Financial Results Presentation for the Second Quarter of the Fiscal Year Ending March 2027 (FY2027)

Dynamic Map Platform Co., Ltd.

Nov. 12, 2026

T S E
Growth
336A

Table of Contents

01 Company and Business Overview

02 The Value of Data in Physical AI

03 Financial Results for the Second Quarter and Full-Year Forecast for FY2027

04 Business Pipeline Update

05 Appendix

01

Company and Business Overview

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 November 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. DMP subsequently acquired a U.S.-based HD map company in which General Motors Company had invested, thereby expanding 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

Global expansion powered by data for physical AI, with growth driven by a license-based business model

26
Countries (1)
North America, Europe, Japan, South Korea, Middle East

74%
Overseas Sales Ratio
FY2026 Actual

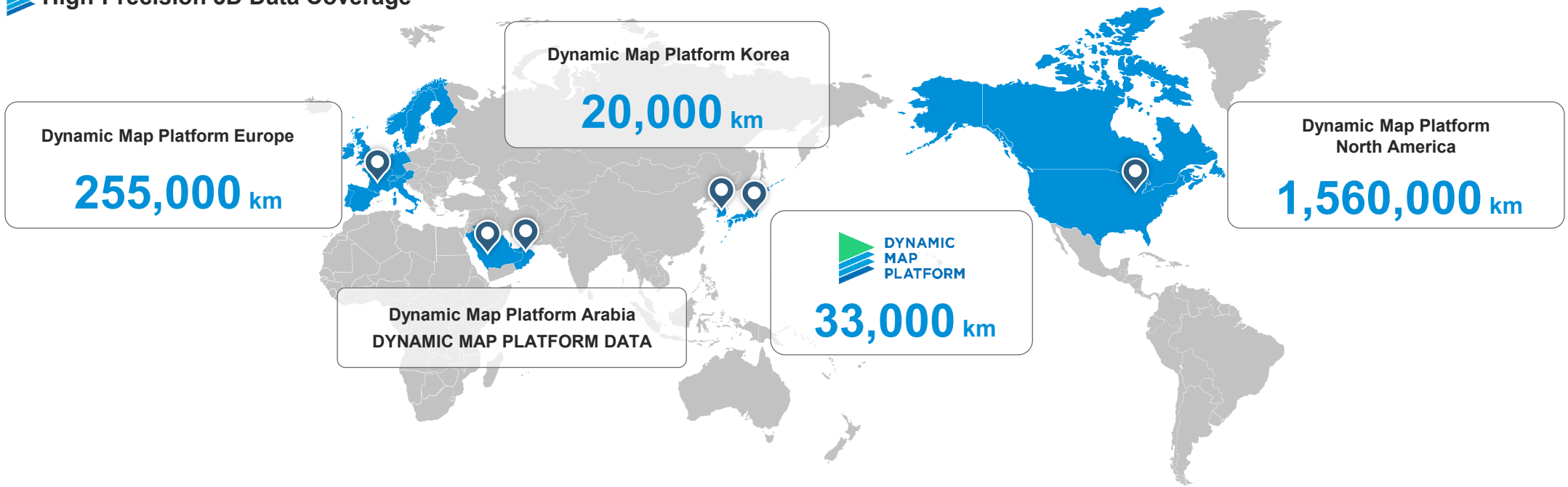
JPY 5.7
Billion
Consolidated Sales
FY2026 Actual

121% YoY
License-Based Revenue
FY2026 Actual

1.8
Million km
High-Precision 3D Data Coverage
2026 Actual

30%
Physical AI Market CAGR (2)
Outlook for the next 10 years

High-Precision 3D Data Coverage (3)



Notes: (1) and (3) As of November 2026. (2) Prepared by the Company based on Grand View Research, Acumen Research & Consulting, and other sources.

Highlights



Global Deep-Tech

A deep-tech company building a global high-precision location information platform known as a dynamic map.

High Growth

With a strong customer base that includes 10 major Japanese automakers, General Motors, and the Japanese government, we are well positioned to achieve high revenue growth.

High Competitiveness

We possess highly competitive, high-precision 3D data and strong technical capabilities that have contributed to the development of the world's first Level 2+ and Level 3 automated driving systems.

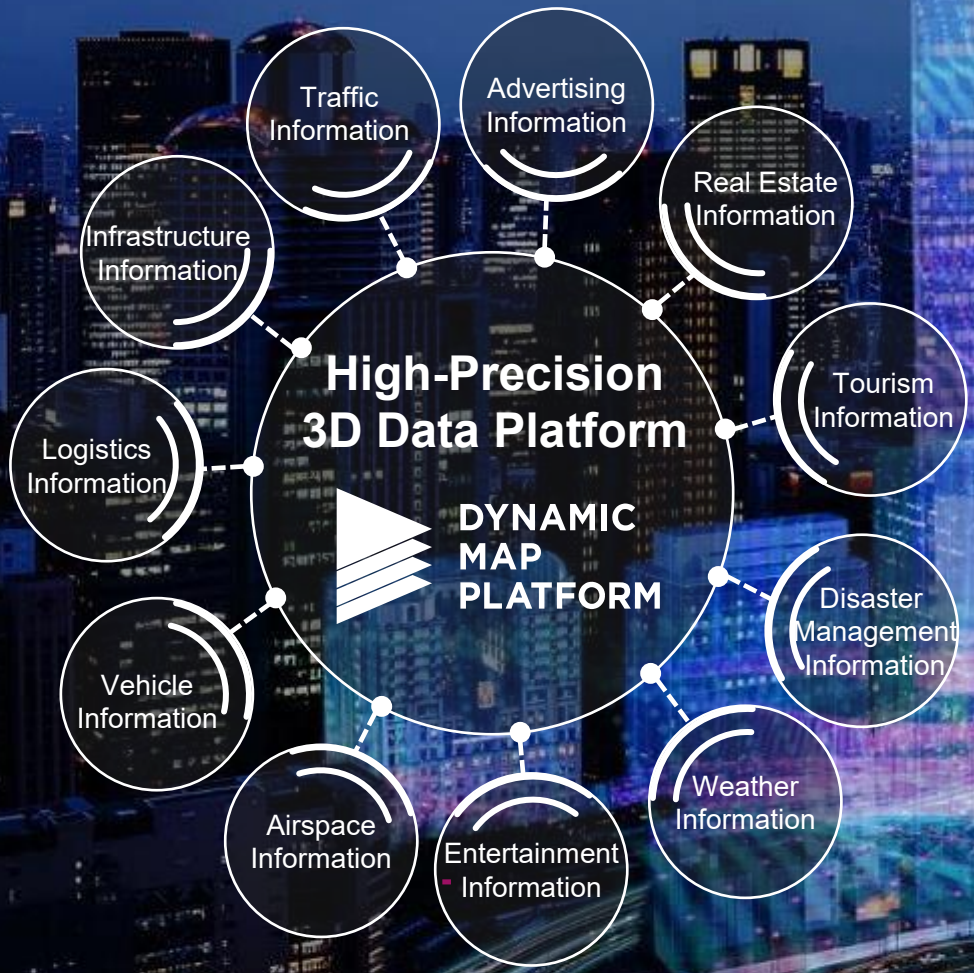
High Profitability

Our business model is built on two pillars: project-based business and license-based business. Project-based business supports the development of our data infrastructure, while license-based business leverages established data assets and is expected to generate higher profit margins. Through the expansion of license-based revenue, we aim to establish a highly profitable business structure.

Modeling the Earth

As a provider of a high-precision 3D data platform, we aggregate a wide range of information.

We aim to enable analysis, control, and prediction, thereby driving innovation that helps address societal challenges.

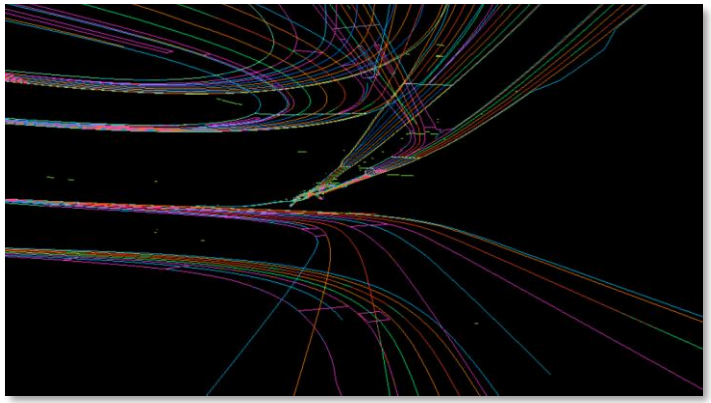


Our High-Precision 3D Data Platform and Services

High-precision 3D map data that accurately represents roads, surrounding environments, and spatial structures, serving as a foundation for autonomous driving and various spatial services.

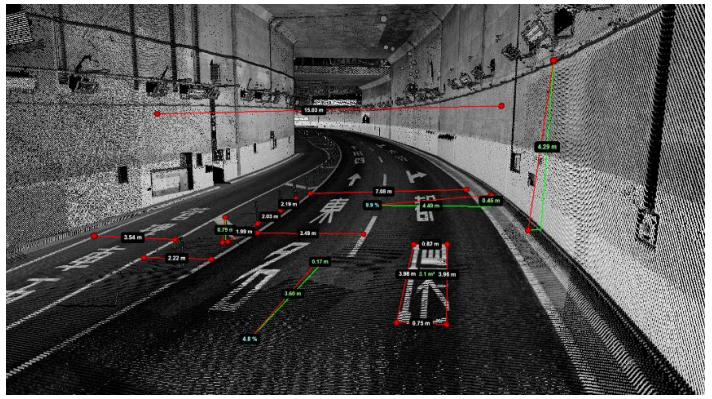
Data for Autonomous Driving and Physical AI

High-precision 3D data for autonomous driving, advanced driver assistance systems, and a wide range of other industries



Viewer

A platform that enables viewing and analysis of high-precision 3D point cloud data



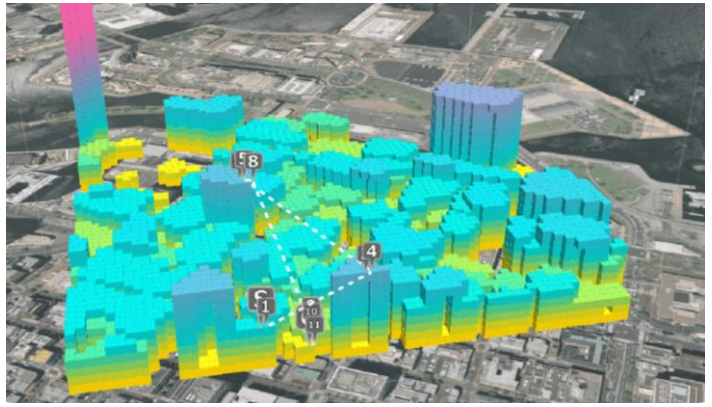
Guidance

High-precision guidance leveraging 3D map data generation technology



Location Information Services

Enabling diverse use cases through the use of “Spatial ID”

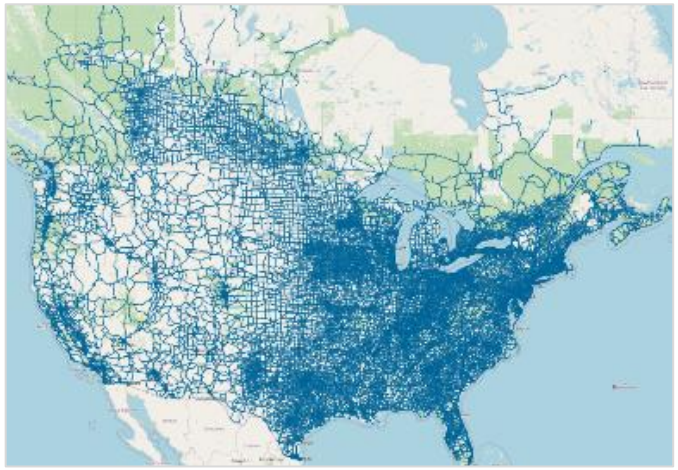


Building One of the World's Largest High-Precision 3D Data Platforms

Building one of the world's largest high-precision 3D data platforms, with coverage of 1,800,000 km and significant potential to support industrial digitalization and help address societal challenges worldwide.

Our High-Precision 3D Data Coverage in North America

1,560,000 km



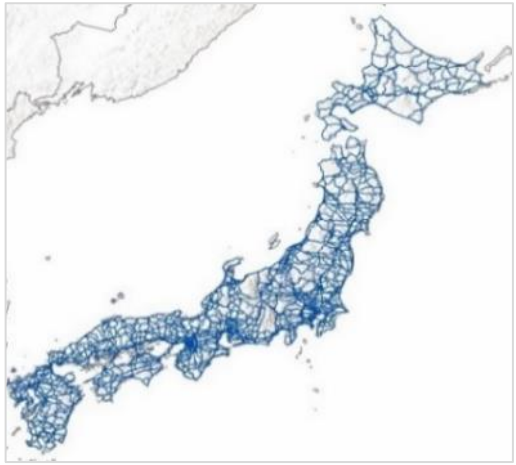
Our High-Precision 3D Data Coverage in Europe

255,000 km



Our High-Precision 3D Data Coverage in Japan

Expressways **33,000** km



Our High-Precision 3D Data Coverage in Other Regions

South Korea

Expressways

20,000 km

Middle East

Expressways

Data development scheduled for completion by March 2027

3D data development in major developed markets has been largely completed.

Source: Reliable Map Data for Hands-Free Driving | DMP North America (dmp-maps.com) as of November 2026

Overview of Our Business Model: Two Pillars of Project-Based and License-Based Business

Project-Based Business: We selectively accept projects based on targeted marginal profit ratio.
License-Based Business: We leverage established data assets and systems to generate highly profitable revenue.

Project-Based Business — Building the business foundation

- Selectively accept projects based on **targeted marginal profit ratio**
- Plays a role as **R&D, building a business foundation while reducing the need for self-funded investment**
- **The cost of sales mainly consists of 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 a track record of a large number of government-led R&D projects

Marginal Profit Ratio (1)

35～50%

- Variable costs, including personnel and outsourcing expenses, are incurred for each project
- Projects are selectively accepted based on targeted marginal profit ratio.

License-Based Business — Aiming for high profitability

- Utilizes **established data assets and systems**
- **Generates mass-production license revenue** based on unit prices and sales volumes, as well as **enterprise data license revenue**
- **The cost of sales mainly consists of fixed costs,** resulting in **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

Marginal Profit Ratio (1)

Over 80%

- Established data assets and software are reused, resulting in limited incremental costs
- Marginal profit ratio per project exceeds 80%
- After fixed costs for updates and maintenance are recovered, a high proportion of additional revenue contributes to profit

Note: (1) Marginal profit ratio on a project-by-project basis. The marginal profit ratios shown are indicative only and do not guarantee future levels.

Building a Dynamic Map Platform by Integrating Various Types of Data

Started with static data (high-precision 3D data) for public roads, and expanded into specific areas such as airports, ports, and logistics centers.

Now building dynamic maps through the integration of dynamic data.

Data that makes up dynamic maps

Data type

Dynamic



Layer structure of dynamic maps

Static

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
- Facility Construction Schedules
- 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

Public Roads (expressway/ local road)

Designated Non-Public Road Areas (e.g. airports/ ports/ logistics centers)

Direction of data acquisition/ business development

Use cases that can be realized through acquisition/integration of various types of data

Category	Usage examples
Public road HD map model (basic)	• Installation on mass-produced vehicles with AD/ADAS for public roads
Wide-area HD map model	• 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	• Guidance for low-carbon operation of transport vehicles (eco-driving system) • Guidance for snow removal on public roads
Specified area dynamic map model	• Development of applications for autonomous mobility at airport and port facilities • Introduction of vehicle management systems for logistics centers
Omnidirectional expansion type	• Design of Roads Supporting Autonomous Driving Services for Building Digital Lifelines • Development of level 4 autonomous driving trucks for logistics automation • Simulators for vehicle development, urban development, etc.

Building a Surveying Network: The Need to Expand Surveying Capabilities

To expand business in specific areas such as airports, ports, and logistics centers, we are diversifying data acquisition methods, including satellite data, aerial imagery, and drone surveying, and strengthening agile surveying capabilities.

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



- Vehicles equipped with LiDAR and cameras enable continuous surveying while in motion.
- The system accurately captures point cloud data along roads and their surrounding areas.

Aerial Surveying



- Aircraft equipped with cameras and LiDAR enable the acquisition of wide-area data from high altitudes.

Drone



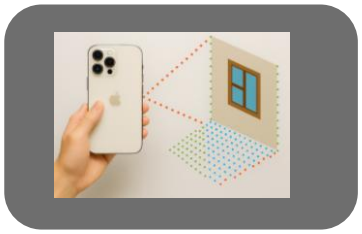
- Equipped with a laser or camera, enabling rapid acquisition of large-area data.
- Capable of capturing terrain beneath tree cover, making it increasingly useful in forests and disaster-affected areas.

Terrestrial Laser Scanner / Handheld Laser Scanner



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

Smartphone LiDAR and Image Data



- Enables easy 3D surveying using smartphone-integrated cameras and LiDAR.

