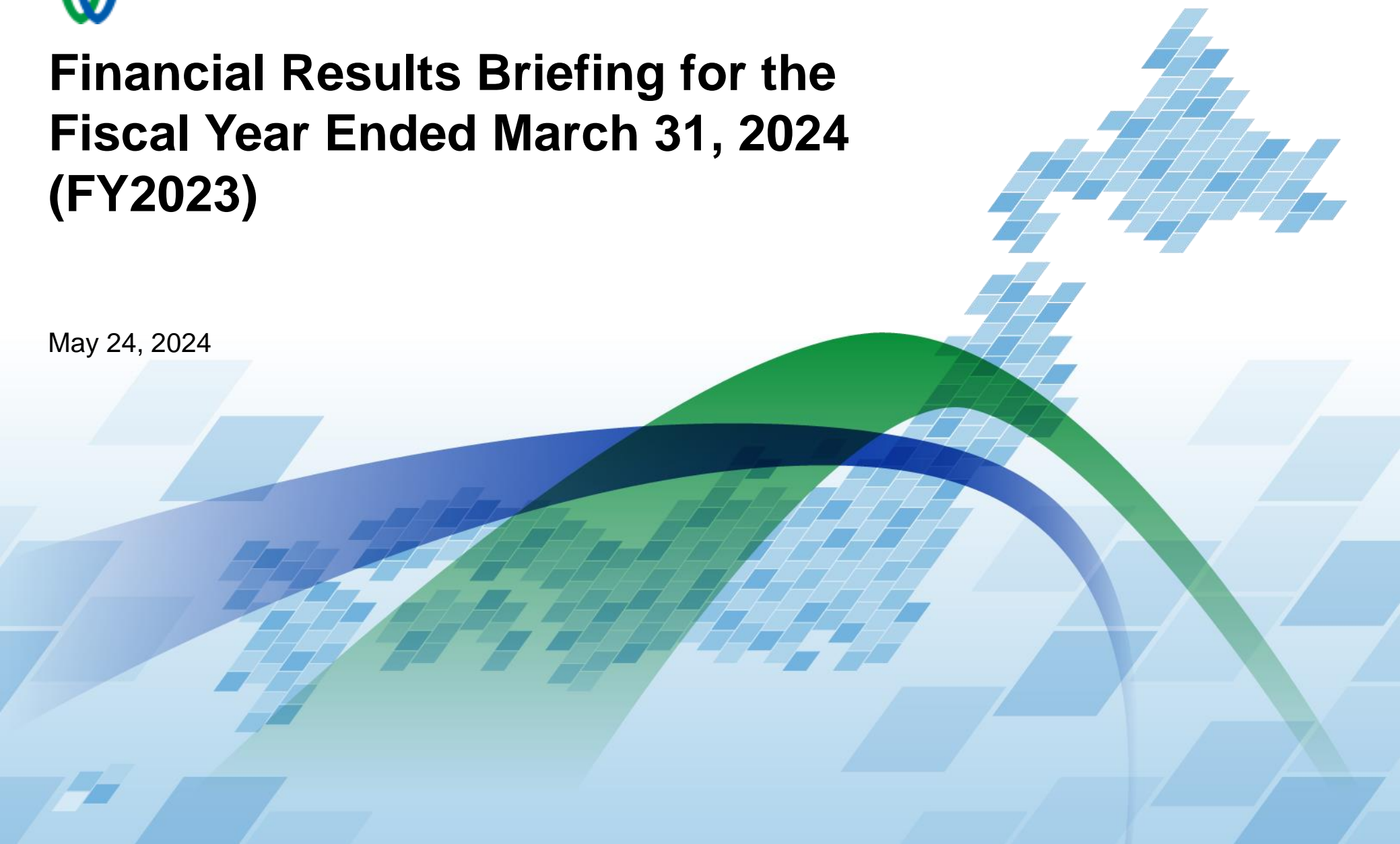




MIYAJI ENGINEERING GROUP, INC.

Financial Results Briefing for the Fiscal Year Ended March 31, 2024 (FY2023)

May 24, 2024



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I. Financial Results for FY2023



Key Topics for FY2023

- ◆ Although there are hopes for a gradual economic recovery, current situation requires attention due to concerns regarding the impact of further global monetary tightening and the prospects of the Chinese economy, rising prices, and the situation in the Middle East.
- ◆ Budgets for public investment in Japan remained firm, and a certain level of volume of orders received has been set aside for the bridge business segment, which includes highway and railway bridges, and for large-scale renovation and maintenance-related projects.
- ◆ Securing human resources to support sustained growth remains a pressing issue for the construction industry. As one measure for achieving this, the Group has increased wages for employees.

Key Topics for FY2023

- ◆ The amount of orders we received rose 26.8% year-on-year to ¥84.486 billion due to our receiving orders for large-scale expressway renovation projects and other large-scale projects. This was a record high for the Group.
- ◆ Net sales rose 15.1% year-on-year to ¥69.365 billion due to steady progress in large-scale renovation projects and other large projects. This was a record high for the Group.
- ◆ Operating profit and ordinary profit also improved from the financial result forecast due to improvements to profitability and cost reductions.
- ◆ The Group has engaged in dialogue with shareholders and investors by conducting investor consultations, holding plant tours, launching an English language site, and releasing English versions of timely disclosure materials such as General Meeting of Shareholders convocation notices and earnings briefings.

Financial Results Summary for FY2023

Orders, sales, and profit all rose year-on-year due to steady progress on existing projects, measures to improve production efficiency and construction productivity, and operation efficiency improvements.

(Million yen)

	FY2021	FY2022		FY2023	
	Results	Results	YoY change	Results	YoY change
Net sales	58,002	60,279	3.9%	69,365	15.1%
Operating profit	5,810	5,127	-11.8%	7,904	54.2%
Ordinary profit	5,992	5,373	-10.3%	7,908	47.2%
Profit attributable to owners of parent	3,406	3,077	-9.7%	4,354	41.5%
Orders received	63,974	66,650	4.2%	84,486	26.8%
Order backlog	94,286	100,658	6.8%	115,780	15.0%

Main Projects Sold (1)

New construction-related projects

Construction work of the Superstructure of R3 Kenoudou Tone River Bridge Kanto Regional Development Bureau



Construction work of the superstructure of the main bridge on Kawasaki harborroad Higashi Ogishima Mizue-cho line, 1st Kanto Regional Development Bureau



Constructino work of Shin-Meishin Expressway the First Jojo viaduct West Nippon Expressway Company Limited



Main Projects Sold (2)

Large-scale renovation and maintenance-related projects

**Design and Construction work of
the Shin-Meishin
Expressway Somagawa Bridge
(superstructure of steel bridge)
West Nippon Expressway
Company Limited**



**Sasebo Viaduct widening
West Nippon Expressway
Company Limited**



**Large-scale replacement
construction of Kireuriwari Bridge
Hanshin Expressway Company
Limited**



Main Projects Sold (3)

Railroad-related, buildings with large interior spaces and special buildings, and coastal structures projects



**New construction of crossing section of Kanjo 4 Expressway within Shinagawa Station building, etc.
Kajima Corporation**

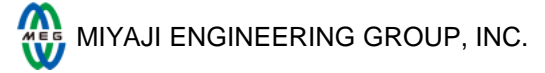


**BOAT RACE EDOGAWA
floating breakwater
manufacturing
PENTA-OCEAN
CONSTRUCTION CO., LTD.**



**New Kagawa Prefectural
Gymnasium steel construction work
OBAYASHI CORPORATION
and other JVs**

Overview of Main Construction Project Orders



The Group's main construction project orders

Ayabe-Miyajima Line disaster prevention and safety grant construction

Project scale: ¥1.85 billion / Kyoto

Construction work for establishment of The Fukami Bridge superstructure on Prefectural Road Kotsuruhamegi Line in Kumamoto prefecture
Project scale: ¥3.0 billion



Conceptual image of completed New Hijitani Bridge

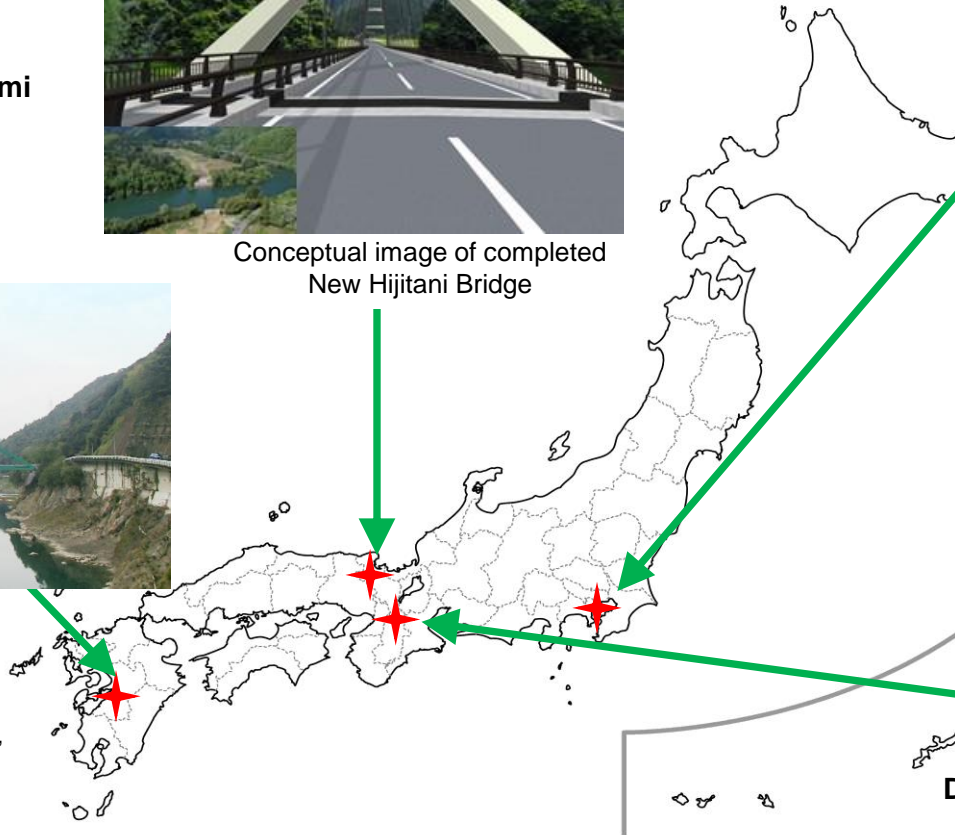
Superstructure, bridge pier, and foundation construction at a connection to a tunnel on the Route 6 Mukojima Line (Metropolitan Expressway Nihonbashi area underground project)
Project scale: ¥44.2 billion / Metropolitan Expressway Co., Ltd.



Design and Construction work of the Shin-Meishin Expressway Somagawa Bridge (superstructure of steel bridge)
Project scale: ¥10.4 billion / West Nippon Expressway Company Limited



Fukami Bridge perspective drawing
Source: MLIT Kyushu Regional Development Bureau, Yatsushiro Reconstruction Project Office, Kuma River Bridge Restoration Technical Deliberation Committee, 6th Technical Deliberation Committee meeting



Results by Segment (1)

MIYAJI ENGINEERING and MM BRIDGE significantly increased both revenue and profit year-on-year.

		(Million yen)				
		FY2021	FY2022		FY2023	
		Results	Results	YoY change	Results	YoY change
Net sales		58,002	60,279	3.9%	69,365	15.1%
	MEC	33,294	34,455	3.5%	39,729	15.3%
	MMB	24,821	25,927	4.5%	29,639	14.3%
	Other	2	3	19.2%	5	50.8%
Operating profit		5,810	5,127	-11.8%	7,904	54.2%
	MEC	3,263	3,097	-5.1%	4,452	43.8%
	MMB	2,543	2,018	-20.6%	3,426	69.7%
	Other	694	1,464	110.8%	3,774	157.7%
Orders received		63,974	66,650	4.2%	84,486	26.8%
	MEC	38,986	38,721	-0.7%	45,063	16.4%
	MMB	24,984	27,925	11.8%	39,417	41.2%
	Other	2	3	19.2%	5	50.8%
Order backlog		94,286	100,658	6.8%	115,780	15.0%
	MEC	52,996	57,262	8.1%	62,596	9.3%
	MMB	41,371	43,369	4.8%	53,148	22.5%
	Other	-	-	-	-	-

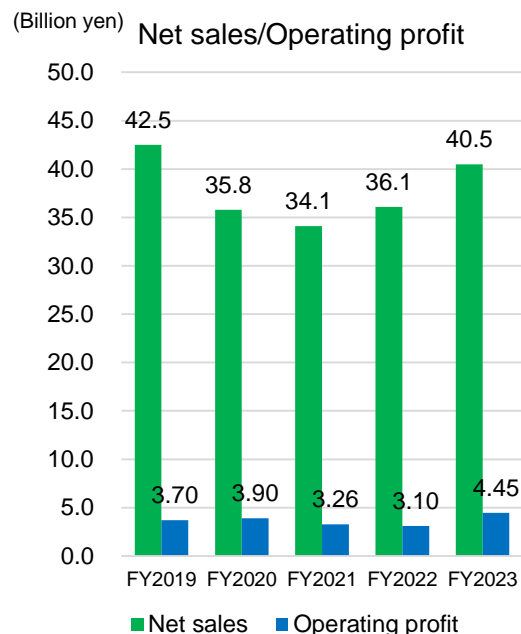
Results by Segment (2)

MIYAJI ENGINEERING

Orders received rose by 1.15% year-on-year to ¥45.063 billion due to orders for the construction of Daini Keihan Expressway Kadoma East Viaduct (superstructure of steel bridge) for West Nippon Expressway, a project with a high level of technical difficulty, the FY2023 Oroku Highway bridge superstructure (P40 to P45) and substructure (P40 to P44) project for the Okinawa General Bureau, and other projects.

