

Ho Chi Minh City, April 23, 2026

No. 490/BC-HDQT



**REPORT OF THE BOARD OF DIRECTORS
SAIGON PORT JOINT STOCK COMPANY SUBMITTED TO
THE 2026 ANNUAL GENERAL MEETING OF SHAREHOLDERS**

**To: General Meeting of Shareholders
Saigon Port Joint Stock Company**

In accordance with the tasks approved by the General Meeting of Shareholders, the Board of Directors (BOD) of Saigon Port Joint Stock Company (the "Company" or "Saigon Port") hereby reports on the performance of production-business tasks in 2025 and the operational plan for 2026 as follows:

I. OPERATIONAL RESULTS OF THE COMPANY IN 2025

1. BOD personnel:

Information regarding BOD members:

No.	Board of Directors' members	Position	Start/End date Board of Directors' members	
			Date of appointment	Date of dismissal
01	Mr. Huynh Van Cuong	Chairman of the Board	April 26, 2021	
02	Mr. Nguyen Ngoc Toi	Non-executive Board Member	April 26, 2021	March 26, 2025
03	Mr. Ly Quang Thai	Non-executive Board Member	April 26, 2021	
04	Mr. Nguyen Van Phuong	Non-executive Board Member	April 22, 2022	
05	Ms. Do Thi Minh	Non-executive Board Member	April 26, 2021	March 26, 2025
06	Ms. Do Thi Thanh Thuy	Non-executive Board Member	May 26, 2023	
07	Ms. Ho Thi Thu Hien	Non-executive Board Member	May 26, 2023	
08	Mr. Vu Phuoc Long	Non-executive Board Member	March 28, 2024	
09	Ms. Trinh Thi Ngoc Bien	Non-executive Board Member	March 28, 2024	
10	Mr. Nguyen Thanh Nam	Non-executive Board Member	March 26, 2025	

11	Mr. Le Van Chien	Non-executive Board Member	March 26, 2025	
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2. Advantages and difficulties:

a) Advantages

- The year 2025 was a year of many difficulties, challenges, and macroeconomic fluctuations globally and in Vietnam, which had a direct negative impact on the Vietnamese economy in general and the Company in particular. Although macroeconomic instability increased in relation to trade policies, global financial conditions became more favorable in June and July 2025. The IMF stated that global financial conditions had eased since April 2025. Global trade in goods grew in the first half of 2025 but declined sharply toward the end of the year, partly due to a surge in exports to the United States. Factors affecting the import and export of goods, such as the implementation of anti-dumping policies on iron and steel, construction demand in the real estate sector, and tax rates on fertilizers, boosted the demand for import and export. In this context, Saigon Port has always received the attention, companionship, and facilitation of specialized State management agencies and support from the Vietnam Maritime Corporation (VIMC).

- Regarding the operational centers of Saigon Port, the Tan Thuan area operational center is one of the key units with strong relationships with major agents and clients, allowing it to receive a higher volume of iron and steel cargo than other ports in the region; the Ba Ria - Vung Tau area operational center successfully renewed its port lease contract with the Southern Steel Factory for a stable 5-year period. Other units also made significant efforts in production-business tasks in 2025. The operations of joint ventures in the Cai Mep - Thi Vai area increased the reception and expansion of new service routes, which yielded good results in production-business activities.

b) Difficulties:

- Although the price of foreign containers was adjusted upward in accordance with Circular No. 12/2024/TT-BGTVT dated May 15, 2024, of the Ministry of Transport (now the Ministry of Construction) regarding the regulation of mechanisms and policies for managing service prices at Vietnamese seaports, the price of domestic containers has not changed compared to previous circulars, while Saigon Port focuses solely on domestic container operations. Consequently, this has not supported the Company in container exploitation because the investment costs are the same.

- The administrative merger of the provinces of Binh Duong, Ba Ria-Vung Tau, and Ho Chi Minh City into Ho Chi Minh City is a state policy aimed at facilitating development; however, as infrastructure fees are currently only applied in the former Ho Chi Minh City area, goods continue to be attracted to the former Binh Duong and Ba Ria-Vung Tau areas.

- The imposition of taxes by the US Government, including those on iron and steel, has affected the import and export of goods through the port. The domestic market is replacing imported goods with domestic ones due to advantages in supply and competitive pricing.