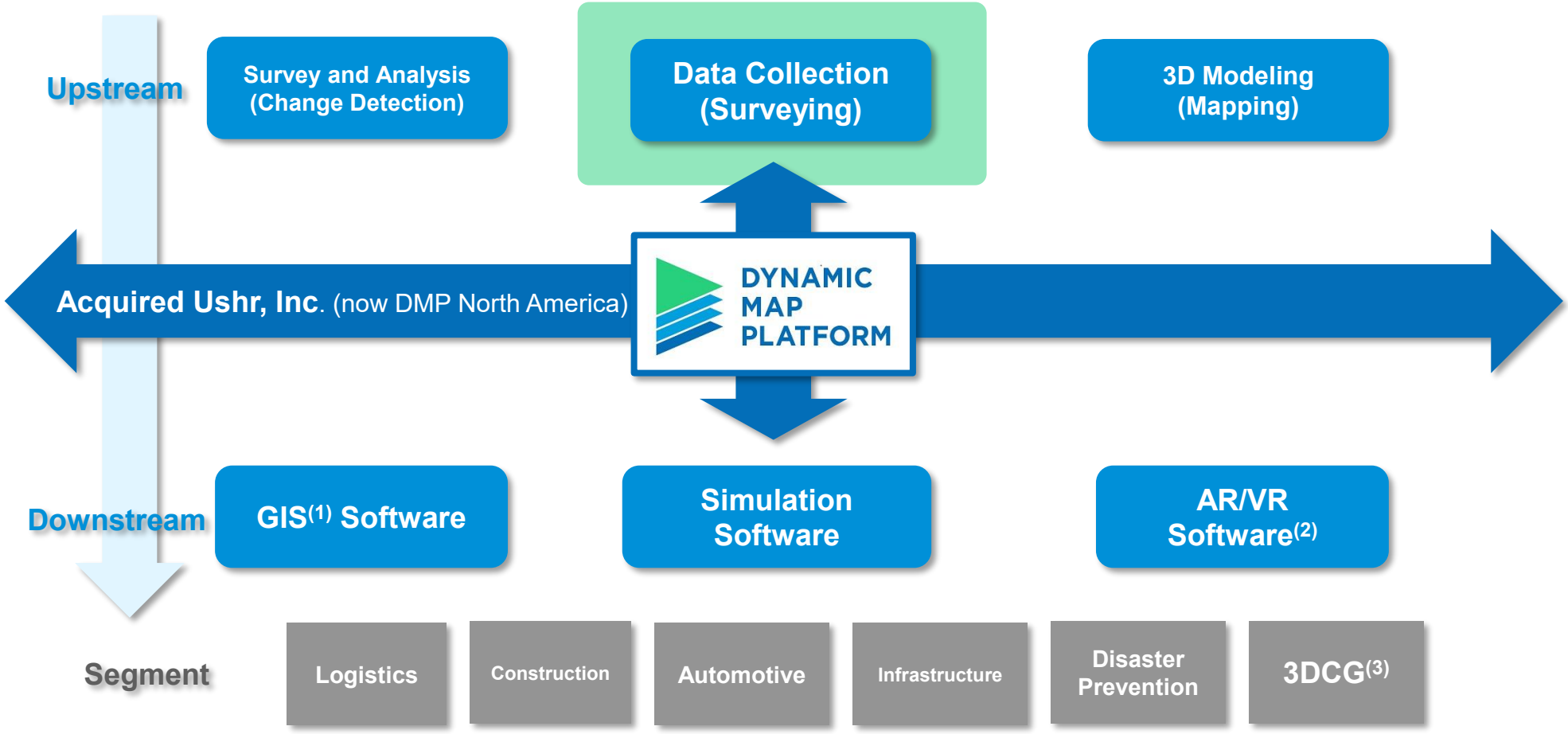
Data Processing

- **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.
- **Operation in GPS-Denied Environments:** Provides self-positioning and map generation in areas without GPS coverage.

Business Expansion Initiatives via M&A

In 2019, we acquired Ushr, Inc., now Dynamic Map Platform North America, as part of our horizontal integration strategy and established a leading position in the global HD map market. Following our IPO in 2025, we began pursuing vertical integration opportunities in upstream and downstream business areas.

We are currently expanding our surveying network to strengthen upstream data collection capabilities.

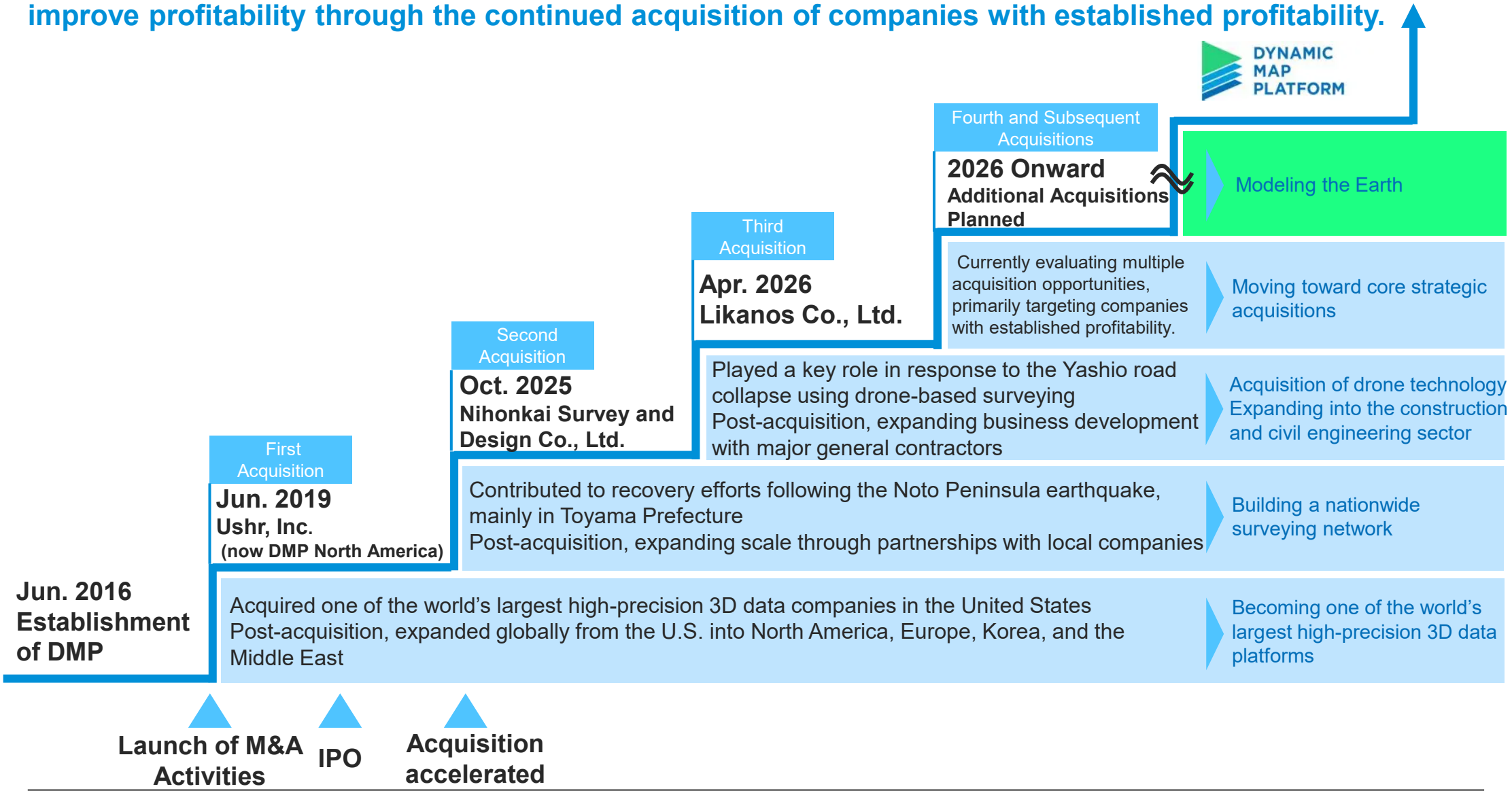


Notes: (1) Geographic Information System Software (A system for handling geospatial data) (2) Augmented Reality (Technology for overlaying digital information onto the real world) / Virtual Reality (Technology that creates a fully virtual environment and immerses the user) Software
(3) Three-dimensional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

Accelerating Growth Through Strategic M&A

Our M&A initiatives began with the acquisition of Ushr, Inc. in 2019. Following our IPO in 2025, we resumed our M&A activities.

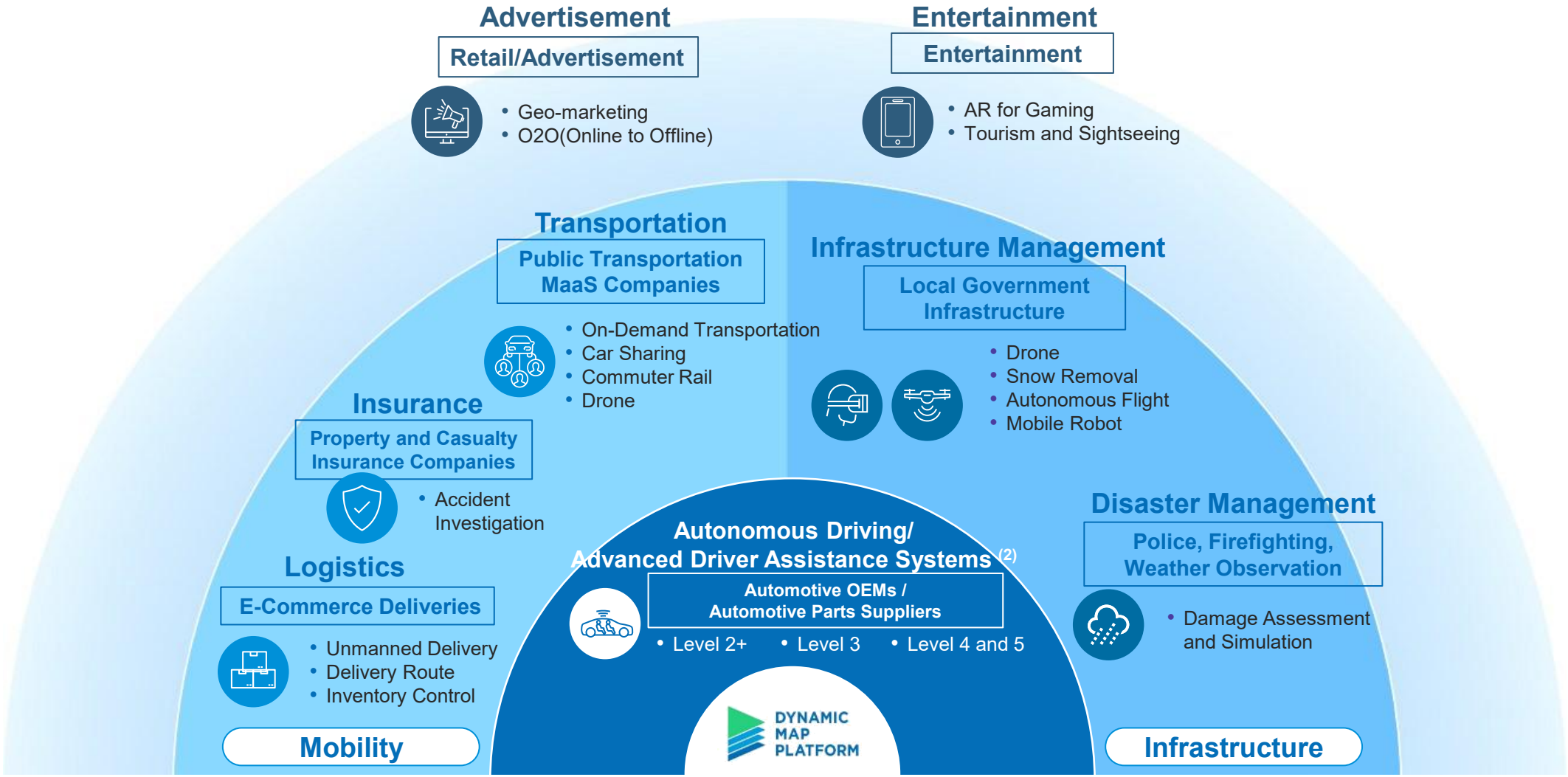
A total of three acquisitions have already been completed, and we plan to further expand our group and improve profitability through the continued acquisition of companies with established profitability.



A Data Platform for Physical AI

Providing a “data platform” for the physical AI era across diverse industries

Expanding from autonomous driving to mobility, infrastructure, advertising, and entertainment



Notes:
(1) Above is an image of the target market, including areas that DMP has not yet entered as of November 2026.
(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 highways, Level 3: Conditional automated driving (eyes-off), Level 4: Fully automated driving under specific conditions (Mind Off), Level 5: Fully automated driving (Driver Off)

Potential Applications of Our Data Across the Japanese Government's 17 Strategic Growth Sectors

DYNAMIC MAP PLATFORM

High-precision 3D data: Potential to contribute to solving challenges and advancing industries across a wide range of strategic sectors

1. AI and Semiconductors

Data for AI and Semiconductor Development, Training, and Validation

2. Shipbuilding

3. Quantum Technology

4. Synthetic Biology and Biotechnology

5. Aviation and Space

Airspace management, airport operations, and satellite & space development

6. Digital Technologies and Cybersecurity

7. Content Industries (Games, Anime, etc.)

3D map creation and digital environment applications

8. Food Tech

9. Natural Resources and Energy Security, and GX

Power generation infrastructure construction and maintenance

10. Disaster Management and National Resilience

Disaster simulation, damage assessment, and snow removal support

11. Drug Discovery and Advanced Medical Care

12. Fusion Energy

13. Materials

14. Port Logistics

Port automation and operational efficiency

15. Defense Industry

Training environments, simulation, and infrastructure development

16. Information and Telecommunications

Telecommunications infrastructure design and maintenance, and base station deployment optimization

17. Maritime Industries

Contributing to digital transformation, automation, and enhanced safety across diverse industries through our high-precision 3D data platform

02

The Value of Data in Physical AI



Understanding Physical AI

AI that acts on the physical world, as represented by autonomous driving and robotics

Having generated and accumulated physical-world data since its founding, DMP is in an advantageous position (Data for AI)

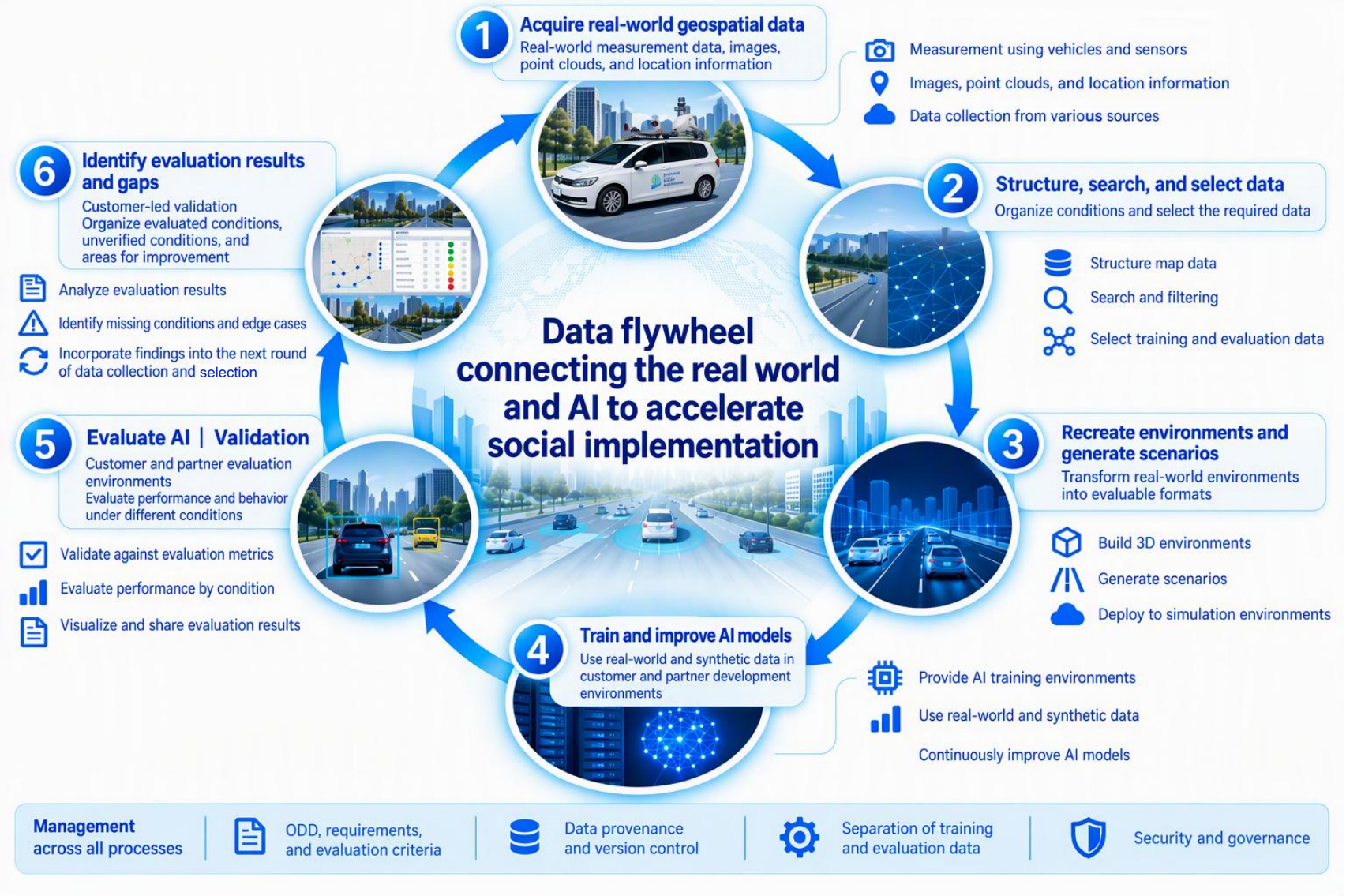
Differences between Conventional AI and Physical AI

	Conventional AI	Physical AI / Embodied AI
Examples	LLMs and Agent AI	**Autonomous driving**, **robotics**, automated construction with industrial and construction machinery, etc.
Target Domain	Digital environments	**Physical world**
Safety / Risk of Failure	Misinformation and incorrect decision-making	**Risk of injury and property damage; legal liability**
Time Constraints	Relaxed (delay-tolerant)	**Real-time performance** required
Input / Output	Inference from existing data (e.g., natural language, images, and audio from the web or within enterprises)	**Acts on the physical world based on real-world data**

