

DRAFT

Hanoi, June, 2025

REPORT

PRODUCTION AND BUSINESS PERFORMANCE RESULTS IN 2024
AND PRODUCTION AND BUSINESS PLAN IN 2025

To: The 2025 Annual General Meeting of Shareholders

On behalf of the Board of Directors, the Director of Indochina Petroleum Transportation Joint Stock Company (Indochina Company) would like to report to the General Meeting of Shareholders on the production and business performance results in 2024 and the production and business plan in 2025 of the Company as follows:

PART I

PRODUCTION AND BUSINESS PERFORMANCE RESULTS IN 2024

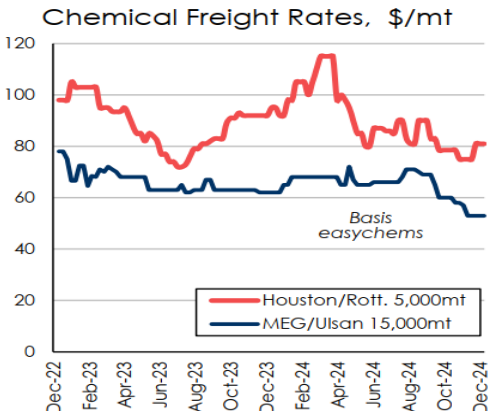
I. CHARACTERISTICS OF THE BUSINESS IN 2024

1. International oil and chemical transportation market in 2024

The war between Russia and Ukraine, which began in from 2022, has yet to come end, alongside this, stringent sanctions imposed by Western countries (EU, US) on Russia such as energy such as oil, natural gas, coal and services Russian origin; has significantly altered and restructured global trade flows, thereby reshaping the international maritime transport market. At the same time, the conflict between Israel and Hamas in the Middle East, along with attacks by the Houthi forces in Yemen on commercial vessels associated with the US and Israel transiting through the Red Sea, has forced ships to reroute via longer paths—extending voyage distances by two to three times—resulting in increased ton-mile transport demand. Meanwhile, the Panama Canal has experienced severe congestion due to drought and water shortages, which have prolonged waiting times and reduced vessel throughput, further exacerbating the shortage of available ships across various regions and routes. In 2024, international charter rates for 13K DWT oil/chemical tankers ranged between USD 12,000 and USD 14,500 per day, depending on vessel specifications and market timing. Since November 2024, despite the market entering the peak season, charter rates have shown signs of a slight downward trend

Chemicals market analysis

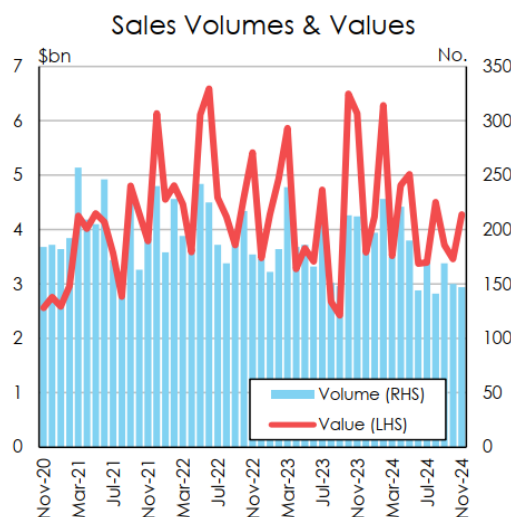
Chemicals Markets	Average		2024		Chem Market	
	2022	2023	Oct	Nov	20 Dec	Trends
Voyage Rates (\$/mt)						
10,000 MEG/WC India	45.67	49.71	45.50	37.80	35.00	SOFTER -7%
15,000 MEG/Ulsan	70.02	65.44	60.00	55.80	53.00	SOFTER -5%
15,000 MEG/Med*	123.83	103.08	165.00	163.00	163.00	STEADY 0%
15,000 MEG/Rott*	134.13	121.72	140.00	135.60	132.00	STEADY -3%
5,000 Rott/Houston	51.92	57.32	49.50	46.00	46.00	STEADY 0%
10,000 Rott/Houston	43.84	48.81	38.75	35.00	35.00	STEADY 0%
5,000 Rott/Ulsan*	93.75	100.58	105.00	102.00	105.00	STEADY 3%
5,000 Sing./Rott^	180.48	157.04	159.75	151.00	135.00	WEAKER -11%
1,000~ Sing./Houston	207.29	243.42	272.50	264.00	270.00	STEADY 2%
6,000" Ulsan/Houston	108.19	138.02	161.25	153.00	165.00	FIRM 8%
5,000 Houston/Rott	81.15	88.63	78.50	75.70	81.00	FIRM 7%
5,000 Houston/Ulsan	89.44	88.79	85.00	89.00	95.00	FIRM 7%
12mths TC, \$/day						
13,000 dwt IMO II	10,917	14,479	16,000	16,000	16,000	STEADY 0%
19,999 dwt S/S	15,385	19,292	20,500	20,000	20,000	STEADY 0%



