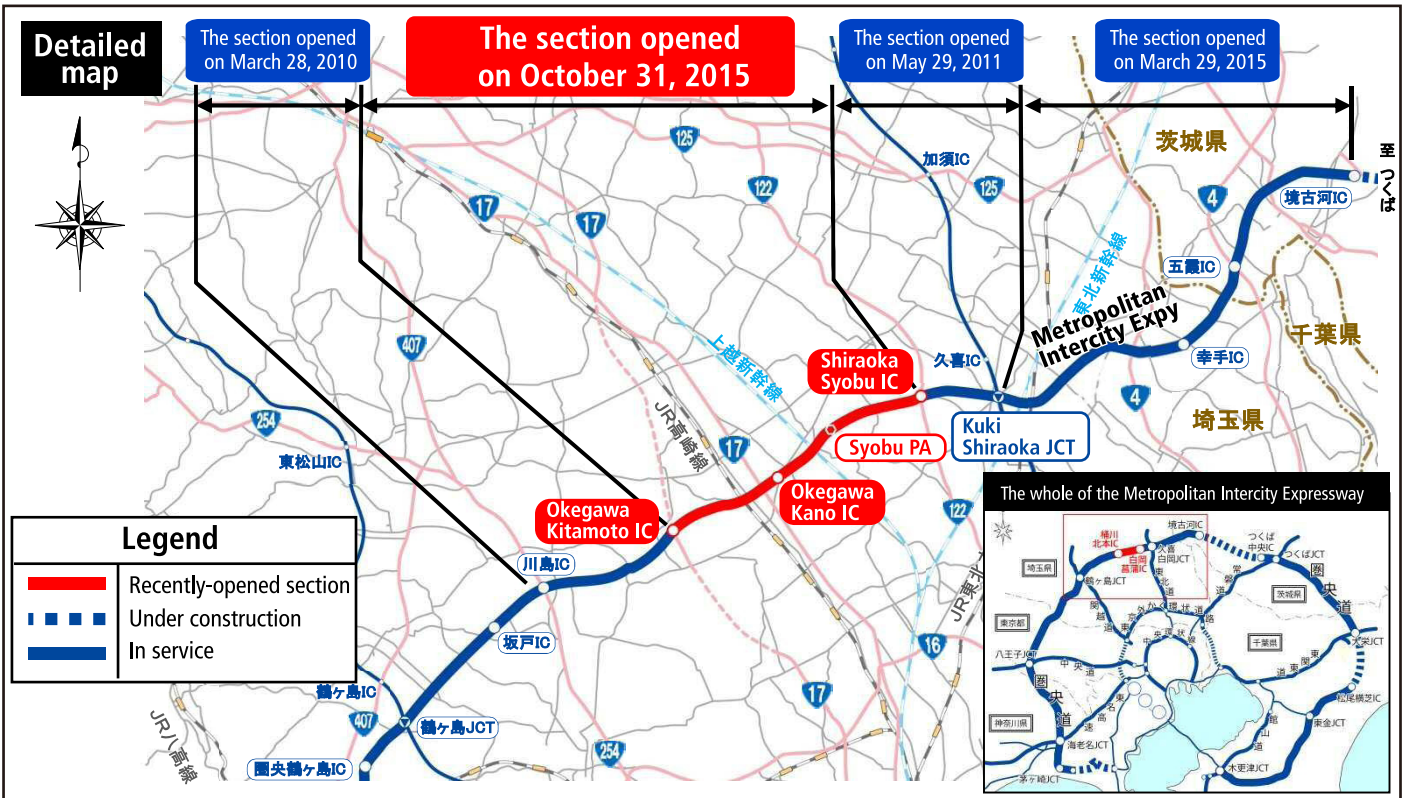


# Location of the recently-opened section



## Overview of the Metropolitan Intercity Expressway

Tokyo Metropolitan Expressway (Ken-O Expressway) is a 300km access-controlled national highway that surrounds Tokyo Metropolitan Area at a radius of 40 to 60km from the heart of Tokyo. When fully opened, this expressway is expected to connect cities and provide smoother road traffic in the area. On Saturday, October 31, 2015, a 10.8km section between Okegawa Kitamoto IC and Shiraoka Syobu IC was opened, which made all Saitama sections complete. Sections with a total length of 241km have been opened to the public.

