GLOBAL TANKER JOINT STOCK COMPANY
No. 16 Phan Dinh Giot Street, Tan Son Hoa Ward, Ho Chi Minh City
Tel: (028) 3620 3433 Fax: (028) 3620 3427
Website: https://globaltanker.net Email: office@globaltanker.net

INFORMATION DISCLOSURE DOCUMENT REGARDING PUBLIC COMPANY

(Official Letter No. 9276/UBCK-GSĐC dated 25/12/2025 from the State Securities Commission)

GLOBAL TANKER JOINT STOCK COMPANY

(Enterprise Registration Certificate No. 0315118069 issued by the Department of Planning and Investment of Ho Chi Minh City on 18/06/2018, Department of Finance of Ho Chi Minh City issued the 8th amendment on 28/09/2025)

This Information Disclosure Document will be provided at:

GLOBAL TANKER JOINT STOCK COMPANY

No. 16 Phan Dinh Giot Street, Tan Son Hoa Ward, Ho Chi Minh City

Tel: (028) 3620 3433 Fax: (028) 3620 3427

Contributed Charter Capital: VND 350,000,000,000

INFORMATION DISCLOSURE OFFICER:
Mr. Nguyen Tien Dung – Chairman of the Board of Directors
Address: No. 16 Phan Dinh Giot Street, Tan Son Hoa Ward, Ho Chi Minh City
Tel: (028) 3620 3433 Fax: (028) 3620 3427

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I. DEFINITIONS

TERMS AND CONCEPTS	EXPLANATION
Information Disclosure	The Company's Information Disclosure on financial status and business operations aims to provide investors with assessments and make investment decisions.
Shares	The charter capital is divided into equal parts.
Stocks	Securities confirming the legal rights and interests of the holder in a portion of the shares.
Shareholders	Organizations or individuals owning issued shares of the Company.
Dividends	The net profit paid per share in cash or other assets from the remaining profit of the Company after fulfilling financial obligations.
Company, Public Company, Global Tanker	Global Tanker Joint Stock Company
Advisory Organization	Viet Dragon Securities Corporation
SSC	State Securities Commission
SE	Stock Exchange
SM	Securities Market
GMS	General Meeting of Shareholders
BOD	Board of Directors
SB	Supervisory Board
BOM	Board of Management
S&W	Staff and Workers
FS	Financial Statements
JSC	Joint Stock Company
ERC	Enterprise Registration Certificate
HCMC	Ho Chi Minh City
MT	Maritime Transport
IMEX	Import and Export

II. STATUS AND CHARACTERISTICS OF THE PUBLIC COMPANY

1. General Information about the Company

Company Name:	**GLOBAL TANKER JOINT STOCK COMPANY**
English Name:	**GLOBAL TANKER JOINT STOCK COMPANY**
Legal Representative:	Mr. Nguyen Tien Dung – Chairman of the Board of Directors
Head Office:	No. 16 Phan Dinh Giot, Tan Son Hoa Ward, HCMC
Phone Number:	(028) 3620 3433 Fax: (028) 3620 3427
Website:	https://globaltanker.net
Registered Charter Capital:	VND 350,000,000,000
Actual Contributed Capital:	VND 350,000,000,000
ERC:	Enterprise Registration Certificate No. 0315118069 issued by the Department of Planning and Investment of HCMC, first issued on 18/06/2018, amended for the eighth time by the Department of Finance of HCMC on 28/09/2025.

Main Business Activities: Coastal and Ocean Freight Transport - Industry Code: 5012.

Details: Business in oil and gas transport, goods by inland waterways (excluding liquefied petroleum gas and residual oil business).

2. Introduction to Registered Securities for Trading

- Type of Securities: Common Shares
- Par Value: VND 10,000 per share
- Stock Code: GTX
- Total Number of Registered Securities for Trading: 35,000,000 shares
- Number of Securities Restricted from Transfer as per Legal or Company Regulations: 0 shares
- Foreign Ownership Limit: 0%

3. Company Formation and Development Process

3.1. Summary of Formation and Development Process

Milestone	Development Process
2018	On June 18, 2018, Global Tanker One Member Limited Liability Company was established with an initial charter capital of VND 200 billion. On November 21, 2018, Global Tanker One Member Limited Liability Company was converted into Global Tanker Joint Stock Company with three founding shareholders, including Prime Shipping Corporation (contributing VND 198 billion), Ms. Nguyen Thi Mai Xuan (contributing VND 1 billion), and Ms. Le Thi Thuy Duong (contributing VND 1 billion).

Milestone	Development Process
2019	In 2019, Prime Shipping Corporation contributed assets consisting of five vessels as follows: Prime Sky (later renamed GT Peace), Prime Synergy (GT Independence), Serene (GT Equality), Prime Senator (GT Liberty), and Prime Sands (GT Victory).
2020	The company liquidated two vessels, GT Liberty and GT Independence, due to exceeding their service life, and acquired a new vessel, GT Freedom. Consequently, the company's fleet comprised four vessels as follows: GT Peace, GT Equality, GT Victory, and GT Freedom.
2021	On December 23, 2021, the General Meeting of Shareholders approved a plan to increase the charter capital from VND 200 billion to VND 275 billion through a rights issue to existing shareholders (VND 50 billion) and a stock dividend issuance (VND 25 billion).
2022	In the first two months of 2022, Global Tanker Joint Stock Company completed the increase of charter capital from VND 200 billion to VND 275 billion according to the issuance plan approved by the General Meeting of Shareholders and was granted the amended Enterprise Registration Certificate No. 0315118069 for the fourth time on March 17, 2022, with a charter capital of VND 275 billion.
2023 - Present	In 2023, Global Tanker Joint Stock Company completed the increase of charter capital from VND 275 billion to VND 350 billion according to the issuance plan approved by the General Meeting of Shareholders and was granted the amended Enterprise Registration Certificate No. 0315118069 for the seventh time on February 5, 2024, with a charter capital of VND 350 billion. During this period, the company invested in acquiring a second-hand vessel and renamed it GT Win. Concurrently, to expand the fleet and enhance operational capacity, the company leased a vessel to operate under the name GT Unity *(lease term until December 2025)*. In April 2026, the company liquidated the GT Freedom vessel to supplement capital for the company's new shipbuilding projects during the 2026 – 2028 period. Accordingly, the company's current fleet consists of four vessels as follows: GT Peace, GT Equality, GT Victory, and GT Win. To expand and rejuvenate the current fleet, during the 2026 – 2028 period, the company plans to purchase or build new vessels with a capacity of 7,500 DWT (1-2 vessels), 13,100 DWT (2 vessels), and 45,000 – 50,000 DWT (1-2 vessels). Currently, the company operates under the Enterprise Registration Certificate No. 0315118069 issued by the Department of Planning and Investment of Ho Chi Minh City, first issued on June 18, 2018, and amended for the eighth time by the Department of Finance of Ho Chi Minh City on September 28, 2025.

Source: Global Tanker Joint Stock Company.

3.2. Introduction to the Company's Public Offering Process

- Date the Company Complied with Point a, Clause 1, Article 32 of the Securities Law as Amended and Supplemented at Point a, Clause 11, Article 1 of Law No. 56/2024/QH15: March 20, 2024.
- Information on Charter Capital and Shareholder Structure on the Date of Compliance with Point a, Clause 1, Article 32 of the Securities Law as Amended and Supplemented at Point a, Clause 11, Article 1 of Law No. 56/2024/QH15:

  + Charter Capital: VND 350,000,000,000

  + Owner's Equity as of December 31, 2023: VND 402,069,112,502.

  + Number of Shareholders: 120 shareholders.

  + Shareholder Structure: 116 non-majority shareholders, owning 9,626,113 shares *(equivalent to 27.50% of the total voting shares)*.

- Information on Charter Capital and Shareholder Structure as of the Most Recent Public Company Filing Date: June 30, 2025.

  + Charter Capital: VND 350,000,000,000.

  + Owner's Equity as of December 31, 2024: VND 421,724,070,231.

  + Number of Shareholders: 127 shareholders

  + Shareholder Structure: 124 non-majority shareholders, owning 9,756,481 shares *(equivalent to 27.88% of the total voting shares)*.

4. Organizational Structure of the Company

- The Company's Organizational Structure is as follows:

No.	Company	Address
1	Headquarters of Global Tanker Joint Stock Company	No. 16 Phan Dinh Giot, Tan Son Hoa Ward, Ho Chi Minh City

Source: Global Tanker Joint Stock Company

- Parent Companies, Companies with Controlling or Dominant Shares in the Company; Subsidiaries, Companies in which the Public Company Holds Controlling or Dominant Shares or Capital Contributions: None.

