DYNAMIC MAP PLATFORM

Financial Results Presentation
for the Third Quarter of the Fiscal Year Ending March 2026 (FY2026)

Dynamic Map Platform Co., Ltd.

February 13, 2026

T S E
Growth
336A

Table of Contents

01

Revision of Full-Year Earnings Forecast for the Fiscal Year Ending March 2026 (FY2026)
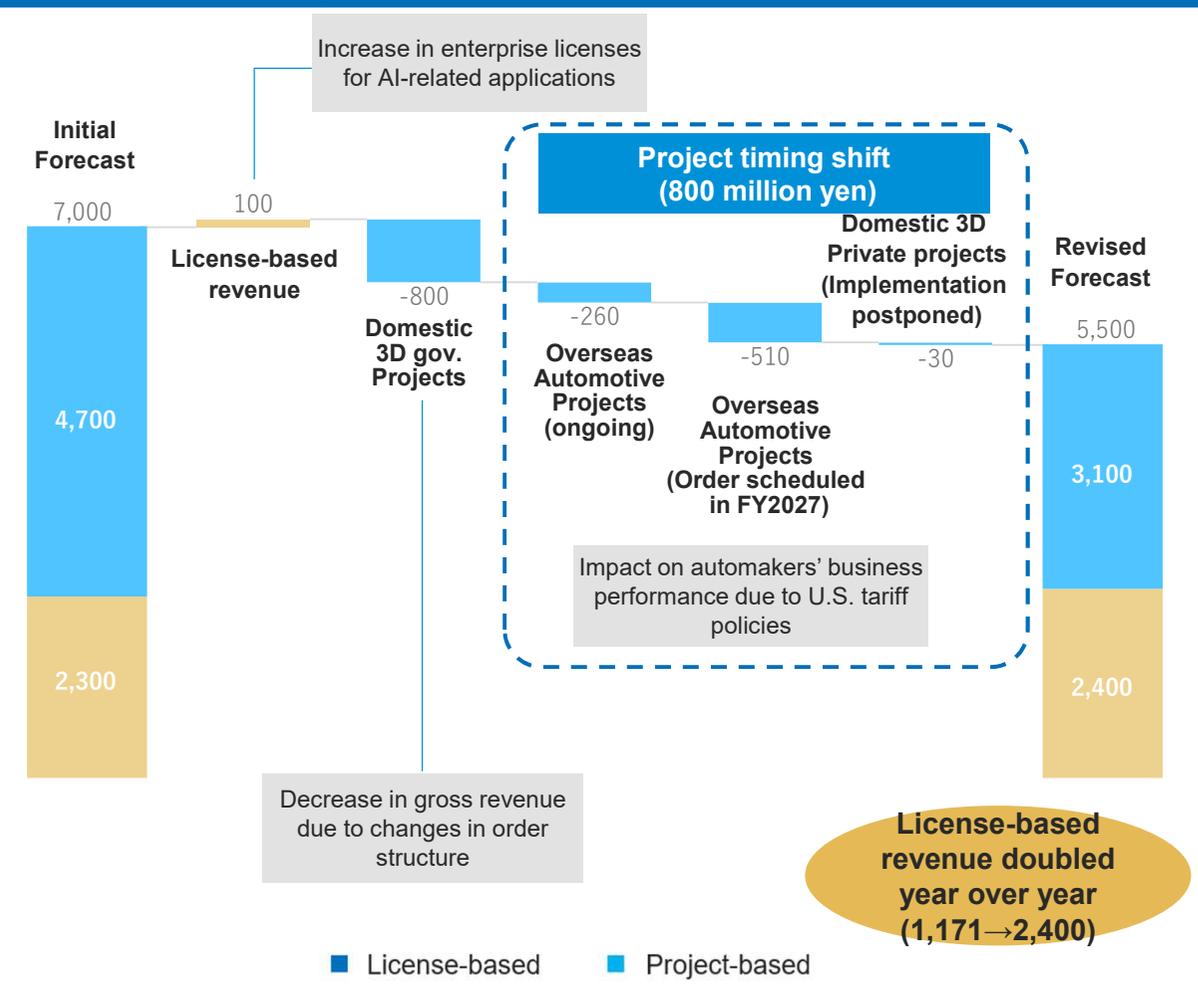
DYNAMIC MAP PLATFORM

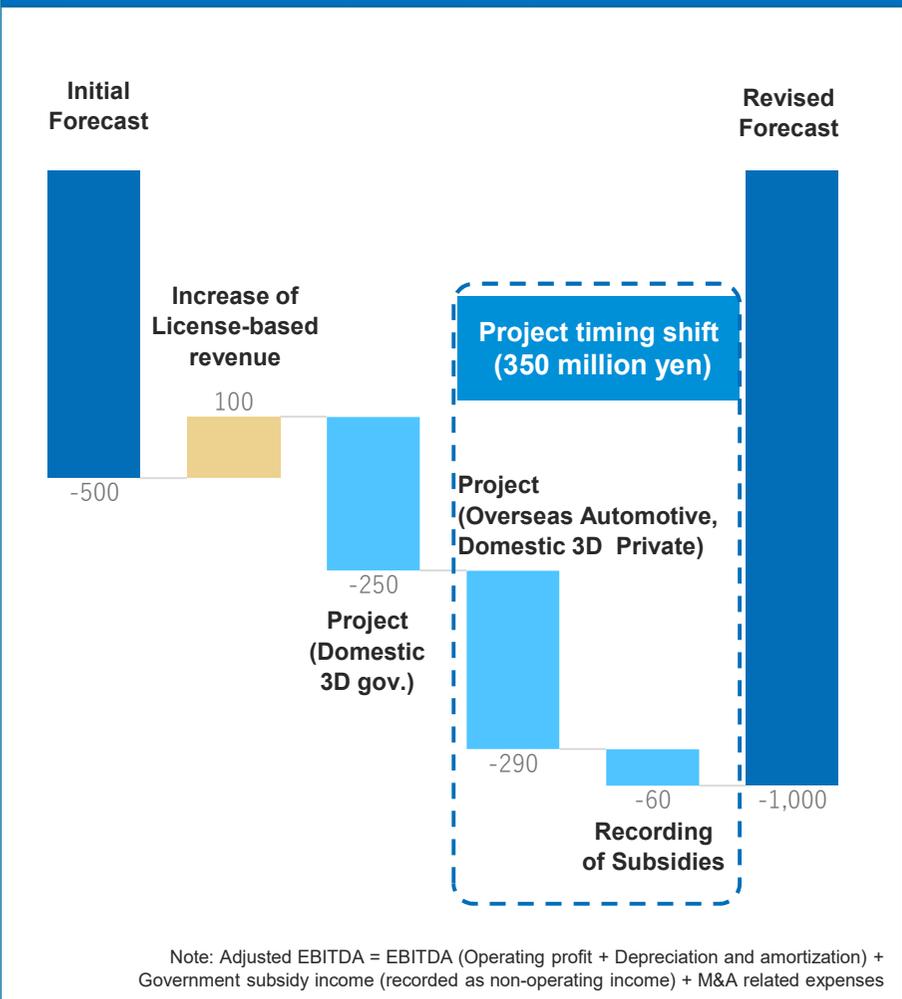# The full-year earnings forecast has been revised mainly due to project timing shifts

While license-based business is expected to grow twofold year-on-year, project-based business declined significantly, mainly due to schedule delays.

Full-year earnings forecast has been revised to revenue of JPY 5.5 billion (down JPY 1.5 billion from the initial forecast), license-based revenue of JPY 2.4 billion (up JPY 0.1 billion), and adjusted EBITDA of minus JPY 1.0 billion (down JPY 0.5 billion).

Net Sales (million yen)

Increase in enterprise licenses for AI-related applications

Initial Forecast: 7,000 (License-based 4,700 / Project-based 2,300)

License-based revenue: 100

Domestic 3D gov. Projects: -800

Project timing shift (800 million yen)

Overseas Automotive Projects (ongoing): -260

Overseas Automotive Projects (Order scheduled in FY2027): -510

Domestic 3D Private projects (Implementation postponed): -30

Impact on automakers' business performance due to U.S. tariff policies

Revised Forecast: 5,500 (License-based 3,100 / Project-based 2,400)

Decrease in gross revenue due to changes in order structure

License-based revenue doubled year over year (1,171→2,400)

■ License-based   ■ Project-based

Adjusted EBITDA (million yen)

Initial Forecast: -500

Increase of License-based revenue: 100

Project (Domestic 3D gov.): -250

Project timing shift (350 million yen)

Project (Overseas Automotive, Domestic 3D Private): -290

Recording of Subsidies: -60

Revised Forecast: -1,000

Note: Adjusted EBITDA = EBITDA (Operating profit + Depreciation and amortization) + Government subsidy income (recorded as non-operating income) + M&A related expenses

4

AI-related demand is driving license-based revenue growth, while project revenues are falling short of plan mainly due to project timing shift

License-based business remains strong, driven by AI-related demand and adoption in new vehicle models.

Project-based business is weak due to schedule delays and the downsizing of government projects.

	Category	vs. Plan	Current progress and actions
License-based	**Automotive Business** Enterprise License	◎	• **Increase in AI-related demand:** Orders rising as autonomous vehicles move toward full-scale adoption (including orders from Woven by Toyota and major global semiconductor manufacturers). Additional orders are targeted in the fourth quarter.
	Automotive Business Mass-production License	○	• **Increase in embedded models:** With the launch of Honda's Accord and Subaru's Outback, the number of mass-production models equipped with HD maps has reached 37 - the largest in the world. An additional model is scheduled to be announced in the fourth quarter.
	3D Data Business	△	• **Slow start:** Although system development and partnerships for products such as 3Dmapspocket® and SRSS[1] are progressing, establishing a full-scale business remains time-consuming. Close monitoring will be required from the fourth quarter into the next fiscal year.
Project-based	**3D Data Business**	✕	• **Government Project - scale reduction:** Order volume significantly decreased due to changes in order structure. ✕
			• **Private-sector Project - delays:** Strong demand in logistics, but revenue contribution this fiscal year will be limited due to project timing shifts. △
	Automotive Business	△	• **GM schedule delays:** New mapping work has been pushed back due to negotiations with authorities in the Middle East. In addition, the impact of U.S. tariff policies on GM's performance has led to the postponement of new mapping orders to the next fiscal year. Formal order placement is expected soon. △

Timing Shifts

Progress vs. Plan: ◎ = Above plan, ○ = On plan, △ = Below plan, ✕ = Significantly below plan

1: Snow Removal Support System

Recovery phase with higher profitability from license growth and cost reduction

Although the earnings forecast for next fiscal year will be disclosed on the full-year results announcement date, we present our direction for next year.