### Recently-opened Section of the Recently opened section:

Section: between Okegawa Kitamoto IC and Shiraoka Shobu IC

Opened: October 31 2015

Length: 10.8km Newly opened

IC: Okegawa Kano IC

Number of lanes: 4

Newly opened parking area: Syobu PA

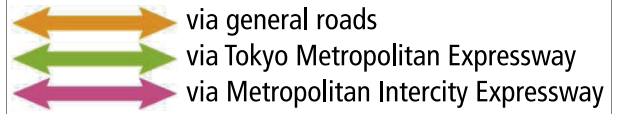
## Ring Roads Provide 4 Functions — Smoother Traffic Flow!

<p><b>1</b> Less through-traffic in Tokyo area means less congestions.</p> <p>Reduces in-coming through-traffic to Tokyo</p>	<p><b>2</b> More options to go to Tokyo. Less congestions.</p> <p>Multiple routes help disperse traffic going to the central Tokyo across the road network.</p>	<p><b>3</b> Direct connection between cities</p> <p>Cities are directly connected to each other.</p>	<p><b>4</b> Alternative routes for emergencies</p> <p>More routes mean more redundancy in the event of disaster or accident.</p>
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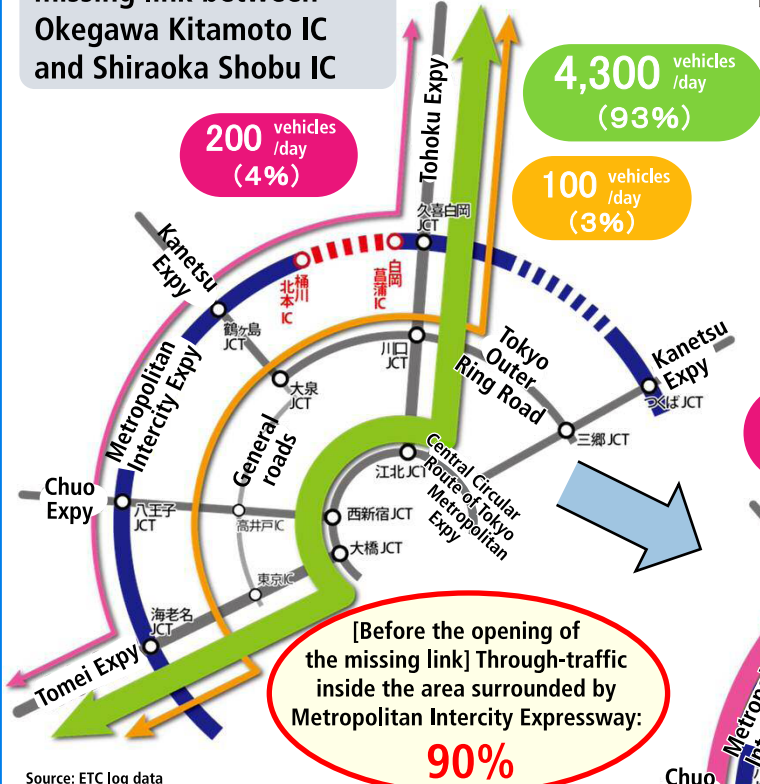
# Benefit 1: Reduction of Through-traffic in Tokyo Area

- Reduction of through-traffic (Tomei Expressway ⇔ Tohoku Expressway) from 90% to 30% in the heart of Tokyo
- Reduction of traffic by 2% and reduction of congestions by 20% on the Central Circular Route
- New expressway toll rates are expected to reduce the remaining through traffic in the heart of Tokyo