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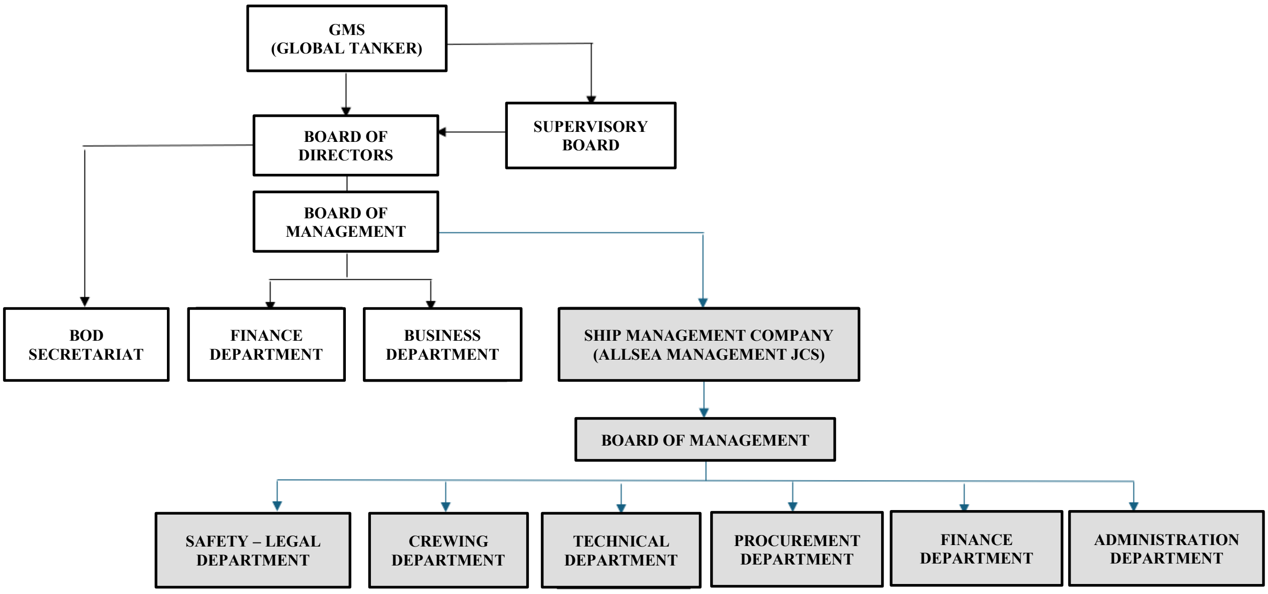
5. Management Apparatus of the Company



Source: Global Tanker Joint Stock Company

The Company's Management Apparatus is Organized According to the Joint Stock Company Model with the Following Details:

5.1. General Meeting of Shareholders

In accordance with the Enterprise Law and the Company's Charter, the General Meeting of Shareholders, comprising all shareholders with voting rights, is the highest authority of the Company. The General Meeting of Shareholders convenes annually. It decides on the organizational structure, dissolution, bankruptcy of the Company, long-term investment plans, development strategies, capital structure, and the appointment or dismissal of members of the Board of Directors and the Supervisory Board.

5.2. Board of Directors

The Board of Directors is elected by the General Meeting of Shareholders and serves as the highest management body of the Company during its term. It has full authority to make decisions on all matters related to the Company's objectives and interests, except for those matters under the jurisdiction of the General Meeting of Shareholders.

5.3. Supervisory Board

The Supervisory Board is elected by the General Meeting of Shareholders to represent shareholders in overseeing all business activities, management, and operations of the company.

5.4. Board of Management

- **Director:** Operates the Company's activities in compliance with the Company's Charter, the resolutions of the General Meeting of Shareholders, the resolutions of the Board of Directors, the Company's organizational and operational regulations, under the authorization of the Chairman of the Board of Directors, and the Enterprise Law.
- **Deputy Director:** Assists the Director of the company, authorized by the Director or responsible for certain areas of specialized management, and is accountable to the Director and the law for the assigned and authorized tasks.

- **Chief Accountant:** Organizes the implementation of the company's accounting and financial tasks, assists the Director in supervising the company's finances according to financial and accounting regulations, and is accountable to the Director and the law for the assigned or authorized tasks.

5.5. Board of Directors Secretariat

- Advises the Board of Directors on organizing the General Meeting of Shareholders in accordance with regulations and on matters related to the company and shareholders;
- Prepares meetings of the Board of Directors, Supervisory Board, and General Meeting of Shareholders as requested by the Board of Directors or Supervisory Board;
- Advises on meeting procedures;
- Attends meetings;
- Advises on drafting resolutions of the Board of Directors in compliance with legal regulations;
- Provides financial information, minutes of Board of Directors meetings, and other information to members of the Board of Directors and Supervisory Board;
- Monitors and reports to the Board of Directors on the company's information disclosure activities;
- Acts as the liaison with stakeholders;
- Maintains confidentiality of information in accordance with legal regulations and the Company's Charter.

5.6. Operational Departments

Finance – Accounting Department

- Advises the Board of Management on the company's financial and accounting matters;
- Implements financial and accounting regimes in accordance with the Accounting Law, Vietnamese Accounting Standards, and current legal documents;
- Collects and processes accounting data. Inspects and supervises revenue and expenditure, financial planning;
- Manages and utilizes assets and capital to ensure autonomy in business operations;
- Organizes the preservation and storage of accounting documents.

Business Department:

- Implements annually approved business plans;
- Seeking partners for vessel leasing to ensure optimal fleet utilization;
- Maintaining, nurturing, and expanding the customer base;
- Negotiating and signing vessel charter contracts. Executing transportation contracts, managing vessels throughout the transportation process to fulfill signed contracts.
- Appointing local agents to arrange necessary procedures for vessels;
- Settling accounts, monitoring the payment of freight charges, demurrage fees, and other expenses;

- Researching and proposing business models that may yield effective results;
- Carrying out new business tasks as required by the Board of Management.

5.7. Ship management company (AllSea Management Joint Stock Company)

Global Tanker primarily operates in the field of maritime petroleum transportation, owning a fleet and providing vessel charter services. To ensure technical management, safety, insurance, repairs, supplies, and crew management, since early 2019, the Company has signed **a comprehensive service contract with the ship management company AllSea Management Joint Stock Company** - a professional ship management entity with full capacity, experience, and personnel to handle all technical, safety, and crew-related operations for Global Tanker's fleet. Based on actual conditions, according to information provided by AllSea Management Joint Stock Company, the total number of crew members currently managed by the company *(as of 28/02/2026)* is approximately **200 individuals**. Among them, the crew provided for Global Tanker's fleet (5 vessels) averages 20 crew members per vessel.

With this cooperative model, Global Tanker can focus its personnel on core functions such as corporate governance, strategic planning, vessel operations, and business development. With the aim of building a lean, efficient, and specialized organization, the current number of personnel, although not large, is sufficiently qualified and experienced to fully meet the practical operational requirements of the enterprise.

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6. Introduction to the process of capital contribution and changes in the Company's charter capital

Since its establishment, the Company has undergone the following process of capital contribution and changes in charter capital:

Time (Month/Year)	Charter Capital After Increase/Decrease	Value of Charter Capital Increase/Decrease	Form of Capital Increase/Decrease	Legal Basis
Establishment of the Enterprise (June 2018)	VND 200,000,000,000	VND 200,000,000,000	Shareholders contributed capital in cash and assets to establish the Company.	- Resolution No. 02-18/NQ – HĐQT dated 01/06/2018 of Prime Shipping Corporation approving the plan to establish Global Tanker Limited Liability Company; - Enterprise Registration Certificate No. 0315118069 issued by the Department of Planning and Investment of Ho Chi Minh City for the first time on 18/06/2018. - Decision No. 06-01/2018/QĐ-HĐQT dated 08/11/2018 of Prime Shipping Corporation on converting Global Tanker Limited Liability Company into a joint stock company; - Enterprise Registration Certificate No. 0315118069 issued by the Department of Planning and Investment of Ho Chi Minh City, first amendment on 21/11/2018; - First General Meeting of Shareholders Resolution No. 01/NQ.ĐHĐCĐ dated 14/12/2018 of Global Tanker Joint Stock Company; - Board of Directors Resolution No. 01/08/2019 of Global Tanker Joint Stock Company approving the results of the capital contribution round to establish the Company.

