RAILWAY TRANSPORT JOINT STOCK COMPANY

No.: 88/QD-HDQT

SOCIALIST REPUBLIC OF VIETNAM
Independence - Freedom - Happiness

Hanoi City, April 22, 2026

TRANSLATION
BẢN DỊCH

DECISION

On: Approving the 2026 Business Plan, Profits and Dividends of the Railway Transport Joint Stock Company

Pursuant to the Law on Enterprises No. 59/2020/QH14 dated June 17, 2020;

Pursuant to the Charter on Organization and Operation of the Railway Transport Joint Stock Company;

Pursuant to Resolution No. 01-26/NQ-ĐHĐCĐ dated April 22, 2026 of the 2026 Annual General Meeting of Shareholders of the Railway Transport Joint Stock Company,

DO HEREBY DECIDE:

Article 1. To approve the 2026 Business Plan, Profits and Dividends of the Railway Transport Joint Stock Company (*with the attached plan schedule*).

Article 2. To assign the General Director of the Company to implement and organize the execution of the 2026 production and business plan and development investment plan in accordance with the provisions of the applicable law, the Company's Charter, and its internal regulations and rules.

Article 3. Members of the Board of Directors, Board of Supervisors, Executive Board, Heads of professional departments, and Directors of affiliated branches of the Company shall be responsible for the implementation of this Decision./.

Recipients:
- As Article 3;
- Party Committee, Trade Union, and Youth Union
- Company Website
- Archived: Secretariat, Planning and Investment Department

FOR AND ON BEHALF OF THE BOARD OF DIRECTORS
CHAIRMAN
(*Signed, sealed and inserted full name*)
Do Van Hoan

RAILWAY TRANSPORT
JOINT STOCK COMPANY

SOCIALIST REPUBLIC OF VIETNAM
Independence – Freedom – Happiness

THE 2026 BUSINESS PLAN, PROFITS AND DIVIDENDS

Of Railway Transport Joint Stock Company

(Attached to Decision No.88/QD-HDQT dated April 22, 2026 of the Board of Directors)

The Board of Directors (BOD) of the Railway Transport Joint Stock Company approves the 2026 Business Plan, Profits and Dividends with the following key targets:

I. Production and business plan in 2026

No.	Criteria	Unit	Plan 2026
1	**Million VND**	Million VND	**5,816,629**
1.1	Revenue from sales and service provision	Million VND	5,761,498
a	*Transport revenue*	*Million VND*	*5,205,892*
b	*Revenue from provision of operational products*	*Million VND*	*61,678*
c	*Revenue from non-transport business activities*	*Million VND*	*493,928*
1.2	Financial income	Million VND	12,000
1.3	Other income (asset liquidation, etc.)	Million VND	43,131
2	**Total expenses**	Million VND	**5,754,629**
2.1	Cost of sales and service provision	Million VND	5,698,879
a	*Centralized administrative expenses at the Company*	*Million VND*	*3,357,696*
b	*Transport expenses at affiliated units and departments*	*Million VND*	*1,861,255*
c	*Expenses for non-transport business activities*	*Million VND*	*479,928*
2.2	Financial expenses	Million VND	52,000
2.3	Other expenses	Million VND	3,750
3	**Profit before tax**	Million VND	**62,000**
4	**Profit after tax**	Million VND	**62,000**
5	**Average number of employees**	Person	**4,924**
6	**Average salary of employees**	VND/person/month	**18,100**
7	**Payables to the State budget incurred**	Million VND	**362,080**

** Profit distribution plan: In 2026, the Company will not implement dividend payment.*

II. Development investment plan for 2026

1. Principles for formulation and implementation of the plan

- To prioritize ensuring sufficient counterpart capital and payment capital for development investment projects for which contractor selection plans have been approved before December 31, 2026; and capital for preparation of rolling stock projects.

- To prioritize the implementation of investment projects aimed at improving customer service quality and transport business capacity, including projects for new construction, refurbishment and upgrading of rolling stock; construction works and procurement of machinery and equipment directly serving the repair of rolling stock and terminal transport operations, etc.

- To prioritize projects to expand joint ventures and partnerships to implement the socialization of investment in transport.

2. List of development investment projects

a) Ongoing projects (projects approved at the Company's 2025 General Meeting of Shareholders): Including 13 projects with a total estimated investment of VND 424,767,000,000 *(details are provided in Appendix 01 attached).*

b) Projects submitted to the 2026 General Meeting of Shareholders for approval: Including 39 projects with a total estimated investment of VND 785,989,000,000 *(details are provided in Appendix 02 attached).*

c) Projects financed through socialized capital mobilization: Including 04 projects with a total estimated investment of VND 157,000,000,000.

Of which:

- 01 investment cooperation project carried forward from 2025 to 2026, with a total estimated investment of VND 45 billion.

- 03 investment cooperation projects in 2026, with a total estimated investment of VND 112 billion *(details are provided in Appendix No. 03 attached).*

3. Investment capital plan (excluding socialized capital)

a) The capital requirement for investment implementation in 2026 is VND 955,933,000,000, of which:

- Use of the Company's depreciation fund of fixed assets: VND 284,433,000,000, including:

  + Capital allocated in 2025: VND 42,150,000,00

  + Capital to be allocated in 2026: VND 242,283,000,000

- Borrowings from commercial banks: VND 671,500,000,000

b) Plan for utilization of the Company's fixed asset depreciation fund in 2026:

The depreciation fund of fixed assets to be used in 2026 is VND 242,283,000,000, allocated as follows:

- Repayment of principal for loans of completed investment projects from

previous years: VND 95,844,000,000.

