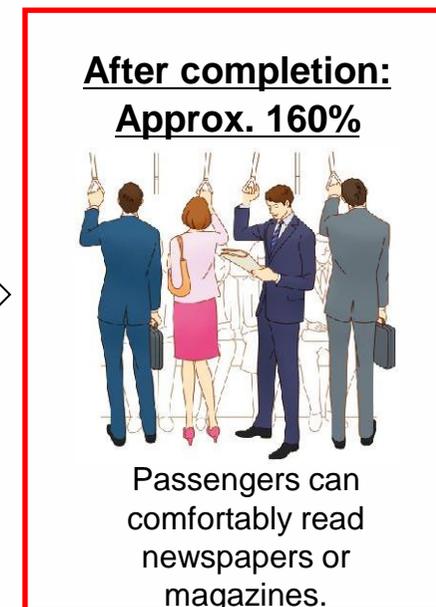
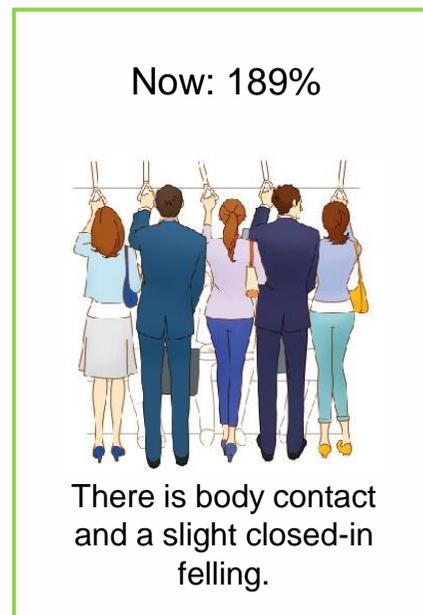
5 Transportation Improvement Benefits from Completion of Multiple Double Tracks (Benefit I)

I Provision of a pleasant transportation environment through alleviation of congestion

■ Change in the average congestion rate of the most congested section (Setagaya-Daita → Shimo-Kitazawa)



■ Visual representation of alleviation of congestion (congestion rate)



Increase the frequency of trains, mainly during rush hour periods.
(From the current 27 trains per peak hour to 36 trains* after completion)

Realize dramatic alleviation of congestion and provide a pleasant transportation environment.

Dispel the image that the Odakyu Line is crowded.

*The number of trains operated in the congested section (Setagaya-Daita → Shimo-Kitazawa)
The number of trains operated after completion of multiple double tracks is an estimate that is subject to change.

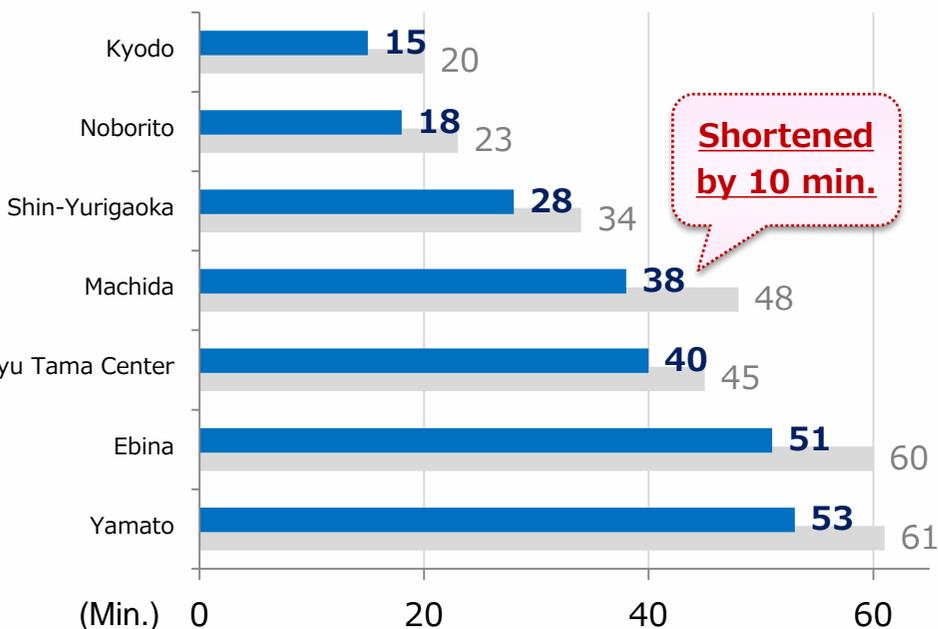
5 Transportation Improvement Benefits from Completion of Multiple Double Tracks (Benefit II)