Time (Month/Year)	Charter Capital After Increase/Decrease	Value of Charter Capital Increase/Decrease	Form of Capital Increase/Decrease	Legal Basis
First Capital Increase (March 2022)	VND 275,000,000,000	VND 75,000,000,000	Offering shares to shareholders at a ratio of 4:1 and paying dividends in shares at a ratio of 8:1	- Annual General Meeting of Shareholders Resolution No. 2312/2021/NQ-HĐQT dated 23/12/2021 approving the plan to pay dividends in shares and offer shares to existing shareholders to increase charter capital; - Enterprise Registration Certificate No. 0315118069 issued by the Department of Planning and Investment of Ho Chi Minh City, fourth amendment on 17/03/2022.
Second Capital Increase (February 2024)	350,000,000,000 VND	75,000,000,000 VND	Offering shares to shareholders at a ratio of 11:3	- General Meeting of Shareholders Resolution No. 02-2023/ĐHĐCĐ-NQ dated 21/10/2023 approving the plan to offer shares to existing shareholders; - Enterprise Registration Certificate No. 0315118069 issued by the Department of Planning and Investment of Ho Chi Minh City, seventh amendment on 05/02/2024.
Charter Capital Contributed at the Time of Public Company Registration	**350,000,000,000 VND (Three hundred fifty billion VND)**			

Source: Global Tanker Joint Stock Company.

Detailed information on the capital contribution rounds and increases in the Company's charter capital is as follows:

➢ **Initial capital contribution round of 200 billion VND:**

Global Tanker Limited Liability Company was established under Enterprise Registration Certificate No. 0315118069 issued by the Department of Planning and Investment of Ho Chi Minh City on 18/06/2018 with a charter capital of 200 billion VND*(Owner: Prime Shipping Corporation)*, subsequently converted to Global Tanker Joint Stock Company under Enterprise Registration Certificate No. 0315118069 issued with the first change on 21/11/2018 with a charter capital of 200 billion VND.

From 02/01/2019 to 31/07/2019, the three founding shareholders completed the full contribution of the charter capital of 200 billion VND to the Company as follows:

No.	Capital Contributing Shareholders	Form of Capital Contribution	Value of Capital Contribution (VND)	Time of Capital Contribution
1	Prime Shipping Corporation	Remaining Value of the Ship	179,006,983,234	02/01/2019 – 20/07/2019
		- *Prime Sky Vessel*	*57,549,331,675*	*02/01/2019*
		- *Prime Synergy Vessel*	*28,624,642,857*	*21/02/2019*
		- *Prime Serene Vessel*	*21,816,611,836*	*15/03/2019*
		- *Prime Senator Vessel*	-	*11/07/2019*
		- *Prime Sands Vessel*	*71,016,396,866*	*20/07/2019*
		Fuel Value on Vessel	9,549,169,183	02/01/2019 – 20/07/2019
		- *Prime Sky Vessel*	*1,358,891,863*	*02/01/2019*
		- *Prime Synergy Vessel*	*2,572,268,440*	*21/02/2019*
		- *Prime Serene Vessel*	*747,361,761*	*15/03/2019*
		- *Prime Senator Vessel*	*1,517,033,330*	*11/07/2019*
		- *Prime Sands Vessel*	*3,353,613,789*	*20/07/2019*
		Cash	500,000,000	08/01/2019
		Offset Receivables	8,943,847,583	31/07/2019

No.	Capital Contributing Shareholders	Form of Capital Contribution	Value of Capital Contribution (VND)	Time of Capital Contribution
		Total	**198,000,000,000**	
2	Le Thi Thuy Duong	Cash	1,000,000,000	31/07/2019
3	Nguyen Thi Mai Xuan	Cash	1,000,000,000	31/07/2019
	Total		**200,000,000,000**	

Source: Global Tanker Joint Stock Company.

During the capital contribution phase for the Company's establishment, the amount collected by the Company was VND 2,500,000,000 *(the remaining capital contribution was made in assets and offset against receivables)* and was used by the Company to pay for the freight of the Great Diamond vessel on August 21, 2019, amounting to VND 2,744,094,529.

➢ **Capital increase from VND 200 billion to VND 275 billion:**

Based on the Resolution of the Annual General Meeting of Shareholders No. 2312/2021/NQ-HĐQT dated December 23, 2021, which approved the plan to pay dividends in shares *(ratio 8:1, equivalent to an issuance value of VND 25 billion)* and to offer shares to existing shareholders *(ratio 4:1, equivalent to an issuance value of VND 50 billion)* to increase the charter capital from VND 200 billion to VND 275 billion.

From February 10, 2022, to February 28, 2022, the Company implemented and completed the issuance of shares for dividend payment and offered shares to existing shareholders to increase the charter capital from VND 200 billion to VND 275 billion.

After completing the share issuance, the Company registered the change in charter capital and was granted the amended Enterprise Registration Certificate No. 0315118069 by the Ho Chi Minh City Department of Planning and Investment on March 17, 2022, with the registered charter capital of VND 275 billion.

During the capital increase from VND 200 billion to VND 275 billion, the amount collected by the Company was VND 50 billion and was used by the Company as follows:

No.	Supplier	Capital Utilization Period	Explanation of Capital Utilization	Amount Utilized (VND)
1	Vietsea Company PTE. LTD	23/02/2022 – 27/06/2022	Payment of agency fees for ships in 2021, 2022	9,029,271,995

No.	Supplier	Capital Utilization Period	Explanation of Capital Utilization	Amount Utilized (VND)
2	Viet Sea Joint Stock Company	10/03/2022	Payment of agency fees for ships in 2021	1,657,651,506
3	Allsea Management Joint Stock Company	15/02/2022 – 06/06/2022	Advance to ALLSEA Company from the 5th to the 16th installment in 2022	23,000,000,000
4	Petrolink Trading and Supply Company Limited	01/03/2022	Payment for fuel supply for the ship Peace	7,222,515,224
5	Manh Hung Petroleum Transport Company Limited	10/03/2022	Payment of the remaining amount for oil supply for the ship VENUS	161,212,123
6	Baoviet Insurance Corporation	25/03/2022	Payment of insurance fees for ships PEACE + VICTORY + FREEDOM	394,598,490
		19/05/2022	Payment of P&I insurance fees for the 2nd term of 2022 for ships GT VICTORY; GT PEACE and GT FREEDOM	1,050,295,984
7	Vietnam Maritime Commercial Joint Stock Bank - Do Thanh Branch	26/03/2022 – 27/06/2022	Payment of principal and interest on the loan for the ship FREEDOM	10,013,166,619
	TOTAL			**52,528,711,941**

Source: Global Tanker Joint Stock Company.

- **Capital increase from VND 275 billion to VND 350 billion:**

Based on the Resolution of the 2023 General Meeting of Shareholders No. 02/2023/ĐHĐCĐ-NQ dated October 21, 2023, which approved the plan to offer shares to existing shareholders to increase the charter capital from VND 275 billion to VND 350 billion *(ratio 11:3, equivalent to an issuance value of VND 75 billion)*.

From October 23, 2023, to December 29, 2023, the Company implemented and completed the offering of shares to existing shareholders to increase the charter capital from VND 275 billion to VND 350 billion.

After completing the share issuance, the Company registered the change in charter capital and was granted the amended Enterprise Registration Certificate No. 0315118069 by the Ho Chi Minh City Department of Planning and Investment on February 5, 2024, with the registered charter capital of VND 350 billion.

During the capital increase from VND 275 billion to VND 350 billion, the amount collected by the Company was VND 75 billion and was used by the Company as follows:

No.	Transaction	Transaction Date	Transaction Bank	Amount (USD)	Exchange Rate VND/USD	Amount (VND)
I	**PURCHASE OF SHIP**					
1	Deposit for ship purchase	31/10/2023	MB (USD account)	895,000.00	24,735	22,137,825,000
2	Payment for ship purchase	22/11/2023	MB (USD account)	1,780,000.00	24,370	43,378,600,000
3	Payment for ship purchase	22/11/2023	MB (USD account)	6,230,000.00	24,210	150,828,300,000
4	Purchase of remaining fuel on the ship	22/11/2023	MB (USD account)	58,735.32	24,370	1,431,379,748
II	**RELATED EXPENSES**					
5	Import Tax, Value Added Tax, Environmental Protection Tax	29/12/2023	MB (VND Account)	/	/	21,846,438,400
	TOTAL			**8,963,735.32**		**239,622,543,148**

Source: Global Tanker Joint Stock Company.

Clarification information related to the emphasis of matter in the audit report on the contributed charter capital of Global Tanker Joint Stock Company conducted by A&C Auditing and Consulting Company Limited is as follows:

1. ***Regarding the emphasis on "Note 6.1 in the Explanatory Notes to the Report on Contributed Charter Capital concerning the fact that Prime Shipping Corporation and other shareholders contributed capital more than 90 days after the Company was granted the Enterprise Registration Certificate, which does not comply with Clause 1, Article 112 of the Enterprise Law dated November 26, 2014. Additionally, Prime Shipping Corporation contributed capital to establish the Company with 5 oil tankers and the fuel on these tankers, as well as receivables from charter hire. The value of these contributed assets was determined based on the book value of Prime Shipping Corporation at the date of asset transfer (see details in Appendix 1 and Appendix 1.1)."***

On June 18, 2018, the Ho Chi Minh City Department of Planning and Investment issued the initial Enterprise Registration Certificate No. 0315118069 for the establishment of Global Tanker Limited Liability Company with a charter capital of VND 200,000,000,000. By November 21, 2018, the Ho Chi Minh City Department of Planning and Investment issued the first amendment to Enterprise Registration Certificate No. 0315118069 regarding the conversion from a single-member limited liability company to a joint stock company with a charter capital of VND 200,000,000,000 (par value per share: VND 10,000, total shares: 20,000,000).

