

**M A E D A**

# Maeda Corporation

## Financial Results

FY2018 (April 1, 2018 – March 31, 2019)

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May 14, 2019

Soji Maeda  
President and  
Representative  
Director

- Medium and Long term Business Plan
- Financial Summary
- Latest Highlights by Segments
- Topics

# Medium and Long term Business Plan

We have developed “New MAEDA Corporate Image” to realize our enduring growth for the **next 100 years**.

To steadily execute this new challenge, we have drawn “**NEXT 10**” to show our aim for the next 10 years as “**Medium and Long Term Business Plan**” as well as “**Medium Term Business Plan 1st Stage**” for the next 3 years.

## NEXT100

【Figure to aim at for the next 100 years】

## Medium to Long Term Business Plan NEXT10

【Figure to aim at for the next 10 years】

## Medium Term Business Plan 1st Stage

【Draft strategy for the next 3 years】

### Future visions for the next 100 years

- Enduring growth
- Sustainable and high profitable management
- Establishing all stakeholders’ trust
- Resolving social issues in the world

### Comprehensive infrastructure company

- Strengthening our “Engineering Skills” at contracting business
- Expanding “New Construction Services” at De-contracting business
- Making new business models merging contracting and De-contracting business

### 3 strategies for “Change!”

- ① Reforming work productivities
- ② Promoting de-contracting business entirely
- ③ Improving our culture

CSV  
Management

# Medium term Business Plan “Maeda Change 1st Stage ’19-’21” 4

## Management numerical target

Medium term business plan  
final year (FY2021)  
Management numerical target

### 【Consolidated】

<b>Net sales</b>	<b>520 billion yen</b>
<b>Operating profit</b>	<b>38 billion yen (7.3%)</b>

### 【Non-consolidated】

<b>Net sales</b>	<b>405 billion yen</b>
<b>Operating profit</b>	<b>30.5 billion yen (7.5%)</b>

# Financial Summary

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## The Highest Profits

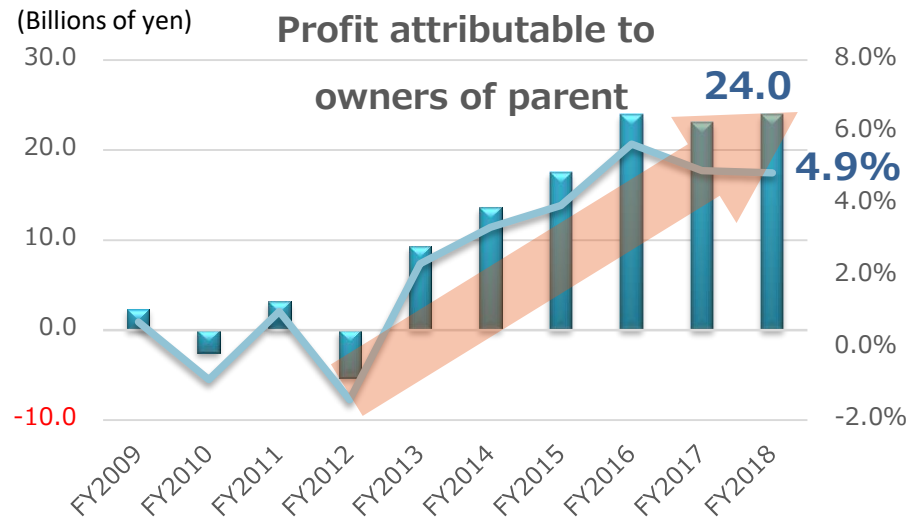
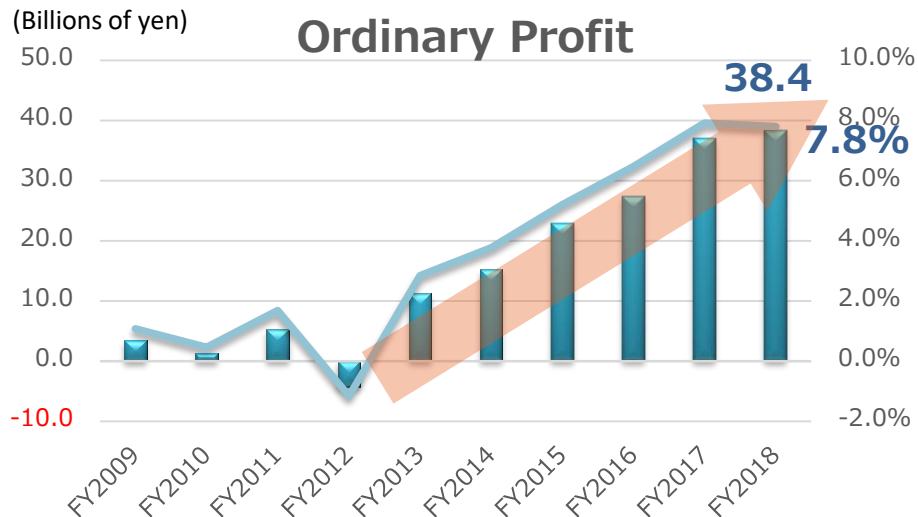
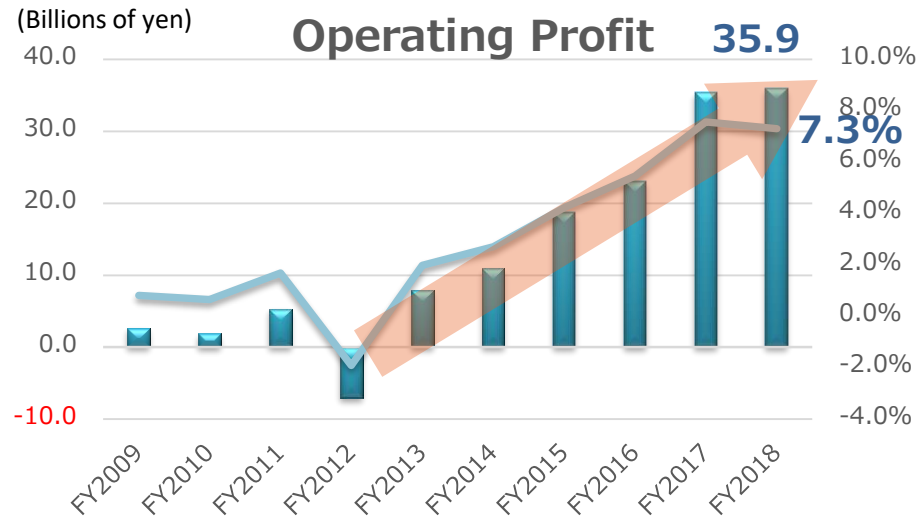
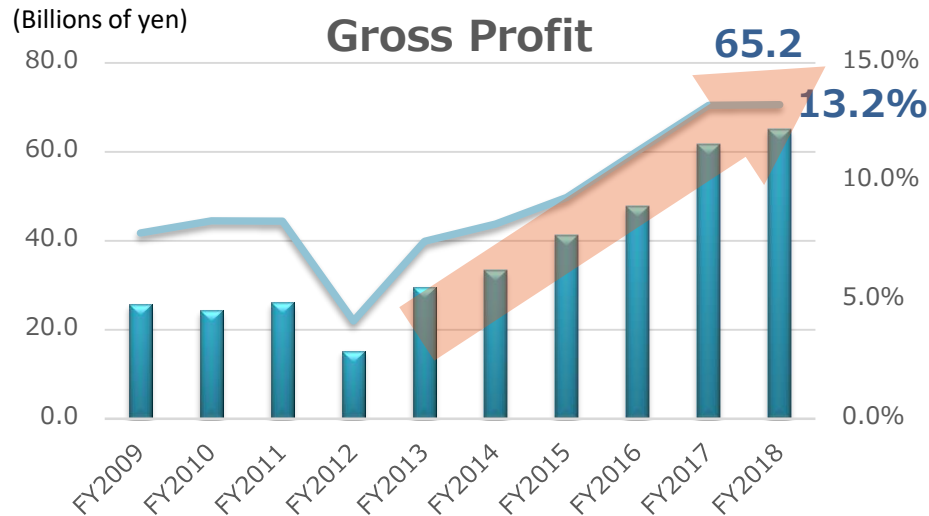
### Consolidated

- ◆ Gross profit : Two consecutive years
- ◆ Operating profit : Four consecutive years
- ◆ Ordinary profit : Five consecutive years
- ◆ Profit attributable to owners of parent : Since FY2016

