

**DISCLOSURE OF INFORMATION ON THE ELECTRONIC PORTAL OF
THE STATE SECURITIES COMMISSION AND THE HANOI STOCK
EXCHANGE**

To:

- The State Securities Commission;
- The Hanoi Stock Exchange.

Company Name: Phuoc An Port Investment and Exploitation Petroleum Joint Stock Company

Stock Code: PAP

Head Office Address: Phuoc An Port, Ba Truong Hamlet, Phuoc An Commune, Dong Nai Province, Vietnam

Phone: 02513 685588/ 19005168

Person in charge of information disclosure: Nguyen Van Hoang

Position: Head of Organization & Administration Department / Secretary of the Board of Directors / Authorized Information Disclosure Representative

Type of information disclosed: Extraordinary (within 24 hours)

Content of disclosed information: On March 20, 2026, the Board of Directors of Phuoc An Port Investment, Construction and Petroleum Exploitation Joint Stock Company issued Resolution No. 40/NQ-PAP approving the investment in the construction of Phase 3 (PK3.1) of the Phuoc An Port Construction Investment Project.

This information was disclosed on the Company's website on the same date at the link <https://phuocanport.com>. We hereby certify that the above-disclosed information is true and accurate, and we assume full responsibility before the law for the contents disclosed.

Respectfully./.

**PHUOC AN PORT INVESTMENT AND EXPLOITATION
PETROLEUM JOINT STOCK COMPANY
INFORMATION DISCLOSURE REPRESENTATIVE**



NGUYEN VAN HOANG

RESOLUTION

Regarding the approval of investment for the construction of Phase 3 (PK3.1) -
Construction Investment Project Phuoc An Port

**BOARD OF DIRECTORS OF PHUOC AN PORT INVESTMENT AND
DEVELOPMENT JOINT STOCK COMPANY**

Based on the Enterprise law;

Based on the Charter and Operating Regulations of the Board of Directors of Petro Vietnam Phuoc An Port Investment & Operation Joint Stock Company;

Based on the Construction Law No. 50/2014/QH13 dated 18th June , 2014, which has been amended and supplemented by Law No. 62/2020/QH14;

Based on Government Decree No. 35/2023/ND-CP dated 20th June, 2023, amending and supplementing a number of articles of decrees under the state management of the Ministry of Construction;

Based on Decree No. 06/2021/ND-CP dated 26th January, 2021 of the Government detailing some contents on quality management, construction and maintenance of construction works.

Based on Government Decree No. 175/2024/ND-CP dated 30th December, 2024, detailing a number of articles and measures for implementing the Law on Construction regarding the management of construction activities (as amended and supplemented by Decree No. 178/2025/ND-CP).

Based on Circular No. 06/2021/TT-BXD dated 30th June, 2021, of the Ministry of Construction, which regulates the classification of construction works and provides guidance on its application in the management of construction investment activities (amended and supplemented by Circular No. 02/2025/TT-BXD and Circular No. 09/2025/TT-BXD).

Based on Resolution No. 098/NQ-PAP dated 8th March, 2011, of Phuoc An Port Investment and Exploitation Joint Stock Company on the approval of the investment project for the construction of "Phuoc An Port, connecting road to Phuoc An Port and port logistics service area";

Based on Resolution No. 218/NQ-PAP dated 25th November, 2021, of the General Meeting of Shareholders approving the policy to adjust the Phuoc An Port Project and the Port Logistics Service Area;

Based on Resolution No. 547/NQ-PAP dated 16th June, 2022, of the Board of Directors of Phuoc An Port Investment and Exploitation Joint Stock Company on approving the separation of the Phuoc An Port project and the Logistics Service Area;

Based on Resolution No. 111/NQ-PAP dated 15th December, 2025, of the Board of Directors of Phuoc An Port Investment and Exploitation Joint Stock Company, approving the list of standards and regulations applicable to the survey, design, construction, and acceptance of the Phuoc An Port construction investment project – Phase 3 (PK3.1).

Based on the feasibility study report for Phase 3 (PK3.1) – Phuoc An Port construction investment project, prepared by Investment and Design Consulting Company No. 1 in January 2026;

Based on document No. 17/2026/BCTT dated 14th January, 2026, from the Institute of Marine Engineering - Hanoi University of Civil Engineering, regarding the report on the

results of the verification of the feasibility study report for the investment and construction of Phuoc An Port - Phase 3 (PK3.1);

Based on document No. 01/2026/ATGT-LBMK dated 7th January, 2026, from Long Binh Mekong Joint Stock Company regarding the Report on the results of traffic safety verification (investment project planning phase) for the Phuoc An Port Construction Investment Project – Phase 3 (PK3.1);

Based on document No. 1822/SXD-QLHTKT dated 13th February, 2026, from the Department of Construction - Dong Nai Province, regarding the notification of the results of the appraisal of the feasibility study report for the investment and construction of Phuoc An Port Project - Phase 3 (PK3.1).

