

Results in FY2014/3 Presentation for Investments



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Forward-looking statements

All statements contained in this document other than historical facts are forward-looking statements that reflect the judgments of the management of Tokyu Corporation based on information currently available. Actual results may differ materially from the statements.

I . Executive Summary

Main Points in the Results for FY2014/3

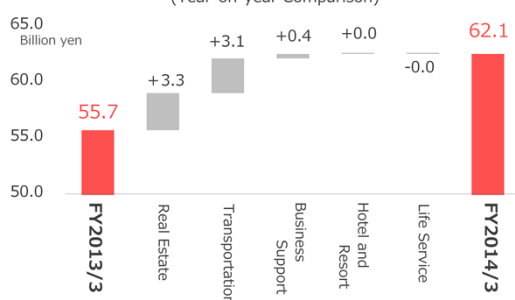


[Year-on-year comparison] Both revenue and profit increased as a result of the contribution of the Company's real estate leasing, the mutual direct train service with the Tokyo Metro Fukutoshin Line in railway operations, etc. Net income increased due to gains on the change in shareholders' equity, gains on the sale of fixed assets, etc.

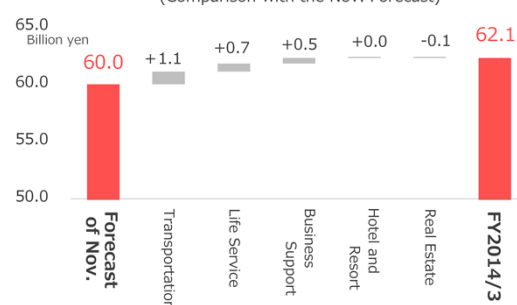
[Comparison with the Nov. Forecast] Profit increased as a result of the last-minute purchase of commuter tickets ahead of a consumption tax hike, strong sales at Tokyu Store Chain, etc. despite lower revenue due to a decline in real estate sales. Net income grew owing to higher non-operating income, etc.

	Results	YoY comparison		Comparison with Forecasts in Nov.		Comparison with Management Plan	
Operating Revenue	1,083.0	+ 15.0	(+ 1.4%)	- 2.1	(- 0.2%)	- 4.3	(- 0.4%)
Operating Profit	62.1	+ 6.4	(+ 11.6%)	+ 2.1	(+ 3.7%)	+ 7.1	(+ 13.1%)
Recurring Profit	62.6	+ 6.3	(+ 11.3%)	+ 5.6	(+ 9.9%)	+ 15.6	(+ 33.2%)
Net income	56.4	+ 13.4	(+ 31.2%)	+ 6.4	(+ 13.0%)	+ 23.4	(+ 71.2%)

Operating Profit by Segment
(Year-on-year Comparison)



Operating Profit by Segment
(Comparison with the Nov. Forecast)



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[Year-on-year comparison]

Operating profit increased 6.4 billion yen, to 62.1 billion yen, as a result of an increase in the number of passengers carried due to the mutual direct train service between the Toyoko Line and the Tokyo Metro Fukutoshin Line and the strong results of Shibuya Hikarie, Musashi-kosugi Tokyu Square, etc. in real estate leasing.

Net income increased 13.4 billion yen, to 56.4 billion yen, largely as a result of extraordinary gains, including gains on the change in shareholders' equity associated with the conversion of Tokyu Land Corporation to a holding company and gains on the sale of fixed assets from the sale of Tokyu Toranomon Building.

[Comparison with forecasts in November]

Operating profit increased 2.1 billion yen, mostly due to the last-minute purchase of commuter tickets ahead of a consumption tax hike in railway operations and strong sales at Tokyu Department Store and Tokyu Store Chain. Net income grew by 6.4 billion yen owing to higher non-operating income, among other factors.

Main Points in Forecasts for FY2015/3

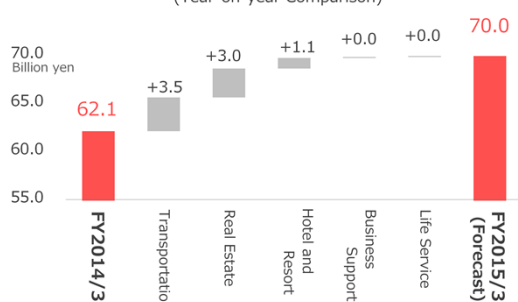


[Year-on-year comparison] Operating Profit will rise due to reduced expenses for the Company's railway operations, the strong results of real estate leasing, etc. Net income will decline as a result of a fall in extraordinary gains such as the gain on change in equity.

