FY27.3 First Quarter Investors Meeting

AUGUST 4, 2026

KYUSHU RAILWAY COMPANY

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I Financial Results for the First Three Months of FY27.3

Consolidated Financial Highlights for the Three-Month Period Ended June 30, 2026

(¥bil)

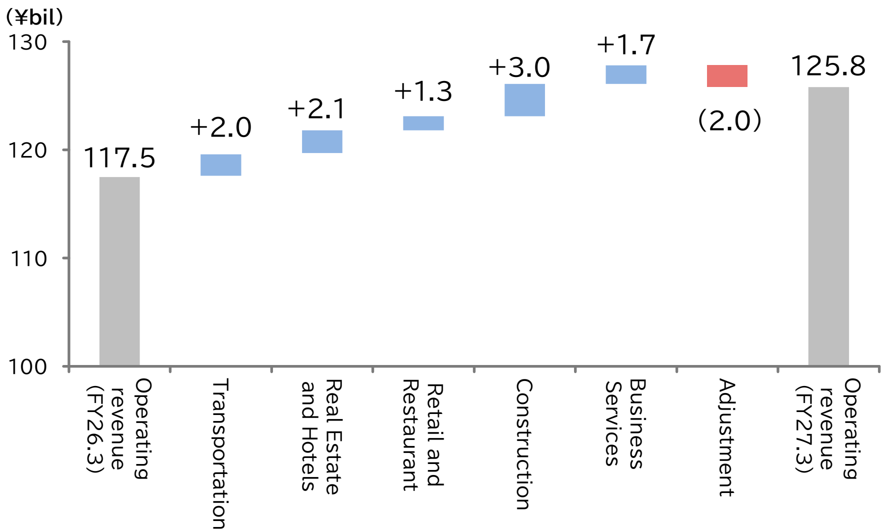
	3 months ended June 30, 2025	3 months ended June 30, 2026	YoY	
Operating revenue	117.5	125.8	8.3	107.1%
Operating income	19.9	20.8	0.8	104.4%
Ordinary income	20.4	20.9	0.5	102.5%
Extraordinary gains and losses	0.9	0.4	(0.5)	41.7%
Net income attributable to owners of the parent	16.3	15.7	(0.6)	95.8%
EBITDA※	29.2	30.7	1.4	105.0%

※Note: EBITDA = operating income + depreciation expense (excluding depreciation of leased assets held for subleasing purposes). The same applies hereafter

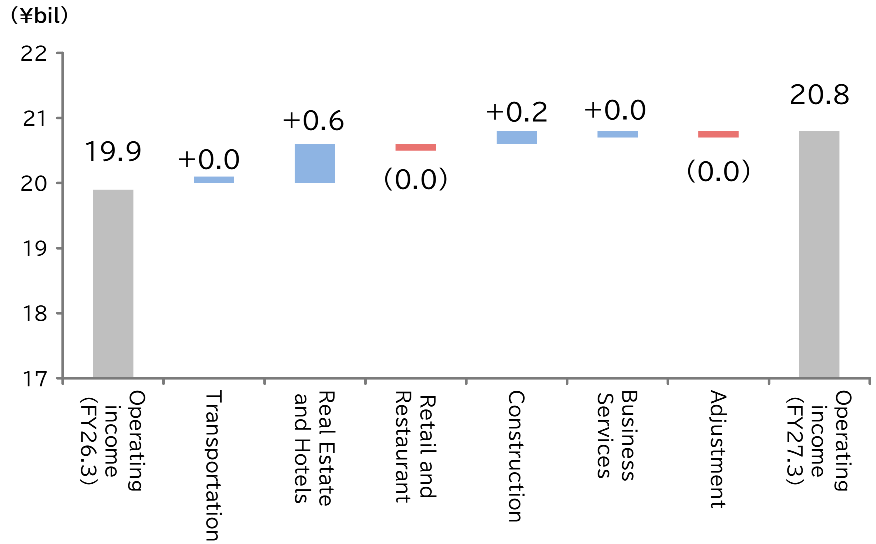
Key points

- Operating revenue increased year on year due to higher railway transportation revenues and other factors. Operating income and ordinary income also grew year on year.
- Net income attributable to owners of the parent declined, mainly due to lower gain on sales of fixed assets.

Change in operating revenue by segment



Change in operating income by segment



Consolidated Balance Sheets as of June 30, 2026

(¥bil)

	Results FY26.3	3 months ended June 30, 2026	Increase /Decrease	Major factors
Assets	1,222.4	1,238.4	15.9	
Current assets	247.7	260.3	12.6	Increase in work in process
Non-current assets	974.7	978.0	3.3	Increase in property, plant and equipment
Fixed assets for railway business	175.2	173.1	(2.0)	
Liabilities	727.5	738.2	10.6	
Current liabilities	204.6	208.0	3.4	Increase in commercial paper
Non-current liabilities	522.9	530.2	7.2	Increase in corporate bonds
Net assets	494.8	500.1	5.3	
Interest-bearing debt	467.9	506.1	38.2	
Equity ratio	40.4%	40.3%		

Consolidated Results for the First Three Months of FY27.3 (by Segment)

(¥bil)

	3 months ended June 30, 2025	3 months ended June 30, 2026	YoY		Major factors
Operating revenue	117.5	125.8	8.3	107.1%	
Transportation	45.2	47.3	2.0	104.6%	
Railway Business (non-consolidated)	44.9	46.9	2.0	104.5%	Increase due to the transition to new commuter pass pricing
Real Estate and Hotels	39.9	42.0	2.1	105.4%	
Real Estate Lease	19.4	20.8	1.3	107.0%	
Real Estate Sales	12.3	12.5	0.1	101.4%	Increase in the sales of properties Decrease in the sales of condominiums
Hotel Business	8.1	8.7	0.6	108.0%	
Retail and Restaurant	16.8	18.1	1.3	108.1%	
Construction	17.7	20.7	3.0	116.9%	
Business Services	19.3	21.0	1.7	108.9%	
Operating income	19.9	20.8	0.8	104.4%	
Transportation	9.5	9.5	0.0	100.3%	
Railway Business (non-consolidated)	9.7	9.6	(0.0)	99.3%	
Real Estate and Hotels	9.3	9.9	0.6	106.7%	
Real Estate Lease	4.7	5.2	0.4	110.0%	
Real Estate Sales	2.8	2.6	(0.1)	94.6%	
Hotel Business	1.7	2.0	0.3	117.0%	
Retail and Restaurant	0.8	0.8	(0.0)	90.4%	
Construction	(0.6)	(0.3)	0.2	-	
Business Services	1.0	1.1	0.0	107.3%	
EBITDA	29.2	30.7	1.4	105.0%	
Transportation	13.1	13.5	0.3	103.0%	
Railway Business (non-consolidated)	13.2	13.6	0.3	102.8%	
Real Estate and Hotels	13.8	14.5	0.7	105.1%	
Real Estate Lease	8.3	8.9	0.5	106.8%	
Real Estate Sales	2.8	2.6	(0.1)	94.6%	
Hotel Business	2.7	2.9	0.2	110.6%	
Retail and Restaurant	1.2	1.1	(0.0)	97.3%	
Construction	(0.3)	(0.0)	0.3	-	
Business Services	1.7	1.8	0.1	107.4%	

Non-Consolidated Results for the First Three Months of FY27.3

(¥bil)