Data Flywheel Accelerating Physical AI Development

DYNAMIC MAP PLATFORM

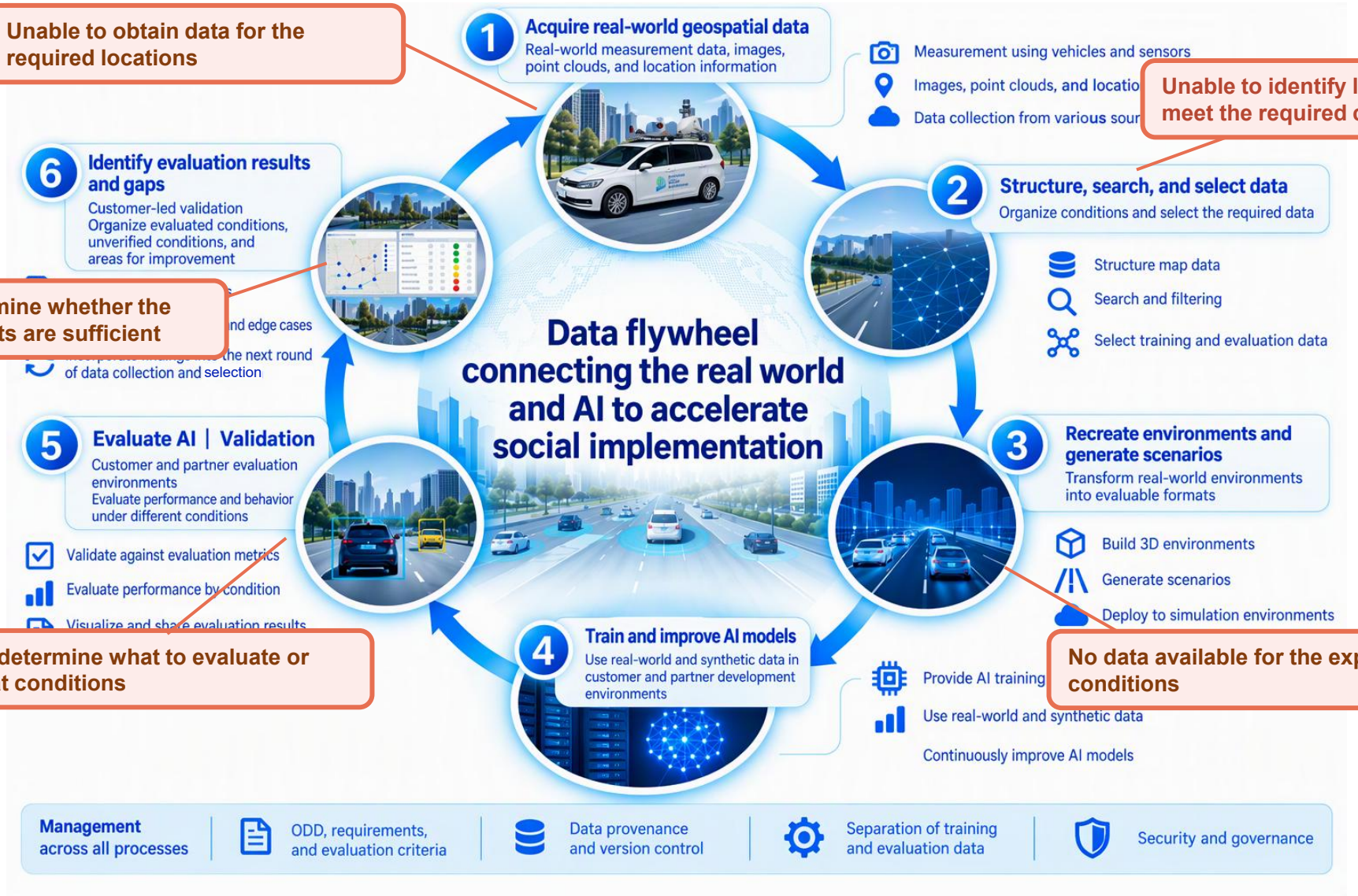
Creating a continuous cycle from real-world data collection, search, and environment reconstruction through AI training and evaluation to real-world deployment, continuously enhancing the quality of Data for AI and expanding its applications.



Challenges in the Data Flywheel

DYNAMIC MAP PLATFORM

Developing and evaluating Physical AI involves challenges at each stage of the data flywheel, including identifying the required road conditions and locations, preparing data and evaluation environments, and determining whether the evaluation results are sufficient.



Road Intelligence: Transforming Roads into a “Condition Space” That AI Can Search, Compare, and Analyze

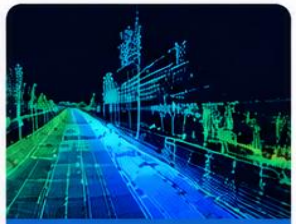
DYNAMIC MAP PLATFORM

Structure road geometry, road structure, and semantic information as searchable conditions, transforming real-world roads into a data platform that AI can search, compare, and analyze (an AI-native data platform)

1 Real-World Road Data



High-precision 3D map data



Point cloud data



Images & semantic information



Road surface geometry

Text

Descriptions of locations and road conditions

“A fork beyond a gentle curve”

Data linked to real-world locations and road conditions

2 Road Intelligence

Two ways to represent road characteristics

Human-interpretable and user-specifiable road conditions

(Explicit features)

Curvature, gradient, lane width, connectivity, etc.

+

Quantifying complex road characteristics with AI

(Embedding)

Capture similarities in road structure in feature space

3 Search, Compare & Analyze in Condition Space

Feature space (conceptual diagram)



Search by criteria
Curvature, road width, connectivity, etc.

Find similar roads
Find roads with similar structures

Analyze distribution
Assess coverage and bias

Link analysis results to real-world locations



3D Gaussian Splatting (3DGS): Transforming Real-World Roads into Environments That AI Can Re-Experience

DYNAMIC MAP PLATFORM

Integrates images, point cloud data, and high-precision 3D map data to create 3D environment models for AI training and evaluation.

Builds a high-precision data foundation reflecting real-world road geometry and semantic information, enabling the generation of AI training and evaluation data from any viewpoint or driving trajectory.



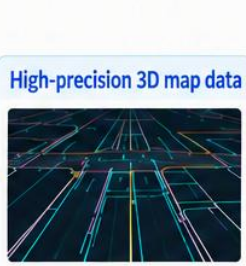
+



+



+







1 Geometry based on real-world measurements



Align geometry and dimensions with real-world measurement data

2 Alignment with map data



Link road and lane semantic information with the 3D space

3 Scenario editing







Add virtual traffic conditions to a 3D representation of a real-world road

4 Camera View Generation





Reproduce the same 3D space from different vehicle and sensor viewpoints

Demo Video | Generating Evaluation Scenarios Based on Public Dataset Specifications

3DGS data is rendered to match the camera specifications of a public dataset, with road users such as oncoming vehicles added to the scene

Recreates conditions not captured in real-world driving data to generate scenarios for AI training and evaluation

YouTube: https://youtu.be/NJ1AqVkhMsg



This demo video is a technical proof of concept developed by the Company using publicly available datasets and models.

Demo Video | Generating Evaluation Data Based on the Specifications of a Publicly Available Model

3DGS data is rendered to match the camera specifications of a model published by a major global semiconductor manufacturer, generating training and evaluation data that can be used in existing AI development environments

YouTube: https://youtu.be/aYM8uBQyB_M



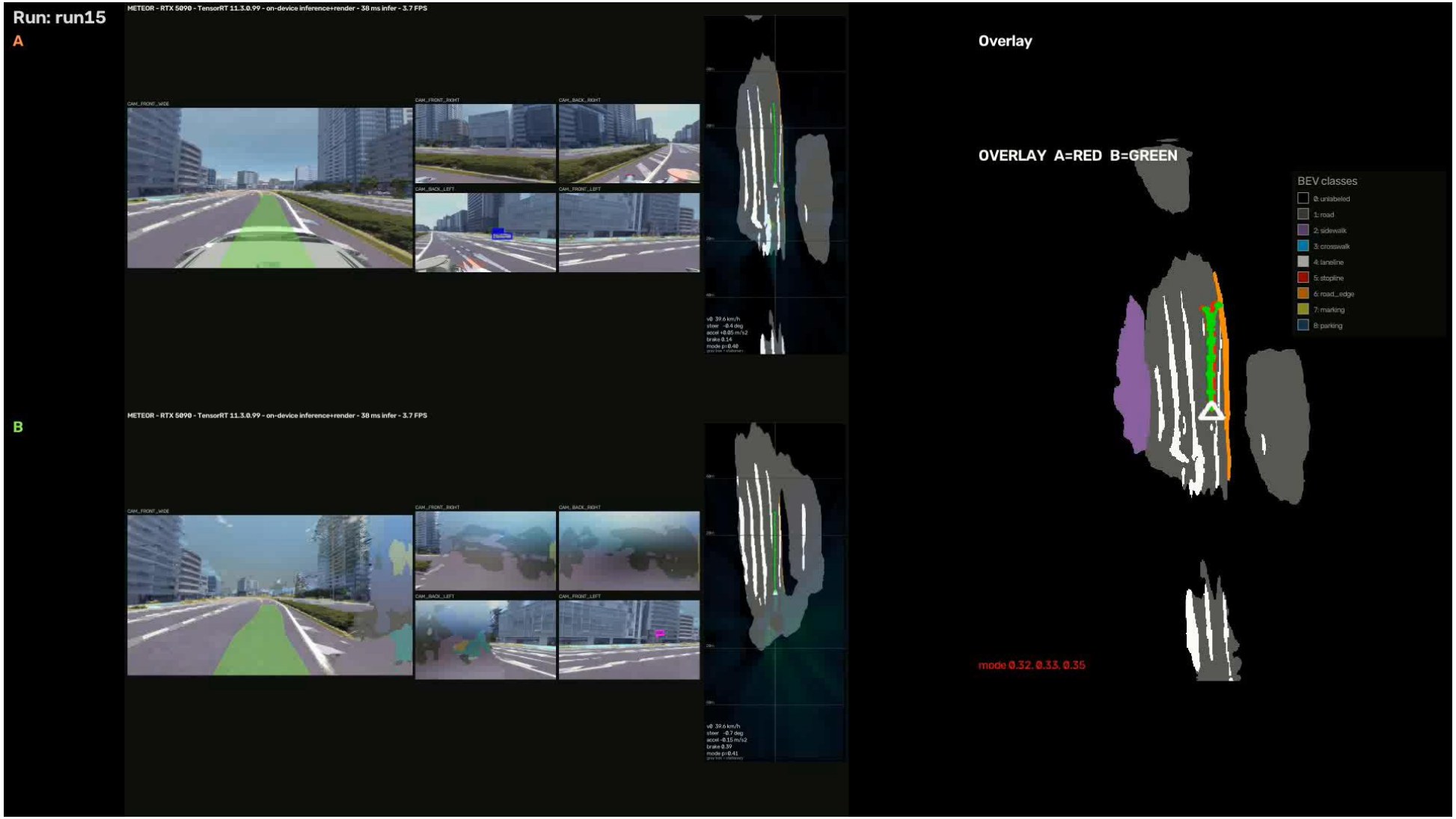
This demo video is a technical proof of concept developed by the Company using publicly available datasets and models.

Demo Video | Evaluating and Validating 3DGS Data Using a Publicly Available E2E Model

DYNAMIC MAP PLATFORM

Compares the outputs of a publicly available E2E model from a Japanese autonomous driving company using real-world driving data and 3DGS-generated data to evaluate the potential use of 3DGS data for AI training and evaluation.

YouTube: https://youtu.be/jAOz6J3nGvY

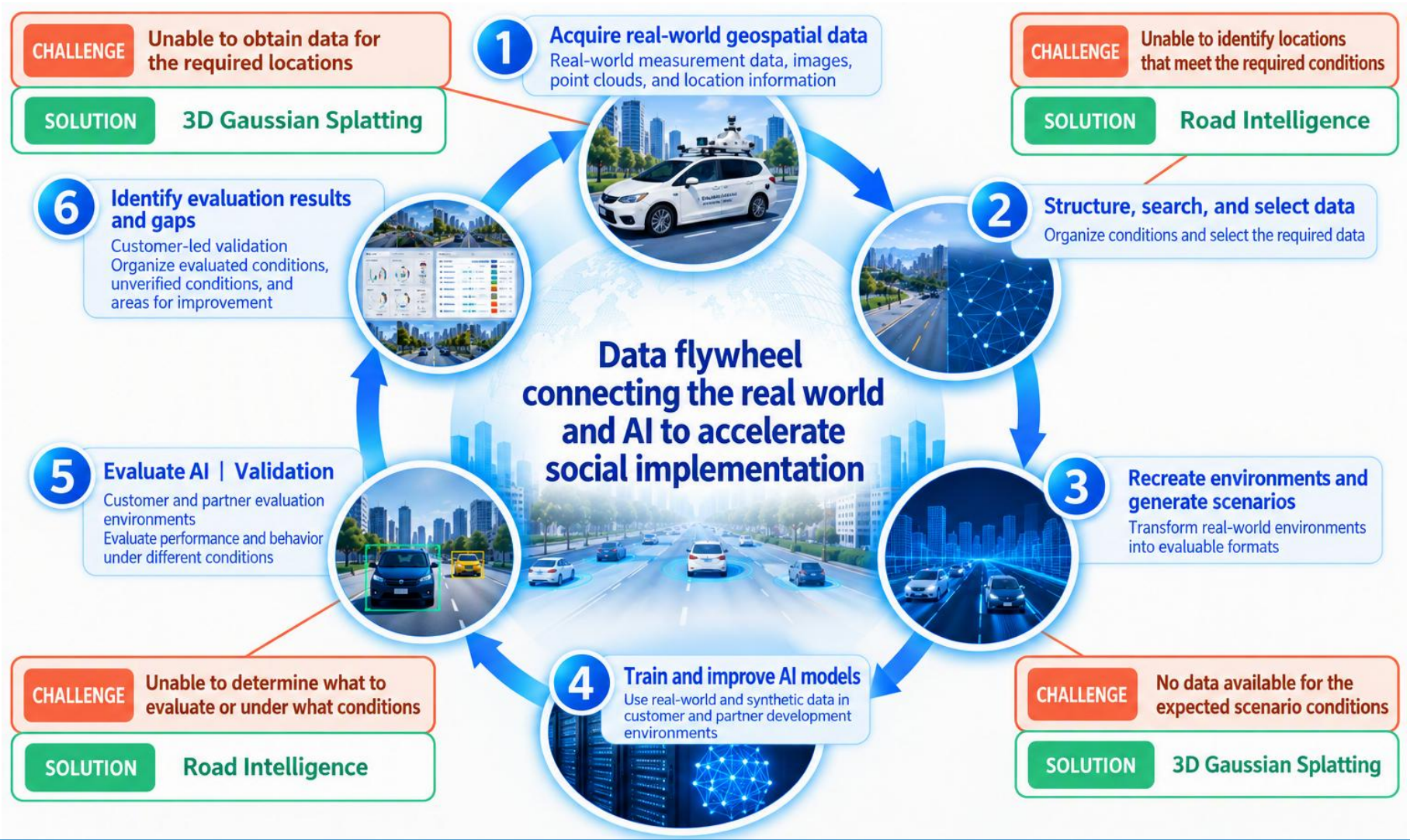


This demo video is a technical proof of concept developed by the Company using publicly available datasets and models

Solutions to Keep the Data Flywheel Turning

DYNAMIC MAP PLATFORM

End-to-end solutions to keep the data flywheel turning, from identifying evaluation conditions and locations with Road Intelligence to providing real-world data and generating 3D environment models and evaluation scenarios



As long as the data flywheel keeps turning, data for new conditions will always be needed

Initiative with a Major Automaker: Supporting Autonomous Driving System Evaluation and Validation Through Data

DYNAMIC MAP PLATFORM

Providing 3D environment models generated from customer data and our real-world datasets to support the functional and safety evaluation of autonomous driving systems

Existing data becomes AI data assets; automakers' demand for 3DGS data is growing

Background and Customer Needs

Adopting external autonomous driving systems

Using the automaker's own criteria, evaluate and validate function and safety

- **Functional Evaluation**
- **Safety Validation**
- **Road Environment Suitability**

High-quality evaluation data needed to complement real-vehicle testing

Our Data Solutions

① 3D Environment Models from Customer Data

Our High-Precision Data
- Point clouds, images, and vehicle trajectories
- High-precision 3D map data

+

Existing Real-World Data
- Images, videos, etc.

3D Environment Models for AI Training and Evaluation

② Evaluation and Validation with Our Datasets

- **Point Cloud Data**
- **Image Data**
- **High-Precision 3D Map Data**

Capturing Data for AI demand in autonomous driving evaluation and validation

Initiative with dSPACE:
Transforming Real-World Data into Digital Twins for AI Training and Evaluation

DYNAMIC MAP PLATFORM

Combining our high-precision real-world data with dSPACE AURELION simulation to generate AI training and evaluation scenarios with varied driving routes, traffic conditions, and road users

Realistic simulation streamlines autonomous driving AI development and safety validation

Our Data

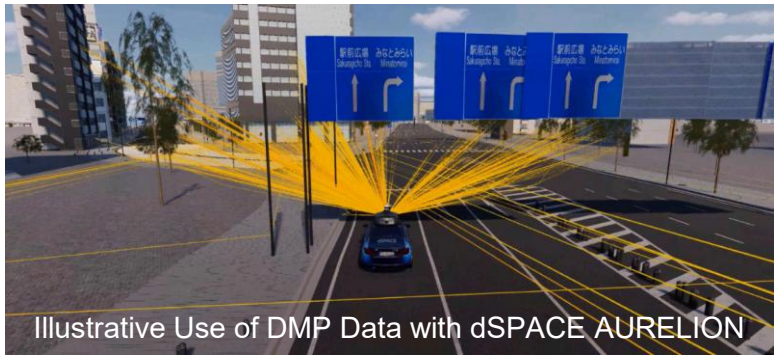


dSPACE AURELION



What is dSPACE AURELION?