Net sales also rose 12.4% year-on-year to ¥40.581 billion due to generally steady progress in construction projects such as the Suita Junction - Chugoku Expressway Ikeda Interchange bridge renovation project for West Nippon Expressway, the Ken-O Expressway Goka Viaduct (steel superstructure) project for East Nippon Expressway, and other projects.

We will continue to strive to expand order volume and sales and to increase revenue.



Future initiatives

Optimizing management by appropriately allocating management resources

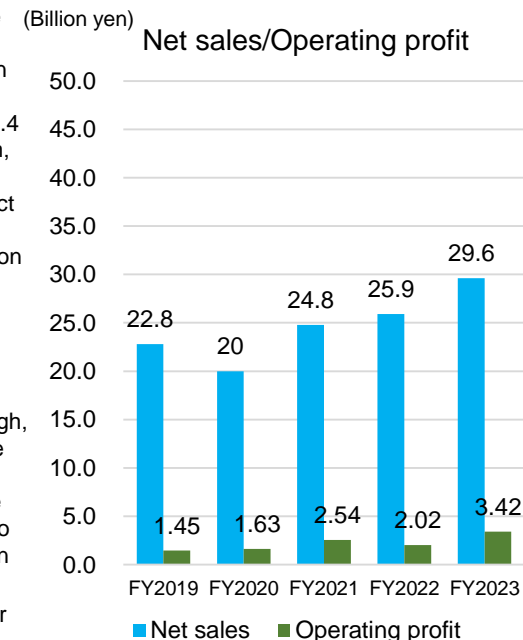
Given the changes and trends in the domestic steel bridge market, we will optimize management by appropriately allocating its management resources to new construction-related projects, large-scale renovation and maintenance-related projects, railroad-related projects, and projects for buildings with large interior spaces and special buildings. At the same time, we will also improve productivity by developing technologies and carrying out digital transformation (DX), secure and train human resources, promote the career advancement of women, carry out work style reforms, and strive to achieve the Medium-Term Business Plan.

MM BRIDGE

With respect to orders, we increased the percentage of its projects that involved high difficulty construction, where we can bring our strengths to bear. Orders received rose 141% year-on-year to ¥39.4 billion, surpassing last year's record high, by taking on projects such as the Soma River Bridge (steel superstructure) project for West Nippon Expressway, and the superstructure, bridge pier, and foundation construction (Nihonbashi construction segment) at a connecting area on the Route 6 Mukojima Line for Metropolitan Expressway.

Sales rose 114% to ¥29.6 billion, again surpassing the previous year's record high, thanks to steady progress on large-scale projects such as the Suita Junction - Chugoku Expressway Ikeda Interchange bridge renovation project and the Sasebo Viaduct widening project for West Nippon Expressway.

We will continue to strive for record order volume and net sales while further increasing revenue.



Future initiatives

Expansion of long-span bridge and large-scale/advanced technology construction project initiatives

In the fiscal year ending March 31, 2025, we will further develop and deepen three priority measures we carried out during the previous fiscal year in the areas of human resource securing and training, productivity improvement, and business diversification. We will formulate specific priority measures for each division to implement and will implement them steadily so that we can reap further benefits.

We will also actively work to raise wages in the construction industry and implement work style reforms such as introducing a five-day work week.

Results by Business Segment (1)

Orders for new construction and large-scale renovation and maintenance grew significantly, new construction-related net sales continued to rise significantly.

(Million yen)

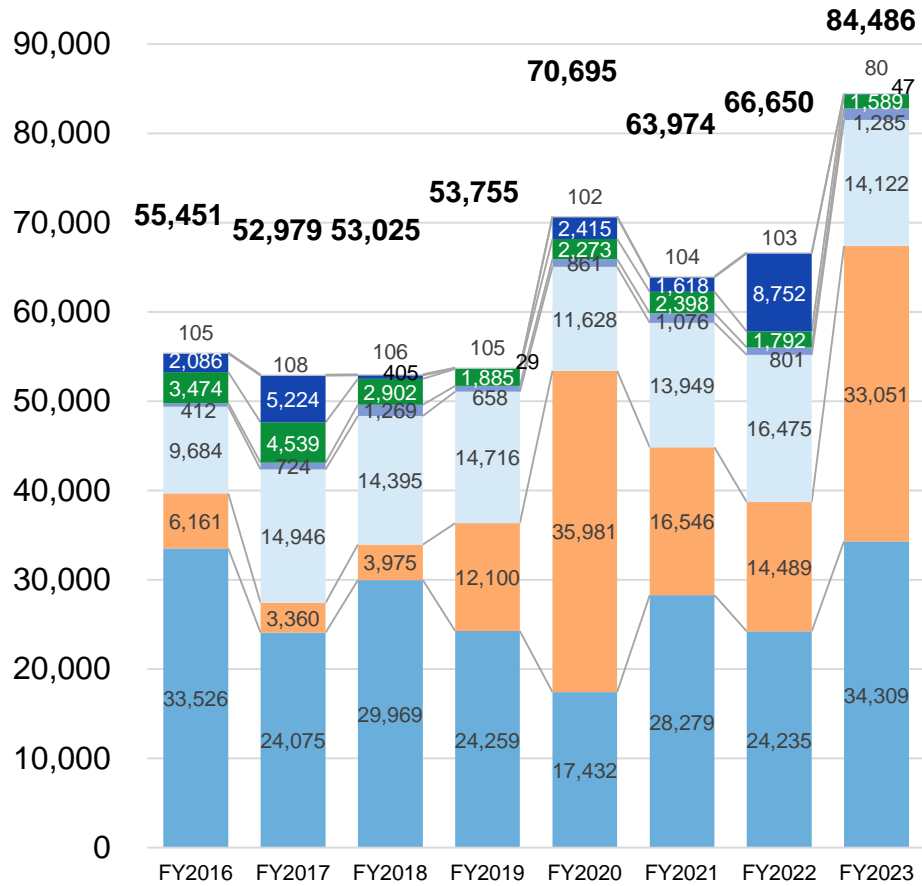
	Orders received					Net sales				
	FY2021	FY2022		FY2023		FY2021	FY2022		FY2023	
	Results	Results	Vs. PY	Results	Vs. PY	Results	Results	Vs. PY	Results	Vs. PY
Total	63,974	66,650	4.2%	84,486	26.8%	58,002	60,279	3.9%	69,365	15.1%
New construction	28,279	24,235	-14.3%	34,309	41.6%	13,811	20,322	47.1%	27,192	33.8%
Large-scale renovation and maintenance	16,546	14,489	-12.4%	33,051	119.8%	23,320	21,837	-6.4%	19,742	-9.6%
Railroads	13,949	16,475	18.1%	14,122	-14.3%	15,076	12,876	-14.6%	13,241	2.8%
FRP, other	1,076	801	-25.6%	1,285	60.4%	986	977	-0.9%	958	-1.9%
Buildings with large interior spaces and special buildings	2,398	1,792	-25.3%	1,589	-11.3%	1,903	1,744	-8.4%	1,339	-23.2%
Coastal structures	1,618	8,752	440.8%	47	-99.5%	2,798	2,416	-13.7%	6,809	181.8%
Solar power generation	104	103	-1.3%	80	-22.1%	104	103	-1.3%	80	-22.1%

- ◆ Orders received amounted to ¥34,309 million in new construction-related project such as a construction of Daini Keihan Expressway Kadoma East Viaduct (superstructure of steel bridge)
- ◆ Orders received amounted to ¥33,051 million in large-scale renovation and maintenance-related projects such as superstructure, bridge pier, and foundation construction at a connection to a tunnel on the Route 6 Mukojima Line
- ◆ Sales for new construction-related projects were ¥27,192 million due to projects such as the Ken-O Expressway Goka Viaduct (steel superstructure) project
- ◆ Sales for large-scale renovation and maintenance-related projects were ¥19,742 million due to projects such as the Suita Junction - Ikeda Interchange bridge renovation project

Results by Business Segment (2)

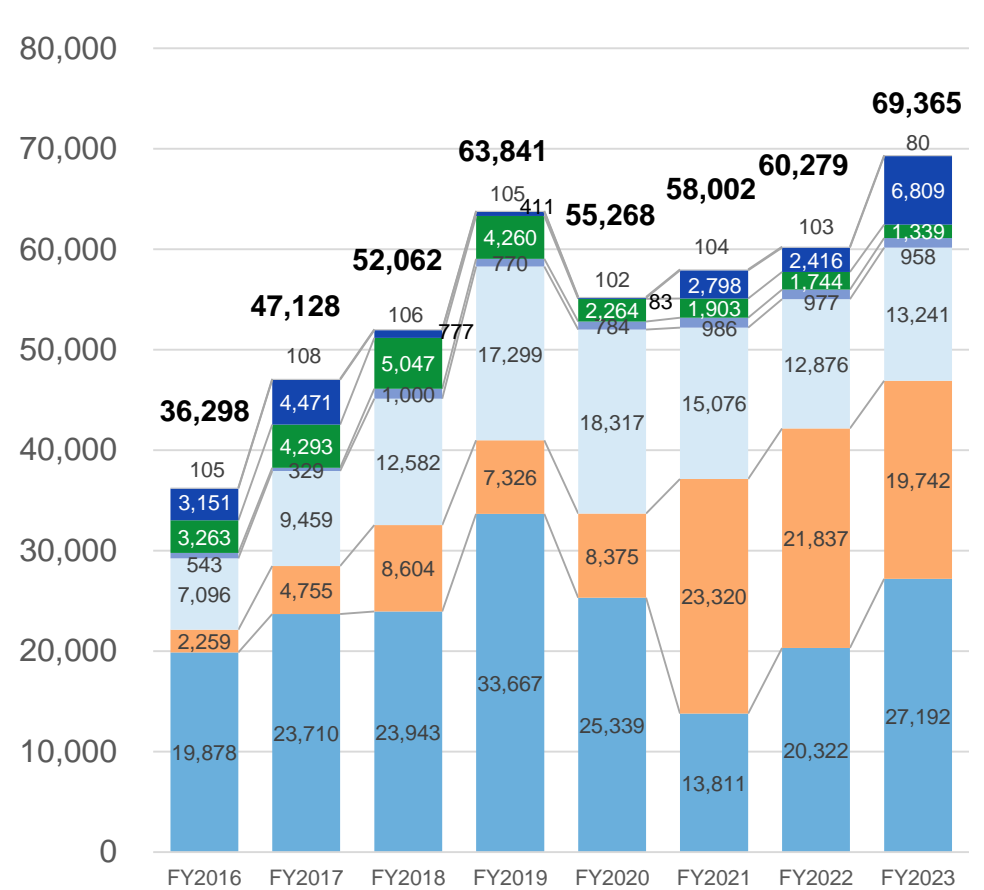
Orders received trends

(Million yen)



Net sales trends

(Million yen)



■ New construction ■ Large-scale renovation and maintenance ■ Railroads ■ FRP, other ■ Buildings with large interior spaces and special buildings ■ Coastal structures ■ Solar power generation

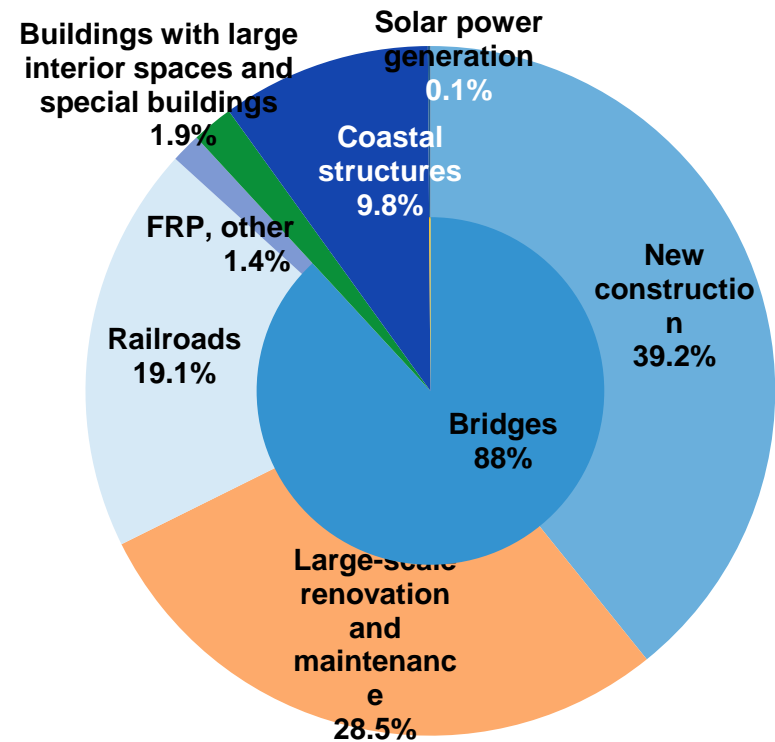
Results by Business Segment (3)

Industry-leading comprehensive bridge construction and engineering company

We provide integrated design, manufacturing, construction planning, and construction for steel bridges, including long-span bridges, structures with large internal spaces, such as towers and domes, and coastal structures.