- **License expansion: Strong AI-driven demand enables us to maintain 80% or more gross margin and achieve double revenue this fiscal year, with continued growth expected next year.**

- **Fixed-cost reductions: With new HD map development completed, overseas workforce optimization will deliver ¥410 million in savings, alongside further fixed-cost reductions.**
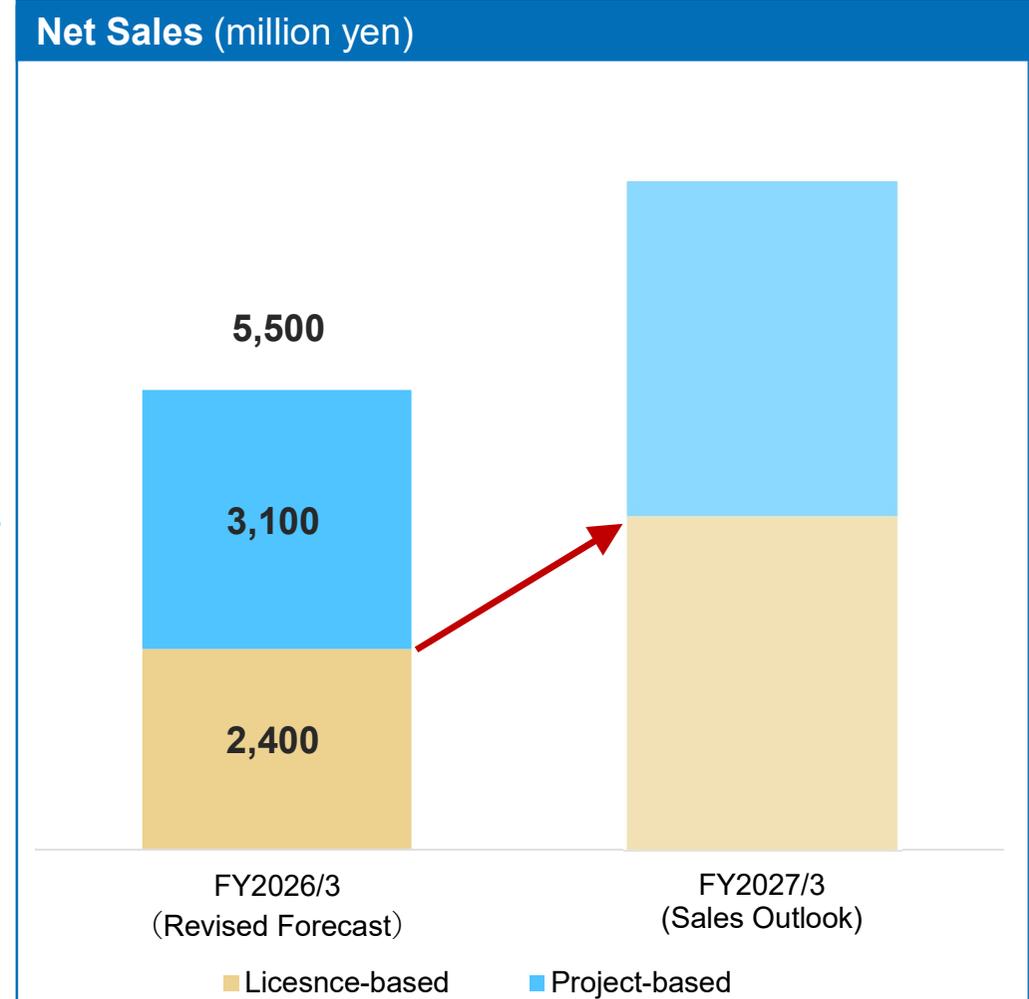
FY2027/3 Strategic Initiatives

Priority Areas

Growth
- VLA[1] ・E2E[2] Enterprise licenses for AI-based autonomous driving
- Enterprise licenses for simulation, including physical-AI applications
- "Increase in mass-production license revenue driven by cumulative installed units
- Expansion into new countries and regional roll-out (M&A roll-up strategy)

Resilience
- Shift project focus from government to private sector as a risk-hedging strategy.
- With the transition in business phase, we will optimize overseas workforce - including 410 million yen in cost reductions - and reduce fixed costs.

Business Phases

With new HD map development completed, we optimized our production structure.

	Representative Roles in Demand	Production Volume/Structure
～2025 New HD Map Build	☐ Field Engineer ☐ Data Processor ☐ Program Manager	Ample
2026～ Provision & Update	☐ Application Developer ☐ Data Analyst ☐ Sales Engineer	Limited

Net Sales (million yen)

5,500

3,100

2,400

FY2026/3
（Revised Forecast）

FY2027/3
(Sales Outlook)

■ Licesnce-based　■ Project-based

1: Vision Language Action Model　2: End to End

Expanding an 80%+ gross margin license business to drive 10-30% mid- to long-term growth

With the business foundation for growth now in place, we will shift to a license-driven revenue structure from the next fiscal year and enter the investment recovery phase.

Short/Mid-term → Long-term →

Growth Outlook

Revenue composition

Business foundation for growth completed

Shifting to a license-driven revenue model

Recover investments through license-based revenue

FY2027/3

Sales Growth Rate (mid- to long-term)10-30%

License-based Revenue Gross Margin 80%+

License-based：3D Data

License-based：Automotive

Project-based：3D Data

Project-based：Automotive

Initiatives by Category

	Short/Mid-term	Long-term
3D License	Expansion of sales through alliance partners	Global expansion and wider applications
Automotive License	Increase new customers Expand installed models among existing customers	Accelerated growth from increases in new and cumulative installed units
Enterprise License	Expand Enterprise License for AI	
3D Project	Project engagement for license product development	
Automotive Project	Continuous data updates, with new development as demand requires	

Note: (1) The above trend of revenues is shown for illustrative purposes and does not guarantee the achievement of figures.

02

Financial Results for the Third Quarter of the Fiscal Year Ending March 2026 (FY2026)

Summary of FY2026 Third Quarter Results

Automotive licenses for both mass-production and enterprise customers progressed steadily, and collaboration with private companies for 3D license productization also advanced.
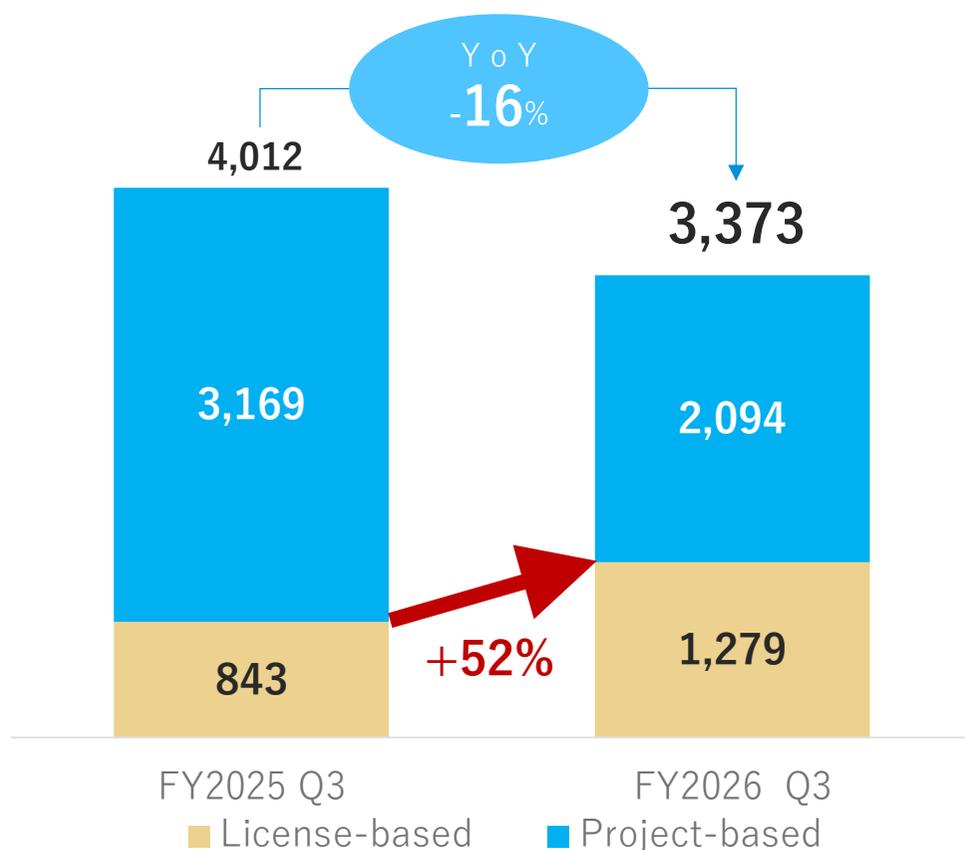
On the development side, progress was made in AI-based data analytics, expanding coverage through collaboration with NTT-ME, and entering the entertainment sector by providing data for driving games. Work toward building a surveying firm network (M&A roll-up) is also ongoing.

Key Initiatives		
	Business	● Our high-precision 3D map data was adopted **in SUBARU's new Outback for the North American market,** bringing total adoption to **6 OEMs / 37 models**. ● Signed **an automotive enterprise license agreement (Data for AI)** with a major global semiconductor manufacturer. ● Progress in **private-sector collaborations for logistics automation**, with the ecosystem expanding from government-led initiatives **to public-private partnerships and private-sector automation investments**. ● Progress in preparations for new data build-outs in our **27th country**.
	Development	● **Developing an AI platform that enables natural-language analysis of real-world map data**; applied to autonomous driving/ADAS, urban planning, and infrastructure management. Exhibited at CES 2026. ● Launched **collaboration with NTT-ME**, enabling the company's point-cloud inspection data to be viewed in our 3D point-cloud viewer, 3Dmapspocket®, **expanding coverage to general roads** and **contributing to regional solutions**. ● Upgraded 3Dmapspocket® from a point-cloud viewer to a **comprehensive 3D spatial platform**, enabling new use cases in urban development, infrastructure management, real estate, and accident investigation. ● Provided high-precision 3D map data to **French indie game studio "Apex Studio"**, **enabling immersive, real-world driving experiences** in their game.
	M&A	● Closed the first deal in our **surveying firm network roll-up** project supporting regional digital infrastructure. ● Advancing evaluation of subsequent deals toward the roll-up

Consolidated Earnings Highlights for FY2026 Q3 (YTD)

License-based revenue increased 52% year on year; however, total revenue declined 16% due to lower project-based revenue, reflecting reduced overseas automotive projects and a contraction in government project orders. Growth in automotive enterprise licenses for AI use (Data for AI) was not sufficient to fully offset the decline in project-based revenue. As a result of lower revenue, the loss in adjusted EBITDA widened.

Net Sales (million yen)
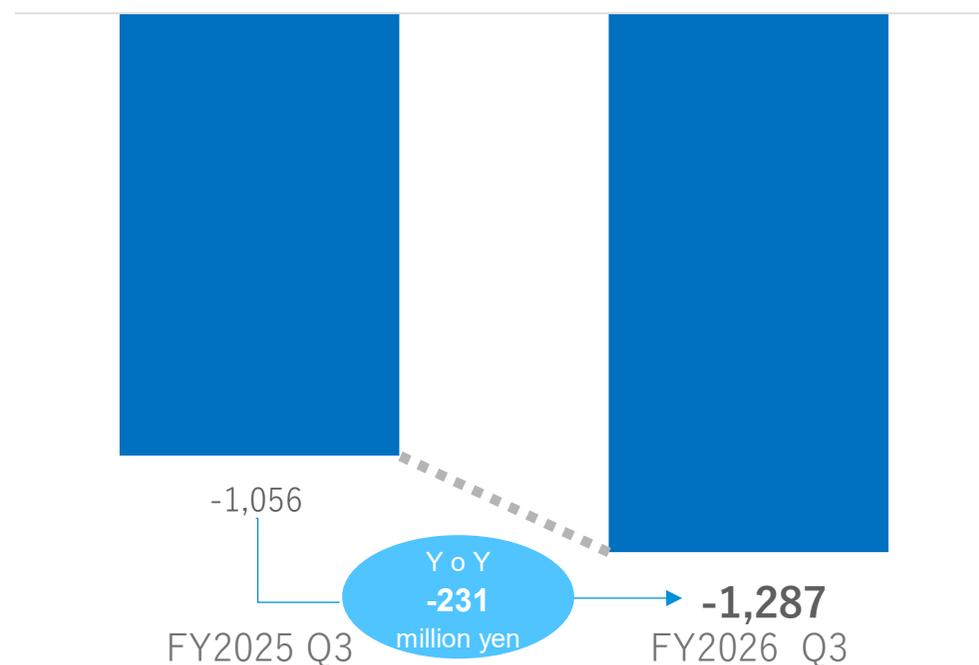
YoY -16%

4,012

3,373

3,169

2,094

+52%

843

1,279

FY2025 Q3

FY2026 Q3

■ License-based   ■ Project-based

Adjusted EBITDA (million yen)

-1,056

YoY -231 million yen

-1,287

FY2025 Q3

FY2026 Q3

Note: Adjusted EBITDA = EBITDA (Operating profit + Depreciation and amortization) + Government subsidy income (recorded as non-operating income) + M&A related expenses

03

Business Pipeline Update

License Business (3D data)

Leveraging 1.5 million km of global data and accumulated expertise to drive sales, with data expansion via partners.

