



VIETNAM CONTAINER SHIPPING JSC

No. 11 Vo Thi Sau - Gia Vien - Ngo Quyen - Hai Phong

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SOCIALIST REPUBLIC OF VIETNAM

Independence - Freedom - Happiness

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Hai Phong, March 27th, 2025

REPORT

BUSINESS AND INVESTMENT PERFORMANCE IN 2024

AND PLANS FOR BUSINESS AND INVESTMENT ACTIVITIES IN 2025

I. REPORT ON BUSINESS PERFORMANCE IN 2024

1. Global Economic Situation:

In 2024, the global economy continued its slow and uneven recovery, with improvements observed towards the end of the year. Prolonged risks in supply chains and international commodity prices persisted, although global inflation levels significantly improved compared to 2023. Major economies began the process of reducing interest rates, easing financial conditions. Global unemployment rates gradually decreased, and labor shortages emerged in certain regions.

For developed economies, overall growth in 2024 reached 1.8%, an increase of 0.1% compared to 1.7% in 2023. The U.S. recorded a GDP growth rate of 2.8%, the highest among developed nations in 2024. The U.S. achieved favorable growth due to improved consumer spending, business investment, and exports, whereas China continued its efforts to transition its economic growth model and address high unemployment challenges. Monetary policy adjustments were cautiously implemented based on actual data to ensure long-term inflation control. Additionally, nations have been promoting domestic market reforms towards greater sustainability and green initiatives to foster long-term economic growth and enhance competitiveness in the future.

The ongoing tensions in international trade, particularly between the U.S. and China, as well as between Russia and the West, continue to exert negative impacts on global economic growth. This situation calls for decisive actions by governments to ensure the sustainability of public debt and maintain policy flexibility to respond to future shocks.

For emerging and developing economies, economic growth in 2024 remained stable at 4.2%. India, Indonesia, and the Philippines stood out as bright spots in economic growth, driven by increases in exports, local demand, government spending on infrastructure, and encouragement of private-sector investment. Investment inflows into India and the Association of Southeast Asian Nations (ASEAN) are expected to continue surging, supported by robust corporate credit ratings and attractive valuations.

In 2024, many developed economies faced risks of declining growth despite the beginning of monetary policy easing. Although global economic activities have not fallen into recession, they remain below their potential. Inflation, while cooling compared to 2023, still exceeds target levels in many countries.





2. Vietnam's Economic Situation:

According to data from the Ministry of Planning and Investment, Vietnam's economic growth in 2024 is estimated to exceed 7% GDP (surpassing the target of 6–6.5% GDP), placing the country among the few with high growth rates in both the region and globally. Macroeconomic stability continues, with inflation controlled below 4%, economic growth stimulated, and key economic balances ensured. The average Consumer Price Index (CPI) increased by 3.69% (as of November 2024). Rice exports reached over 8.5 million tons, with revenue exceeding USD 5.3 billion (as of November 2024), reflecting respective increases of 10.6% and 22.4% compared to the same period in 2023. Budget deficit, public debt, government debt, and external debt remained below permissible thresholds. The monetary market and exchange rates were stable, with interest rates continuing to trend lower compared to 2023. Vietnam's national brand value in 2024 reached USD 507 billion, ranking 32nd out of 193 countries, an improvement of one rank compared to 2023.

In 2024, export activities showed impressive progress. Total import-export turnover reached USD 747 billion (as of December 15, 2024), representing a 15.3% increase and a 14.7% rise compared to the same period in the previous year, with exports up by 13.9% and imports increasing by 14.7%. Vietnam continued to effectively exploit major international markets such as the U.S., the European Union, and ASEAN countries.

State budget revenue for the first 11 months of 2024 is estimated to have increased by 16.1% compared to the same period last year. State budget expenditures are estimated to have increased by 4.7% compared to the same period, ensuring the needs for socio-economic development, national defense, security, state management, debt repayments, etc.

In commerce and services, the total retail sales of goods and consumer service revenue for the first 11 months of 2024 are estimated to reach VND 562.0 trillion, an increase of 8.8% compared to the same period. Travel and tourism revenue for the first 11 months is estimated at VND 57.5 trillion, an increase of 17.3% compared to the same period.