II Improved access to the city center through shortening of travel times

Change in travel times from major stations to Shinjuku

Trains arriving in Shinjuku at approx. 08:30 on weekdays

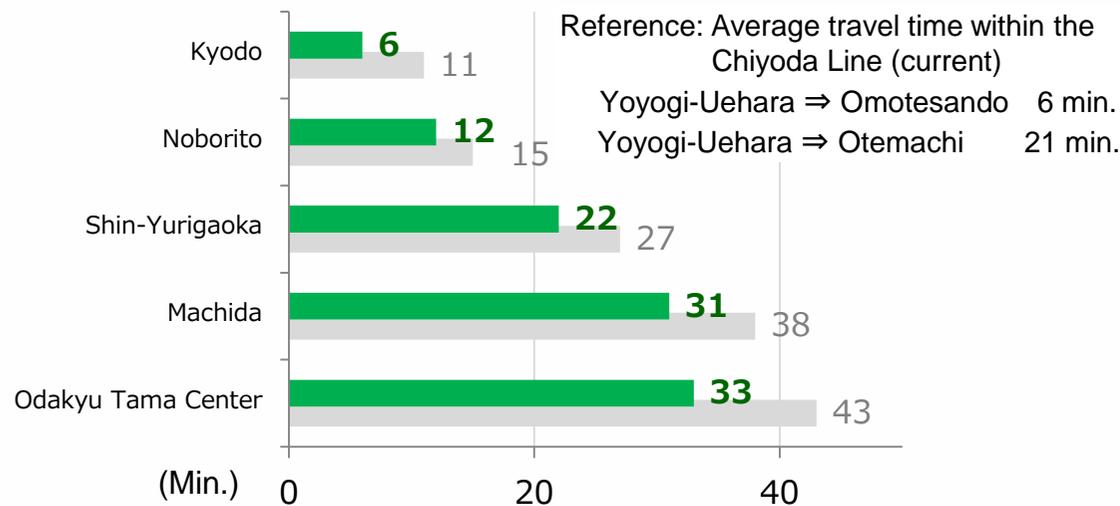
- After completion of multiple double tracks (plan)*
- Current (as of Apr. 2016)



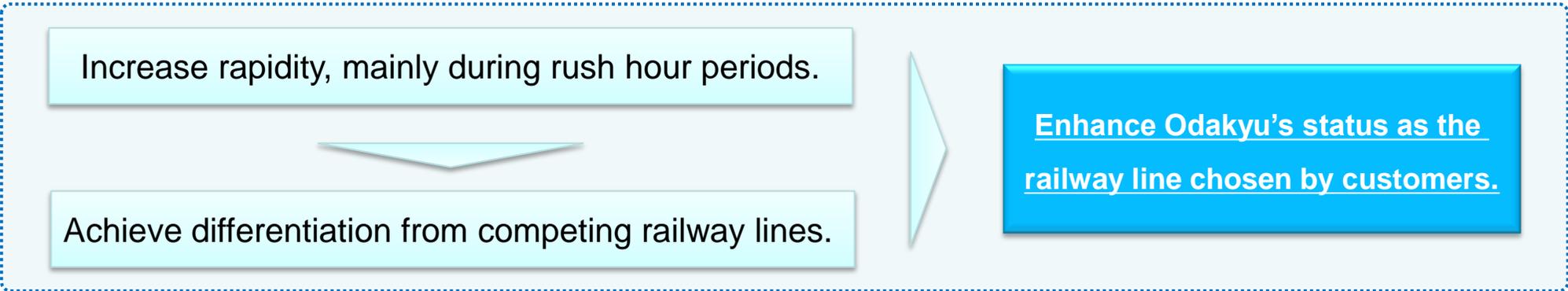
Change in travel times from major stations to Yoyogi-Uehara

Trains arriving in Yoyogi-Uehara at approx. 08:10
 (⇒ arriving in Otemachi at approx. 08:30) on weekdays

- After completion of multiple double tracks (plan)*
- Current (as of Apr. 2016)



*Travel times after completion of multiple double tracks are estimates that are subject to change.