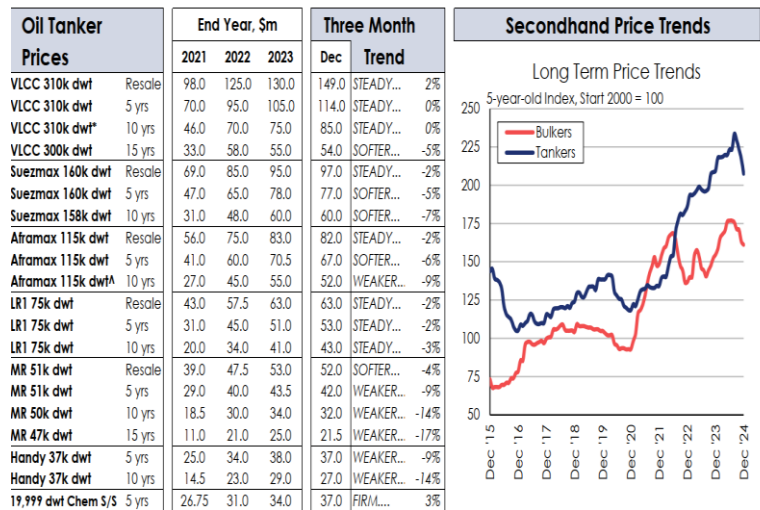
(Nguồn: Clarksons Shipping Intelligence, Gas & Chemical market section, 20th December 2024).

Prolonged high freight rates due to the lack of vessels to compensate for the long tonnage/nautical mile demand have led to a rapid increase in the S&P ship market and maintained at a high price compared to recent years. Along with the trend in the S&P market, the purchase and sale price of ships in the 13K-25K segment also increased rapidly, especially the 13K DWT chemical tanker had a higher price and faster than other segments and faster than the level of operating freight rates. Specifically, the purchase and sale price of oil and chemical tankers with a tonnage of about 13k DWT (such as PVT Elena built in 2008) increased rapidly and remained at over 11.5 – 12.5 million USD depending on each time.

Sale & Purchase Market



Secondhand Prices



(Nguồn: Clarksons Shipping Intelligence, Sale & purchase market section, 20th December 2024).

2. The road transportation Sector

In 2024, businesses in Vietnam continued to implement costs-saving measures in management and transportation. The road transportation market—particularly the office car rental service—has seen the participation of numerous companies with strong financial capacity, large fleets, and advanced technologies (such as Xanh SM, Grab, Be, Gojek, Mai Linh, etc.), resulting in an extremely high level of competition.

The Company's road transport business segment (specifically office car rental services) faced significant difficulties right from the beginning of 2024. Major clients reduced their demand for vehicles and drivers, and began widely soliciting service quotations, causing the Company to lose its competitive edge as a provider with a strong profile and large service contracts. Additionally, the Company's previous advantage in supplying driver personnel has diminished, as many private enterprises have now entered this market segment..