- Allocation of capital for ongoing projects: VND 127,010,000,000.
- Allocation of capital for 2026 investment projects: VND 19,429,000,000.

III. Implementation

To assign the General Director of the Company to implement and organize the execution of the 2026 production and business plan and development investment plan in compliance with provisions of the applicable laws and the Company's regulations, rules, and its Charter.

FOR AND ON BEHALF OF THE
BOARD OF DIRECTORS
CHAIRMAN
(*Signed, sealed and inserted full name*)

Do Van Hoan

Appendix 01

ONGOING PROJECTS CARRYING OVER FROM 2025

(Attached to the 2026 Business Plan, Profits and Dividends of Railway Transport Joint Stock Company)

Unit: Million VND

No.	Investment items and works	Quantity/scale	Total investment (estimated)	Allocated capital		Additional capital in 2026	
				Depreciation of fixed assets	Year of allocation	Depreciation of fixed assets	Bank loan
1	Installation of automatic exterior coach washing system	Installation of 01 system at Hanoi Railway Car Branch	9,050	800	2025= 800,000,000	7,600	-
2	Renovation of Hai Phong Station Guest House into Operation Center of Hai Phong Railway Transport Branch	Renovation of existing building into operation center	4,050	2,880	2025= 2,880,000,000	870	-
3	Construction of clean water tank and pump house at Dieu Tri Station – Nha Trang Railway Transport Branch (**supplemented project in 2025**)	New investment in 01 clean water supply system at Dieu Tri Station	1,390	-		1,390	-
4	Construction of clean water tank and pump house at Da Nang Station – Da Nang Railway Transport Branch (**supplemented project in 2025**)	New investment in 01 clean water supply system at Da Nang Station	1,150	-		1,150	-
5	New investment in 01 industrial wastewater treatment system	Wastewater treatment system meeting environmental standards	1,570	900	2024= 900,000,000	670	-
6	New investment in freight wagons – phase 2025–2026	Construction of 100 Mc wagons for 45-foot container transport	160,000	4,000	2025= 4,000,000,000	38,700	100,000

7	New investment in freight wagons – phase 2023–2024 (construction of 50 new Mc wagons)	Construction of 50 new Mc 45-foot wagons	74,830,0	400		20,750	47,000
8	Conversion and interior renovation of passenger coaches (**Supplemented project in 2025**)	Conversion, renovation and installation of interiors including: - 30 Bn42 coaches converted into air-conditioned soft sleeper coaches; - Upgrading of 02 HC coaches	104,000,0			28,200	66,000
9	Conversion of passenger coaches into luggage coaches	Conversion of 06 B80 coaches (or power generator coaches) into luggage coaches	950,0	950	2024= 950,000,000	-	
10	Generator sets with capacity of 475kVA ÷500kVA	Procurement of 06 generator sets installed on power generator coaches	20,107,0	12,120	2025= 12,120,000,000	4,780	
11	Upgrade of generator capacity from 380kVA to 420kVA	Procurement of 15 generator engines of with capacity of 420kVA	25,500,0	16,500	2025= 16,500,000,000	7,100	
12	Jacking and leveling equipment for rescue operations	Procurement of 01 set of jacking and leveling equipment for Saigon Railway Car Branch	3,960,0	3,600	2025= 3,600,000,000		
13	45-ton container reach stacker (Multimodal Transport Branch)	Procurement of 01 45-ton container reach stacker	18,210			15,800	
Total			**424.767**	**42,150**		**127,010**	**213,000**

Appendix 02
LIST OF NEW INVESTMENT PROJECTS FOR 2026
(Attached to the 2026 Business Plan, Profits and Dividends of Railway Transport Joint Stock Company)

Unit: Million VND

No.	Investment items, works	Scale, volume, and technical specifications	Investment objectives and investment necessity	Estimated total investment	Capital allocation plan			Notes/ Investment Location
					Depreciation of fixed assets in 2026	Additional depreciation for fixed assets in 2027	Bank loan	
1	Wheelset machining and press-fitting system for track gauges 1000mm ÷ 1435mm	A wheelset machining and press-fitting system for track gauges 1000mm ÷ 1435mm, including: **- 01 wheel press machine:** + Maximum pressing force: ≥ 400 tons + Cylinder stroke: ≥ 700 mm + Maximum wheel diameter: 1200 mm + Maximum axle length: 2400 mm - Hydraulic system; + Control system; + Control, monitoring and data acquisition software **- 01 hub boring and axle turning lathe:** + Swing over bed: 960 mm + Swing over carriage: 725 mm + Distance between centers: 2310 mm + Swing over gap: 1280 mm + Gap length: 475 mm + Gap width: 510 mm	- Hanoi Railway Car Branch has 02 main industrial repair workshops (Yen Vien and Hanoi Workshops) that mainly carry out periodic maintenance of passenger and freight rolling stock for the entire Branch. Currently, these two workshops have not been invested in or equipped with a "wheel press system". Therefore, the supply of replacement wheelsets depends heavily on imports under the Company's plan and on press-fitting and assembly of new wheelsets (at Vinh Railway Car Branch or Gia Lam Railway Joint Stock Company). In addition, passenger and freight rolling stock in good condition are continuously operated with short turnaround time, leading to wear and expiration of wheelsets. Therefore, in order to be proactive and shorten rolling stock repair time, it is necessary to invest in a wheelset machining and press-fitting system for track gauges 1000mm ÷ 1435mm.	10,470	200	9,300		Hanoi Railway Car Branch