Based on the Resolution of the General Meeting of Shareholders No. 01/NQ.ĐHĐCĐ dated December 14, 2018, Global Tanker approved the capital contribution structure of the founding shareholders, who proceeded with the related legal procedures to contribute capital to Global Tanker.

As the contributed assets primarily consist of the fleet and fuel on the vessels *(including 5 vessels: Prime Sands, Prime Senator, Prime Serene, Prime Sky, Prime Synergy)* owned by Prime Shipping Corporation *(a founding shareholder)*. Among these, 4 vessels *(Prime Sky, Prime Synergy, Prime Sands, Prime Serene)* are mortgaged to secure bank loans *(including: Petrolimex Group Commercial Joint Stock Bank – abbreviated as "PG Bank", Orient Commercial Joint Stock Bank – abbreviated as "OCB", Viet Capital Commercial Joint Stock Bank – abbreviated as "Viet Capital")*. Therefore, to contribute capital with this fleet, Prime Shipping Corporation needed to negotiate and reach agreements with these banks.

From December 2018 to July 2019, Prime Shipping Corporation completed agreements with the banks to contribute the fleet as capital to Global Tanker Joint Stock Company.

Therefore, by July 31, 2019, the shareholders had fully contributed VND 200 billion in capital to Global Tanker. For clarification, based on prudence, the value of the fleet and fuel on the vessels contributed by Prime Shipping Corporation to Global Tanker was determined by the book value recorded in the accounting books at the actual time of capital contribution.*(in accordance with the provisions of Article 37 of the Enterprise Law 2014 as approved in the Resolution of the General Meeting of Shareholders No. 01/NQ.ĐHĐCĐ dated December 14, 2018, and the Resolution of the Board of Directors No. 010819/NQ-HĐQT dated August 1, 2019, regarding the approval of the capital contribution results for establishment).* Therefore, after meeting the conditions and completing the capital contribution with the fleet *(by July 2019)*, the Company identified the remaining capital shortfall to notify shareholders to complete the remaining capital contribution by July 31, 2019 *(including: offsetting receivables of VND 8.94 billion and cash contribution of VND 2 billion)*.

2. ***Regarding the emphasis on "Notes 2 and 4 in the Explanatory Notes to the Report on Contributed Charter Capital regarding the purpose of preparation and the accounting policies applied to prepare the Report on Contributed Charter Capital. This report is solely used to summarize the situation of charter capital contribution from the date of establishment (June 18, 2018) to June 30, 2025, of the Company, not extending to the entire Financial Statements and is prepared to assist Global Tanker Joint Stock Company in meeting the requirements of the State regulatory authorities. Therefore, this Report may not be suitable for other purposes."***

The Company was granted the initial Enterprise Registration Certificate No. 0315118069 on June 18, 2018, with a charter capital of VND 200 billion, subsequently conducting two rounds of charter capital increase from VND 200 billion to VND 275 billion in 2022 and increasing charter capital from VND 275 billion to VND 350 billion in 2023-2024 *(For clarification, the Company's shareholders completed a capital contribution of VND 75 billion by December 28, 2023, after which the Company completed the procedures for registering the new charter capital change according to Enterprise Registration Certificate No. 0315118069, amended for the 7th time on February 5, 2024)*. From February 5, 2024, to the present, the Company's charter capital has not changed *(The current contributed charter capital of the Company is VND 350 billion)*. Therefore, the scope of the Audit Report on Contributed Charter Capital is compiled from June 18, 2018, to June 30, 2025, and is prepared to serve the purpose of auditing the contributed charter capital of the Company in accordance with Circular No. 19/2025/TT-BTC dated May 5, 2025 of the Ministry of Finance, not extending the audit scope to the entire Financial Statements of the Company. Therefore, this Report on Contributed Charter Capital may not be suitable for other purposes.

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7. Shareholder structure at the most recent time:

7.1. Shareholder Structure

The Company's shareholder structure as of January 20, 2026, is as follows:

No.	Shareholder	Number of Shareholders	Number of Shares Owned	Percentage
I	**Domestic and Foreign Shareholders**	**138**	**35,000,000**	**100%**
1	**Domestic Shareholders**	**138**	**35,000,000**	**100%**
1.1	State	0	0	0%
1.2	Organizations	2	3,146,738	8.99%
1.3	Individuals	136	31,853,262	91.01%
2	**Foreign Shareholders**	0	0	0%
II	**Major and Other Shareholders**	**138**	**35,000,000**	**100%**
1	Major Shareholders	3	25,093,519	71.70%
2	Other Shareholders	135	9,906,481	28.30%

Source: List of shareholders of Global Tanker Joint Stock Company as of January 20, 2026.

7.2. List of shareholders holding more than 5% of the Company's shares

List of shareholders holding more than 5% of the Company's shares as of January 20, 2026, is as follows:

No.	Shareholder Name	Address	Number of Shares	Percentage (%)
1	Nguyen Thi Ngoc Yen	94/14 Phan Van Han, Ward 17, Binh Thanh, Ho Chi Minh City	16,436,748	46.96%
2	Tran Le Thuy Dan	House 10, Street 12, Tan Hung Ward, District 7, Ho Chi Minh City	6,873,406	19.64%
3	Huynh Thi Hong Chau	Group 45, Quarter 4, Ward 1, Cao Lanh City, Dong Thap	1,783,365	5.10%
@	**Total**		**25,093,519**	**71.70%**

Source: List of shareholders of Global Tanker Joint Stock Company as of January 20, 2026.

7.3. List and shareholding ratio of founding shareholders

In accordance with the Enterprise Law, as of the current date, the shares of the founding shareholders of the Company are no longer subject to transfer restrictions. Currently, the founding shareholders no longer hold shares in the Company.

8. Business Activities

8.1. Company Products and Services

Global Tanker Joint Stock Company operates in the transportation service sector, with its primary business being the transportation of petroleum and goods via inland waterways and maritime routes. The Company's main operational areas extend from international ports in Singapore, Malaysia, Colombia, Indonesia, China, etc., to domestic ports such as Dung Quat, Ho Chi Minh City, Hai Phong, Quang Ninh, etc.

In recent times, the Company has operated six vessels with the function of transporting oil and chemicals with a total deadweight tonnage ranging from 6,816 DWT to 45,994 DWT, of which five vessels are owned by the Company and one vessel is leased (GT Unity).

In December 2025, the Company returned the GT Unity vessel to its owner, Mekongtrans. By April 2026, the Company liquidated the GT Freedom vessel to supplement capital for new shipbuilding projects during the 2026–2028 period.

Detailed information about the Company's fleet is as follows:

(1) GT Peace *(Former name: Prime Sky – Vessel contributed in 2019 by Prime Shipping Corporation –* ***Still operational****)*

Identification Number: IMO 9321639
Type of Vessel: Oil/Chemical Tanker
Year Built: 2006
Shipyard: Samho Shipbuilding
Cargo Tank Volume: 13,067.6 m3
Deadweight: 12,973 DWT

(2) GT Victory *(Former name: Prime Sands – Vessel contributed in 2019 by Prime Shipping Corporation –* ***Still operational****)*

Identification Number: IMO 9321641
Type of Vessel: Oil Tanker
Year Built: 2006
Shipyard Location: Samho Shipbuilding
Cargo Hold Volume: 13,070 m3
Deadweight: 12,940 DWT

(3) GT Equality *(Former name: Prime Serene – Vessel contributed in 2019 by Prime Shipping Corporation –* ***Still operational****)*

Identification Number: IMO 9205512
Vessel Type: Oil/Chemical Tanker
Year of Construction: 1999
Shipyard Location: Murakami Hide Shipbuilding
Cargo Hold Volume: 6,605.4 m3
Deadweight: 6,816 DWT

(4) GT Win *(Global Tanker Joint Stock Company invested in a new vessel in 2023 – **Still operational**)*

Identification Number: IMO 9341354
Vessel Type: Oil/Chemical Tanker
Year of Construction: 2009
Shipyard Location: Vard Braila
Deadweight: 14,958 DWT

(5) GT Freedom *(Global Tanker Joint Stock Company invested in a new vessel in 2020 – **Liquidated in April 2026**)*

Identification Number: IMO 9254927
Vessel Type: Oil/Chemical Tanker
Year of Construction: 2003
Shipyard Location: Shin Kurushima
Cargo Hold Volume: 50,744 m3
Deadweight: 45,994 DWT

(6) GT Unity *(leased by Global Tanker Joint Stock Company until December 2025 – **Returned to owner Mekongtrans**)*

Identification Number: IMO 9507506
Vessel Type: Oil/Chemical Tanker
Year of Construction:2008
Shipyard Location: Hexing Shipbuilding & Repair
Deadweight: 7,631 DWT

Source: Global Tanker Joint Stock Company

The Company is currently utilizing the following vessel leasing methods:

No.	Method	Definition	Exploitation Means
1	Voyage Chartering	The company charters vessels on a per-voyage basis to transport goods to specified destinations.	GT Peace GT Victory GT Equality

No.	Method	Definition	Exploitation Means
			GT Win GT Unity (until Dec 2025)
2	Bareboat Chartering (BB)	The company charters vessels (excluding captain and crew) for a specified period.	GT Freedom (until Apr 2026)

Source: Global Tanker Joint Stock Company.