## [Selection of Expressways for Through-traffic in Tokyo]

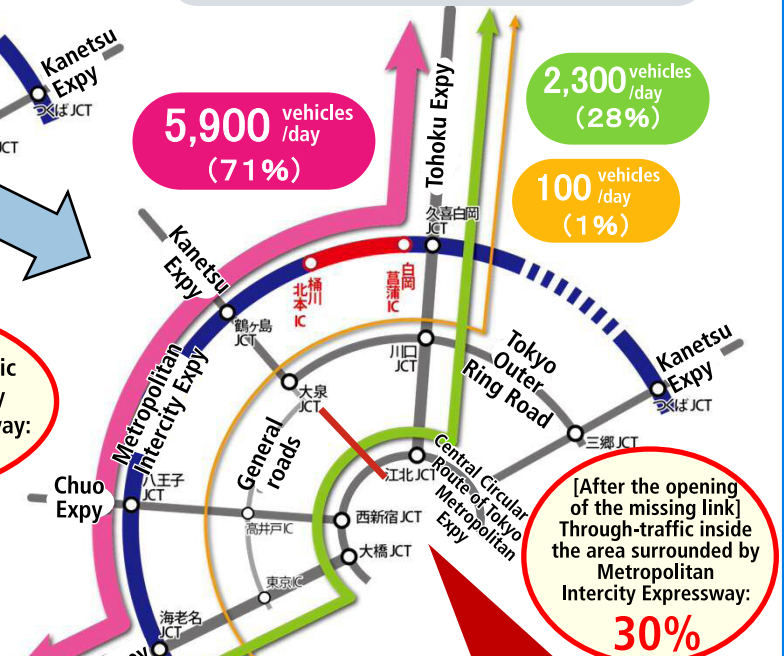


Before the opening of the missing link between Okegawa Kitamoto IC and Shiraoka Shobu IC



Through-traffic in the heart of Tokyo was **reduced** from **90%** to **30%**

After the opening of the missing link between Okegawa Kitamoto IC and Shiraoka Shobu IC



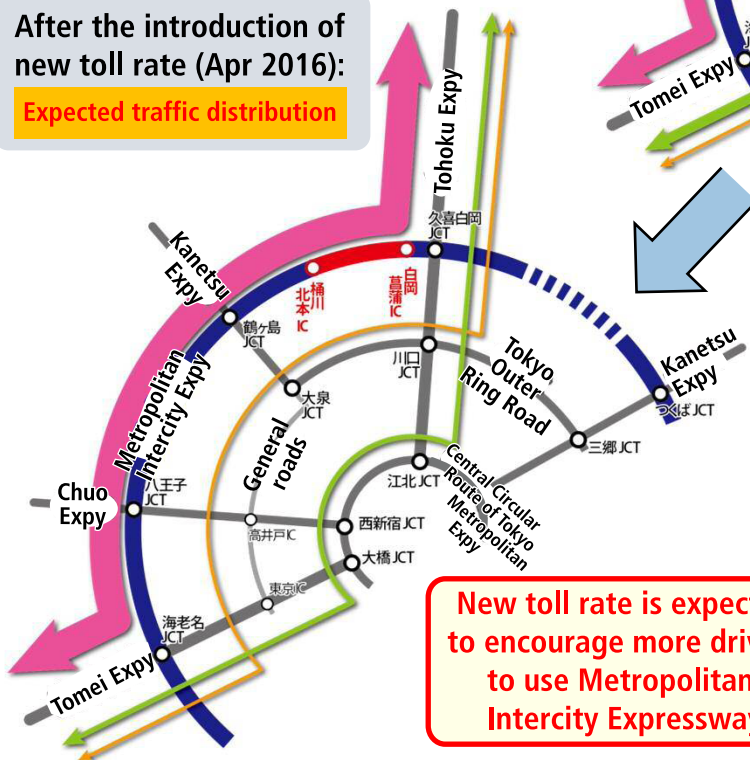
[Before the opening of the missing link] Through-traffic inside the area surrounded by Metropolitan Intercity Expressway: **90%**

[After the opening of the missing link] Through-traffic inside the area surrounded by Metropolitan Intercity Expressway: **30%**

Source: ETC log data

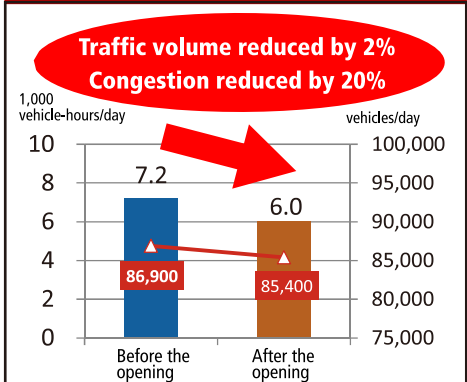
Before the opening of the missing link: Oct 2 to 7 (weekdays), 2015  
After the opening of the missing link: Nov 2 to 6 (weekdays), 2015