- Recreates real-world road and traffic scenarios virtually
- Simulates sensors such as cameras, LiDAR, and radar
- Streamlines autonomous driving and ADAS validation


Illustrative Use of DMP Data with dSPACE AURELION

Fusing real-world data with sensor simulation to build a Simulation-ready World for AI training and evaluation

Data for AI to Accelerate the Physical AI Data Flywheel

Applying geospatial data and social implementation expertise from autonomous driving to physical AI development and evaluation

Foundation built through autonomous driving



- Real-world measurement data
- Understanding spatial and road conditions
- Search and select evaluation targets
- Recreate environments
- Track evaluation results and provenance

Data for AI

Turning real-world geospatial data into a foundation for AI development and evaluation

Capture geospatial data	Find the required conditions	Support development and evaluation
Measurement data and spatial information	Search, selection, and condition analysis	Environment recreation, evaluation, and results tracking

Common development and evaluation challenges in Physical AI

1. Cannot test every site and condition
2. Rare conditions are difficult to capture
3. Gaps remain between real and virtual environments (Sim-to-real)
4. Representative evaluation environments are needed
5. Reproducible evaluations and supporting evidence are needed

Expansion into Physical AI

Logistics and delivery robots	Airport automation	Construction machinery	Infrastructure inspection
			

Target positioning

Building on real-world geospatial data to support Physical AI development and evaluation

Gradually expanding applications from autonomous driving

Technologies applicable across domains

Real-world measurement and data structuring | Condition search and selection | Environment recreation | Results and provenance tracking

Transforming real-world measurement capabilities into support for Physical AI development and evaluation.

03

Financial Results for the Second Quarter and Full-Year Forecast for FY2027

Enterprise and Mass-Production Licenses Expand, While Physical AI Business Development Advances

Orders and business discussions for enterprise licenses continued to expand. Mass-production licenses also grew through adoption in additional vehicle models.

Business development for physical AI progressed through the provision of AI-native data, data generation for physical AI, and solutions and demonstration projects in logistics and other fields.

Progress in the second quarter of FY2027

Key Initiatives

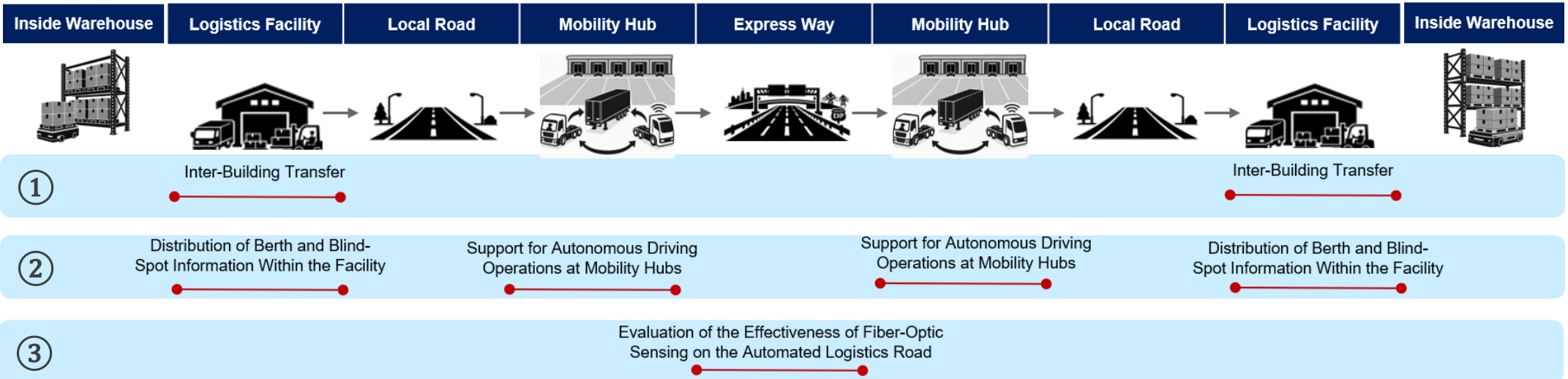
Business	● **Automotive enterprise licenses for AI applications** expanded, including licenses for a major global semiconductor manufacturer. ● Our high-precision 3D map data was adopted for the **Nissan ELGRAND**, bringing the cumulative total to **six automakers and 39 vehicle models**. ● The applications of 3Dmapspocket® continued to expand. It was adopted by **Tokyo Tatemono**, **SYLA**, **and Mitsui Fudosan Residential** for real estate development, and by **Tokio Marine & Nichido Claims Service** for traffic accident investigations. ● Three logistics automation demonstration projects were selected for programs sponsored by **Japan's Ministry of Land, Infrastructure, Transport and Tourism ("MLIT")**: **inter-building transport within logistics facilities**; **development of an operating model and infrastructure for the accommodation of autonomous vehicles** at logistics facilities and mobility hubs with **Daiwa House Industry**; and demonstration toward **the social implementation of the Automated Logistics Road** with **Kajima Corporation**. These initiatives are accelerating the social implementation of logistics automation.
Technology Development	● Received orders for **new data development in the 27th and 28th countries and regions**, and commenced data development. ● Our **AI-native data** is now available through the **Voxel51 Dataset Zoo**, in addition to Hugging Face, expanding our reach to researcher and developer communities in Japan and overseas. Cumulative downloads have exceeded 4,500. Through collaboration with **NVIDIA**, **MathWorks**, and **Voxel51**, we expanded **our platform for training, evaluation, validation, and synthetic data generation for physical AI, incorporating real-world data**. ● We are developing a **"Simulation-ready World"** by combining our real-world data with **dSPACE AURELION**, as part of our initiative to build **digital twins for autonomous driving AI**.
M&A	● Strengthened **collaboration with the Group's surveying companies**. Group synergies progressed through the acquisition of new projects utilizing technologies such as drone surveying and the insourcing of outsourced work using Group resources. ● Continued to explore M&A opportunities involving **the roll-up of surveying companies** and **downstream businesses that promote greater use of data**.

Accelerating Initiatives Toward the Social Implementation of Logistics Automation

Selected for programs sponsored by Japan's MLIT in three areas: inter-building transport within logistics facilities, logistics facilities and mobility hubs, and the Automated Logistics Road

Advancing demonstration projects toward the automation of the entire logistics network, centered on high-precision 3D map data and an infrastructure-coordinated mobility platform

Scaling the deployment of high-precision 3D map data and the infrastructure-coordinated mobility platform from logistics facilities to next-generation logistics infrastructure



(Within logistics facilities) ① **Automating Inter-Building Transport**	(At logistics facilities and mobility hubs) ② **Developing an Infrastructure and Operating Model for Accepting Autonomous Vehicles**	(Next-generation logistics infrastructure) ③ **Supporting the Social Implementation of the Automated Logistics Road**
ひとまいる / TRC Tokyo Ryutsu Center / DYNAMIC MAP PLATFORM / MACNICA / HACOBU	Daiwa House / DYNAMIC MAP PLATFORM / HACOBU	KAJIMA / DYNAMIC MAP PLATFORM

Promoting the social implementation of physical AI in logistics by providing a common platform that integrates real-world spatial, vehicle, and facility data

Logistics Automation Case Study ①: Automating Inter-Building Transport Within a Logistics Facility

Demonstrating the partial automation of inter-building transfer operations within a logistics facility

Integrating autonomous vehicles, remote fleet management, and berth management through an infrastructure-coordinated mobility platform, with the aim of improving logistics facility operating efficiency through optimized transport management and reduced vehicle waiting times

Demonstration Operation





Measures		
	Transport Automation	• Partially automating inter-building transport by integrating autonomous vehicles, the everfleet remote fleet management system, and the infrastructure-coordinated mobility platform
	Berth Reservation Management	• Managing berth reservations and availability at Building B through a berth management system to optimize transport operations and reduce vehicle waiting times

Participating Companies: Hitomiru, Tokyo Ryutsu Center, Dynamic Map Platform, Macnica, and Hacobu

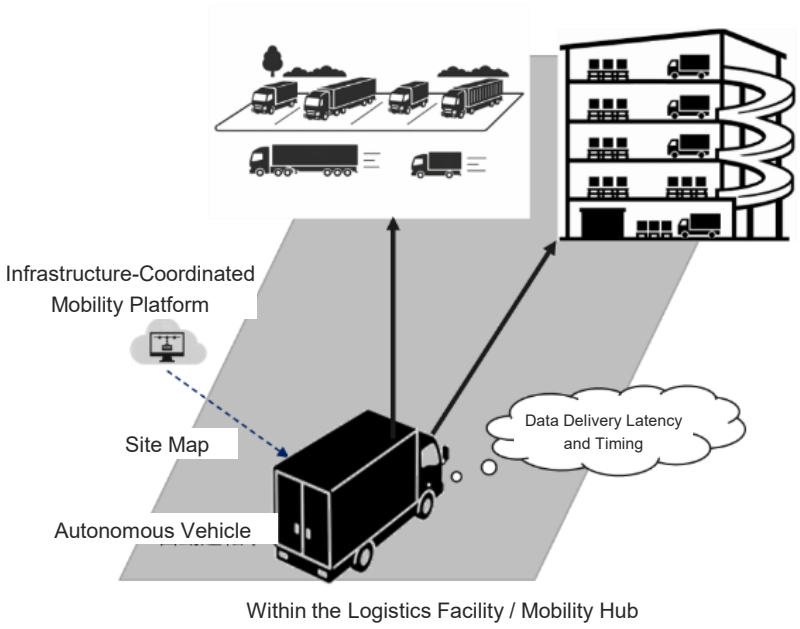
Selected Program: FY2026 Ministry of Land, Infrastructure, Transport and Tourism Program to Promote Behavioral Change Among Shippers and Logistics Operators Through Digital Technologies Project: Demonstration Project for Inter-Building Transport Within a Logistics Facility Using Autonomous Vehicles

Logistics Automation Case Study ②: Developing Vehicle Accommodation Infrastructure and an Operating Model for Logistics Facilities and Mobility Hubs

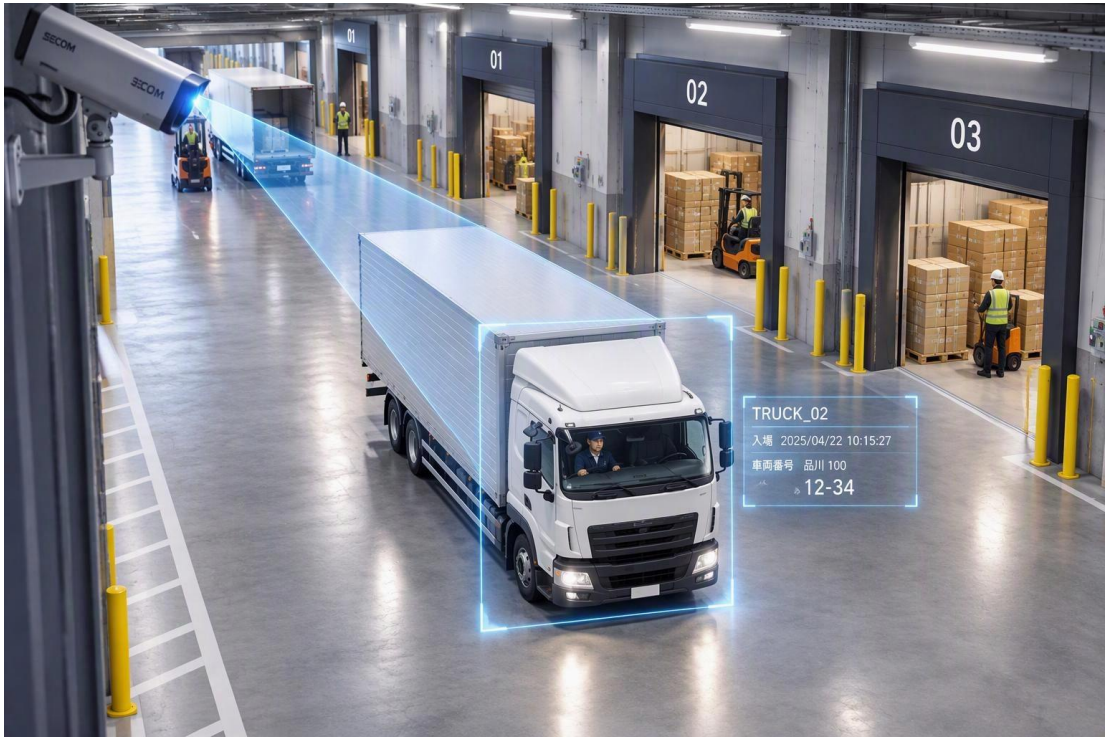
Integrating high-precision 3D map data with a facility management system to verify on-site guidance to the designated loading berth

Using information on surrounding vehicles captured by infrastructure-mounted cameras to support safe driving in blind spots and other areas, while developing and validating a mobility hub operating model that includes reservation and parking management

Project Overview



【On-Site Guidance Using Destination Information】



【Safe Driving Support Using Infrastructure-mounted Cameras】

Participating Companies: Daiwa House Industry, Dynamic Map Platform, and Hacobu

Selected Program: FY2026 Ministry of Land, Infrastructure, Transport and Tourism Autonomous Truck Deployment Support Program Project: Demonstration Project for the Accommodation and Operation of Autonomous Vehicles at Logistics Facilities and Mobility Hubs

Logistics Automation Case Study ③: Supporting the Social Implementation of the Automated Logistics Road

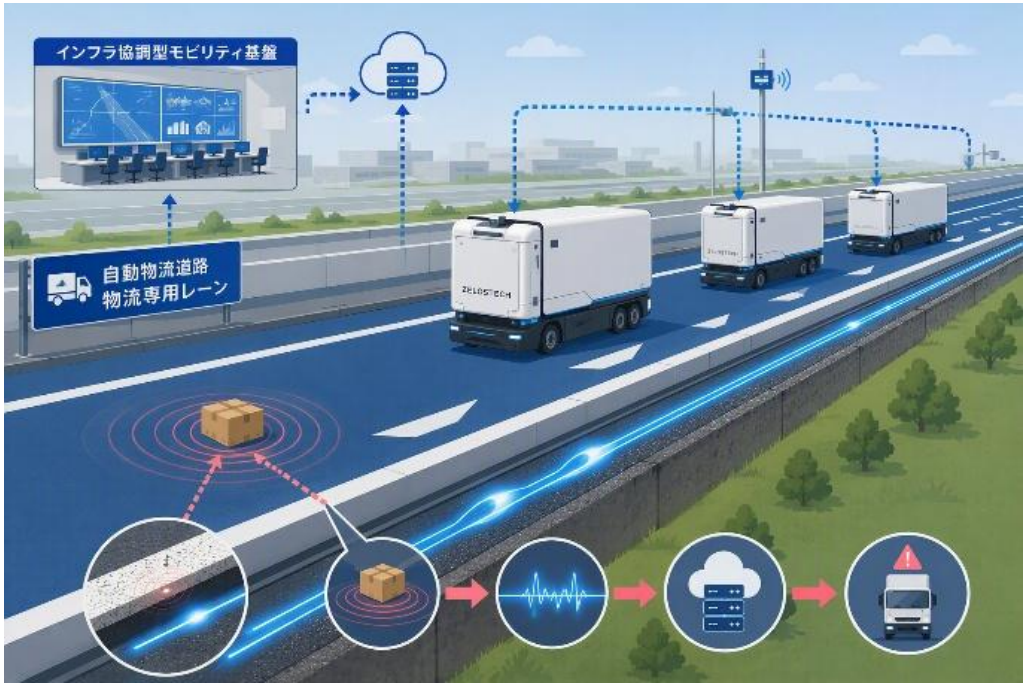
Testing the driving performance of multiple autonomous transport vehicles, including platooning, diverging, and merging

Verifying the potential to simplify roadside equipment through fiber-optic sensing. The information-sharing platform provided by DMP integrates and distributes detected information and high-precision map data to support safe and stable vehicle operation.