Another economic sector regarded as a bright spot is the attraction of FDI, placing Vietnam among the top 15 developing countries attracting the largest FDI globally. Foreign direct investment (FDI) inflows for the first 11 months reached approximately USD 31.4 billion, with implemented FDI amounting to USD 21.7 billion, the highest in many years. Many long-standing, unresolved projects were fundamentally addressed, with some beginning to yield profits. Reputable international organizations attributed these outcomes to Vietnam's openness to foreign investment. Vietnam boasts numerous free trade agreements, including new-generation trade agreements, attracting FDI through better labor forces, power connectivity, and logistics infrastructure.

3. Cargo Throughput at Seaports:

According to UNCTAD, global trade is expected to hit a record level of USD 33 trillion in 2024, reflecting an annual growth rate of 3.3% or an increase of USD 1 trillion. Data from Descartes Datamyne, based on statistics from the U.S. Customs and Border



Protection (CBP), shows that the volume of container imports to the U.S. from the 10 major Asian economies reached 1.72 million TEU in November, marking a 15.3% increase compared to the same period last year and setting a new record for November.

Imports: Vietnam ranked third among the top 10 Asian countries exporting to the U.S., with 177,978 TEU (+20.5%). Exports: The U.S. ranked third in exporting to Vietnam among the top 10 Asian nations, with 49,748 TEU (+22.2%). These figures highlight strong trade flows between the U.S. and Asia, with import turnover maintaining robust annual growth despite recent monthly fluctuations.

According to the Vietnam Maritime Administration, cargo throughput via Vietnam's seaport system in 2024 is estimated to reach 864.4 million tons, representing a 14% increase compared to the same period in 2023. Of this, container cargo via seaports is estimated to reach 29.9 million TEUs, up 21%. The number of ship visits to seaports also rose in 2024, with an estimated 102.67 thousand ship calls, up 2% year-on-year. Domestic waterway transportation grew at a higher rate of 8%, reaching approximately 380.1 thousand trips. Notably, the volume of goods transported by Vietnam's maritime fleet in 2024 saw positive growth, increasing by 3%.

4. Business Performance Results of Vietnam Container Shipping Joint Stock Corporation (“Viconship”/ “Company”) in 2024:

4.1. Performance Metrics:

- Seaport Cargo Handling: 1,183,344 TEUs, equivalent to 112.06% of the 2024 plan, and 112.94% compared to 2023 results
- Depot Cargo Handling: 581,675 TEUs, equivalent to 98.84% of the 2024 plan, and 99.6% compared to 2023 results
- Warehouse Cargo Handling: 1,210,949 m³, equivalent to 105.86% of the 2024 plan, and 112.13% compared to 2023 results
- Automobile Transportation: 1,327,964 TEUs, equivalent to 101.54% of the 2024 plan, and 112.74% compared to 2023 results
- Container Agency Services: 12,468 TEUs, equivalent to 106.76% of the 2024 plan, and 183.16% compared to 2023 results
- Logs: 43,882 TEUs, equivalent to 187.21% of the 2024 plan, and 165.44% compared to 2023 results

4.2. Financial Indicators:

- Revenue: VND 2,787.91 billion, exceeding the Annual General Meeting of Shareholders (AGM) plan by 13.79% and reaching 127.83% compared to 2023 results.
- Profit Before Tax: VND 524.58 billion, surpassing the AGM plan by 63.93% and achieving 197.86% compared to 2023 results.

4.3. Organizational, Management, and Other Activities:



4.3.1. Organizational and Management Activities:

- The Company has arranged, reassigned, and rotated staff across its member units in line with their professional competencies and management expertise to promptly meet the business and production demands.
- Collaborating with PwC, the Company implemented a restructuring program aimed at optimally preparing human resources to meet the current business and production requirements, as well as future development needs.
- Coordinating with FPT Digital, the Company executed a digital transformation plan to maximize the efficiency of information technology in the Industry 4.0 era, enhancing competitive advantages and improving labor productivity.
- Management Efforts: Member units were guided to maximize their advantages and functions within Viconship's comprehensive service system in a scientific and efficient manner, closely aligned with business production realities, and adaptable to market changes with agility and responsiveness.
- Management and operational processes were reviewed, amended, and updated quarterly to align with the Company's production models. Subsidiaries and member units proactively revised and issued new procedures that reflect actual work conditions, aiming to reduce paperwork and prioritize computerized data management systems and cloud technology...
- Efforts to enhance the sense of responsibility and professionalism among employees were emphasized, improving work efficiency and labor productivity.
- The Company organized a skilled worker competition to encourage employees and management levels to innovate and implement technical improvements. These initiatives were widely applied in daily tasks to boost productivity in cargo handling, transportation, and repair while reducing costs.