II. THE PRODUCTION AND BUSINESS ACTIVITIES IN 2024

1. Results of main indicators of production and business activities in 2024

Unit: Billion VND

TT	Quota	Plan For 2024	Implemented Year 2024	Rate (%)
I	Revenue	280,00	306,49	109%
1	Shipping Sector	151,72	102,65	68%
2	Road Transport Sector	116,54	119,47	103%

TT	Quota	Plan For 2024	Implemented Year 2024	Rate (%)
3	Commercial and other sectors	11,74	84,37	718%
II	Cost	258,00	275,71	107%
III	Profit before tax	22,00	30,78	140%
IV	Submit to the state budget	8,68	9,94	115%

2. Assessment of the progress in executing the 2024 business and production plan

In 2024, the Company implements the production and business plan in the context of a favorable shipping market, so the Company has maintained stable PVT ELENA ship operation with a TC contract with an average ship charter price in 2024 at 11,627 USD/day; however, the road transport sector faces many difficulties, from the beginning of 2024, due to large customers reducing cars/driving and deploying wide service offers, the Company loses the advantage of being a profile enterprise with large service contracts; the supply of human resources to drive is no longer an advantage of the Company because now there are many private enterprises that have also participated in this market. General assessment of the Company's production and business activities in 2024: Revenue will reach VND 306.49 billion/plan of VND 280 billion (*reaching 109% of the plan*) and profit before tax will reach VND 30,783 billion/plan of VND 22 billion (*reaching 140% of the plan*).

Assessment of the Company's production and business activities in 2024 is as follows:

- Regarding the field of shipping: The company proactively initiated the management of vessels, crew, and operations starting from December 2023. The results achieved in 2024 are as follows:
 - + Develop and apply the ship management apparatus with the official license of the Panamanian government flying the flag as a technical manager with the license term until 3/10/2028 (management field: Oil tanker; Chemical tanker; Carrier gas; Bulk carrier and some other common ships); issuance of official certificates of ISSC, MLC, SMC to ensure the eligibility to proactively self-manage safe and effective techniques - exploitation - seafarers from the beginning of 2024 (saving about 2.5 billion VND/year).
 - + Recruiting, training, consolidating the technical management apparatus - seafarers, exploiting, reviewing, amending and supplementing the system and process of ship management approaching the management ground of oil/chemical ships, meeting the requirements of charterers in the international market. In particular, the optimal use of seafarers and timely recruitment of seafarers and shift replacement (phase 2) according to MLC's regulations (completed in December 2024) with the most economical seafarer management costs.
 - + Registered by ABS, issued a certificate for PVT ELENA ships to achieve CAP 1 and have made an IHM Part I report to qualify the ship to enter Europe according to regulations.
 - + Completed the vetting sire for PVT Elena Company 2 times on 31/1/2024 and on 25/7/2024 at the request of the Charterer.
 - + Coordinate with ABS to inspect the ship annually at Port Klang port, Malaysia, organize a rehearsal of coordination in handling the situation between the office and the ship; review and evaluate the entire TMSA system to improve and improve the quality of management; invited the Surveyor to conduct an official TMSA assessment in the middle of December 2024.
 - + Regularly organize leaders/DPAs to conduct on-site inspections on ships and organize shore ship drills in 2024 in accordance with regulations.
- In the field of road transportation: The company faced significant challenges as partners and customers requested deep price reductions, limited the use of vehicle

rental services, and decreased the volume/frequency of CNG tank usage. The company promptly liquidated vehicles when the business was no longer effective and worked with drivers to carry out labor contract termination procedures in accordance with current legal regulations when partners/customers no longer required the services.

- Strengthen management and improve the efficiency of using cash flow in production and business activities.

