

To whom it may concern:

Company Name: Kyushu Railway Company

Name of Representative: Yoji Furumiya, President and CEO

Securities Code: 9142

Tokyo Stock Exchange (Prime Market) and Fukuoka Stock Exchange

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(Correction) Notice Regarding Partial Correction of**“Financial Results Presentation Materials for the Second Quarter, FY2021/3” and****“Financial Results Presentation Materials for the Second Quarter, FY2025/3”**

There were errors in the information included in “Financial Results Presentation Materials for the Second Quarter, FY2021/3” released on November 5, 2020 and “Financial Results Presentation Materials for the Second Quarter, FY2025/3” released on November 7, 2024. Accordingly, the Company has corrected the information as follows.

Note that the locations of the corrections are underlined.

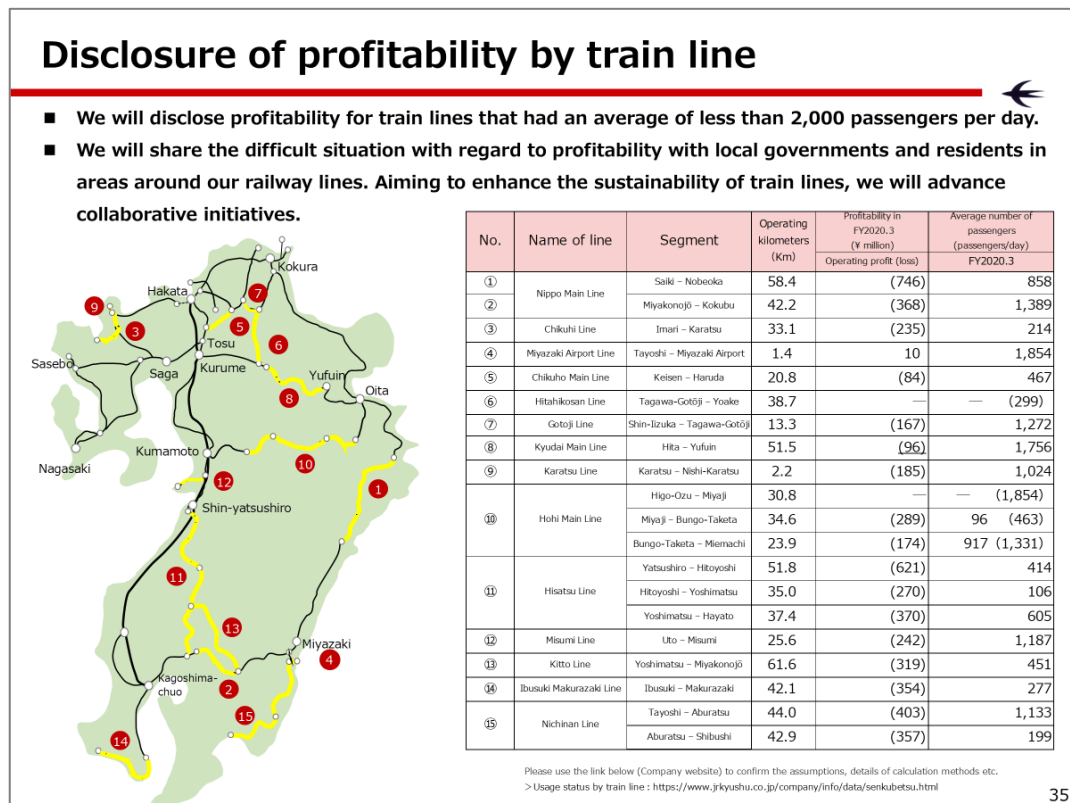
1. Reason for the corrections

The corrections have been made because there were errors in the information regarding average number of passengers and profitability by train line.