### Non-consolidated

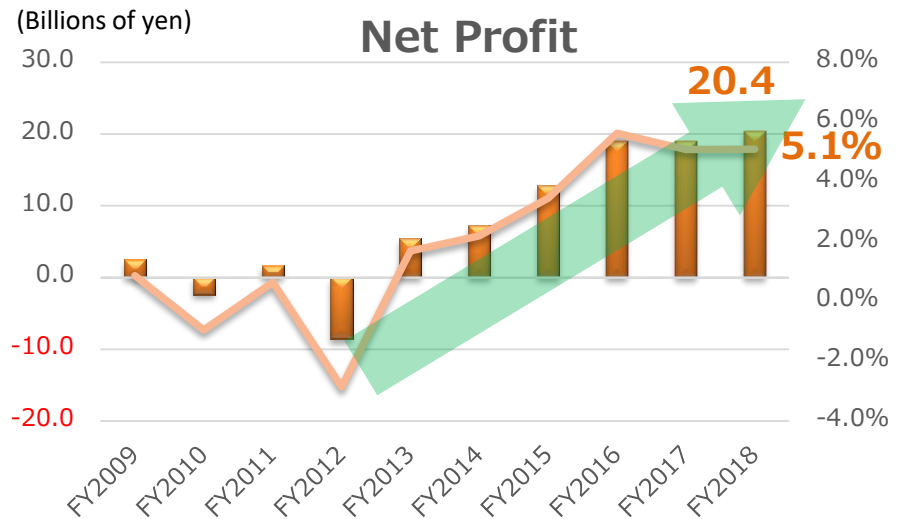
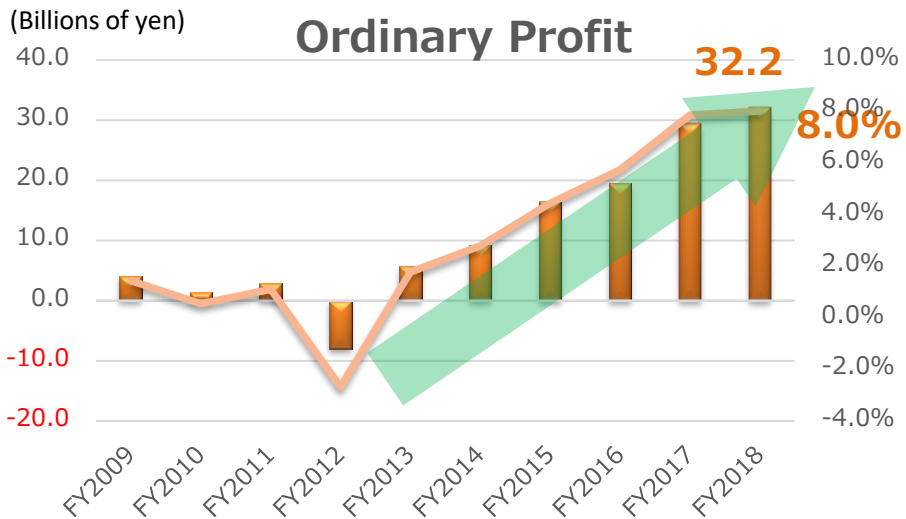
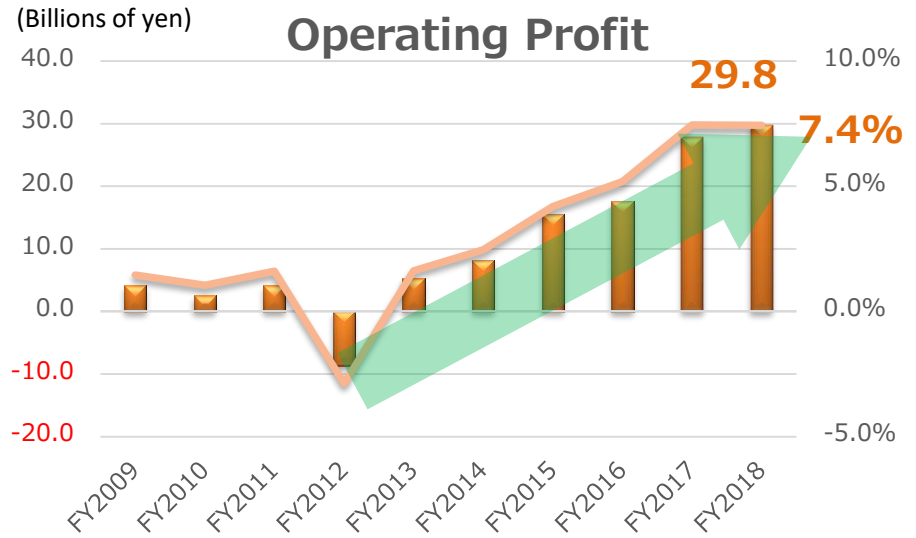
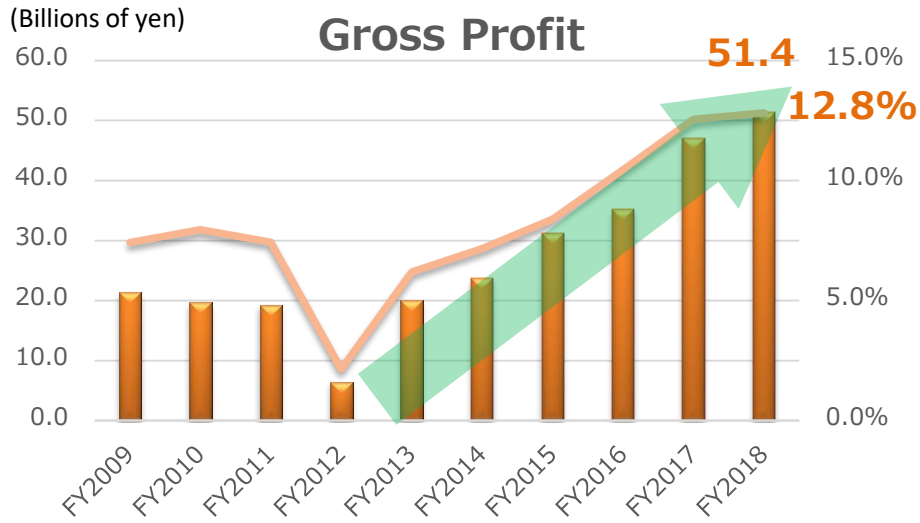
- ◆ Gross profit : Since FY1994
- ◆ Operating profit : Three consecutive years
- ◆ Ordinary profit : Two consecutive years
- ◆ Net Profit : Four consecutive years

# FY2018 Financial Highlights of Consolidated





# FY2018 Financial Highlights of Non-Consolidated



# Financial Summary of Consolidated

(Billions of yen)

	FY2017 Apr.1 – Mar.31		FY2018 Apr.1 – Mar.31				Year on year  (b)-(a)	FY2019 (Estimate)			
	Results		Revised (Feb 8)		Results			Apr.1 – Sep.30		Apr.1 – Mar.31	
	(a)	(%)		(%)	(b)	(%)			(%)		(%)
Net Sales	467.7	100	487.0	100	492.1	100	24.4	239.0	100	475.0	100
Gross profit	61.8	13.2	61.9	12.7	65.2	13.2	3.4	29.7	12.4	61.3	12.9
Administrative expenses	26.4	5.6	29.4	6.0	29.2	5.9	2.8	14.9	6.2	30.3	6.4
Operating profit	35.4	7.6	32.5	6.7	35.9	7.3	0.5	14.8	6.2	31.0	6.5
Ordinary profit	37.0	7.9	34.5	7.1	38.4	7.8	1.4	15.6	6.5	32.8	6.9
Profit attributable to owners of Parent	23.1	4.9	22.8	4.7	24.0	4.9	0.9	10.0	4.2	21.8	4.6

# Financial Summary of Consolidated 【Net Sales and Gross Profit Segment Breakdown】

(Billions of yen)

	FY2017 (Apr.1-Mar.31)		FY2018 (Apr.1-Mar.31)		FY2019 (Apr.1 – Sep.30)	
Net sales	Results	(%)	Results	(%)	Estimate	(%)
Building	270.7	57.9	287.2	58.4	265.5	55.9
Civil Engineering	139.1	29.7	149.1	30.3	150.0	31.6
Manufacturing	38.0	8.1	36.5	7.4	38.2	8.0
Infrastructure Management	16.6	3.6	17.8	3.6	19.8	4.2
Others	3.4	0.7	1.6	0.3	1.5	0.3
<b>Total</b>	<b>467.7</b>	<b>100</b>	<b>492.1</b>	<b>100</b>	<b>475.0</b>	<b>100</b>

	FY2017 (Apr.1-Mar.31)		FY2018 (Apr.1-Mar.31)		FY2019 (Apr.1 – Sep.30)	
Gross profit	Results	(%)	Results	(%)	Estimate	(%)
Building	31.1	11.5	28.7	10.0	27.2	10.2
Civil Engineering	18.4	13.2	24.5	16.4	20.6	13.7
Manufacturing	7.1	18.6	6.8	18.6	6.9	18.1
Infrastructure Management	4.4	26.6	4.4	24.5	5.8	29.3
Others	0.8	24.8	0.8	53.4	0.8	53.3
<b>Total</b>	<b>61.8</b>	<b>13.2</b>	<b>65.2</b>	<b>13.2</b>	<b>61.3</b>	<b>12.9</b>

## 〔Subsidiaries〕

(Millions of yen)

	Maeda Seisakusho Co., Ltd.			FBS Miyama Co., Ltd.			Fujimi Koken Co., Ltd.		
	FY2017	FY2018	FY2019(E)	FY2017	FY2018	FY2019(E)	FY2017	FY2018	FY2019(E)
Net sales	34,668	34,392	34,500	21,692	20,844	24,400	8,766	8,567	7,600
Operating profit	1,728	1,513	1,450	1,531	1,267	1,330	589	543	360
Ordinary profit	1,825	1,617	1,530	1,565	1,283	1,356	604	557	370
Net profit	1,207	866	1,070	1,154	822	867	504	450	315
	JM Corporation			Aichi Road Concession Co., Ltd <sup>※</sup>			※ Aichi Road Concession Co., Ltd includes Aichi Road Concession G.K.		
	FY2017	FY2018	FY2019(E)	FY2017	FY2018	FY2019(E)			
Net sales	26,669	30,131	33,000	15,660	16,329	16,503			
Operating profit	580	488	600	3,625	3,289	3,352			
Ordinary profit	586	500	611	1,971	1,678	1,844			
Net profit	382	324	378	1,816	1,529	1,679			

## 〔Affiliates by equity method〕

(Millions of yen)

	Maeda Road Construction Co., Ltd.			Toyo Construction Co., Ltd.			Hikarigaoka Corporation		
	FY2017	FY2018	FY2019(E)	FY2017	FY2018	FY2019(E)	FY2017	FY2018	FY2019(E)
Net sales	222,166	211,347	210,000	158,176	148,759	165,000	50,434	55,606	51,000
Operating profit	22,682	17,102	17,200	9,661	7,039	8,000	607	805	550
Ordinary profit	23,042	16,698	17,400	9,134	7,146	7,600	933	1,196	1,025
Net profit	8,818	11,066	11,500	6,280	4,879	5,000	262	735	750

# Financial Summary of Non-Consolidated

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(Billions of yen)

	FY2017 Apr.1 – Mar.31		FY2018 Apr.1 – Mar.31				Year on year  (b)-(a)	FY2019 (Estimate)			
	Results		Revised (Feb 8)		Results			Apr.1 – Sep.30		Apr.1 – Mar.31	
	(a)	(%)		(%)	(b)	(%)			(%)		(%)
Net sales	374.2	100	400.0	100	401.3	100	27.1	192.0	100	371.0	100
Gross profit	47.0	12.5	48.5	12.1	51.4	12.8	4.4	22.7	11.8	46.0	12.4
Administrative expenses	19.1	5.1	21.5	5.4	21.6	5.4	2.5	10.8	5.6	22.0	5.9
Operating profit	27.9	7.4	27.0	6.8	29.8	7.4	1.9	11.9	6.2	24.0	6.5
Ordinary profit	29.4	7.9	29.0	7.3	32.2	8.0	2.8	13.4	7.0	25.4	6.8
Net profit	19.0	5.1	20.0	5.0	20.4	5.1	1.4	9.3	4.8	17.7	4.8

(Billions of yen)