[Comparison with plan] Operating Profit of 70 billion yen was earned as initially planned. Net income increased, partly owing to a decrease in interest expenses.

	Full Year Forecast	Year-on-year Comparison	Comparison with Management Plan
Operating Revenue	1,068.8	- 14.2 (- 1.3%)	- 43.6 (- 3.9%)
Operating Profit	70.0	+ 7.8 (+ 12.6%)	+ 0.0 (+ 0.0%)
Recurring Profit	63.5	+ 0.8 (+ 1.4%)	+ 5.5 (+ 9.5%)
Net income	38.0	- 18.4 (- 32.7%)	+ 4.0 (+ 11.8%)

Operating Profit by Segment
(Year-on-year Comparison)



Operating Profit by Segment
(Comparison with the Management Plan)



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[Year-on-year comparison]

We expect to see a 7.8 billion yen increase in operating profit, to 70 billion yen, based on reduced expenses in our railway operations and strong performance in real estate leasing.

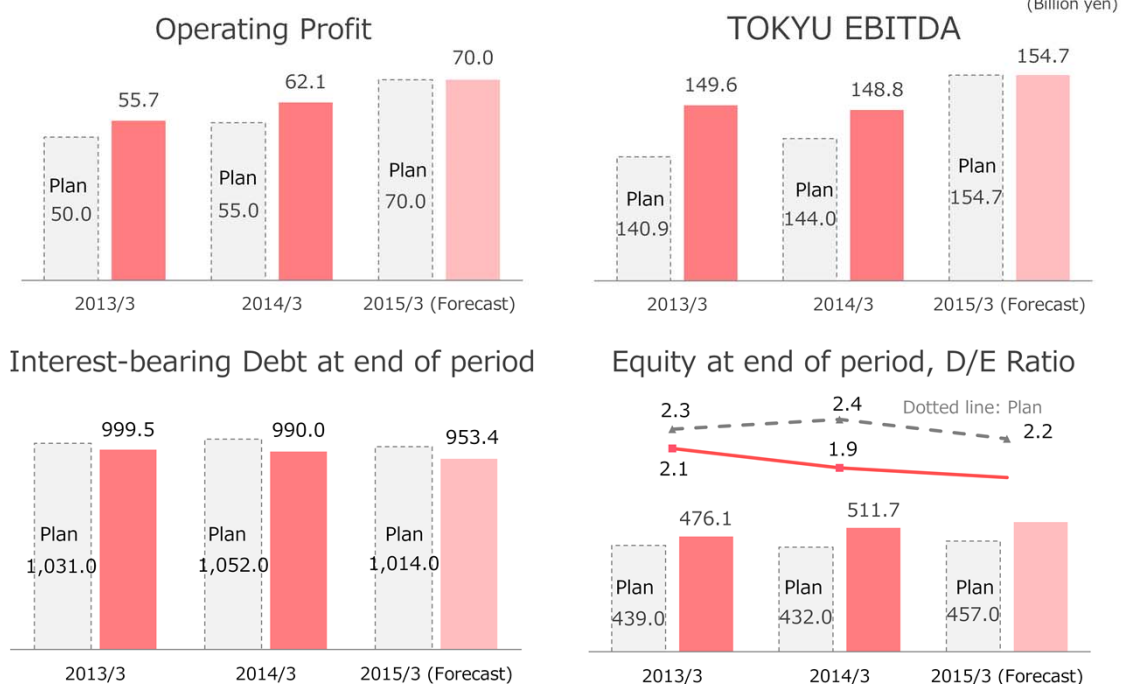
Net income is expected to decline by 18.4 billion yen, to 38 billion yen, as a result of a decline in gains on the change in shareholders' equity, gains on the sale of fixed assets, and other factors.

[Comparison with the management plan]

Operating profit is expected to be 70 billion yen, as initially planned. We forecast that net income will be 4 billion yen higher than the plan, partly owing to a decrease in interest expenses.

II . Progress in Management Plan and Recent Initiatives

Progress of Three-Year Medium-Term Management Plan



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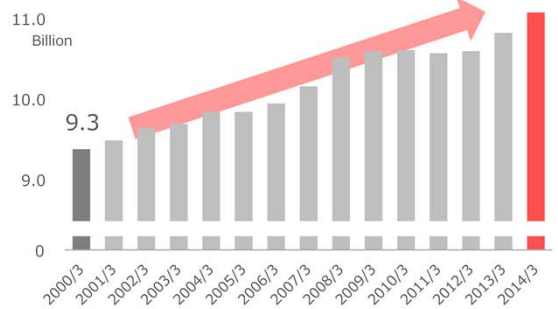
This graph shows changes in operating profit and Tokyu EBITDA as indicators of profitability, and interest-bearing debt at fiscal-year ends and equity and D/E ratios as indicators of financial soundness among the major management indicators. In both fiscal years 2013/3 and 2014/3, we achieved results that exceeded the initial plans.