3. Corporate restructuring activities; the status of capital utilization/funds raised from the additional share issuance offered to existing shareholders to increase the Company's charter capital.

- 2024 is the 2nd year, the Company continued to implement the restructuring roadmap to transform the main business to the shipping business, achieving positive results according to the trend of sustainable development.

- The company has increased its charter capital from VND 100 billion to about VND 164.9 billion. However, with the ship trading market has increased and changed too quickly, so after completing the capital increase, with the sudden increase in the ship trading market, the purchase and sale price of 13K chemical tankers has increased far beyond the total approved investment of 10,535 million dollars for ships of the same age and makes the project risky, no longer effective for investment in 2024.

- The content of the report on the use of capital/proceeds from the issuance of additional shares offered to existing shareholders to increase charter capital has been presented by the Company in Explanation No. 20 of the Explanation to the 2024 financial statements audited by Deloitte Vietnam Auditing Co., Ltd. Specifically, as follows:

+ According to the Resolution of the Extraordinary General Meeting of Shareholders No. 02/NQ-VTDKĐD-DHDCD dated August 21, 2023, the Company has carried out procedures to issue additional shares to the public to existing shareholders with the number of shares registered for offering is 7,000,000 shares (par value 10,000 VND/share) and plans to use the proceeds to supplement capital for the plan to buy 01 tanker of oil/chemicals with a tonnage of about 10,000 DWT – 25,000 DWT. The number of existing shareholders who have signed and paid for the purchase is 6,493,172 shares, equivalent to 64,931,720,000 VND with a successful sale rate of 92.76%.

+ According to the Resolution of the General Meeting of Shareholders No. 01/NQ-VTDKĐD-ĐĐĐĐĐ dated May 29, 2024, the Company will continue to implement the above-mentioned ship purchase plan in 2024 or transition depending on market conditions. As of December 31, 2024, the Company has not made the fixed asset investment as planned and has not used the capital obtained from the additional issuance of shares offered to the public to the existing shareholders mentioned above.

- Due to the plan to buy 01 oil/chemical tanker with a tonnage of about 13,000 DWT in 2024, it has faced difficulties and failed. The Company has considered and evaluated the ship trading market and the exploitation market for construction, submission and has been approved by the Extraordinary General Meeting of Shareholders in 2025 of the Company (Resolution No. 01/NQ-VTDKĐD dated March 20, 2025) through relevant contents, specifically:

+ Approved the ship investment plan in 2025, specifically: invest in 01-02 bulk cargo ships with a tonnage of up to 65,000 DWT or 01 oil/chemical tanker with a tonnage of about 10,000 – 25,000 DWT (transitional project).

+ Approved the project to purchase handysize bulk carriers with a tonnage of up to 40,000 DWT.

+ Approval of the change in the plan to use capital/proceeds from the issuance of additional shares offered to existing shareholders to increase the charter capital of Indochina Petroleum Transportation Joint Stock Company approved by the General Meeting of Shareholders in Resolution No. 02/NQ-VTDKĐD dated August 21, 2023. In which, the entire capital/proceeds from the offering/issuance of VND 64,931,720,000 are used to supplement capital for the project to purchase 01 handysize bulk carrier with a tonnage of up to 40,000 DWT under the investment plan in 2025.

The General Meeting of Shareholders authorizes/assigns the Board of Directors of the Company to choose and decide the time of disbursement in accordance with the Company's plan to ensure the highest benefits for shareholders and the Company.

- Currently, on the basis of the project to purchase a handysize bulk carrier with a tonnage of up to 40,000 DWT approved by the General Meeting of Shareholders, the Company has implemented the steps and procedures for bidding in accordance with regulations and has submitted to the Board of Directors for approval the selection of the purchased ship (Resolution No. 11/NQ-VTDKĐD-HDQT dated May 15, 2025). expected to complete ship delivery in June 2025.