**Stable domestic use expected; overseas state government opportunities pursued for future periods.**

Key Pipelines[1]

Legend: Guidance app | Viewer app | Enterprise data license | **Contracted** | Negotiation[2] | Updates[1]

Customer	Business area	FY2023/3	FY2024/3	FY2025/3	FY2026/3	FY2027/3	FY2028/3	FY2029/3
Local governments	Snow removal	Contracted	Contracted	Contracted	Contracted	Negotiation		
Major non-life insurance company / Accident investigation company	Accident investigation		Contracted	Contracted	Contracted	Negotiation		
Major road management company	Infrastructure management		Contracted	Contracted	Contracted	Negotiation		
Foreign local government	V2X			Contracted	Updates	Negotiation		
Foreign local government	Infrastructure management				Updates	Negotiation		
Foreign software companies	Simulator, industrial use				Contracted	Contracted	Contracted	Contracted

Initiatives to Expand Data Sales Through Business Partners

Collaborations with overseas software companies

- August 2025: Our **high-precision 3D data has been globally available in the field of traffic simulation** through the newly launched platform Model2Go for PTV Vissim by the German simulation software company PTV Group.

- In December 2025, we provided our high-precision 3D data -also used in autonomous driving applications- to "APEX Studio", a French game developer (see right). This enables **highly immersive driving experiences that closely replicate the real world to be delivered to game users worldwide.**
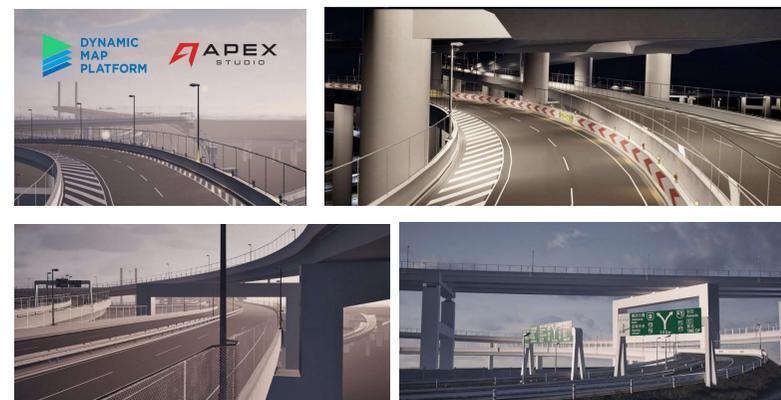
Notes:
(1) For contracted items with amounts undisclosed, we withhold disclosure in accordance with agreements with the customers.
(2) "Negotiation" refers to various stages of ongoing negotiations leading up to "Contracted." Some pipelines include cases where concrete terms and conditions are being clarified. However, none of these have reached legally binding agreements, nor do they guarantee the conclusion of contracts or generation of revenue in the future.

License Business (Automotive)

DYNAMIC MAP PLATFORM

Rising demand for our data driven by broader vehicle adoption and increasing AI use in autonomous driving and ADAS. Growing corporate license demand from major OEMs, Autonomous Driving System developers, and global semiconductor players, including upselling to existing customers by expanding use cases and regions.

Key Pipeline (1) (2) (3)

Legend: Mass production license | Enterprise data license | Contracted | RFQ(4) | RFI(5) | Negotiation(6) | Updates

Contract type	Customer	FY2023/3	FY2024/3	FY2025/3	FY2026/3	FY2027/3	FY2028/3	FY2029/3
Unit price x quantity (unit) — Unit price: fixed — Quantity: estimated based on customer input/interviews	Automotive maker A	JPY60mn	JPY160mn	JPY300mn	JPY3,130mn (Contracted, FY2026–FY2029)			
			Started mass production/Contract concluded		(Updates)			
	Automative maker B	JPY180mn	JPY490mn	JPY500mn	JPY3,190mn (Contracted, FY2026–FY2029)			
	Automative maker C	Contracted (FY2023–FY2026)						
	Automotive maker D	Contracted (FY2023–FY2026)				RFI (FY2027–)		
	Automotive maker E	Contracted (FY2023–FY2025)			Contracted (FY2026–)			
	Automotive maker F				Contracted (FY2026–)			
	Automotive maker G		Started mass production/Contract concluded		Contracted (Updates)			
						RFI		
	Automotive maker H/I/J				RFI (FY2026–)			
	Automotive maker K/L/M					RFI		
Orders at fixed contract prices	Global major map maker				RFI			
	Global major semiconductor maker				Contracted (FY2026–)			
						RFQ (Updates)		
	Global major semiconductor maker				RFI			
	Major Automotive manufacturer group				Contracted (FY2026–)			
	Major Automotive manufacturer group				RFI			
	Major in-vehicle system maker				RFI			
	Autonomous Driving system developer				Contracted			
	Autonomous Driving system developer				RFI			
	Autonomous Driving system developer				RFQ (Updates)			
	Autonomous Driving system developer				RFQ (Updates)			

Notes: (1) The amounts shown in the pipelines are estimated revenues based on contract unit prices and sales quantity estimates based on interviews with customer. If actual sales quantities fall below estimates, the figures may not develop as shown in the chart. (2) The exchange rates used for calculations are JPY131.43/USD for FY2023/3, JPY140.56/USD for FY2024/3, JPY151.58/USD for FY2025/3 and JPY140/USD for FY2026/3 and beyo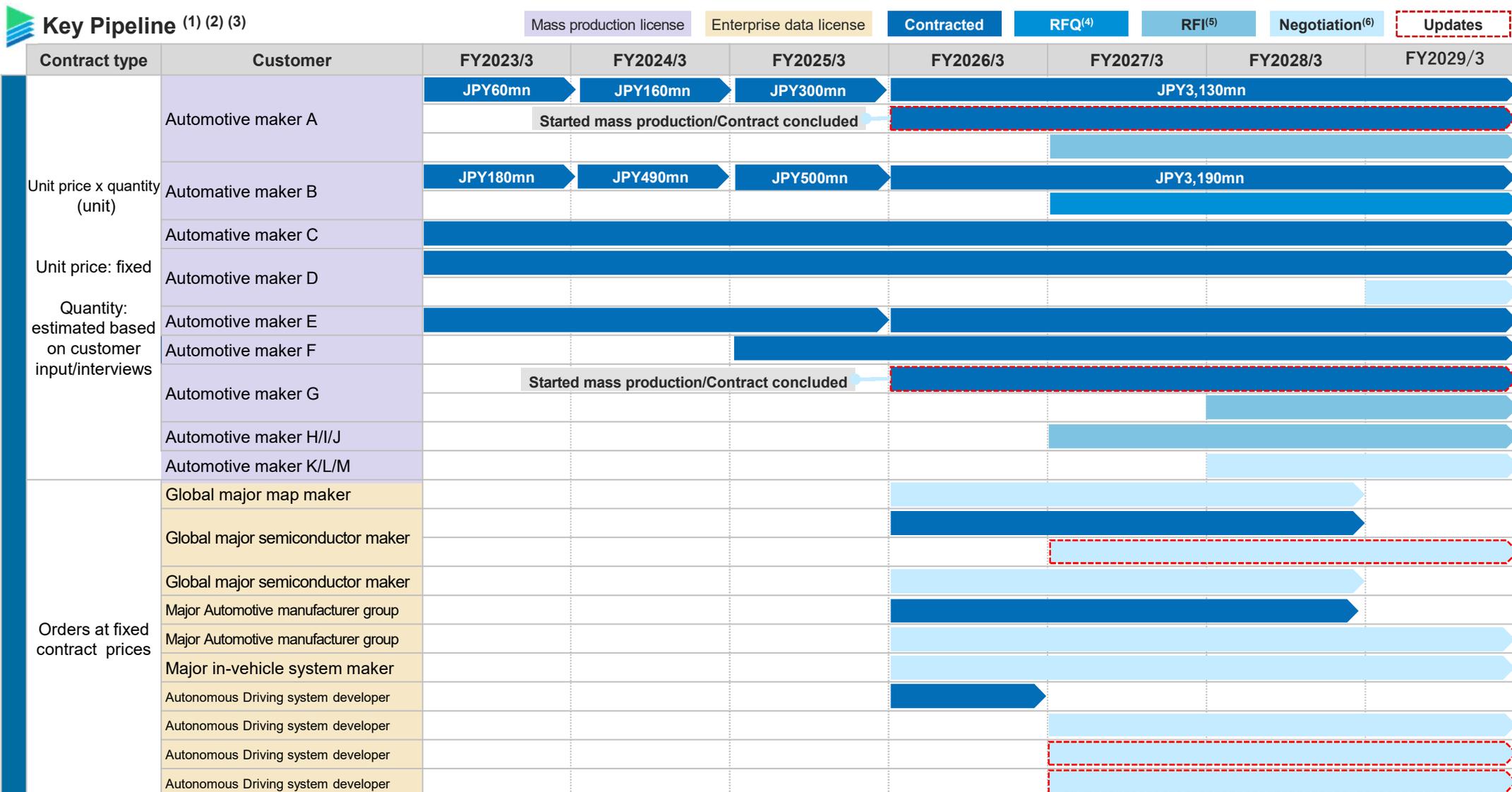nd. (3) For contracted items with amounts undisclosed, we withhold disclosure in accordance with agreements with the customers. (4) RFQ: refers to the status of responding to a Request For Quotation received from a customer. The RFQ or response thereto has no legal binding force, and there is no guarantee that a contract will be concluded in the future based on the RFQ or the response. In the automotive industry, in general, development contracts and production plans are often considered looking several years ahead to the start of service provision. At the time of receiving an RFQ, the pipeline is assumed to become more concrete. However, the transaction details or sales conditions provided in the response to the RFQ may be changed or the order may be canceled afterward, failing to generate the revenue expected by the Group. (5) RFI: refers to the status of responding to a Request For Information (RFI) received from a customer. The RFI or response thereto has no legal binding force, and there is no guarantee that a contract will be concluded in the future based on the RFI or the response. Specifically, RFI is a stage leading up to the receipt of RFQ, and the transaction details and sales conditions specified in the responses to RFI may be changed or the order may be cancelled in the stages proceeding to RFQ and Contracted, failing to generate the revenue expected by the Group. (6) Negotiation: See notes on P12.

Project Business (3D data)

Backed by strong relationships with the Japanese government, we have a proven track record of winning multiple national projects in the 3D data business, with contracts sequentially executed in FY2026/3.

Amid growing private-sector–led automation investment, projects with private companies are increasing, and we are engaging in these as multi-year, ongoing initiatives.

Key Pipeline (revenue recognized from FY2023/3 onwards) [1] [2]

Legend: Contracted | Negotiation[3] | Updates

Contract type	Customer	Project	FY2023/3	FY2024/3	FY2025/3	FY2026/3	FY2027/3	FY2028/3	FY2029/3
Contract with fixed amount Total amount: fixed	NEDO*	Green innovation fund	JPY120mn	JPY680mn	JPY320mn				
	Digital Agency	Research and study on the construction of digital twins	JPY670mn						
	Digital Agency	Pilot research on developing an industrial data collaboration platform in the mobility sector		JPY270mn		Contracted through a consortium			
	NEDO	Digital Lifeline			JPY1,460mn	▶			
	METI*	"Bridge" dynamic maps for public areas		JPY100mn	JPY210mn	JPY210mn			
	METI	Fiscal year 2023 "standardization acceleration support project (international standardization of high-precision 3D map data)"		JPY130mn					
	MIC*	Study on V2N-Based Use Case Demonstration Linked to Level 4 Autonomous Truck Testing on the Shin-Tomei Expressway				▶			
	MLIT*	Overseas smart city support initiatives through Japan-ASEAN cooperation				▶			
	Private company	Initiatives toward logistics automation				▶	⇢	Project for multi-year	
	Private company	Initiatives toward logistics automation				▶	⇢		
	Private company	Initiatives toward logistics automation				⇢			
	Private company	Initiatives toward logistics automation				⇢			

Based on the government's long-term plan, continuous orders are expected

※Contracts beyond FY2027/3 are not completed, since government projects are basically single-year contracts.