The current fiscal year(2015/3) is the final year of our three-year plan, and we expect to achieve the performance initially planned.

Effects of Development of Railway Networks

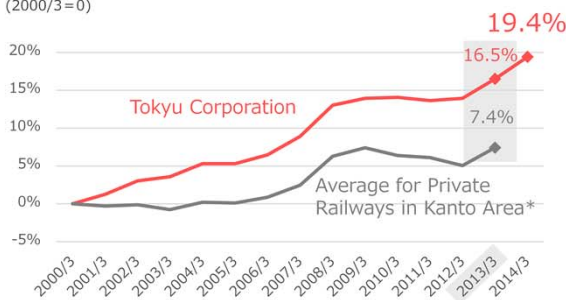


Trends in Number of Passengers Carried



- The annual number of passengers carried exceeded the record **1.1 billion**
- Since 2000, the number of passengers carried has increased **19.4%**

Rate of Increase in Number of Passengers Carried (2000/3=0)



Railway Network Development since 2000

- 2000: Split of Mekama Line into Meguro Line and Tamagawa Line
Direct service of Meguro Line to the city center started
- 2004: End of service on Toyoko Line between Yokohama and Sakuragi-cho
Opening of Minatomirai Line
- 2006: Express service on Meguro Line started
- 2008: Express service on Oimachi Line started
Meguro Line extended to Hiyoshi
- 2009: Oimachi Line extended to Mizonokuchi
- 2013: Mutual direct transportation between Toyoko Line and Fukutoshin Line

* Average of Tobu, Sotetsu, Odakyu, Keio, Keikyu, Tokyo Metro, Seibu, and Keisei Lines

The effect of the development of railway networks

We commenced the mutual direct train service for the Meguro Line with the Namboku Line and Mita Line in 2000 and for the Toyoko Line with the Fukutoshin Line in the last fiscal year, while constantly improving our railway networks to increase customer convenience.

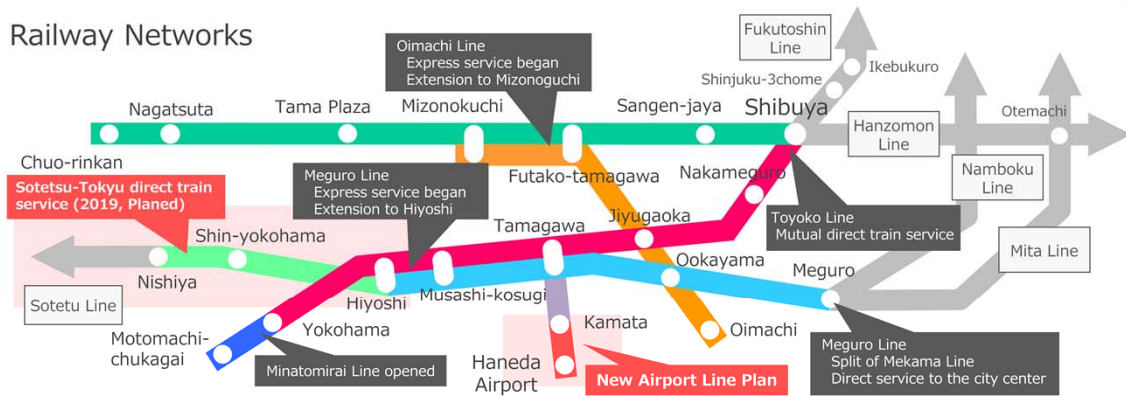
As a result, the number of passengers carried has continued to increase since 2000, exceeding 1.1 billion passengers in the last fiscal year to mark a new record. The growth rate in the number of passengers carried since the fiscal year ended March 2000 is 19.4%, which is considerably higher than other railway operators.

We are planning the further development of our railway networks.

Further Development of Railway Networks



Railway Networks



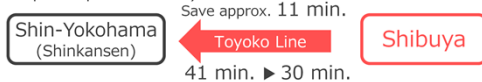
Outline of Sotetsu-Tokyu direct train

Outline A link line between Sotetsu line and Tokyu Hiyoshi Station via Hazawa and Shin-Yokohama

Effects

- Better access to Shin-Yokohama (Shinkansen) from areas served by Tokyu's railway lines
- A new network created by mutual direct train service operation with Sotetsu Line

(Example of quicker access)



Burden (Based on Law for promoting Convenience Urban Railways)

- National Government
 - Local Government
 - JR TT
- Each entity will pay one-third of the cost

Opening April 2019 (planned)

New Airport Line Plan

The New Airport Line is a line proposed as "A new line to shorten the connection between the Keiyou Airport Line and the Tokyu Tamagawa Line" under the Council for Transport Policy Reply No. 18" for which it is considered appropriate to commence construction by 2015.