# Financial Summary of Non-Consolidated 【Net Sales and Gross Profit Segment Breakdown】

	FY2017		FY2018				FY2019 (Estimate)				
	Results	(%)	Revised (Feb 8)	(%)	Results	(%)	Apr.1 – Sep.30	(%)	Apr.1 – Mar.31	(%)	
<b>Net sales</b>	<b>374.2</b>	<b>100</b>	<b>400.0</b>	<b>100</b>	<b>401.3</b>	<b>100</b>	<b>192.0</b>	<b>100</b>	<b>371.0</b>	<b>100</b>	
Building	Domestic	2,25.1	60.1	245.5	61.4	242.2	60.3	107.1	55.8	213.5	57.5
	Overseas	3.9	1.0	3.0	0.8	3.0	0.8	2.5	1.3	5.0	1.3
	<b>Total</b>	<b>229.0</b>	<b>61.2</b>	<b>248.5</b>	<b>62.1</b>	<b>245.2</b>	<b>61.1</b>	<b>109.6</b>	<b>57.1</b>	<b>218.5</b>	<b>58.9</b>
Civil Eng.	Domestic	132.9	35.5	146.0	36.5	151.1	37.7	79.2	41.3	145.0	39.1
	Overseas	8.1	2.2	3.0	0.8	2.4	0.6	1.8	0.9	3.8	1.0
	<b>Total</b>	<b>141.0</b>	<b>37.7</b>	<b>149.0</b>	<b>37.3</b>	<b>153.5</b>	<b>38.2</b>	<b>81.0</b>	<b>42.2</b>	<b>148.8</b>	<b>40.1</b>
	Infrastructure Management Business	0.9	0.2	1.0	0.3	1.0	0.2	0.7	0.4	2.2	0.6
	Real Estate	3.4	0.9	1.5	0.4	1.6	0.4	0.7	0.4	1.5	0.4
<b>Gross profit</b>	<b>47.0</b>	<b>12.5</b>	<b>48.5</b>	<b>12.1</b>	<b>51.4</b>	<b>12.8</b>	<b>22.7</b>	<b>11.8</b>	<b>46.0</b>	<b>12.4</b>	
Building	Domestic	26.9	12.0	25.4	10.3	25.0	10.3	11.4	10.6	22.9	10.7
	Overseas	0.2	5.5	0.3	10.0	0.3	11.1	0.2	8.0	0.3	6.0
	<b>Total</b>	<b>27.1</b>	<b>11.8</b>	<b>25.7</b>	<b>10.3</b>	<b>25.3</b>	<b>10.3</b>	<b>11.6</b>	<b>10.6</b>	<b>23.2</b>	<b>10.6</b>
Civil Eng.	Domestic	21.3	16.0	19.2	13.2	22.5	14.9	9.0	11.4	18.2	12.6
	Overseas	▲3.1	▲38.8	1.8	60.0	1.8	75.0	1.0	55.6	1.6	42.1
	<b>Total</b>	<b>18.1</b>	<b>12.9</b>	<b>21.0</b>	<b>14.1</b>	<b>24.3</b>	<b>15.8</b>	<b>10.0</b>	<b>12.3</b>	<b>19.8</b>	<b>13.3</b>
	Infrastructure Management Business	0.9	99.7	1.0	100	1.0	99.8	0.7	100	2.2	100
	Real Estate	0.8	24.6	0.8	53.3	0.8	52.9	0.4	57.1	0.8	53.3

# Orders Received of Non-Consolidated

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(Billions of yen)

		FY2017 Results	FY2018		FY2019 (Estimate)	
			Revised (Feb 8)	Results	Apr.1 – Sep.30	Apr.1 – Mar.31
Building	Domestic	218.7	214.0	241.0	118.0	230.0
	Public	12.7	27.0	35.5	15.0	30.0
	Private	206.0	187.0	205.6	103.0	200.0
	Overseas	3.2	6.0	6.1	2.0	5.0
	Building Total	222.0	220.0	247.2	120.0	235.0
Civil Eng.	Domestic	144.7	169.0	177.7	50.0	140.0
	Public	86.8	89.0	95.7	23.0	85.0
	Private	57.9	80.0	82.0	27.0	55.0
	Overseas	2.9	1.0	0.8	2.0	5.0
	Civil Eng. Total	147.6	170.0	178.4	52.0	145.0
Infrastructure Management Business		0.9	-	1.0	-	-
Real Estate		3.4	-	1.4	-	-
Total	Domestic	363.4	383.0	418.7	168.0	370.0
	Public	99.5	116.0	131.2	38.0	115.0
	Private	263.9	267.0	287.5	130.0	255.0
	Overseas	6.2	7.0	6.9	4.0	10.0
	Infrastructure Management Business	0.9	-	1.0	-	-
	Real Estate	3.4	-	1.4	-	-
	Total	373.8	390.0	428.1	172.0	380.0

# Latest Highlights by Segments

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# Building Construction

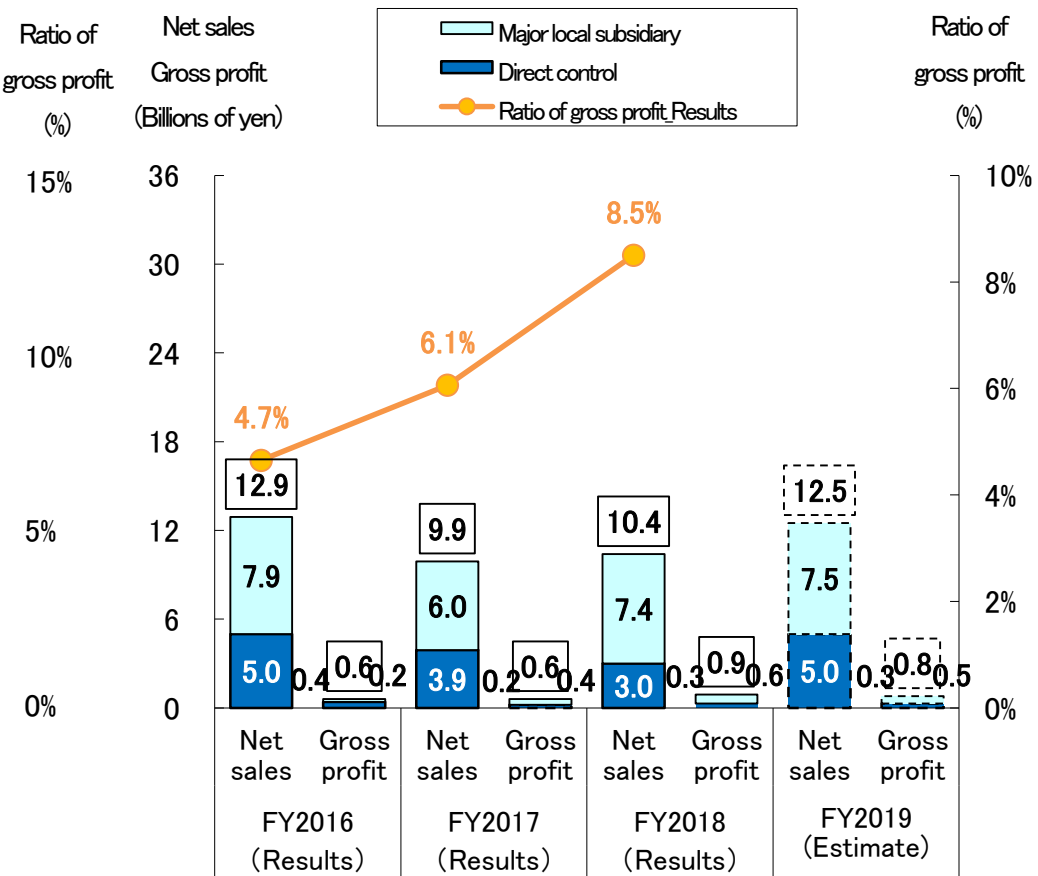
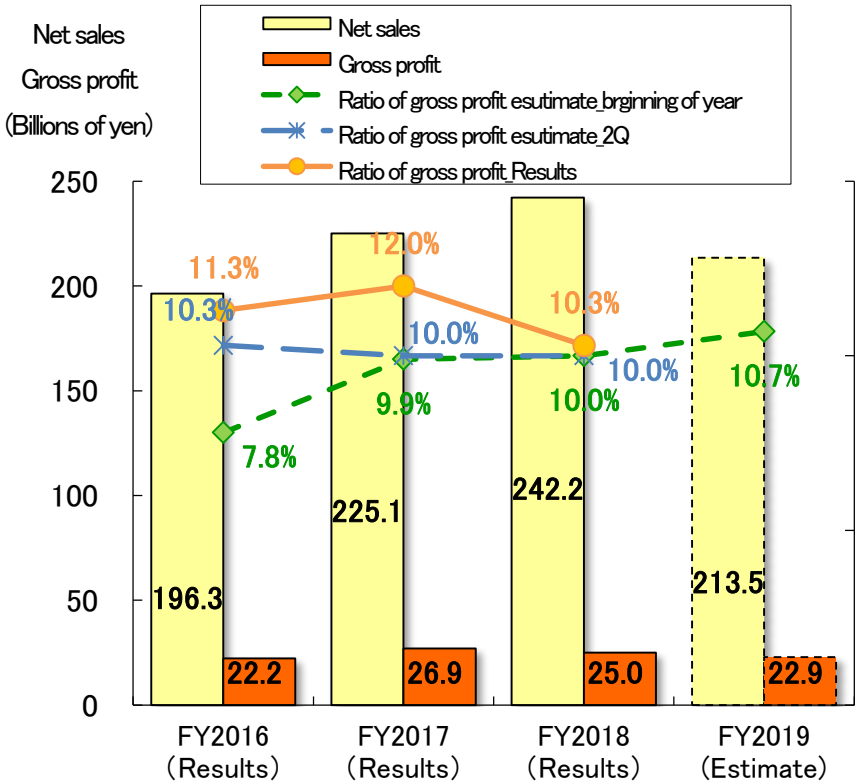
# Building Construction

## 【Net Sales and Gross Profit Ratio】

- Gross profit ratio remained stagnant due to cost increase for severe construction period (FY 2018)
- Improving gross profit ratio by working with clients from the beginning at large-scale projects, and trying to reduce costs (FY 2019)