	3 months ended June 30, 2025	3 months ended June 30, 2026	YoY		Major Factors
Operating revenue	68.7	71.5	2.7	104.0%	
Railway transportation revenues	41.0	43.0	1.9	104.8%	Increase due to the transition to new commuter pass pricing
Shinkansen	16.0	16.6	0.5	103.7%	
Conventional Lines	24.9	26.3	1.3	105.6%	
Other revenue	27.7	28.5	0.7	102.8%	
Operating expense	51.2	54.0	2.8	105.6%	
Personnel expense	12.7	13.0	0.2	102.2%	
Non-personnel expense	28.6	30.6	1.9	106.9%	
Energy cost	2.8	2.8	(0.0)	98.5%	
Maintenance cost	5.1	6.3	1.1	123.0%	Increase due to measures for safety and measures to deterioration
Other	20.7	21.5	0.8	104.1%	
Taxes	3.6	3.6	0.0	101.5%	
Depreciation cost	6.0	6.6	0.5	109.1%	
Operating income	17.5	17.4	(0.1)	99.3%	
Non-operating income and expense	0.3	(0.0)	(0.4)	-	
Ordinary income	17.9	17.3	(0.5)	96.9%	
Extraordinary gain and losses	0.0	0.3	0.3	641.0%	
Net income	13.6	13.1	(0.4)	96.5%	

Results by business (non-consolidated) (included in above table)

(¥bil)

		3 months ended June 30, 2025	3 months ended June 30, 2026	YoY	
Railway business	Operating revenue	44.9	46.9	2.0	104.5%
	Operating income	9.7	9.6	(0.0)	99.3%
Related businesses	Operating revenue	23.8	24.5	0.7	103.1%
	Operating income	7.7	7.7	(0.0)	99.4%

Ⅱ Full-Year Performance Forecasts and Dividend Forecasts for FY27.3

Consolidated Financial Forecast Highlights for FY27.3

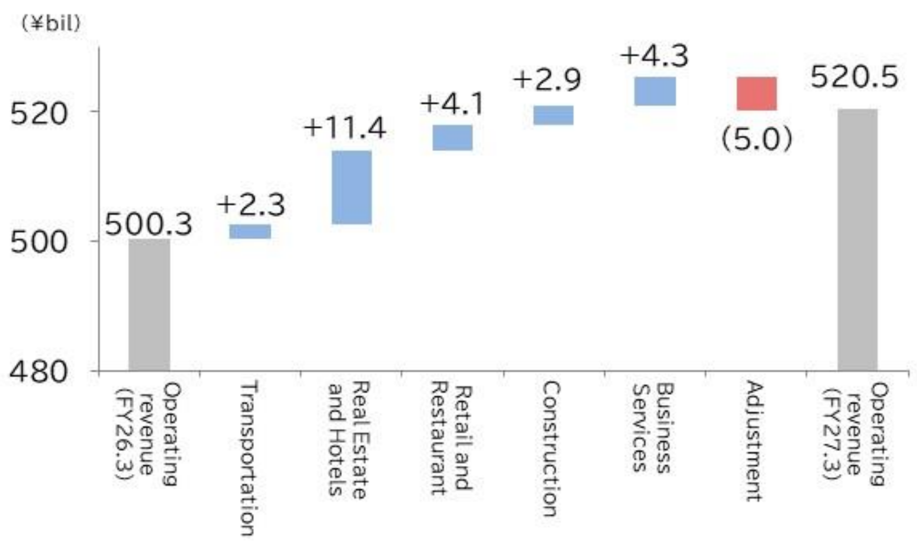
(¥bil)

	Results FY26.3	Forecasts FY27.3	YoY		Medium-Term Business Plan targets
Operating revenue	500.3	520.5	20.1	104.0%	564.0
Operating income	74.0	75.0	0.9	101.3%	81.0
Ordinary income	74.0	70.9	△ 3.1	95.8%	–
Net income attributable to owners of the parent	45.4	51.6	6.1	113.5%	–
EBITDA	112.6	116.2	3.5	103.1%	125.5

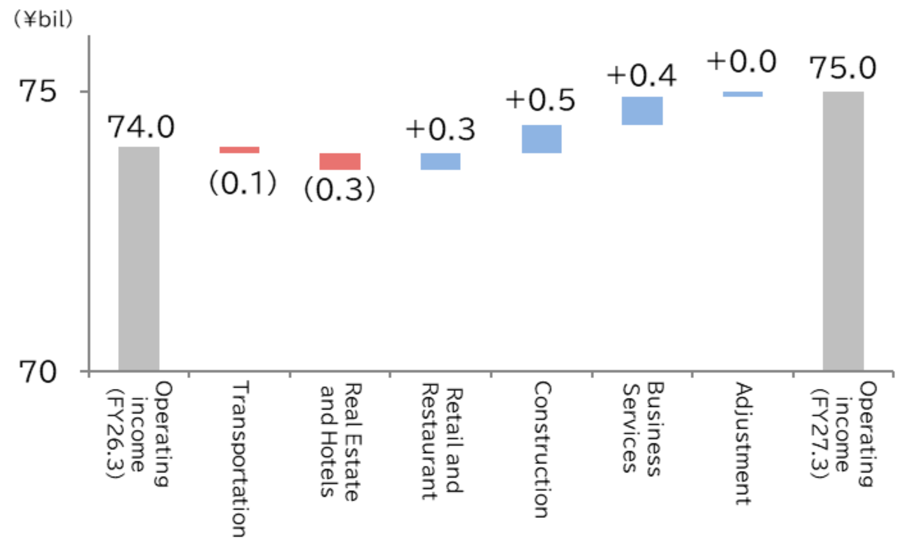
Key points

- Consolidated operating revenue and operating income are expected to increase, driven primarily by higher railway transportation revenues and an increase in property sales.
- Ordinary income is expected to decrease due to an increase in interest expense.
- Net income attributable to owners of the parent is expected to increase, reflecting the absence of the extraordinary losses recorded in the previous fiscal year.

Change in operating revenue by segment



Change in operating income by segment



The Impact of the "2026 Kumamoto Earthquake"

- An earthquake with a maximum seismic intensity of 7 occurred on July 28, 2026, centered in Uki City and Hikawa Town, Kumamoto Prefecture.
- Operations are currently suspended on the Kyushu Shinkansen (between Kumamoto and Kagoshima-Chuo) and the Kagoshima Main Line (between Uto and Yatsushiro).
- Currently under detailed investigation

Status of Major Damage

- Regarding railways, the sections where train operations are suspended as of August 4 are as follows. We aim to gradually resume operations.

  Shinkansen: Kyushu Shinkansen (Between Kumamoto and Kagoshima-Chuo)
  *Regarding the section between Shin-Minamata and Kagoshima-Chuo, we are currently preparing to resume operations
  Conventional Lines: Kagoshima Main Line (Between Uto and Yatsushiro)

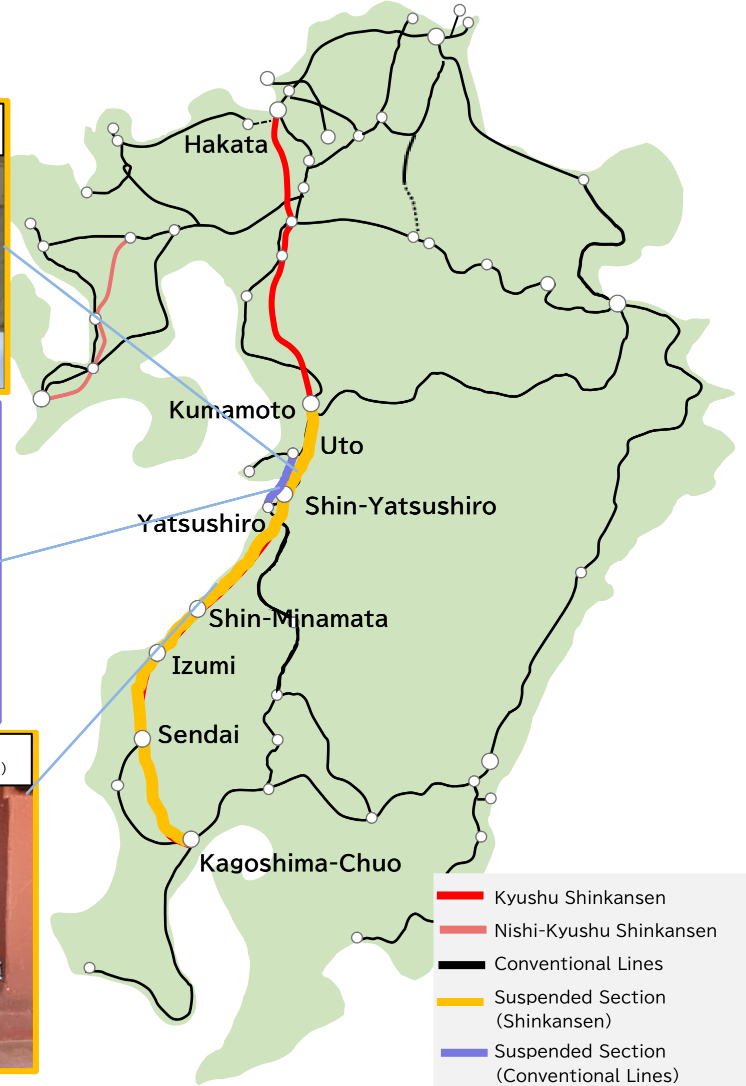
- Regarding station buildings, although there was some damage to parking lot facilities and escalators, we have taken necessary measures and gradually resumed operations from July 31.