In addition to our conventional railway networks, the construction of the Sotetsu-Tokyu Direct Train Service that will connect the Toyoko Line from Hiyoshi Station to Sagami Railway through a new line to access Shin-Yokohama Station on the Shinkansen Line has already commenced. The operation of this direct train service is scheduled to begin in April 2019.

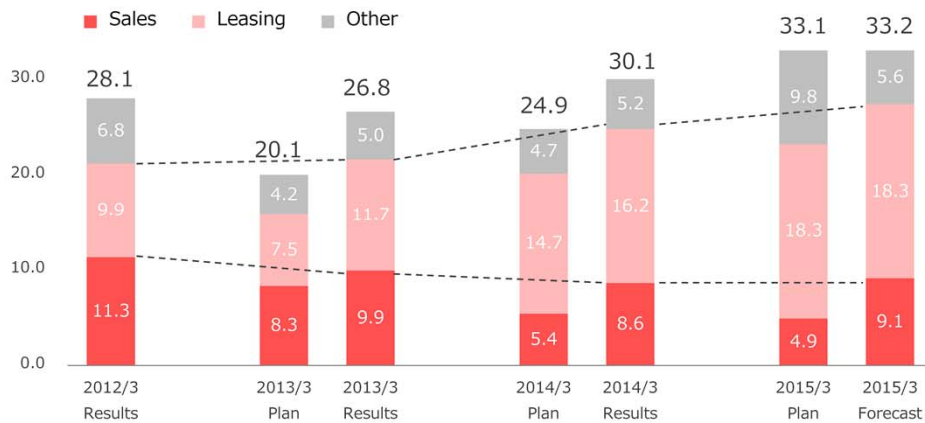
These networks will further raise the value of the areas along the railway lines, and the number of passengers carried can be expected to increase.

As for the development of the new airport line from our Kamata Station to Tokyo International Airport, we have received a report from the Council for Transport Policy of the Ministry of Land, Infrastructure, Transport and Tourism advising that the development should commence before 2015, and we expect that this project will be completed in time for the 2020 Tokyo Olympics.

Structural Switch of the Real Estate Business



Operating Profit for the Real Estate Business



- Increase the profitability of the entire real estate business by downsizing real estate sales and expanding leasing at the same time.
- Continue expanding the real estate leasing business steadily through large-scale development projects such as the Shibuya Station Area Project, the Shibuya Station South Area Project, and Futako-Tamagawa Redevelopment Phase II.

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The graph on the slide shows the progress in the structural changes in our real estate business.

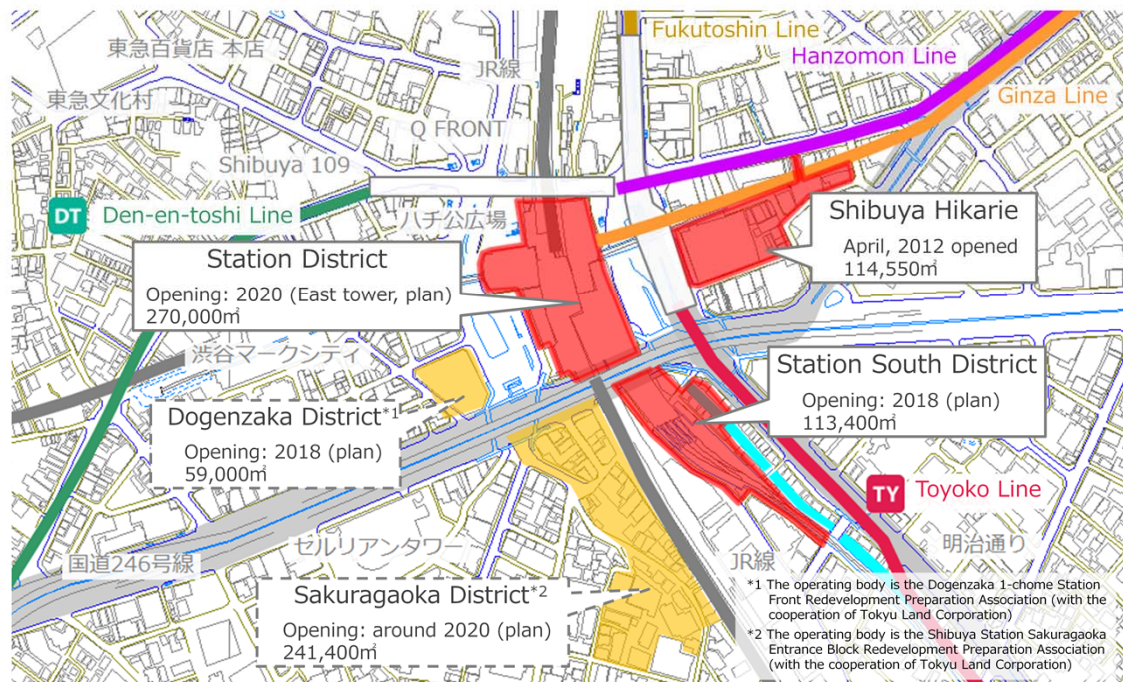
For some time, we have carried out large projects to develop the areas along our railway lines in preparation for a decline in the sale of land in the Tama Denen Toshi area. As well as increasing the revenues in our real estate leasing, these development projects are intended to add to the appeal of the areas along the railway lines.