8.2. Investment Situation, Investment Efficiency, and Business Performance in the Company's Operational Areas

Unit: million VND

Indicator	Year 2024	Year 2025	% +/- 2025 / 2024	Cumulative for the First Six Months of 2026
Net Revenue (NR)	814,095	743,601	(8.66%)	367,632
- Voyage Chartering	*777,644*	*705,880*	*(9.23%)*	*358,225*
- Bareboat Chartering	*36,451*	*37,721*	*3.48%*	*9,407*
Gross Profit (GP)	83,187	92,269	10.92%	62,913
- Voyage Chartering	*74,719*	*81,407*	*8.95%*	*61,597*
- Leasing TC/BB	*8,468*	*10,862*	*28.27%*	*1,316*
Gross Profit Margin *(GP/NR)*	10.22%	12.41%	21.42%	17.11%

Source: Audited Financial Statements for 2024, 2025, and Q2 2026 of Global Tanker.

The chartering of oil transport vessels on a voyage basis continues to be the Company's core business, contributing over 90% of net revenue in 2024 and 2025.

In 2024, despite a slowdown in the oil transportation market from the second quarter due to the global economic slowdown, prolonged geopolitical tensions in Russia-Ukraine and the Middle East, along with increasing energy transition pressures and stricter environmental requirements for the maritime transport industry, the Company maintained stable operational activities, expanded its market, customers, and transported goods, while tightly controlling input costs. As a result, the net revenue for 2024 reached VND 814.09 billion, with a gross profit margin of 10.22%, maintaining stability compared to 2023.

In 2025, although the global economy continued to grow, the international business environment remained fraught with volatility. The Company's net revenue reached VND 743.6 billion, a decrease of 8.66% compared to 2024, primarily due to a lower volume of transportation services provided to strategic partners in 2025 compared to the previous year. However, thanks to effective control of the cost of goods sold, the Company's gross profit in 2025 still reached VND 92.27 billion, an increase compared to 2024, raising the gross profit margin to approximately 12.40%.

During the first six months of 2026, voyage chartering of petroleum tankers continued to be the Company’s core business segment, contributing approximately 97.44% of net revenue and

97.91% of gross profit. Cumulative net revenue for the first six months of 2026 reached VND 367.63 billion, of which VND 358.23 billion was generated from voyage chartering and VND 9.41 billion from TC/BB chartering. Gross profit reached VND 62.91 billion, corresponding to a gross profit margin of approximately 17.11%, significantly higher than 12.41% in 2025 and 10.22% in 2024. These results indicate that the Company continued to maintain sound operating efficiency amid ongoing volatility in the international petroleum transportation market, while also reflecting effective control over cost of goods sold, optimization of fleet utilization, and a revenue mix concentrated on voyage chartering. Overall, the results for the first six months of 2026 provide a positive indication of the Company's cost management effectiveness and operating capabilities, thereby establishing a favorable foundation for business operations in the second half of 2026.

8.3. Production and Business Expenses

The structure of the Company's major expense items in recent years is as follows:

Unit: million VND

No.	Operating Expenses	Year 2024		Year 2025		% +/- 2025 / 2024	Cumulative for the First Six Months of 2026	
		Value	%NR	Value	%NR		Value	%NR
1	Cost of Goods Sold	730,908	89.78%	651,333	87.59%	(10.89%)	304,719	82.89%
2	Selling Expenses	-	-	-	-	-	-	-
3	General and Administrative Expenses	8,614	1.06%	12,266	1.65%	42.40%	4,930	1.34%
4	Financial Expenses	17,927	2.20%	11,955	1.61%	(33.31%)	4,819	1.31%
	- Interest Expenses	*12,511*	*1.54%*	*10,438*	*1.40%*	*(16.57%)*	*4,522*	*1.23%*
@	**Total**	**757,449**	**93.04%**	**675,554**	**90.85%**	**(10.81%)**	**314,468**	**85.54%**

Source: Audited Financial Statements for 2024, 2025, and Q2 2026 of Global Tanker JSC.

During the period of 2024 and 2025, the Company's total operating expenses accounted for 93.04% and 90.85% of net revenue, respectively, with the cost of goods sold being the dominant item, representing nearly 90% of net revenue.

Compared to 2024, the total operating expense ratio over net revenue in 2025 slightly decreased by 2.19%, indicating a marginal improvement in cost control efficiency. The Company's cost structure in 2025 remained largely unchanged, with cost pressures still at a high level. Part of the reason was the financial expenses, which decreased by 33.31% compared to the same period. Additionally, interest expenses in 2025 also decreased by 16.57% compared to the previous year, as the Company repaid part of the principal debt, and new loans for the shipbuilding project were subject to preferential interest rates and a grace period for principal repayment. Furthermore, the realized foreign exchange loss also significantly decreased compared to 2024.

The cost of goods sold in 2025 amounted to VND 651.3 billion, equivalent to 87.59% of net revenue, a decrease of 10.89% compared to the same period, due to enhanced control over fleet operating expenses, particularly in ship repair provisions, along with reductions in fuel, materials, outsourced services, and direct labor. Although net revenue decreased due to a decline in transport service volume, the stronger reduction in cost of goods sold helped improve the gross profit margin for the year. Meanwhile, corporate management expenses remained at a low proportion, below 2% of the cost structure.

During the first six months of 2026, the Company’s total operating costs accounted for 85.54% of net revenue, representing a significant decrease from the above-90% levels recorded during 2024–2025 and indicating a clear improvement in cost control efficiency. Cost of goods sold remained the dominant cost component, although its proportion declined to 82.89% of net revenue, significantly lower than in previous years. This reflects the Company’s efforts to optimize fleet operating costs, including tighter control over fuel expenses, repair and maintenance costs, and outsourced services.

In addition, general and administrative expenses for the first six months of 2026 amounted to VND 4.93 billion, equivalent to 1.34% of net revenue, down from 1.65% in 2025, indicating that the Company continued to maintain effective control over administrative costs. Financial expenses also remained at a low level, accounting for 1.31% of net revenue, of which interest expenses represented the largest component at 1.23%, down from 1.40% in 2025. This indicates that the Company’s financial burden remained generally under control and showed further improvement during the period.

8.4. Major contracts currently being executed or signed

The Company signed a framework contract for transportation/chartering services with a partner. The execution value of each transport is determined and signed in each arising appendix.

Specific information about major contracts with the Company's customers is as follows:

No.	Customer Name	Product/Service Provided	Contract Value	Execution Time
1.	Petrolimex Aviation Fuel Joint Stock Company (Petrolimex Aviation)	Charter Leasing	According to each appendix signed at each transport period	From 01/01/2019, automatically renewed annually. On 01/01/2026, the Company signed a new contract **(*)**
2.	Vietsea Company PTE LTD	Charter Leasing	According to each appendix signed at each transport period	From 02/01/2019, automatically renewed annually
		Bareboat Charter (GT Freedom)	4,000 USD/day	From 24/11/2020 to 01/04/2026 **(**)**

***(*)** The Company renewed the Contract on January 1, 2026, with Petrolimex Aviation Fuel Joint Stock Company primarily to update information about the representative, bank account, and some terms in the Contract.*

***(**)** On April 1, 2026, the Company terminated the charter contract with Vietsea Company PTE LTD and received the handover of the GT Freedom vessel for liquidation at the end of April 2026.*

The total executed value of major contracts in recent years with the Company's customers is as follows:

Unit: million VND

No.	Customer Name	Product/Service Provided	Revenue		
			2024	2025	Cumulative for the First Six Months of 2026
1.	Petrolimex Aviation Fuel Joint Stock Company	Voyage Charter	310,593	334,933	152,611
2.	Vietsea Company PTE LTD	Voyage Charter	345,830	306,099	168,792
		Bareboat Charter (GT Freedom (*))	36,451	37,721	9,407
@	**Total**		**674,335**	**678,753**	**330,810**

Source: Global Tanker Joint Stock Company.