2	Three-wheeled electric vehicles	New investment in 02 three-wheeled electric vehicles with a load capacity of 1,000 kg/vehicle; technical specifications and operational features in accordance with the manufacturer's design	Used for internal transportation of materials within workshops to serve production at the Branch	120	110			Hanoi Railway Car Branch
3	MIC welding machines	Procurement of 06 MIC welding machines	Current status: Most repair departments are equipped with 3-phase 380V welding machines installed before 2000, with no new investment to date. After nearly 25 years of use, these machines frequently experience faults and breakdowns. Some machines are severely damaged and beyond repair, and have ceased operation.	660	600			Hanoi Railway Car Branch
4	New investment in 01 universal inverter lathe	Procurement of 01 universal inverter lathe with basic technical specifications: - Swing over bed: 520 mm - Swing over carriage: 330 mm - Center height: 260 mm - Distance between centers: 1440 mm - Swing over gap: 740 mm - Bed width: 300 mm - Main motor power: 7.5 HP - Coolant pump motor power: 0.125 HP - Top slide travel: 125 mm - Cross slide travel: 275 mm - Bed length: 1500 mm - Power supply: 3-phase/380V/50Hz	Currently, machining of rolling stock spare parts at the Yen Vien Repair Workshop under the Branch is carried out using 03 lathes, including: T630A lathe manufactured in Vietnam; C620 and C620G lathes manufactured in China (transferred from Luong Son Coach Depot). These machines were invested in from 1960 and 1981 and have been in continuous operation for over 40–50 years, frequently breaking down (some machines have stopped operating). Therefore, investment in a new lathe is necessary to replace them for production	940	850			Hanoi Railway Car Branch

5	New investment in 01 universal vertical milling machine	New investment in 01 universal vertical milling machine with basic technical specifications as follows: - Table size: 1270 x 254 mm (50" x 10") - Table travel: 800 / 380 / 430 mm - Ram travel: 508 mm - Spindle taper: R8 or NT30 - Spindle sleeve diameter: 85.7 mm - Spindle travel: 127 mm - Spindle sleeve diameter: 85.7 mm	Currently, the Hanoi Repair Workshop is using 01 horizontal milling machine manufactured in Germany before 1970. After a long period of continuous operation, the machine frequently breaks down due to the lack of spare parts. Therefore, the Branch must regularly outsource or procure machined products for repair and production of complex components requiring high precision (such as couplings, gears, grooves, keys, etc.). Hence, investment in a new vertical milling machine is necessary.	750	680			Hanoi Railway Car Branch
6	High-pressure washer	Procurement of 01 high-pressure washer with the following technical specifications and features: - Power supply (Ph/V/Hz): 3 / 376–424 / 50 - Flow rate (l/h): 500–1000 - Maximum inlet water temperature (°C): 60 - Operating pressure (bar): 80–250 - Maximum pressure (bar): ≥ 280	Currently, the Hanoi Repair Workshop (No. 122 Le Duan) has 01 high-pressure washer that has been used for many years and is now severely damaged (e.g., pressure loss, unstable pressure, loud noise, oil/water leakage, failure to operate/automatic shutdown, or electric shock phenomena, often due to worn or damaged components such as seals, check valves, capacitors, bearings; air or debris in the system). Costs for repairing are high. Therefore, procurement of a new machine is proposed to supplement and replace it for production.	130	120			Hanoi Railway Car Branch
7	Power supply system for train sets serving preparation operations	New investment in 01 train brake testing system at tunnels K1 and K2	Currently, brake testing at tunnels K1 and K2 is not available; therefore, it is necessary to invest in a complete system to prepare train sets before train formation.	440	400			Hanoi Railway Car Branch