I think you can see that our real estate leasing is performing well and the structural changes are progressing smoothly in the period of the current management plan.

Operating profit in real estate leasing in the last fiscal year reached a new record high. We expect that the business will remain strong in the current fiscal year.

We will continue to steadily implement large development projects such as those in the Shibuya Station District and Shibuya Station South District and Phase II of the Futako-Tamagawa Redevelopment project, not only to cover the declining profit in real estate sales through real estate leasing, but to further strengthen our earning power.

Redevelopment of the Area Around Shibuya Station (Perspective drawing)



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Redevelopment projects in the area surrounding Shibuya Station

The map on the slide shows the redevelopment areas around Shibuya Station, for which plans have been announced.

Five projects around Shibuya Station are underway, including Shibuya Hikarie that has already been completed.

We are leading two redevelopment projects, the Shibuya Station District Development Plan and Shibuya Station South District Development Project.

Other projects include the redevelopment of Shibuya Dogenzaka District and Shibuya Station Sakuragaoka District, and I think you can see that Shibuya will be further developed in the future.

We are aspiring to dramatically improve the urban functions of Shibuya as a town and turn it into an internationally competitive community.

Redevelopment of the Area Around Shibuya Station (Overview of the Plan)



Shibuya Station District Development Plan



Site area: around 15,300m²
 Floor area: around 270,000m²
 Use: Offices, Stores, Parking garages, etc.
 Number of stories: 46 stories above ground, 7 stories below ground (eastern tower), etc.
 Height: around 230m (eastern tower), etc.
 Planned construction period: FY2014-FY2027
 Scheduled opening: eastern tower: 2020; central/western towers: 2027

Shibuya Station South District Development Project



Site area: around 7,100m²
 Floor area: around 113,400m²
 Use: Offices, Stores, Hotel, Parking garages, etc.
 Number of stories: 34 stories above ground, 4 stories below ground
 Height: around 180m
 Planned construction period: FY2014-FY2018
 Scheduled opening: FY2018

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This slide outlines the Shibuya Station District Development Plan and Shibuya Station South District Development Project.

The Shibuya Station District Development Plan is a long-term project, in which the eastern tower, with the main building rising 46 stories above ground, is planned to be developed first and completed in 2020 to commence business operation. At present, the central tower and western tower are scheduled to be completed in 2027.

These buildings will be used mostly as commercial facilities and offices, but we expect that they will be landmarks appropriate for Entertainment City Shibuya.

Business is planned to commence in the Shibuya Station South District Development Project in fiscal year 2018.

This building will be used for offices, hotel, commercial facilities, and event halls, and will contribute to establishing Entertainment City Shibuya in terms of the industrial and cultural aspects as well.

Topics on Redevelopment of the Area Around Shibuya Station



Suggestion that the area should be a National Strategic Economic Growth Area

Suggest

Special Zone as an Entertainment City

which takes advantage of Shibuya's characteristics

Characteristics of Shibuya

- Center of creative content industries
- Highly competitive edge in urban tourism

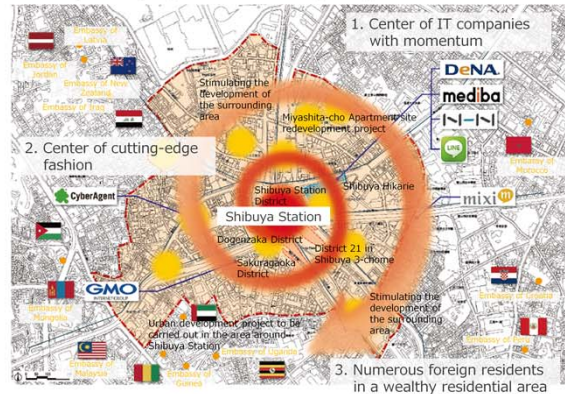
Convey culture domestically and internationally by attracting and developing creative content industries and urban tourism resources.