- Information regarding the construction of Thu Thiem 4 Bridge is still in the process of finalizing the construction plan and has not been officially announced, which has affected the orientation and considerations of clients when bringing vessels and cargo to the Tan Thuan area operational center.

- Saigon Port currently still bears a higher land rental unit price than other locations in the (former) District 4 area because there has been no adjustment to the land use purpose from the tax authority.

- The impact of Decision 407/BXD dated April 11, 2025, on the "Approval of the detailed planning for the development of land and water areas of Ho Chi Minh City seaports for the 2021-2030 period, with a vision to 2050," directly affects the Company's operations, in which Saigon Port has 05 buoy berths on the Nha Be River subject to clearance before July 2026, which may result in a loss of 30% - 40% of buoy exploitation capacity.

3. The Company's business results:

In carrying out the tasks assigned by the GMS in 2025, the Board of Directors of Saigon Port implemented activities in accordance with the Company's Charter, complying with the Law on Enterprises and current legislation. Accordingly, the specific indicators for output, profit, and revenue are as follows:

- Consolidated output of the Company in 2025: reached 11,810,448 tons, an increase of 15% over the same period, reaching 106% of the approved annual plan.

- Consolidated revenue of the Company in 2025: reached 1,402,691 million VND, an increase of 01% over the same period, reaching 98% of the approved annual plan; in which revenue from production-business activities accounted for 78%.

- Consolidated profit of the Company in 2025: reached 429,339 billion VND, an increase of 91% over the same period and reaching 136% of the approved plan.

4. Report on the management, utilization, and preservation of owner's contributed capital:

4.1. Situation of investment and capital mobilization for projects forming fixed assets and construction:

Situation of implementing investment projects for procurement and capital construction in 2025:

Unit: million VND

No.	Criteria	Investment			Repair		
		Plan	Implemented	Percentage	Plan	Implemented	Percentage
I	Equipment	20,022	18,506	92%	61,604	59,660	97%
	- Per assigned plan	16,190	14,806				
	- Incurred	3,832	3,700				
II	Construction	89,762	11,427	13%	78,716	47,405	60%
	- Per assigned plan	87,962	9,643				
	- Incurred	1,800	1,784				

4.2. Situation of capital mobilization and use of mobilized capital; bond issuance:

In 2025, Saigon Port did not raise capital or issue bonds. However, Saigon Port coordinated with Vietnam Maritime Corporation to work with joint venture ports in the Cai Mep - Thi Vai area to restructure the loans of these joint ventures.

4.3. Regarding capital preservation and development:

Owner's equity as of December 31, 2024: 2,876 billion VND

Owner's equity as of December 31, 2025: 3,214 billion VND

Owner's equity was preserved and developed.

4.4. Debt payment capacity, debt-to-equity ratio, and capital preservation ratio of the Company in 2025:

- Debt payment capacity of the enterprise:

+ General Solvency ratio: 2,11 times

- + Current ratio: 2,30 times
- + Quick ratio: 2,27 times
- Capital adequacy ratio ratio: 1,12 times

Saigon Port has optimized its capital resources to bring efficiency to production-business activities.

5. Situation of fulfilling obligations to the State Budget:

The Company has carried out tax reporting and budget payments in accordance with regulations and periodically inspects the issuance and use of invoices by dependent units, reporting the use of self-printed and issued invoices to the Tax Authority in accordance with current law. In 2025, the amount paid to the state budget was 196 billion VND.

6. Report on the implementation of exploitation business activities:

- **Regarding container cargo:** The throughput volume was 280,000 TEUs, an increase of 13% over the same period, reaching 113% of the 2025 plan due to increased domestic transport demand in the final months of the year.

- **Regarding iron and steel cargo:** 4.3 million tons were handled (in which: the Tan Thuan area operational center received 3.3 million tons; the BRVT area operational center received 954,000 tons). Market share continued to maintain at 38%, equivalent to the same period; import and export cargo volume decreased by 22%; domestic cargo increased by 50% compared to the same period.

- **Regarding fertilizer cargo:** The market grew, however, market share decreased by 5% compared to the same period because this commodity is gradually shifting from Ho Chi Minh City to the (former) BRVT area.

- Regarding the operations of joint venture ports in the Cai Mep - Thi Vai area in 2025:

In 2025, all joint venture ports operated with efficiency and completed their annual plans ahead of schedule. In which:

+ SP-PSA Joint Venture (Joint venture between VIMC, CSG, and PSA - Singapore): converted to focus on handling bulk cargo, thereby improving exploitation efficiency. Profit reached 137,422 million VND, reaching 605% of the plan.