***(*)** On April 1, 2026, the Company terminated the lease agreement with Vietsea Company PTE LTD and took back the GT Freedom vessel for liquidation by the end of April 2026.*

9. Report on Business Results for the Last Two Years and the Most Recent Quarter

Key Indicators of the Company's Business Operations

Unit: million VND

No.	Indicator	Year 2024	Year 2025	% +/- 2025 / 2024	Cumulative for the First Six Months of 2026
1.	Total Asset Value	662,953	809,885	22.16%	967,131
2.	Owner’s Equity	421,724	433,134	2.71%	612,143
3.	Net Revenue	814,095	743,602	(8.66%)	367,632
4.	Gross Profit	83,187	92,269	10.92%	62,913
5.	Operating Profit	69,331	74,598	7.60%	54,883
6.	Other Profit	1,490	(6,133)	(511.57%)	170,156
7.	Profit Before Tax	70,821	68,464	(3.33%)	225,038
8.	Profit After Tax	56,655	54,410	(3.96%)	180,008
9.	ROE	13.43%	12.56%	(6.49%)	29.41%
10.	Book Value (Unit: VND)	12,049	12,375	2.71%	17,490

Source: Audited Financial Statements for 2024, 2025, and Q2/2026 of Global Tanker JSC.

In 2024, geopolitical tensions in the Red Sea region persisted and became increasingly complex, affecting approximately 20% of oil and gas cargo traffic through this area and the Suez Canal. In response to heightened risks, many major shipping lines opted for routes around the Cape of Good Hope, extending transit times by approximately 20 to 45 days. This development slowed cargo handling activities and increased the turnaround time for oil tankers to about 90 days. In this context, freight rates for oil tankers remained high, while vessel prices increased by approximately 20%. Benefiting from these favorable factors, the Company's net revenue in 2024 reached VND 814,095 billion, an increase of 17.2% compared to the previous year; profit after tax was nearly VND 57 billion, up 8.86%; and the ROE ratio was 13.43%.

In 2025, although Vietnam's port and maritime transport industry continued to grow, the Company's business results showed differentiation. Net revenue decreased by 8.66% to VND 743.6 billion, primarily due to a lower volume of transport services provided to strategic partners compared to the previous year. However, thanks to effective control over the cost of goods sold and financial expenses, gross profit and operating profit increased by 10.92% and 7.60%, respectively, indicating improved core operational efficiency. Nevertheless, profit after tax slightly decreased to VND 54.41 billion, with an ROE of 12.56%, due to other profits shifting from gain to loss as other expenses surged, including unrecoverable VAT, costs for handling vessel incidents, and demurrage charges, while other income was insufficient to offset these. The overall market growth in 2025 did not clearly translate into the Company's profits, but it maintained core business efficiency and improved profit quality through better cost control.

During the first six months of 2026, the Company’s business results continued to demonstrate a clear improvement in the efficiency of its core operations. Net revenue reached VND 367.6 billion, while gross profit and operating profit amounted to VND 62.9 billion and VND 54.9 billion, respectively, reflecting a significant improvement in profit margins compared with 2025. This performance was primarily attributable to the Company’s continued effective control over cost of goods sold and fleet operating expenses. Profit after tax reached VND 180.0 billion, corresponding to an ROE of 29.41%, indicating a substantial improvement in profitability during the period. In addition, other profit amounted to VND 170.2 billion, making a significant contribution to the Company’s overall earnings. Overall, in addition to the improvement in the efficiency of its core operations, the Company’s business performance in the first six months of 2026 was also positively supported by the other profit recognized during the period, providing a favorable foundation for its full-year business performance.

Factors Affecting the Company's Business Operations During the Year

➢ ***Advantages:***

- In the context of a volatile market, the Company has achieved its planned targets. Although net revenue decreased compared to 2024, core business results remained positive due to effective control of operating expenses, particularly cost of goods sold and financial expenses, contributing to improved profit margins in 2025;
- The leadership team and employees of the Company demonstrated dedication and deep understanding of the maritime transport sector, united towards common development goals. Under the close guidance of the Board of Directors and with active support from related units, the Company's management implemented significant strategic decisions, establishing a solid financial and legal foundation, enabling the Company to meet its assigned business production targets;
- The Company has intensified its international maritime transport services, gradually

enhancing service capacity and expanding business operations in the future. The Company also focuses on strengthening operational capacity by investing in fleet expansion and flexibly chartering additional vessels to meet customer transport demands;

- The Company's management has closely and comprehensively coordinated with Allsea Management to maintain the fleet in optimal operating condition, meeting port requirements and minimizing cargo disputes at loading and unloading ports.

➢ ***Challenges:***

- Petroleum is a specialized commodity with high fire and explosion risks, requiring stringent conditions during transportation, storage, and exploitation. The industry's operations are significantly influenced by macroeconomic factors such as GDP growth rate, inflation, interest rates, and exchange rate fluctuations;
- Waterway transport operations are heavily impacted by natural conditions such as storms, floods, and unusual weather phenomena. In the context of increasingly evident climate change, these factors become more unpredictable, increasing risks in exploitation, transportation, and handling maritime incidents, while also complicating rescue and salvage operations;
- The Company's fleet consists of five oil and chemical tankers, some of which are over or nearing 20 years old. The relatively high age of the vessels increases repair, maintenance, spare parts costs, and fuel consumption, reducing competitive advantage compared to younger fleets in the international market. The significant investment cost for ships also poses a barrier for the Company in upgrading, renewing, and rejuvenating the fleet;
- Global oil prices in 2025 are trending sharply downward due to supply exceeding demand, with OPEC+ gradually easing production cuts and production from non-OPEC+ countries continuing to rise, helping to reduce input fuel cost pressures. However, unpredictable fluctuations in the global energy market still impose high demands on the Company's cost management and operational exploitation;
- Exchange rate fluctuations between the Vietnamese dong and the US dollar negatively affect the Company's operational efficiency by increasing financial costs, investment expenses, and foreign currency-denominated obligations, while also causing exchange rate differences due to the revaluation of foreign currency items;
- The geopolitical landscape in 2025 continues to be complex, with the unresolved Russia-Ukraine conflict leading to sanctions and significant fluctuations in the international financial, energy, and maritime transport markets. The trend of increasing trade protectionism, adjustments in tariff policies in major economies, along with exchange rate pressures and input costs, continue to create uncertainties for the global business environment. Although the global economy maintains growth, the recovery pace of trade and consumer demand is not yet robust, posing risks for the fiscal year 2025. Consequently, the demand for transportation remains affected and lacks a truly sustainable recovery foundation.

Auditor's Opinion on the Company's Financial Statements

Audit Opinion No. 262/BCKT/TC/2025/AASCS dated March 24, 2025, by Southern Auditing and Accounting Financial Consulting Services Co., Ltd. on the 2024 Financial Statements:

In our opinion, the Financial Statements present a true and fair view, in all material respects, of the financial position of Global Tanker Joint Stock Company as of December 31, 2024, as well as the business results and cash flows for the fiscal year ending on the same date, in accordance with Vietnamese Accounting Standards, the enterprise accounting regime, and relevant legal regulations concerning the preparation and presentation of financial statements.

Audit Opinion No. 172/BCKT/TC/2026/AASCS dated March 16, 2026, by Southern Auditing and Accounting Financial Consulting Services Co., Ltd. on the 2025 Financial Statements:

In our opinion, the Financial Statements present a true and fair view, in all material respects, of the financial position of Global Tanker Joint Stock Company as of December 31, 2025, as well as the business results and cash flows for the fiscal year ending on the same date, in accordance with Vietnamese Accounting Standards, the enterprise accounting regime, and relevant legal regulations concerning the preparation and presentation of financial statements.

10. The Company's Position in the Industry

10.1. The Company's Position in the Industry Compared to Other Enterprises in the Same Sector

Currently, Global Tanker has increased its charter capital to VND 350 billion, owning four oil tankers with a total deadweight tonnage of nearly 50,000 DWT.

To expand and rejuvenate the current fleet, the Company plans to purchase or build new vessels with a deadweight tonnage of 7,500 DWT (1-2 vessels), 13,100 DWT (2 vessels), and 45,000 – 50,000 DWT (1-2 vessels) during the 2026 – 2028 period.

The Company's main operational areas extend from Singapore, Malaysia, Colombia, Indonesia, China, South Korea – Japan… to domestic ports such as Dung Quat, Ho Chi Minh City, Hai Phong, Quang Ninh, etc.