After the introduction of new toll rate (Apr 2016):  
**Expected traffic distribution**



**New toll rate is expected to encourage more drivers to use Metropolitan Intercity Expressway**

**Travel delay on the Central Circular Route (between Ohashi JCT and Kouhoku JCT) has reduced by 20%**

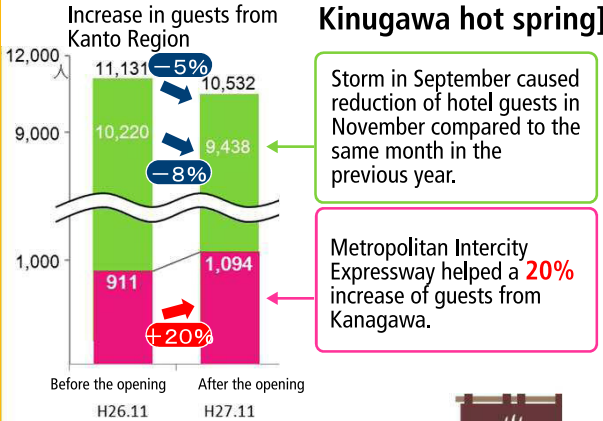


Source: Metropolitan Expressway Company, "Traffic count data"  
<Travel Delay> A total in both directions  
Before the opening: Thur Oct 1 to Thur Oct 15, 2015  
After the opening: Sun Nov 1 to Sun Nov 15, 2015  
Weekday average during the period above  
<Daily Traffic> Segment between Nishi Ikebukuro and Nakanochojiba-bashi  
Before the opening: Thur Oct 1 to Fri Oct 30, 2015  
After the opening: Sun Nov 1 to Sun Nov 15, 2015  
Weekday average during the period above

# Benefit 2. Improved Access to Tourist Destinations in Kanto Region

- The opening of a section of Metropolitan Intercity Expressway in Saitama boosts tourism in Kanto Region
- Hotels in Kinugawa hot spring witness 20% increase of guests from Kanagawa
- Metropolitan Intercity Expressway is expected to bring more foreign visitors when it's connected.

## [Guest increase witnessed by Asaya Hotel in Kinugawa hot spring]



Storm in September caused reduction of hotel guests in November compared to the same month in the previous year.

Metropolitan Intercity Expressway helped a 20% increase of guests from Kanagawa.

We are expecting more foreign guests when the Metropolitan Intercity Expressway is connected to Narita Airport.



Source: Interview by Ohmiya National Highway Office in Dec 2015



Ebina JCT to Kuki Shiraoka JCT	via the heart of Tokyo	Tomei Expy→Tokyo Metropolitan Expy→Tohoku Expy	105 minutes
	via Metropolitan Intercity Expressway after its opening	Metropolitan Intercity Expy	66 minutes

**35 minutes reduction**

Note: the travel time of the route via the heart of Tokyo is the shortest time estimated from 2010 Road Traffic Census (during peak time). The travel time of the route via Metropolitan Intercity Expressway after its opening is the average in the morning peak hours (7 to 9 am) from Sun Nov 1 to Mon Nov 30, 2015 from NEXCO data.

# Benefit 3: More Business Opportunities and Productivity for Companies along the Expressway

-Metropolitan Intercity Expressway is expected to reduce travel time and streamline transport, enhancing productivity. Indeed, a reachable range has increased by 1.2 times (from 80km to 100km radius) via the recently opened section.

A window manufacturing factory near Shiraoka Shobu IC



Started operation in July 2011 Site area : 86,716m<sup>2</sup>  
 Floor area : 42,313m<sup>2</sup> Number of staff: 150 (from local)

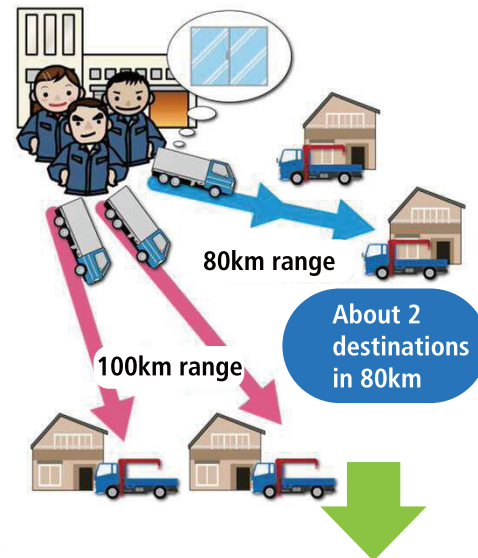
## [From a staff at the window manufacturing factory]

Recently-opened section of the expressway is expected to bring us productivity enhancement, including reduction of transport time, expansion of reachable range of transport, increase in transport frequency. A driver was able to reach 2 destinations in 80km in one day. Now, he can reach 100km radius under the same conditions.