4.3.2. Human Resources, Training, and Workforce Development:

- Successfully implemented human resource management practices. Developed long-term recruitment and training plans to meet the Company's workforce needs for sustainable development.
- Recruited employees in accordance with the Labor Law and practical demands.
- Workforce training efforts in 2024 included the following:
 - o Professional and specialized training: 28 participants
 - o Periodic training (Fire Prevention and Fighting, Occupational Safety and Hygiene, First Aid, etc.): 958 participants
 - o Vocational training (Level 2): 46 participants

4.3.3. Implementation of Policies for Employees:

- The culture of Vietnam Container Shipping Joint Stock Corporation (Viconship) always regards people as the source of its strength. Therefore, the Company prioritizes creating a conducive working environment and ensuring policies and benefits for



employees. Regular dialogues and exchanges are conducted with the labor union through annual work programs and employee conferences.

- Labor norms and wage unit prices are reviewed and adjusted annually to align with the realities of business operations, labor efforts, and in strict compliance with current legal policies.

- Salary payment regulations are transparent, public, and timely. The Company ensures job security, legally compliant rest periods, and stable income for employees.

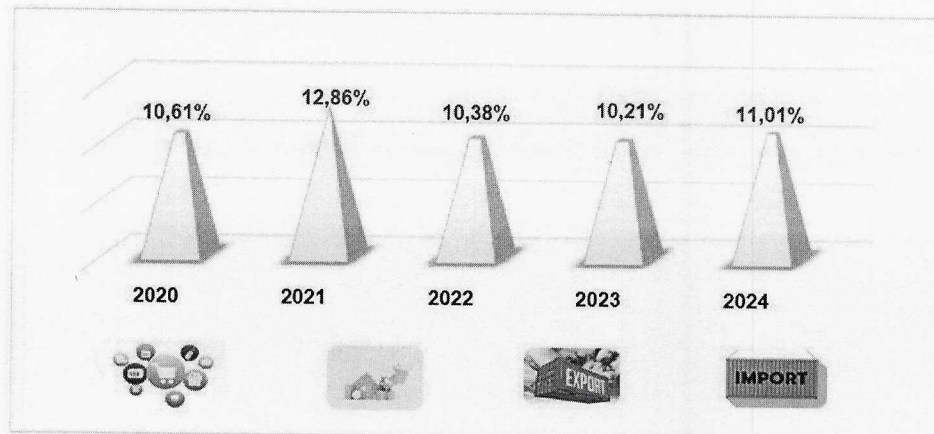
4.4. Investment:

- Viconship focused on expanding and optimizing the seaport system, particularly in the Hai Phong area. The Company currently owns four major ports, including VIP Green, Nam Hai Dinh Vu, Green Port, and VIMC Dinh Vu. These port clusters have extended the wharf length to approximately 1.6 km, optimizing reception capacity and reducing operational costs in ship handling.
- Additionally, Viconship strengthened its position in the maritime transport and logistics sectors by acquiring more companies operating in the shipping industry, such as Vinaship. This not only reinforced the integrated service chain but also elevated the Company's stature.
- Major investment projects approved by the Board of Directors (BOD) and the Annual General Meeting of Shareholders (AGM) were completed on schedule
- The total investment for 2024 amounted to VND 3,273.73 billion (details are presented in a separate report)

OVERALL EVALUATION

The year 2024 concluded with optimistic signals for Vietnam's seaport industry. In the long term, the Vietnamese port sector is expected to continue benefiting from the U.S.-China trade war, the increase in cargo handling service fees under Circular 39/2023, and the expansion and enhancement of capacity at key areas.