Notes: (1) These pipelines represent estimated revenues that can be received based on the contract and may not develop as indicated. (2) The exchange rates used for calculations are JPY131.43/USD for FY2023/3, JPY140.56/USD for FY2024/3, JPY151.58/USD for FY2025/3 and JPY140/USD for FY2026/3 and beyond. (3) Negotiations: See notes on P12.

Project Business (Automotive)

Expanding HD map coverage while securing stable revenue and limiting upfront investment.

Some awarded projects experienced timing shifts and expected new country/region projects were deferred to subsequent periods.

Key Pipeline (revenues recognized from FY2023/3 onwards) (1) (2) (3)

| Contracted | RFQ(4) | RFI(5) | Negotiation(6) | Updates |

Contract type	Customer	Project	FY2023/3	FY2024/3	FY2025/3	FY2026/3	FY2027/3	FY2028/3	FY2029/3
Orders at fixed contract prices Total amount for multiple years: fixed Allocation for each fiscal year: based on results and estimates by DMP	Automotive Company	New development	JPY190mn						
		New development	JPY260mn	JPY720mn					
		New development		JPY670mn	JPY1,800mn	JPY680mn			
		New development		JPY60mn	JPY3mn	JPY360mn (→Increase in project scale)	Partially deferred to FY27/3		
		New development	JPY800mn	JPY220mn	JPY90mn				
		New development	JPY110mn	JPY340mn					
		New development			Contract concluded				
		New development							
		New development							
		New development							
		Update maintenance	JPY690mn	JPY1,020mn	JPY1,320mn	JPY1,450mn			
		Update maintenance			Contract concluded				

Representative Projects

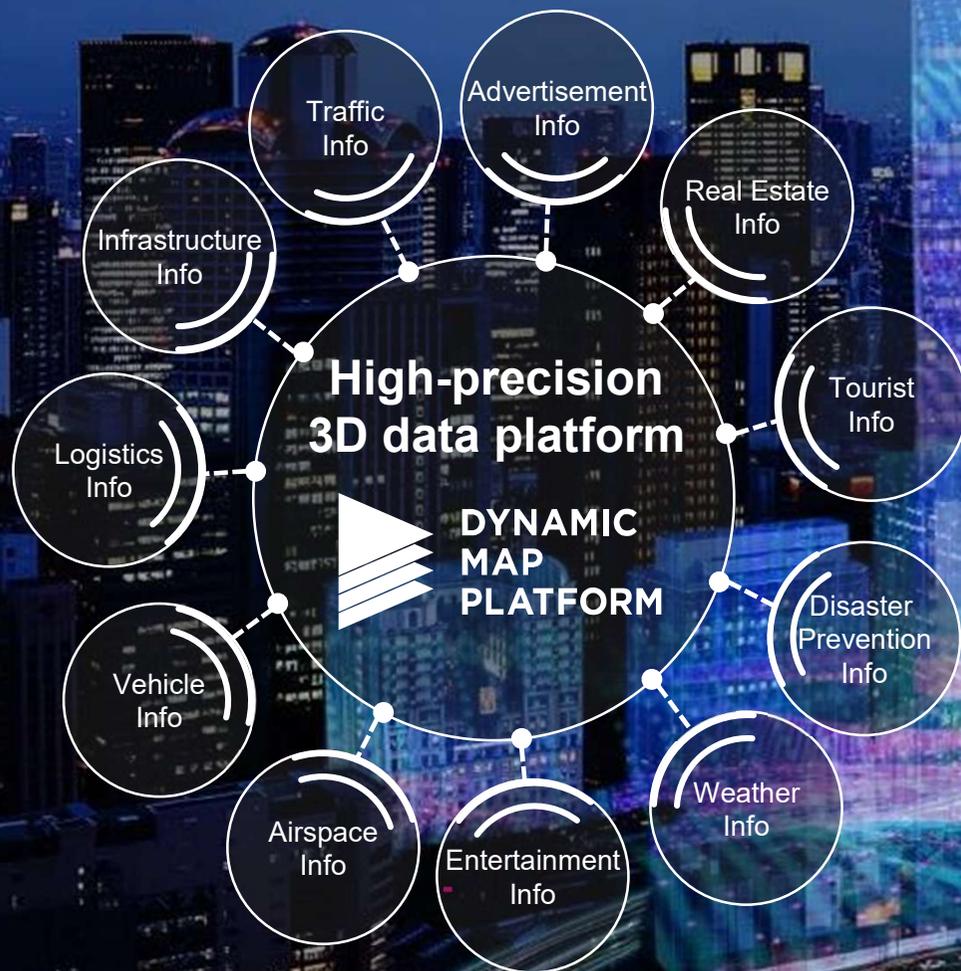### Development of HD maps for client automotive companies

- We establish HD maps for major roads in the U.S., Europe, and other regions, and generate revenue based on coverage distance.
- Plan to have continued business in new regions on top of additional development in the existing regions.
- Expect stable revenue through map updates and maintenance.

Notes
(1) These pipelines represent estimated revenues that can be received based on the contract and may not develop as indicated. (2) For contracted items with amounts undisclosed, we withhold disclosure in accordance with agreements with the customers. (3) The exchange rates used for calculations are JPY131.43/USD for FY2023/3, JPY140.56/USD for FY2024/3, JPY151.58/USD for FY2025/3 and JPY140/USD for FY2026/3 and beyond. (4) Request For Quotation: See notes on P13. (5) Request For Information: See notes on P13. (6) Negotiation: See notes on P12.

Modeling The Earth

We aggregate various information as a high-precision 3D data platform provider. We aim to realize a world where analysis, control, and prediction are possible, thereby achieving innovations that contribute to solving societal challenges.

High-precision 3D data platform

DYNAMIC MAP PLATFORM

- Traffic Info
- Advertisement Info
- Real Estate Info
- Infrastructure Info
- Tourist Info
- Logistics Info
- Disaster Prevention Info
- Vehicle Info
- Weather Info
- Airspace Info
- Entertainment Info

04

Appendix

Consolidated Statements of Income

Consolidated Statements of Income

(JPY mn)

	FY 2025/3 Q3	FY2026/3 Q3	Change		FY 2024/3	FY 2025/3
Net sales	**4,012**	**3,373**	**-639**		**5,567**	**7,465**
Cost of sales (COGS)	3,539	3,556	+16		5,655	6,144
Gross profit (loss)	**472**	**(183)**	**-655**		**(88)**	**1,320**
SG&A expenses	1,894	1,962	+67		2,466	2,540
Operating profit (loss)	**(1,421)**	**(2,145)**	**-723**		**(2,554)**	**(1,219)**
Non-operating income	57	134	+76		331	116
Non-operating expenses	166	88	-78		266	311
Adjusted EBITDA	**(1,056)**	**(1,287)**	**-231**		**(2,203)**	**(609)**
Ordinary profit (loss)	(1,530)	(2,098)	-568		(2,490)	(1,414)
Extraordinary income	-	-	-		75	-
Extraordinary losses	-	-	-		1,627	-
Profit (loss) before income taxes	(1,530)	(2,098)	-568		(4,042)	(1,414)
Total income taxes	8	140	+132		7	130
Profit (loss)	**(1,538)**	**(2,239)**	**-700**		**(4,050)**	**(1,544)**
Profit (loss) attributable to non-controlling interests	(0)	(2)	-1		(1)	(0)
Profit (loss) attributable to owners of parent	(1,538)	(2,237)	-699		(4,049)	(1,544)

(Breakdown of Net Sales)

	FY 2025/3 Q3	FY2026/3 Q3	Change		FY 2024/3	FY 2025/3
Net Sales	**4,012**	**3,373**	**-639**		**5,567**	**7,465**
Domestic	719	878	+159		1,654	2,693
Overseas	3,292	2,494	-798		3,913	4,771
Project-based	3,169	2,094	-1,075		4,572	6,293
License-based	843	1,279	+436		994	1,171

Consolidated Balance Sheet

Consolidated Balance Sheet

	March 31, 2025	Dec. 31, 2025	Change	(million yen)
Assets				
Cash and deposits	8,383	5,167	-3,215	
Other current assets	4,178	1,561	-2,617	
Total current assets	**12,562**	**6,729**	**-5,832**	
Property, plant and equipment	652	601	-50	
Intangible assets	2,644	3,211	＋567	
Investments and other assets	117	121	＋4	
Total non-current assets	**3,413**	**3,934**	**＋520**	
Total Assets	**15,975**	**10,663**	**-5,311**	
Liabilities and net assets				
Current portion of long-term borrowings	3,491	1,197	-2,293	
Other	2,533	1,979	-554	
Total current liabilities	**6,024**	**3,177**	**-2,847**	
Long-term borrowings	750	637	-112	
Other	241	352	＋110	
Total non-current liabilities	**991**	**990**	**-1**	
Total liabilities	**7,016**	**4,167**	**-2,849**	
Share capital	2,755	100	-2,655	
Capital surplus	9,567	11,054	＋1,486	
Retained	(3,642)	(4,711)	-1,068	
Total shareholders' equity	**8,680**	**6,442**	**-2,237**	
Foreign currency translation adjustment	253	30	-222	
Total accumulated other comprehensive income	**253**	**30**	**-222**	
Share subscription rights	**19**	**19**	**-**	
Non-controlling interests	**5**	**3**	**-2**	
Total equity	**8,958**	**6,496**	**-2,462**	
Total liabilities and equity	**15,975**	**10,663**	**-5,311**	

Committed Credit Line
A committed credit line with two financial institutions, with a total borrowing limit of JPY 2,000 million.

Long-term borrowings
In October 2025, an existing borrowing of JPY 700 million was refinanced.(Ten-year term with equal principal repayments)

Revision to Full-Year Earnings Forecast for the Fiscal Year Ending March 2026 (Key Factors and Breakdown)

Revenue is expected to decrease by JPY 1.5 billion compared with the initial forecast due to a significant decline in project-based revenue, although JPY 0.8 billion of this decrease is attributable to timing shifts.

Adjusted EBITDA is expected to decrease by JPY 0.5 billion compared with the initial forecast, of which JPY 0.35 billion is attributable to timing shifts.

(million yen)		Initial Forecast	Revised Forecast	(Change)	Key Factors and Breakdown		(Change)	
Net Sales		7,000	5,500	-1,500				
	License-based revenue	2,300	2,400	+100	• License-based revenue			+100
	Project-based revenue	4,700	3,100	-1,600	• Domestic 3D Government Project			-800
					• Overseas Automotive Project (Ongoing)	Timing Shifts	-260	-800
					• Overseas Automotive Project (Order scheduled in FY2027)		-510	
					• Domestic 3D Private Sector Project (Implementation postponed)		-30	
Adjusted EBITDA		-500	-1,000	-500	• Increase of license-based revenue			+100
					• Project (Domestic 3D Government)			-250
					• Project (Overseas Automotive, Domestic 3D Private Sector)	Timing Shifts	-290	-350
					• Recording of Subsidies		-60	