- Regarding the hotel, although there were suspensions of gas supply and elevators, operations are continuing.

Between Kumamoto and Shin-Yatsushiro: Damage to viaducts

Between Ogawa and Arisa: Damage to utility poles

Between Shin-Yatsushiro and Shin-Minamata: Bridge girder displacement (deformation of bearings)



Consolidated Financial Forecasts for FY27.3 (by Segment)

(¥bil)

	Results FY26.3	Forecasts FY27.3	YoY		Major factors	Medium-Term Business Plan targets
Operating revenue	500.3	520.5	20.1	104.0%		564.0
Transportation	190.6	193.0	2.3	101.2%	Increase in Railway transportation revenues	196.0
Railway Business (non-consolidated)	188.8	191.2	2.3	101.2%		–
Real Estate and Hotels	156.6	168.1	11.4	107.3%		188.0
Real Estate Lease	82.9	84.1	1.1	101.4%	Increase due to properties opened in the previous fiscal year	–
Real Estate Sales	39.6	48.2	8.5	121.5%	Increase in sales of properties	–
Hotel Business	34.0	35.8	1.7	105.1%		–
Retail and Restaurant	71.8	76.0	4.1	105.8%		82.0
Construction	111.0	114.0	2.9	102.6%		118.0
Business Services	84.1	88.5	4.3	105.1%		96.0
Operating income	74.0	75.0	0.9	101.3%		81.0
Transportation	23.9	23.8	(0.1)	99.3%		23.5
Railway Business (non-consolidated)	24.2	24.0	(0.2)	98.8%		–
Real Estate and Hotels	34.4	34.1	(0.3)	99.1%		39.5
Real Estate Lease	18.7	18.9	0.1	101.0%		–
Real Estate Sales	8.3	7.4	(0.9)	88.7%		–
Hotel Business	7.3	7.8	0.4	106.2%		–
Retail and Restaurant	3.8	4.2	0.3	108.4%		4.5
Construction	7.7	8.3	0.5	107.2%		8.5
Business Services	5.0	5.5	0.4	109.2%		5.5
EBITDA	112.6	116.2	3.5	103.1%		125.5
Transportation	38.6	40.2	1.5	104.0%		–
Railway Business (non-consolidated)	38.6	40.0	1.4	103.7%		–
Real Estate and Hotels	52.9	53.0	0.0	100.1%		–
Real Estate Lease	33.4	34.2	0.7	102.3%		–
Real Estate Sales	8.3	7.4	(0.9)	88.5%		–
Hotel Business	11.1	11.4	0.2	102.3%		–
Retail and Restaurant	5.3	6.0	0.6	111.3%		–
Construction	9.0	10.0	0.9	109.9%		–
Business Services	7.9	8.3	0.3	103.8%		–

Non-consolidated Financial Forecasts for FY27.3

(¥bil)

	Results FY26.3	Forecasts FY27.3	YoY		Major factors
Operating revenue	272.9	286.1	13.1	104.8%	
Railway transportation revenues	172.6	175.1	2.4	101.4%	Increase due to the transition to new commuter pass pricing
Shinkansen	69.1	69.3	0.1	100.2%	
Conventional Lines	103.4	105.8	2.3	102.3%	
Other revenue	100.3	111.0	10.6	110.6%	Increase in sales of properties
Operating expense	223.5	237.3	13.7	106.2%	
Personnel expense	52.1	52.6	0.4	100.8%	
Non-personnel expense	132.2	142.4	10.1	107.7%	
Energy cost	11.4	11.9	0.4	104.1%	
Maintenance cost	39.6	39.4	(0.2)	99.5%	
Other	81.2	91.1	9.8	112.1%	Increase in cost of sales properties
Taxes	14.0	15.0	0.9	106.7%	
Depreciation cost	25.0	27.3	2.2	109.0%	
Operating income	49.4	48.8	(0.6)	98.8%	
Non-operating income and expense	0.8	(3.6)	(4.4)	-	Increase in interest expense
Ordinary income	50.2	45.2	(5.0)	90.0%	
Extraordinary gain and losses	(14.5)	-	14.5	-	
Net income	28.7	34.8	6.0	121.0%	

Forecasts by business (non-consolidated)(include in above table)

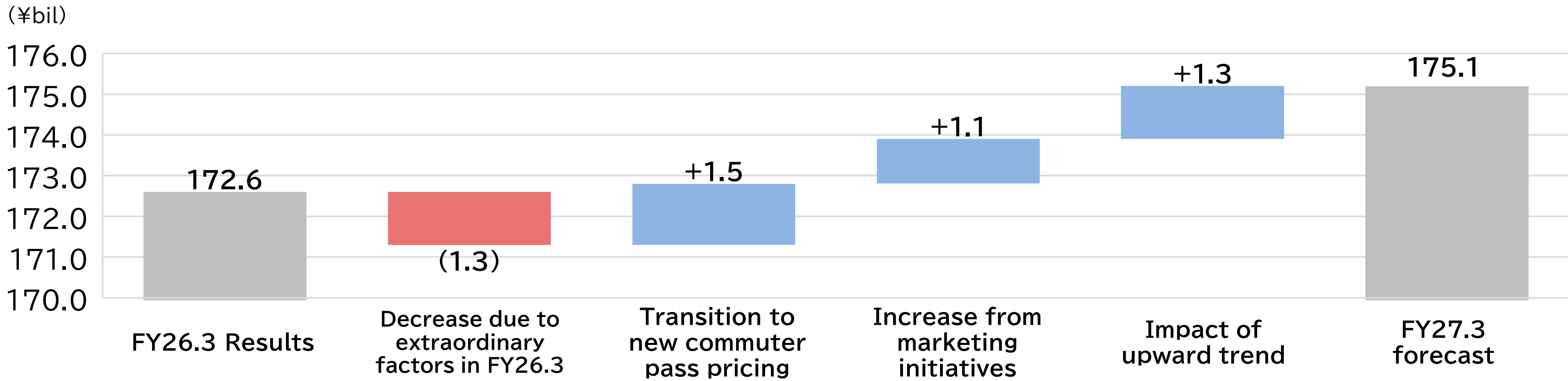
(¥bil)

		Results FY26.3	Forecasts FY27.3	YoY	
Railway business	Operating revenue	188.8	191.2	2.3	101.2%
	Operating income	24.2	24.0	(0.2)	98.8%
Related businesses	Operating revenue	84.0	94.9	10.8	112.9%
	Operating income	25.1	24.8	(0.3)	98.7%

Major Factors Affecting Railway Transportation Revenues

(¥bil)