**Domestic**

**Overseas**

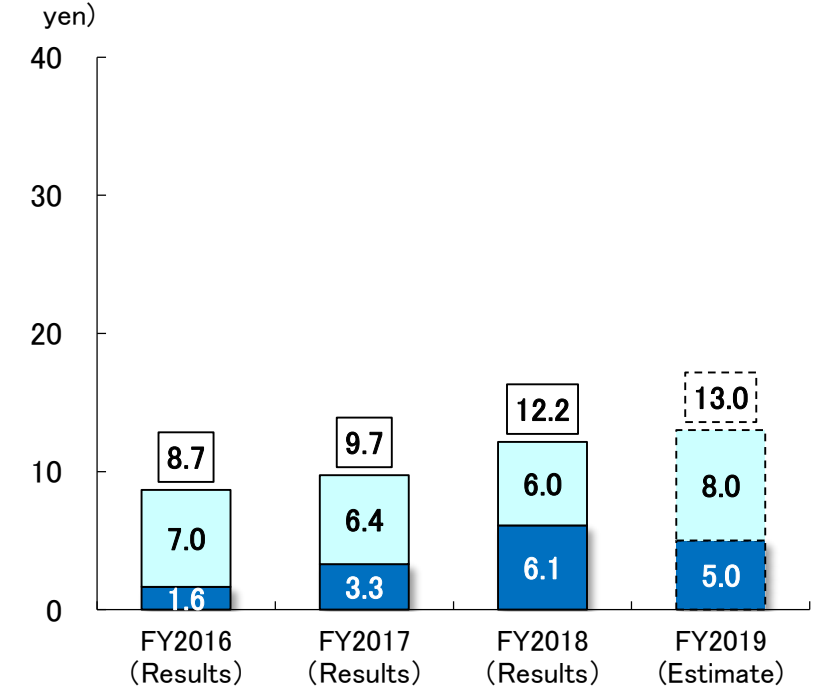
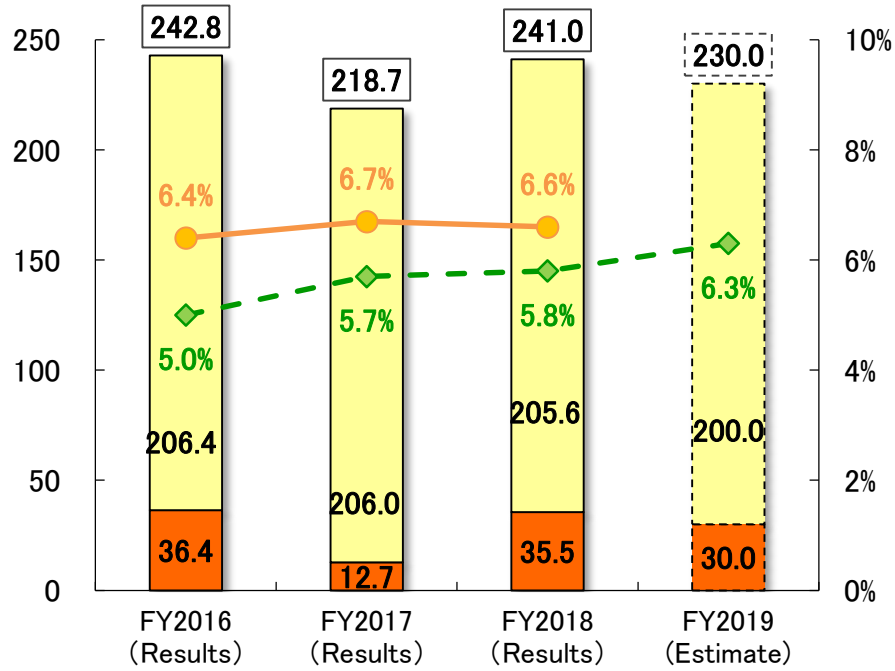
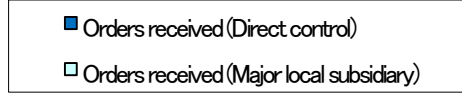
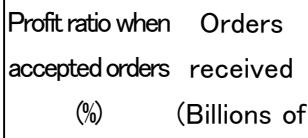
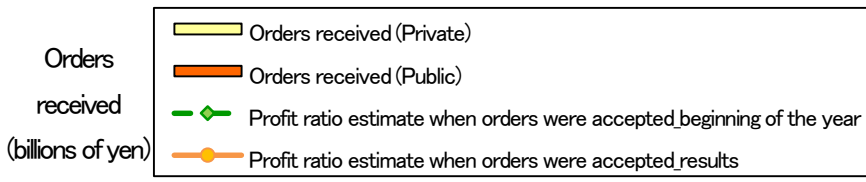


## 【Orders Received and Profit Ratio when Orders Were Accepted】

- Sales activities were performed as expected considering construction capacities (FY 2018)
- Improving profit ratio when accepted orders by working with clients from the beginning at redevelopment projects (FY 2019)

### Domestic

### Overseas



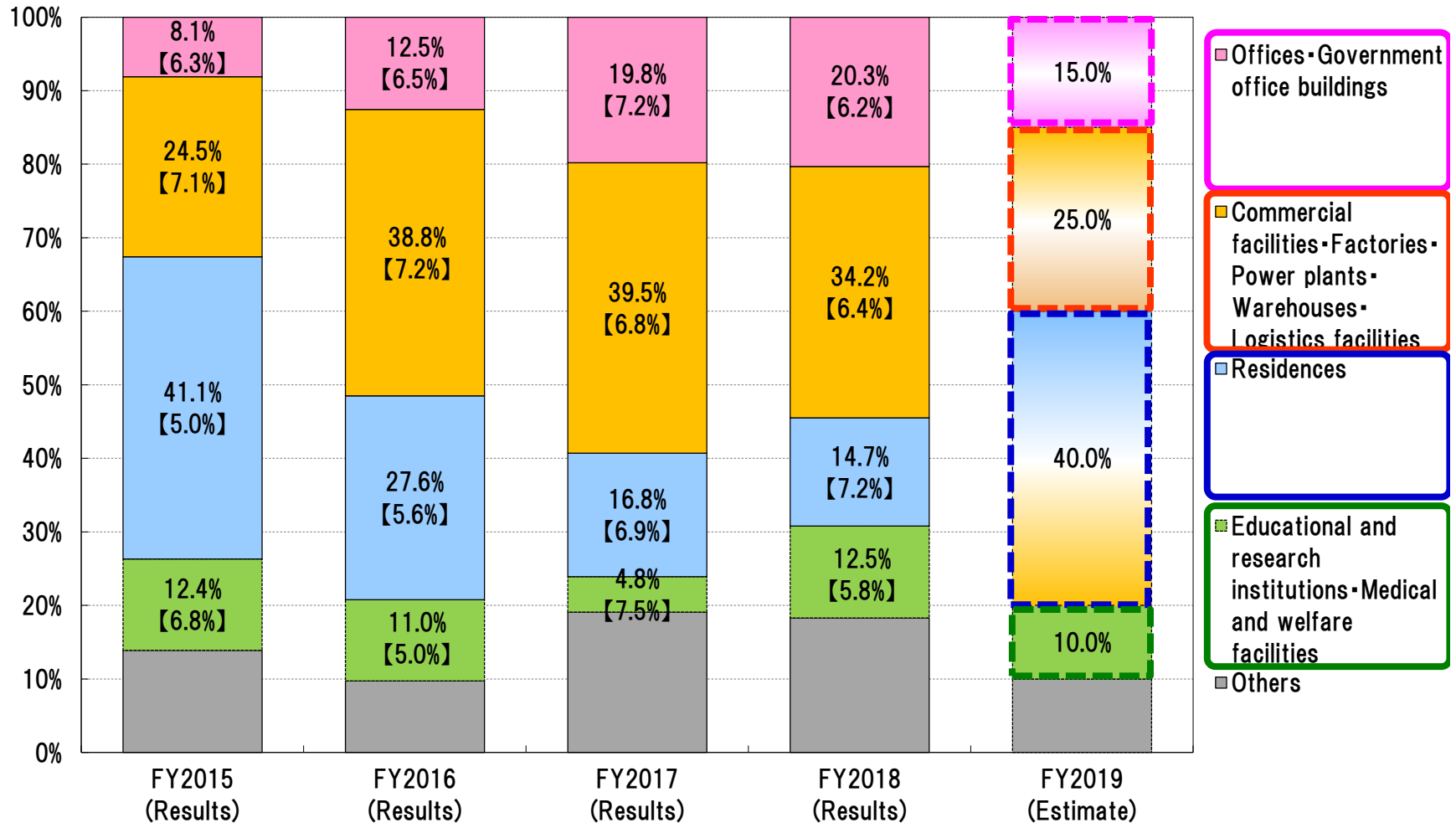
# Building Construction

## 【New Orders Ratio by Building Use】

- Successfully accepted orders for large-scale office building and commercial facility projects (FY2018)
- Trying to receive various types of orders while residential ratio increases at redevelopment projects (FY2019)