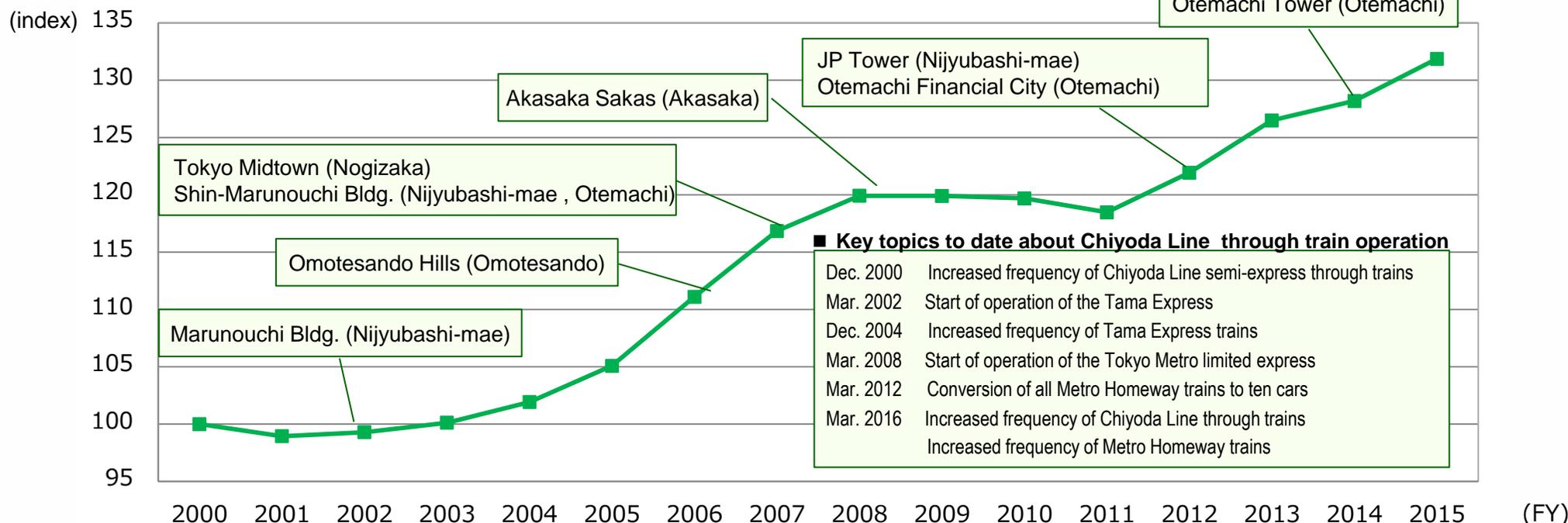


5 Transportation Improvement Benefits from Completion of Multiple Double Tracks (Benefit III)

III More convenient access to central Tokyo through increased frequency of Chiyoda Line through trains

■ Change in the daily average number of boarding/deboarding passengers using commuter passes at Yoyogi-Uehara Station (FY2000 = 100)

(Main development projects and their nearest stations are shown.)



■ Key topics to date about Chiyoda Line through train operation

Dec. 2000	Increased frequency of Chiyoda Line semi-express through trains
Mar. 2002	Start of operation of the Tama Express
Dec. 2004	Increased frequency of Tama Express trains
Mar. 2008	Start of operation of the Tokyo Metro limited express
Mar. 2012	Conversion of all Metro Homeway trains to ten cars
Mar. 2016	Increased frequency of Chiyoda Line through trains Increased frequency of Metro Homeway trains

Increase the frequency of Chiyoda Line through trains.
(From the current 5 per peak hour to 12* after completion)

Further increase convenience of access to central Tokyo.