8	Train brake testing system serving preparation operations	New investment in 01 grid power supply system for train sets at tunnels K1 and K2	Currently, grid power supply for train sets at tunnels K1 and K2 is not available; therefore, it is necessary to invest in a complete system to prepare train sets before train formation.	440	400			Hanoi Railway Car Branch
9	New investment in fire alarm system	Fire alarm system in accordance with fire prevention and fighting standards of Vietnam as follows: - Yen Vien Repair Workshop – Hanoi Railway Car Branch, No. 25/584 Ha Huy Tap Street, Phu Dong Commune, Hanoi City	Currently, the Yen Vien Repair Workshop does not have an automatic fire alarm system as required by the Law on Fire Prevention and Fighting. Therefore, investment in a fire alarm system here is necessary to protect assets.	520	470			Hanoi Railway Car Branch
10	LV3 valve test bench	New investment in 01 LV3 valve testing system	Serving the purpose of preparing and repairing passenger carriages using air spring suspension systems	330	300			Vinh Railway Car Branch
11	MIG welding machines	- Procurement of 02 welding machines with basic technical requirements: + Inverter welding machine, 500A + Ground clamp cable length ≥ 3 m - Welding torch with cable length ≥ 3 m + Power cable + CO_2 pressure regulator, gas hose + Wire feeder unit + Equipped with overvoltage and undervoltage protection functions + Input voltage: Selectable 1-phase or 3-phase, 220/380/440 (V), 50/60Hz + Welding wire diameter: 0.9 ~ 1.4 mm	- The Branch proposes that the Railway Transport Joint Stock Company continue to invest in 02 additional MIG welding machines for the gas-equipped workshop, which is responsible for welding restoration and repair of rolling stock components with a high welding workload, performing fixed-position welding operations in the mechanical workshop with repetitive processes. Investment in such equipment is highly practical, helping to significantly reduce labor time and effort, improve working conditions, enhance labor productivity, and contribute to the Branch's completion of annual production and business plans.	220	200			Vinh Railway Car Branch

12	Remote single brake testing machines	New investment in 02 remote single brake testing machines with the following technical requirements: - Air supply: Using existing compressed air source at the Branch; input pressure range from 7 kg/cm² to 9 kg/cm² - Equipped with pressure gauges for input and output for operation monitoring; control pressure range: 0.1 kg/cm² - Using pressure regulators to reduce air pressure to actual operating pressure on trains: 5 kg/cm², in compliance with current brake testing regulations. - Equipped with a control air tank of 15.5 liters to ensure sufficient air supply for remote single brake testing operations during use.	- Currently, the Branch is using 04 remote single brake testing machines, including 02 units installed in 2010 and 02 units installed in 1998. These machines have been used for a long time and operate under high intensity for inspection, repair, and handover of pneumatic brake systems. They frequently encounter malfunctions and breakdowns requiring shutdown for repair, such as brake lever looseness, worn control levers, inaccurate pressure transmission to brake valves, faulty pressure regulators, unstable braking modes, etc. Therefore, investment in 04 new machines to replace the existing ones is necessary.	200	180			Vinh Railway Car Branch
13	New investment in universal lathe	- Procurement of 01 lathe with basic technical specifications as follows: + Main motor power: 15 HP + Power supply: 3-phase 380V/50Hz + Swing over bed: ≥ 860 mm + Maximum swing over carriage: ≥ 540 mm + Spindle bore diameter: ≥ Ø105 mm + Tailstock quill diameter: ≥ Ø125 mm	During scheduled repair of rolling stock, many components with large dimensions and weight are worn and require welding buildup and re-machining, such as freight and passenger car center bowls, restoration of large pin holes (e.g., brake beam pin holes), and machining of large flanges, which require high-capacity lathes. - Currently, the mechanical workshop of the Branch is using a T630 lathe for such machining tasks. The T630 lathe was installed in 1988 and has been operating under high intensity and load; it now frequently breaks down and requires constant repair. Therefore, Vinh Railway Car Branch proposes investment in a new universal lathe to replace the old and frequently malfunctioning T630 lathe.	1,600	1,470			Vinh Railway Car Branch

14	New investment in 4-ton truck-mounted crane	New investment in 01 truck-mounted crane with the following specifications: - Payload: 4,200 kg - Fuel type: Diesel - Engine type: 4-stroke, 4 in-line cylinders, turbocharged - Crane capacity: 3-ton, 5-section boom, lifting capacity 3,030 kg at 2.4 m and 250 kg at 12.11 m	- To replace the 1.9-ton ISUZU crane truck currently in use by the Branch, which will reach the end of its service life in early 2027.	1,540	1,400			Vinh Railway Car Branch
15	(Semi-automatic) wheel rim welding machine	New investment in a horizontal axle fixture system and semi-automatic wheel rim welding machine, including: - 02 semi-automatic welding machines type 600A–65KVA, capable of welding two wheel rims simultaneously; suitable for both submerged arc welding and CO_2 welding + 100% new; manufactured from 2024 onwards - Semi-automatic wire feeding system - 02 horizontal axle fixtures + 100% new; manufactured from 2024 onwards + Mechanical system for fixing and moving wheelsets during processing + Motor and rotating chuck system.	Currently, Da Nang Railway Car Branch manages and uses 02 wheel rim welding machines manufactured in Vietnam with low capacity. These machines have been used for many years and frequently experience failures such as control diode faults and reduced welding transformer performance, while operating continuously to meet repair demands. Due to outdated technology and prolonged use, they frequently break down, resulting in high annual repair costs. For the above reasons and to proactively enhance production capacity, improve equipment capability, and increase repair output and quality, the Branch proposes investment in a new horizontal axle fixture system and semi-automatic wheel rim welding machine to replace the old, outdated, low-capacity machines.	660	600			Danang Railway Car Branch