New orders ratio

※ The figures in the brackets signify the profit ratio when orders were received



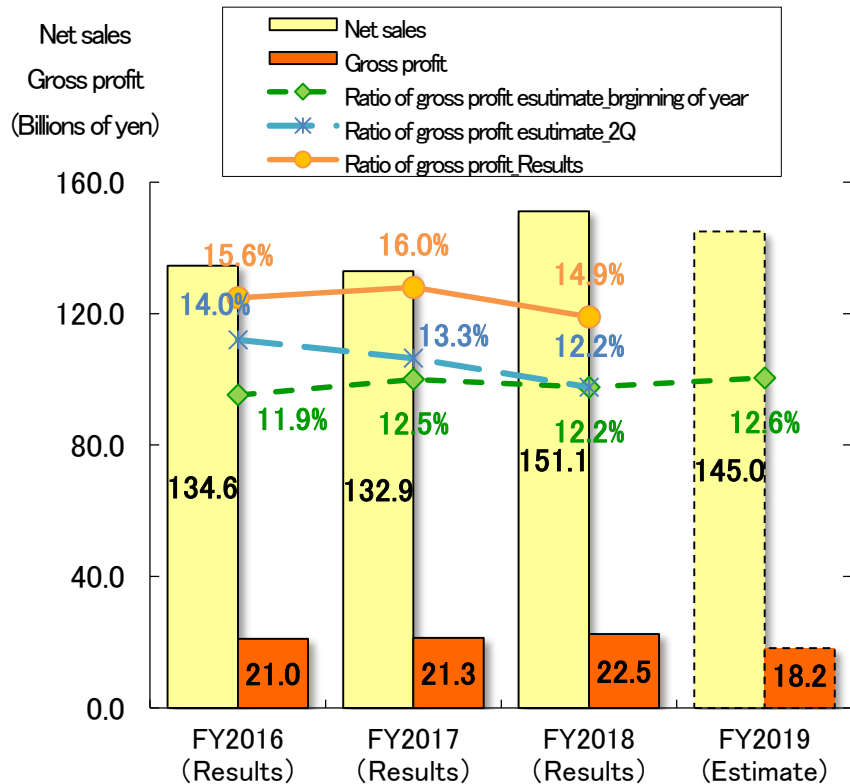
# Civil Engineering

# Civil Engineering

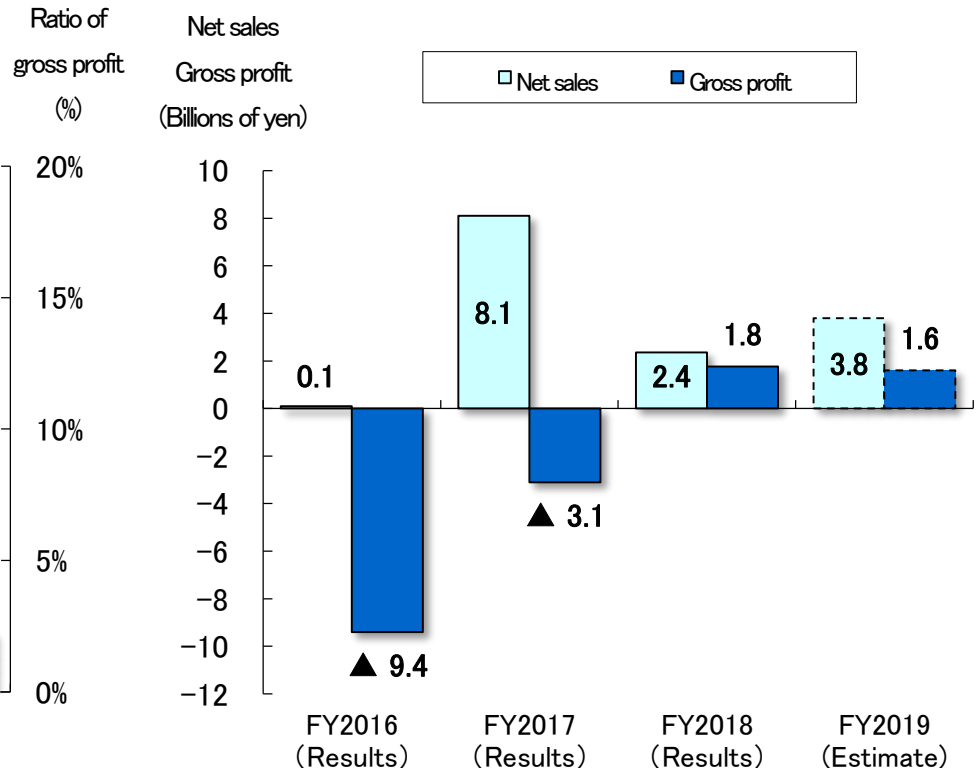
## 【Net sales and Gross profit Ratio】

- 【Domestic】
  - Net sales and gross profit ratio were better than expected due to change orders and increases of value of work done (FY 2018)
  - Focusing on allocating value of work done, gaining change orders and improving gross profit ratio by selective controls (FY 2019)
- 【Overseas】
  - Improved gross profit ratio by gaining change orders and resolving disputes
  - Net sales decreased due to decrease of back logs (FY 2018)
  - Improving gross profit ratio by resolving disputes and gaining change orders (FY 2019)

**Domestic**



**Overseas**



## 【Orders received and Profit ratio when orders accepted】

【Domestic】 ■ Orders of large-scale projects for both public and private sectors significantly contributed, and profit ratio when accepted orders were better than expected (FY2018)

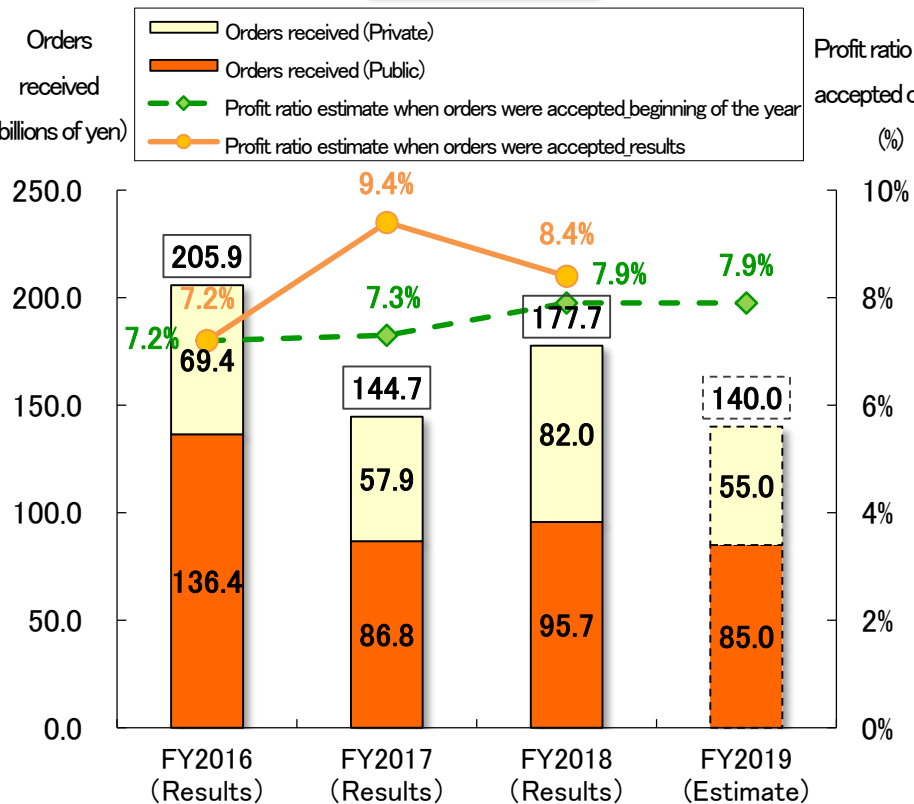
■ Planning to participate in bids considering construction capacities and profitability (FY2019)

【Overseas】 ■ New projects were not awarded due to decrease of projects and intensified price competitions in our markets (FY2018)

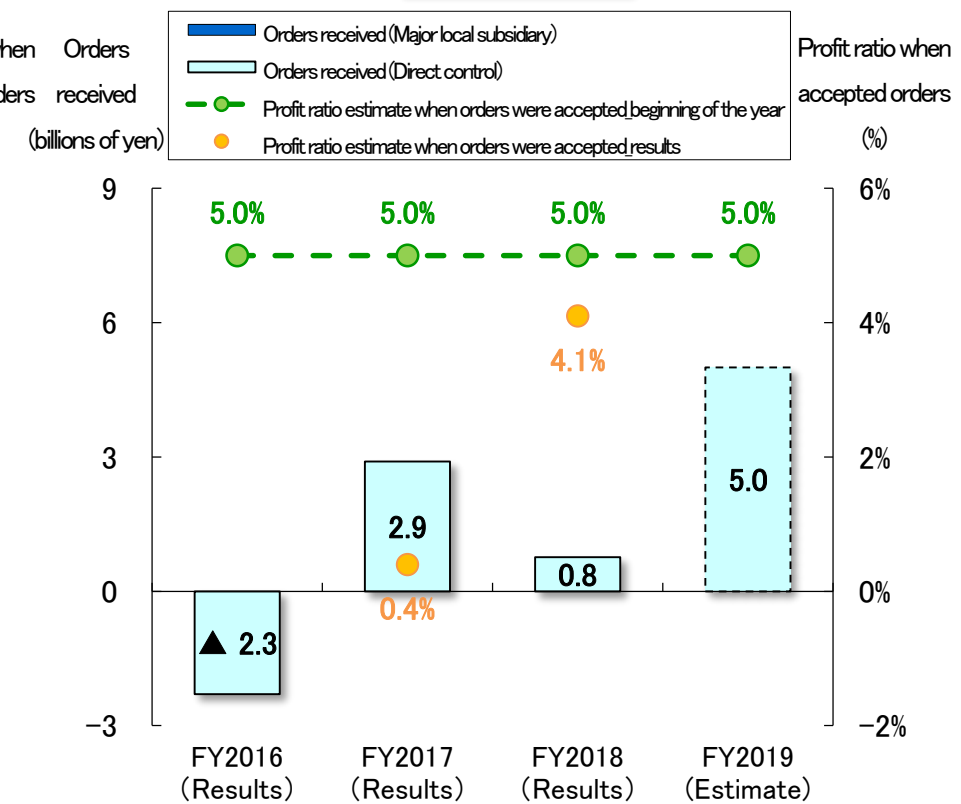
■ Planning to participate in bids considering change of future markets

Developing local partners, training them, and working together (FY2019)

### Domestic



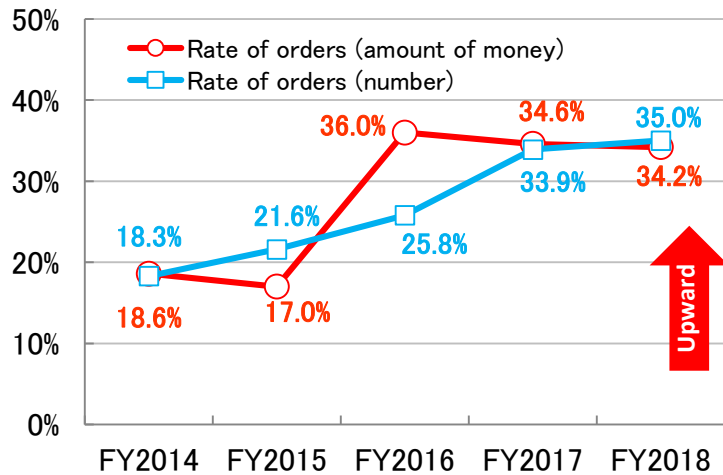
### Overseas



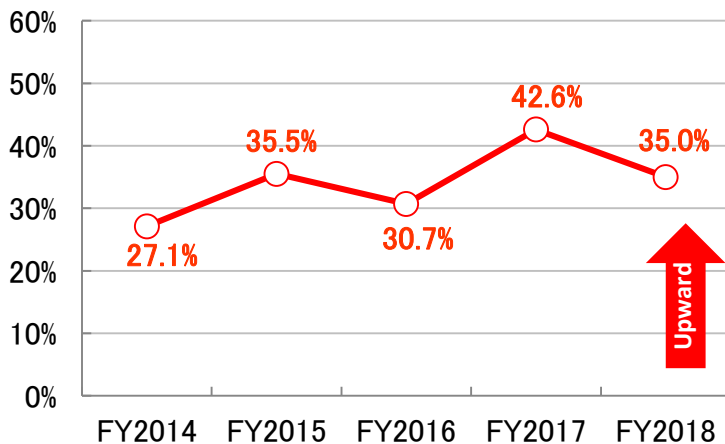
## 【Status of initiatives for comprehensively assessed projects】