4. Digital transformation and corporate governance

- The company has maintained the effective use of dispatch and document management systems (IDOC), accounting software (FBO), business administration software (1 Office) and electronic social insurance software (EPY).
- The company has used ship - crew - material document management software (GPMS) to specialize ship management and Videotel software in safety and technical training for officers, employees and seafarers;

5. Management and use of the Company's capital:

- The management and use of capital and assets are carried out by the Company in accordance with the provisions of law. Equity is used for the right purpose, complies with the provisions of the Law and brings the best efficiency to the unit.
- In 2024, the Company will not allow bad debts and bad debts to occur in production and business activities and has implemented the collection of part of the outstanding bad debts of previous years (with an amount of VND 551 million).

6. Human resources management and employee income

- In 2024, the Company has synchronously implemented solutions to implement production and business plans and tasks, striving to maintain the road transport business, thereby ensuring effective work and improving the material and spiritual life of employees.
- The number of employees as of December 31st, 2024: 134 employees and the average income of employees of the whole Company in 2024 will reach 18.5 million VND/year; of which, the income of employees in the executive sector (excluding seafarers) is 14.5 million VND/year, an increase of about 7% compared to 2023 (13.5 million VND/year).

7. Internal training and training

The company proactively organizes and invites training and coaching experts at the operation block and the ship's command board and crew on board to Sire 2.0, TMSA to be ready for vetting sessions that meet the requirements of charterers, meet TMSA standards according to international practices and regulations. Up to now, the unit has signed a contract in principle with a number of training institutions and has been approved DPA professional training (4 people), training on Sire 2.0 (5 people), training on internal assessment (6 people), training for security officers (3 people), training for main trainers (2 people), training on cyber security (1 person), training on safe mining operations, etc fleet manager (1 person). The company has organized and sent personnel to participate in internal training programs/sessions, onjobs, training at schools/training institutions and executives and seafarers can participate in all internal training courses every year; In which: 24 rounds of training on technical management - crew - exploitation, 2 sessions on finance and accounting, 7 sessions on administration - management - human resources, other specialties. Appoint 6 officers and experts in the field of exploitation - engineering - seafarers to train on-job at other shipping units to improve their professional qualifications to meet the requirements of enterprises in the next period.

8. Performance of governance, finance and accounting

- The development of the governance framework and review of internal regulations and regulations: The Company has reviewed, updated, amended and supplemented the types of internal governance regulations including Commercial Regulations,

Regulations on Salary and Bonus; Cash flow regulations; Regulations on debt management, receivables and payables to ensure the synchronization and compatibility of new regulations.

- The handling of outstanding debts from previous periods/years: The Company has drastically implemented debt recovery solutions with the result of collecting part of the outstanding bad debts of previous years (with an amount of VND 551 million).
- Restructuring of the loan to buy PVT Elena: The Company has restructured and transferred the loan to finance the PVT Elena from MSB Bank – Ho Chi Minh City Branch to BIDV Bank – Trang Tien Branch from 04/2024 with the result that the Company has saved, reduced the early repayment fee with an amount of more than VND 4.5 billion and the average loan interest rate has decreased much from 9.5%/year to about 7%, contributing to making investment projects more effective from 2024.
- Capital arrangement for the investment plan in 2024: The Company has worked and BIDV Bank – Trang Tien Branch has announced to accept loan credit financing for the plan to buy a ship (ship No. 2) carrying oil and chemicals with a tonnage of about 13,000 DWT with suitable conditions in terms of interest rates and loan conditions.