16	Integrated equipment for disassembly and assembly of axle bearings	Procurement of 01 complete set of equipment for disassembly and assembly of axle bearings, including: - Bidirectional hydraulic power pump; 50-ton bidirectional hydraulic cylinder; manual hydraulic pump; bearing puller sets for different sizes: 5x9, 41/4x8, 51/2x10; guiding sleeve system for installing bearings: 5x9, 41/4x8, 51/2x10, 22320; manual pump set for assembly/disassembly of bearing sets 5x9, 41/4x8; pump trolley and jack set - Quality: 100% new	Currently, Da Nang Railway Car Branch manages and uses 01 such integrated equipment set for axle and bearing repair. This equipment has been used for many years and operates continuously to meet repair plans, with very high frequency. Although periodic major maintenance has been conducted, due to long-term and intensive use, components are unstable and frequently fail, requiring constant repair and significantly affecting repair progress. Therefore, investment in an additional set is necessary to ensure repair quality, increase production capacity, and avoid production interruptions due to equipment failure.	220	200			Danang Railway Car Branch
17	Vertical multistage booster water pump	Procurement of 01 water pump with the following technical specifications: + 2-pole asynchronous motor, self-ventilated + Working pressure: $\geq$ 30 bar + Voltage: 3-phase (380V)/50Hz + Flow rate: 18 $m^3/h \div 57$ m^3/h + Head: 260 m ÷ 160 m	Currently, the Branch uses an old high-pressure water pump for supplying water to the coach leak testing system. Despite regular maintenance, the machine has aged and components cannot be restored. Frequent breakdowns require shutdowns for repair, affecting leak testing operations and delaying workshop output.	260	240			Danang Railway Car Branch

18	Construction of new water tank for coach leak testing and fire fighting and protection	New construction of a reinforced concrete water tank with dimensions: Length is 7 m; width is 4,5 m; underground depth is 1,5 m; above-ground height is 1 m; waterproof coating; anti-mold exterior paint	The existing water tank for fire fighting and protection and coach leak testing was built long time ago with dimensions (5 x 3.5 x 1.8) m, located near the KIROW crane shed, repair workshop (Workshop A), and adjacent to locomotive circulation tracks. The water capacity is insufficient during peak periods. The underground portion (1.2 m) and above-ground portion (0.8 m) are severely damaged and beyond the repair, with leakage and contamination during rain: - Cracked and deteriorated concrete surface; - Cracked surrounding walls beyond repair; - Damaged base with water seepage into soil; - Increasing cracks on inner walls; - Subsidence of surrounding ground;	260	230			Danang Railway Car Branch
19	Automatic LV3 valve test bench	New investment in 01 LV3 valve testing system	Serving the purpose of preparing and repairing passenger carriages using air spring suspension systems	330	300			Danang Railway Car Branch
20	50-ton electro-hydraulic jack	Procurement of 03 sets of single-acting electro-hydraulic jacks with the following specifications: - Lifting capacity: Q = 50 tons - Lifting stroke: H1 = 335.5 mm - Minimum height: Hmin = 461 mm - Maximum height: Hmax = 796.5 mm - Pressure control valve and overload protection valve integrated on the pump - Pressure gauge - Hydraulic hose	Additionally equipped for rolling stock repair at: - Da Nang Technical Inspection Station: 01 unit - Dieu Tri Technical Inspection Station: 01 unit - Nha Trang Technical Inspection Station: 01 unit	400	360			Danang Railway Car Branch

21	7-seat automobile	Procurement of 01 seven-seat automobile	Currently, Da Nang Railway Car Branch manages and operates 01 four-seat automobile (Toyota Altis) manufactured and put into use in 2003. After more than 20 years of operation, the vehicle has been used intensively over long distances to serve railway traffic safety inspections along the line and rescue operations at the Branch and Technical Inspection Stations. Although it has undergone periodic major maintenance and regular servicing, due to high frequency of use, many components have deteriorated and frequently malfunction, failing to ensure operational safety. Therefore, the Branch proposes investment in a new seven-seat automobile to serve railway rescue operations safely over distances exceeding 500 km.	870	870			Danang Railway Car Branch
22	Pneumatic tapping machine M3 ÷ M16 (horizontal & vertical tapping)	New investment in 02 vertical-type pneumatic tapping machines: - Tapping capacity: M3 ~ M16 - Spindle speed: 300 rpm - Working range: 200 ~ 1100 mm (radius), 400 ~ 2200 mm (diameter) – working table - Workpiece clamping device for tapping	Currently, Saigon Railway Car Branch performs machining of spare parts during periodic repair of rolling stock, such as tapping threaded holes on large components, which must be done manually as they cannot be clamped on conventional cutting machines. Manual tapping results in low productivity and frequent misalignment due to lack of support points, especially for large nominal diameter threads. Therefore, investment in specialized equipment will improve productivity and machining accuracy.	200	180			Saigon Railway Car Branch