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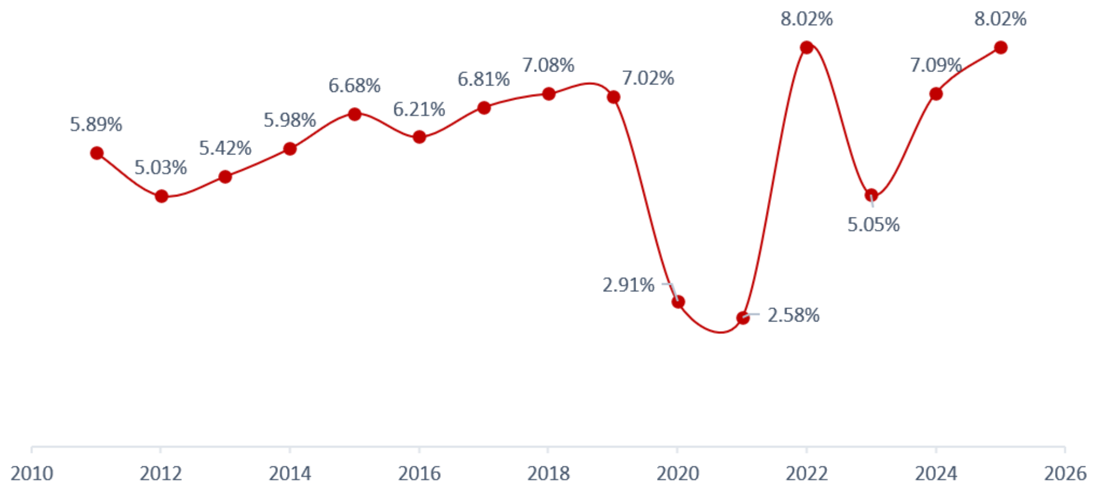
10.2. Industry Development Prospects

- **The Vietnamese Economy:**

Chart: Vietnam's GDP Growth Rate Over the Years



Source: General Statistics Office, compiled by Rong Viet.

In 2025, GDP grew significantly with an estimated increase of 8.02% compared to the previous year, second only to the growth rate of 2022 during the period from 2011 to 2025. In the total increase of the added value of the entire economy, the agriculture, forestry, and fisheries sector grew by 3.78%, contributing 5.30%; the industry and construction sector grew by 8.95%, contributing 43.62%; the services sector grew by 8.62%, contributing the largest share at 51.08%.

In the agriculture, forestry, and fisheries sector, despite adverse impacts from storms and floods, timely implementation of response measures and disaster recovery ensured that agricultural, forestry, and fisheries production remained stable. The added value of the agriculture sector in 2025 is estimated to increase by 3.48% compared to the previous year, contributing 3.59% to the total added value increase of the entire economy; the forestry sector increased by 5.70% but accounted for a low proportion, contributing only 0.38%; the fisheries sector increased by 4.41%, contributing 1.33%.

In the industry and construction sector, the industry achieved the highest growth since 2019. The added value of the industry sector in 2025 is estimated to increase by 8.80% compared to the previous year, contributing 35.15% to the growth rate of the total added value of the entire economy. Among these, the manufacturing and processing industry grew by 9.97%, the highest increase in the period from 2019 to 2025, continuing to be a driver of economic growth, contributing 31.49%. The water supply, waste management, and wastewater treatment sector increased by 7.82%, contributing 0.60%. The electricity production and distribution sector increased by 6.39%, contributing 2.94%. The mining sector increased by 0.42%, contributing 0.13%. The construction sector increased by 9.62%, contributing 8.47%.

Commercial and tourism activities increased significantly, with international visitors to Vietnam in 2025 reaching the highest level ever, positively contributing to the growth of the services sector. The added value of the services sector in 2025 is estimated to increase by 8.62%, only lower than the 10.66% growth rate of 2022 during the period from 2011 to 2025. Some major market service sectors made important contributions to the growth rate of the total added value of the entire economy, such as: wholesale and retail increased by 8.52% compared to the previous year, contributing 10.62%; the transportation and warehousing sector increased by 10.99%, contributing 8.69%; financial, banking, and insurance activities increased by 7.82%, contributing 5.72%; accommodation and food services increased by 10.02%, contributing 3.34%.

Regarding the economic structure in 2025, the agriculture, forestry, and fisheries sector accounted for 11.64%; the industry and construction sector accounted for 37.65%; the services sector accounted for 42.75%; product taxes less subsidies on products accounted for 7.96% (The corresponding structure for 2024 was 12.03%; 37.52%; 42.35%; 8.10%).

Regarding the use of GDP in 2025, final consumption increased by 7.95% compared to 2024; asset accumulation increased by 8.68%; exports of goods and services increased by 16.27%; imports of goods and services increased by 17.12%.

The GDP size at current prices in 2025 is estimated to reach VND 12,847.6 trillion, equivalent to USD 514 billion, an increase of USD 38 billion compared to 2024 (USD 476 billion). The GDP per capita in 2025 at current prices is estimated at VND 125.5 million per person, equivalent to USD 5,026, an increase of USD 326 compared to 2024 (USD 4,700).

In the medium and long term, the Vietnamese economy is expected to continue its positive growth trend due to the expansion of economic scale, increased per capita income, and structural shifts towards reducing the proportion of agriculture, forestry, and fisheries, while enhancing the role of industry, construction, and services. The continued high growth rates in the processing, manufacturing, construction, transportation, warehousing, and service sectors in 2025 indicate that the economy's growth momentum increasingly relies on industrial production, investment, and service consumption. This provides a favorable basis to support the demand for goods circulation, logistics, and trade in the upcoming period.

- **Maritime Transport Sector**

According to data released by the Vietnam Maritime Administration in 2025, the Vietnamese seaport and maritime transport sector continues to maintain positive growth momentum, with the total cargo volume through ports estimated at 1.17 billion tons, an increase of 12% compared to 2024. Container throughput reached 34.36 million TEUs, an increase of 11%. Growth drivers stem from the recovery of import-export activities, reflecting Vietnam's increasingly prominent role in the global supply chain. Disbursed FDI in the first 11 months of 2025 reached USD 23.6 billion, up 8.9% year-on-year; the PMI in November was 53.8, and the IIP increased by 10.8%, indicating that the manufacturing sector continues to expand, laying the foundation for logistics and maritime transport demand. Vietnam's maintenance of relative tariff advantages in the US market strengthens its role as a logistics hub, significantly supporting the growth of cargo throughput.

However, the sector's outlook in 2025 is not entirely favorable. In the container transport segment, global shipping rates remain on a downward trend due to new ship supply increasing faster than demand, while the recovery of the Suez Canal mitigates the impact of route disruptions. The restructuring of shipping alliances has increased the phenomenon of blank sailing, causing global schedule reliability to fluctuate around 60-65%, leading to more volatile cargo and ship volumes through ports on a weekly basis. This indicates that growth in sector volume does not equate to an easier business environment; on the contrary, enterprises still face high competitive pressure, profit margin differentiation, and the need for more flexible operational adaptation.

The medium-term outlook for the sector remains relatively optimistic due to a clear shift towards deep-water port models and large-scale logistics infrastructure. Vietnam is intensifying investment in key projects such as Lach Huyen, Cai Mep - Thi Vai, and Can Gio International Transshipment Port, thereby gradually enhancing its position in the regional maritime network.

Vietnam has risen to the top 10 globally in the EMLI ranking in 2025 and is expected to continue improving its ranking in 2026. The sector's growth drivers are no longer solely reliant on short-term trade increases but are gradually shifting towards upgrading infrastructure quality, transshipment capacity, and supply chain connectivity efficiency.

The year 2025 marks continued growth for the Vietnamese maritime transport sector, driven by the recovery of international trade and sustained positive logistics demand, with the oil transport segment emerging as a significant growth driver. However, the market context requires companies to maintain operational flexibility, particularly in fuel cost control, exchange rate risk management, and fleet performance optimization. Competitive advantage will increasingly favor companies with strong operational capabilities, an appropriate fleet structure, and the ability to quickly adapt to international market fluctuations.

Entering 2026, the industry's outlook remains positive, although differentiation trends may become more pronounced. Deep-water port enterprises and companies capable of leveraging cargo flows from supply chain shifts are expected to benefit more clearly. Meanwhile, the container transport group continues to face risks from global fleet oversupply, limited freight rate breakthroughs, and increasing competition following alliance restructuring. Future industry growth is likely to stem more from locational advantages, infrastructure scale, and operational capabilities, rather than relying solely on freight rate cycles as in previous periods.

11. Employee Policies

11.1. Number of Employees in the Company

As of June 30, 2026, the total number of employees at Global Tanker Joint Stock Company is 8. The average income of the Company's employees for the year reached VND 30 million per person per month. The Company's labor structure is as follows:

No.	Labor Structure	Number (people)	Structure
1	Undergraduate and Postgraduate Level	6	75.00%
2	College Level	1	12.50%
3	High School Level	1	12.50%
@	**Total**	**8**	**100%**

Source: Global Tanker Joint Stock Company.

