

Potential of the Regional Economy

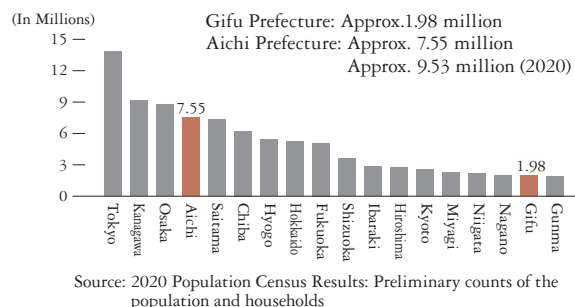
The Juroku Bank Group provides comprehensive financial services in Greater Nagoya, the third largest region after Tokyo and Osaka, primarily covering Gifu and Aichi prefectures. These prefectures have clusters of automotive and other manufacturing companies that support Japan's manufacturing, and the Group's growth is closely related to the region's growth.

New infrastructures being developed in the region include Tokai-Kanjo (ring) Expressway connecting Gifu, Aichi and Mie prefectures and a longer-term project, the Linear Chuo Shinkansen (SCMAGLEV), which are expected to have positive impacts on the region's economy.

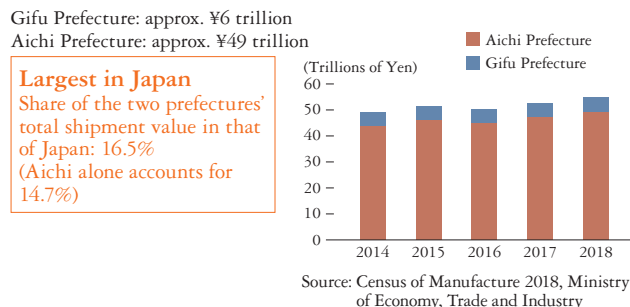
Industrial Structure: Region Supporting Japan's Manufacturing

Gifu and Aichi prefectures are characterized by a large population with a high percentage of people working in manufacturing industries. The value of shipments of products manufactured in these prefectures is among the largest in Japan. They thus support Japan's industries and manufacturing.

7.5% of Japan's population



Shipment value of manufactured products



High percentage of manufacturing sector

Gifu Prefecture: 27.9%
Aichi Prefecture 37.9% (2017)

Significantly exceeding the nationwide average of 21.9%

Source: Prefectural Accounts 2017, Cabinet Office

Gross prefectural product

Gifu Prefecture: Approx. ¥7.8 trillion
Aichi Prefecture: Approx. ¥40.3 trillion
= Approx. ¥48 trillion (2017)

Accounts for 8.6% of Japan's GDP

Source: Prefectural Accounts 2017, Cabinet Office

Japan's largest trading port

Total amount of exports from the Port of Nagoya
Approx. ¥10,410.0 billion (2020)

Largest port in Japan

Source: Trade Statistics of Japan, Ministry of Finance

Economic Zone: Expectations of Extensive Economic Impact

The infrastructures being developed are expected to help revitalize the industry and hence the region is expected to enjoy extensive positive impacts.

Tokai-Kanjo Expressway to connect Gifu, Aichi, and Mie prefectures in a circle

Travel time shortened

Tokai-Kanjo Expressway would function as a detour route for Tomei, Meishin, Chuo, Tokai-Hokuriku Expressways when they are congested or in the event of accidents and as an alternate route in the event of a large-scale natural disaster.

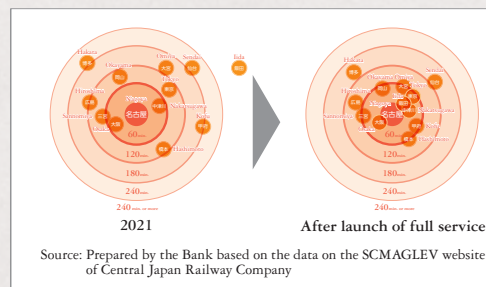


Launch of Linear Chuo Shinkansen (SCMAGLEV) [A super mega-region initiative based on a huge economic zone being created along the SCMAGLEV]

Shinagawa ⇄ Nagoya
Approx. 1 hr. 30 min. ⇒ Approx. 40 min.
Shinagawa ⇄ Gifu Prefecture station (Nakatsugawa City)
Approx. 2 hr. 30 min. ⇒ Approx. 60 min.

Travel time shortened/Access improved

Forming dual networks with the Tokaido Shinkansen bullet train to provide an alternative route and thereby to prevent suspension of economic activities in the event of a contingency



Super Mega-region

Faster access to cities around Japan

The full launch of the Linear Chuo Shinkansen service will greatly reduce the travel time to cities along the line and provide faster access to cities around Japan.

CONTENTS

Financial Highlights (Consolidated)	
2 Top Message	
16 Non-Performing Loans	
17 Contribution to the Regional Economy and Community	
19 Board of Directors and Audit & Supervisory Board Members	
19 Organization Chart	
20 Financial Review	
21 Consolidated Balance Sheet	

22 Consolidated Statement of Income	
22 Consolidated Statement of Comprehensive Income	
23 Consolidated Statement of Changes in Equity	
24 Consolidated Statement of Cash Flows	
25 Notes to Consolidated Financial Statements	
45 Independent Auditors' Report	
50 Corporate Data	
50 Affiliates	
51 Directory	