+ SSIT Joint Venture (Joint venture between VIMC, CSG, and SSA - USA): in 2025, the SSIT joint venture effectively exploited existing service routes. Profit was 562,922 million VND, reaching 166% of the plan.

+ CMIT Joint Venture (Joint venture between VIMC, CSG, and APMT - Denmark): operated with effort and achieved high efficiency during the year. Profit was 12,685,597 USD, reaching 196% of the plan.

+ Joint ventures and associates Korea Express and Thi Vai General Port operated effectively and exceeded the approved plan.

- Regarding the operations of joint stock companies with controlling capital contributions:

In 2025, Saigon Gateway Terminal Joint Stock Company (formerly Saigon Port - Hiep Phuoc Joint Stock Company) and Saigon Port Technical Trading Service Joint Stock Company completed their assigned plans. In which, Saigon Gateway Terminal Joint Stock Company exceeded its revenue plan by 60%, with a profit of 7.7 billion VND compared to the assigned plan of - 54.7 billion VND.

Regarding other units: Saigon Port Stevedding and Service Joint Stock Company completed its profit plan; Saigon Port Maritime Transport and Service Joint Stock Company and Saigon Port Logistics Joint Stock Company have not yet completed their annual plans.

- Relocation and conversion of function of the Nha Rong - Khanh Hoi (NRKH) area:

The relocation of the NRKH port area, pursuant to Decision No. 46/2010/QĐ-TTg of the Prime Minister, is currently awaiting resolution from the competent authorities.

- Existing obstacles and issues related to land and tax during equitization:

Regarding the housing and land facilities of Saigon Port in the former Ba Ria - Vung Tau area (04 housing and land facilities) and Lam Dong province (01 housing and land facility), the local authorities have permitted Saigon Port Joint Stock Company to continue inheriting and using them after equitization, and the procedures for updating and registering the change of the joint stock company's name in the land lease right certificates have been completed.

Regarding the housing and land facilities of Saigon Port in Ho Chi Minh City, since the conversion into a joint stock company in October 2015, they have not yet been approved by the competent authorities for Saigon Port to continue inheriting and using them, as the Ho Chi Minh City People's Committee has not provided an official opinion on the plan for rearrangement and handling of housing and land in accordance with Decree No. 03/2025/ND-CP dated January 01, 2025.

- Regarding training: Staff and employees were sent to participate in online training courses organized by Vietnam Maritime Corporation, including: training courses on Leadership; Creative thinking in problem-solving; AI application training; Lean Six Sigma-Green belt; and 5S and 7 wastes. The person in charge of corporate governance participated in 01 training course on corporate governance and information disclosure organized by the Ha Noi Stock Exchange.

- Regarding the selection of an auditing firm to audit the 2025 Financial statements:

Implementing the authorization of the General Meeting of Shareholders, the Board of Directors of Saigon Port selected UHY Auditing and Consulting Company Limited as the unit to prepare and audit the 2025 Financial statements (this is a reputable, high-quality, experienced unit with sufficient qualifications to audit public companies). UHY Auditing and Consulting Company Limited has completed and issued the 2025 separate and consolidated Financial statements of Saigon Port.

The Company has publicly disclosed the Financial statements in 2025 in accordance with the regulations on "Information disclosure of large-scale public companies".

7. Corporate restructuring and rearrangement:

Implementing the direction of the State capital owner at the enterprise (a major shareholder of Saigon Port - Vietnam Maritime Corporation) regarding the restructuring and rearrangement of departments and branches under Saigon Port and joint stock companies with capital contributed by Saigon Port. In 2025, the Board of Directors directed the General Director and the Board of Management to implement the restructuring and rearrangement of the organizational structure, labor policies, and production-business activities... Accordingly:

7.1. Regarding the rearrangement of departments and branches under Saigon Port:

The Board of Directors approved the plan for the arrangement, functions, tasks, and organizational structure of the departments under Saigon Port, including: Internal Audit Department; Finance and Accounting Department; Human Resources Department; Business Department; General Affairs Department; Information Technology Department; Engineering Department; Project Department; and HSSE Department.