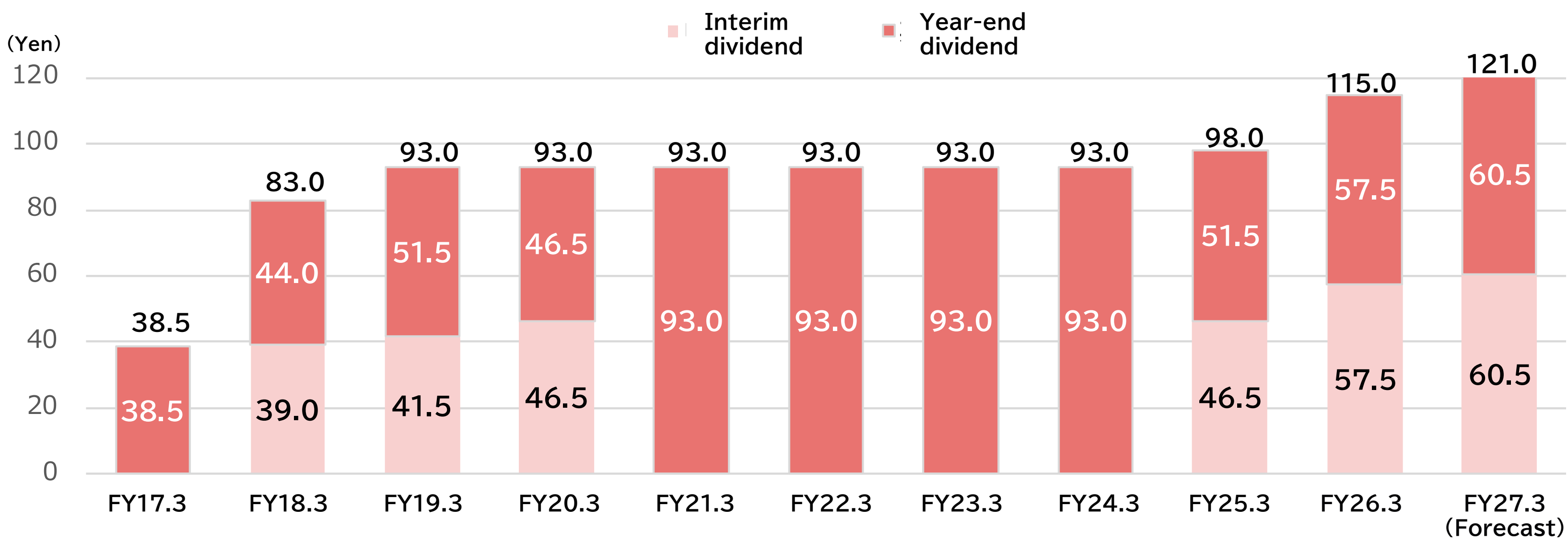
	FY26.3 results	FY27.3 forecast	YoY		Major factors
Total	172.6	175.1	2.4	101.4%	
Commuter pass	37.0	38.6	1.5	104.1%	
Non-commuter pass	135.5	136.5	1.0	100.7%	
Shinkansen	69.1	69.3	0.1	100.2%	
Commuter pass	3.8	3.9	0.1	102.8%	Transition to new commuter pass pricing: +0.1
Non-commuter pass	65.3	65.4	0.0	100.1%	Impact of upward trend: +0.6 Increase from marketing initiatives: +0.4 Decrease due to extraordinary factors in FY26.3: (1.0)
Conventional Lines	103.4	105.8	2.3	102.3%	
Commuter pass	33.2	34.6	1.4	104.3%	Transition to new commuter pass pricing: +1.4
Non-commuter pass	70.1	71.1	0.9	101.4%	Impact of upward trend: +0.6 Increase from marketing initiatives: +0.7 Decrease due to extraordinary factors in FY26.3: (0.3)



Shareholder Returns

- JR Kyushu places importance on the stable provision of return to shareholders over the long term. Over the period up to FY28.3, we will aim for a consolidated dividend payout ratio of 35% or higher and flexibly implement share repurchases.
- Based on the above policy and taking into account the revised performance forecast, for FY27.3 we expect to pay annual dividends of ¥121 per share and interim dividends of ¥60.5 per share.

(Reference) Annual dividends per share



	FY17.3	FY18.3	FY19.3	FY20.3	FY21.3	FY22.3	FY23.3	FY24.3	FY25.3	FY26.3	FY27.3 (Forecast)
Dividend payout ratio	13.8%	26.3%	30.2%	46.9%	-	110.3%	46.9%	38.0%	35.1%	38.9%	36.1%

＊Implementation of a share repurchase (¥10 billion)

＊Implementation of a share repurchase (¥10 billion)

Ⅲ Status of Segments

Transportation Segment

- **Looking at railway transportation revenues in Q1 FY27.3, commuter revenues were in line with expectations, while non-commuter revenues exceeded expectations.**

【Results】

(¥bil)

	3months ended June 30, 2025	3months ended June 30, 2026	YoY	
Operating revenue	45.2	47.3	2.0	104.6%
Railway Business (non-consolidated)	44.9	46.9	2.0	104.5%
Railway transportation revenues	41.0	43.0	1.9	104.8%
Operating income	9.5	9.5	0.0	100.3%
Railway Business (non-consolidated)	9.7	9.6	(0.0)	99.3%
EBITDA	13.1	13.5	0.3	103.0%
Railway Business (non-consolidated)	13.2	13.6	0.3	102.8%

【Forecasts】

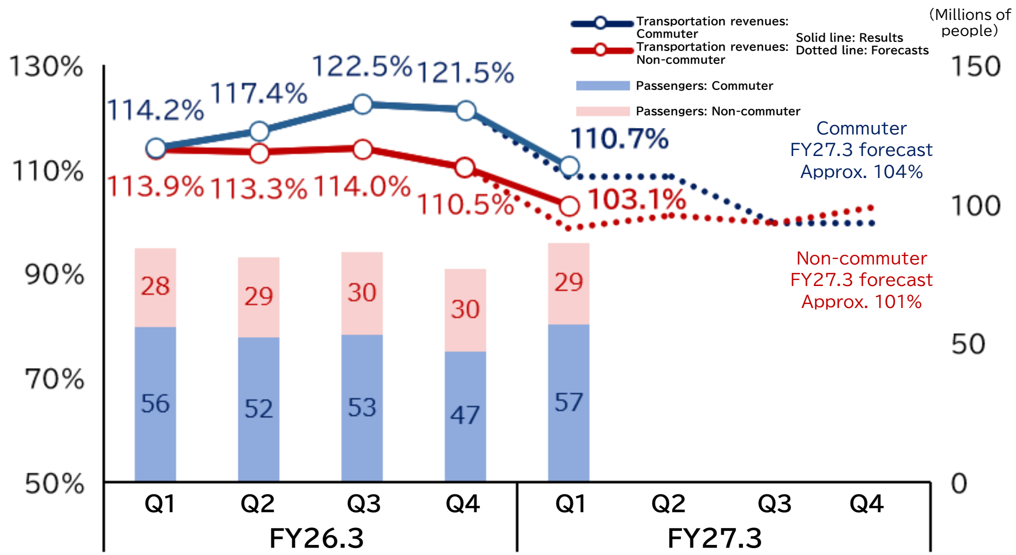
(¥bil)

	Results FY26.3	Forecasts FY27.3	YoY	
Operating revenue	190.6	193.0	2.3	101.2%
Railway Business (non-consolidated)	188.8	191.2	2.3	101.2%
Railway transportation revenues	172.6	175.1	2.4	101.4%
Operating income	23.9	23.8	(0.1)	99.3%
Railway Business (non-consolidated)	24.2	24.0	(0.2)	98.8%
EBITDA	38.6	40.2	1.5	104.0%
Railway Business (non-consolidated)	38.6	40.0	1.4	103.7%

Status of Key Businesses

- In terms of railway transportation revenues in Q1, commuter pass revenues were in line with expectations, while non-commuter revenues exceeded expectations.
- Railway operating expenses remained in line with expectations, although they exceeded the previous year's level, mainly due to increases in personnel and maintenance expenses.