Based on the Submission No.553 /TTr - PAP dated 18 March, 2026, from the General Director of the Company regarding the approval of investment in the construction of Phase 3 (PK3.1) - Phuoc An Port Construction Investment Project;

Based on the Minutes of the Board of Directors' Opinion Vote Counting Report No. 38/BB - PAP dated 20 March, 2026.

RESOLUTION

Article 1: The Board of Directors unanimously approves:

1. Approval of investment for the construction of Phuoc An Port Investment Project – Phase 3 (PK3.1), specifically:

I. General project information:

1). Project name: Investment in the construction of Phuoc An Port – Phase 3 (PK3.1).
2). The investment decision-maker: Phuoc An Port Investment and Exploitation Petroleum Joint Stock Company.

3). Investor: Phuoc An Port Investment and Exploitation Petroleum Joint Stock Company.

4) Objectives and scale of investment in construction.

4.1). Investment and construction objectives:

Invest in the construction of a berth capable of receiving cargo ships with a deadweight tonnage of up to 60,000 DWT (design calculations show it can accommodate ships up to 100,000 DWT when conditions are met).

4.2). Scale of investment in construction:

- Construction area: 55.37 hectares.

- Port scale:

+ Length 140m; width 48m.

+ Top elevation of the wharf: +2.8m; bottom elevation of the wharf: -17.5m (National elevation system)

+ The water area is 140m long and 45m wide (from the edge of the dock towards the river).

+ The structure of the extended Pier No. 5 is of the high pile foundation type, with a flexible cap on a reinforced concrete pile foundation, including a system of transverse beams, longitudinal beams, and a reinforced concrete bridge deck.

- Embankment for bank protection:

+ Embankment crest elevation: +2.80m, embankment base elevation: according to dredging -17.5m (National system).

+ Structure: Corner walls with reinforcing ribs made of cast-in-place reinforced concrete on a foundation of high-strength prestressed centrifugal concrete piles, combined with a prestressed reinforced concrete sheet pile wall structure.

- Ground leveling:

+ The land leveling area is divided into 2 zones (zone 1 approximately 183,001.6 m²; zone 2 approximately 303,201.8 m²).

- Excavate the organic layer to an elevation of -0.50m. The excavated organic soil will be transported and disposed of at designated sites. The backfill material used is sand, leveled and compacted in layers ≤50cm thick, ensuring sufficient compaction; the thickness of the sand fill ranges from +0.00m to +2.69m. The finished leveled surface elevation is +1.80m (National elevation system).

- Background processing:

Depending on the location, the foundation can be treated using vacuum-drained wick drains combined with preloading or soil-cement piles.

- Forklift and RTG operating area:

+ According to the design area, it includes a container yard for forklift operation (basic structure as follows: interlocking concrete blocks; sand cushion; cement-stabilized aggregate; crushed stone aggregate; 3-axis geogrid; sand for leveling and compaction; yard base after leveling and foundation treatment) and a container yard for RTG crane operation (basic structure as follows: containers are placed on container support beams, RTG track beams, placed on a foundation with the following structure: crushed stone aggregate; 3-axis geogrid; sand fill; compacted base).

+ The internal road network of the RTG yard has the following basic structure: interlocking concrete blocks; sand cushion; cement-stabilized crushed stone aggregate; type II crushed stone aggregate; 3-axis geogrid; leveling sand for compaction; yard base after leveling and foundation treatment.

- Internal roads, bridges, and parking lots:

a) Internal road system

+ Zone 1: Includes 7 main routes with a total length of approximately 2.9km: 3 routes running horizontally across the beach, 3 routes running vertically along the beach, and 1 route adjacent to Zone 1, with a total internal road area of approximately 6.03ha.

+ Zone 2: Includes 8 main routes with a total length of approximately 4.4 km: 4 routes along the horizontal direction of the beach, 2 routes along the vertical direction of the beach, 1 route adjacent to the embankment, and 1 route adjacent to zone number 1, with a total area of internal roads and parking lots of approximately 9.39 hectares.

+ The structure consists of subbase layers and a superstructure using interlocking concrete blocks. The area around the main gate, however, has a reinforced concrete slab structure.

b) Internal overpass

+ Number of bridges: 2; length approximately 41.75m; width 17m and 24.5m; approach road length approximately 38.9m. Load capacity HL-93.

+ The overall structure consists of prestressed reinforced concrete I-beams, U-shaped reinforced concrete abutments, and approach roads of similar scale to the main route leading to the bridge. The embankment is placed on a CDM foundation.

c) The parking lot has a reinforced concrete slab structure and underlying structural layers as designed.