7.2. Regarding the rearrangement of branches under Saigon Port:

a) Terminate the operations of the branches of Saigon Port Joint Stock Company: Saigon Port Maritime Service Center, Hiep Phuoc Port, Sea Tugboat Enterprise, and Saigon Port Branch in Ba Ria - Vung Tau.

b) Establish operational management centers in the following areas: Nha Rong Khanh Hoi, Tan Thuan, Ba Ria - Vung Tau, and the Tugboat Operational Management Center under Saigon Port.

7.3. Network implementation: connecting the logistics chain; developing infrastructure for joint venture ports; and utilizing and promoting the combined strengths of member units.

8. Divestment:

Implementing the divestment of Saigon Port in enterprises with controlling capital and other investments according to Resolution No. 226/NQ-GMS-SP dated March 28, 2024. During the year, the divestment was successfully completed at SP-SPAM Sea Tugboat Company Limited and Maritime Commercial Joint Stock Bank.

II. ACTIVITIES OF THE BOARD OF DIRECTORS

Fulfilling the tasks assigned by the 2025 General Meeting of Shareholders, the Board of Directors of Saigon Port implemented activities in accordance with the Company's Charter, complying with the Law on Enterprises and current laws.

1. Summary report on meetings and Resolutions and Decisions of the Board of Directors:

The Board of Directors assessed that 2025 was a year with many risks and threats from market and global economic fluctuations, especially the profound long-term impact of the Russia-Ukraine war. Therefore, in addition to the role of strategic orientation and risk management, the organization of enhanced corporate governance, management, and supervision of the Company's production-business activities was always prioritized.

The Board of Directors of Saigon Port consists of 9 members, including 04 members working on a full-time basis. In 2025, the Board of Directors had a change of 02 Board of Directors' members (specifically: the General Meeting of Shareholders elected Mr. Nguyen Thanh Nam to join the Board of Directors to replace Mr. Nguyen Ngoc Toi as nominated by the major shareholder - Vietnam Maritime Corporation, and Mr. Le Van Chien to join the Board of Directors to replace Ms. Do Thi Minh as nominated by the group of shareholders - Toan Thang Trading Service Development Company Limited and Phuc Thinh Development and Investment Company Limited). The Board of Directors operated in accordance with the functions, tasks, and powers stipulated in the Charter, the Regulations on Corporate Governance of Saigon Port, and the provisions of current law. On March 26, 2025, the Board of Directors chaired the 2025 Annual General Meeting of Shareholders, and the General Meeting of Shareholders issued Resolution No. 464/NQ-DHDCD dated March 26, 2025, assigning the Board of Directors and the Board of Supervisors of Saigon Port to implement it.

Complied with and maintained regular meetings, including 06 in-person and online meetings; organized 170 times to collect opinions on directing and orienting strategies,

investment activities, and production-business of the Company; issued 117 Resolutions and 82 Decisions. The Resolutions and Decisions of the Board of Directors were issued within their authority, in accordance with the Company's Charter and legal regulations. The meetings of the Board of Directors were organized and conducted in accordance with the Company's Charter with the attendance of the General Director, the Head of the Board of Supervisors, and the Chief Accountant/Head of the Finance and Accounting Department of the Company.

In addition to performing and completing general responsibilities, the activities of the Board of Directors and the Board of Directors' members ensured full compliance with the rights and obligations of the Board of Directors as prescribed and the assigned tasks.

The Chairman of the Board completed tasks in accordance with the Law on Enterprises, the Company's Charter, and the Regulations on the operation of the Board of Directors in preparing and implementing the annual work program, assigning tasks among Board of Directors' members, organizing meetings, collecting written opinions, issuing Resolutions, Decisions, and Notices of the Board of Directors; directed the management and supervision of the Board of Management in implementing the Resolutions of the Board of Directors; and assigned tasks to the Subcommittees and the Internal Audit Department to promote their advisory functions for the Board of Directors regarding matters within their authority.

The Board of Directors' members made positive contributions to the process of reviewing, building, and perfecting the internal corporate governance regulations of Saigon Port, and together with the Board of Directors, managed and supervised business operations, contributing to the completion of the targets assigned by the General Meeting of Shareholders.

2. Report on the activities of Independent Board Members and the evaluation results of independent members regarding the activities of the Board of Directors:

Saigon Port has no Independent Board Member.