Illustration of Autonomous Transport Vehicles



Demonstration Overview



Participating Companies:
Kajima Corporation, Dynamic Map Platform, Mitsubishi Electric Corporation, and Seino Transportation

Selected Program: FY2026 Ministry of Land, Infrastructure, Transport and Tourism Demonstration Program for the Social Implementation of the Automated Logistics Road Demonstration Theme: Theme 2: Autonomous Operation of Multiple Transport Vehicles

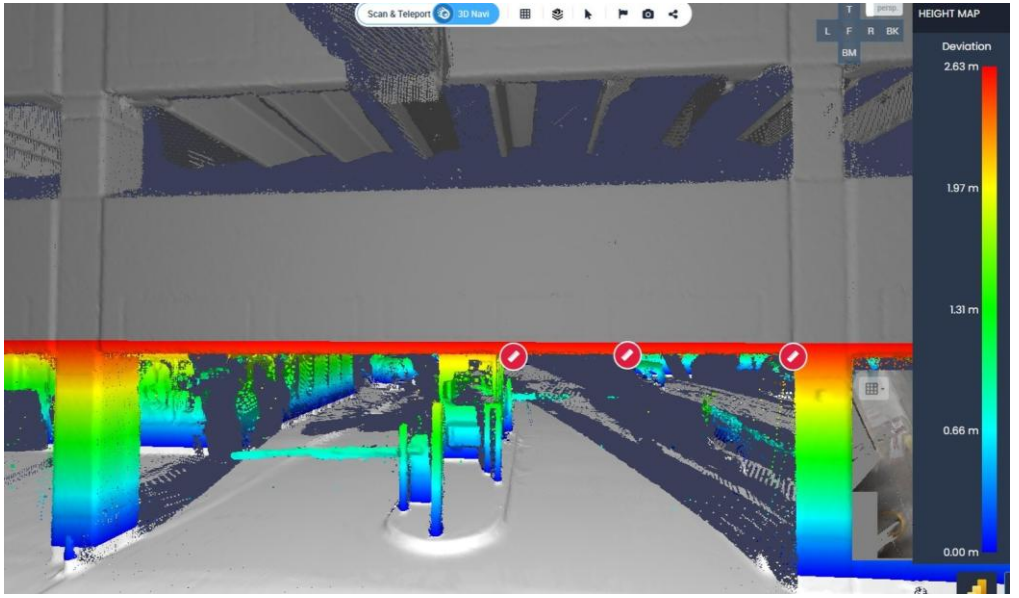
North America Case Study ①: Road and Transportation Infrastructure Agencies of U.S. State Governments

DYNAMIC MAP PLATFORM

Began providing bridge and tunnel management solutions to U.S. transportation authorities

Supporting more efficient infrastructure inspection and management using high-precision 3D data





Challenge

Difficulty Identifying Height Restrictions for Oversized Vehicles

- On-site height surveys are difficult, time-consuming, and costly
- Updating height information also requires significant effort, and changes caused by road construction may lead to vehicle collisions

Solution

Digitizing Infrastructure with High-Precision 3D Data

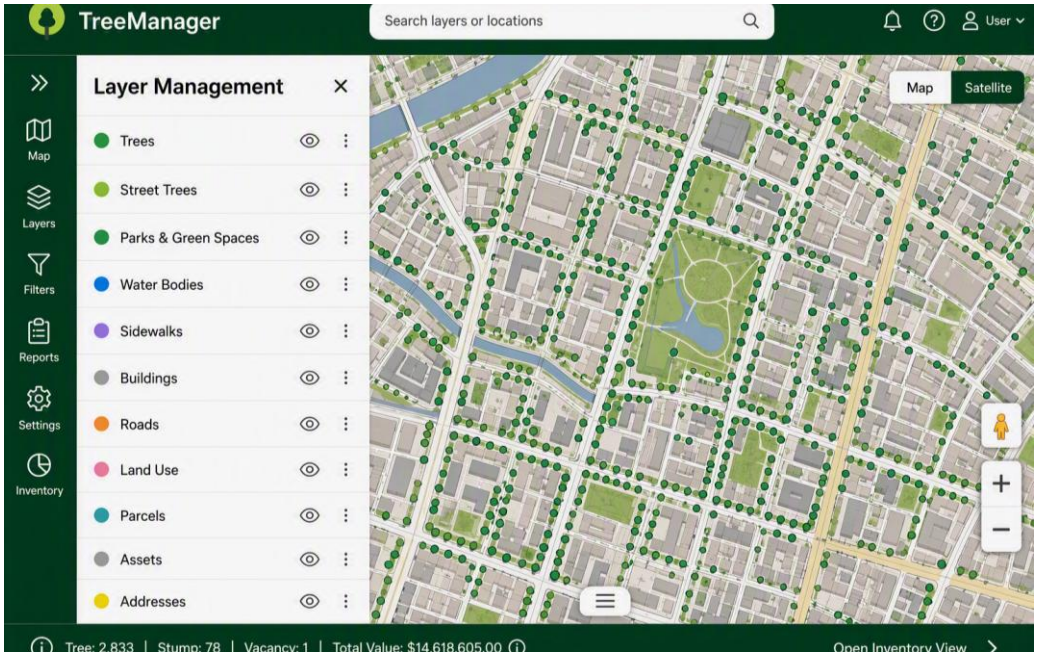
- Accurately visualizes clearance heights across the full width of structures
- Integrates with GIS and asset management systems
- Enables measurements to be taken from a moving vehicle, eliminating the need for lane closures

North America Case Study ②: Landscaping Contractors and Urban Tree Management Service Providers

DYNAMIC MAP PLATFORM

Improving the efficiency of tree management operations and reducing maintenance costs

Visualizing trees as “green assets” to support more efficient tree management and sustainable urban environmental management





Challenge

Manual Tree Condition Management Requires Extensive Labor

- On-site surveys require significant time and cost
- Difficult to assess tree conditions and branch encroachment
- Difficult to prioritize maintenance and tree removal
- Tree inventory creation and updates require substantial effort

Solution

Digital Planning Using 3D Models

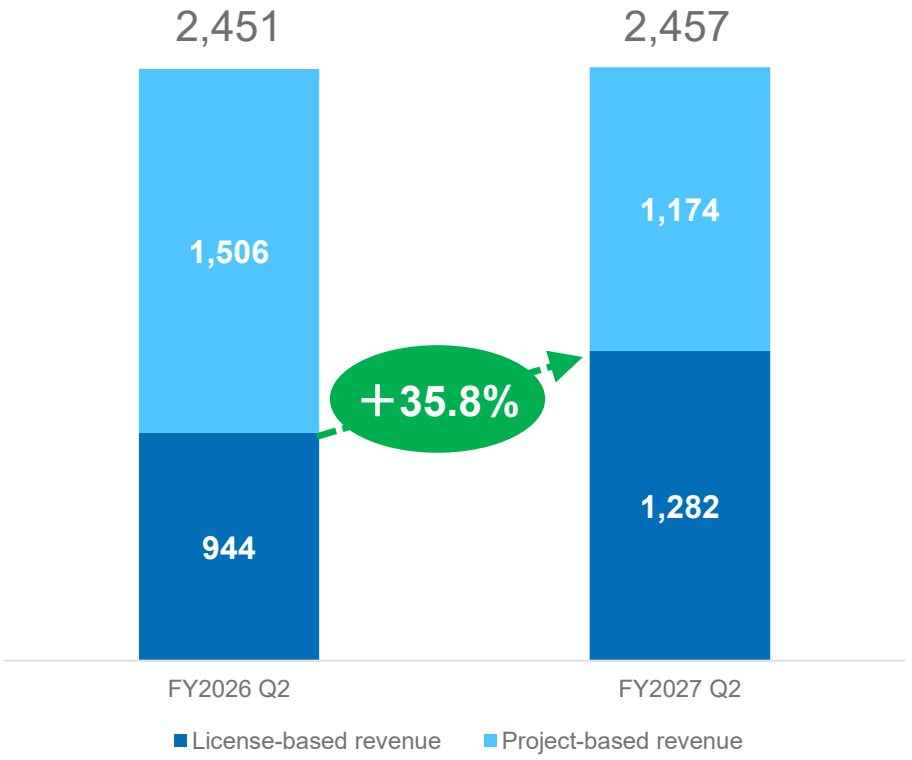
- Captures location information to streamline tree inventory management
- Visualizes tree height and branch encroachment to identify trees requiring removal
- Enables data-driven maintenance planning

License-Based Revenue Increased 36% Year on Year; Net Sales Remained Flat, While Adjusted EBITDA Declined Due to Prior-Year Project Contributions

License-based revenue increased, led by enterprise license contracts, rising 36% year on year

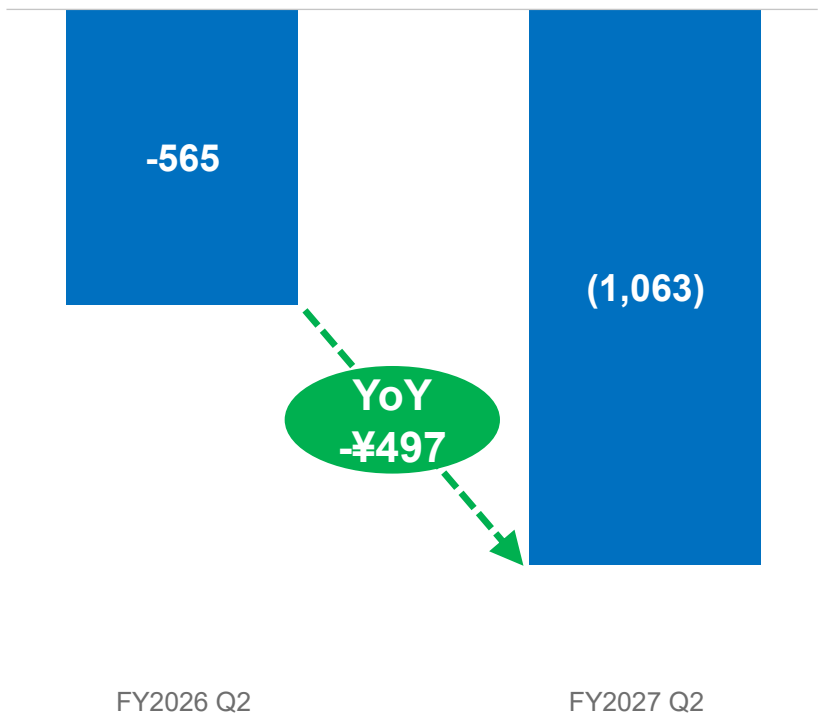
While total revenue remained broadly unchanged year on year, adjusted EBITDA decreased, mainly reflecting the prior-year contribution from project-based revenue and profits associated with the completion of new data development projects in North America

Net Sales (millions of yen)



Note: Amounts are truncated to the nearest million yen, so totals may not match the sum of individual items.

Adjusted EBITDA (millions of yen)



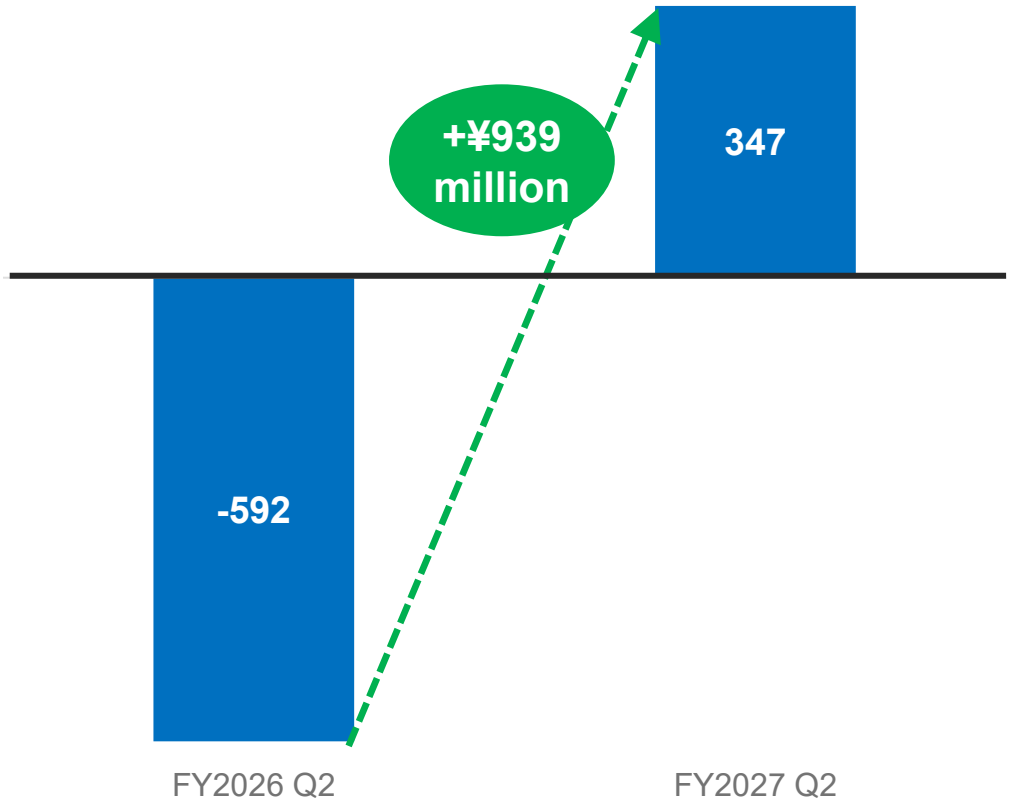
Adjusted EBITDA = Operating profit + Depreciation + Government subsidy income + Merger and acquisition-related expenses

Operating Cash Flow Turned Positive; FCF Also Turned Positive Despite Continued Growth Investment

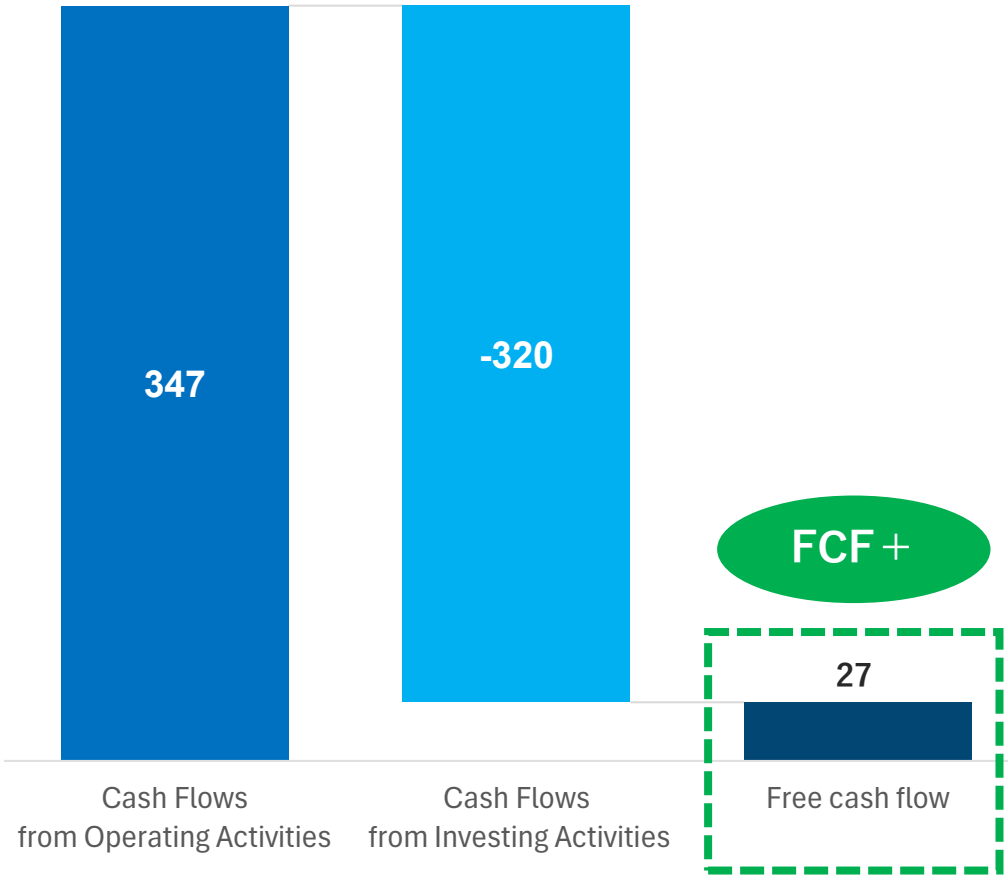
Operating cash flow turned positive, primarily due to the collection of trade receivables.

Free cash flow also turned positive while the Company continued growth investment, including new data development and M&A.

Cash Flows from Operating Activities(millions of yen)



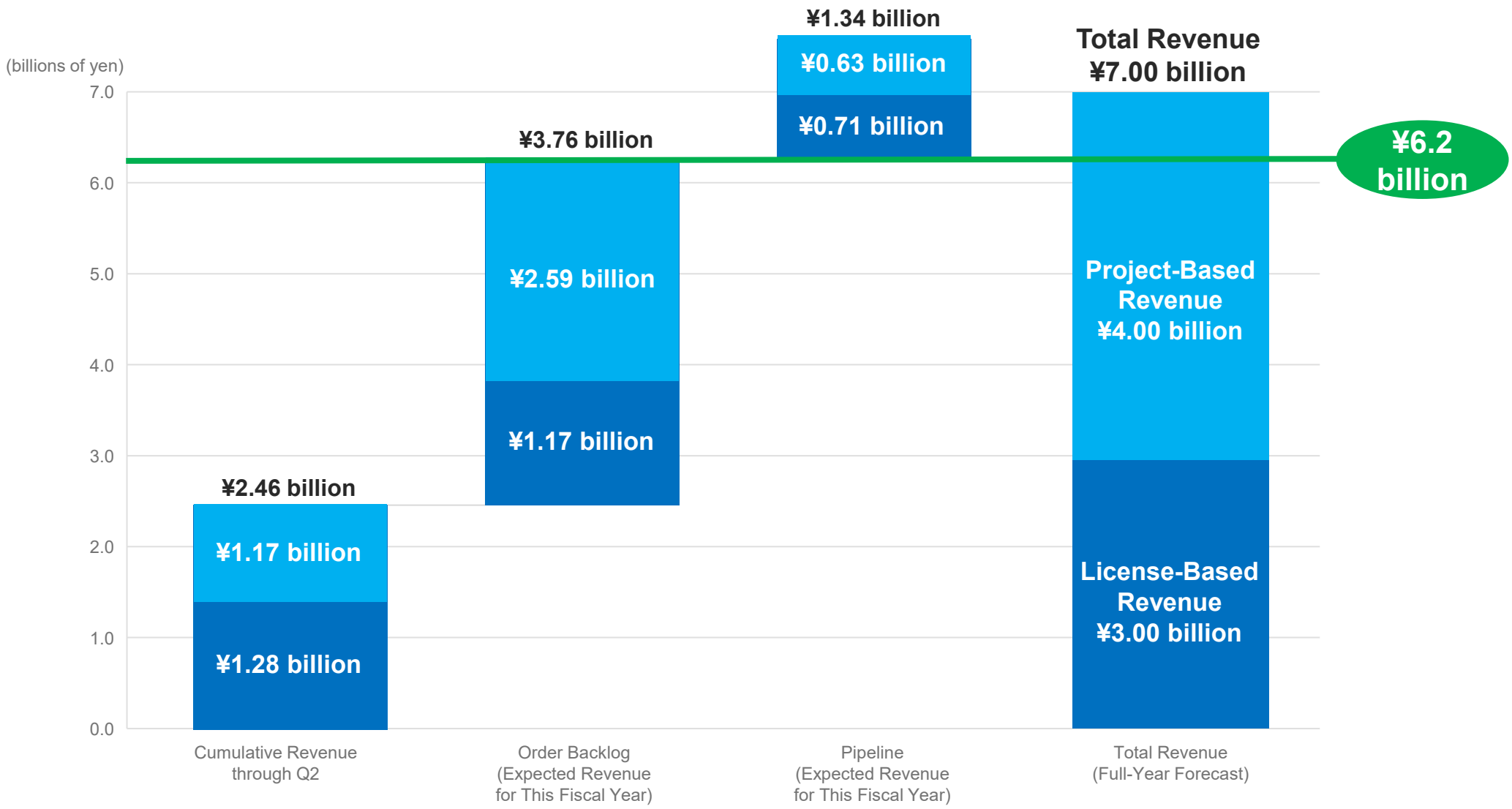
Free cash flow(millions of yen)



Focusing on Executing Contracted Projects and Securing Additional Orders to Achieve the Full-Year Forecast

The order backlog for license-based revenue continued to grow, led by enterprise license projects.