Effects Created by Easing Regulations

- ✓ Increase domestic sales of the content industries by **approx. 750 billion yen*** in Shibuya (2010 to 2020)
*Approx. 15% of value for the entire country, which is approx. 5 trillion yen
- ✓ Number of foreign tourists visiting Shibuya: **8.5 million per year*** (2030)
*Equivalent to the total number of foreign tourists who visited Japan in 2012

Development projects and activity to spread from the center



The Tokyo Area was designated as one of the National Strategic Special Zones by the government on March 28th this year, and on May 1, Shibuya was selected as one of the areas in the Tokyo National Strategic Special Zone.

We have long advocated the vision of Entertainment City Shibuya to make Shibuya the most popular town in Japan for visiting. As part of our efforts, we are proposing designating Shibuya as the Entertainment City Special Zone in the National Strategic Special Zone scheme.

We hope to contribute to Japan's growth strategy by accelerating the further growth of the creative content and entertainment industries characteristic of Shibuya to increase the appeal of the city, and guiding domestic and international demand for urban tourism to Shibuya as a source of advanced Japanese culture.

We expect that the Shibuya Station area projects led by us and other companies as a group will trigger the spiral development of the entire city of Shibuya with Shibuya Station in the center, and that the development and activities will spread to surrounding areas in the future.

Futako-Tamagawa Redevelopment Phase II



Overview of Futako-Tamagawa Redevelopment Phase II Plan



Site area: 28,083m²
 Floor area: around 157,000m²
 Height: around 137m
 (30 floors above the ground and 2 basement floors)
 Opening: April, 2015 (plan)

Office Section

Outline: 26 floors, 63,000m²
 (number of employees estimated at 8,000-10,000)

Commercial Facilities Section

Name: Futako-Tamagawa Rise Shopping Center Terrace Market
 Outline: 11,000m², around 30 sections
 Culture Convenience Club (CCC) will open a "lifestyle store," a new type of store, as a core tenant

Cinema complex Section: 109 CINEMAS Futako-tamagawa

Fitness club Section: ATRIO DUE Futako-tamagawa

Hotel Section: Futako-tamagawa Excel Hotel Tokyu

Studio Hall Section

Name: ITSCOM Studio Hall Futako-Tamagawa Rise
 Outline: Broadcast studio and multi-purpose hall Approx. 415m²



Highest rating (AAA) obtained in JHEP biodiversity assessment

Obtained AAA rating in the biodiversity assessment undertaken by the Japan Habitat Evaluation and Certification Program (JHEP) as part of efforts for conducting urban development in harmony with the surrounding rich natural environment by creating an open space with water and greenery, including large rooftop garden facilities.



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The progress in Phase II of the Futako-Tamagawa Redevelopment project

Construction is underway as planned, and is scheduled to be completed in April 2015.