**Publicize the highly convenient access to
central Tokyo via the Tokyo Metro
Network, as well as to Shinjuku.**

*Shinjuku-bound trains: Current 22 trains → After completion 24 trains

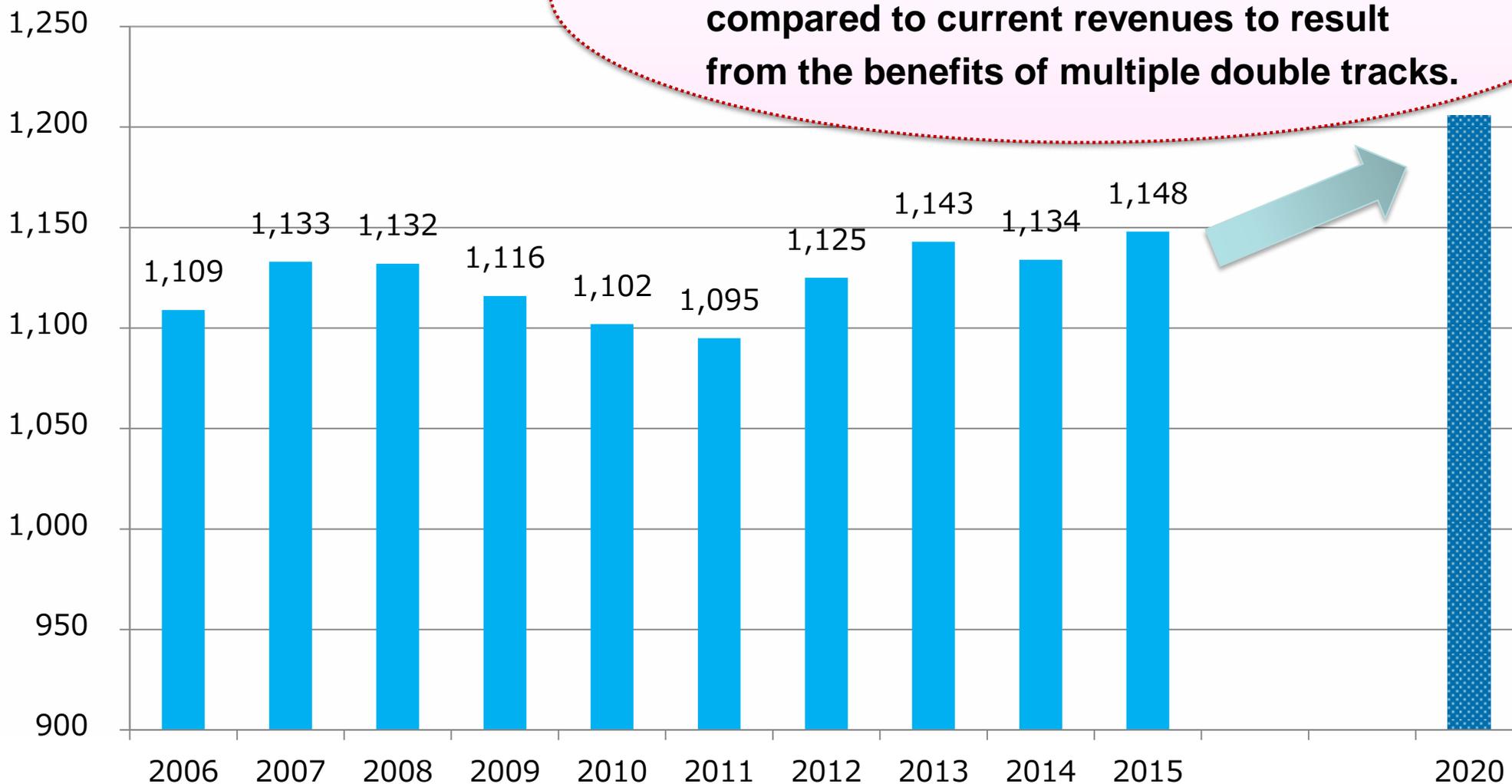
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6 Review of Operating Revenue