3. Report on transactions between the Company, Company's subsidiaries, companies in which the Company holds a controlling interest of 50% or more of the Charter capital with Board of Directors' members and affiliated persons of the members; transactions between the Company and companies in which a Board of Directors' member is a founding member or a business manager within the 3 years immediately preceding the time of transaction: Saigon Port disclosed information on these transactions in the 2025 Report on Corporate Governance in accordance with the regulations on corporate governance of public companies. This report was posted on Saigon Port's website and reported to The State Securities Commission and the Ha Noi Stock Exchange in accordance with regulations.

4. Report on remuneration, operating expenses, and other benefits of the Board of Directors and each Board of Directors' member:

Implementing the Resolution of the General Meeting of Shareholders passed at the 2025 annual meeting and other policies, regimes, and benefits according to the Company's internal regulations, Saigon Port paid salaries and remuneration to the members of the Board of Directors and the Board of Supervisors as follows:

The actual 2025 salary fund for full-time managers who are Board of Directors' members is: 6,877,440,000 VND.

The actual 2025 remuneration fund for non-specialized managers of Saigon Port is: 2,280,000,000 VND.

Details of the payment of salaries and remuneration to members of the Board of Directors and the Board of Supervisors have been presented and disclosed in the audited 2025 Financial statements of Saigon Port.

5. Report on the activities of the Board of Directors' subcommittees:

The Board of Directors has established subcommittees, including:

- Steering Committee and Working Group for the merger of Saigon Port - Hiep Phuoc Joint Stock Company into Saigon Port Joint Stock Company: currently implementing activities related to the merger and operating on a concurrent position basis.

- Steering Committee for the implementation of the divestment plan and other investments of Saigon Port: Currently implementing and operating on a concurrent position basis.

- Subcommittee for the construction and amendment of the Charter of Saigon Port Joint Stock Company: Completed.

- Steering Committee for the 2025 Annual General Meeting of Shareholders of Saigon Port: Implemented and carried out on a concurrent position basis.

III. RESULTS OF THE BOARD OF DIRECTORS' SUPERVISION AND SUPPORT FOR THE COMPANY'S BOARD OF MANAGEMENT

Pursuant to the Company's Charter and Corporate governance regulations, the Board of Directors' supervision of the Board of Management is conducted through discussions and questioning regarding periodic business results at regular meetings. Simultaneously, the Board of Directors supervises various other activities, strengthens corporate governance, and provides timely, direct guidance to the Board of Management to ensure the proper and full execution of the Resolutions of the General Meeting of Shareholders and the Resolutions and Decisions of the Board of Directors. This includes developing and implementing production, business, and investment tasks for 2025.

Directed the Board of Management to implement and complete the audit for the 2025 fiscal year and disclose information in accordance with legal regulations.

The Board of Directors promptly handles and resolves difficulties and obstacles in production, business activities, and other tasks under its authority.

Coordinates closely with the Board of Supervisors (BOS) and the Company's Board of Management to promptly resolve obstacles and difficulties, and creates favorable conditions to support the General Director in the Company's business operations to bring overall efficiency to the entire Port.

General assessment: The Board of Management and the management team are capable, possess a high sense of responsibility, and strictly comply with and implement the Resolutions of the General Meeting of Shareholders and the Board of Directors. They organize, direct, and manage the Company's operations according to the production and business plan and investment development orientation as per the Resolution of the 2025 Annual General Meeting of Shareholders.

IV. 2026 OPERATIONAL PLAN OF THE BOARD OF DIRECTORS

1. Forecast for 2026:

In 2026, Saigon Port will face numerous impacts from the Russia-Ukraine conflict, the conflict in the Middle East, US tax policies, and other policies and mechanisms. The construction of Thu Thiem 4 Bridge, scheduled to commence in 2026, will affect customer

sentiment during the year. The exploitation area at Tan Thuan Port will be narrowed, reducing the capacity to receive vessels. The Nha Rong - Khanh Hoi area has been relocated to expand the Ho Chi Minh Museum park, and Saigon Port's buoy berths on the Nha Be River are subject to clearance, affecting exploitation activities. However, the Port will strive to find new customers, focus on development in remaining areas such as Saigon Gateway Port, Tan Thuan 2, and the Ba Ria - Vung Tau area, enhance the efficient exploitation of joint venture and associate ports, and develop logistics and value-added services to compensate for the decline caused by the aforementioned factors.

2. 2026 business plan targets:

For the Parent Company:

- Throughput: 11,758,400 tons.
- Revenue: 1,253 billion VND.
- Profit: 474.4 billion VND.