- Road to the port:

+ The route is 911.91m long and 21m wide, with a cross-section of: 15m carriageway; 4m sidewalk; and 4m median strip (of which 2m is part of phase 1, already invested in).

+ The roadbed is treated using a wick drain solution combined with vacuum loading; the area adjacent to the existing road is treated with soil-cement piles (part of the leveling and foundation treatment category).

+ The road pavement structure is basically arranged in accordance with the structure of the connecting road to the port that has been assessed and approved.

+ Sidewalks and median strips are planted with trees to provide surface cover.

+ Integrated drainage and lighting systems.

- Gates and fences:

a) Port gate

+ The width is 52.9m, the length along the traffic channel is 27.5m, including 11 entry and exit lanes and 1 lane for oversized vehicles, with traffic channel widths of 3.5m and 5.3m.

+ The structure consists of a shallow reinforced concrete foundation and a steel frame made of composite steel sections. Technical systems such as electricity and water supply are designed according to current standards.

b) Entrance to the warehouse area

+ Width of 22.6m, including 4 entrance lanes, traffic flow width of 4.75m.

+ The structure consists of a shallow reinforced concrete foundation and a steel frame made of composite steel sections. Technical systems such as electricity and water supply are designed according to current standards.

c) Fence

+ Fence line for area number 1: line number 1 is 1422.96m long. Shallow foundation structure with reinforced concrete pillars.

+ Fence line for area number 2: line number 1 is 1087.78m long. Shallow foundation structure with reinforced concrete pillars.

- The structure is in the form of a house:

a) Housing for dispatchers and workers

+ Single-story house, 144m² (24m x 6m). Steel frame structure, corrugated iron walls, insulated corrugated iron roof. Shallow reinforced concrete foundation. Technical systems: Electricity, water supply, fire protection... designed according to current standards.

b) Warehouse

+ A single-story industrial building with a steel structure, measuring 200m x 80m, with a total area (center-to-center) of 16,000m². Column height (from ground level) is 12m, warehouse height from ground level is 20.5m, and warehouse floor height from the yard level is 1.3m. The exterior walls are constructed of brick and covered with corrugated iron. The brick walls are plastered with cement mortar and finished with paint.

+ Foundation structure made of reinforced concrete on prestressed reinforced concrete pipe piles. Warehouse floor slab structure made of reinforced concrete.

+ Technical systems including: power supply, drainage, fire protection... are arranged according to current standards.

c) Power substations

+ MS3: single-story house, area 483.6m² (45.2m x 10.7m), height 6.2m (from ground level). SS11: single-story house, area 107.9m² (12.4m x 8.7m), height 4.9m (from

ground level). SS12, SS13: single-story houses, area 60.8m^2 ($11.7\text{m} \times 5.2\text{m}$), height 4.9m (from ground level).

- + General structure: monolithic reinforced concrete roof frame, reinforced concrete foundation on prestressed pipe piles.

d) Pumping station, water tank

- + Underground water tank for domestic use and fire fighting, with a capacity of 1500m^3 , monolithic reinforced concrete structure in a semi-underground form on reinforced concrete pile foundation.

- + Pumping station: a single-story building on top of the water tank, with an area of 49.2m^2 ($8.73\text{m} \times 5.64\text{m}$), a height of 3.7m (from the tank surface), and a monolithic reinforced concrete frame structure.

- Electrical system:

- + The planned power supply for phase 3 is connected to the existing medium-voltage line running to the left of the project boundary at the existing 120-DT pole (from the Textile and Garment Substation 110/22kV – $2 \times 40\text{MVA}$). The total power in kVA with $\cos = 0.85$ is: 27,102 (kVA).

- + Construct a system of substations to supply power to the load areas. From the pole housing the port's protection equipment, the 22kV cable line is laid underground along the green sidewalk to the main switching station MS3 (area No. 1) located in the technical infrastructure area. From station MS3 (area No. 1), the cable line is split into two branches.

- + The 22kV underground cable route uses underground copper cable routed through HDPE pipes in technical trenches or cable ducts.

- + Substations: MS3, S11, S12, S13.

- + Low-voltage power supply system: supplied from SS substations to various areas (RTG crane area, cold storage area, warehouse, main gate, charging area, STS crane).

- + Lighting power supply system.

- + The power supply is taken from the MS3 cabinet, SS5 substation, and SS6 substation. The power supply cables from the substation to the lighting control cabinets located at the base of each lamp post use copper cables routed in HDPE plastic pipes when buried underground in the yard or green corridor.

- Technical infrastructure projects:

a) Surface drainage system

- + The surface drainage system is selected and arranged based on the function of each area of use, synchronized with the collection manholes and leading to 09 discharge outlets.