23	Mechanical lathe	Procurement of 01 lathe with the following technical specifications: - Swing over gap: 890 mm - Swing over bed: 660 mm - Swing over carriage: 440 mm - Distance between centers: 2200 mm - Bed width: 350 mm - Cross travel: 350 mm - Tailstock type: MT7 - Power supply: 380V / 50Hz / 3-phase - Complete accessories included	The investment in a new mechanical lathe is necessary for periodic rolling stock repair, especially as existing universal lathes at the Equipment and Spare Parts Workshop have been used for over 30 years. Machine beds and guideways are worn and loose; gears in the speed and feed gearboxes are worn; bearings are worn, causing vibration, reduced cutting capacity, and reduced accuracy, while production demand is very high. Therefore, a new machine is required to meet production needs.	1,060	960			Saigon Railway Car Branch
24	Ultrasonic metal flaw detector	Procurement of 01 ultrasonic metal flaw detector	Currently, the Mechanical Workshop – Saigon Railway Car Branch is using an AD 3213 EX ultrasonic flaw detector invested in 1994, which is now damaged and cannot be repaired due to lack of spare parts. Therefore, procurement of a new device is necessary to serve periodic rolling stock repair in accordance with regulations.	470	430			Saigon Railway Car Branch

25	Semi-automatic railway wheel flange and tread lathe	Procurement of 01 semi-automatic lathe for machining wheel flanges and treads for 1000 mm gauge rolling stock	- At the Technical Inspection Station – Saigon Railway Car Branch, there is currently 01 wheel lathe that has been used for over 50 years; the bed and guideways are worn and loose; gearbox gears are worn; bearings are worn, causing vibration, reduced cutting capacity and accuracy. Meanwhile, the volume of periodic repairs and wheel flange machining is very high, resulting in frequent delays in this process compared to production schedules. - At the Equipment and Spare Parts Workshop – Saigon Railway Car Branch , there is 01 wheel lathe used for over 10 years with low cutting capacity, while the workload remains high, leading to delays in wheel flange machining. Therefore, investment in a new machine is necessary to meet production requirements. To improve productivity, quality, and ensure technology is not obsolete for more than 10 years after investment, semi-automatic technology (with mechanical copying mechanism or automated programming similar to the Yen Vien wheel lathe) should be selected.	10,100	200	8,980		Saigon Railway Car Branch

26	Universal vertical and horizontal milling machine	Procurement of 01 universal vertical and horizontal milling machine with the following technical requirements: - Machine table: + Table size: 1270 x 300 mm + T-slots: 16 x 3 x 80 mm + Travel X/Y/Z – manual: 930 x 390 x 450 mm + Travel X/Y/Z – automatic: 920 x 370 x 450 mm - Feed rates: longitudinal / cross / vertical direction - Vertical spindle: + Number of speed steps: 16 - Horizontal spindle: + Number of speed steps: 9 - Motor: electric - Complete accessories included	Currently, the Technical Inspection Station – Saigon Railway Car Branch does not have a universal vertical and horizontal milling machine. Investment is needed to machine flat surfaces such as friction wedges, adapters, sliding tables, keyway slots, etc., which are currently processed using handheld grinders with low productivity and poor accuracy.	920	830			Saigon Railway Car Branch
27	Workshop longitudinal hoist system	Investment in a new hoist system including: - Electric hoist + trolley, single girder, lifting capacity 2.5 tons - Hoist beam and foundation	Currently, at the Technical Inspection Station – Saigon Railway Car Branch , during periodic maintenance and overhaul of rolling stock, the disassembly/assembly of bogies and axle transportation are done manually with very low productivity. Therefore, investment in a longitudinal workshop hoist system is necessary to support periodic repair operations.	1,200	1,090			Saigon Railway Car Branch

28	Construction of clean water supply system	Installation of a new clean water supply system for domestic use and water supply to rolling stock with the following scope: - Use of HDPE pipes with diameter 90 mm: 500 m, connecting to the municipal water supply system and leading to the Branch connection point - Excavation and underground concrete pipeline installation: 18,750 m^3 - Connection and distribution to workshops and usage points	Currently, Saigon Railway Car Branch uses groundwater pumped through a filtration system and stored in tanks for domestic use and supplying water to trains. However, local authorities no longer permit the use of groundwater. The Branch is frequently required to provide explanations during inspections and is often reminded of non-compliance. The construction of a municipal water supply system will minimize legal risks associated with groundwater usage, improve water quality for employees, and especially for railway passengers.	640	580			Saigon Railway Car Branch
29	Extension and upgrading of overhead crane runway at bogie repair area – Equipment and Spare Parts Workshop	Extension of 3-ton crane girder, including additional columns, beams, and power rails: - Additional construction of 4 concrete foundations M350 with embedded column base plates using 4 bolts M25 with 0,5 m in length. - Fabrication and installation of 4 steel columns I400 with 7 m in height; - Fabrication of 4 girder supports using I400 steel - Extension of 2 crane girders using I350 steel, with the length of 22 m; - Extension of crane rails P22, with the length of 22 m; - Extension of 3P50A power cable, with the length of 22 m;	Currently, the overhead crane at the bogie repair team area operates only on about half of the workshop space due to incomplete extension of columns, girders, and power rails. As a result, repair work outside the crane coverage requires hiring external cranes for lifting and turning bogies. The limited workspace and the need to accommodate crane access create difficulties in production organization, quality, and repair progress. The improvement and extension of the crane runway will enable smoother operations, eliminate daily crane rental costs, maximize workspace utilization, and improve productivity and repair quality.	270	250			Saigon Railway Car Branch