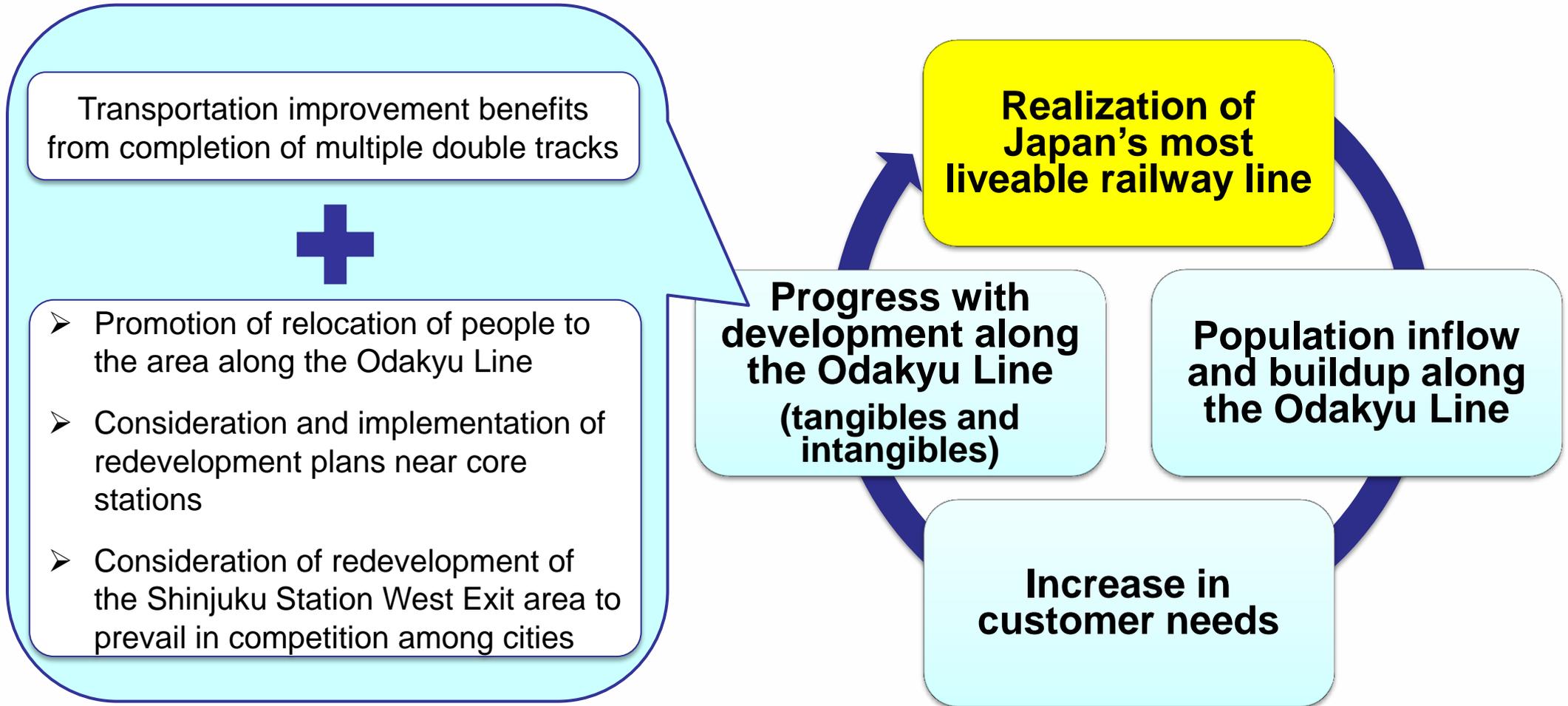
Change in passenger revenues from railway operations

Aim for an operating revenue increase of approx. 5.0 billion yen in FY2020 compared to current revenues to result from the benefits of multiple double tracks.

(Hundred million yen)



7 Aspiring to Be Japan's Most Liveable Railway Line



Aspire to be “Japan's most liveable railway line” by invigorating the area along the Odakyu Line through expansive community development centered on rail stations in collaboration with local governments and other external partners.

小田急電鉄株式会社

Forward-Looking Statements

Figures concerning the company's business plans, future forecasts and strategies other than historical facts are forward-looking statements reflecting management's view. Please note that since the forward-looking statements are based on information currently available, the actual results may differ from these forecasts.