Order intake is progressing for automotive and 3D projects overseas, as well as for 3D projects in Japan. We will focus on project execution to maximize revenue recognition this fiscal year.

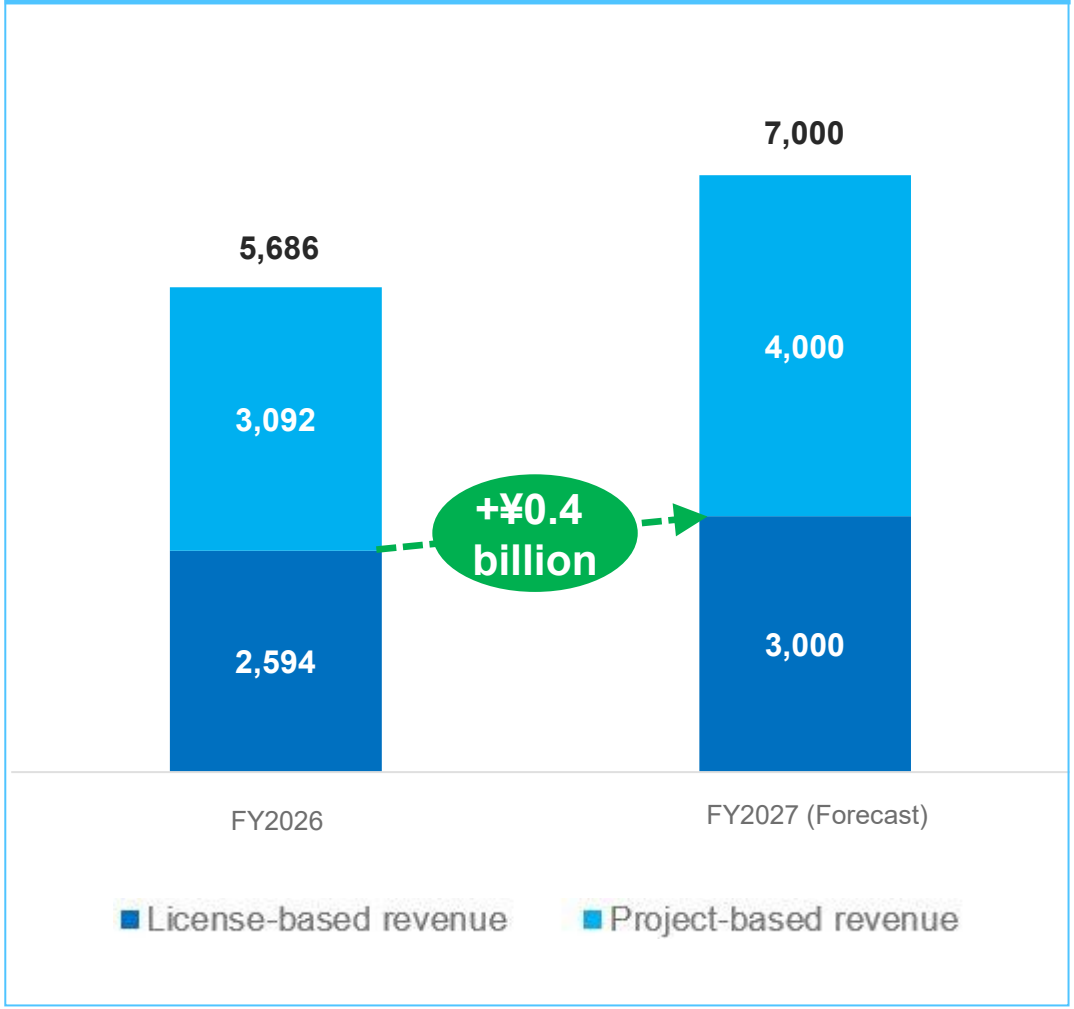


Targeting Positive Adjusted EBITDA for the Full Year

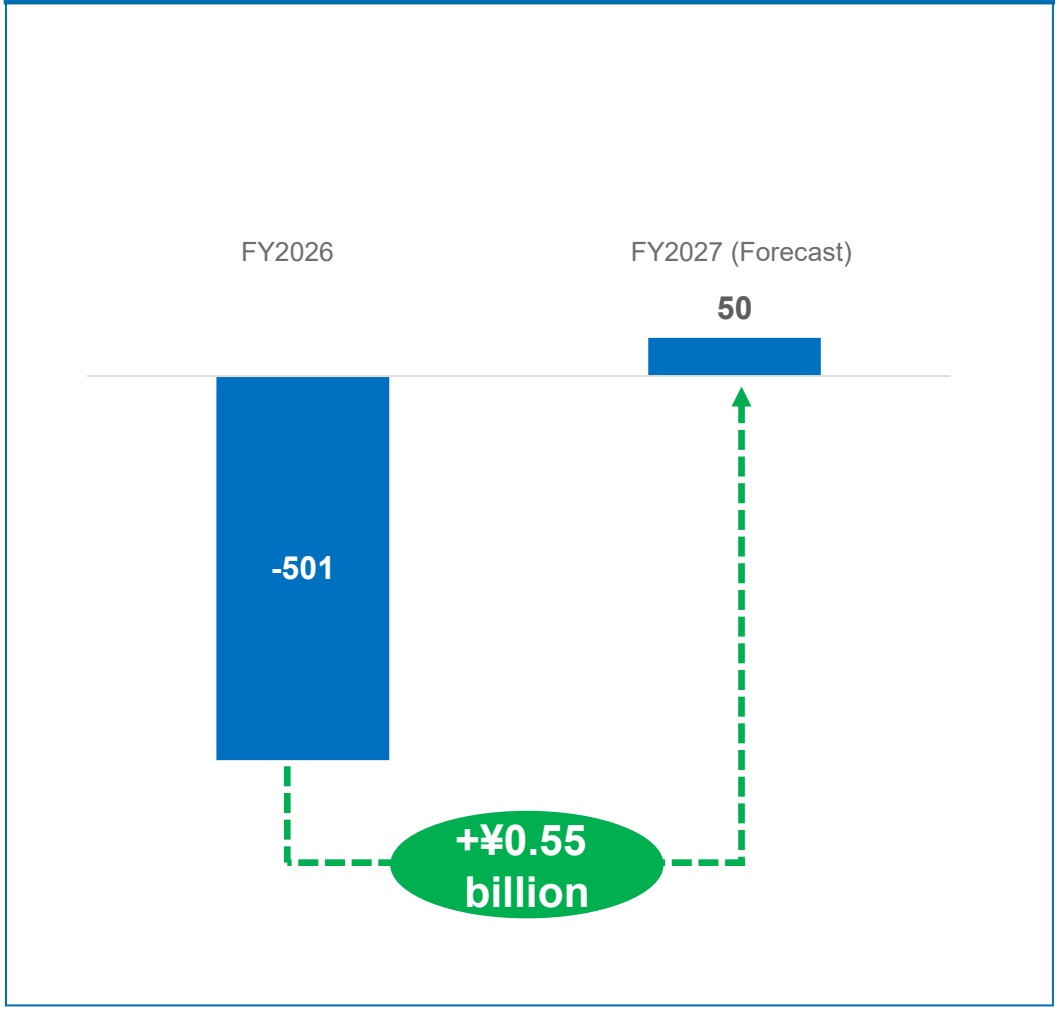
The full-year earnings forecast remains unchanged, taking into account first-half results and the current order backlog

In the second half, the Company will target positive adjusted EBITDA for the full year by recognizing revenue from contracted projects, building up license-based revenue, and maintaining cost discipline.

Net Sales (millions of yen)



Adjusted EBITDA (millions of yen)



Business Environment and Initiatives:
Strengthening AI-Native Data and Product Development and Expanding Enterprise Licenses

Strengthening “AI-native” data and product development to meet demand for physical AI.

Continuing to expand high-margin license-based business and focusing on roll-up M&A of surveying companies.

Business environment

- **Rapid advancement and market expansion of physical AI, including autonomous driving**
- **Increasing investment in AI across industries**
- **Rising geopolitical risks and higher crude oil prices impacting the automotive industry**



Key initiatives for the fiscal year ending March 2027

AI-Native Data



Strengthening “AI-native” data and product development (Data for AI)

- Promoting the development of AI-native data and products that can be immediately utilized for AI training, inference, and validation
- Capturing expanding demand for data driven by improved product capabilities

License-Based Business Expansion



Focusing on expansion of high-margin license-based business

- Expanding sales of automotive mass-production licenses, automotive enterprise licenses, and 3D data licenses
- Capturing growing demand for “Data for AI” driven by the advancement of physical AI

M&A



Continuing M&A initiatives as a growth strategy

- Enhancing surveying capabilities that support the physical AI era through roll-up of surveying companies
- Also focusing on M&A in downstream domains to promote expansion of data utilization

Enterprise Licenses Drive Growth, While We Execute Projects and Pursue Additional Orders

License-based business: AI-related enterprise licenses continue to drive growth. Mass-production licenses are expanding through higher vehicle volumes and adoption in new models. In 3D data, the Company is expanding existing products while targeting demand related to physical AI.

Project-based business: Government and private-sector projects and new data development support future license-based revenue growth.

Category		Key initiatives for the fiscal year ending March 2027	Progress	
License-based	**Automotive Business** Enterprise License	• **AI use cases:** Strong ongoing demand from major automotive OEMs, semiconductor manufacturers, and autonomous driving developers; shift toward subscription and recurring models • **Regulatory compliance:** Increasing demand for data supporting safety regulations in each region	• Additional order received from a major global semiconductor manufacturer • Data provision for autonomous truck development • Made progress in Data for AI business discussions and secured our first order	○～◎
	Automotive Business Mass-production License	• **Vehicle adoption growth:** Data adopted by 6 OEMs across 39 models; increasing adoption in new models expected to drive further unit growth	• Growth in the number of vehicles equipped with DMP data • Progress in adoption by new vehicle models	○
	3D Data Business	• **Expansion:** Growing sales of infrastructure products (e.g., 3Dmapspocket®), guidance such as SRSS(1), airport use cases, and data integration system products, and increased data distribution through partners • **Physical AI demand:** Providing AI-native data products to capture Data for AI demand	• Use expanded in infrastructure management and real estate development. Initiatives are underway to expand the customer base and applications toward meaningful revenue contribution • Exploring demand for AI-native data in non-automotive fields	△
Project-based	**3D Data Business**	• **Government sector:** Supporting automation, digital infrastructure, defense, and disaster prevention in line with national policies; collaboration with surveying companies for social implementation • **Private sector:** Responding to demand for private-sector-led automation investment in logistics, airports, and other areas • **Surveying companies:** Expanding into new domains through collaboration with Group surveying companies (e.g., drone-based surveying)	• Government and private-sector projects are being contracted and executed sequentially • Revenue and profit contributions from collaboration with the Group's surveying companies increased • Overseas orders and inquiries increased	○
	Automotive Business	• **Overseas:** Orders secured for data development projects in new countries	• Secured data development projects in new countries and regions • The project for the 27th country is underway • The project for the 28th country has commenced	○～◎

(1): Snow Removal Support System

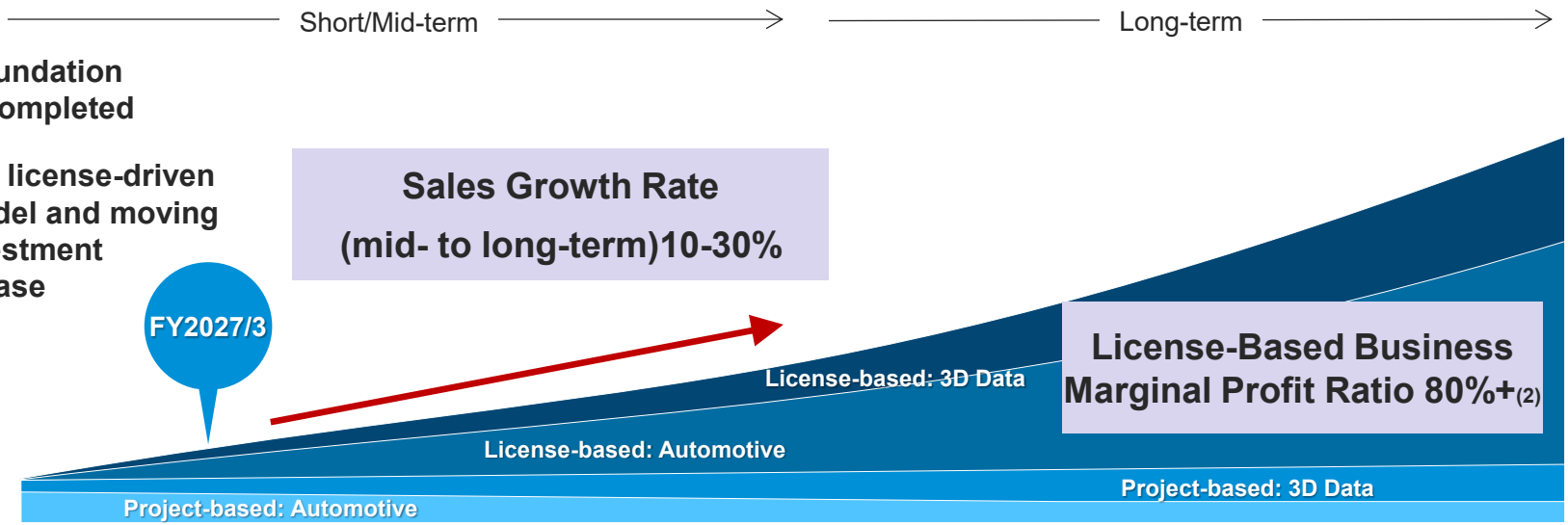
Growing Our License-Based Business (Marginal Profit Ratio Over 80%) to Sustain 10–30% Growth in the Mid to Long Term

DYNAMIC MAP PLATFORM

With the business foundation for growth now in place, we will shift to a license-driven revenue structure and move into the investment recovery phase.

Growth Outlook

Revenue composition



Initiatives by Category

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 revenue trend shown above is illustrative only and does not guarantee future results. (2) The marginal profit ratio is calculated on a project-by-project basis and is indicative only; future levels are not guaranteed.

04

Business Pipeline Update



License-Based Business (Automotive)

In addition to growth in vehicle model adoption, we expect demand for our data to increase as AI adoption in autonomous driving and ADAS development accelerates.

Our data has been adopted by six automakers across 39 vehicle models. Following the successful deployment of our North American data, we received additional orders from a major global semiconductor manufacturer for data covering Europe, South Korea, and Japan. We are also providing data to an autonomous truck developer and have begun providing AI-native data to a major technology company.

Key Pipeline (1) (2) (3)

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

	Contract type	Customer	FY2024/3	FY2025/3	FY2026/3	FY2027/3	FY2028/3	FY2029/3	FY2030/3
Mass-production License	Unit price x quantity (unit) Unit price: fixed Quantity: estimated based on customer input/interviews	Automaker A	JPY 160 million	JPY 300 million	JPY 710 million	JPY 2,130 million			
		Automaker B	JPY 490 million	JPY 500 million	JPY 500 million	JPY 5,990 million			
		Automaker C/D/E/F							
		Automaker G			JPY 110 million	JPY 2,050 million			
		Automaker H/I/J							
		Automaker K/L/M							
Enterprise License	Orders at fixed contract prices	Major global map maker							
		Major global semiconductor maker							
		Major global semiconductor maker							
		Major automotive manufacturer group							
		Major automotive manufacturer group							
		Major automotive manufacturer group							
		Major in-vehicle system maker							
		Autonomous driving system developer							
		Autonomous driving system developer							
		Autonomous driving system developer							
		Autonomous driving system developer							
		Autonomous truck developer							
		Autonomous truck developer							
		Major technology company							

Notes: (1) The amounts shown in the pipelines are estimated revenues based on contract unit prices and sales quantity estimates based on interviews with customers. 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 JPY 140.56/USD for FY2024/3, JPY 151.58/USD for FY2025/3, JPY 149.71/USD for FY2026/3 and JPY 145/USD for FY2027/3 and beyond. (3) For contracted items with amounts undisclosed, we withhold disclosure in accordance with agreements with the customers. (4) Request For Quotation: See notes on P49. (5) Request For Information: See notes on P49. (6) Negotiation: See notes on P47.

License-Based Business (3D Data)

Leveraging our global data assets, applications are expanding into infrastructure management, real estate, simulation, gaming, and other fields.

Data provision through sales partners is also progressing, and we are focused on building our pipeline. Contracts are being concluded sequentially for snow removal support services this winter.