Bridges	New construction	Design, manufacturing, construction planning, and engineering of new bridges, including large-scale projects
	Large-scale renovation and maintenance	Large-scale renovation projects that use the latest technologies to restore the structures of expressways to a level of performance and functionality equivalent to or exceeding those of the expressways when they were newly constructed. Design, manufacturing, construction planning, and engineering for existing bridge repairs, widening, post-disaster restoration, removal, replacement, etc.
	Railroads	Design, manufacturing, construction planning, and engineering for railway bridges spanning rivers and roads, and bridges over railways, which require advanced technical capabilities
	FRP, other	Sale and operation contracting related to products developed in-house and patented technologies such as inspection Access Way and panels made with FRP
Buildings with large interior spaces and special buildings	Construction planning and engineering for high-rise towers such as Tokyo Skytree and domes such as Es Con Field Hokkaido	
Coastal structures	Design and manufacturing of immersed steel tube tunnels, caissons, jackets, floating breakwaters, and other structures that require specialized design technology capabilities	
Solar power generation	Solar power generation using the grounds of a former factory	

FY2023 Sales composition by business segment



Balance Sheet and Cash Flows

The equity-to-asset ratio declined slightly, going from 56.3% on March 31, 2023 to 53.5%, but net assets rose significantly.

Main balance sheet items

	(Million yen)		
	March 31, 2022	March 31, 2023	March 31, 2024
Total assets	61,815	63,051	74,146
Current assets	42,056	43,185	51,316
Non-current assets	19,759	19,866	22,829
Property, plant and equipment	12,756	12,968	13,911
Intangible assets	336	372	415
Investments and other assets	6,666	6,524	8,502
Total liabilities	22,724	21,483	27,532
Current liabilities	18,150	17,395	22,851
Non-current liabilities	4,574	4,087	4,680
Total net assets	39,091	41,568	46,614
Total net assets	28,097	29,812	32,464
Accumulated other comprehensive income	5,282	5,695	7,230
Non-controlling interests	5,710	6,059	6,918

Cash flows from operating activities rose significantly due to the recording of profit, and the funds were allocated to the purchase of property, plant and equipment acquisition and to dividends.

Main cash flow statement items

	(Million yen)		
	FY2021	FY2022	FY2023
Cash flows from operating activities	11,915	495	8,841
Cash flows from investing activities	(1,185)	(711)	(1,539)
Cash flows from financing activities	(3,267)	(2,147)	(1,802)
Net increase (decrease) in cash and cash equivalents	7,462	(2,363)	5,499
Cash and cash equivalents at end of period	15,979	13,615	19,115

II. Forecast for FY2024



Key Topics for FY2024

- ◆ We must pay close attention to the risk that a downturn in overseas economies could put downward pressure on the Japanese economy, and also to the effects of rising prices, the situation in the Middle East, volatility in financial and capital markets, and other factors.
- ◆ Despite these circumstances, in the bridge business segment, the expected orders for FY2024 are ¥250.0 billion for new construction-related projects and ¥280.0 billion (based on our estimates) for large-scale renovation and maintenance-related projects, roughly equivalent to orders during the previous fiscal year.
- ◆ We expect to receive ongoing orders for large-scale renovation projects with a project size of approximately ¥7 trillion, and orders for highly difficult, large-scale projects, creating a business environment in which the Group can be expected to make major advances in the medium term.
- ◆ By reinforcing our Group management structure, we will solidify our revenue foundation, optimize management by allocating our management resources appropriately, use technology development and DX to improve productivity, and secure and train our human resources, thereby working toward the achievement of our Medium-Term Business Plan.

Forecast for FY2024

Due to steady progress in construction projects, profitability improvements, and cost reductions, we expect net sales, operating profit, and ordinary profit to exceed the forecast at the beginning of the year. We are working hard to match last year's record high for orders received.

(Million yen)

	FY2022	FY2023		FY2024	
	Results	Results	Vs. PY	Forecast	Vs. PY
Net sales	60,279	69,365	15.1%	73,000	5.2%
Operating profit	5,127	7,904	54.2%	9,500	20.2%
Ordinary profit	5,373	7,908	47.2%	9,600	21.4%
Profit attributable to owners of parent	3,077	4,354	41.5%	4,400	1.0%
Annual dividend per share (yen) *1	70	192	<small>Ordinary dividend 182 Commemorative dividend 10</small>	195	-
Return on equity (ROE)	8.9%	11.6%	-	10.8%	-
Orders received	66,650	84,486	26.8%	84,000	-0.6%
Order backlog	100,658	115,780	15.0%	126,780	9.5%

*1 The Company conducted a two-for-one stock split of its common shares on October 1, 2023. Annual dividends per share reflect this stock split.

III. Medium-Term Business Plan Progress



Vision and Business Strategies

Vision for 2026

We will maintain our position as one of the industry's finest comprehensive engineering companies, excelling at fabrication and engineering, including partner companies led by some of Japan's leading scaffolding teams with advanced skills and capabilities backed by extensive experience. We will further strengthen coordination within our Group, improve both the quality and quantity of management resources, enhance our competitiveness, and participate in large scale construction projects that contribute to the enrichment of society. Through these efforts, we will increase both our revenue and our profits, increasing our corporate value through sustained growth.

Key strategies

- 1) Participate in new, large-scale bridge projects**
- 2) Expand scale of activities in large-scale expressway renovation projects**
- 3) Work on high-difficulty private sector construction projects**
- 4) Enhance technology development**
- 5) Engage in capital investment aimed at growing business and improving efficiency**
- 6) Strengthen alliances**
- 7) Expand sales of products developed in-house**
- 8) Implement ESG measures**

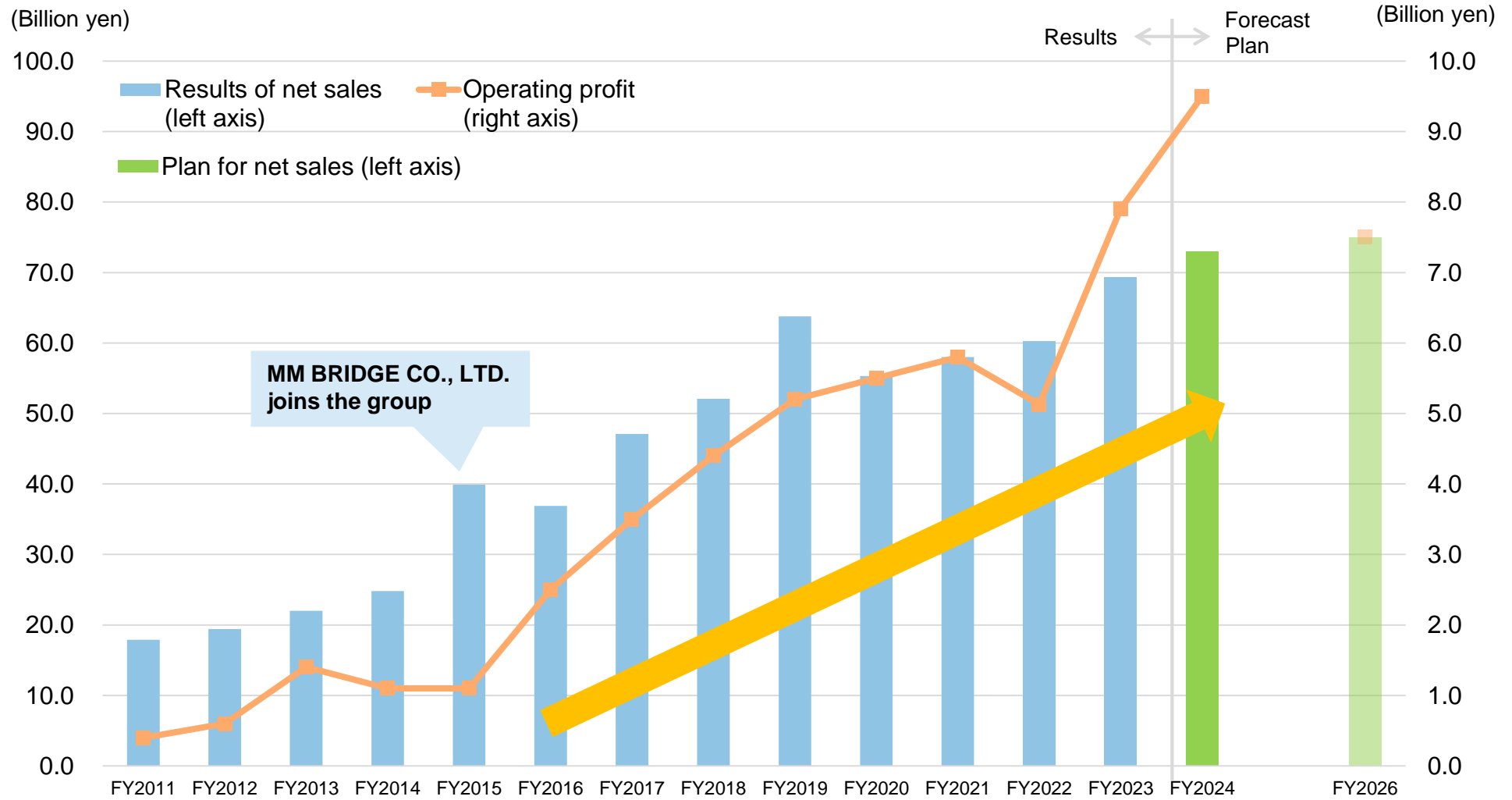
Review of Targets to Be Achieved through Medium-Term Business Plan

- ◆ In FY2022 and FY2023, we surpassed the sales targets we envisioned when we formulated the Medium-Term Business Plan (in FY2021), and we expect to significantly surpass our targets for FY2024 as well.
- ◆ However, it appears that the highly difficult, large-scale project for which we had expected construction to begin in FY2025 when we formulated the Medium-Term Business Plan will be delayed by two or more years.
- ◆ With respect to orders which we anticipated to be received in FY2024, order volume for new construction-related projects by the Ministry of Land, Infrastructure, Transport and Tourism has fallen below expectations.
- ◆ Given the above, we are reviewing our order strategies and targets for FY2025 and FY2026, which fall within the Medium-Term Business Plan period. We plan to announce the results of this review in our November financial results briefing.

Progress toward Quantitative Targets

	(Million yen)						
	FY2021	FY2022	FY2023		FY2024		FY2026
	Results	Results	Forecast	Results	Medium-Term Business Plan Target	Forecast	Medium-Term Business Plan Target
Net sales	58,002	60,279	71,000	69,365	70,000	73,000	75,000
Operating profit	5,810	5,128	7,100	7,904	7,000	9,500	7,500
Ordinary profit	5,992	5,374	7,000	7,908	7,000	9,600	7,500
Profit attributable to owners of parents	3,406	3,077	3,600	4,354	3,800	4,400	4,000
Equity-to-asset ratio	54.0%	56.3%	57.0%	53.5%		55%	
Return on equity (ROE)	10.7%	8.9%	9.9%	11.6%		10%	
Return on assets (ROA)	9.8%	8.6%	10.0%	11.5%		10%	

Net Sales and Operating Profit: Results and Plan



Status of Key Strategies

Key strategy	Progress evaluation	Progress status	
1) Participate in new, large-scale bridge projects	○	Technical proposals, etc., are being deliberated in preparation for an assured order for the major project of constructing a new bridge in the western extension of the Wangan (Osaka Bay) Route of the Hanshin Expressway.	Projects where we can fully leverage MEG's strengths, including both the quality and volume of its management resources
2) Expand scale of activities in large-scale expressway renovation projects	◎	<p>We have received orders for major projects such as superstructure, bridge pier, and foundation construction at a connection to a tunnel on the Route 6 Mukojima Line, which is being performed as part of the Nihonbashi area underground project.</p> <p>We continue to secure preferential negotiating rights for multiple other projects and are deliberating regarding technical proposals, etc. in order to receive orders for other projects.</p>	
3) Work on high-difficulty private sector construction projects	○	We are currently carefully considering technical proposals for some specific projects in the area of high-difficulty construction in private-sector projects (railroads, buildings with large interior spaces and special buildings, and coastal structures), where our advanced technical capabilities have been evaluated highly.	
4) Enhance technology development	○	We are engaging in joint development with ICT companies, DX companies, and manufacturers, implementing operation improvements.	
5) Engage in capital investment aimed at growing business and improving efficiency	○	We are conducting large-scale renovation of our Kurihashi Equipment Center and carrying out plans to relocate and expand the Hyogo Equipment Center and the plan to build a new office building in the Chiba Works within the current Medium-Term Business Plan period.	
6) Strengthen alliances	○	Through our industry-spanning JV with a general contractor, we have acquired orders for multiple large-scale renovation and maintenance-related projects. We are continuing to bid for other projects through this industry-spanning JV.	
7) Expand sales of products developed in-house	○	We are steadily expanding sales of the products we have developed, such as FRP inspection Access Way, as set forth in our business plans.	
8) Implement ESG measures	○	We plan to announce KPIs in Integrated Report 2024 (which we plan to publish in September). We have announced Scope 1, 2, and 3 greenhouse gas (GHG) emissions from FY2021 results.	