License-based: Revenue recognition from AI-use corporate license deals (including those for Woven by Toyota and major overseas semiconductor manufacturers) is expected to exceed the initial forecast.
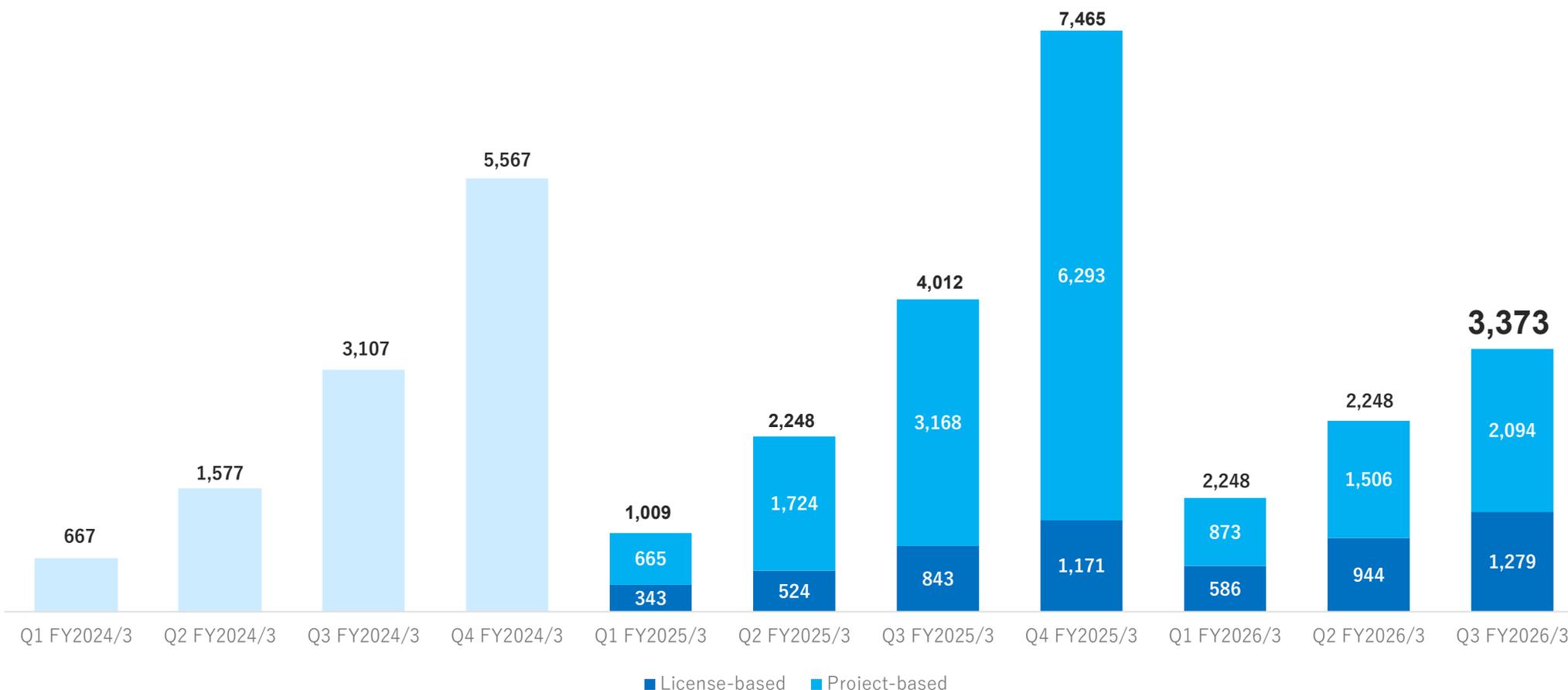
Project (Domestic 3D): Government projects in which the Company participates came in below initial expectations due to changes in contract structures. While we have been advancing initiatives to address the growing demand for "automation investment" by private-sector companies, some projects were deferred to the next fiscal year. Projects eligible for government subsidies are progressing as planned; however, the timing of subsidy revenue recognition has been deferred.

Overseas Automotive Project: For ongoing projects involving new development in the Middle East, revenue recognition was deferred due to the impact of negotiations with local authorities. Pipeline projects that had been expected to be awarded—new development projects in additional countries and regions—were postponed to future fiscal periods. In addition, the impact of U.S. tariff policies on the business performance of automobile manufacturers and related companies led to restrained investment and development activities by customers.

(Reference) Consolidated Results: Quarterly Cumulative Net Sales Trends

Project-based revenue declined, resulting in a year-on-year decrease in cumulative third-quarter revenue, while license-based revenue continued its growth trend.

Cumulative Net Sales (JPY mn)

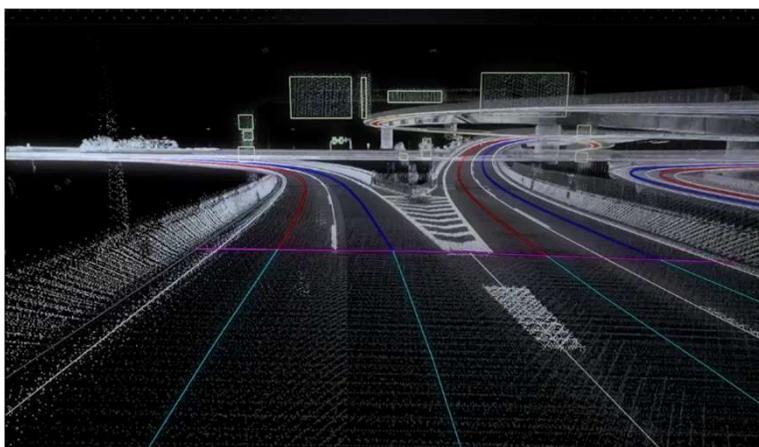|	Q1 FY2024/3	Q2 FY2024/3	Q3 FY2024/3	Q4 FY2024/3	Q1 FY2025/3	Q2 FY2025/3	Q3 FY2025/3	Q4 FY2025/3	Q1 FY2026/3	Q2 FY2026/3	Q3 FY2026/3
Total	667	1,577	3,107	5,567	1,009	2,248	4,012	7,465	2,248	2,248	3,373
Project-based					665	1,724	3,168	6,293	873	1,506	2,094
License-based					343	524	843	1,171	586	944	1,279

■ License-based　■ Project-based

SUBARU has adopted our high-precision 3D map data for its latest EyeSight system

High-precision 3D map data provided by Dynamic Map Platform North America, Inc. has been adopted for the driver assistance system, EyeSight, installed in SUBARU's new Outback models for the North American market.

Under this agreement, we will continuously provide our data to a total of 37 vehicle models across six automobile manufacturers.

The latest EyeSight of SUBARU

The latest EyeSight system installed in SUBARU's new Outback models for the North American market includes features such as hands-off assist on highways, emergency stop assistance with safe lane selection, active lane change assist, speed control before curves, and traffic jam start assist.

High-precision 3D map data

A web article published by the automotive news website "Response."

[Related Release] April 18, 2025: World Premier of All-New Subaru Outback   https://www.subaru.co.jp/news-en/2025_04_18_101612/

Development of AI platform that enables natural language analysis of real-world map data

We are developing an AI platform that enables natural language analysis of real-world map data, applicable to autonomous driving/ADAS, urban planning, and infrastructure management.

The platform was exhibited at our CES 2026 booth.

AI platform that enables natural language analysis of real-world map data

This platform leverages generative AI to enable users to gain a wide range of insights from our high-precision 3D data by entering prompts in natural language. For example, when a user inputs questions such as "How many roads in the United States have three or more lanes in one direction?" or "How many of those include dangerous intersections?", the platform provides not only quantitative results but also allows users to visually identify the relevant locations on both 2D maps and our high-precision 3D data. This service is made possible by our ownership of one of the world's largest data assets and can be applied across a broad range of use cases, including autonomous driving/ADAS development, urban planning, and infrastructure management.

To date, we have utilized AI primarily to improve efficiency in the data production process under our "AI for Data" initiative. Going forward, through this platform, we will also apply AI to data analysis.

AI Platform Overview Image

Exhibiting at CES 2026

Our Exhibition Highlights:

✓ An AI platform that enables natural language analysis of real-world map data
✓ High-precision 3D map data that enhances the reliability of autonomous driving and ADAS
✓ Realistic and high-speed traffic simulation model development using high-precision 3D point cloud data

Our booth attracted management-level visitors from a broad range of automotive, industrial, and government organizations, leading to concrete business opportunities.

- Major automakers and suppliers, and semiconductor manufacturers for ADAS
- U.S. federal and state governments (including the Department of Transportation and defense-related agencies)
- IT platform companies
- Geographic Information System (GIS) software companies
- Industrial robotics-related companies
- Aerospace and satellite-related companies

Expanded coverage including ordinary roads on "3Dmapspocket®" through collaboration with NTT-ME

Through collaboration with NTT-ME, point cloud data collected during infrastructure inspections can now be viewed on "3Dmapspocket®," enabling broader coverage including ordinary roads.

This initiative is expected to expand use cases among existing users, drive adoption in new industries, and accelerate market-wide utilization of point cloud data.

Expansion of Data Coverage on "3Dmapspocket®"

Previously, "3Dmapspocket®" allowed viewing only point cloud data acquired by Dynamic Map Platform. Through the newly established collaboration, point cloud data collected by NTT-ME through its infrastructure inspection activities will also be shared, enabling the use of point cloud data with broader coverage, including ordinary roads.
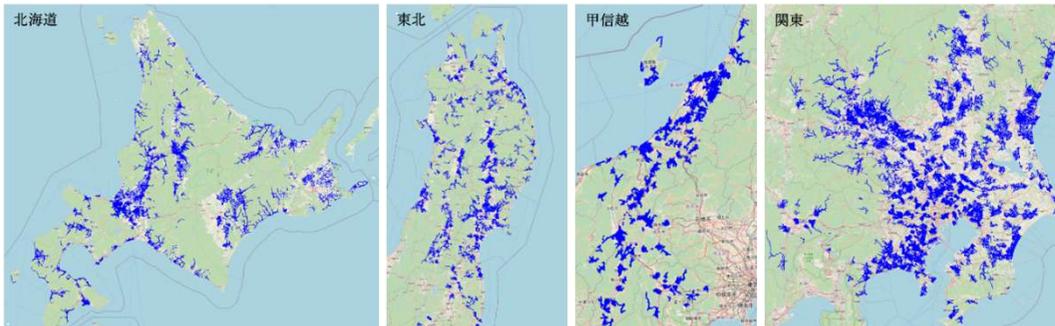
About "3Dmapspocket®," the Point Cloud Data Viewing Service

"3Dmapspocket®" is a subscription-based service that enables users to view and analyze 3D point cloud data. Using Mobile Mapping Systems (MMS*), we have measured highways/expressways and major arterial roads across Japan and provide these vast volumes of measurement data as a seamlessly integrated dataset. The service can be used for a wide range of applications, including addressing road traffic challenges, and contributes to labor savings and operational efficiency as well as the creation of safer and more secure environments. As a high-precision positioning information platform, "3Dmapspocket®" is expected to be utilized across a variety of use cases.
Service details: https://www.dynamic-maps.co.jp/service/viewer/
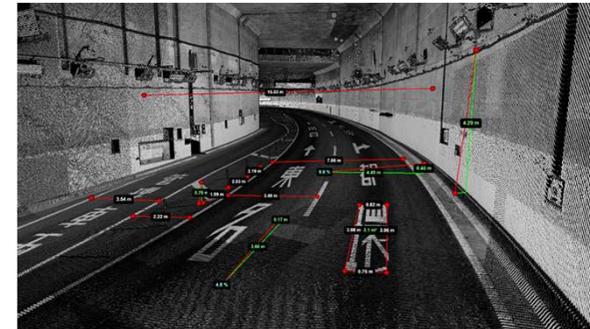
Dynamic Map Platform pursues the vision of "Modeling the Earth" to digitally replicate the real world and drive innovation across industries, while NTT-ME aims to co-create a sustainable, regionally circular society by leveraging its assets.This collaboration, grounded in the alignment of both companies' visions, will advance initiatives to address regional challenges, with further solution development through the integration of technologies and expertise going forward.
Dynamic Map Platform and NTT-ME will combine their respective expertise to create digital innovation and promote digital transformation (DX) across a wide range of industries.

Providing High-Precision 3D Data for Games - Bringing Realistic Driving Experiences to the World -

We are providing our high-precision 3D data to "Apex Point," an open-world driving game developed by the French indie game studio Apex Studio.

Through the game, we deliver immersive driving experiences to users worldwide by faithfully reproducing real-world roads.

Providing high-precision 3D data to "Apex Point"

"Apex Point" is an open-world PC driving game set in real-life Japanese cities, expressways, and mountain roads, where players can enjoy activities such as vehicle customization, racing, driving, and delivery missions.
For this title, we are providing high-precision 3D data covering roads primarily in the Daikoku Pier area of Yokohama City, Kanagawa Prefecture. Our high-precision 3D data—also used in autonomous driving applications—contains highly accurate representations of real-world road information. Implemented in the game with millimeter-level accuracy, the data enables the creation of an open-world environment that precisely reproduces terrain and elevation changes. As a result, players around the world can enjoy highly immersive driving experiences that closely resemble the real world.