PART II

PLANS AND TASKS FOR PRODUCTION AND BUSINESS ACTIVITIES IN 2025

I. CORE TASKS OF THE 2025 PLAN

- Organize the safe and effective management and exploitation of the Company's fleet to meet the requirements of the market and customers.
- Strengthen the safety and technical management of ships, strictly manage the loss of goods, fuel consumption of the fleet, reduce costs, and optimize the efficiency of ship operation.
- Safely and effectively exploit invested assets in the field of road business - logistics - trade (office car rental, CNG tank rental, etc.); Continue to improve service quality to maintain contracts with existing customers; only consider investing in replacing old cars with new ones to meet customer requirements on the basis of balancing capital sources and ensuring the efficiency of the project.
- Regularly monitor and update the market situation, in order to implement investment projects effectively and in accordance with the law according to the approved plan.
- To preserve and develop the capital of shareholders, maintain and improve indicators to ensure the safety of the Company's financial activities. Fully manage and balance capital for investment projects and regular operations of the Company.
- Actively recover overdue debts and bad debts, strengthen the inspection/control and strict management of the debt situation, ensuring that no more bad debts and bad debts arise.
- Focus on the development of human resources, adjacent and potential teams. Improve the quality of resources through training and rotation of cadres.
- Implement the approved restructuring plan roadmap. To consolidate the organizational and management apparatus in the direction of compactness, professionalism and efficiency; application of science and technology in management; establish a ship management apparatus and system according to international standards and customer requirements to be fully proactive in the management and operation of the fleet.
- Implementing digital transformation at the unit ensures synchronization throughout the system, meeting the requirements of management and transactions on the digital platform to improve hiệu quả công việc, đảm bảo việc lưu trữ thông tin, dữ liệu đầy đủ, an toàn và bảo mật.
- Building and standardizing a professional working environment throughout the Company; continue to build corporate culture.

- Ensure jobs, improve the material and spiritual life of employees in the Company; actively participate in social security work.

II. BUSINESS OPERATION AND INVESTMENT PLAN TARGETS FOR 2025.

On March 20th, 2025, the Extraordinary General Meeting of Shareholders in 2025 of the Company approved the targets of the production and business plan and investment in 2025, specifically as follows:

1. Production and business plan targets.

TT	Quota	Unit	Plan for 2025
1	Total Revenue	Billion VND	320,0
2	Profit before tax	Billion VND	22,0
3	Tax to the state budget	Billion VND	8,6

2. The investment plan target

TT	Content	Unit	Investment plan in 2025		
			Amount	In which	
				Equity	Loans + Others
1	Investment project of 01-02 bulk carriers with a tonnage of up to 65,000 DWT or 01 tanker of oil/chemical with a tonnage of about 10,000 - 25,000 DWT (transitional project)	Million USD	25,00	7,50	17,50
2	Plan to buy and replace rental cars (6 cars for rent to replace liquidated cars, transitional projects)	Billion VND	15,22	7,61	7,61

Note: *Planned exchange rate in 2025: 25,000 VND/USD*

III. SOLUTIONS TO IMPLEMENT THE PRODUCTION AND BUSINESS PLAN IN 2025

On the basis of assessing the geopolitical situation, market, advantages and difficulties related to the shipping and road transport industry (international and domestic), the Company has developed a number of appropriate solutions to be ready to promptly respond flexibly to future fluctuations in order to strive to complete the targets of the production and business activity plan. The General Meeting of Shareholders approves 2025, specifically as follows:

1. Solutions for organization, management, resource development and corporate culture enhancement

- Continue to consolidate and improve the efficiency of the human resource apparatus to meet the technical management of ships - crew - exploitation in the safest and most effective manner in the fleet owned by the unit.
- Update the salary and bonus payment mechanism in the direction of paying salaries according to the 3P to attract and recruit personnel with the ability to transfer to ship engineering and ship operation, create motivation for employees to study, work, strive to meet the requirements of production and business activities, the development of the unit.

- Continue to upgrade the ship management system, proceed to implement DOC assessment with partners in the IACS association and meet TMSA standards according to the common ground of similar shipping enterprises/requirements of charterers
- Promote the construction, communication, implementation of corporate culture and standardization of the working environment in the direction of professionalism throughout the Company.