Progress Status of Measures

Large-scale projects for which we have secured preferential negotiating rights and are working on designs

Design work of the Do-o Expressway, bridge renewal in Kitago

Client: East Nippon Expressway Company Limited Hokkaido Regional Head Office
Contractors: TAISEI CORPORATION, IWATA CHIZAKI INC., ITOGUMI CONSTRUCTION CO., LTD., KYOKUTO KOWA CORPORATION, MM BRIDGE CO., LTD.
JV for the construction work of the Do-o Expressway, renewal in Kitago



Design and construction work of the Tohoku Expressway, Sendaimiyagi Dramp bridge

Client: East Nippon Expressway Company Limited, Tohoku Regional Head Office
Contractors: MM BRIDGE CO., LTD., HAZAMA ANDO CORPORATION
JV for the construction work of the Tohoku Expressway, Sendaimiyagi Dramp bridge



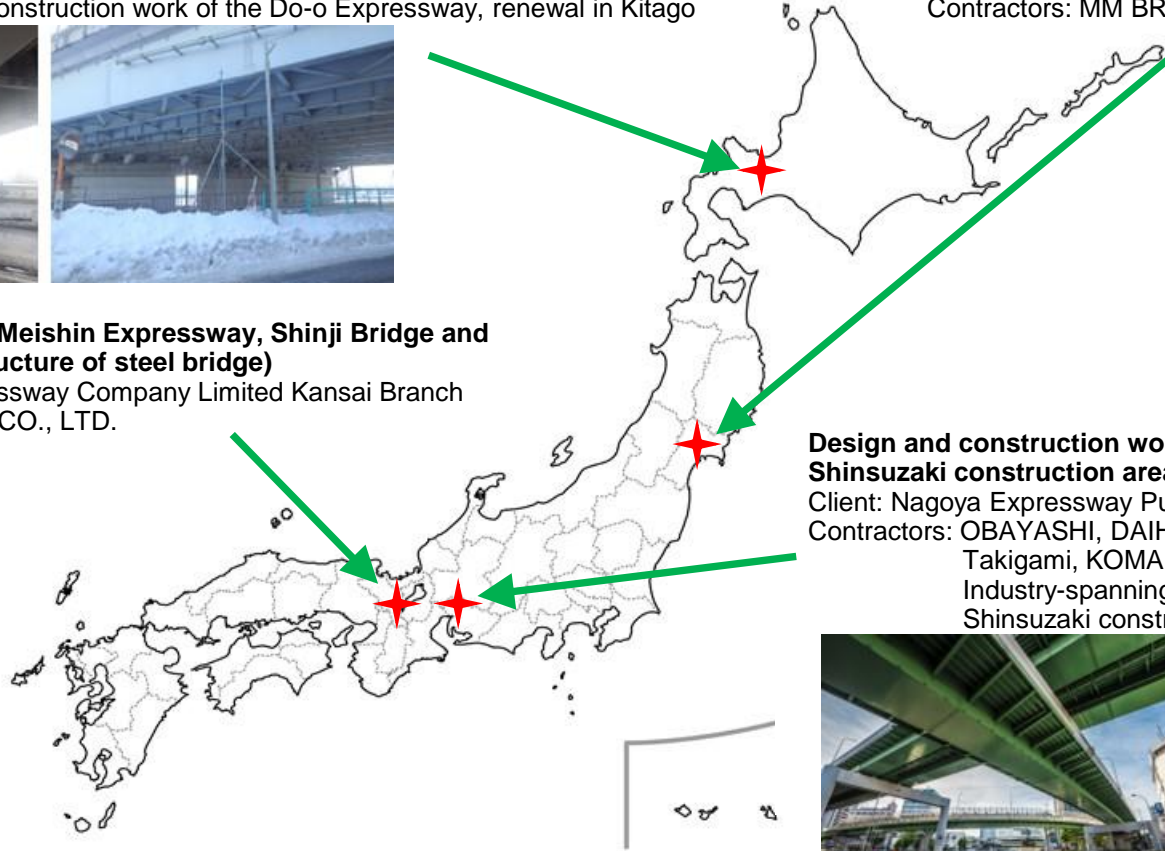
Design work of the Shin-Meishin Expressway, Shinji Bridge and another bridge (superstructure of steel bridge)

Client: West Nippon Expressway Company Limited Kansai Branch
Contractors: MM BRIDGE CO., LTD.



Design and construction work of the Expressway Route 1 and other Shinsuzaki construction area renovation

Client: Nagoya Expressway Public Corporation
Contractors: OBAYASHI, DAIHO, YAHAGI, KAWADA, MMB, MIYAJI, Takigami, KOMAIHALTEC
Industry-spanning JV for the Expressway Route 1 and other Shinsuzaki construction area renovation



Progress Status of Measures

Large-scale renovation and maintenance-related projects completed in FY2023 or currently in progress, acquired through an industry-spanning JV with a general contractor, etc.



Large-scale renovation of steel piers, etc. near Minatogawa
JV of MMB and Mori-Gumi
Hanshin Expressway Company Limited



Kire-Uriwari Bridge large-scale renovation project
Industry-spanning JV of TAISEI, Fuji P.S. and MMB
Hanshin Expressway Company Limited



Joshin-Etsu Expressway Yomogidaira construction project
JV of Fujita Corporation and MMB
East Nippon Expressway Company Limited



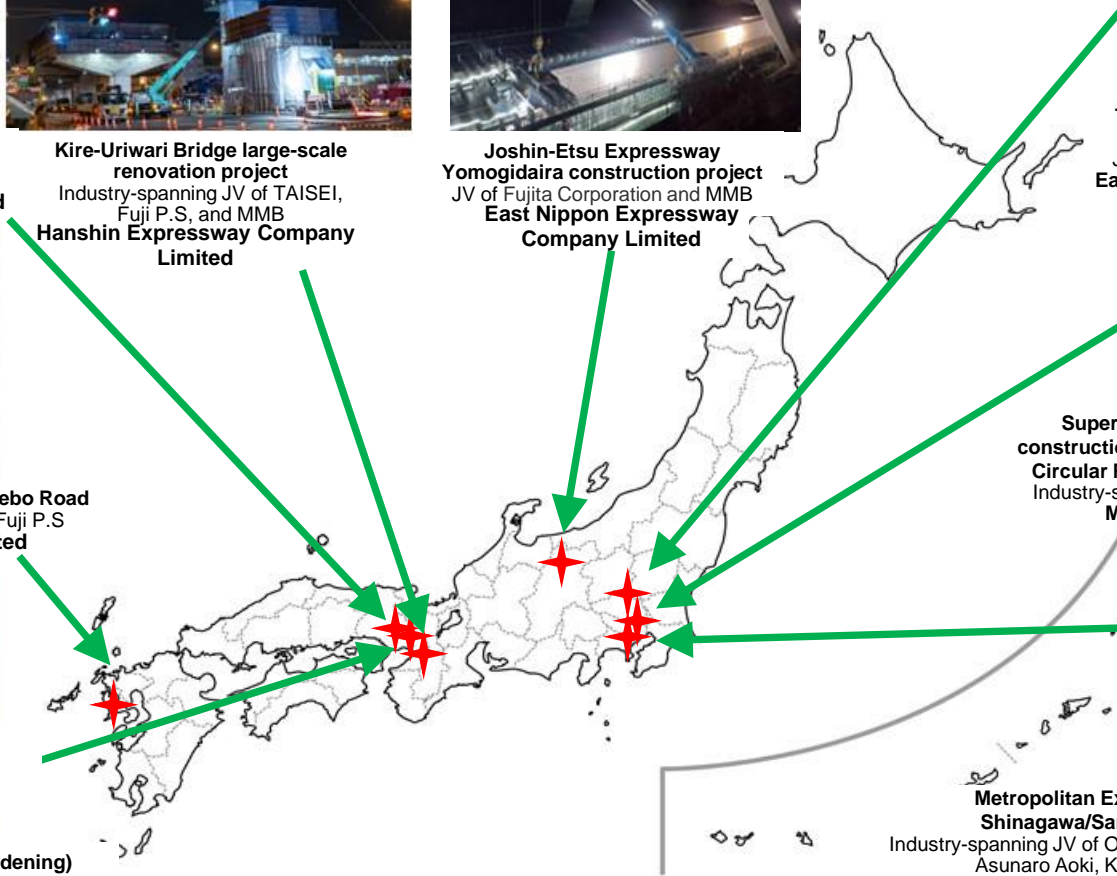
Tohoku Expressway Tone River Bridge seismic reinforcement work
JV of MMB and TEKKEN CORPORATION
East Nippon Expressway Company Limited



Sasebo Viaduct widening construction on the Sasebo Road
JV of MMB, The Takigami Steel Construction, and Fuji P.S
West Nippon Expressway Company Limited



Kobe Airport Access Bridge superstructure (widening) manufacture and erection
JV of MMB and YORIGAMI MARITIME CONSTRUCTION
Kobe City



Superstructure, bridge pier, and foundation construction at a connection to a tunnel on the Inner Circular Route 6 (Nihonbashi area) Mukojima Line
Industry-spanning JV of JFE, MMB, Kajima, and TOA
Metropolitan Expressway Co., Ltd.

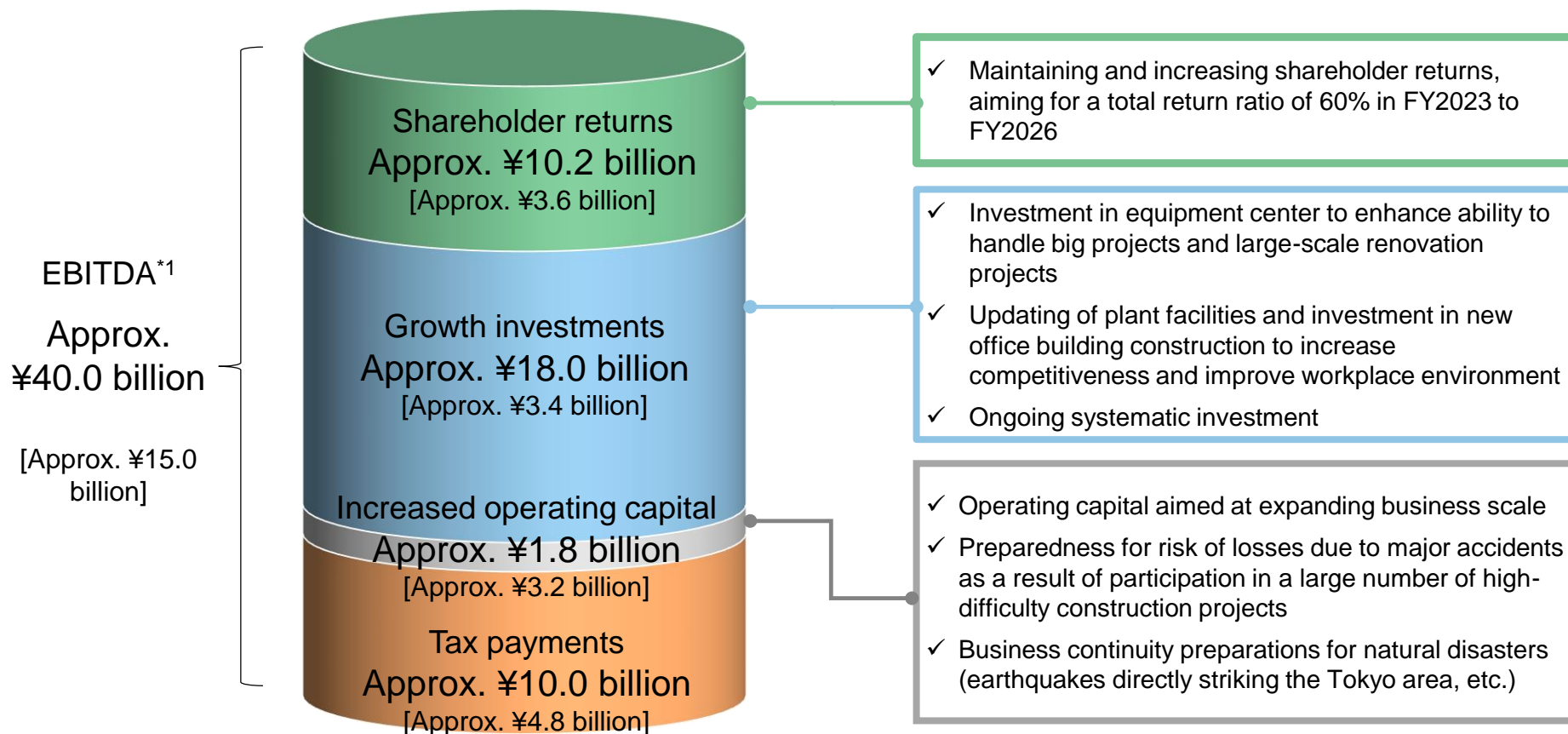


Metropolitan Expressway Route 1 (Haneda Line) (Higashi Shinagawa/Samezu reclaimed land area) renewal project
Industry-spanning JV of OBAYASHI, SHIMIZU, Sumitomo Mitsui, TOA, Asunaro Aoki, KAWADA, Tokyo Tekkotsu, MMB, and MIYAJI
Metropolitan Expressway Co., Ltd.

