[Reference Translation]

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Press Demonstration of the SOSEI Method Held at East Japan Railway Company's Akita General Rolling Stock Center

TOYOKOH Inc. (Headquarters: Fuji City, Shizuoka Prefecture; hereinafter "the Company"), a developer and contractor of infrastructure maintenance technologies for aging bridges, factories, and other structures, announced that its proprietary SOSEI method was featured during a press demonstration held at the Akita General Rolling Stock Center of East Japan Railway Company (Headquarters: Shibuya-ku, Tokyo; hereinafter "JR East").

Background of the SOSEI Method Showcase and Outlook

The Akita General Rolling Stock Center is a key facility that has supported the safe and reliable operation of Japan's railway system. Passenger Car Depot No. 1 (roof area: approximately 12,000 square meters; hereinafter "the Depot"), which was the subject of the press demonstration, has been in operation for 60 years. Compounded by salt damage from the nearby Sea of Japan, severe roof deterioration has led to water leaks.

While a complete roof replacement was considered for this comprehensive renovation project, the presence of feeder lines (high-voltage power cables) essential for train operations spanning above the tracks inside the building presented significant challenges. Replacing the roof would require turning off power during intervals between maintenance tasks, taking over 10 years to complete and incurring immense costs.

The SOSEI method reinforces roofs with three layers of specialized resin, protecting both rolling stock and maintenance personnel from natural disasters such as major typhoons, sudden torrential downpours, and severe earthquakes. Additionally, because the first layer acts as a thermal insulation layer, its exterior insulation effect significantly improves the working environment—keeping the facility cooler in summer to help prevent heat stroke (* Note) and retaining heat in winter to prevent thermal dissipation. Because workers can perform application steps while walking directly on the durable resin layer (which includes a quick-curing layer), large-scale roof restorations can be executed with high efficiency without interrupting daily operations inside the Depot, which operates 365 days a year. As a result, the processing period will be reduced to under four years, leading to substantial savings in both time and costs.

For JR East, which has supported Japan's railway infrastructure for decades, the rising costs associated with aging infrastructure have become a key management issue. The Company remains committed to continuous corporate efforts, such as improving execution efficiency, to help mitigate aging infrastructure maintenance costs—not only at this Akita facility but across JR East's broader infrastructure network.

* Note: Although at a different site from this project, data shows that surface temperatures on the underside of slate roofs after SOSEI application decreased by up to 20°C in summer compared to pre-application levels (Source: The Company. "Matters Concerning Business Plan and Growth Potential [Published June 19, 2026]," p. 36).

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