Railway transportation revenues (Year on Year) and passenger numbers



Railway Business (Transportation Data)

Railway transportation revenues

(¥bil)

	3 months ended June 30, 2025	3 months ended June 30, 2026	YoY		Major Factors
Total	41.0	43.0	1.9	104.8%	
Commuter pass	9.1	10.1	0.9	110.7%	
Non-commuter pass	31.8	32.8	1.0	103.1%	
Cargo	0.0	0.0	0.0	184.3%	
Shinkansen	16.0	16.6	0.5	103.7%	
Commuter pass	0.9	1.0	0.1	116.2%	Increase due to the transition to new commuter pass pricing: +0.1
Non-commuter pass	15.1	15.5	0.4	102.9%	Upward trend: +0.4 Increase from marketing initiatives: +0.2 Decrease due to extraordinary factors in FY26.3: (0.3)
Conventional Lines	24.9	26.3	1.3	105.6%	
Commuter pass	8.2	9.0	0.8	110.1%	Increase due to the transition to new commuter pass pricing +0.8
Non-commuter pass	16.7	17.2	0.5	103.3%	Upward trend: +0.5 Increase from marketing initiatives: +0.3 Decrease due to disasters: (0.2) Decrease due to extraordinary factors in FY26.3: (0.2)

Passenger-kilometers

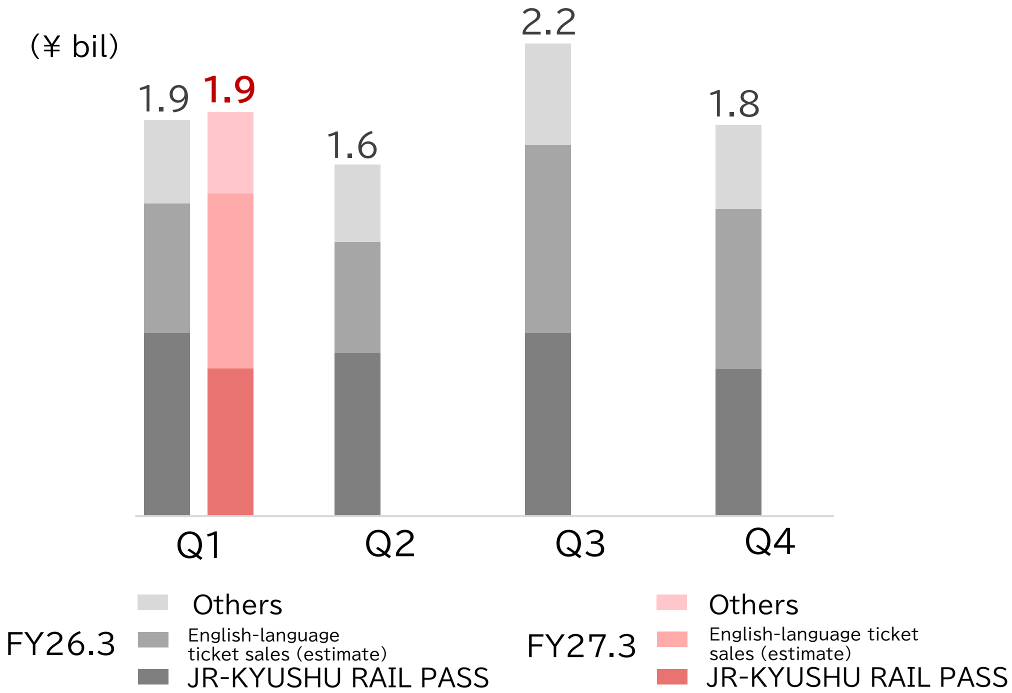
(Millions of passenger-kilometer)

	3 months ended June 30, 2025	3 months ended June 30, 2026	YoY		Major Factors
Total	2,099	2,144	44	102.1%	
Commuter pass	1,055	1,068	13	101.3%	
Non-commuter pass	1,044	1,075	30	102.9%	
Shinkansen	460	480	20	104.5%	
Commuter pass	62	66	3	105.8%	
Non-commuter pass	397	414	16	104.2%	
Conventional Lines	1,639	1,663	23	101.5%	
Commuter pass	992	1,002	10	101.0%	
Non-commuter pass	646	660	13	102.1%	

Status of Inbound Measures in the Railway Business

- In Q1 FY27.3, inbound revenue progressed in line with expectations and was broadly unchanged year on year overall, as increased use of regular tickets offset a decline in JR-KYUSHU RAIL PASS sales.

Inbound Revenue (Approximate)

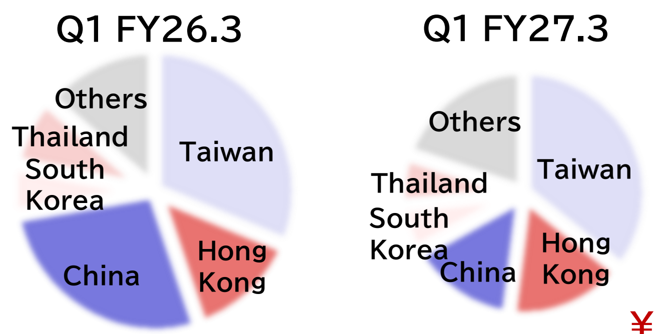


Demand for JR-KYUSHU RAIL PASS

	Q1 FY26.3	Q1 FY27.3	
	Results	Results	Vs. FY26.3
Number of tickets sold	61,000	45,000	74.4 %
Sales	¥0.97 billion	¥0.78 billion	80.6 %
(Reference) Unit price*	Approx. ¥15,800	Approx. ¥17,100	108.3 %

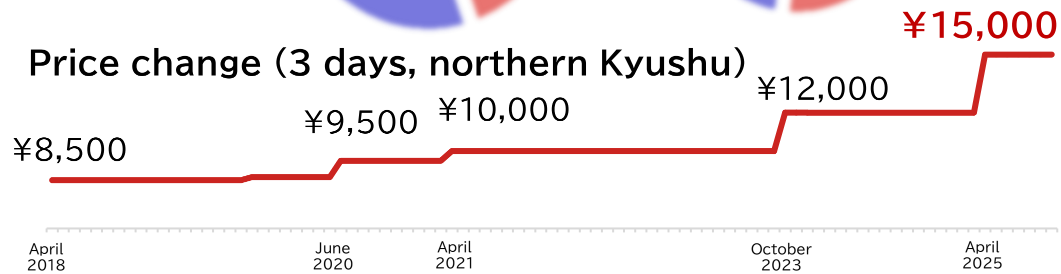
* Average unit price per JR-KYUSHU RAIL PASS

Sales by Nationality



Percentage of Railway Transportation Revenues

	Q1	Q2	Q3	Q4	Full year
FY26.3	4.7%	4.0%	5.0%	4.4%	4.5%
FY27.3	4.5%				



Real Estate and Hotels Segment: Real Estate Leasing Business

- **In Q1 FY27.3, station building tenant sales exceeded both the previous year's level and expectations, mainly led by JR Hakata City.**

【Results】

(¥bil)

	3months ended June 30, 2025	3months ended June 30, 2026	YoY	
Operating revenue	19.4	20.8	1.3	107.0%
Operating income	4.7	5.2	0.4	110.0%
EBITDA	8.3	8.9	0.5	106.8%