2. Details of the corrections

Page 35: Disclosure of profitability by train line in the “Financial Results Presentation Materials for the Second Quarter, FY2021/3”

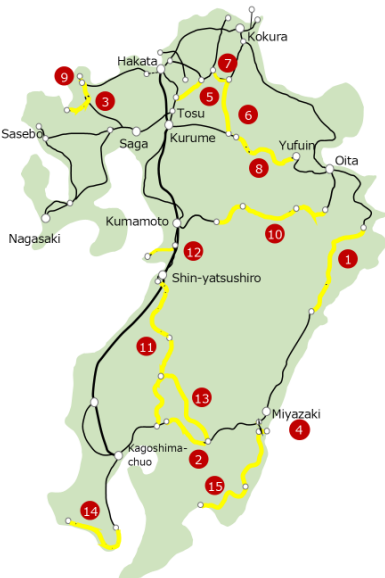
(Before corrections)



(After corrections)

Disclosure of profitability by train line

- We will disclose profitability for train lines that had an average of less than 2,000 passengers per day.
- We will share the difficult situation with regard to profitability with local governments and residents in areas around our railway lines. Aiming to enhance the sustainability of train lines, we will advance collaborative initiatives.



No.	Name of line	Segment	Operating kilometers (Km)	Profitability in FY2020.3 (¥ million)	Average number of passengers (passengers/day)	
				Operating profit (loss)	FY2020.3	
①	Nippo Main Line	Saiki - Nobeoka	58.4	(746)	858	
②		Miyakonojō - Kokubu	42.2	(368)	1,389	
③	Chikuhi Line	Imari - Karatsu	33.1	(235)	214	
④	Miyazaki Airport Line	Tayoshi - Miyazaki Airport	1.4	10	1,854	
⑤	Chikuho Main Line	Keisen - Haruda	20.8	(84)	467	
⑥	Hitahikosan Line	Tagawa-Gotōji - Yoake	38.7	—	(299)	
⑦	Gotoji Line	Shin-Izuka - Tagawa-Gotōji	13.3	(167)	1,272	
⑧	Kyudai Main Line	Hita - Yufuin	51.5	(95)	1,756	
⑨	Karatsu Line	Karatsu - Nishi-Karatsu	2.2	(185)	1,024	
⑩	Hohi Main Line	Higo-Ozu - Miyaji	30.8	—	(1,854)	
		Miyaji - Bungo-Taketa	34.6	(289)	96 (463)	
		Bungo-Taketa - Miemachi	23.9	(174)	917 (1,331)	
⑪	Hisatsu Line	Yatsushiro - Hitoyoshi	51.8	(621)	414	
		Hitoyoshi - Yoshimatsu	35.0	(270)	106	
		Yoshimatsu - Hayato	37.4	(370)	605	
⑫	Misumi Line	Uto - Misumi	25.6	(242)	1,187	
⑬	Kitto Line	Yoshimatsu - Miyakonojō	61.6	(319)	451	
⑭	Ibusuki Makurazaki Line	Ibusuki - Makurazaki	42.1	(354)	277	
⑮	Nichinan Line	Tayoshi - Aburatsu	44.0	(403)	1,133	
		Aburatsu - Shibushi	42.9	(357)	199	

Please use the link below (Company website) to confirm the assumptions, details of calculation methods etc.
> Usage status by train line : <https://www.jrkyushu.co.jp/company/info/data/senkubetsu.html>

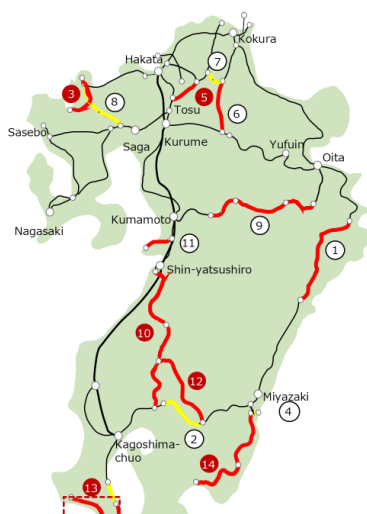
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Page 27: Disclosing profitability by train line in the “Financial Results Presentation Materials for the Second Quarter, FY2025/3”

(Before corrections)

Key strategy② Creating a Model for Building Cities That Promote Well-Being: Disclosing profitability by train line

- Disclosing profitability for train lines with an average of less than 2,000 passengers per day. Of these, in regard to those lines on which the average number of passengers in FY2019.3 has declined by 70% or more in comparison with the point at which the JR companies were established, in collaboration with local governments in the areas around our train lines, we have established meetings to consider issues related to the utilization of train lines, and are discussing utilization measures to make the lines sustainable.
- With regard to the Ibusuki Makurazaki Line (Ibusuki - Makurazaki) , “Conference on the Future of the Ibusuki Makurazaki Line” was established in August.