In Hai Phong, the city's gross regional domestic product (GRDP) in Q4/2024 is estimated to have grown by 12.01% compared to the previous year, significantly higher than the 9.53% growth recorded in Q3/2024, indicating a rapid economic recovery following Typhoon No. 3, in which the industry and construction sector increased by 14.89%; the services sector rose by 9.56%; and the agriculture, forestry, and fisheries sector declined by 10.54%.



Economic-Social Situation Report of Hai Phong City 2024

Source: Hai Phong City's Socio-Economic Situation Report 2024

Many projects and constructions in transportation, seaports, factories, urban areas, etc. have been intensively invested, contributing to elevating the city's position and driving socio-economic development. The volume of goods transported in December is estimated at 29.5 million tons, up 4.09% compared to the previous month and 10% year-on-year. Maritime freight transport has continued its stable growth thanks to favorable conditions. Positive signals from import-export activities and the results of increased cargo throughput through ports remained steady in the last quarter of the year. Supportive factors for the maritime industry have been maintained, such as easing global inflation pressures; China's retail sales sustained positive growth momentum; shipping rates began to rise in Q2/2024 and continued to remain high towards the end of 2024. High freight rates have positively impacted maritime transport enterprises. Companies have continuously increased investments, expanded fleets, and utilized favorable freight market conditions in certain segments to enhance fleet utilization efficiency, contributing to the strong growth of maritime freight transportation. Revenue is estimated at VND 63,954.6 billion, an increase of 11.21%; the volume of goods transported reached 321.5 million tons, up 9.43%; and the volume of goods turnover is estimated at 138,282.6 million ton-km, an increase of 11.36% compared to the previous year.

Maritime freight transport has continued its stable growth due to favorable conditions. Positive signals from import-export activities and the results of increased cargo throughput through ports remained steady in the last quarter of the year. Supportive factors for the maritime industry have been maintained, such as easing global inflation pressures; China's retail sales sustained positive growth momentum; shipping rates began to rise in Q2/2024 and continued to remain high towards the end of 2024. High freight rates will positively impact maritime transport enterprises. Companies have continuously increased investments, expanded fleets, and utilized favorable freight market conditions in certain segments to enhance fleet utilization efficiency, which is also a factor contributing to the strong growth of maritime freight transportation.



Amid the overall economic situation, Viconship continues to enhance its position in operating a comprehensive logistics chain through owning highly efficient seaports - transport - container depots and warehouses; focusing on developing the seaport operation sector, logistics services and infrastructure, while increasing collaboration and participating in the management of strategic partners.

Financial management, capital preservation, and development have been carried out decisively, ensuring effective management of the Company's revenues and expenditures while strictly and fully complying with tax obligations.

Market development activities have been given special attention by the Company's leadership. The Company's market strategy continues to be directed towards offering additional value-added services (VAS) to customers and providing package services, including port operations, transportation, warehouses, depots, and customs procedures...

The Company continues to operate effectively, with profit before tax exceeding the 2024 plan targets set by the Annual General Meeting of Shareholders. The Company's brand is increasingly recognized by customers, financial institutions, and industry peers both domestically and internationally, leading to partnerships and aspirations to become the Company's shareholders. Employees are ensured stable employment and income. Social welfare activities and community responsibilities have been well executed.

II. BUSINESS PLAN FOR 2025

1. Global Situation:

The year 2025 is forecasted to witness stable global economic growth, with positive signals from economic policies and recovery in many regions, despite numerous major challenges. According to the latest report from the International Monetary Fund (IMF), global economic growth in 2025 is projected to reach 3.1%, lower than pre-COVID-19 levels but maintaining stability as many major economies adjust their policies to adapt to the new realities.

The U.S. Federal Reserve (Fed) is expected to cut interest rates by 75 basis points in 2025, making credit more affordable and encouraging investment and consumption. Similarly, the European Central Bank (ECB) is anticipated to significantly reduce interest rates by 150 basis points, lowering financial costs and supporting the European economy after prolonged sluggish growth. This loose monetary policy not only has domestic impacts but also brings substantial benefits to emerging markets. In particular, Southeast Asia—where economies heavily depend on investment capital and the stability of international trade—is forecasted to benefit significantly.

Although the global economic outlook for 2025 is bright in many aspects, existing challenges continue to threaten the stability and sustainable growth of many countries. One of the most pressing issues highlighted by the IMF is the uncertainty surrounding trade policies under the new administration in the United States.