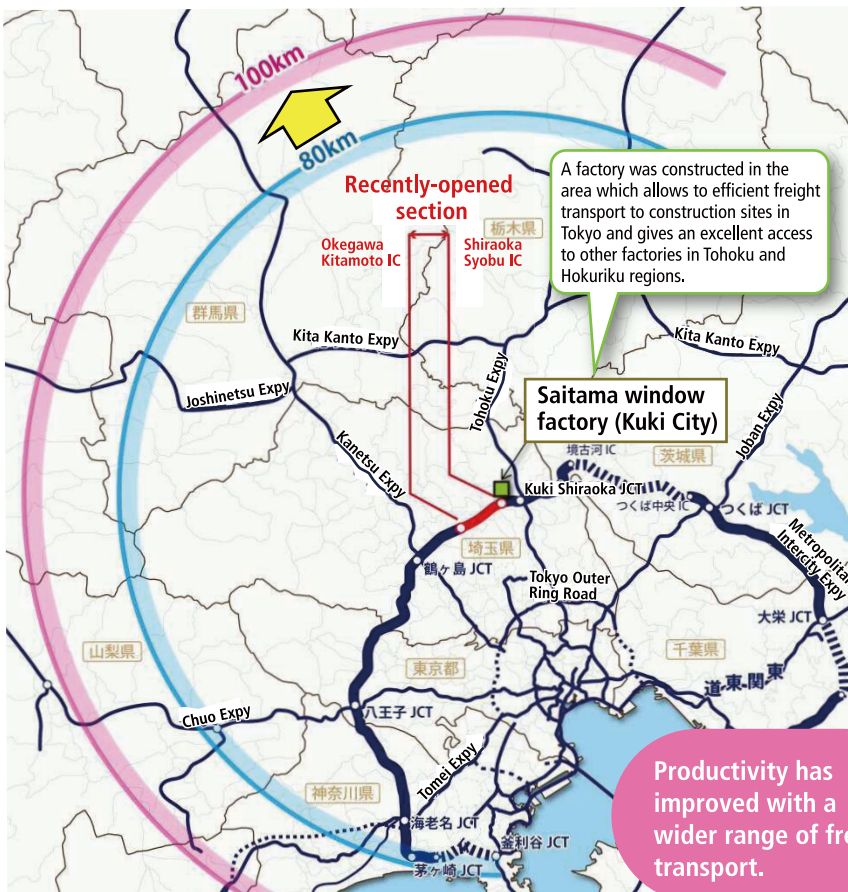
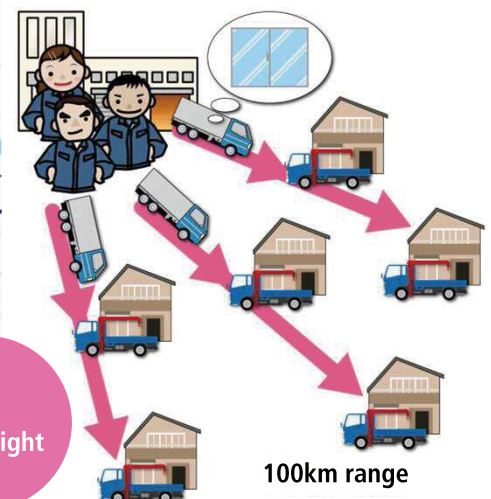


Source: Interview by Ohmiya National Highway Office in Dec 2015

### Before the opening of the missing link between Okegawa Kitamoto IC and Shiraoka Shobu IC



### After the opening of the missing link between Okegawa Kitamoto IC and Shiraoka Shobu IC



Productivity has improved with a wider range of freight transport.