Promotion Video:

Short Version（Approx. 1min.）	Long Version（Approx. 2 min.）
https://youtu.be/2uYG1-gH2HM	https://youtu.be/JuZhmxgfrBM

<Screen Images of "Apex Point" Using High-Precision 3D Data>

Company Overview

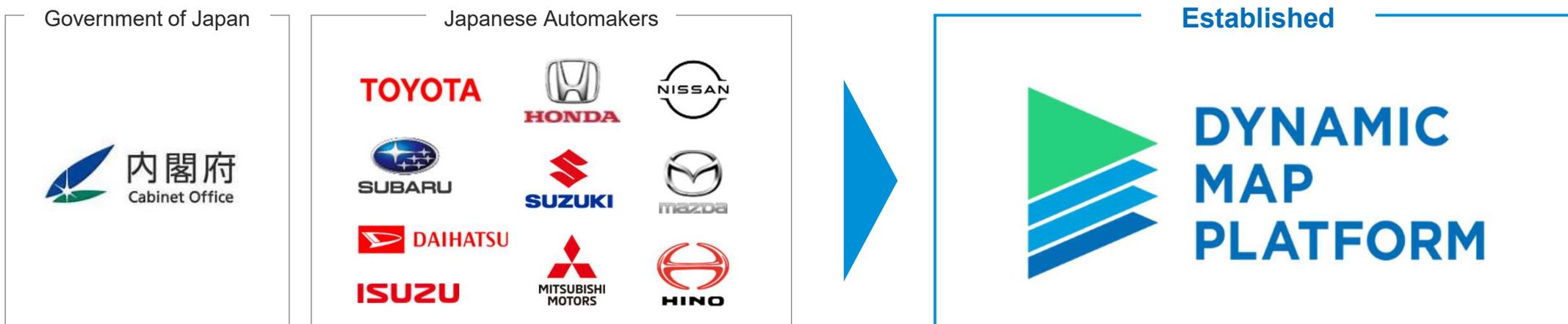|	
Company Name	Dynamic Map Platform Co., Ltd. (Securities Code: 336A TSE Growth)
Established	June 13, 2016
Head Office Address	2-12-4 Shibuya, Shibuya-ku, Tokyo
Business Locations	Japan, U.S., Germany, Saudi Arabia, UAE, South Korea
Employees	251 (as of February 2026) [1]
Business Scope	● Generation and sale of high-precision 3D map data (HD maps) for use in autonomous driving, advanced driver assistance systems, etc. ● Provision of high-precision location information and solutions for various applications (except autonomous driving) using technologies related to HD maps

Establishment History

Dynamic Map Platform (DMP) was established under the initiative of the Japanese government, with funding from major Japanese automakers. Later, DMP wholly acquired a U.S. -based HD map company, formerly an investment of General Motors Company, to expand its business globally.
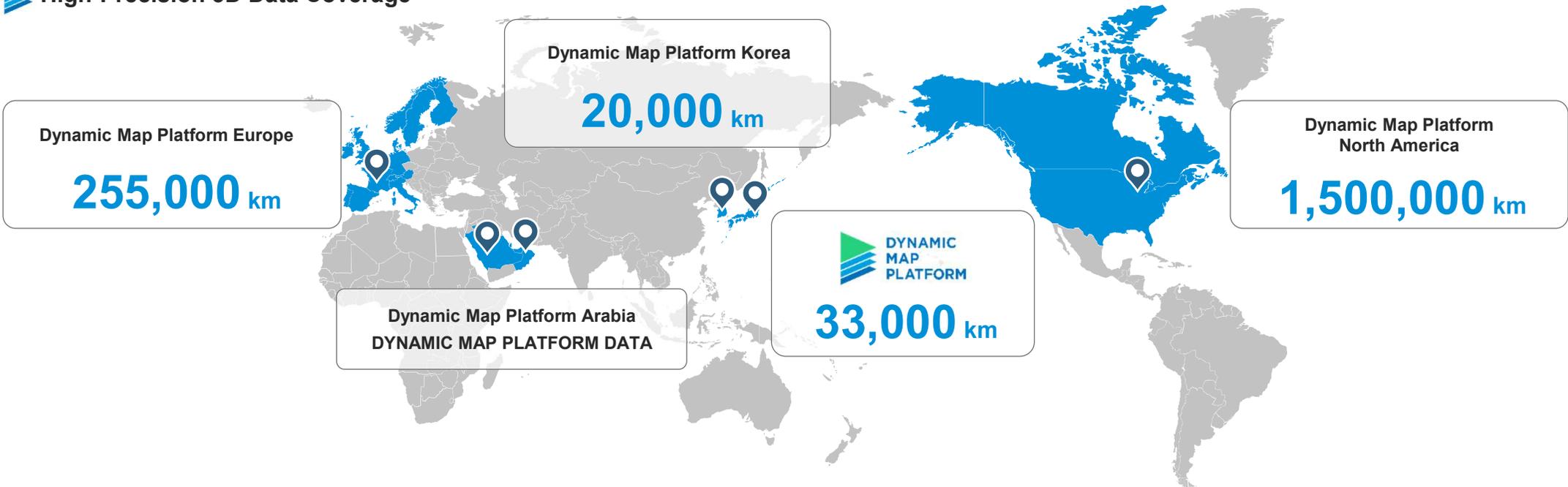
Government of Japan

内閣府 Cabinet Office

Japanese Automakers

TOYOTA, HONDA, NISSAN, SUBARU, SUZUKI, mazda, DAIHATSU, MITSUBISHI MOTORS, ISUZU, HINO

Established

DYNAMIC MAP PLATFORM

Note: (1) The employee count includes temporary workers.

Dynamic Map Platform At-a-Glance

DYNAMIC MAP PLATFORM

Expanding globally with strong sales growth; further acceleration expected as markets continue to grow.

JPY 7.4 bn **Consolidated Sales** FYE3/2025	**26** **Countries**[3] North America, Europe, Japan, South Korea, Middle East	**64 %** **% of Overseas Sales** FYE3/2025	**52 %** **Consolidated Sales CAGR** FYE3/2020–3/2025	**37 %** **AD/ADAS Market CAGR**[1] 2022 Actual-2030 Estimate	**JPY 1.6 tn** **Digital Map Market Size**[2] 2023 Actual

High-Precision 3D Data Coverage [4]

Dynamic Map Platform Korea
20,000 km

Dynamic Map Platform Europe
255,000 km

Dynamic Map Platform North America
1,500,000 km

Dynamic Map Platform Arabia
DYNAMIC MAP PLATFORM DATA

DYNAMIC MAP PLATFORM
33,000 km

Notes :
(1) Created by the Company based on "IHS Markit "Autonomous Vehicle Sales Forecast 2023" (2) Created by the Company based on "Markets and Markets "Digital Map Market Global Forecast to 2029"". Figures are calculated using an exchange rate of 150 JPY/USD. (3)(4) as of Feb. 2026.

Highlights

Global Deep-tech

A deep-tech startup building a high-precision location information platform called the dynamic map on a global scale

High Growth

With a strong customer base including 10 major Japanese automotive makers, GM, and the Japanese government, we are capable of achieving high revenue growth

High Competitiveness

We possess overwhelmingly high-precision 3D data compared to competitors and have a competitive advantage with high technical capabilities that have contributed to achieve the world's first Level 2+ and Level 3

High Profitability

The business model is based on two pillars: a flow-type project-based business and a recuring license-based business. Through the project-based business, a data infrastructure is established, and subsequently, the aim is to achieve a high-profit structure through license-based business, which is expected to have a high profit margin

Modeling The Earth

**We aggregate various information as a high-precision 3D data platform provider.
We aim to realize a world where analysis, control, and prediction are possible,
thereby achieving innovations that contribute to solving societal challenges.**
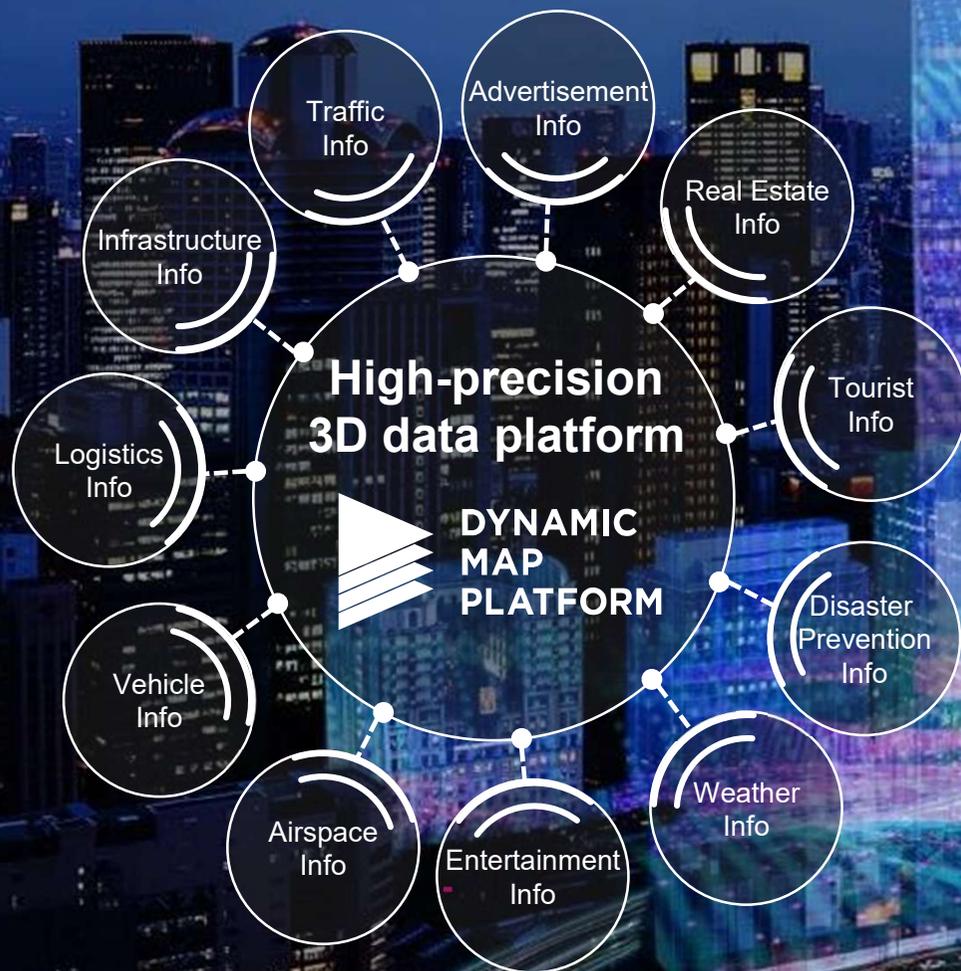
Building a Global High-Precision 3D Database (Mapped 1.8 million km to Date)

Through upfront investments, we have established the 3D Database globally that meets the demands of major automakers and possesses overwhelming coverage. DMP's data covering 1,800,000 km has a great potential to contribute to industrial DX and solving social issues around the world, beyond its use for autonomous driving and advanced driver assistance systems (AD/ADAS).