Key Pipeline(1)

Guidance app | Viewer app | Data integration system | Enterprise data license | **Contracted** | **Negotiation(2)** | **Updates**

Customer	Business Description	FY2024/3	FY2025/3	FY2026/3	FY2027/3	FY2028/3	FY2029/3	FY2030/3
Local governments	Snow removal							
Major property and casualty insurance company Accident investigation company	Accident investigation							
Major real estate companies	Real estate development							
Logistics operators / airports / ports	Data integration system							
Major road management company	Infrastructure management							
State government (Outside Japan)	V2X							
State government (Outside Japan)	Infrastructure management							
Software companies (Outside Japan)	Simulator, industrial use							
Software companies	Racing games							

Initiatives to Expand Data Sales Through Business Partners

- Providing our high-precision 3D data through **PTV Group's** traffic simulation platform
- Providing high-precision 3D data to **Apex Studio** for use in racing games





Expansion of 3Dmapspocket® adoption

- Growing use in real estate development simulations, including view, landscape, and site layout analysis. Adopted by major developers, including **Tokyo Tatemono** and **Mitsui Fudosan Residential**.

Snow removal support: sequential local government contracts

- Contracts with local governments for this winter's service are progressing
- Building on our track record to date, we aim to further expand service areas and usage scale

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.

Project-Based Business (3D Data)

DYNAMIC MAP PLATFORM

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

Amid growing private-sector-led investment in automation, projects with private-sector companies are increasing, while we are also capturing demand from overseas markets.

Key Pipeline (revenue recognized from FY2024/3 onwards) (1)

Contracted | Negotiation(2) | Updates

Contract type	Customer	Project	FY2024/3	FY2025/3	FY2026/3	FY2027/3	FY2028/3	FY2029/3	FY2030/3
Fixed-price contracts Total amount: fixed	NEDO*	Green innovation fund	JPY 680 million	JPY 320 million					
	Digital Agency	Development of an industrial data collaboration platform in the mobility sector	JPY 270 million						
	NEDO*	Digital Lifeline		JPY 1,460 million					
	METI*	"Bridge" dynamic maps for public areas	JPY 100 million	JPY 210 million	JPY 210 million				
	METI	International standardization of high-precision 3D map data	JPY 130 million						
	MIC*	V2N communication demonstration							
	MLIT*	Overseas smart city support							
	MLIT	Automation of airports and ports							
	Government agencies	Disaster prevention and defense-related projects (technology research)							
	Public sector organizations	Agricultural automation (POC)							
	Government funds / Private Company	Space business-related projects							
	Private company	Initiatives toward logistics automation							
	Private company	Initiatives toward logistics automation							
	Private company	Initiatives toward logistics automation							
	Private company	Initiatives toward logistics automation							
	Private company	Initiatives toward logistics automation							
	Private company	Initiatives toward logistics automation							
	State government (Outside Japan)	Infrastructure Management							
	Private company (Outside Japan)	Data Provision for Digital Twin Applications							
	Private company (Outside Japan)	Urban tree management							

Initiatives aligned with national policies

Working with government agencies and private companies toward social implementation

Notes: (1) These pipelines represent estimated revenues that can be received based on the contract and may not develop as indicated. (2) Negotiation: See notes on P47
NEDO: New Energy and Industrial Technology Development Organization METI: Ministry of Economy, Trade and Industry, MIC: Ministry of Internal Affairs and Communications , MLIT: Ministry of Land, Infrastructure, Transport and Tourism.

Project-Based Business (Automotive)

DYNAMIC MAP PLATFORM

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

Advancing new data development in additional countries and regions, while continuing to secure update orders in existing markets. Discussions are progressing on data development projects for autonomous truck developers.

Key Pipeline (revenues recognized from FY2024/3 onwards) (1) (2) (3)

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

Contract type	Customer	Project	FY2024/3	FY2025/3	FY2026/3	FY2027/3	FY2028/3	FY2029/3	FY2030/3
Orders at fixed contract prices Total amount for multiple years: fixed Allocation for each fiscal year: based on results and estimates by DMP	Automaker	New development	JPY 720 million						
		New development	JPY 670 million	JPY 1,800 million	JPY 730 million				
		New development	JPY 60 million	JPY 3 million	JPY 400 million	JPY 510 million			
		New development	JPY 220 million	JPY 90 million					
		New development	JPY 340 million						
		New development				JPY 870 million			
		New development							
		New development							
		New development							
		New development							
		Update maintenance	JPY 1,020 million	JPY 1,320 million	JPY 1,300 million	JPY 1,280 million	Continuous order intake		
	Autonomous driving system developer	New development							

Representative Projects

Development of HD Maps for Automotive Customers

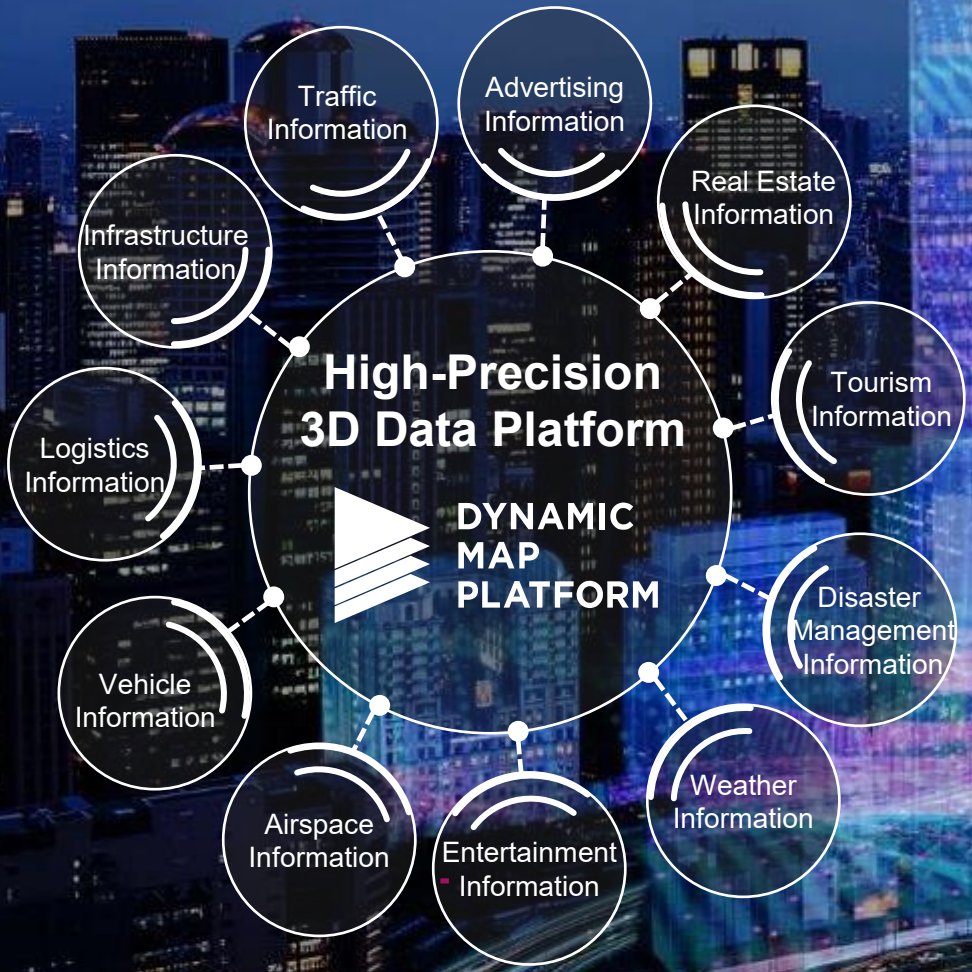
- We develop HD maps for major roads in the U.S., Europe, and other regions and generate revenue based on coverage distance.
- We expect continued business opportunities through both expansion in existing regions and new data development in additional regions.
- We expect stable revenue from data updates 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 JPY140.56/USD for FY2024/3, JPY151.58/USD for FY2025/3, JPY149.71/USD for FY2026/3 and JPY145/USD for FY2027/3 and beyond. (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 P47.

Modeling the Earth

As a provider of a high-precision 3D data platform, we aggregate a wide range of information.

We aim to enable analysis, control, and prediction, thereby driving innovation that helps address societal challenges.



05

Appendix



Consolidated Statements of Income

Consolidated Statements of Income

(millions of yen)

	FY2026 Q2	FY2027 Q2	Change
Net sales	**2,451**	**2,457**	**+5**
Cost of sales	2,242	2,876	+633
Gross profit	**209**	**(419)**	**-628**
SG&A expenses	1,351	1,342	-8
Operating profit (loss)	**(1,142)**	**(1,761)**	**-619**
Non-operating income	133	99	-34
Non-operating expenses	65	47	-17
Adjusted EBITDA	**(565)**	**(1,063)**	**-497**
Ordinary profit (loss)	(1,073)	(1,709)	-636
Extraordinary income	-	20	+20
Extraordinary losses	-	32	+32
Profit (loss) before income taxes	(1,073)	(1,721)	-647
Total income taxes	91	3	-87
Net profit (loss)	**(1,165)**	**(1,725)**	**-560**
Profit (loss) attributable to non-controlling interests	(1)	(1)	+0
Profit (loss) attributable to owners of parent	(1,163)	(1,723)	-560

(Segment information (Net sales), Additional indicators)

Net sales		**2,451**	**2,457**	**+5**
	Domestic sales	647	330	-317
	Overseas sales	1,804	2,126	+322
	Project-based revenue	1,506	1,174	-332
	License-based revenue	944	1,282	+338

Operating loss	**(1,142)**	**(1,761)**	**-619**
Depreciation and amortization	439	595	+156
Goodwill amortization	-	12	+12
Government subsidy income	126	88	-38
M&A-related expenses	10	2	-8
Adjusted EBITDA	**(565)**	**(1,063)**	**-497**

R&D expenses	211	49	-161

Non-operating income
Government subsidy income of JPY 88 million

Extraordinary income
Gain on bargain purchase recognized

Extraordinary losses
A provision for disaster-related losses was recorded to cover future costs associated with the resurveying and reconstruction of map data for roads damaged by the Kumamoto earthquake. No cash outflow has occurred to date, and the scope of work and the amount of expenditures will be determined based on future developments.

Consolidated Balance Sheet/Consolidated Cash Flow Statement

Consolidated Balance Sheet

(millions of yen)

	March 2026	September 2026	Change
Assets			
Cash and deposits	3,658	3,813	+155
Other current assets	2,953	2,014	-938
Total current assets	**6,611**	**5,828**	**-782**
Property, plant and equipment	623	557	-65
Intangible assets	3,532	3,482	-49
Investments and other assets	121	127	+5
Total non-current assets	**4,277**	**4,167**	-109
Total assets	**10,889**	**9,996**	**-892**
Liabilities and net assets			
Current portion of long-term borrowings	725	228	-497
Other	1,888	2,364	+475
Total current liabilities	**2,614**	**2,592**	**-21**
Long-term borrowings	780	1,424	+644
Other	264	290	+25
Total non-current liabilities	**1,045**	**1,714**	+669
Total liabilities	**3,659**	**4,307**	**+648**
Share capital	100	10	-90
Capital surplus	11,054	11,156	+102
Retained earnings	(4,181)	(5,905)	-1,723
Total shareholders' equity	**6,972**	**5,260**	**-1,711**
Foreign currency translation adjustment	232	404	+171
Total accumulated other comprehensive income	**232**	**404**	**+171**
Share acquisition rights	**19**	**19**	**-**
Non-controlling interests	**4**	**3**	**-1**
Total net assets	**7,229**	**5,688**	**-1,540**
Total liabilities and net assets	**10,889**	**9,996**	**-892**

Consolidated Cash Flow Statement

	FY2026 Q2 (cumulative)	FY2027 Q2 (cumulative)	Increase/Decrease
Operating Activities	**(592)**	**347**	**+939**
Investing Activities	**(882)**	**(320)**	**+561**
Financing Activities	**(1,942)**	**118**	**+2,061**

Committed line agreements
Secured with two financial institutions, with a total borrowing capacity of JPY 2,000 million

Long-term borrowings:
October 2025: Refinanced an existing loan of JPY 700 million (principal repaid in equal installments over 10 years)

January 2026: Borrowed JPY 200 million (principal repaid in equal installments over 7 years)

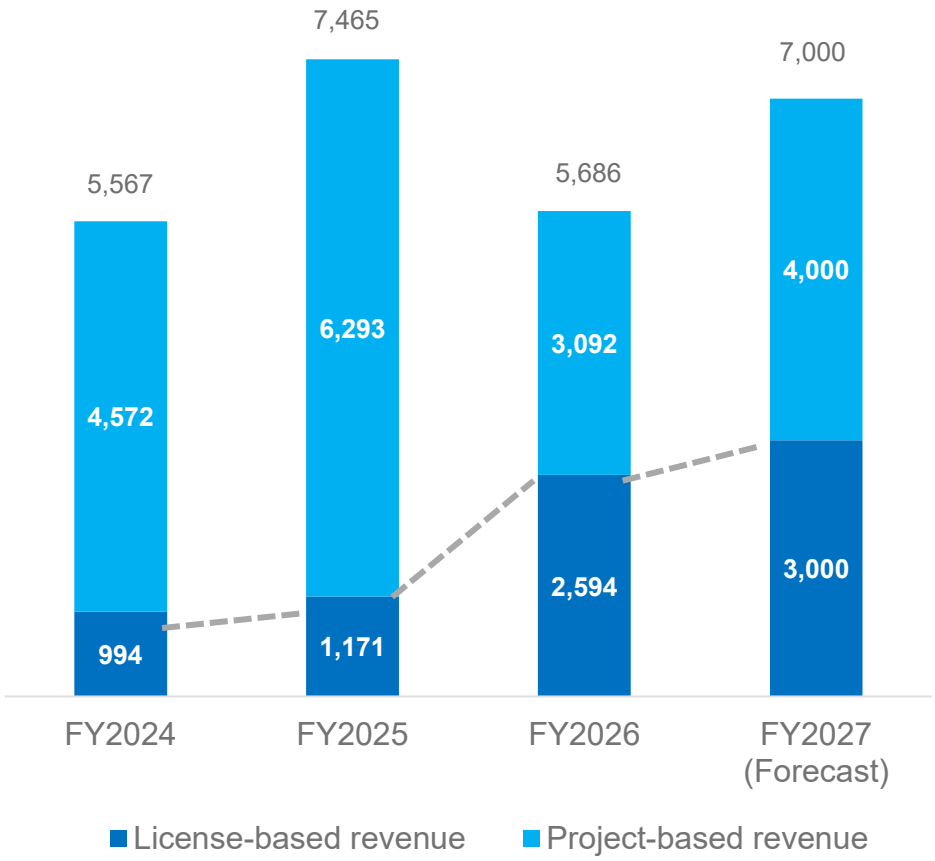
April 2026: Borrowed JPY 310 million (principal repaid in equal installments over 5 years)

May 2026: Borrowed JPY 500 million (principal repaid in equal installments over 3 years)

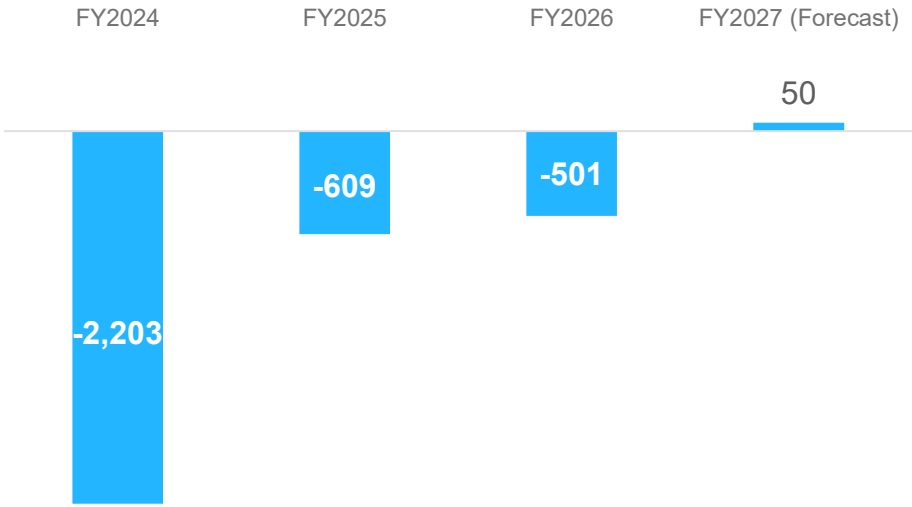
Operating cash flow improved, primarily due to the collection of trade receivables and contract assets. Free cash flow turned positive despite continued growth investments, including investments in data assets and the acquisition of a surveying company as a subsidiary.

