

**Trend of Handling Revenues and the Kyushu Shinkansen Usage Status  
in Fiscal 2025 (Year-on-Year Comparisons)**

P: Preliminary figures (%)

Fiscal 2025/Fiscal 2024	Trend of Handling Revenues					Kyushu Shinkansen Usage Status (Hakata—Kumamoto)
	Commuter Pass Revenue	Non-Commuter Pass Revenue			Sum Total	
		Short Distance	Medium-to- Long Distance	Total		
April	71.9	114.3	105.2	106.6	97.1	102.1 (95.4)
May	105.4	115.7	111.2	112.0	111.0	104.1 (99.4)
June	110.6	117.7	108.1	109.6	109.7	104.4 (98.7)
First quarter	88.1	115.8	108.1	109.3	105.2	103.5 (97.9)
July	111.2	118.6	106.8	108.4	108.9	101.3 (96.9)
August	120.5	117.3	115.7	115.9	116.5	109.2 (95.8)
September	135.6	113.4	107.6	108.4	114.6	101.8 (100.7)
Second quarter	124.6	116.4	109.9	110.8	113.2	104.3 (97.6)
First half	105.9	116.1	109.0	110.1	109.3	103.9 (97.7)
October	125.7	117.1	106.1	107.6	111.3	103.6 (102.4)
November	114.0	121.3	102.8	105.3	106.3	101.5 (99.4)
December	P117.6	P116.2	P102.6	P104.7	P106.1	P98.8 (P100.5)
Third quarter	P120.8	P118.1	P103.9	P105.9	P108.1	P101.3 (P100.7)
Third quarter cumulative total	P110.4	P116.8	P107.2	P108.6	P108.9	P103.0 (P98.8)
January						
February						
March						
Fourth quarter						
Second half						
Fiscal year total						

Note: (1) Figures for handling revenues represent year-on-year comparisons of revenue from tickets sold at JR Kyushu stations, ticket vending machines, travel agencies within the Company's jurisdiction, etc. The above figures show handling revenues before settlement with other JR companies and private railways. Consumption tax is included in these figures. Please note that handling revenues listed on the Company's statement of income represent revenues after settlement with other JR companies and private railways and therefore differ from the figures listed above.

(2) Figures in brackets ( ) are comparison with the same month in FY2019.3.

(3) JR Kyushu have revised the fare and charge by total average 15.0% on Apr. 1, 2025.

(4) Revisions are sometimes made to these figures.



## (%)

P: Preliminary figures (%)

		Upper limit of Fares or Charges	
		Percentage revision	Rate of increase
Non-Commuter ②・③		14.6	11.5
Commuter ①	Work commuter passes	30.3	22.4
	School commuter passes	16.0	9.9
	Total	25.8	18.6
Charges ③		8.0	6.5
(Shinkansen express charges)		12.4	9.9
Total		15.0	11.4

The rate of increase is calculated by taking into account a certain decrease in usage due to the revise of rail fares and charges from percentage revision.

Percentage Revision 15.0%  
Rate of Increase 11.4%  
Increased Revenues  
¥16.0billion (three-year average for  
FY2026/3 to FY2028/3)

- ① **Commuter Pass Revenue**
  - Commuter
  - Percentage revision 25.8%
  - Rate of increase 18.6%
- ② **Short Distance**
  - Non-Commuter
  - Percentage revision 14.6%
  - Rate of increase 11.5%
- ③ **Medium-to-Long Distance**  
(composed of non-commuter and charges)
  - Non-commuter
    - Percentage revision 14.6%
    - Rate of increase 11.5%
  - Charges
    - Percentage revision 8.0%
    - Rate of increase 6.5%

Among non-commuter pass revenue, that from tickets within a distance of 50 km (including IC cards, etc.) . Percentage revision is 14.6%, and rate of increase is 11.5% (non-commuter).

Among non-commuter pass revenue, that from tickets excluding short distance. That also includes tickets sold in our company for other JR companies' sections. Percentage revision for non-commuter is 14.6%, and for charges is 8.0%. Rate of increase for non-commuter is 11.5%, and for charges is 6.5%. Since fare and charge revisions have not been implemented in other service areas as of now, the monthly figures are expected to remain below percentage revision.

The average daily number of passengers in the section.  
Figures in brackets ( ) are comparison with those for the same month in FY2019/3.