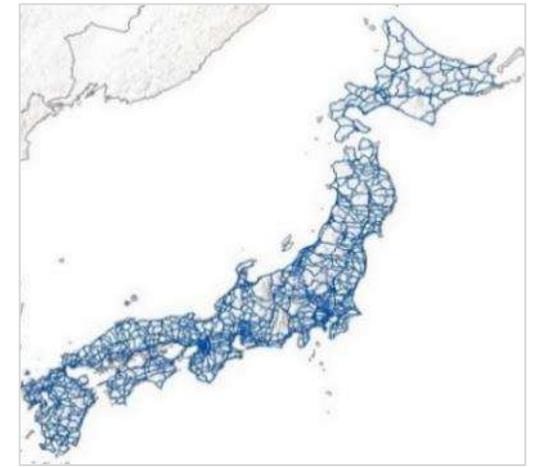**Our 3D Data Coverage in North America**

1,500,000 km
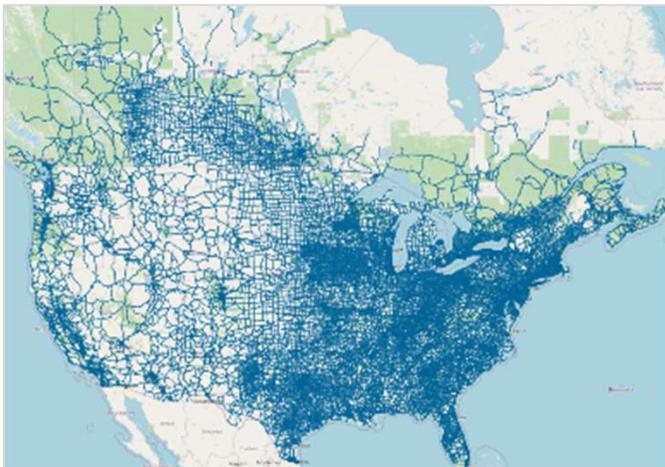
Our 3D Data Coverage in Europe

255,000 km

Our 3D Data Coverage in Japan

Expressways **33,000** km

Our 3D Data Coverage in Other Regions

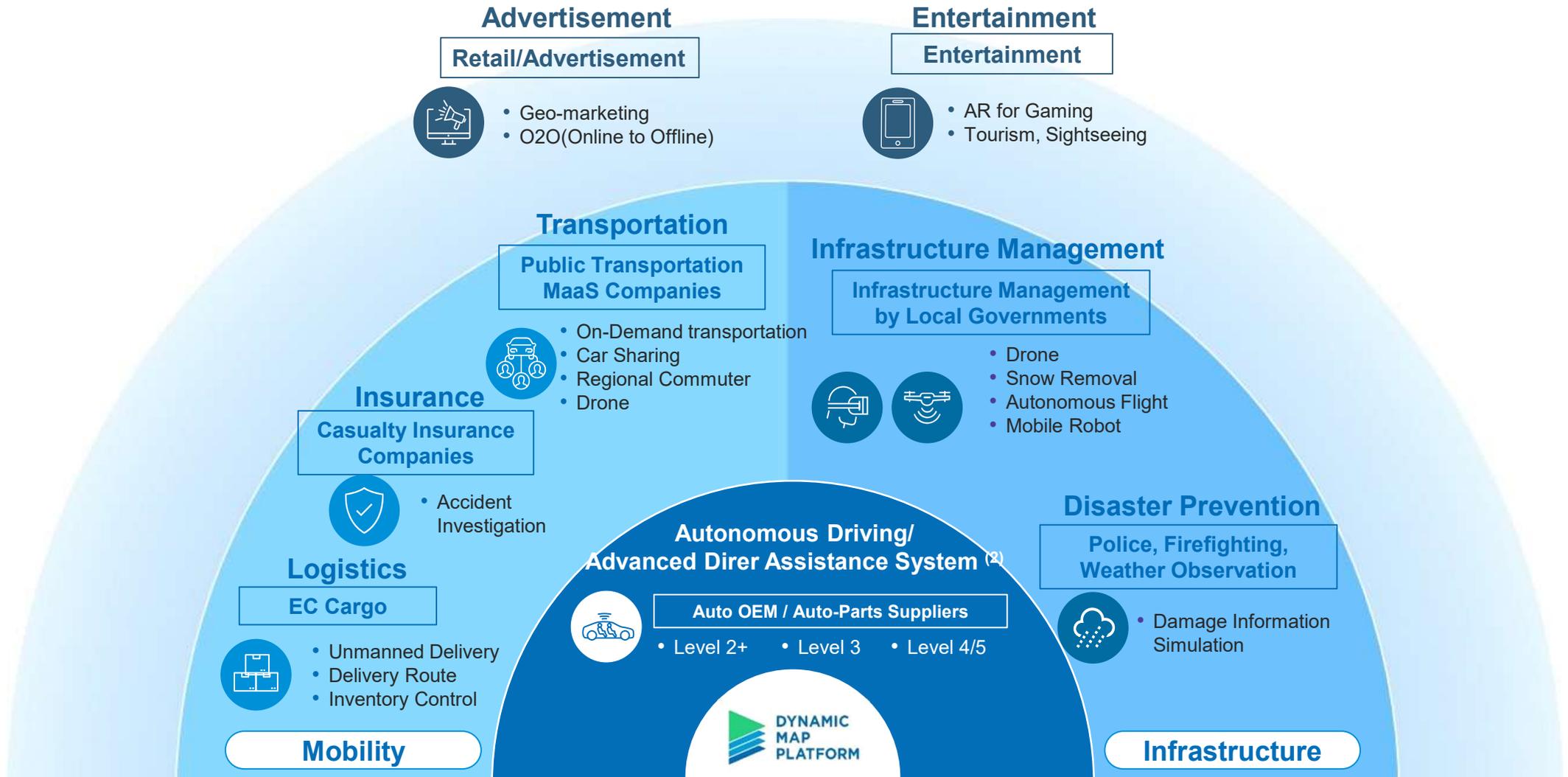**South Korea**

Expressways

20,000 km

Middle East

Expressways

Development scheduled to complete by March 2026

HD mapping in developed countries has been largely completed.

Cross-industry Social Impact (Application areas of high-precision 3D data) [1]

High-precision 3D data is a key technology that can be a game changer in various industries. We aim to lead DX and social advancement beyond our current AD/ADAS and 3D business. Working to expand application areas.

Advertisement
Retail/Advertisement
- Geo-marketing
- O2O(Online to Offline)

Entertainment
Entertainment
- AR for Gaming
- Tourism, Sightseeing

Transportation
Public Transportation MaaS Companies
- On-Demand transportation
- Car Sharing
- Regional Commuter
- Drone

Infrastructure Management
Infrastructure Management by Local Governments
- Drone
- Snow Removal
- Autonomous Flight
- Mobile Robot

Insurance
Casualty Insurance Companies
- Accident Investigation

Logistics
EC Cargo
- Unmanned Delivery
- Delivery Route
- Inventory Control

Disaster Prevention
Police, Firefighting, Weather Observation
- Damage Information Simulation

Autonomous Driving/ Advanced Direr Assistance System [2]
Auto OEM / Auto-Parts Suppliers
- Level 2+
- Level 3
- Level 4/5

Mobility

Infrastructure

DYNAMIC MAP PLATFORM

Notes：
(1) Above is a conceptual illustration of the target market, including areas that DMP has not yet entered as of March 2025.
(2) Level 0: No driving automation, Level 1: Driving assistance (hands-on/shared control), Level 2: Automated driving functions under specific conditions (hands-off), Level 2+: Conditional automated driving on expressways, Level 3:Conditional automated driving (eyes-off), Level 4: Fully automated driving under specific conditions (Mind Off), Level 5: Fully automated driving (Driver Off)
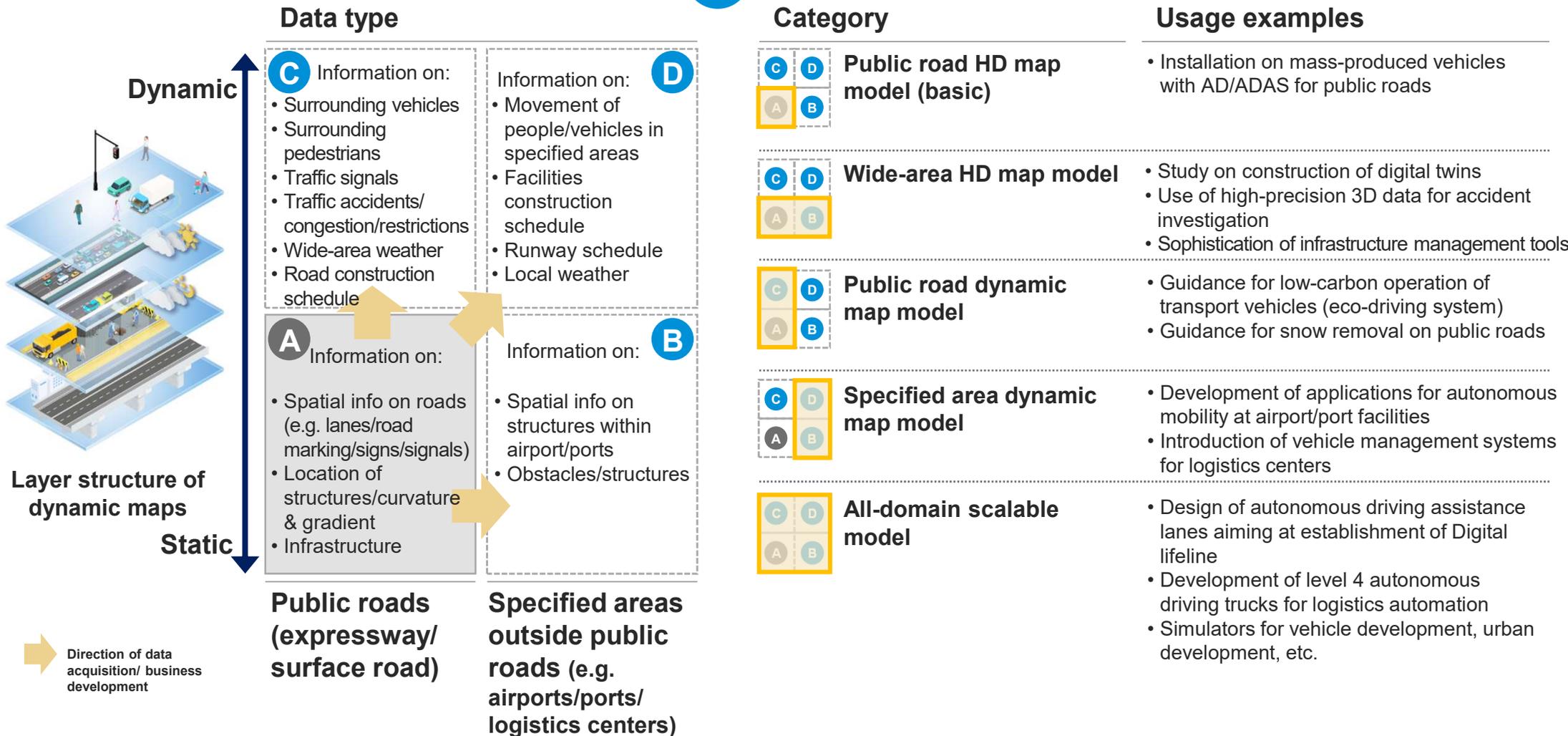
Building Dynamic Map Platform by Integrating Various Types of Data

Our high-precision 3D data provides a highly accurate location information platform for dynamic maps.

Starting with the acquisition of static data on public roads, we build a system that integrates various types of dynamic data. We also expand into specified areas outside public roads and develop and introduce applications that integrate dynamic data in order to establish dynamic maps. We acquire and integrate broader data to promote social implementation.

Data that makes up dynamic maps

> **Use cases that can be realized through acquisition/integration of various type of data**

Data type

Dynamic

C Information on:
- Surrounding vehicles
- Surrounding pedestrians
- Traffic signals
- Traffic accidents/ congestion/restrictions
- Wide-area weather
- Road construction schedule

D Information on:
- Movement of people/vehicles in specified areas
- Facilities construction schedule
- Runway schedule
- Local weather

A Information on:
- Spatial info on roads (e.g. lanes/road marking/signs/signals)
- Location of structures/curvature & gradient
- Infrastructure

B Information on:
- Spatial info on structures within airport/ports
- Obstacles/structures

Static

Layer structure of dynamic maps

➤ **Direction of data acquisition/ business development**

Public roads (expressway/ surface road)

Specified areas outside public roads (e.g. airports/ports/ logistics centers)

Category / Usage examples

Category	Usage examples
Public road HD map model (basic) (C D A B)	• Installation on mass-produced vehicles with AD/ADAS for public roads
Wide-area HD map model (C D A B)	• Study on construction of digital twins • Use of high-precision 3D data for accident investigation • Sophistication of infrastructure management tools
Public road dynamic map model (C D A B)	• Guidance for low-carbon operation of transport vehicles (eco-driving system) • Guidance for snow removal on public roads
Specified area dynamic map model (C D A B)	• Development of applications for autonomous mobility at airport/port facilities • Introduction of vehicle management systems for logistics centers
All-domain scalable model (C D A B)	• Design of autonomous driving assistance lanes aiming at establishment of Digital lifeline • Development of level 4 autonomous driving trucks for logistics automation • Simulators for vehicle development, urban development, etc.