30	Renovation and upgrading of workshop office building for Preparation and Electro-mechanical Workshop	Scope: - Renovation area: 52 m x 7.4 m = 384.8 m² - Foundation: Excavation and construction of 42 concrete column footings - Columns and beams: Construction of 42 steel columns (I200), each 6.4 m high; beams using I200 steel forming rigid frames - Floor: Reinforcement using I150 steel beams (spacing 1 m) combined with rectangular steel tubes 50 x 100 mm (spacing 0.6–0.7 m); installation of 18 mm Cemboard panels; concrete topping (3–5 cm) and tiling (60 x 60 cm) - Walls and partitions: Surrounding walls and partitions between areas are fitted with 10cm thick panels. - Roof: Metal roofing and gypsum ceiling	Currently, the workshop is degraded due to long-term use without renovation. Working areas and rest areas for workers and office staff are shared, causing inconvenience and unsafe conditions for shift changes. Production teams are dispersed across the preparation yard, making coordination and management difficult, especially during peak periods such as Tet holidays or other public holidays when train operations increase. The repair and renovation will centralize production management, provide proper rest areas for workers and employees, improve working conditions, and enhance occupational safety.	3,500	500	2,700		Saigon Railway Car Branch
31	Investment in 45-foot container shells	Procurement of 50 units of 45-foot container shells meeting standards for loading onto Mc flat wagons	To serve freight transport business on Mc wagons operating on railway lines.	12,230	300	10,920		Multimodal Service Branch

32	Investment in industrial washers and spin driers	Procurement of 02 industrial washers and spin driers (Origin: Europe) with specifications as follows: - Washing capacity: 57–63 kg - Washing speed: 13–36 rpm - Spinning speeds: 300, 450, 625, 800 rpm - Power supply: 380V / 3-phase / 50Hz	- To supplement and replace 01 washing machine that has been in continuous use for over 15 years; - To ensure timely laundering of linens serving passengers.	2,390	200	1,970		Hanoi Railway Crew Branch
33	Investment in communication and automatic fire alarm systems	Installation of 03 automatic fire alarm systems	The following locations currently lack communication and automatic fire alarm systems: Headquarters of Hanoi Railway Crew Branch (No. 1 Tran Quy Cap Street, Van Mieu – Quoc Tu Giam Ward, Hanoi), Yen Bai Railway Crew Station (No. 8 Tran Hung Dao Street, Yen Bai Ward, Lao Cai Province), and Vinh Railway Crew Station (Truong Vinh Ward, Nghe An Province).	190	170			Hanoi Railway Crew Branch
34	7-seat automobile	Procurement of 01 seven-seat automobile with basic technical specifications from the manufacturer	After asset liquidation under Decision No. 182/QD-VTDS dated 04/02/2026, the Branch no longer has a vehicle to serve transport and incident response on the railway in the Nha Trang area. Therefore, investment in a new seven-seat automobile is necessary.	870	870			Nha Trang Railway Transport Branch
35	Refurbishment and replacement of passenger coach interiors	Refurbishment and replacement of interiors for an estimated 50 passenger coaches	To supplement high-quality passenger coaches serving railway passengers.	175,000	1,000	47,500	112,000	

36	Installation of camera system for monitoring passenger service on trains	- Development of internal functional software - Installation of surveillance camera systems for 08 passenger train sets (approximately 120 passenger coaches)	To manage and improve the quality of passenger service.	15,200	300	13,500		
37	Construction of 02 new passenger train sets	Construction of 02 passenger train sets with an estimated total of 30 coaches (including passenger coaches, dining/service cars, and crew vans)	To supplement newly built high-quality passenger coaches serving passengers.	380,000	500	104,500	245,000	
38	Construction of freight wagons in 2026–2027	Construction of 100 freight wagons of various types	To supplement high-capacity and high-speed freight wagons for cargo transport.	160,000	500	43,000	101,500	
39	Minor projects with total investment below VND 1 billion	To be implemented based on urgent production and business needs		389	389			
Total				**785,989**	**19,429**	**242,370**	**458,500**	

Appendix 03
LIST OF INVESTMENT PROJECTS USING SOCIALIZED CAPITAL IN 2026
(Attached to the 2026 Business Plan, Profits and Dividends of Railway Transport Joint Stock Company)

Unit: Million VND

No.	Investment items and works	Work volume	Total investment	Socialized capital	Notes
I	**Projects using socialized capital carried over to 2026**		**45,000**	**45,000**	
1	Conversion, refurbishment and upgrading of passenger railcars for business cooperation in transporting tourists on railway routes	Use of 30 passenger coaches with outdated and deteriorated interiors for conversion and refurbishment into air-conditioned soft-sleeper cars with modern and standardized interiors.	45,000	45,000	Cooperation with travel and tourism service enterprises.
II	**Projects using socialized capital in 2026**		**112,000**	**112,000**	
1	Refurbishment, upgrading and modernization of passenger coaches under cooperation for tourist transport on railway lines.	Use of 22 passenger coaches with outdated interiors to be refurbished into air-conditioned soft-sleeper coaches with modern and synchronized interiors.	72,000	72,000	100% funded by Chapa Tourism JSC
2	Refurbishment, upgrading and modernization of passenger coaches under cooperation for tourist transport on railway lines.	Use of 08 passenger coaches with outdated interiors to be refurbished into air-conditioned soft-sleeper coaches with modern and synchronized interiors.	26,000	26,000	100% funded by Sjourney Investment Co., Ltd.
3	Renovation and replacement of passenger coach interiors	Renovation and replacement of interiors for 12 passenger coaches and 01 /service car.	14,000	14,000	100% funded by Viet Trung Global Trade Promotion Center JSC
Total (I+II)			**157,000**	**157,000**	