Sudden or unclear changes in tariff policies, free trade agreements, or bilateral deals could disrupt the international economic order, impacting global supply chains and causing



severe harm to nations whose economies heavily rely on exports. This is particularly dangerous as regions like Southeast Asia and Africa strive to expand their markets and integrate more deeply into the global economy. Additionally, abnormalities in the financial markets are another critical warning sign. Discrepancies, such as rising long-term interest rates while short-term rates decrease—a typical signal of recession fears or economic instability—are raising significant concerns in major financial markets. This not only increases borrowing costs for businesses but also limits access to credit for developing countries.

The year 2025 is forecasted to be a pivotal milestone for the global economy, as nations will need to maximize growth opportunities while actively addressing potential risks.

2. Vietnam:

The Vietnamese seaport and maritime transport sector enters 2025 with numerous positive signals, following a strong recovery in 2024 from both domestic production and international trade. According to the sectoral analysis report published on March 21, 2025, by Guotai Junan Vietnam Securities Company (GTJASVN), the total cargo volume passing through the seaport system in 2024 exceeded 860 million tons, an increase of 24.6% compared to the same period. The number of ship calls at ports is estimated to have surpassed 102,000, showing a slight increase from the previous year. This exceptional growth underscores the increasingly important role of seaports in the global trade supply chain.

Geographical advantages remain a strong foundation supporting the industry's strategic position in the region. With a coastline stretching more than 3,260 km and proximity to the Asia–Europe shipping routes, Vietnam serves as a gateway for transshipment between Asia, Europe, and the Americas. Although not directly located on the Malacca Strait—the busiest shipping route in the world—Vietnam's proximity to major transshipment ports such as Singapore and Malaysia enables it to easily attract international freight flows.

The 2025–2030 outlook for the sector is reinforced by a wave of significant infrastructure investments, most notably the Can Gio International Transshipment Superport Project. Can Gio Port is expected to become one of the largest transshipment hubs globally. Additionally, several other deep-water ports such as Lach Huyen 3-4, Lach Huyen 5-6, Gemalink 2A, and Nam Dinh Vu Phase 3 are either being implemented or prepared for operation during the 2025–2027 period. These developments are necessary in the context of Southeast Asia's transport demand, which is projected to reach 82–88 million TEU by 2025, while the current total capacity only meets 53 million TEU.

Area	Port	Investment (billion VND)	Capacity (Million TEU)	Vessel Size (TEU)	Operation Year
Hai	Nam Dinh Vu 3	2,800	0.7	3,000	2026
Phong	Lach Huyen 3-4	6,946	1.1	8,000	Expected Q1/2025



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	Lach Huyen 5-6	8,951	1.8	12,000	Expected Q1/2025
	Lach Huyen 7-8	12,793	1.5	18,000	2027
HCMC	Gemalink 2-3	8,900	0,6	18,000	2026
	Can Gio	113,500	2.1	24,000	2027

(Deep-Water Port Expansion Plan in Hai Phong & CM-TV)

However, growth opportunities also come with numerous challenges. Overcapacity in the Hai Phong and Cai Mep - Thi Vai port clusters is becoming increasingly evident. Utilization efficiency in Hai Phong remains at around 80%, while throughput is still unevenly distributed between the upstream and downstream areas. Newly operational ports are yet to secure stable cargo sources, leading to suboptimal exploitation efficiency.

Furthermore, geopolitical factors and global trade policies remain unpredictable. The ongoing Red Sea conflict has forced shipping routes to be altered, while the new tariff policies under President Trump pose a potential risk of reducing global trade demand. Anti-subsidy investigations and changes in alliances among major shipping lines worldwide could also significantly disrupt the structure of the transportation market in the coming period.

In 2025, Hai Phong aims for the industrial production index to increase by 17%, continuing its robust growth trajectory. The total social investment capital is projected to reach VND 210 trillion, an increase of over 9% compared to the previous year. The volume of goods passing through the port is expected to reach 190 million tons, an increase of over 11% compared to the previous year.