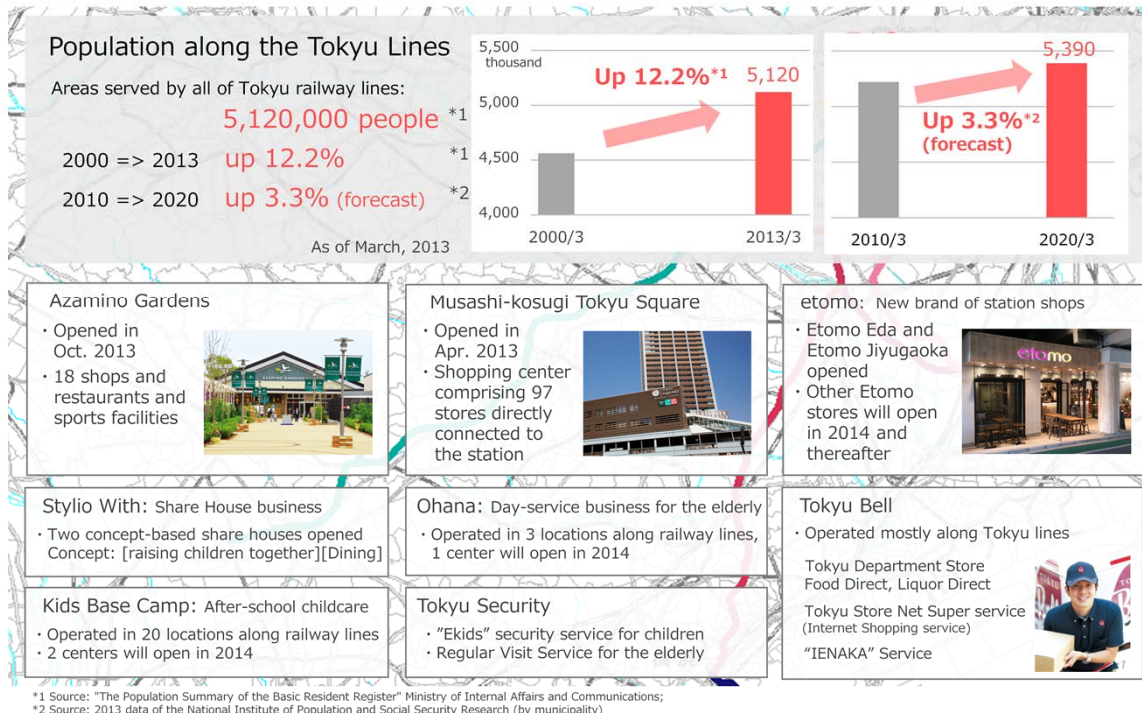
Tenants have also been contracted efficiently, and the head office of Rakuten will be moving into the office space. It has been decided that Culture Convenience Club (CCC) will be the core tenant of the commercial facilities, and all the other functions, including a hotel, fitness club, and cinema complex, have also been finalized.

Additionally, we are planning to build a studio hall for information delivery and various types of digital content creation. This facility will function as both a broadcast studio and a multi-purpose hall for holding community events, and we expect it to be a new birthplace of various businesses and cultures.

Once Phase II of the project starts to operate, Futako-Tamagawa is expected to have more than 10,000 employees, which will boost the number of passengers carried on our railway lines.

In terms of the environment, we plan to create a variety of open spaces such as a central park, water fountain park, and rooftop garden, and we can expect that Futako Tamagawa Rise will be used by a wider range of customers than in the past.

Efforts to Increase the Value of Areas Along Railway Lines



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The efforts we have been making to increase the value of the areas along the railway lines

As one of our medium- to long-term visions, we aim to keep Tokyu's rail service areas as the main focus. In terms of the physical aspect, we consider it important to develop high-level infrastructure not only for railways, but for the lives of our customers living along the railway lines, including commercial facilities and housing. In terms of the non-physical aspect, we think it is important that we provide services for safe and fulfilling lifestyles.

Last year, we provided relaxing time and space with the suburban commercial facility Azamino Gardens, the station commercial building Musashi-kosugi Tokyu Square, and the community commercial facility etomo under an elevated railway.

We also launched Kids Base Camp after-school childcare centers, operating in locations along the railway lines, the elderly day-service Ohana, and other businesses one after another to increase the convenience of the town.

In addition, we expanded the service area of our home convenience service Tokyu Bell, which allows customers to purchase all kinds of products and services from their homes to provide a comfortable and convenient living environment.

These measures helped increase the population along the railway lines by 12% since 2000, as shown in the graph. We forecast that this population will increase by a further 3% in the ten years to 2020, despite the declining Japanese population.

We will continue to implement measures to increase the value of the areas along the railway lines to make them the most popular rail service areas in Japan for living.

Urban development in Vietnam



February 2014: Opening of Binh Duong New City

- ✓ The Administration Center was completed in February 2014 and the capital was relocated. Approx. 50 administration functions previously scattered throughout the former capital are consolidated here.
- ✓ Approx. 3,000 public officers of Binh Duong Province will start working here sequentially.
- ✓ Full-scale urban development commenced following the relocation of the provincial capital.
- ✓ February 2014: Establishment of Becamex Tokyu Bus

SORA gardens I (condominium)

- ✓ 24 floors above ground, with a total of approx. 400 units
- ✓ Occupation area: Approx. 67m² to approx. 105m²
- ✓ To be completed during 2014
- ✓ Commercial section to be created on low-level floors (approx. 1,600m² for nine tenants)



Commercial Facility to Open in 2014

Opening: 2014

Size: Total floor area approx. 1,600m², four tenants (Phase I)

Outline: Food court, restaurant, café, and convenience store

Execution entity: Becamex Tokyu Co., Ltd.