【Forecasts】

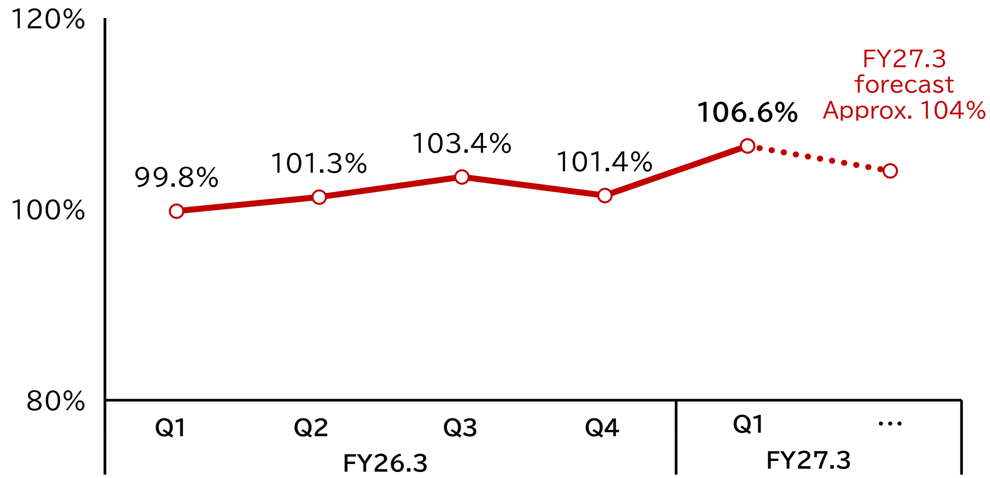
(¥bil)

Results FY26.3	Forecasts FY27.3	YoY	
82.9	84.1	1.1	101.4%
18.7	18.9	0.1	101.0%
33.4	34.2	0.7	102.3%

Status of key businesses

- Although station building tenant sales in Q1 were affected by the typhoon in June, they exceeded the previous year's level, led by JR Hakata City.
- Occupancy rates for office buildings and rental apartments remained generally solid.

Station building tenant sales (Year on Year)



Real Estate and Hotels Segment: Real Estate Sales Business

- In Q1 FY27.3, operating revenue and operating income were broadly unchanged year on year, as increased sales of properties offset lower condominium sales.
- In terms of sales of properties, one rental apartment property was sold to a third party.

【Results】

(¥bil)

	3months ended June 30, 2025	3months ended June 30, 2026	YoY	
Operating revenue	12.3	12.5	0.1	101.4%
Operating income	2.8	2.6	(0.1)	94.6%
EBITDA	2.8	2.6	(0.1)	94.6%

【Forecasts】

(¥bil)

	Results FY26.3	Forecasts FY27.3	YoY	
Operating revenue	39.6	48.2	8.5	121.5%
Operating income	8.3	7.4	(0.9)	88.7%
EBITDA	8.3	7.4	(0.9)	88.5%

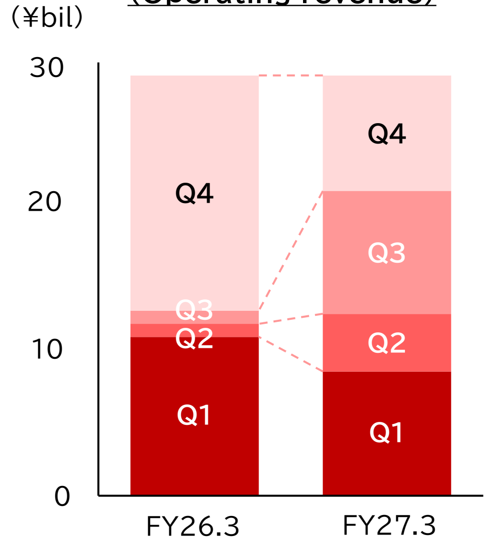
Status of key businesses

- In Q1, condominium units were handed over at MJR Kumamoto Gate Tower and other properties.
- In Q1, Park Square Takenotsuka was sold to a third party.
- In FY27.3, condominium units are scheduled to be handed over at MJR Urakami The Residence, MJR Kagoshima-Chuo Ekimae The Residence, and other properties.
- In FY27.3, we anticipate operating revenue of approximately ¥16.0 billion from sales of properties for the full year.

MJR Kagoshima-Chuo Ekimae The Residence

Location: Kagoshima City
Structure: 14 stories above ground
Commencement of handover: March 2027
Number of units: 260
Sales status: Sales in progress

Condominium sales results and forecasts (Operating revenue)



Real Estate and Hotels Segment: Hotel Business

- In Q1 FY27.3, hotels with a high proportion of international guests continued to drive performance, with both occupancy rates and ADR exceeding Q1 FY26.3 levels.

【Results】 (¥bil)

	3months ended June 30, 2025	3months ended June 30, 2026	YoY	
Operating revenue	8.1	8.7	0.6	108.0%
Operating income	1.7	2.0	0.3	117.0%
EBITDA	2.7	2.9	0.2	110.6%

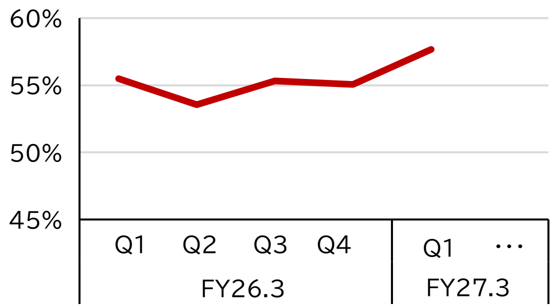
【Forecasts】 (¥bil)

Results FY26.3	Forecasts FY27.3	YoY	
34.0	35.8	1.7	105.1%
7.3	7.8	0.4	106.2%
11.1	11.4	0.2	102.3%

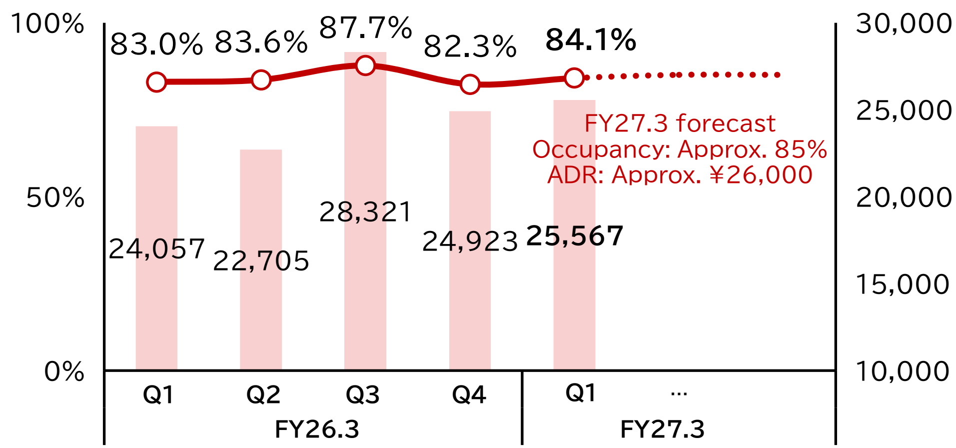
Status of key businesses

- In Q1, occupancy rates remained solid at 84.1%, with ADR at approximately ¥25,500.
- Led by THE BLOSSOM brand, the ratio of international guests was approximately 57%.

Percentage of international guests
(As a percentage of total room sales)



Occupancy rates and ADR



Retail and Restaurant Segment

- In Q1 FY27.3, both retail stores and restaurants performed steadily.
- New store openings also progressed steadily in line with the plan.