3. Viconship

The above figures highlight the remarkable development of industrial zones in Hai Phong, contributing to the promotion of the local economy and creating favorable conditions for enterprises like Viconship. However, alongside these positive signs, the Company also faces business challenges in 2025, including:

- The strong growth of competitors with the operation of Terminals 3 and 4 at Hai Phong Port and Terminals 5 and 6 by Hateco in the Lach Huyen Area, as well as Gemadept's implementation of Phase 3 of Nam Dinh Vu Port, putting significant pressure on Viconship to maintain its market share and competitive advantage;
- Viconship has expanded its logistics ecosystem and seaport logistics operations. However, these major investments come with high financial costs. Moreover, to stay competitive against rivals, Viconship must heavily invest in enhancing operational capabilities and digital transformation, which demands substantial resources and may reduce short-term profitability for the Company;
- Competition in the Company's core service areas remains present, particularly in seaport operations in Hai Phong in 2025.

- Challenges faced by the Company's shipping customers persist, with some shipping lines temporarily halting or restructuring their service routes in Hai Phong.
- The signed and upcoming contracts are influenced by the aforementioned factors and will impact the 2025 business plan.

With these factors presenting both advantages and disadvantages, the Board of Directors and the leadership team of Viconship have clearly identified the objectives and targets for 2025 as follows:

3.1. Objectives:

- Continue ensuring the stable operation of the Company's core business activities across the North, Central, and South regions.
- Remain steadfast in retaining existing customers while strengthening efforts to attract new ones. Stabilize business operations, and seek investment cooperation opportunities with both domestic and international partners.
- Invest in production expansion and efficiently utilize infrastructure closely tied to the Company's core business areas to foster development for 2024 and subsequent years.
- Pursue the establishment of joint ventures and partnerships with shipping customers in depot, logistics, and port operation businesses.
- Continue exploring investment opportunities in the deep-water port project at Nam Do Son and potential logistics support zones, as well as investment in industrial parks, logistics facilities, and infrastructure serving seaport activities.
- Restructure the management system of the entire Company with advice from PwC. Enhance the quality of human resources, professionalism among staff, and the leadership and management team. Train human resources to meet long-term goals and visions, and provide conditions, support, and encouragement for employees to improve their professional qualifications, management skills, and proactive creativity.
- Implement digital transformation as outlined by FPT Digital's recommendations, applying information technology in management, operations, service delivery, and market development.
- Review personnel, wages, and reallocate labor between units to ensure the most effective workforce management and utilization.
- Strengthen inspection, supervision, direction, and comprehensive support for subsidiaries and member units.
- Practice stringent cost-saving measures, ensuring effective business operations to accumulate funds for expanding the scale of the group's business activities.
- Execute the policy of merging certain subsidiaries under Viconship to reduce operational costs

3.2. Business Plan Targets for 2025:



3.2.1 Volume Targets

- Seaport cargo handling: 1,145,000 TEUs
- Depot cargo handling: 550,000 TEUs
- Warehouse cargo handling: 1,200,000 m³
- Automobile transport: 1,280,000 TEUs
- Container agency services: 11,900 TEUs
- Logs: 38.000 TEUs

3.2.2 Financial Targets:

The financial targets for 2025 are influenced by bank loan interest for the acquisition of a 100% stake in Nam Hai Dinh Vu Port, the allocation of the purchase price for Nam Hai Dinh Vu Port, and losses from investments in subsidiaries and affiliates. The total estimated impact is VND 350 billion, specifically:

- Allocation of the purchase price for Nam Hai Dinh Vu Port: VND 185 billion
- Estimated bank loan interest: VND 155 billion
- Estimated losses from investments in subsidiaries and affiliates: VND 10 billion

Given the above factors, the Company's financial targets for 2025 are as follows:

- Revenue: VND 2,790 billion
- Profit before tax: VND 303 billion

3. Human Resource Training:

- Collaborate with prestigious domestic universities to provide scholarships for outstanding students and implement policies to recruit talented individuals to work for the Company.
- Train management teams from department heads, deputy directors, and directors through in-house courses and both domestic and international training programs.
- Enhance professional skills and management/technical capabilities via on-the-job training and online specialized courses offered by international institutions.
- Develop internal human resources aligned with logistics personnel policies.
- Improve foreign language proficiency and technology application skills for all employees.