- Rate of orders received (numbers) has been improving for 6 consecutive years, and rate of orders received (amounts) has maintained at high level as well
- Number of 1st prize winners decreased due to increase of step-by-step Selection Method  
Our rate of 1st prize decreased but keeping higher position where we can be awarded

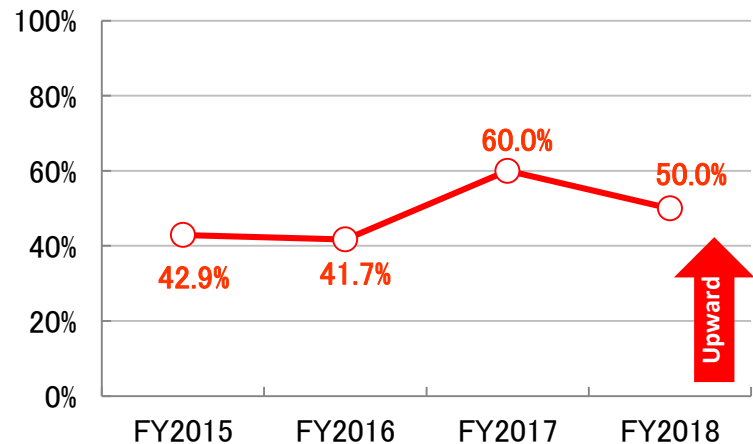
Rate of orders received



Acquisition rate of the first prize engineering evaluation



Rate of orders received with first prize engineering evaluation





# Infrastructure Management

(Billions of yen)

Contribution to Consolidated profit	FY2016 Results	FY2017 Results	FY2018 Results
		2.2	4.6

## Detailed Breakdown

Billions of yen

Consolidated subsidiaries profit (Aichi Prefectural toll road concession, Goyosan Solar Power etc.)	1.9	3.9	3.8
Contribution to Non-consolidated results (O&M,EPC, Business consignment profit such as development etc.)	0.2	0.7	1.3
Other profits ※	0.1	0.0	1.1

※ Other profits include from Sale's Profit and Non-consolidated special purpose company's stock dividend etc.

Project	Location	AC	FIT Price	Total project cost	Description
Solar Power Generation	Tsukuba City, Ibaraki Prefecture	2 MW	¥40	Approx. JPY 0.6 billion	Electric power sales started in March 2013
	Ofunato City, Iwate Prefecture	18 MW	¥40	Approx. JPY 6.4 billion	Electric power sales started in August 2015
	Ktaibaraki City, Ibaraki Prefecture	6.5 MW	¥36	Approx. JPY 2.1billion	Sold in March, 2016
	Mine City, Yamaguchi Prefecture	7 MW	¥40	Approx. JPY 2.8 billion	Electric power sales started in August 2017
	Kai City, Yamanashi Prefecture	18 MW	¥36	Approx. JPY 7.0 billion	Under construction (To be sold during construction)
Wind Power Generation	Rokkasho Village, Aomori Prefecture	20 MW	¥22	Approx. JPY 11.3 billion	Sold in June, 2016
	Happo Town, Akita Prefecture	20 MW	¥22	Approx. JPY 7.2 billion	Electric power sales started in February 2019
<b>Total</b>		<b>91.5 MW</b>		<b>Approx. JPY 37.0 billion</b>	

Offshore Wind Power Generation	Shimonoseki City, Yamaguchi Prefecture	60 MW	–	Approx. JPY 35.0 billion	Developing
Biomass Power Generation	Ozu City, Ehime Prefecture	50 MW	¥24	Approx. JPY 28.0 billion	Developing
Hydro Power Generation	Naraha City, Fukushima Prefecture	Under consideration	–	Under consideration	Developing
<b>Total</b>		<b>200.5 MW</b>		<b>Approx. JPY 100.0 billion</b>	



## Operation started from February 1, 2019

- January 31, 2019 Completed
- April 25, 2019 Opening ceremony

The plan is to operate for 20 years using the Fixed-Price Purchase System (FIT).

The annual power generation is equivalent to about 12,000 households.



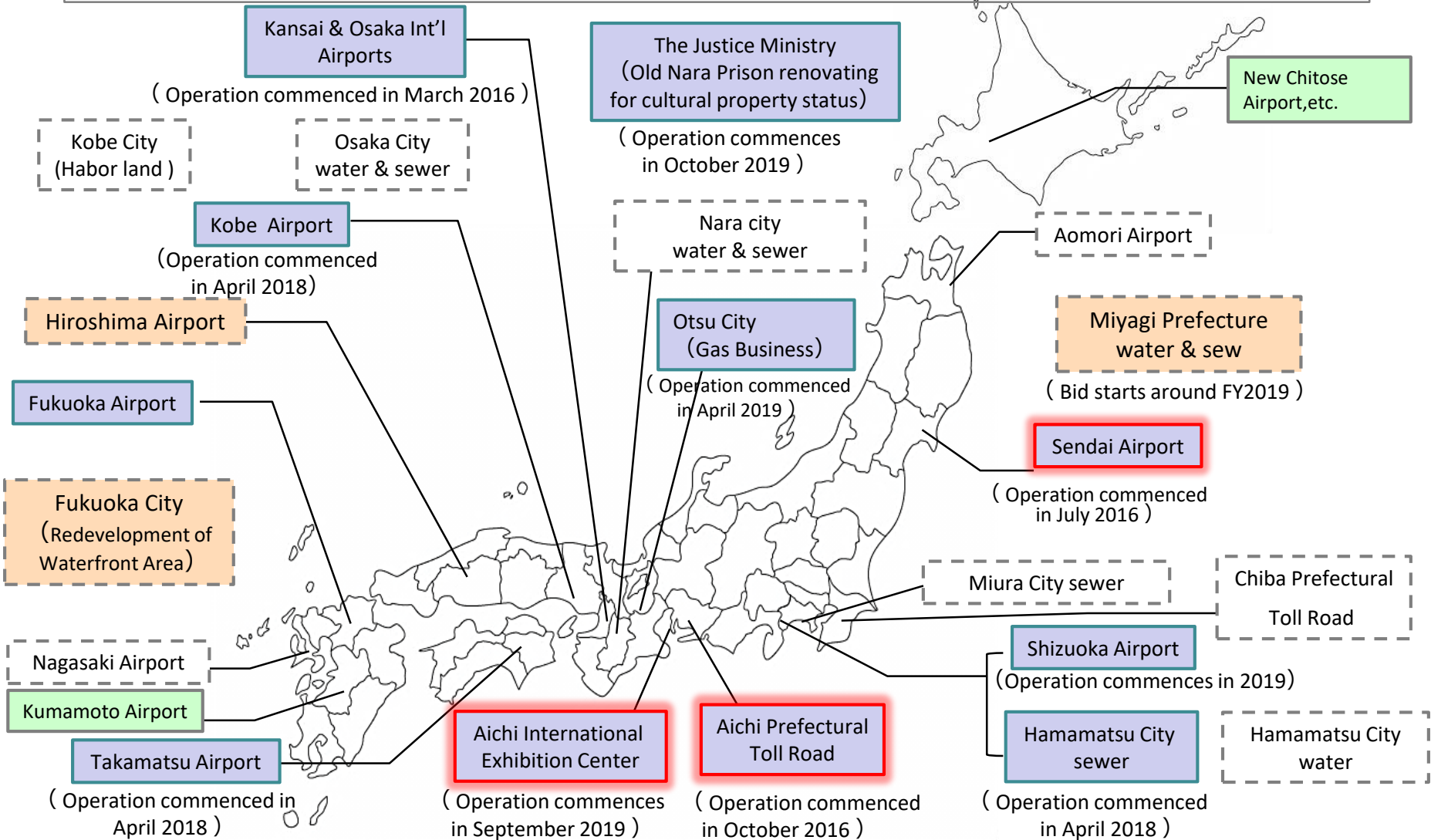
### 【Power station outline】

Location	Happo town, Yamamoto county, Akita prefecture
Generation scale	19,950 kW (3,200 kW×7基)
Selling price	¥22 /kWh (Tax Excluded)
Construction period	June 2017~January 2019
Builder	Maeda Corporation Tohoku Branch

# Main Concession Project under Planning in Japan

<Legend>

<span style="border: 1px solid blue; background-color: #d9e1f2; padding: 2px;"> </span> : Operation commenced	<span style="border: 2px dashed black; padding: 2px;"> </span> : Bid starts	<span style="border: 1px solid green; background-color: #d9ead3; padding: 2px;"> </span> : During bidding
<span style="border: 2px solid red; background-color: #d9e1f2; padding: 2px;"> </span> : Operation commenced (Maeda Corp has invested)	<span style="border: 2px dashed orange; padding: 2px;"> </span> : Bid starts (Under consideration)	