Trend in Net Sales and Adjusted EBITDA

Net Sales (millions of yen)



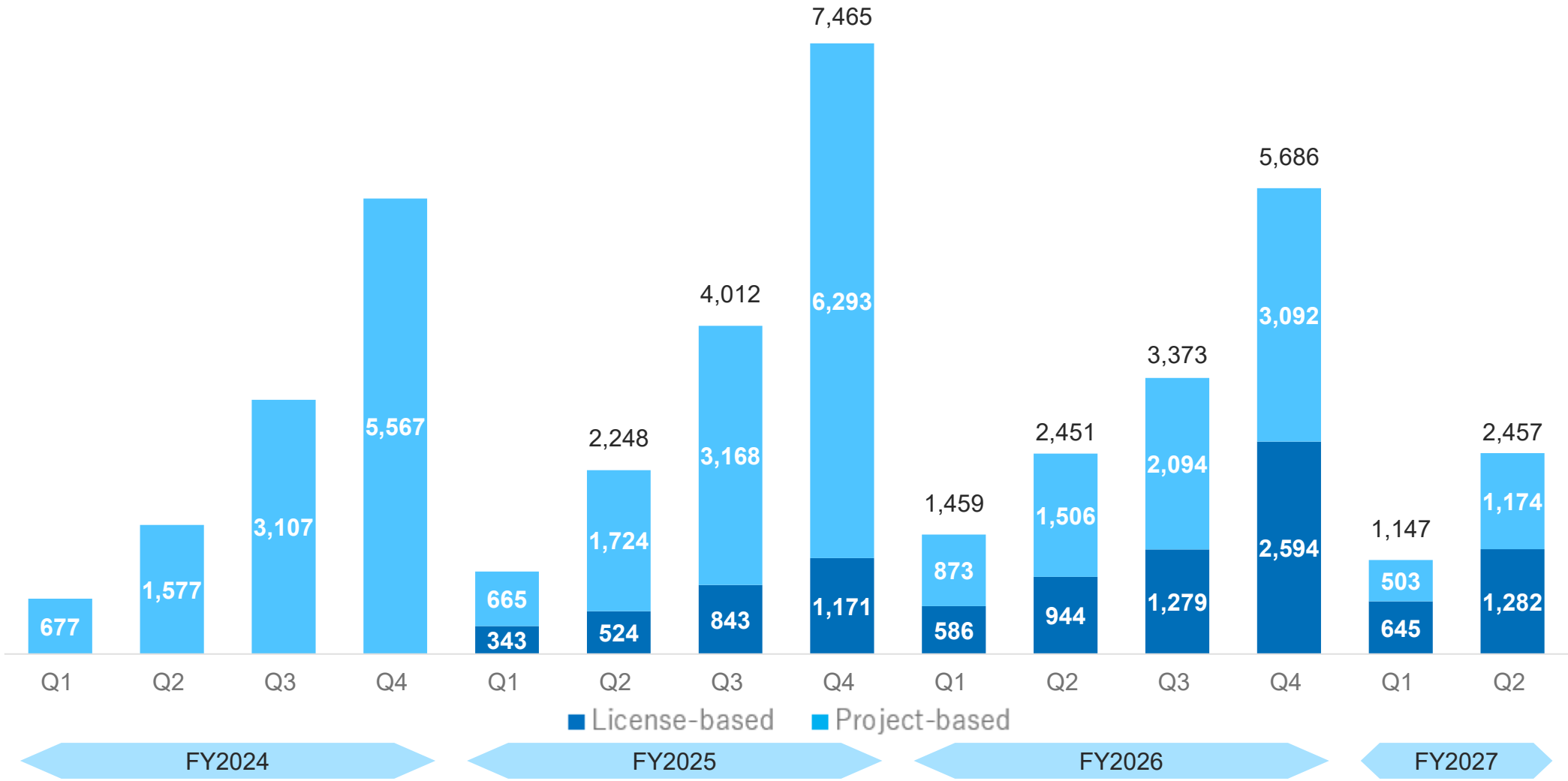
Adjusted EBITDA (millions of yen)



Adjusted EBITDA = Operating profit + Depreciation + Government subsidy income + Merger and acquisition-related expenses

Consolidated Results: Quarterly Cumulative Net Sales Trends

Cumulative Net Sales (millions of yen)

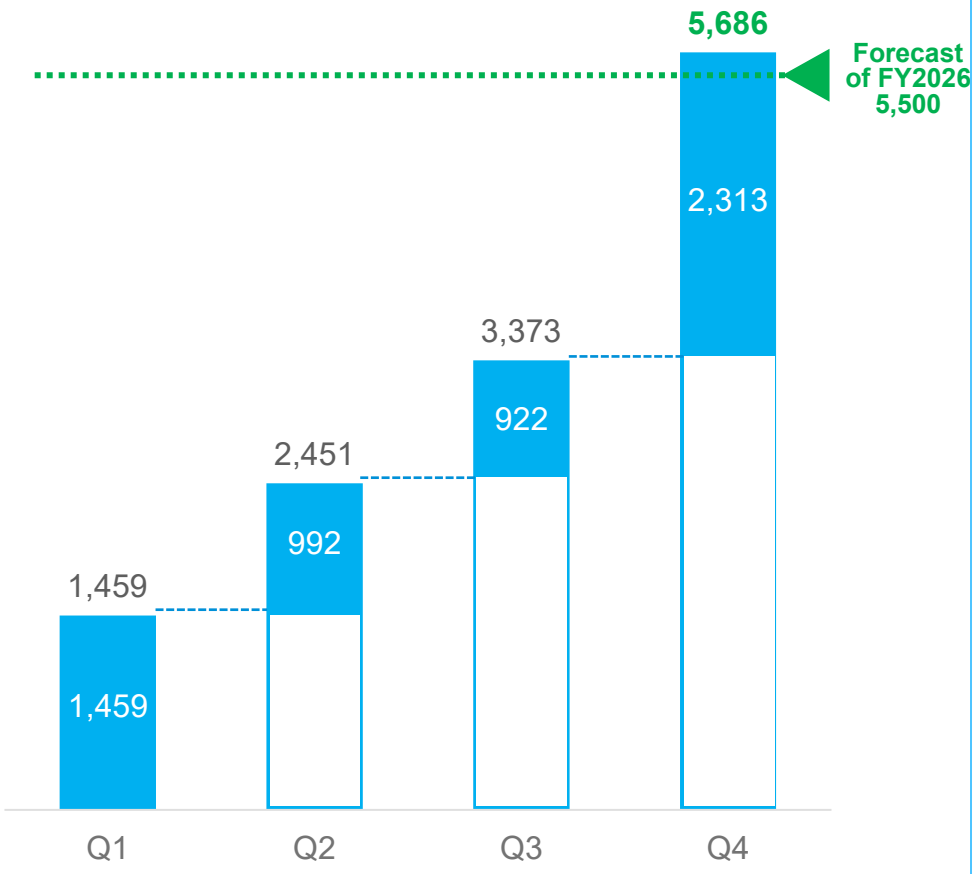


Net Sales Reached JPY 2.3 Billion Mainly from Enterprise Licenses in Q4, and Adjusted EBITDA Also Improved

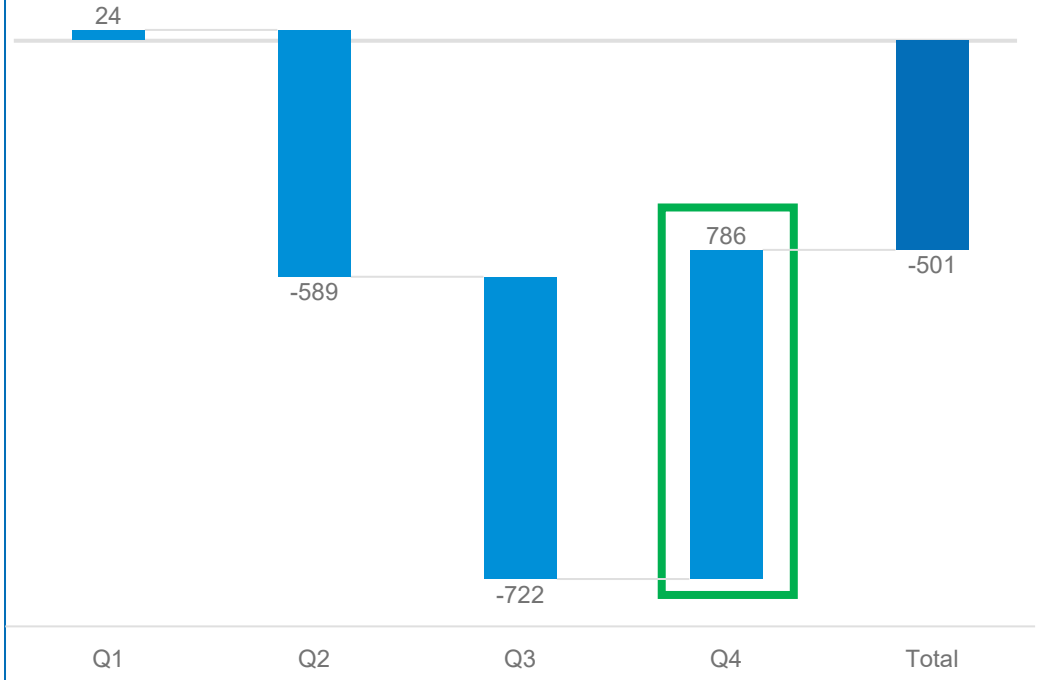
In the fourth quarter, the Company recorded net sales of JPY 2.3 billion, primarily from enterprise licenses.

Adjusted EBITDA improved significantly in the fourth quarter, turning positive at JPY 0.8 billion and showing a year-on-year improvement.

Cumulative net sales (millions of yen)



Adjusted EBITDA (quarterly) (millions of yen)

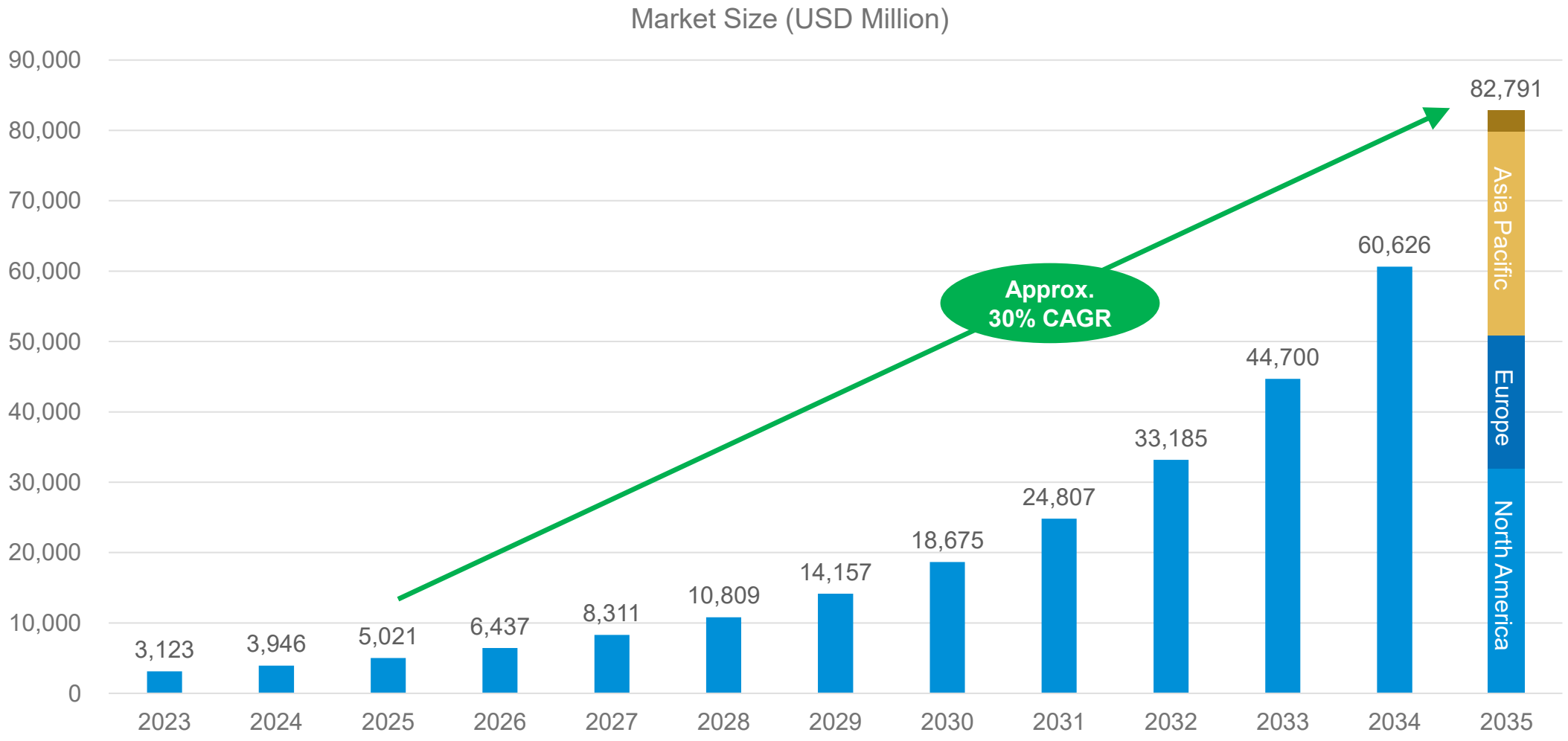


Adjusted EBITDA = Operating profit + Depreciation + Government subsidy income + Merger and acquisition-related expenses

Providing Data to the High-Growth Physical AI Market

The physical AI market is expected to achieve strong growth over the next decade, driven by expanding applications in robotics, autonomous driving, and smart infrastructure.

DMP is already providing data for AI training and validation, and as the market expands, medium- to long-term business opportunities are expected to grow.

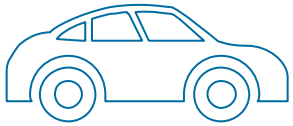
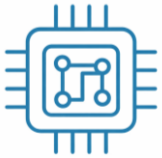
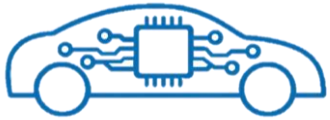


Physical AI Market Size to Exceed USD 82,790.9 Million by 2035, Acumen Research and Consulting

Expansion of Enterprise Licenses Driven by Growing Demand for Data for AI

DYNAMIC MAP PLATFORM

In addition to mass-production licenses, enterprise licenses are expanding among major automotive OEM groups, global semiconductor manufacturers, and autonomous driving system developers.

	Major automotive OEM groups	Global semiconductor manufacturers	Autonomous driving system developers
Customer needs			
Training	Autonomous driving and ADAS development using AI		
Validation and certification	Addressing safety assurance and regulatory and certification requirements		
Inference and decision-making	Data for AI to understand and make decisions in the real world		
Our value proposition	**Providing high-precision 3D data that is already developed globally and can be used immediately** **Providing datasets capable of reproducing the real world with the level of accuracy and fidelity required for industrial applications**		

Expansion of a high-margin license-based business leveraging developed data assets

Received an Additional Enterprise License Order for AI Applications (Data for AI) from a Leading Global Semiconductor Manufacturer

Additional order received for Europe, South Korea, and Japan data following successful utilization of North American data.

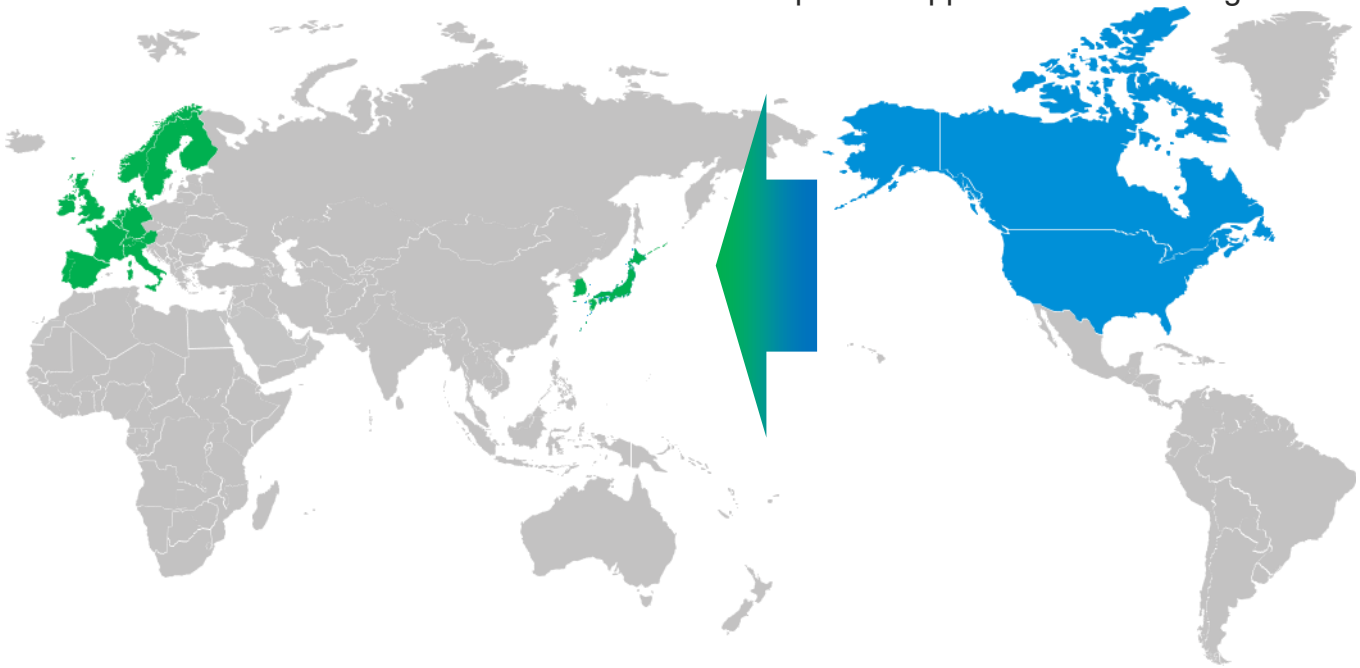
Validated the value of DMP's data for AI-based autonomous driving and ADAS development, as well as the importance of region-specific real-world data.

Validated the value of DMP's data through deployment of North American data

- Enterprise license project for a leading global semiconductor manufacturer
- Used for AI-based autonomous driving and ADAS development
- Additional regional datasets ordered based on successful deployment of North American data

Importance of region-specific real-world data

- Data coverage expanded from North America to Europe, South Korea, and Japan
- AI applications require data that reflects local road environments and traffic regulations
- Expanded opportunities to leverage DMP's global data assets



Monetization of global data assets gains momentum amid growing demand for Data for AI

Disclaimer

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

This document contains forward-looking statements that reflect management’s judgments based on information currently available to the Company. These forward-looking statements are subject to various risks and uncertainties that may cause actual results to differ materially from those expressed or implied herein. Accordingly, readers should not place undue reliance on these forward-looking statements. The Company undertakes no obligation to update or revise any forward-looking statements as a result of new information, future events, or other developments.

Information concerning companies other than the Company and information obtained from third parties are based on publicly available information or other sources. The Company has not independently verified the accuracy or appropriateness of such information and assumes no responsibility for its accuracy or appropriateness.

This document is an English translation of the original Japanese-language document and has been prepared solely for reference purposes. No warranty is given as to the accuracy or completeness of this English translation. In the event of any discrepancy between the English translation and the original Japanese-language document, the original Japanese-language document shall prevail.