Specific Key Targets:

- + Professional skill training: 28 people
- + Periodic training (fire prevention, safety sanitation personnel, first aid, etc.): 958 people
- + Vocational training 2: 46 people

III. INVESTMENT REPORT FOR 2024 AND PLAN FOR 2025

Unit: Billion VND



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No.	Item Name	Actual in 2024	Plan for 2025
1	Green Port Services One Member Limited Liability Company	66.75	11.57
1.1	Construction	5.15	3.15
1.2	Dredging	0.44	4.13
1.3	Equipment and Vehicles	0.64	3.28
1.4	Technology	0.66	1.01
1.5	Financial Investments	59.86	
2	Green Star Lines One Member Limited Company (GSL)	0.74	0.42
2.2	Equipment and Software	0.74	0.42
-	Mtruckgsl transportation management software	0.65	
-	Bravo 8 accounting software	0.09	
-	TTS transportation management software		0.42
3	Green Logistics Centre One Member Company Limited (GLC)	2.08	4.68
3.1	Equipment	0.82	0.33
-	Investment in 1,000 wooden pallets.	0.34	
-	Repair, maintenance, and replacement of the entire warehouse racking system		0.33
-	Repair, maintenance, and replacement of the entire warehouse racking system	0.48	
3.2	Technology	0.45	0.49
-	2 licensed users for Infor software	0.09	
-	Accounting Software (Bravo 8)	0.16	
-	Container Inspection Photography Software (Ever ContSurvey)	0.04	
-	Switching Devices, Supplies, Infrared Detectors, and Cables for the Warehouse Alarm System	0.16	
-	Everlink Software		0.35
-	Installation of 15 Cameras (Bonded Warehouse Area)		0.14
3.3	Vehicles	0.81	3.86
-	Purchase of CUMMINS QSB 6.7 Engine (Container Lifting Vehicle 99)	0.56	
-	Engine Overhaul Kit (Cylinder, Piston, Piston Rings,	0.12	



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	Bearings, Gaskets, etc.) (Forklift 39)		
-	Transmission Overhaul Kit (Forklift 39)	0.13	
-	Investment in 3 Container Towing Vehicles		3.0
-	Investment in 1 Electric High-Lift Vehicle		0.86
4	VIP Greenport Joint Stock Company (VGR)	50.30	602.00
1.1	Construction	38.30	7.00
-	Repairing the surfaces of yards B6 and B7, underground drainage pipes, road markings, and paving the RTG runway in block C1	15.28	
-	Storm anchor pits, supports, RTG runway beams, and drainage systems in block C2	7.67	
-	Storm anchor pits, supports, RTG runway beams, and drainage systems in block C3	7.77	
-	Storm anchor pits, supports, and RTG runway beams in block C1	7.58	
-	Extending a 5-meter bridge from VGR to NDP		7.00
1.2	Dredging	12.0	88.0
-	Maintenance of the berth depth (-9.5m)	12.0	
-	Channel dredging to maintain depth (-8.5m)		76/0
-	Maintenance of the berth depth (-9.5m)		12.0
1.3	Equipment		500
-	02 Quay Cranes		300
-	6 RTG/ 6 Rubber-Tired Gantry Cranes		200
1.4	Technology		7.0
-	Auto Gate Installation		7.0
5	Green Development and Investment Service Joint Stock Company (GIC)	1.07	113.98
5.1	Dredging		2.00
-	Upgrade and fill the depressions in the yard area for loaded container stacking		2.00
5.2	Equipment	0.26	0.11
5.3	Technology	0.81	0.67
5.4	Financial investment		111.2



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-	Investment in purchasing additional factories and warehouses		40.00
-	Investment in purchasing additional transportation vehicles		67.00
-	Investment in purchasing additional machinery and equipment		4.20
6	Quang Binh - Dinh Vu Inland Port Joint Stock Company (VGI)	2.12	1.44
6.1	Construction	0.19	1.10
-	Office Area Repairs	0.19	1.10
6.2	Equipment	1.81	0.00
-	Purchase of Container Handler - TEREX/PPM	1.35	
-	630kVA-22/0.4kV Transformer Station for ICD	0.46	
6.3	Technology	0.12	0.34
-	Upgrade the Bravo Accounting Software	0.12	
-	Deploy Container Inspection Software		0.05
-	Install Antivirus Software		0.02
-	Obtain licensed Windows Server 2022 Standard for servers		0.03
-	Acquire licensed Windows 10 for PCs		0.02
-	Deploy WatchGuard Firebox M290 + HA M290		0.12
-	Set up a NAS Data Backup System		0.10
7	Nam Hai Dinh Vu Port Co.Ltd. (NDP)	41.26	35.28
7.1	Construction	30.10	7.88
7.2	Dredging	10.94	21.95
7.3	Equipment		0.25
7.4	Technology	0.22	5.20
7.5	Financial investment		
8	Central Container Joint Stock Company(VSM)	7.50	15.00
8.1	Construction	0.80	1.50
-	Renovation of the meeting rooms and first-floor office	0.25	