Ibusuki Makurazaki Line (Ibusuki - Makurazaki)

A — train lines with an average of less than 1,000 passengers per day
B — train lines with an average of more than 1,000 passengers and less than 2,000 per day

No.	Name of line	Segment	Operating kilometers (Km)	Operating profit (loss) in FY2024.3 (¥ million)	Average number of passengers (passengers/day)		
					FY1988.3	FY2024.3	% decline
①	Nippo Main Line	Saiki - Nobeoka	58.4	-533	3,428	907	-74%
②		Miyakonojō - Kokubu	42.2	-350	2,029	1,368	-33%
③	Chikuhi Line	Karatsu - Imari	33.1	-157	728	224	-69%
④	Miyazaki Airport Line	Tayoshi - Miyazaki Airport	1.4	23	—	1,792	—
⑤	Chikuho Main Line	Keisen - Haruda	20.8	-100	2,981	384	-87%
⑥	Hitahikosan Line	Tagawa-Gotōji - Yoake	38.7	—	1,103	— (299) ※2	—
⑦	Gotoji Line	Shin-Izuka - Tagawa-Gotōji	13.3	-203	1,728	1,319	-24%
⑧	Karatsu Line	Kubota - Karatsu	40.3	-394	3,649	1,861	-49%
		Karatsu - Nishi-Karatsu	2.2	-238	1,315	833	-37%
⑨	Hohi Main Line	Higo-Ozu - Miyaji	30.8	-217	2,711	935	-66%
		Miyaji - Bungo-Taketa	34.6	-332	1,028	193	-81%
		Bungo-Taketa - Miemachi	23.9	-150	2,384	863	-64%
⑩	Hisatsu Line	Yatsushiro - Hitoyoshi	51.8	—	2,171	— (414) ※2	—
		Hitoyoshi - Yoshimatsu	35.0	—	569	— (106) ※2	—
		Yoshimatsu - Hayato	37.4	-372	1,109	479	-57%
⑪	Misumi Line	Uto - Misumi	25.6	-305	2,415	859	-64%
⑫	Kitto Line	Miyakonojō - Yoshimatsu	61.6	-428	1,518	402	-73%
⑬	Ibusuki Makurazaki Line	Kiire - Ibusuki	19.1	-232	3,687	1,988	-46%
		Ibusuki - Makurazaki	42.1	-462	942	222	-76%
		Tayoshi - Aburatsu	44.0	-703	2,129	948	-55%
⑮	Nichinan Line	Aburatsu - Shibushi	42.9	-418	669	179	-73%
Total				-5,570			

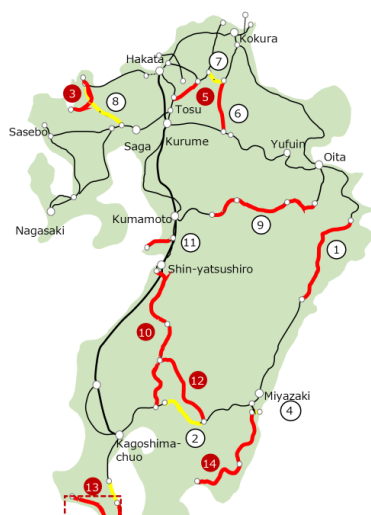
※ 1 Lines for which meetings have been established are red circles and shaded in pink.
※ 2 Average number of passengers in the year before the disaster is shown in parentheses for reference, as it includes suspended sections, etc.

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(After corrections)

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End