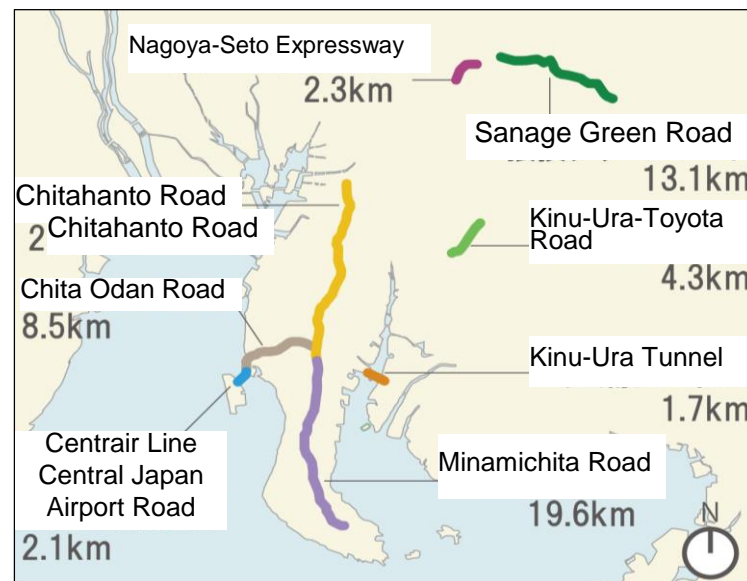


## October 1, 2018 – Second anniversary of our operation

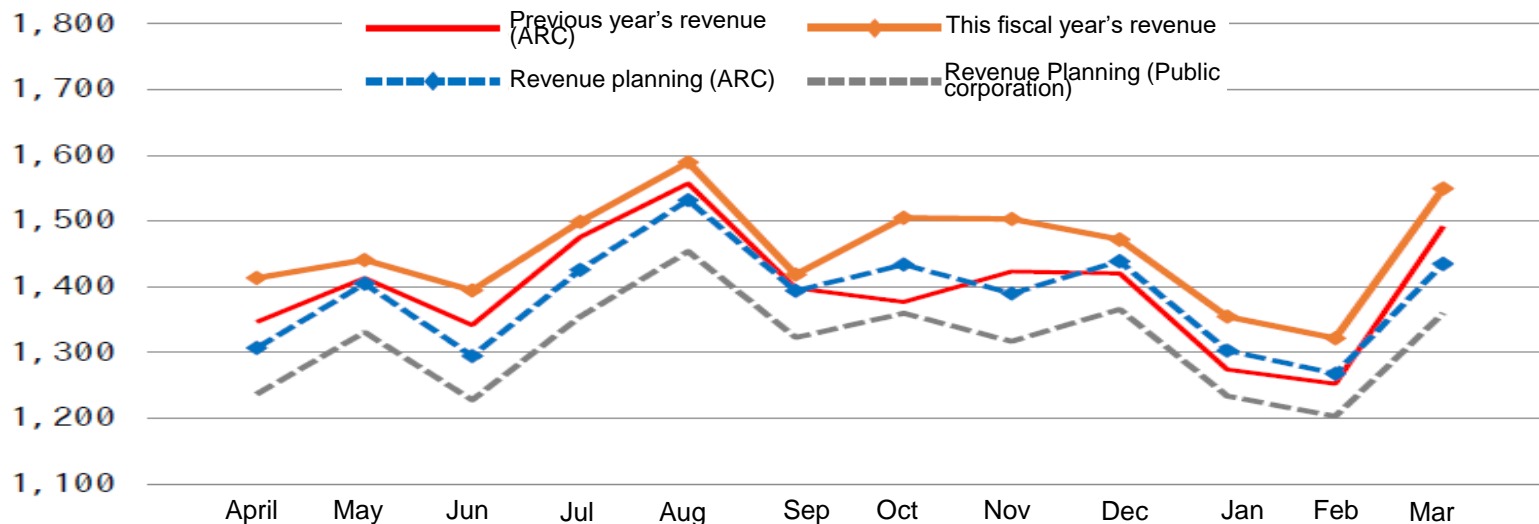
### ■ Achievements

(Billions of yen)

	Net Sales	Operating profit
FY2016 2Q	7.5	1.8
FY2017	15.7	3.6
FY2018	16.3	3.3
<b>Total</b>		<b>8.7</b>



### ■ Change income transition of FY2018



# Aichi Prefectural Toll Road Concession

## ■ Efforts to solve problems in social infrastructure management [Aichi accelerate field]

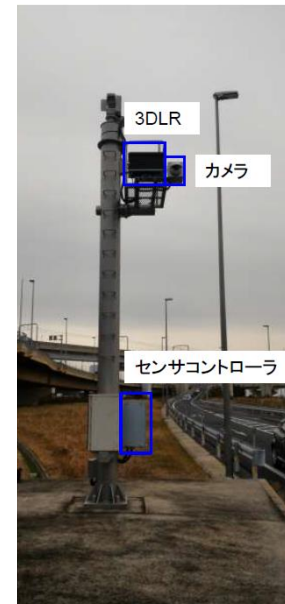
Structure of new technology demonstration in business  
such as Aichi toll road administration

We will match new technologies to the problems related to the operation and maintenance of social infrastructure, and try to solve them while performing technology demonstration using actual infrastructure facilities in the service environment.

- Number of applications: 31  
(number of applicants: 26)
- Completion: 3 cases
- Ongoing: 7 cases
- Implementation schedule: 1 case

As of the end of March 2019

Recruitment theme	Status
No.1: Bridge damage quantification	closed
No.2: Ride comfort, improved road safety	closed
No.3: Pedestrian invasion, reverse run measures	closed
No.4: Maintenance management CIM	Public offering in May
No.5: Low cost remote monitoring	Public offering in Jul
No.6: In planning	Public offering in Sep
No.7: In planning	Public offering in Nov



↑ Installation of shaft weight and shaft number simultaneous measurement equipment at large toll stations

← Reverse-traveling vehicle at the Centrair East exit, installation situation of pedestrian entry detection device

## ■ ISO 55001 Acquisition of asset management system certification by road concession business

Systematize infrastructure management in road concession business

On March 26, 2019, Aichi Road Concession Co., Ltd. (head office: Handa, Aichi Prefecture), a consolidated subsidiary of the Company, acquired ISO 55001 certification, an international standard for asset management systems.

Asset management system ISO 5501, in addition to PDCA at the field level, from the goals of the entire organization to assets (social infrastructure: energy, water, traffic, communication, etc., and facilities: housing, buildings, schools, hospitals, city halls, plants, etc.) An international standard that summarizes the entire system, including the organization's overall PDCA cycle from management goals, planning, implementation to its evaluation and improvement, and support mechanisms for rotating the cycle well.

Registration number: AS18J0005

Name of organization: Aichi Road Concession Co., Ltd. Road Operation Department

Applicable standard: ISO 55001: 2014 (JIS Q 5501: 2017)

Scope of registration: Asset management for bridges, box culvert, tunnels, pavements in business operations of Chitahanto Road, Minamichita Road, Chita Odan Road, Central Japan International Airport Road by Concession Method

Date of registration: March 26, 2019 Certification body: Japan Audit and Certification Organization for Environment and Quality (JACO)

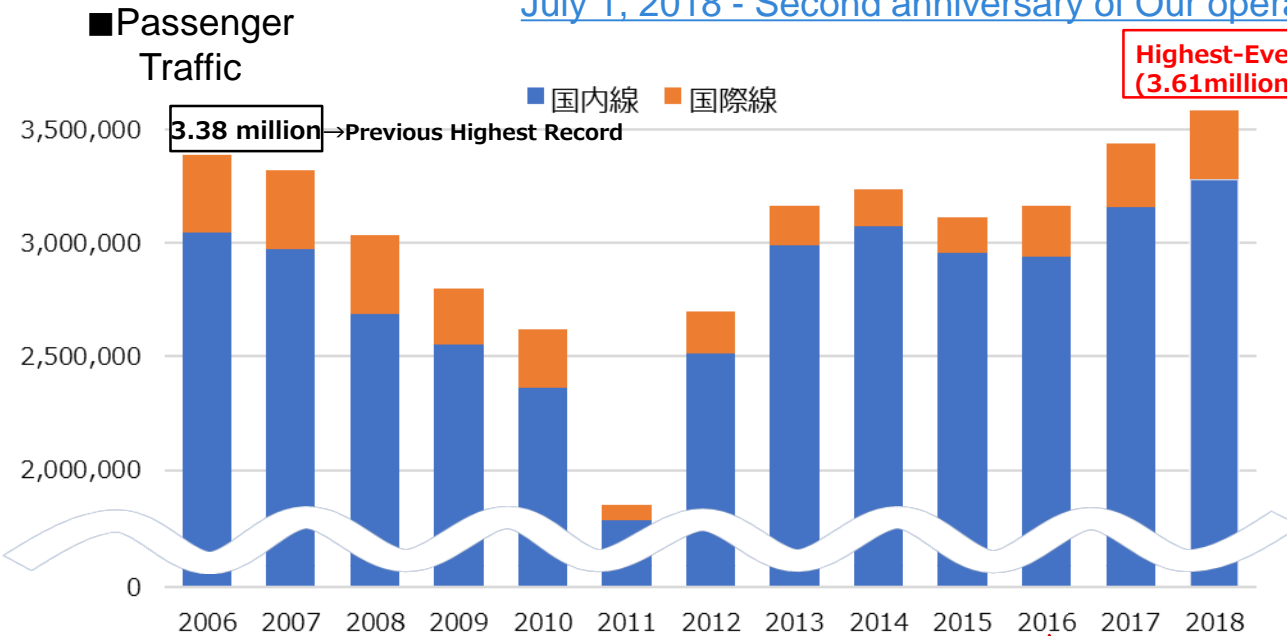


登録証授与式の様子

(左) ㈱日本環境認証機構 代表取締役社長 立上 和男 様

(右) 愛知道路コンセッション㈱ 代表取締役社長 東山 基

July 1, 2018 - Second anniversary of Our operation



**Oct 18, 2018**  
「Pier Building」Opened

- Boarding Gates 9 → 13
- Available for new flights and additional flights
- Accommodate increase of Passengers

**New flights and additional flights at FY2018**

- EVA Air : additional flights and additional larger planes
- JAL、ANA : additional flights

Passengers and Cargo volume Target value

	FY 2017 Results	FY 2018 Results	FY 2020 Target value	FY 2044 Target value
Passenger (million people)	3.43	3.61	4.10	5.50
Domestic	3.15	3.30	3.62	4.35
International	0.28	0.31	0.48	1.15
Cargo volume (thousand tons)	7.0	7.0	10.0	25.0

**Schedule**

- Feb 2016 Commencement of business building operation
- Jul 2016 Commencement of business for airport operations
- Jul 2017 Renewed of the first floor of terminal building (Built by Maeda Corporation Tohoku Branch)
- Oct 2018 Pier Building Opened (Built by Maeda Corporation Tohoku Branch)
- Apr 2019 Awarded Departure area Renewal plan Technical cooperation work (Trustee : Maeda Corporation Tohoku Branch)





## August 30, 2019 Open

- August 30 opening day, opening ceremony
- August 31, September 1 opening event

We plan to hold an event centered on e-sports, which is growing rapidly, and will be featured in Asian Games

**Representative company: GL events SA**

**Construction company: Maeda Corporation**

January 2018 - Conclusion of basic agreement

April 2018 - Conclusion and disclosure of license agreement

September 2018 - Nicknamed "Aichi Sky Expo"