For consolidated targets:

- Throughput: 13,250,000 tons.
- Revenue: 1,554 billion VND.
- Profit: 481.4 billion VND.

3. Implementation solutions:

3.1. Regarding Port exploitation:

- Implement policies and plans to care for existing customers to compete with regional ports, as the economic situation in 2026 is forecast to continue facing many difficulties. Implement preferential policies for major domestic and import-export steel customers.

- Continue to maximize capacity at the Tan Thuan port area; upgrade and renovate yards at both Tan Thuan 1 and Tan Thuan 2 areas to increase vessel reception capacity and yard stacking capacity when the city implements the construction of Thu Thiem 4 Bridge.

- Deploy synchronized equipment investment and expand warehousing at Saigon Gateway Terminal Joint Stock Company (SGT) to exploit and optimize warehousing, ensuring exploitation efficiency.

- Provide the best services and maintain good relationships with Southern Steel to continue leasing exploitation at the Steel Port and coordinate to extend the wharf to increase productivity and operational efficiency. Collaborate with joint venture and associate companies along with the Ba Ria - Vung Tau regional operation center to develop in the Cai Mep - Thi Vai area.

- Develop the Nha Rong - Khanh Hoi area into a cultural and historical tourist port. Enhance the exploitation of warehousing, passenger ship services, and become an attractive commercial and service area for the city.

- Implement the Can Gio International Transshipment Port project and other cooperation projects.

- Effectively exploit existing buoy berths; strengthen marketing to find sources of goods other than coal, clinker, etc., and implement new services such as transshipment of goods for large vessels.

- Connect the logistics chain; develop infrastructure of joint venture ports and member units to utilize and promote comprehensive strengths.

- Strengthen communication, promotion, and marketing through various forms. Regularly evaluate and adjust websites and fanpages based on statistics of customer and partner tracking and interaction frequency.

- Promote digital transformation, digitization, and strongly apply information technology in operations.

- Continue to improve processes and service quality to meet customer needs in accordance with operations.

3.2. Regarding finance and salary organization:

+ Regarding finance:

- Develop plans to prepare capital sources and investment phasing for the Can Gio International Transshipment Port project and several infrastructure development projects of Saigon Port, ensuring cash flow balance without creating financial pressure on the enterprise.

- Develop plans and schedules for arranging and restructuring investment capital, and improve the operational efficiency of joint-stock and capital-contributing companies in line with the strategic goals and orientation of Saigon Port.

- Strengthen debt recovery to ensure a stable cash inflow to meet working capital needs for production and business.

- Ensure compliance with state legal regulations and guidelines in investment and procurement to avoid waste and loss of capital when implementing investment projects.

- Implement cost reduction through improvements and the application of Kaizen to achieve exploitation efficiency.

+ Regarding organization and salary:

- Resolve issues arising related to personnel organization and legal matters at joint ventures and joint-stock companies with capital contributions from the Port.

- Organize training courses to raise awareness and knowledge about port operations.

3.3. Regarding basic construction investment and equipment:

- Implement projects:

- + Complete the feasibility study for the Can Gio International Transshipment Port investment project.

- + Renovate, upgrade, and expand the wharf at Tan Thuan 2 area; renovate and upgrade Da Lat Hotel; renovate buoy berths TL2-4, etc.

- + Upgrade 1,000 DWT barge berth.

- + Invest in 02 Azimuth tugboats.

4. Regarding dividends:

In 2026, depending on the 2026 production and business results, the Board of Directors of Saigon Port will submit to the General Meeting of Shareholders for consideration.

The Board of Directors highly appreciates and thanks the Board of Management and the staff of Saigon Port Joint Stock Company for their contributions to helping the Company overcome the difficulties of 2025. For the next plan, the Board of Directors will work with the Board of Management to orient and expand strategies and goals, and implement measures to mitigate risks to execute the 2026 business plan presented at the 2026 Annual General Meeting of Shareholders.

The Board of Directors of Saigon Port hereby reports and wishes the Meeting great success./.

Recipients:

- As above;
- Board of Directors of SGP;
- Board of Supervisors of SGP;
- Board of Management of SGP;
- Posted on SGP website;
- Archived: Administration Dept, BOD, Person in charge of Corporate Governance

**ON BEHALF OF THE BOARD OF
DIRECTORS
CHAIRMAN**

(Signed)

Huynh Van Cuong