Overall Picture of Our Business Model (2 Pillars of Project and License)

Project-based business: Accepts orders selectively, targeting a certain gross margin.

License-based business: This business leverages preprocessed data to achieve high profitability.

Project — Building the business foundation

– Accepts orders selectively, targeting **a certain gross margin**
– Plays a role as **R&D, building a business foundation while cutting down on self-funded investments**
– **COGS mainly comprises variable costs associated with project orders**

A | Automotive Business

Expands HD maps coverage and updates data for GM and other customers

B | 3D data Business

Has track record of a large number of government-led R&D projects

Gross profit growth (illustrative)[1]

- Net sales
- Gross profit
- COGS

Variable cost for each project

License — Aiming for high profitability

– Utilizes **preprocessed assets (data and systems)**
– **Generates revenues from mass production license sales determined by unit price multiplied by quantity,** and **enterprise data license sales**
– **Fixed-cost COGS** leads to **a high marginal profit ratio**

C | Automotive Business

Provides HD maps for mass-produced vehicles (mass production license)

Enterprise data license

D | 3D data Business

Establishes highly versatile data platform

Enterprise data license

Gross profit growth (illustrative)[1]

- Net sales
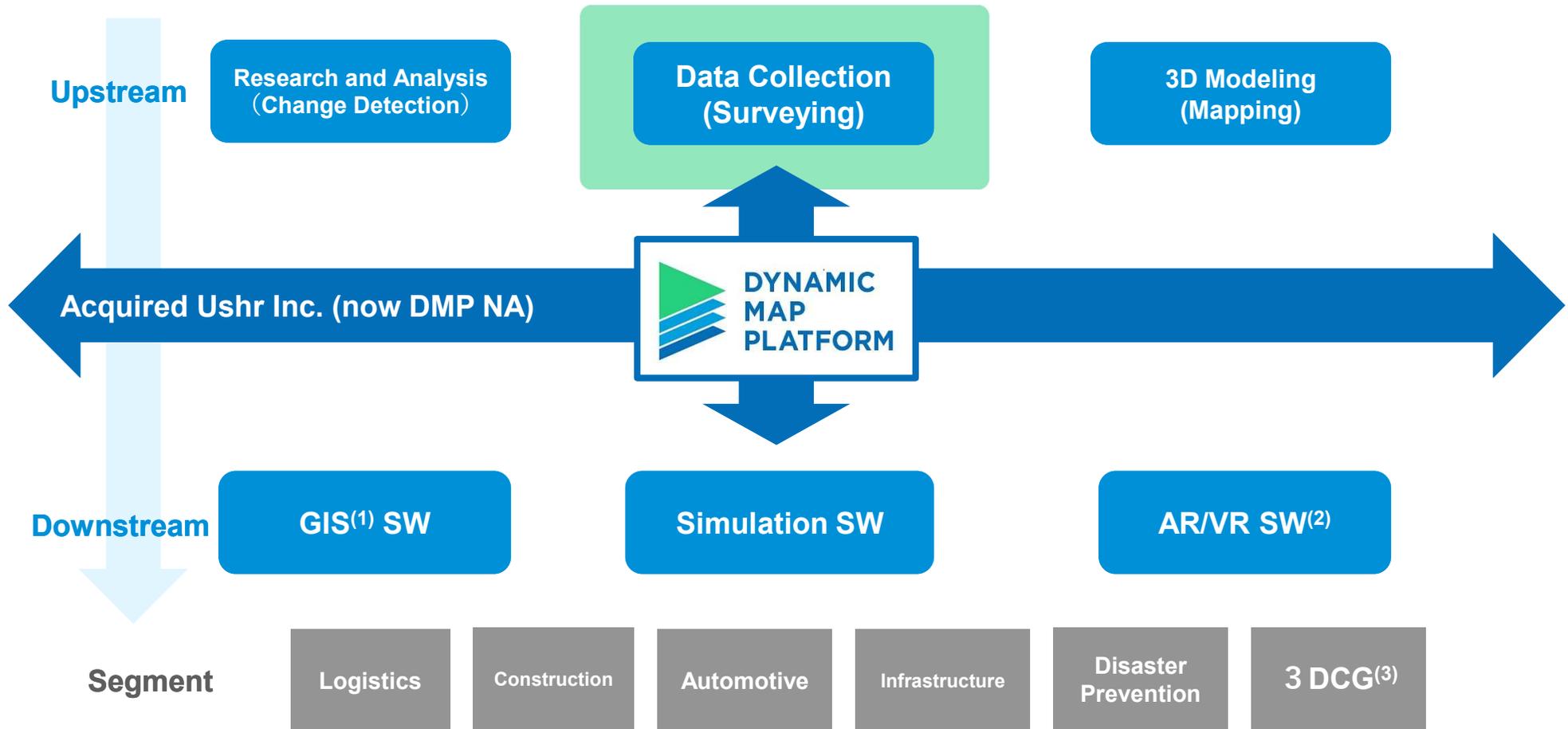- Gross profit
- COGS

Fixed cost

Notes: (1) The above charts of gross profit growth are shown for illustrative purpose, and do not guarantee the achievement of figures.

Business Expansion Initiatives via M&A

To capture market share through horizontal integration, we acquired Ushr Inc. (currently Dynamic Map Platform North America) in 2019, achieving the leading position in the global HD map market. As a vertical integration M&A strategy, both upstream and downstream sectors are targeted.

Working to build a network within the surveying industry to handle upstream data collection.

Upstream

| Research and Analysis （Change Detection） | Data Collection (Surveying) | 3D Modeling (Mapping) |

Acquired Ushr Inc. (now DMP NA)

DYNAMIC MAP PLATFORM

Downstream

| GIS[1] SW | Simulation SW | AR/VR SW[2] |

Segment

| Logistics | Construction | Automotive | Infrastructure | Disaster Prevention | 3 DCG[3] |

Notes: (1) Geographic Information System Software (A system for handling geospatial data)   (2) Augmented Reality (Technology for overlaying digital information onto the real world) / Virtual Reality (Technology that creates a fully virtual environment and immerses the user) Software
(3) Three-dimensional computer graphics (technology for creating three-dimensional images and models using computers)

Building a Surveying Network

Building a network of surveying firms to advance regional digital infrastructure. The first initiative involves turning a surveying firm in Toyama Prefecture into a subsidiary. Our goal is to realize the vision, "Modeling the Earth," by expanding surveying technologies and establishing a flexible surveying framework, while contributing to regional digital infrastructure development and the maintenance of surveying capabilities. Leveraging extensive data development to accelerate the growth of our group's business.

Expanding Surveying Capacity: Our Key Challenge

In providing solutions for limited or specified areas, surveying is required to obtain the foundational data.

Expanding Surveying Technologies	• Securing alternative surveying methods and adopting cutting-edge technologies
Establishing a Flexible Surveying Framework	• Fast and flexible surveying without disrupting operations

Issues Facing the Local Surveying Sector

Difficulty in Securing Contractors for Local Infrastructure Development
Slow Adoption of New Technologies, Delaying Digital Infrastructure.

|	
Industry Restructuring	• Stable local orders hinder industry consolidation among small businesses
Talent Development	• Talent outflow to related sectors and major firms due to better compensation (especially young and mid-level professionals)
Technology Adoption	• Financial constraints limit investment in advanced equipment, slowing adoption of 3D and drone surveying technologies

Building a Network of Surveying Firms

Advancing essential data development for our business while contributing to solving regional infrastructure challenges.

Extensive Data Development for further Business Growth

● **Acquiring Nihonkai Survey & Design Co., Ltd., which specializes in surveying, investigation, and civil engineering design, as a subsidiary.**

未来づくりをサポートする
日本海測量設計株式会社
Nihonkai
(Headquarters: Takaoka-city, Toyama）
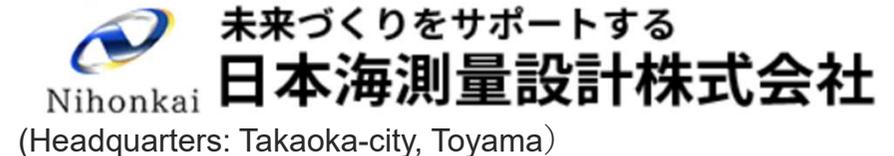
● **Envisioning Network Integration Through Roll-Up Strategy**

Launching Dynamic Map Platform Consultants Co., Ltd. to manage and strengthen our surveying operations.
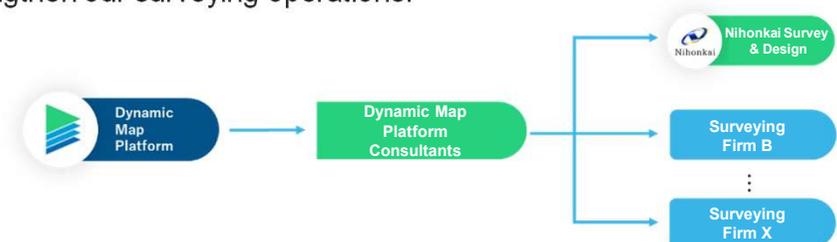
Building a Surveying Network – The Need to Expand Surveying Capabilities

Solutions in targeted areas such as airports, ports, and logistics hubs require precise base data. To expand our business, we must strengthen surveying technologies and establish an agile framework—adding in-house capabilities alongside existing partners.

Technological Trends in 3D Measurement

- With improvements in sensor performance and miniaturization of equipment, data accuracy and processing speed have significantly increased.
- This enables precise data acquisition across large spaces, expanding applications such as ICT-based construction and digital twin development.

Surveying System

MMS

- Equipping vehicles with LiDAR and cameras to perform continuous surveying while in motion.
- Accurately capturing point clouds of road surroundings along the driving route.

Aerial Surveying

- Acquire wide-area data from high altitude by mounting cameras and LiDAR on an aircraft.

Drone

- Equipped with a laser or camera, enabling rapid acquisition of large-area data.
- Capable of capturing terrain beneath tree cover, making it increasingly useful in forests and disaster-affected areas.

Terrestrial Laser Scanner / Handheld Laser Scanner

- Laser measurements conducted on the ground.
- Supports building interiors and underground spaces.

LiDAR Images from Smartphones
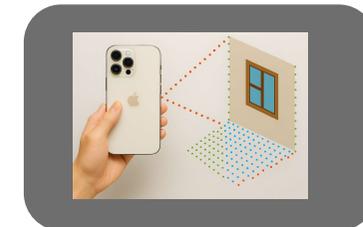
- Easily perform 3D surveying using cameras and LiDAR built into smartphones

Data Processing

- **Integration with AI:** Enables automatic classification and recognition of images and point cloud data, as well as real-time analysis.
- **Real-time Processing:.** Utilizes 5G/6G communication for instant transmission and sharing from the field to the cloud.
- **Non-GPS Environment Support:** Provides self-positioning and map generation in areas without GPS coverage.

This document has been prepared by Dynamic Map Platform Co., Ltd. (the "Company") solely for informational purposes.

This document contains forward-looking statements, which are predictions about the future that reflect management's judgment based on currently available information. As such, these forward-looking statements are subject to various risks and uncertainties that could cause actual results to differ materially from those expressed in or suggested by the forward-looking statements. Therefore, you may not rely entirely on forward-looking statements. The Company does not assume any obligation to change or correct any forward-looking statements in light of new information, future events or other findings.

Information on companies other than the Company and information provided from third parties are based on public information or sources. The Company has not independently verified the accuracy and appropriateness of such data and indicators used herein, nor assume any responsibility for the accuracy and appropriateness of such data and indicators presented in this document.

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