Capital Strategy

We will increase our capital to some degree and invest in growth as we strive to maintain and increase our shareholder returns.

Total for FY2022 to FY2026



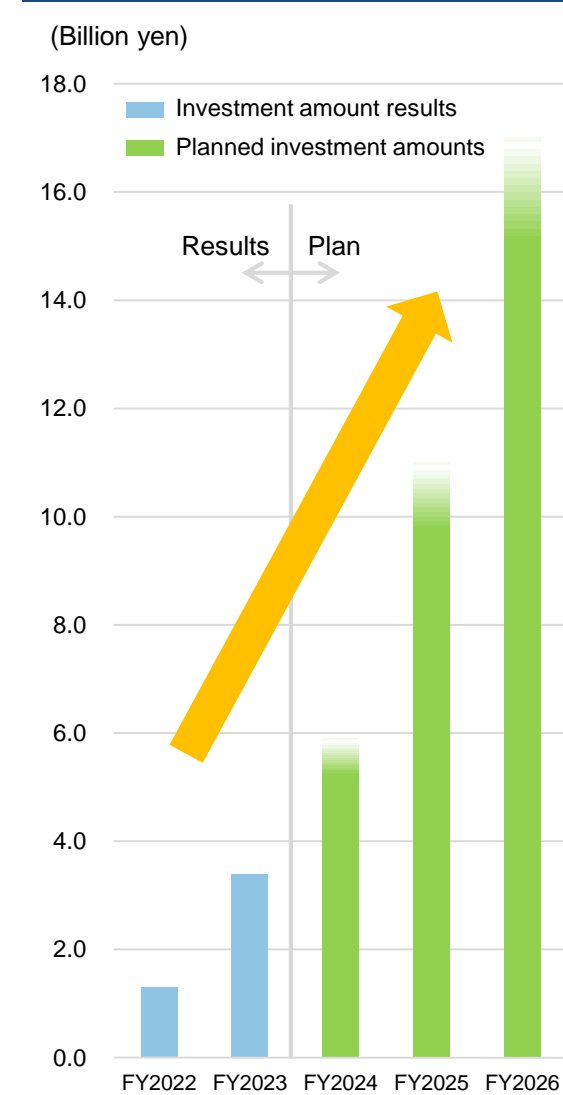
*1 Earnings Before Interest Taxes Depreciation and Amortization

(Note) Numbers in [] are cumulative result totals from FY2022 to FY2023

Investment Strategy

		Investment forecast for next five years	Cumulative total	Details on investments
Production capacity efficiency improvement and optimization	Yard improvement and space utilization efficiency improvement	¥0.15 billion	¥0.02 billion	Steady progress in rebuilding of painting plant
	Rebuilding of painting plant	¥1.30 billion	¥0.93 billion	Completed installation of 50 t large gantry crane in temporary assembly yard
	Updating and repair of plant equipment, seismic reinforcement of buildings	¥2.50 billion	¥0.72 billion	Planning successive renovations of other facilities
	New office building construction	¥6.00 billion	–	Deliberating basic design in preparation for relocation in spring of 2027
	Equipment Center renovations	¥1.05 billion	¥0.69 billion	Completed rebuilding of storage warehouse and currently building a new office building
	Equipment Center equipment replacement	¥1.70 billion	¥0.68 billion	Carrying out rolling updates of facilities such as yard gantry cranes
	Addition of revisions to Kurihashi Equipment Center storage yard	¥1.05 billion	–	Selecting candidate storage yard locations to serve as alternative site
	Addition of relocation and expansion of Hyogo Equipment Center	¥1.25 billion	¥0.01 billion	Preparing for acquisition and development of land
Carbon neutrality-related investment	Addition of specific initiatives for achieving carbon neutrality by 2050	¥0.90 billion	¥0.01 billion	Completed deployment of electric forklifts in equipment centers
Business portfolio expansion and optimization	New business development	¥1.10 billion	¥0.35 billion	Currently developing new technologies at a rate of 10 technologies per year Working hard to increase operation efficiency by utilizing DX
Reinforce comprehensive engineering functions	Technology development			
	M&As	Envisioned as being between ¥1.0 to 3.0 billion	–	Making preparations to ensure that we can actively take on projects that contribute to sustained growth
Total growth investment		Envisioned as being between ¥18.0 to 20.0 billion		

Total investment amount trend



Dividend Policy

We have secured profit attributable to owners of parent by implementing growth strategies.

(Million yen)

	FY2021	FY2022	FY2023	FY2024		FY2026
	Results	Results	Results	Medium-Term Business Plan Target	Forecast	Medium-Term Business Plan Target
Net sales	58,002	60,279	69,365	70,000	73,000	75,000
Operating profit	5,810	5,128	7,904	7,000	9,500	7,500
Ordinary profit	5,992	5,374	7,908	7,000	9,600	7,500
Profit attributable to owners of parent	3,406	3,077	4,354	3,800	4,400	4,000
Annual dividend per share (yen) *1	70	70	192 <small>(Ordinary dividend 182 Commemorative dividend 10)</small>	(170) ^{*2}	195	(180) ^{*2}

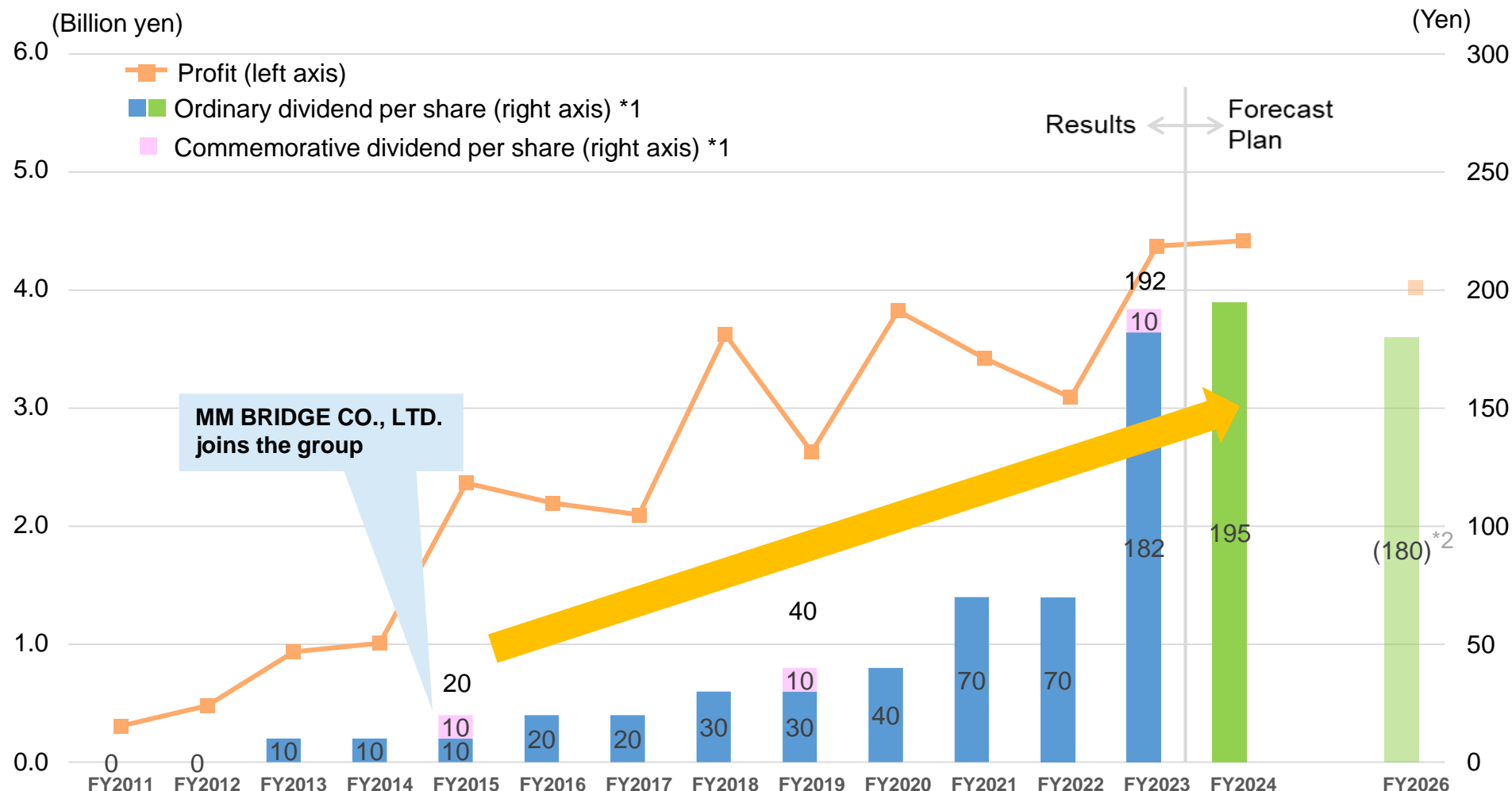
We appropriately control equity levels and pay due care with respect to capital efficiency, such as by providing dynamic returns to shareholders when business is performing strongly

*1 The Company conducted a two-for-one stock split of its common shares on October 1, 2023. Annual dividends per share reflect this stock split.

*2 Revised based on contents of timely disclosure materials disclosed on August 9, 2023

Profit and Dividends: Results and Plan

We will engage in strategic growth and continuously maintain and increase our dividends.

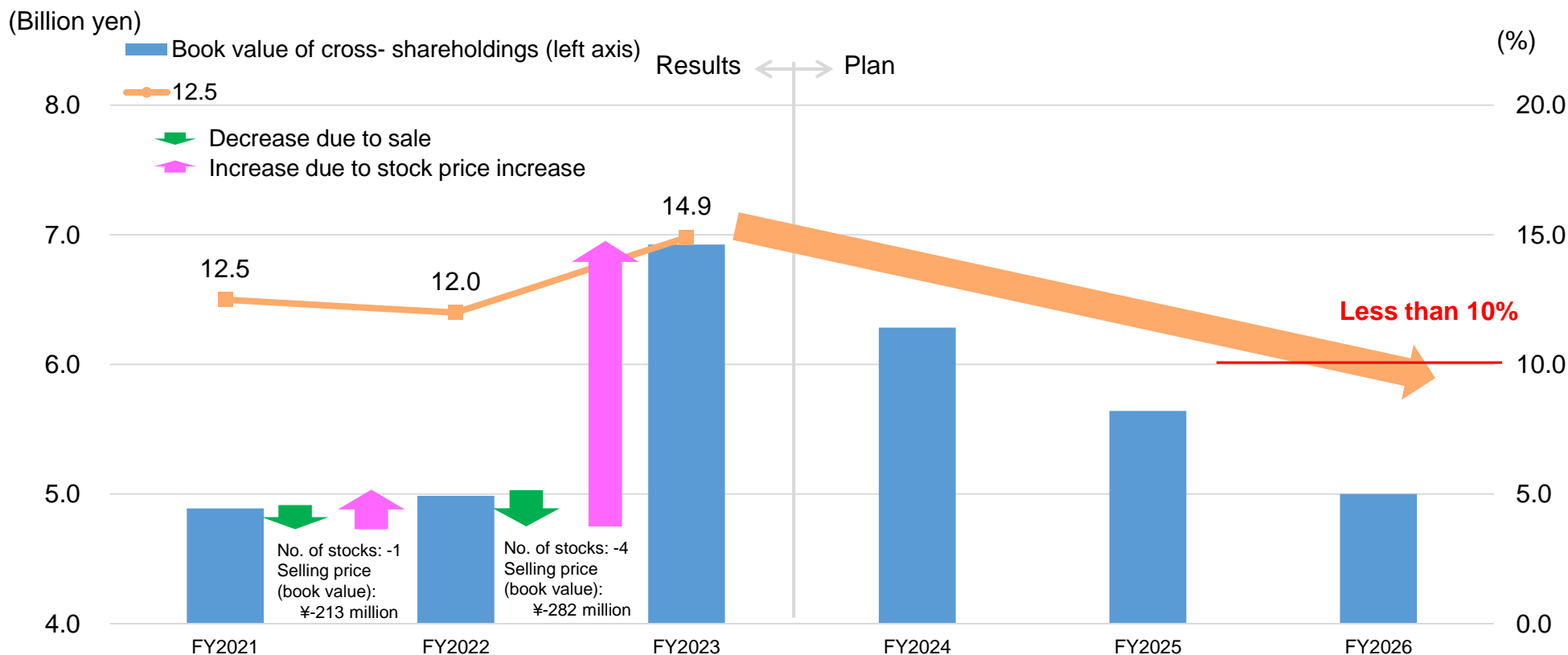


*1 The Company conducted a two-for-one stock split of its common shares on October 1, 2023. Dividends per share reflect this stock split.

*2 Revised based on contents of timely disclosure materials disclosed on August 9, 2023

Policy for Reducing Cross-shareholdings

During the period covered by the medium-term plan, the book value of cross-shareholdings is expected to be reduced to 10% or less of net assets.