September 2019 - Decision and disclosure of Management rights

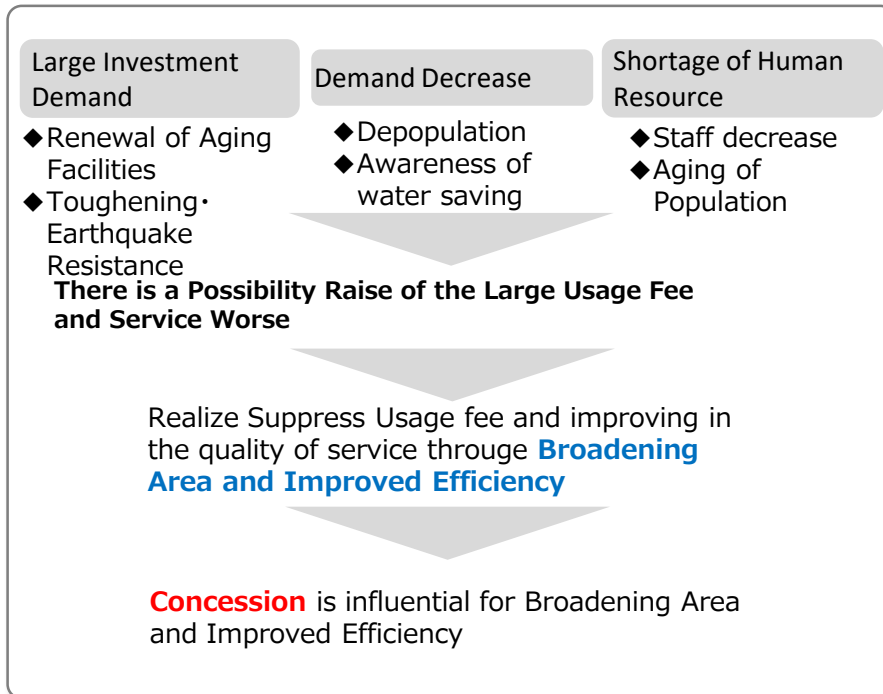


(Source: Aichi Prefecture website)

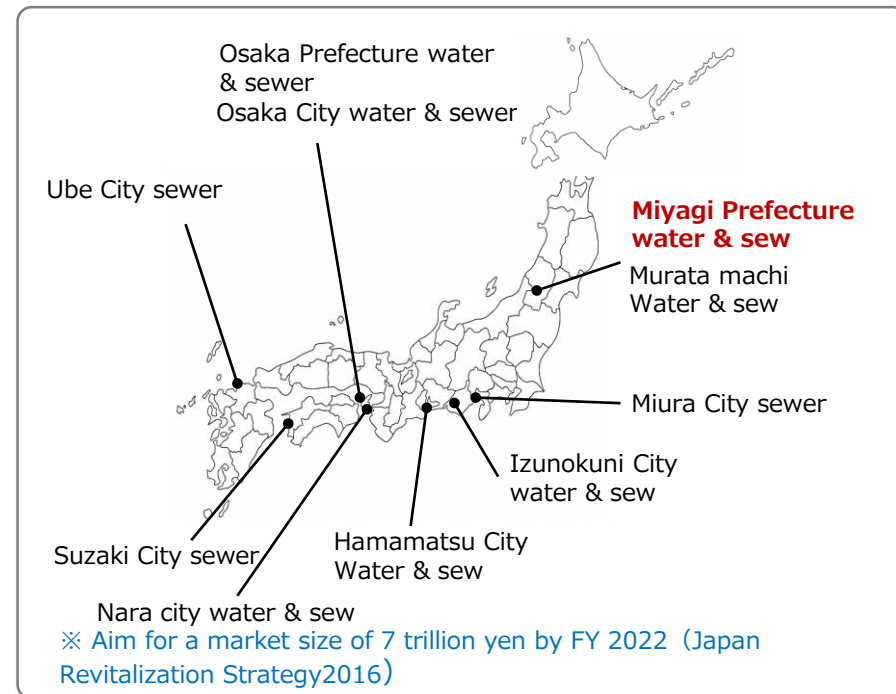
Logo mark  **AICHI  
SKY EXPO**

# Water and Sewerage Concession

## ■ Backgrounds for Public-Private Partnerships in Water Supply Projects



## ■ Water and Sewerage Concession Projects to be Implemented in the Future



## December 6th, 2018 Trends in response to the Revised Water Supply Law

Miyagi Prefecture aims to establish a management type of public facilities such as a politician type management facility toward comprehensive management right of water supply 3 business consignment.

### 【Schedule】

Summer 2019 Implementation policy regulations draft plan will be announced

Winter 2020 Recruitment of business operator

First half of FY2021 Operation right setting

During fiscal 2021 Operation start

# Topics

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## Project

(Tentative name)

### Tenjin Business Center Project

Client : Fukuoka Jisho Co.,Ltd  
Structure and scale : Steel construction,  
2 basement floors and  
19 story building  
Floor Area : 61,000m<sup>2</sup>  
Construction period : Jan 2019 ~ Sep 2021



## Project

### Fuji Machinery New Office Project

Client : Fuji Machinery Co.,Ltd  
Structure and scale : Steel construction (partial RC  
construction), 6 story office  
building  
2 others  
Floor Area : 36,702m<sup>2</sup>  
Construction period : Jun 2019 ~ Sep 2020



## Project

### Kamiitabashi Daini Junior High School Reconstruction Project

Client : Itabashi Ward, Tokyo  
Structure and scale : RC construction,  
5 story building  
Floor Area : 9,611m<sup>2</sup>  
Construction period : Mar 2019 ~ Jan 2022



## Project

### Fukuoka City Exhibition Hall Project (2nd Period)

Client : Fukuoka Nikiten PFI Co., Ltd  
Structure and scale : Steel Construction,  
2 story building  
Floor Area : 10,282m<sup>2</sup>  
Construction period : Oct 2019 ~ Feb 2021



# ● Railway Tunnel (Shield)

## Project

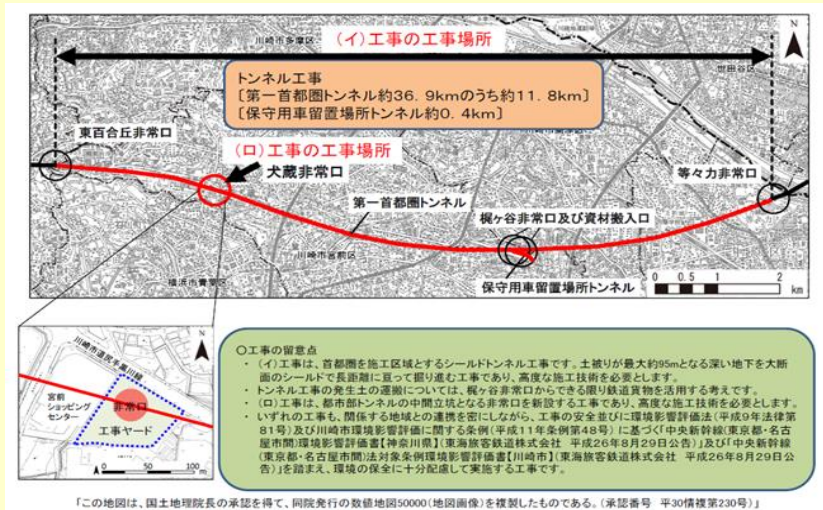
### Chuo Sinkansen Metropolitan Tunnel No.1 (Kajigaya Construction Area) Project

Client : Central Japan Railway Company Co.,Ltd

Place of construction : Kawasaki City, Kanagawa Pref.

Construction Outline : Tunnel extension (L)=12.2km (Shield), 1 Shaft

Construction period : Jan 2019 ~ Nov 2026



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# ● Road Bridge (PC superstructure)

## Project

### Kumanogawa Viaduct at Aki Bypass (PC upper part) Project

Client : Chugoku Regional Development Bureau, MLIT

Place of construction : Aki ward, Hiroshima City, Hiroshima Prefecture

Construction Outline : 4 Span PC Box Girder Rigid Frame Bridge, L=322.0m

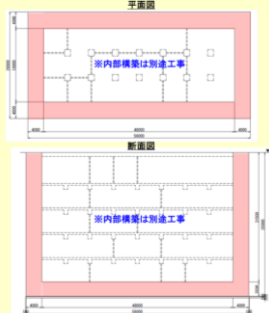
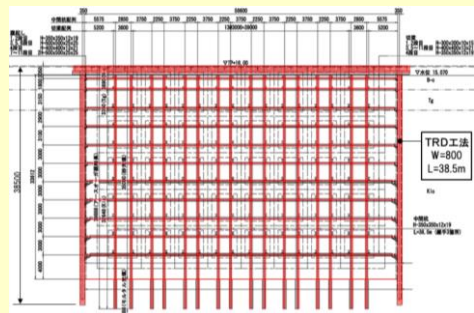
Construction period : Feb 2019 ~ Mar 2021



# ● Road (Ventilation Station Underground Structure)

## Project Ventilation Station Underground Structure at Tomei Junction, Tokyo Gaikan Expwy Construction Project

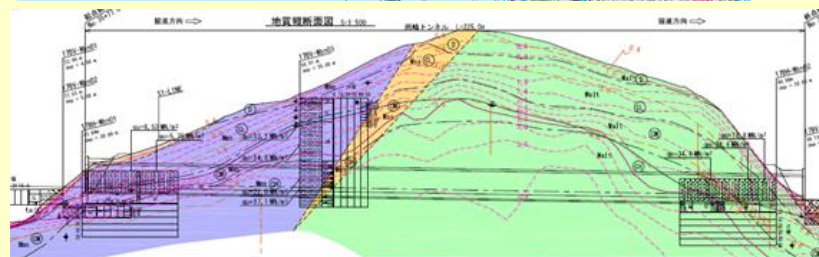
Client : Central Nippon Expressway Co.,Ltd  
 Place of construction : Setagaya City, Tokyo  
 Construction Outline : Ventilation station underground structure  
 Concrete:24,000m<sup>3</sup>, Rebar:4,300t  
 Cutting:53,146m<sup>3</sup>, Mixed-in-place walls (TRD method):L=38.5m  
 Construction period : Dec 2018 ~ Mar 2021



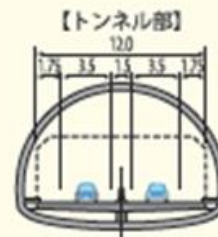
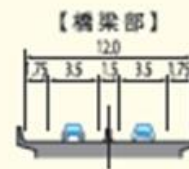
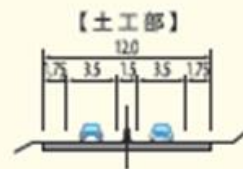
# ● Road Tunnel (NATM)

## Project Amejima Tunnel at Susami-Kushimoto Road Construction Project

Client : Kinki Regional Development Bureau, MLIT  
 Place of construction : Kushimoto Town, Wakayama Prefecture  
 Construction Outline : Tunnel extension (L)=237.3m (NATM), Inner section (A)=91m<sup>2</sup>  
 Construction period : Mar 2019 ~ Jul 2020



標準断面図 [単位: m]



# 【Inquiries】

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This package contains projections based on outlooks and plans currently in place as of May 14, 2019 and does not constitute any definite commitments or guarantees.

Please note that due to various fluctuations and other occurrences with respect to economic conditions, forecast figures may differ from actual business results.

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