2. Financial and investment solutions

- In order to promptly implement the investment plan to purchase ship No. 2 in accordance with market developments and implement the production and business planning tasks in 2025, the Company will submit to the General Meeting of Shareholders in early 2025 to approve the adjustment of the plan to use the increased charter capital, adjust the plan to purchase ships and types of ships to buy ships in time to buy ships and put them into operation in the first half of the year 2025 and is expected to invest in the purchase of the next ship (No. 3) after the stable operation of ship No. 2.
- The company actively works with credit institutions to promptly meet credit capital for investment projects, as well as other credit capital needs in production and business activities of the unit.
- Strengthen financial management to ensure financial balance, ensure cash flow for investment and production and business activities of the Company

3. Market Solutions

- Regularly update information on the shipping market to have appropriate response solutions, develop flexible ship operation plans in accordance with the conditions of the company's management system for the highest efficiency;
- Continue to associate with potential partners to maintain office car rental contracts, romooc rental contracts - CNG tanks.
- Strengthen the search for business cooperation opportunities with other customers to increase the efficiency of exploiting the fleet of vehicles for offices and CNG tanks.
- Actively seek and develop new business areas to improve the efficiency of using capital and other resources at the Company.

4. Solutions for training, science and technology and digital transformation

- Develop training plans , diversify training types, programs and training contents according to actual requirements for human resource development in accordance with business development strategies.
- Improve professional skills, foreign languages, practice industrial manners, attitudes, and working ability to meet international requirements for seafarers on the fleet.
- Strengthen training, encourage employees to self-study to improve their professional qualifications, focus on implementing internal training and send employees to participate in internal training and training sessions at the unit.
- Promote the application of digital transformation in governance, management and exploitation business to improve work efficiency, ensure the storage of information and data is complete, safe and confidential in accordance with the situation of the unit.

Concrete:

+ Shipping sector: In 2024, GPMS technical management software has been deployed, initially managed the work deployed on ships according to the safety management system, ship certificates, crew shifts; in 2025, the company will continue to maintain and improve the application of software to monitor the import and export of materials to control the ship's budget. The company will deploy equipment to improve viotel software features from the Silver version with 25 lessons to the gold version with 75 practical lessons to improve the understanding level of officers and employees as well as crew members on board.

+ FBO accounting software: continue to complete the management accounting report module as required at the unit.

- + The company continues to effectively use the official dispatch and document management system (IDOC); maintain the business administration software (1 Office) and the electronic social insurance software (EPY).
- + The company will study and consider deploying digital signature reporting software.

5. Solutions for management, safety, health and environment systems

- Continue to review, update, supplement and promulgate new statutes, regulations and processes that meet the requirements of actual production and business activities at the Company.
- Build an international safety management system in accordance with regulations (SOLAS, MARPOL, etc.), the International Safety Management Code (ISM Code) and strengthen propaganda and education to achieve the goal of not causing accidents, causing property damage and not harming the environment.

6. Solutions for international integration cooperation

- Seek opportunities to cooperate with domestic and international partners with capacity and experience in the field of oil/chemical transportation, oil and gas maritime services to effectively exploit the vessels that have been and will be invested.
- Above is the Report on production and business results in 2024, production and business plan in 2025 of Indochina Petroleum Transportation Joint Stock Company.

Respectfully report to the Annual General Meeting of Shareholders in 2025.

Respect./.