- ◆ We sold cross-shareholdings with a book value of ¥280 million in the second quarter of the fiscal year ending March 31, 2024.
- ◆ The book value rose due to climbing stock price, but we will continue selling cross-shareholdings and compress their ratio to net assets.

Initiatives for Tackling Societal Issues (1)

Group SDG initiatives

Responding to natural disasters as a team of steel structure specialists

- ◆ Great Hanshin-Awaji Earthquake – Rokkomichi Station
-Reconstruction was expected to take two years, but was completed in just 74 days
- ◆ Great East Japan Earthquake - Tohoku Shinkansen
-A Shinkansen elevated bridge that was laterally shifted was restored in three months
- ◆ Kumamoto Castle five-story lidamaru Tower collapse prevention mechanism
-Prevented collapse through use of arm-type supports

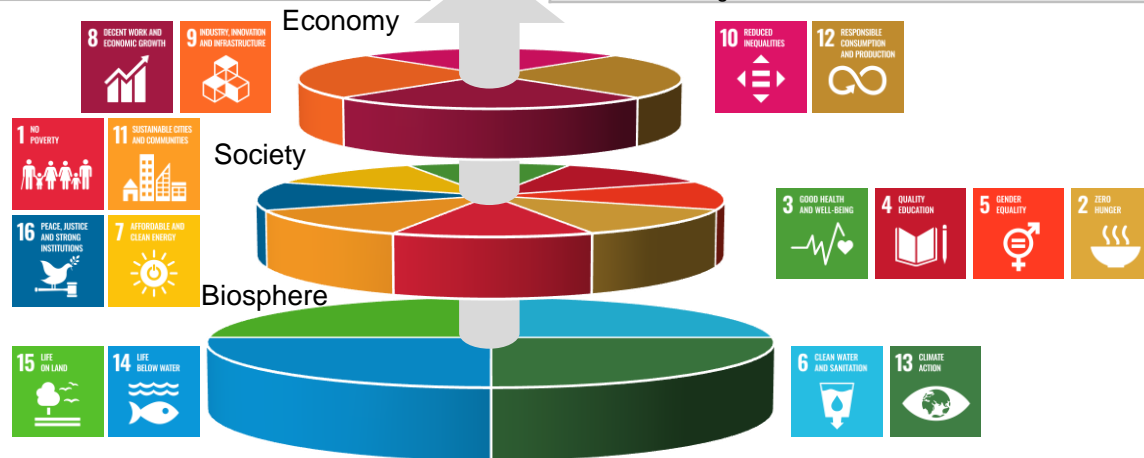


Personnel development and diversity promotion

- ◆ Promotion of advancement of female employees
-Active support for the advancement of female employees in welding, design, and other positions
-Active appointment of female employees to management positions such as line chief positions
- ◆ Creation of comfortable workplaces for employees
-System for temporary resignation in order to provide nursing care, etc., providing support to encourage employees who have temporarily resigned to return (employees can return to roles based on job performance evaluations performed before they resigned)
- ◆ Employee capability development support
-University graduate school study abroad system for encouraging employees to get master's degrees and PhDs

Environmental Initiatives

- ◆ Solar power plant on grounds of former Matsumoto Plant
-Cut CO₂ emissions by 469,858 kg per year
- ◆ Coral protection using coastal structure technology
-Developed coral growth support technologies using electric protection



Creation and improvement of Corporate Governance Structure

- ◆ In June 2021, The Group transformed into a company with an Audit and Supervisory Committee, established Nomination and Compensation Committee
- ◆ In June 2022, MEG reduced the number of Directors to seven, changing to a structure in which four of the Directors (over half) are Outside Directors

Enhancement of dialogue with shareholders and investors

- ◆ Established IR Office in April 2021
- ◆ Expanded opportunities for dialogue with shareholders and investors, including financial results briefings
- ◆ Expanded opportunities for one-on-one dialogue with investors

Initiatives for Tackling Societal Issues (2)

MEG's climate change countermeasures

- ◆ The Group recognizes climate change as one of its important management issues. In FY2023, we began disclosing the greenhouse gas (GHG) (CO₂ equivalent) emissions associated with the Group's business activities. We are continuing to deepen the quality and quantity of our disclosures, and in addition to the Scope 1 and 2 disclosures we began in FY2023 (FY2021 results), from FY2024 we have also begun disclosing Scope 3 emissions that are other than direct and indirect emissions (FY2022 results).
- ◆ Our systematic efforts have included revising our Basic Regulations for Compliance and Risk Management in FY2022 and, in FY2023, defining materialities including environmental measures, establishing a Sustainability Promotion Committee chaired by the Representative Director, and deeply involving management at the Board of Directors level in our climate change countermeasures. From FY2024, we will begin performing scenario analysis to measure the environmental impact of the Group and analyzing risks and opportunities. (This information will be disclosed on our website, etc.)
- ◆ We will further deepen and strengthen our carbon neutrality policies at the Board of Directors level through vigorous discussions within the Sustainability Promotion Committee. Through this, we will enhance our governance and work as one to advance our initiatives for tackling the problems of climate change.

GHG (CO₂ equivalent) emission disclosures and targets

- ◆ Disclosure item: GHG (CO₂ equivalent) emissions associated with Group business activities (FY2022 results)
 - Scope 1: 770.2 t (34% increase vs. previous year)
 - * The emissions volume increased due to revisions to the items envisioned as falling within Scope 3.
 - Scope 2: 2,329.8 t (6% decrease vs. previous year)
 - Scope 3: 184,290.5 t (Disclosed starting this fiscal year)
- ◆ Emissions reduction targets

From FY2024, we are beginning systematic deliberations regarding the achievement of carbon neutrality by 2050 for direct emissions (Scope 1) and indirect emissions (Scope 2).

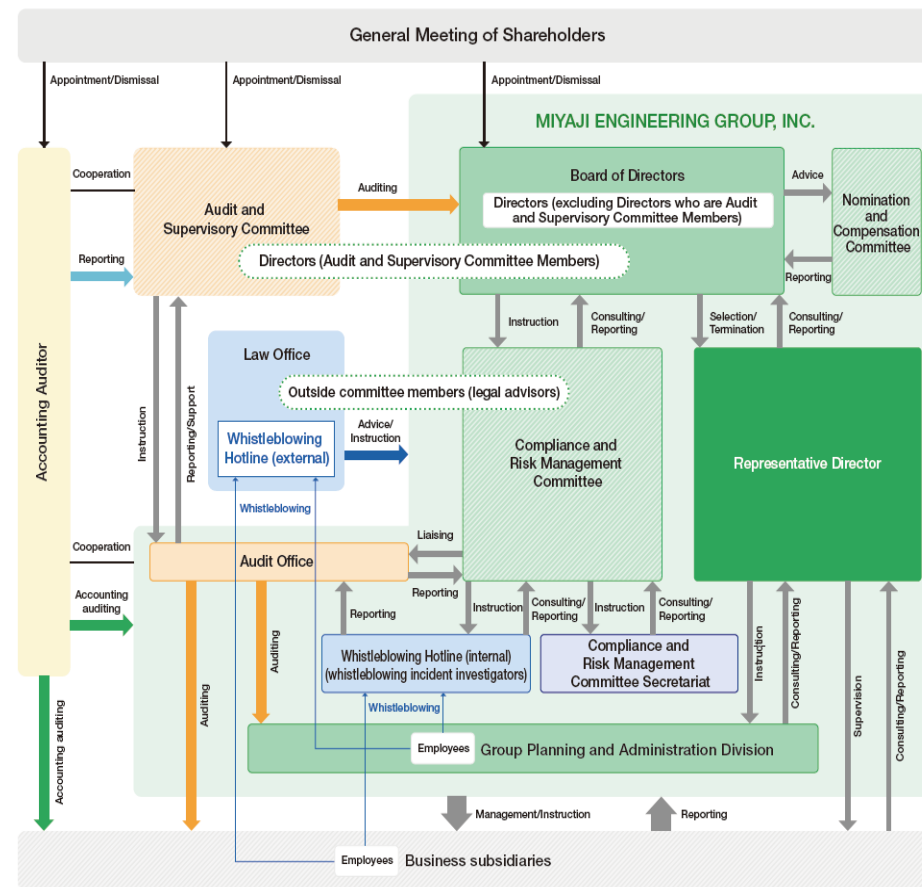
Initiatives for Tackling Societal Issues (3)

Examination of risks and opportunities based on climate change scenario analysis

- ◆ From FY2024, we will begin analyzing climate change scenarios that have an impact on the Group, and examining risks and opportunities resulting from environmental impact. We have selected the 1.5°C scenario (actively working to limit temperature increases) and the 4°C scenario (current course) defined by the Intergovernmental Panel on Climate Change (IPCC) for our scenario analysis. (This information will be disclosed on our website, etc.)
- ◆ We do not see, as an entire Group, climate change as presenting only risks, but also opportunities with the potential to contribute to our future business, so we will continue to actively improve our analyses.

Reinforcing the Group's overall governance structure

- ◆ In FY2022, we revised our Compliance and Risk Management Regulations, and in FY2023, the Board of Directors defined materialities, including climate change measures.
- ◆ Under the Sustainability Promotion Committee, which is chaired by the Company's Representative Director and vice-chaired by a Director, we have established a Sectional Committee for Deliberations Regarding Climate Change Measures and Carbon Neutrality. The Sectional Committee actively discusses climate change measures and promotes measures for achieving carbon neutrality by 2050.
- ◆ We will enhance our governance to promote more active reporting to the Board of Directors regarding climate change issues, and to foster greater involvement by management. (See organization chart at right)



Initiatives for Tackling Societal Issues (4)

Commemorative ceremony and publication of commemorative issue celebrating the 115th anniversary of the MIYAJI ENGINEERING GROUP's founding and the 20th anniversary of its establishment



- ◆ We brought all of the Group employees together to hold a ceremony to commemorate our anniversaries. This ceremony served as a space to share the importance of contributing to society as a company that thrives and grows along with many stakeholders through our pioneering efforts, driven by our pride and passion for our work, and to share the strong resolve to achieve further success. We hope that this will help us continue to grow toward our medium- to long-term targets by looking back on the path that has led us to where we are.
- ◆ We also published a commemorative issue with twenty articles looking back on our Group's history of growth and struggle with adversity.



Status of Dialogue with Shareholders and Investors

Initiatives during FY2023 (April 1, 2023 to March 31, 2024)

<p>Overview of shareholders and investors with which the Group engaged in dialogue</p>	<ul style="list-style-type: none"> ◆ Japanese institutional investors, etc.: 20 SR meetings, 14 IR meetings, 2 financial results briefings, 5 plant tours ◆ Overseas institutional investors, etc.: 3 SR meetings, 16 IR meetings
<p>Main personnel engaging in dialogue with shareholders and investors</p>	<ul style="list-style-type: none"> ◆ Shigetoshi Aota, President and Representative Director ◆ Yutaka Setoi, Operating Officer and General Manager, IR Office ◆ Akinobu Endo, Operating Officer and General Manager, Planning and Administration Division <p>(Note) On April 1, 2024, the IR Office was renamed the Sustainable Management Promotion Office.</p>

Matters relayed to and understood by shareholders through briefings

- (1) Business strategies, growth investment plans, etc. of Medium-Term Business Plan (FY2022 to FY2026)
- (2) Capital policy approach and implementation status based on Action to Implement Management that is Conscious of Cost of Capital and Stock Price (disclosed on August 9, 2024)
- (3) Value creation processes and platform for realizing them in line with Group history (management resource quality and volume), based on Integrated Report 2023 (published on May 22, 2023)

Outcomes of shareholder dialogues and decisions adopted as a result of them (including dialogues in previous fiscal years)

- (1) Published the Integrated Report 2023 (May 2023)
- (2) Start of English language information disclosure
- (3) Appointment of female Director (one of the seven Directors as of June 2023)
- (4) Revision of total return ratio (changed the payout ratio during the Medium-Term Business Plan period from roughly 30% to roughly 60% from FY2023)
- (5) Conducted a share split (October 2023)
- (6) Acceleration of reducing cross-shareholdings (reduced four stocks in FY2023)
- (7) Disclosure of officers' remuneration (indicated total amount of remuneration, etc. received as officers from subsidiaries starting in FY2021)
- (8) Start of disclosure of skill matrix for directors through inclusion in convocation notices for Annual General Meetings of Shareholders (from FY2022) and expansion of content of skill matrix (planned from FY2023)
- (9) Adoption of electronic voting system and electronic voting platform for General Meetings of Shareholders (planned from FY2023 Annual General Meeting of Shareholders)