【Results】

(¥bil)

	3months ended June 30, 2025	3months ended June 30, 2026	YoY	
Operating revenue	16.8	18.1	1.3	108.1%
Operating income	0.8	0.8	(0)	90.4%
EBITDA	1.2	1.1	(0)	97.3%

【Forecasts】

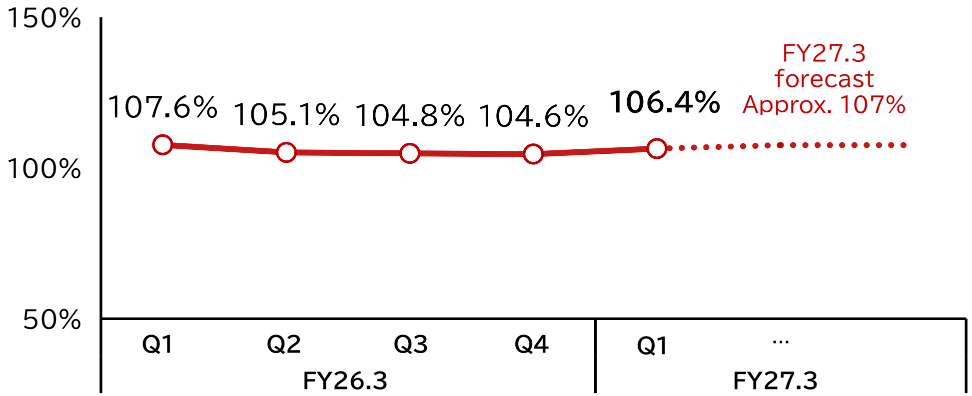
(¥bil)

Results FY26.3	Forecasts FY27.3	YoY	
71.8	76.0	4.1	105.8%
3.8	4.2	0.3	108.4%
5.3	6.0	0.6	111.3%

Status of Key Businesses

- In Q1, store sales progressed steadily, supported by convenience stores in the retail segment as well as franchised outlets in the restaurant segment. Existing store sales were broadly unchanged year on year.
- New store openings progressed generally smoothly in both retail stores and restaurants.

Segment Store Sales (Year on Year)



Construction Segment, Business Services Segment

Construction Segment

【Results】

(¥bil)

	3months ended June 30, 2025	3months ended June 30, 2026	YoY	
Operating revenue	17.7	20.7	3.0	116.9%
Operating income	(0.6)	(0.3)	0.2	-
EBITDA	(0.3)	(0.0)	0.3	-

【Forecasts】

(¥bil)

Results FY26.3	Forecasts FY27.3	YoY	
111.0	114.0	2.9	102.6%
7.7	8.3	0.5	107.2%
9.0	10.0	0.9	109.9%

Business Services Segment

【Results】

(¥bil)

	3months ended June 30, 2025	3months ended June 30, 2026	YoY	
Operating revenue	19.3	21.0	1.7	108.9%
Operating income	1.0	1.1	0.0	107.3%
EBITDA	1.7	1.8	0.1	107.4%

【Forecasts】

(¥bil)

Results FY26.3	Forecasts FY27.3	YoY	
84.1	88.5	4.3	105.1%
5.0	5.5	0.4	109.2%
7.9	8.3	0.3	103.8%

Ⅳ Progress on the Medium-Term Business Plan

JR Kyushu Group Medium-Term Business Plan 2025–2027

Key strategies and the management base to support them

Key strategies

- (1) Realize Sustainable Mobility Services
- (2) City Building through Enhanced Collaboration among Businesses
- (3) Plant Seeds for the Future

Management base

- Human capital expansion in light of changes in the labor market
- An integrated approach to environmental issues
- Expansion and pursuit of DX utilization
- Stronger Group governance and establishment of a governance structure that enables appropriate risk-taking

Numerical targets

Operating revenue ¥564.0 billion Operating income ¥81.0 billion

EBITDA ¥125.5 billion ROE Around 10%

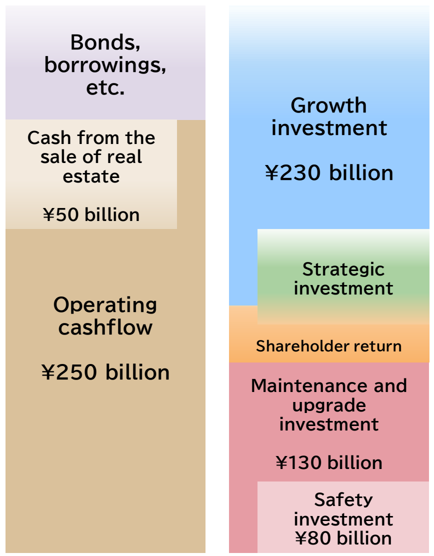
By segment*

(Unit ¥ billion)

Segment	Operating revenue	Operating income
Transportation	196.0	23.5
Real Estate and Hotels	188.0	39.5
Retail and Restaurant	82.0	4.5
Construction	118.0	8.5
Business Services	96.0	5.5

*Operating revenue and operating income by segment are before inter-segment eliminations.

Cash allocation



Shareholder return policy

JR Kyushu places importance on the stable provision of return to shareholders over the long term. Over the period up to FY2028.3, we will aim for **a consolidated dividend payout ratio of 35% or higher** and **flexibly implement share repurchases.**

Key Strategy (1) Realize Sustainable Mobility Services: Increase in Value Provided to Customers

- We are implementing initiatives to improve customer satisfaction and create a more comfortable user environment, using increased railway transportation revenues from fare revisions as a source of funding.

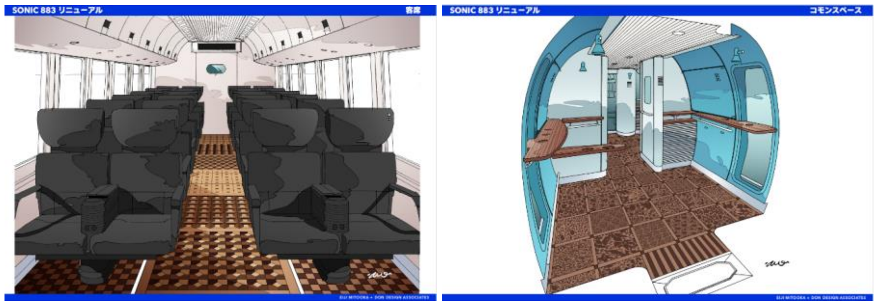
Renovation of Station Facilities

Before

After

- Since last fiscal year, we have been progressively upgrading departure information displays at stations so that passengers can check real-time service information. Upgrades are planned at 18 stations this fiscal year.
- We are carrying out a renovation project to make station restrooms more comfortable for passengers. Renovations are planned at eight stations this fiscal year.

Renovation of Rolling Stock



Rendering of renovated Series 883 passenger area

- Passenger-area renovations of the Series 883 rolling stock used for limited express services between Hakata and Oita are scheduled for spring 2027.
- We plan to make additional investments in new rolling stock and introduce newly adopted train cars going forward.
- In addition, we renewed air conditioning units and lavatories on limited express trains.

Key Strategy (1) Realize Sustainable Mobility Services:
Resumption of Operations on the Hisatsu Line (between Yoshimatsu and Hayato)

- **Operations on the Hisatsu Line (between Yoshimatsu and Hayato), which had been suspended due to damage caused by the heavy rainfall beginning on August 6, 2025, resumed.**

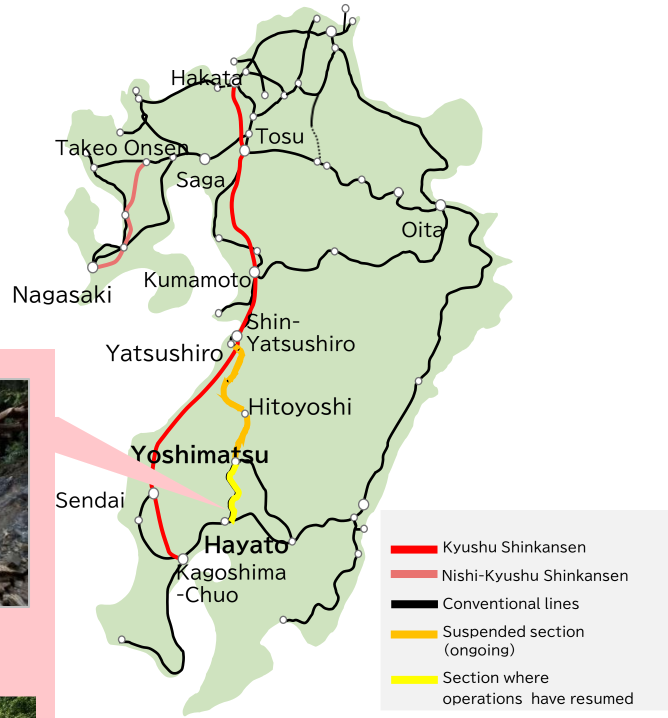
Resumption of Operations on a Section of the Hisatsu Line

- The heavy rainfall beginning on August 6, 2025 caused damage to the Kagoshima Main Line, Nippo Main Line, and the Hisatsu Line. The Yoshimatsu–Hayato section of the Hisatsu Line had been out of service due to extensive damage.
- Operations on this section had been scheduled to resume on June 28, 2026, but the reopening was postponed after the section sustained further damage from heavy rain. Operations resumed on July 12, 2026.