- + The structure used includes: U400 drainage ditch; D350 double-walled HDPE pipe; D(600-1500)-H30 reinforced concrete culvert.

b) Lighting

- + Zone 1: Along the isolation corridor with the road in front of the port, 05 floodlight poles, each 30m high, are installed to provide lighting for the yard area and the entire road in front of the port. Each pole is equipped with 09 semi-wide-beam floodlights fitted with LED bulbs.

Three 30-meter-high floodlight towers are evenly distributed across the beach surface. Each tower is fitted with nine semi-wide-angle floodlights using LED bulbs.

- + Zone 2: Along the pier (at the corner of the beach), 5 floodlight poles, 30m high, are installed, each pole fitted with 12 sets of semi-wide LED floodlights.

Four 30m high lighting poles are evenly distributed across the beach surface and

isolation corridor, each pole fitted with 6-9 semi-wide-angle LED floodlights.

c) Domestic water supply system

+ The water supply network is directly connected to the external water supply pipeline. A 100m³ domestic water tank will be constructed (shared with the fire fighting water tank) and a domestic water pumping station will be built.

+ Pipe materials: Specialized HDPE pipes for water supply networks are used, with pipe connections made by heat welding. Pipe diameters range from DN50 to DN160.

d) Firefighting water supply system

+ The firefighting water supply system is drawn from a firefighting water tank and a domestic water tank with a total capacity of 1500m³.

e) Information technology system

+ The integrated information technology system includes surveillance cameras, a network system, and an independent power supply.

5) Consulting firm for preparing the feasibility study report for construction investment, organizing the preparation of construction surveys; Consulting firm for verification.

5.1). Consulting firm for preparing the Feasibility Study Report: Number One Investment and Design Consulting Joint Stock Company.

5.2). Consulting firm for construction survey preparation: Number One Investment and Design Consulting Joint Stock Company.

5.3). Consulting and verification organization:

- Institute of Offshore Engineering (ICOFFSHORE): Reviewing feasibility study reports.

- Long Binh Mekong Joint Stock Company: Traffic safety inspection.

6). Construction site: Phuoc An commune, Dong Nai province.

7) Type and group of projects; Type and class of main structures; service life of main structures as per design.

7.1). Project type and group: Investment project for the construction of transportation infrastructure.

7.2). Type and class of main structure: Transportation infrastructure, class I; the designed service life of the main structure is 50 years.

8). Number of design steps, main standard categories selected.

8.1). Number of design steps: Two-step design (basic design and post-basic design implementation)

8.2). The main list of standards selected: Resolution No. 111/NQ-PAP dated December 15, 2025, of the Board of Directors of PAP Company approving the list of standards and regulations applicable to the survey, design, construction, and acceptance of the Phuoc An Port construction investment project – Phase 3 (PK3.1).

9). Total investment capital:

- Total investment for Phase 3 (PK3.1): 7,942,475,557 thousand VND.

In there:

+ Land clearance costs: 5,805,729 thousand VND.

+ Construction costs: 4,570,201,692 thousand VND.

+ Equipment costs: 2,622,462,955 thousand VND.

- + Management expenses: 29,808,219 thousand VND.
- + Construction consulting fees: 44,918,460 thousand VND.
- + Other expenses: 590,697,612 thousand VND.
- + Contingency costs: 78,580,889 thousand VND.

10). Project implementation schedule: 2025 ÷ 2027.

11). Sources of funding: Equity capital and borrowed capital.

12) Project management model: The investor organizes and implements project management.

13). Financial performance:

No.	Financial indicators	Unit	Financial indicators	
			From the perspective of the investor (EPV)	According to the bank's perspective (TIPV)
1.	Project life	Year	40	40
2.	Discount rate	%	10.00%	8.4%
3.	IRR (Internal Rate of Return)	%	11.14%	9.6%
4.	Current net NPV price after 40 years	1000 VND	475,154,166	1,160,531,739
5.	Undiscounted payback period	Year	13.70	9.91
6.	Discounted payback period	Year	27.74	24.51

2. The Board of Directors unanimously agrees to allow the General Director to review and decide:

To expedite the project's implementation, the General Director finalized the procedures related to the construction drawings, cost estimates, and contractor selection plan, submitting them to the Board of Directors for review and approval as a basis for investment and construction.

Article 2: This Resolution takes effect from the date of signing. Members of the Board of Directors, the General Director, and the company's functional departments/divisions are responsible for implementing this Resolution./.

Recipients:

- As per Article 2;
- Head of the PAP Supervisory Board;
- Lưu VT, Board of Directors.

**TM. BOARD OF DIRECTORS
CHAIRMAN**



Nguyễn Thanh Dat