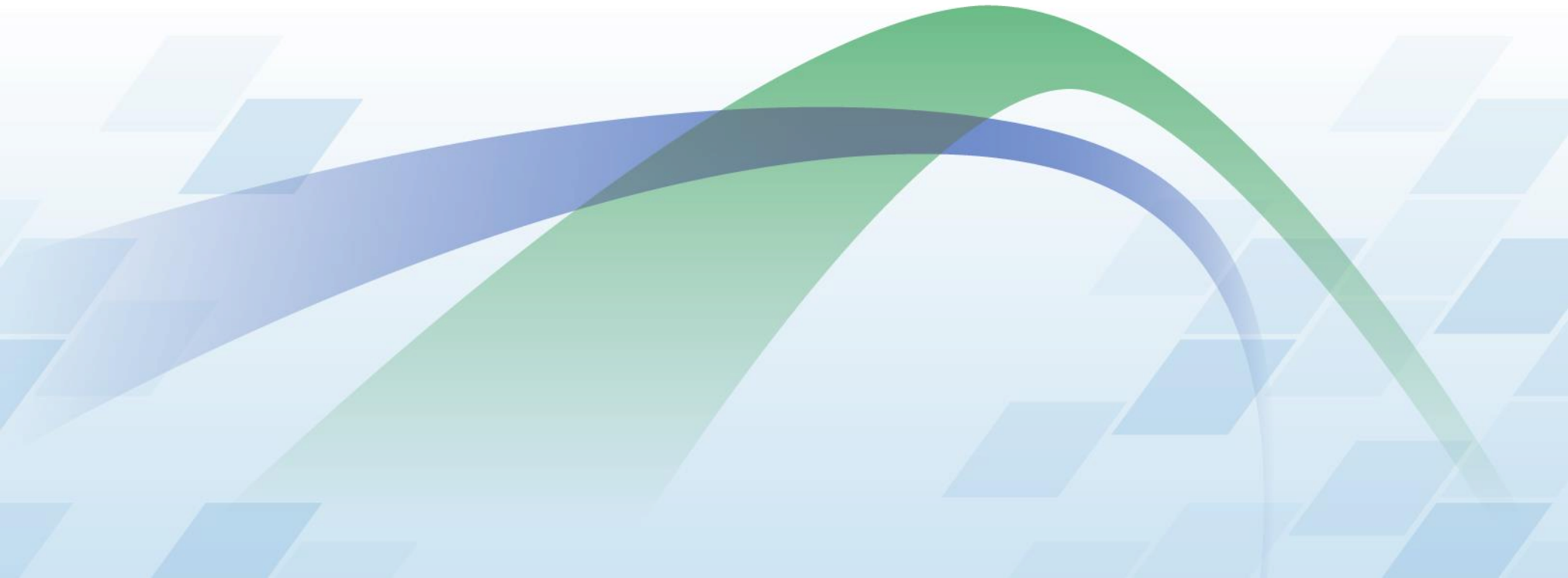
◆ **Important notes regarding forward-looking statements**

The information presented in this document is intended to serve solely as reference information for investors. It is not intended as solicitation. Forward-looking statements within this document are based on targets and forecasts, and do not represent guarantees or assurances. Please be aware that future business performance may differ from our current future forecasts.

◆ **Investor relations inquiries**

**Sasaki, Hiraoka, Endo and Setoi
Group Planning and Administration Division
MIYAJI ENGINEERING GROUP, INC.
9-19 Nihonbashi-Tomizawa-cho, Chuo-ku, Tokyo 103-0006, Japan
TEL: +81-3-5649-0111
E-mail: meg.IR@miyaji-eng.co.jp**

Appendix 1 – Action to Implement Management that is Conscious of Cost of Capital and Stock Price



Action to Implement Management that is Conscious of Cost of Capital and Stock Price (1)

Evaluation of the current situation (as of the disclosure of August 9, 2023)

FY2022 ROE: 8.9%

⇒ Although this fell short of the 10% target under the Medium-Term Business Plan, we achieved a level of return on capital that is equivalent to or higher than the cost of shareholders' equity.

PBR at the end of March 2023: 0.72 times

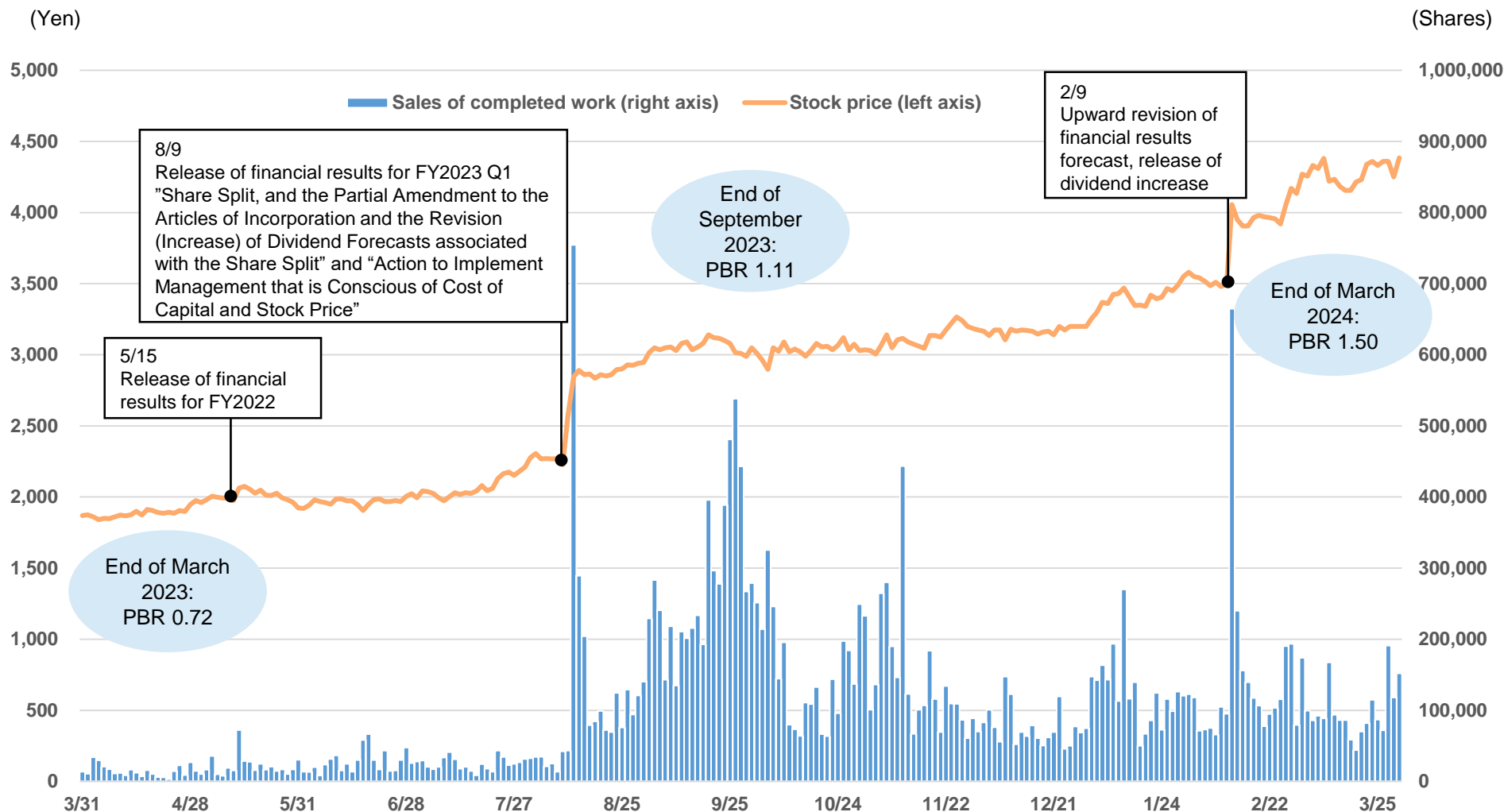
⇒ This remained below 1.0, which we believe is due to the insufficient understanding of matters such as the Group's business strategies, minimum equity capital requirements, and our policy on shareholder returns.

	(Million yen)					
	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023
Net sales	52,062	63,841	55,268	58,002	60,279	69,365
Operating profit	4,350	5,241	5,501	5,810	5,127	7,904
Profit attributable to owners of parent	3,608	2,616	3,808	3,406	3,077	4,354
Equity-to-asset ratio	43.8%	43.8%	49.6%	54.0%	56.3%	53.5%
ROE	15.8%	10.4%	13.5%	10.7%	8.9%	11.6%
Net assets per share (yen) *1	1,790.37	1,922.04	2,214.87	2,452.49	2,608.98	2,916.70
Year-end stock price (yen) *1	935.0	810.0	1,184.5	1,730.0	1,870.0	4,385.0
PBR (times)	0.52	0.42	0.53	0.71	0.72	1.50

*1 The Company conducted a two-for-one stock split of its common shares on October 1, 2023. Net assets per share and year-end stock price have been revised after reflecting the stock split.

Stock Trends

Stock price and sales of completed work in FY2022



(Note) The Company conducted a two-for-one stock split of its common shares on October 1, 2023. Stock price and sales of completed work have been revised after reflecting the stock split.

Stock Trends

	End of March 2023		End of March 2024
▪ Stock price	¥1,870	→	¥4,385
	(revised to reflect stock split)		
▪ PBR	0.72 times	→	1.50 times
▪ Total market value			
	¥25.9 billion	→	¥60.6 billion

Measures to be adopted

We will work to achieve a 10% ROE and 1.0 PBR by implementing seven measures, with the aim of achieving sustainable growth and the enhancement of our corporate value over the medium to long term.

<p>(1) Achievement of the Medium-Term Business Plan (FY2022 to FY2026)</p>	<ul style="list-style-type: none"> ◆ We will steadily implement plans involving the well-balanced investment of management resources in large construction projects for new bridges, large-scale expressway renovation projects, highly difficult construction projects in the private sector, and other undertakings. ◆ We have formulated and are implementing investment plans consisting of ¥18.0 to ¥20.0 billion in total over the five years of the Medium-Term Business Plan to improve efficiency and optimization of plant production and on-site construction capacity, develop new business, and reinforce our general engineering functions. 	 <p>Design and construction of the Daini-Keihan Road Kadoma East Viaduct (steel superstructure)</p>
<p>(2) Implementation of active IR activities</p>	<ul style="list-style-type: none"> ◆ We will strive to deepen investors' understanding of the Group through financial results briefings, one-on-one meetings, tours, etc. ◆ We created an English website and post timely disclosure materials in English, including General Meeting of Shareholders convocation notices and financial results. ◆ We will update our integrated report, which we started publishing in FY2022, on an annual basis. 	 <p>Nihon Keizai Shimbun advertisement on October 16, 2023</p>

Action to Implement Management that is Conscious of Cost of Capital and Stock Price (3)

Measures to be adopted	
(3) Buy-back of shares	<ul style="list-style-type: none"> ◆ We will consider buying back shares under special circumstances, such as another party's release of the Company's shares due to a reduction in cross-shareholdings.
(4) Implementation of a share split	<ul style="list-style-type: none"> ◆ We conducted a two-for-one share split of the Company's common shares on October 1, 2023.
(5) Revision of the dividend policy (implementation of capital efficiency-conscious, flexible shareholder returns)	<ul style="list-style-type: none"> ◆ We will appropriately control the level of equity capital, paying careful attention to maintaining capital efficiency so as to achieve the Medium-Term Business Plan target of 10% ROE. We will maintain a basic policy of implementing a well-balanced capital policy, including investments for sustainable growth and a certain level of capital reinforcement. ◆ We believe that equity capital equivalent to roughly seven months of monthly sales (60% of annual net sales) is required to ensure the sustainable growth, given the accident risks and natural disaster risks we face due to our business characteristics, and we have set our equity ratio target at 55%. ◆ We will implement flexible shareholder returns that are commensurate with performance, with a target total return ratio of 60%, thereby keeping the level of equity capital under adequate control. ◆ Based on our target total return ratio of 60%, we will raise our forecast annual dividend per share for FY2023 from the amount equivalent to a 35% dividend payout ratio announced on May 15, 2023, to the amount equivalent to 60%.

Action to Implement Management that is Conscious of Cost of Capital and Stock Price (4)

Measures to be adopted

(6) Presentation of QUO cards in commemoration of the 20th anniversary of the Company's establishment

- ◆ We celebrated our 20th anniversary in September of this year. In order to express our appreciation for the continued support of our shareholders, in addition to our commemorative dividend, we will also present commemorative 20th anniversary QUO cards to all shareholders holding one or more unit of shares, as recorded in the final shareholder registry on September 30, 2023.



Design of the QUO card

(7) Reduction of cross-shareholdings

- ◆ We will reduce cross-shareholdings for which we deem the significance of holding these shares to be insufficient based on dialogue with the companies in which we hold shares. We will also reduce the ratio of the cross-shareholdings book value to consolidated net assets to 10% or less as soon as possible during the period of the Medium-Term Business Plan (FY2022 to FY2026).

Appendix 2 – Company Profile



About MEG (1/4)

<MEG's Management Philosophy>

Contributing to the enrichment of our nation and the creation of a brighter society through the construction, maintenance, and repair of societal infrastructure such as bridges, buildings, and coastal structures

About MEG (2/4)

Our Group business companies MIYAJI ENGINEERING and MM BRIDGE both primarily focus on the manufacturing and construction of bridges as contracted by government agencies such as the Ministry of Land, Infrastructure, Transport and Tourism and expressway management companies.



Our industry is one of engaging in business based on orders placed by clients, and the volume of orders placed is directly impacted by the amounts budgeted by government offices for road infrastructure investment.

Public works projects are decided on through bidding, so it is not possible to systematically receive orders.



Normalizing order volume and conducting production systematically is difficult, so there can be profit/loss peaks and valleys.