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The urban development taking place in Binh Duong Province in Vietnam

The picture on the left-hand side of the slide shows the Administration Center that was completed in February 2014. The People's Committee has already moved in, and the new city is functioning as the capital of the province. Binh Duong Province is scheduled to become a city directly under the central government in 2020.

The right-hand side of the slide shows the current progress of the condominiums being sold by Becamex Tokyu. It is a 24-story condominium building with a commercial area on the lower floors. Construction is proceeding as planned for completion in the current fiscal year.

The picture at the bottom is a commercial facility constructed in front of the Administration Center. We are looking to commence business operation in the current fiscal year.

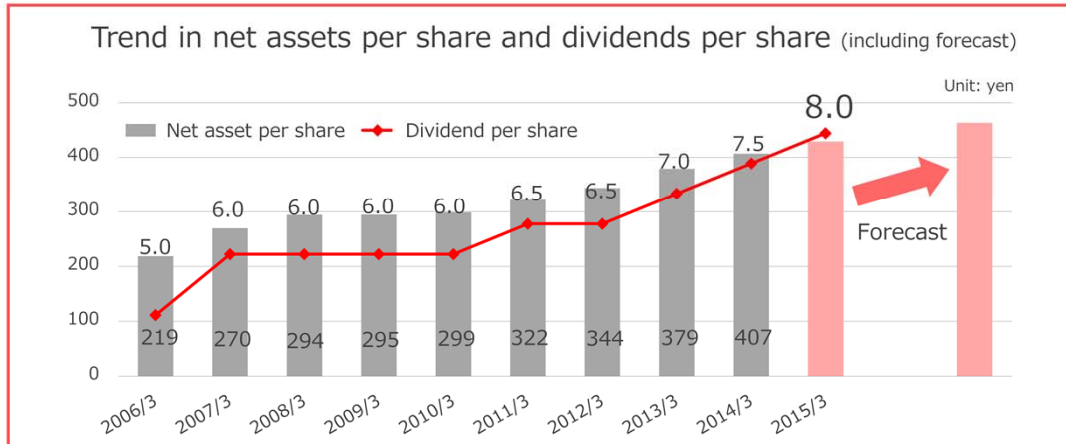
As you can see, the urban development is beginning to be full-scale with the relocation of the provincial capital.

Furthermore, we established Becamex Tokyu Bus in February this year as part of the development of the transportation infrastructure to further increase the value of the city.

Dividend Policy



The annual dividend for the FY ending March 31, 2015 is expected to be 8 yen as a result of the consecutive increases in dividends for the three FYs.



Dividend policy under the Three-year Medium-term Management Plan

Target a Dividend On Equity (DOE) ratio of 2% and aim to raise dividends while maintaining reliable returns.

* DOE: Total amount of dividends / Consolidated average equity during the term

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Our dividend policy

The management plan provides for us to aim for a DOE ratio of 2% and additional dividends while maintaining stable and continuous dividend payments.

We have already announced that we will increase the annual dividend from 7 yen to 7.5 yen, which will be conducted as planned.

For the current period, too, we hope to increase our annual dividend by 0.5 yen, to 8 yen, for the third consecutive year, considering the forecast results.

We hope to continue increasing the dividends by steadily accumulating performance results and adding to net assets per share.

Acquisition of Own Shares



Own shares will be acquired at a maximum of 10 billion yen.

- Reasons for acquisition: to improve capital efficiency and shareholder value per share through a flexible capital strategy
 - Total number of shares to be acquired: Up to 17.0 million shares
[Equivalent to 1.35% of outstanding shares(Excluding treasury stock)]
 - Total cost of acquisition: Up to 10 billion yen
 - Period of acquisition: From May 16, 2014 to August 29, 2014
- * Own shares to be acquired shall be retired.

Policy for acquisition of treasury shares under the Three-Year Medium-Term Management Plan

The Company plans a flexible approach to managing treasury shares, taking free cash flow conditions into account.

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The acquisition of own shares

We have decided to acquire own shares up to a total of 10 billion yen between May 16th and August 29th to improve capital efficiency and shareholder value per share by implementing a flexible capital strategy.

Following the second year of the current three-year plan, we have been able to maintain results, cash flow, and financial health above the initial plan and have determined the path for achieving the target operating profit for the current fiscal year as well, which is the final year of the plan. Because of this, we consider this to be a turning point and a good time to purchase own shares.

The acquisition will be 10 billion yen this time to ensure a balance with the investment in the growth business areas, but we expect to see steady capital accumulation in the future and will continue to flexibly consider the acquisition of own shares to increase capital efficiency.