Appendix 04
SUMMARY OF DEVELOPMENT INVESTMENT PLAN FOR 2026
(Attached to the 2026 Business Plan, Profits and Dividends of Railway Transport Joint Stock Company)

Unit: Million VND

No.	Criteria	Value
1	**Plan for depreciation fund of fixed assets to be used in 2026**	**242,283**
1.1	Depreciation of fixed assets in 2026	227,240
1.2	Depreciation fund carried forward from previous years to 2026	6,013
1.3	Difference between actual and planned depreciation in 2025 carried forward to 2026	9,030
a	*Plan*	*218,200*
b	*Actual*	*227,230*
2	**Plan for utilization of depreciation fund in 2026**	**242,283**
2.1	Loan principal repayment for projects in 2026	95,844
2.2	Additional capital for ongoing projects carried forward to 2026	127,010
2.3	Capital plan for new investment projects in 2026	19,429
3	**Planned list of investment projects using socialized capital**	**157,000**

Appendix 5
PLAN FOR REPAYMENT OF LOAN PRINCIPAL FOR PROJECTS IN 2026
(Attached to the 2026 Business Plan, Profits and Dividends of Railway Transport Joint Stock Company)

Unit: Million VND

No.	Investment items and works	Planned principal repayment	Notes
1	Project: Investment in 30 new passenger coaches in 2017 (Hanoi–Vinh Line)	16,370	
2	Project: Investment in 30 new passenger coaches (Hanoi–Ho Chi Minh City Line)	14,410	
3	Project: Refurbishment and upgrading of 30 passenger coaches	7,170	
4	Project: Conversion and upgrading of 45 passenger coaches	8,850	
5	Project: Construction of 100 new freight wagons	6,030	
6	Project: Investment in 30 new passenger coaches	14,690	
7	Project: Investment in 30 new passenger coaches (Phase: 2018–2020)	13,500	
8	Project: Investment in 50 new Mc freight wagons in 2018	3,004	
9	Project: Investment in 30 new passenger coaches (2016)	11,820	
	Total	**95,844**	

Tôi, Đinh Thị Hòe, CCCD số: 040192044082 Cục Cảnh sát Quản lý Hành chính về Trật tự Xã hội cấp ngày 09/12/2022; cam đoan đã dịch chính xác nội dung của giấy tờ/văn bản này từ **tiếng Việt sang tiếng Anh.**

*I, Dinh Thi Hoe, Citizen ID Card No. 040192044082 issued on 09/12/2022 by Police Department for Administrative Management of Social Order, commit that I exactly translated the content of this document from **Vietnamese to English**.*

Ngày 22 tháng 04 năm 2026
April 22, 2026
Người dịch ký và ghi rõ họ tên
Signature and full name of the translator

Đinh Thị Hoè
Dinh Thi Hoe

Ngày 22 tháng 04 năm 2026 (Bằng chữ: Ngày hai mươi hai, tháng tư, năm hai nghìn không trăm hai mươi sáu)
April 22, 2026 (On the Twenty - second of April, two thousand and twenty-six)
Tại Văn phòng Công chứng Nguyễn Việt Cường, địa chỉ tại số 184 Dương Bá Trạc, Phường Chánh Hưng, Thành phố Hồ Chí Minh.
At Nguyen Viet Cuong Notary Office, address at No. 184 Dương Ba Trac, Chanh Hung ward, Ho Chi Minh city.
Tôi, Ngô Thúy Liễu là Công chứng viên, Văn phòng Công chứng Nguyễn Việt Cường, thành phố Hồ Chí Minh.
I am, Ngô Thúy Liễu a Notary Public, Nguyen Viet Cuong Notary Office, Ho Chi Minh city.

CHỨNG THỰC/ *HEREBY CERTIFY THAT*

- Bà Đinh Thị Hòe là người đã ký vào từng trang bản dịch này. Người thực hiện chứng thực đã đối chiếu chữ ký của người dịch trên bản dịch và nhận thấy phù hợp với chữ ký mẫu của cộng tác viên dịch thuật đã đăng ký tại Văn phòng Công chứng Nguyễn Việt Cường, thành phố Hồ Chí Minh.
- *Ms. Dinh Thi Hoe signed each page of this translation. The notary public has compared the translator's signature on the translation and found it to be consistent with the sample signature of the translator registered at Nguyen Viet Cuong Notary Office, Ho Chi Minh City.*

Văn bản chứng thực này được lập thành 02 bản gốc (mỗi bản gốc gồm 26 tờ, 26 trang), lưu 01 (một) bản gốc tại Văn phòng Công chứng Nguyễn Việt Cường, thành phố Hồ Chí Minh.

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Signature, full name and seal
CÔNG CHỨNG VIÊN
NOTARY PUBLIC

VĂN PHÒNG CÔNG CHỨNG NGUYỄN VIỆT CƯỜNG
P. CHÁNH HƯNG - T.P HỒ CHÍ MINH

Ngô Thúy Liễu