About MEG (3/4)

- ◆ **Our main business segment, the new bridge segment,**
Began with the construction of the Metropolitan Expressway **Edobashi Bridge Junction**, which contributed significantly to the advancement of bridge technologies during Japan’s period of rapid economic growth. We have **a track record of design and construction technologies used in long-span bridges** such as the **Kanmon Bridge** connecting Honshu and Kyushu; the **Akashi-Kaikyo Bridges** and other many Honshu-Shikoku Bridges; the **Kesenuma Bay Crossing Bridge**, which is a symbol of the recovery from the Great East Japan Earthquake; the **Tokyo Gate Bridge, Rainbow Bridge, and Yokohama Bay Bridge**, which offer spectacular night views of Tokyo Bay; and other famous bridges.
- ◆ **In the area of highly difficult bridge construction, such as the construction of bridges used by the Shinkansen and other rail lines,**
we have established a stellar reputation and earned the solid trust of our customers through our safe site construction, backed by the advanced technical capabilities we have refined over the years and the technical strengths of our teams of specialized engineers.
- ◆ **The construction of special buildings and the design and manufacturing technologies used for special coastal steel structures require advanced technical capabilities backed by experience. Few companies outside our Group have these capabilities.**

About MEG (4/4)

◆ Projects to come will continue to include **difficult, large-scale projects** such as **an expressway renewal project** with a budget said to be ¥7 trillion, the ¥500.0 billion long-span bridge in the western extension of the Wangan (Osaka Bay) Route of the Hanshin Expressway, and the No. 2 Kanmon Bridge (Shimonoseki-Kitakyushu Road). There are also upcoming projects such as a redevelopment project for a train terminal in the Tokyo area, continuous grade separation and elevation projects, special building construction projects, and large coastal steel structure construction projects. Our Group sees this as **an ideal business environment for achieving further success.**




Company Profile

Head office	9-19 Nihonbashi-Tomizawa-cho, Chuo-ku, Tokyo
Representative	Shigetoshi Aota, President and Representative Director
Founded	September 1908
Capital	¥3.0 billion
Consolidated net sales	¥69.3 billion (FY2023)



MIYAJI ENGINEERING GROUP, INC.

Ownership: 100% (consolidated)



MIYAJI ENGINEERING CO., LTD. (MEC)

Design, manufacture, erection, installation, maintenance and repair of bridges, steel frameworks, and other steel structures; design and manufacture of pre-stressed concrete; construction and project management of civil engineering works; and assembly of steel frameworks, steel towers, and structures with large interior spaces

Ownership: 51% (consolidated)



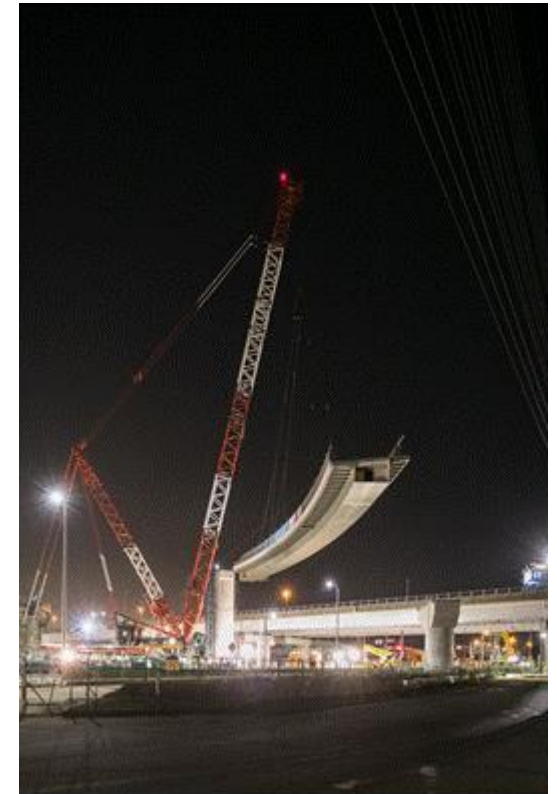
MM BRIDGE CO., LTD. (MMB)

Design, manufacture, installation, sale, and repair of bridges and coastal structures, etc.

Ownership: 100% (non-consolidated)

MG Corporation Inc.

Design, manufacture, and erection of steel structures; sale of bolts and welding materials, etc.; personnel dispatching, and other business operations



Business Offices and Business Sites



MIYAJI ENGINEERING CO., LTD.
Matsumoto Power Plant



MIYAJI ENGINEERING CO., LTD.
Kurihashi Equipment Center



MM BRIDGE CO., LTD. Hiroshima Equipment Center

MM BRIDGE CO., LTD. Toyama Office

MIYAJI ENGINEERING CO., LTD.
Hyogo Equipment Center

MM BRIDGE CO., LTD. Head Office
MIYAJI ENGINEERING CO., LTD.
Hiroshima Sales Office

MM BRIDGE CO., LTD. Nagasaki Office

MIYAJI ENGINEERING CO., LTD.
Fukuoka Sales Office

MM BRIDGE CO., LTD.
Kyushu Sales Office

MIYAJI ENGINEERING CO., LTD.
Okinawa Sales Office

MIYAJI ENGINEERING CO., LTD.
Sapporo Sales Office

MIYAJI ENGINEERING CO., LTD.
Sendai Sales Office
MM BRIDGE CO., LTD. Tohoku Sales Office

MM BRIDGE CO., LTD. Nasu Equipment Center



MIYAJI ENGINEERING CO., LTD. Chiba Works
MM BRIDGE CO., LTD. Ichihara Works
MG Corporation Inc. Head Office

MIYAJI ENGINEERING GROUP, INC. Head Office
MIYAJI ENGINEERING CO., LTD. Head Office
MM BRIDGE CO., LTD. East Japan Branch

MM BRIDGE CO., LTD. Yokohama Sales Office

MIYAJI ENGINEERING CO., LTD.
Nagoya Sales Office

MM BRIDGE CO., LTD. Chubu Sales Office

MIYAJI ENGINEERING CO., LTD.
Kansai Branch
MM BRIDGE CO., LTD. West Japan Branch

Major Past Projects (long-span bridges and highway bridges)

- We have accrued sophisticated technical capabilities through our long track record of experience with high difficulty projects



Kanmon Bridge (1,068 m)

Erected using the pioneering successive rigid coupling technique

Japan Society of Civil Engineers
"Tanaka Award"



Akashi-Kaikyo Bridge (3,991 m)

The world's largest suspension bridge at the time of its construction

Japan Society of Civil Engineers
"Tanaka Award"



Tokyo Gate Bridge (2,618 m)

Japan's second-largest truss bridge

Japan Society of Civil Engineers
"Tanaka Award"



Metropolitan Expressway Edobashi Junction

The most difficult part of the construction of the Metropolitan Expressway



Minato Bridge

Japan's largest truss bridge

Japan Society of Civil Engineers
"Tanaka Award"



Tataro Bridge (1,480m)

Japan's largest cable-stayed bridge

Japan Society of Civil Engineers
"Tanaka Award"



Ariake Chikugo River Bridge

The first bridge of its type in Japan

Japan Society of Civil Engineers
"Tanaka Award"



Kesenuma Bay Crossing Bridge (1,344m)

A symbol of Japan's recovery from the Great East Japan Earthquake

Japan Society of Civil Engineers
"Tanaka Award"

Major Past Projects

(Railroad-related, buildings with large interior spaces and special buildings, and coastal structures)

- We have taken part in numerous railway bridge construction projects requiring high-level construction technologies.
- We have also accumulated expertise regarding buildings with large interior spaces and special buildings by participating in many projects such as the construction of Tokyo Tower



Bridges
(railroad-related)



Tokaido Shinkansen Egawa Bridge



Tokaido Shinkansen Minowa Overpass



Sagami Jukan Expressway No. 16 Bridge near the Tokaido Shinkansen 50K900 point

Buildings with large interior spaces and special buildings



Tokyo Tower (333m)



Kobe Port Tower (108 m)



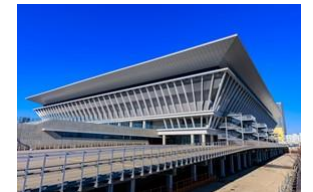
Nagoya Dome



Tokyo Skytree (634 m)



Sapporo Dome



Tokyo Aquatics Center

Coastal structures



Minami Honmoku steel caisson



Tokyo Bay Umi-no-Mori Tunnel immersed tube tunnel

Our Group's Strengths

Our comprehensive capabilities, among the highest in the industry, enable us to take part in large-scale, difficult projects

Design and Manufacturing

Planning and Installation

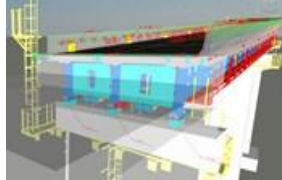
Reliable technologies backed by our experience with numerous projects

Human resources that we can invest in large-scale projects

The strengths made possible by the quantity and quality of our management resources

Industry-leading detailed design capabilities and technical development strengths

We collaborate with ICT companies to develop three CIM systems: Click3D, CIM-GIRDER, and CIM-SLAB



Strategic and special material holdings

Some of the industry's finest launching girder
Cable crane used to erect Japan's largest arch bridge

E.g.) Cable crane



Can be used in steep mountainous or other areas that are not conducive to ordinary

Our strengths lie not only in the equipment we own but also the number and skills of the MEG personnel that operate it

Coordination with advanced technical groups

Coordinating with associations of special scaffolding personnel with advanced technical capabilities is essential for making projects successes



Our external network of specialists provides us with the resources we need to handle challenging construction projects

Manufacturing capabilities provided by our in-house plants



We can manufacture large blocks for use in long-span sea-spanning bridges
We have one of the highest production capacities of any domestic plant in the industry

Major Structures that MEG Has Helped Construct - I

Honshu-Shikoku Bridges



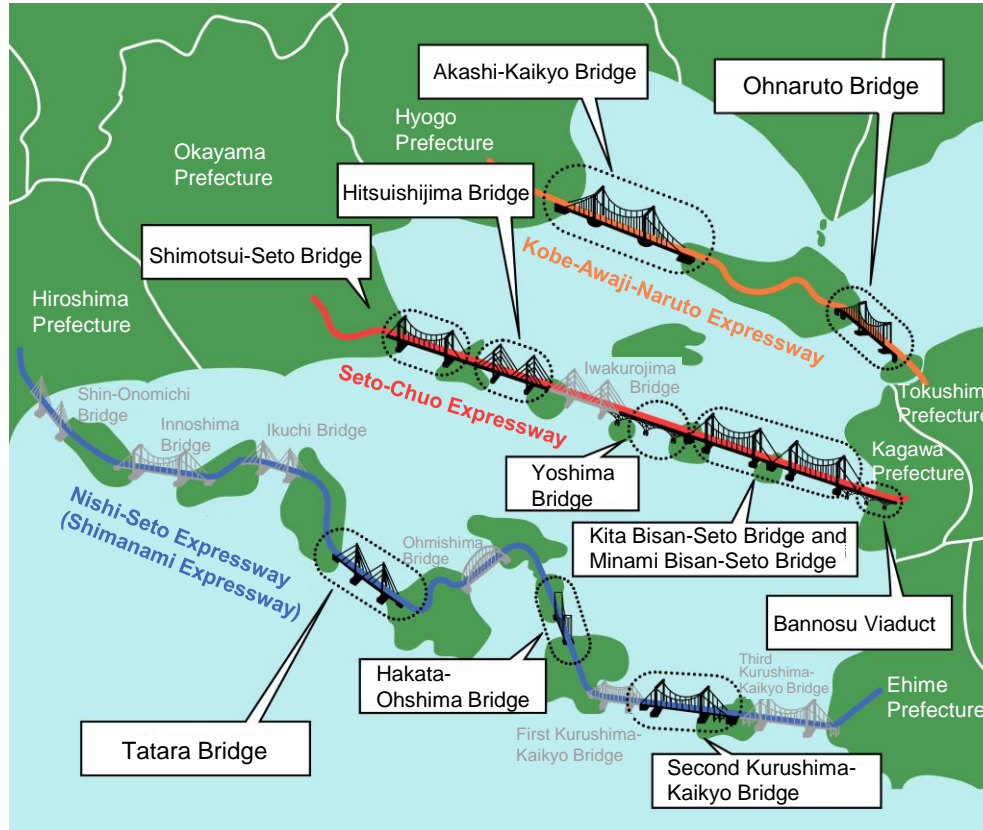
Shimotsui-Seto Bridge



Tataru Bridge



Second Kurushima-Kaikyo Bridge



Akashi-Kaikyo Bridge



Ohnaruto Bridge



Kita Bisan-Seto Bridge and Minami Bisan-Seto Bridge

Major Structures that MEG Has Helped Construct - II

Towers



Tokyo Skytree



Tokyo Tower



Fukuoka Tower



ATM Tower



Kobe Port Tower



Oita Global Tower

Major Structures that MEG Has Helped Construct - III

Domes



Es Con Field Hokkaido



Tokyo Aquatics Centre



FUKUOKA PayPay Dome



Resonac Dome Oita



Q&A Stadium Miyagi



Vantelin Dome Nagoya



Odate Jukai Dome



Sapporo Dome



Nissan Stadium