VIETNAM CONTAINER SHIPPING JSC

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	at 75 Quang Trung headquarters.		
-	Renovation of warehouse roofing, yard foundation, and wastewater treatment system installation at ICD Hòa Cầm (per shipping line and legal requirements).	0.55	
-	Plan for renovating and upgrading depot yard at GHL to meet shipping line requirements.		1.50
8.2	Vehicles & Equipment	6.70	13.00
-	Purchase of 6 tractor trucks and 6 40' semi-trailers (China)	6.70	
-	Plan to invest in 10 tractor trucks and 10 40' semi-trailers (China)		10.70
-	Plan to invest in 2 specialized trailers for project cargo handling		2.00
-	Plan to invest in 2 generators for refrigerated cargo operations in Quy Nhon		0.30
8.3	Technology		0.50
-	Plan to invest in upgrading the transportation management software (eTruck)		0.50
9	Viconship Hochiminh One Member Ltd., Company (HCM)	0.62	6.90
9.1	Construction	0.62	-
-	Relocate the office from 06 Thai Van Lung, District 1, to the Viconship Building in Ho Chi Minh City and renovate the office in District 7.	0.40	
-	Relocate the container yard from Tan Dong Hiep Industrial Zone to Binh Thung, Binh An, Binh Duong, and renovate the new yard to support business operations.	0.22	
9.2	Equipment	0.0	6.60
-	Purchase of 3 American tractor trucks		5.03
-	Plan to invest in 3 40' trailers.		0.98
-	Plan to invest in two 20' trailers for transporting Isotank containers		0.60
9.3	Technology	0.0	0.3
-	Plan to invest in transportation management software		0.30
10	Vietnam Container Shipping Joint Stock Corporation (Viconship)	3,101.29	1,500.00
10.1	Construction	10.74	
-	The renovation and rental expenses for the Head Office (HO) of VSC	10.74	



VICONSHIP

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10.2	Equipment	0.00	500.00
-	Investment in the procurement of machinery and equipment to support production and business operations	0.00	500.00
10.3	Investment	3,090.55	1,000.00
-	Investment in acquiring the contributed capital at Nam Hai Dinh Vu Port LLC, increasing the ownership percentage from 35% to 99.9998%	2,178.79	
-	Investment in acquiring 40.01% of the shares of Vinaship Joint Stock Company ("VNA") through stock exchange transactions.	365.11	
-	Financial Investment Including: ✓ Self-owned capital: 309.206.689.348 VNĐ ✓ Margin loans at securities companies: 237,441,483,160 VNĐ	546.65	
-	Investment in a deep-water port in the Lach Huyen area, Hai Phong, with an estimated amount of 1,000,000,000,000 VNĐ (in words: One trillion Vietnamese Dong): No suitable investment opportunities identified yet.	-	
-	Short-term financial investments, including but not limited to the use of self-owned capital and other financial leverage instruments	-	1,000.00
Total for 2024 and Plan for 2025		3,273.73	2,291.27



Additionally, in 2025, Viconship plans to undertake the following investment initiatives:

- Research, identify opportunities, and carry out long-term investments or equity contributions in a company related to seaports, potentially achieving a controlling ownership stake.
- Explore opportunities for cooperation, investment, and execution of investments in industrial parks, seaport logistics services, and/or seaports.
- Continue seeking opportunities to invest in a deep-water port, with an initial projected investment of VNĐ 1,000,000,000,000 (One trillion Vietnamese dong)

Recipients:

- AGMS;
- Filed at: Archives, BOD Office.

GENERAL DIRECTOR

(Signed)

Ta Cong Thong