Service suspension period	August 7, 2025 – July 11, 2026
Major damage	Soil inflow, embankment collapse

Before

After



Key Strategy (2): City Building through Enhanced Collaboration among Businesses: Promotion of Customer Referrals between Business Segments

- We aim to generate a conglomerate premium by promoting customer referrals between business segments through the new membership tier program "JR KYUPO Waku Waku Program" launched in April 2026, the "JR KYUPO Special Unlimited-Ride Ticket," and other initiatives.

Providing services that encourage collaboration among businesses

- Aiming to promote customer referrals among businesses by encouraging customers to use JR KYUPO points, earned through railways, station buildings, and other services, across various JR Kyushu Group services.
  - Introduced the "JR KYUPO Special Unlimited-Ride Ticket" in June this year, which is exchangeable for JR KYUPO points and provides unlimited travel in non-reserved seats for two days, including on Kyushu Shinkansen lines.

Waku Waku Trip Campaign (July - September 2026)

- Implementing a campaign that provides an incentive to start using the app and aim for a higher membership tier
  - Customers who download the KYUPO app during the campaign period can enter a drawing to receive JR KYUPO points.
  - Customers can also enter a drawing to receive JR KYUPO points by registering a JQ CARD or SUGOCA through the app.
  - Coupons awarding JR KYUPO points will be presented to customers who use EX services and other eligible services.

Number of JR Kyushu Web Members

- The number of JR Kyushu Web members is trending upward. (In Q1 FY27.3, the pace of increase exceeded the previous year in every month).

Q1 FY27.3	107%

Year-on-year increase in membership

JR Kyushu Web Members
Approx. 4.82 million
* As of June 30, 2026

Expected Benefits and Profit Contribution

- The introduction of a new membership tier program is expected to deliver the following effects:

Acceleration of increases in spending and service usage per customer (promoting upgrades in membership tier)

Prevention of declines in spending and service usage per customer (maintaining membership tiers)

- In FY27.3, we aim to achieve profit contributions of approximately ¥0.5 billion, mainly in the railway and station building businesses.

APPENDIX

Rail Fares and Charges in the Railway Business

- In April 2025, we implemented a revision of rail fares and charges for the first time in 29 years.
- Recognizing that it will become difficult to operate a sustainable railway business unless the cost increase caused by changes in the external environment can be passed on quickly to price, we will continue to request the government to implement a flexible and simple system, such as notifying Shinkansen limited express charges and introducing a system to respond to inflation at an appropriate time.

Overview of rail fares and charges

Breakdown of rail fares and charges

→ Compensation for the use of facilities, the provision of additional services, and the provision of services other than transportation

→ Compensation for the transportation of people or goods

Procedures for establishing and adjusting rail fares/ charges

- Establishing/ adjusting the upper limit for fares and Shinkansen express charges requires approval from the minister of the Ministry of Land, Infrastructure, Transport and Tourism (MLIT).
- Establishing/ adjusting fares and Shinkansen express charges within the scope of the upper limit and establishing/ adjusting conventional line express charges, etc., can be handled by notifying the minister of the MLIT.

Examination standards for upper limit fares/ charges

- Prior to giving approval for establishing/ adjusting the upper limit on fares, the minister of the MLIT must confirm that the new upper limit does not exceed “total cost,” which is the sum of the proper operating costs if it were to carry out efficient management and the proper profit calculated pursuant to specified methods.

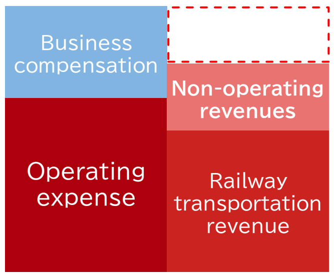
Percentage Revisions and Rates of Increase from Revisions to Rail Fares and Charges Introduced in April 2025

Overall rail fares and charges:
percentage revision of 15.0%, rate of increase of 11.4%
increased revenues: ¥16.0 billion (Average for 25-27)

- Regular rail fares:
  percentage revision of 14.6%, rate of increase11.5%
- Commuter rail fares:
  percentage revision of 25.8%, rate of increase of 18.6%
  -Work commuter passes:
  percentage revision of 30.3%, rate of increase of 22.4%
  -School commuter passes:
  percentage revision of 16.0%, rate of increase of 9.9%
- Shinkansen express charge:
  percentage revision of 12.4%, rate of increase of 9.9%

Note: The rate of increase reflects a percentage revision that takes into account a certain level of reduced usage due to fare hikes.

If examination standards are met (illustration)



Expense > Revenue

(Reference) MLIT website

Monthly Information and Revise Rail Fares and Charges

Monthly Information

P: Preliminary figures (%)

Fiscal 2025/Fiscal 2024	Trend of Handling Revenues					④ Kyushu Shinkansen Usage Status (Hakata－Kumamoto)
	① Commuter Pass Revenue	Non-Commuter Pass Revenue			Sum Total	
		② Short Distance	Medium-to-Long Distance ③	Total		

Trend of Handling Revenues

Revenue from tickets sold at JR Kyushu stations, through online JR Kyushu train reservation, and at travel agencies. The "Railway Transportation Revenue" on the income statement is calculated after settlement with other JR companies and travel agencies, based on trend of handling revenues.

①Commuter Pass Revenue

Revenue from work and school commuter passes. Percentage revision is 25.8%, and rate of increase is 18.6%(work and school total). Due to the impact of the pre-purchases, the monthly figures are expected to remain below percentage revision and rate of increase for the time being.

②Non-Commuter Short Distance

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

③ Non-Commuter Medium-to-Long Distance

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

④Kyushu Shinkansen Usage Status (Hakata – Kumamoto)

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

Revise Rail Fares And Charges (Material from July 2024)

(%)

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

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

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

①Commuter Pass Revenue

Commuter
Percentage revision 25.8%
Rate of increase18.6%

②Short Distance

Non-Commuter
Percentage revision 14.6%
Rate of increase 11.5%

③Medium-to-Long Distance

(composed of non-commuter and charges)
Non-commuter
Percentage revision 14.6%
Rate of increase 11.4%
Charges
Percentage revision 8.0%
Rate of increase 6.5%

Forward-Looking Statements

These materials contain forward-looking statements concerning business forecasts, targets, etc. of the JR Kyushu Group.

These statements are judgments made by the Company based on information, projections, and assumptions available at the time of the materials' creation.

Accordingly, please be advised that actual operating results could greatly differ from the contents of the materials due to the economic situation inside and outside Japan and the economic situation in Kyushu; real estate market conditions; the progress of respective projects; changes in laws and regulations; and a wide range of other risk factors.

IR materials can be viewed on our corporate website:

https://www.jrkyushu.co.jp/company/ir_eng/library/earnings/