DIRECTOR

Le Thanh Son

CÔNG TY CỔ PHẦN VẬN TẢI DẦU KHÍ ĐÔNG DƯƠNG

TỔNG HỢP KẾT QUẢ HOẠT ĐỘNG SẢN XUẤT KINH DOANH NĂM 2024

Stt	Chỉ tiêu	Đơn vị tính	Năm 2024		So sánh
			Kế hoạch	Thực hiện	TH/KH
1	2	3	4	5	11
I	Tổng doanh thu	Tr.đồng	280.000	306.490	109%
1	Từ dịch vụ vận tải	Tr.đồng	268.256	222.122	83%
1.1	LV Vận tải biển	Tr.đồng	151.716	102.650	68%
1.2	LV cho thuê xe VP	Tr.đồng	109.148	110.276	101%
1.3	LV cho thuê bồn chứa CNG	Tr.đồng	7.392	9.196	124%
2	Từ Kinh doanh thương mại và các lĩnh vực khác	Tr.đồng	11.744	84.368	718%
II	Tổng chi phí	Tr.đồng	258.000	275.707	107%
1	Giá vốn hàng bán	Tr.đồng	227.474	248.671	109%
2	Chi phí hoạt động tài chính và chi phí khác	Tr.đồng	16.330	10.631	65%
3	Chi phí quản lý doanh nghiệp	Tr.đồng	14.196	16.405	116%
III	Lợi nhuận trước thuế	Tr.đồng	22.000	30.783	140%
IV	Lợi nhuận sau thuế	Tr.đồng	17.600	24.464	139%
V	Các khoản phải nộp NSNN	Tr.đồng	8.680	9.940	115%

INDOCHINA OIL AND GAS TRANSPORT JOINT STOCK COMPANY

BUSINESS PLAN 2025

Status	Target	Unit of measure	Plan 2025
1	2	3	6
I	Total revenue	million dong	320,000
<i>I</i>	From transportation services	<i>million dong</i>	255,271
<i>1.1</i>	<i>LV sea transport</i>	<i>million dong</i>	<i>191,663</i>
<i>1.2</i>	<i>LV car rental office</i>	<i>million dong</i>	<i>55,736</i>
<i>1.3</i>	<i>LV CNG tank rental</i>	<i>million dong</i>	<i>7,872</i>
2	From Business and Other Fields	million dong	64,729
II	Total cost	million dong	298,000
1	Cost of goods sold	million dong	251,929
2	Financial operating expenses and other expenses	million dong	24,071
3	Business management costs	million dong	22,000
III	Profit before tax	million dong	22,000
IV	Profit after tax	million dong	17,600
V	Amounts payable to the State budget	million dong	8,640

BASIC CONSTRUCTION INVESTMENT AND EQUIPMENT PURCHASE PLAN IN 2025

Stat us	Project name	Unit of measure	Total investment			Plan 2025		
			Total	In there		Total	In there	
				Equity	Loan + other		Equity	Loan + other
<i>A</i>	<i>B</i>	<i>C</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>7</i>	<i>8</i>	<i>9</i>
	Total (=A+B+C)	Billion VNI	640.220	195.110	445.110	640.220	195.110	445.110
	Foreign currency	Tr.USD	25.000	7.500	17.500	25.000	7.500	17.500
	Local currency	Billion VNI	15.220	7.610	7.610	15.220	7.610	7.610
A	Basic construction investment							
I	Group A Project							
1	Transition Project							
2	New Project Start *							
3	Project investment preparation							
II	Group B Project	Tr.USD	25.000	7.500	17.500	25.000	7.500	17.500
1	Transition Project	Tr.USD						
	<i>Investment project for 01-02 bulk carriers with a capacity of up to 65,000 DWT or 01 oil/chemical tanker with a capacity of about 10,000 - 25,000 DWT (transitional project)</i>	Tr.USD	25.000	7.500	17.500	25.000	7.500	17.500
2	New Project Start *	Tr.USD						
3	Project investment preparation	Tr.USD						
III	Group C Project	Billion VNI	15.22	7.61	7.61	15.22	7.61	7.61
1	Transition Project	Billion VND						
	Option to purchase replacement rental cars (6 rental office cars to replace liquidated cars)	Billion VNI	15.220	7.610	7.610	15.220	7.610	7.610
2	New Project Start *	Billion VND						
3	Project investment preparation	0						
B	Financial investment							
1	Transition Project							
2	New Project Start *							
3	Project investment preparation							
C	Equipment Purchase							
1	Transition Project							
2	New Project Start *							