Additionally, the Company clarifies the current number of employees as follows:

As stated in **Section 5.7, Part II**, since early 2019, the Company has signed a comprehensive service contract with the ship management company AllSea Management Joint Stock Company - a professional ship management entity with full capacity, experience, and personnel to handle all technical, safety, and crew-related operations for Global Tanker's fleet. Based on actual conditions, according to information provided by AllSea Management Joint Stock Company, the total number of crew members currently managed by the company (as of February 28, 2026) is approximately **200 people.** Of which, the average number of crew members provided for Global Tanker's fleet (5 ships) is **20 crew members per ship**. However, these crew members are contracted directly by AllSea Management Joint Stock Company with the workers and only provide services under the Ship Management Contract between the Company and AllSea Management Joint Stock Company, so the Company has no basis to include these crew members in the Company's personnel count.

With this cooperation model, Global Tanker can focus its human resources on core functions such as corporate governance, strategic planning, ship operations, and business development. With the aim of building a lean, efficient, and specialized organization, the current number of personnel in the Company, though not large, is sufficiently qualified and experienced to fully meet the operational requirements of the business.

11.2. Training, Salary, Bonus, and Allowance Policies

In addition to market competition, companies today must also compete in the labor market to attract and retain skilled employees. Therefore, employee-focused policies are regularly updated and adjusted by the Company to comply with legal changes, implement collective labor agreements, and motivate employees to work and engage with the organization.

The Company consistently maintains and fully implements salary and bonus regimes, while promptly adjusting the structure and policies of salaries and bonuses to benefit employees, in line with the company's development trends and in compliance with regulations.

Working Regime

- All employees working at the Company are under employment contracts. Depending on the job and the employee, there may be indefinite-term or fixed-term employment contracts. Employee policies are implemented and adhered to in accordance with the Labor Law and other State regulations. The working hours at the Company are 8 hours per day.
- Leave, Holidays, Sickness, Maternity: Employees are entitled to leave, holidays, Tet, sickness, and maternity leave in accordance with the Labor Code.
- The office is fully equipped with machinery and equipment to support work. The Company provides complete labor protection equipment, maintains occupational hygiene, and strictly adheres to safety principles.

Recruitment and Training Policies

The Company always considers human factors as the foremost element in its success. The policy of training and developing the workforce is one of the top priorities for the Company's development.

- **Regarding Recruitment:** The Company's recruitment objective is to attract employees with the appropriate skills and expertise to meet the expansion needs of the Company's business operations. The Company's recruitment mechanism ensures equal, objective, and transparent opportunities for all candidates.

  The Company sets specific requirements for each position regarding basic professional qualifications, career development awareness, and work discipline and responsibility. For management and leadership positions, recruitment is more stringent with requirements for work experience, analytical ability, independent operation, decisiveness, and other specific criteria of the Company.
- **Regarding Training:** In addition to recruitment regulations and processes, the Company also focuses on human resource development through training policies to enhance skills and professional knowledge. Annually, the Company develops and organizes training plans for employees through internal training and external training programs both domestically and internationally.

Salary, Bonus, and Welfare Policies

The Company's salary policy is structured in accordance with its industry of operation. The principle of salary distribution ensures that employees' rights are fully guaranteed as per State regulations, specifically:

- Salaries are paid based on the volume, quality of labor, work efficiency, job responsibility, job nature, technical expertise, seniority, and contribution to achieving the Company's goals and tasks.
- Salaries are paid according to the results, work efficiency achieved, and the position and title held.
- Linking salary distribution with the reasonable management and utilization of labor by departments based on existing human resources to achieve the highest business efficiency.

Bonus and Welfare Policy: To motivate and encourage employees within the Company to be enthusiastic and proactive in their work, to promote innovation, technical improvements, and enhance work efficiency, in addition to the annual regular reward policy for employees, the Company also has a policy of extraordinary rewards for groups or individuals who excel in their assigned tasks or have innovations, technical improvements, and management improvements that bring practical benefits to the overall performance of the entire Company.

12. Dividend Policy

In accordance with the provisions of the Enterprise Law and the Company's Charter of Organization and Operation approved by the General Meeting of Shareholders, the dividend distribution policy is proposed by the Board of Directors and decided by the General Meeting of Shareholders as follows:

- The Company shall only pay dividends to shareholders when the Company is profitable and has fulfilled its tax obligations and other financial obligations as prescribed by law.
- Shareholders receive dividends proportional to their capital contribution.
- The dividend rate and form of dividend payment shall be decided by the General Meeting of Shareholders based on the proposal of the Board of Directors, with reference to the business performance of the operational year and the business plan for the upcoming years.

Thus, the Company proceeds to pay dividends to shareholders when it is profitable, has fulfilled its tax obligations and other financial obligations as prescribed by law; once the predetermined dividends are paid, the Company still ensures full payment of debts and other due liabilities. The annual General Meeting of Shareholders will decide the dividend rate for shareholders based on the proposal of the Board of Directors, the business results of the operational year, and the business direction for each year.

Dividend Levels from 2024 - 2025:

Indicator	Year 2024	Year 2025
Actual Contributed Charter Capital	350,000,000,000	350,000,000,000
Dividend Rate (% of par value)	12%	12%
Form of Dividend Payment	In Cash	In Shares
Dividend Payment Status	Executed	Not Executed

Source: Global Tanker Joint Stock Company.

13. Financial Performance in the Latest Year and Up to the Latest Quarter

13.1. Key Indicators

13.1.1. Depreciation of Fixed Assets

Tangible and Intangible Fixed Assets

Historical Cost

Tangible and intangible fixed assets are stated at original cost less accumulated depreciation.

Original cost includes all directly related expenses to bring the fixed asset to a ready-to-use state.

Subsequent expenditures are only added to the original cost of fixed assets if these expenses are certain to increase future economic benefits from the use of the asset. Expenditures not meeting this condition are recognized as expenses in the year.

Gains or losses arising from the liquidation or disposal of fixed assets are determined by the difference between the net proceeds from liquidation and the carrying amount of the fixed asset and are recognized as income or expense in the income statement.

Depreciation and Amortization

Fixed assets are depreciated using the straight-line method to allocate the historical cost of the asset over its estimated useful life. The depreciation period complies with Circular No. 45/2013/TT-BTC dated April 25, 2013, of the Ministry of Finance, specifically as follows:

Type of Asset	Depreciation Period (years)
Transport Equipment	07 – 10

For clarification, according to Circular 45/2013/TT-BTC dated April 25, 2013, the depreciation period for waterway transport vehicles ranges from 7 to 15 years. Currently, the fleet owned by the Company includes 5 ships *(excluding GT Unity – a ship leased by the Company)*, among which:

- Three vessels were contributed as capital by shareholders to Global Tanker Joint Stock Company from Prime Shipping Corporation at the company's inception. *(The current names of the vessels are: GT Peace, GT Victory, GT Equality)*. These vessels had been partially depreciated by Prime Shipping Corporation before being contributed to Global Tanker, so after receiving the capital contribution, Global Tanker only depreciates them over their remaining useful life.
- Two vessels were newly invested in by Global Tanker, namely GT Freedom *(depreciation period of 7 years)* and GT Win *(depreciation period of 10 years)* with depreciation periods in accordance with the framework stipulated in Circular 45/2013/TT-BTC.

Details are as follows:

Transport Equipment	Depreciation Period of Prime Shipping Corporation (a)	Depreciation Period of Global Tanker (b)	Total Depreciation Period (a+b) (*)
1. GT Peace Vessel	2.25 years	7.75 years	10 years
2. GT Victory Vessel	2.08 years	7.92 years	10 years
3. GT Equality Vessel	5.58 years	1.42 years	7 years
4. GT Freedom Vessel	/	7 years	7 years

(**)			
5. GT Win Vessel	/	10 years	10 years

(*) In accordance with the depreciation timeframe stipulated in Circular 45/2013/TT-BTC.

(**) In April 2026, the company sold and liquidated the vessel GT Freedom.

Therefore, the depreciation period of the company's fleet is ensured to comply with the depreciation timeframe stipulated in Circular 45/2013/TT-BTC.

13.1.2. Payment of due debts

The company consistently pays all debts and loans fully and on time. Currently, the company has no overdue debts.

13.1.3. Statutory contributions

- VAT: The company pays VAT using the deduction method with tax rates of 5% and 10%.
- Corporate Income Tax: The company is required to pay corporate income tax on taxable income at a rate of 20%.
- Other taxes: The company declares and pays taxes in accordance with regulations.

The balance of taxes and fees payable by the company as per current regulations as of December 31, 2024, December 31, 2025, and June 30, 2026, is as follows:

Unit: million VND

No.	Item	31/12/2024	31/12/2025	30/06/2026
1	Corporate Income Tax	14,166	13,716	44,802
2	Personal Income Tax	45	32	17
	TOTAL	**14,211**	**13,748**	**44,819**

Source: Audited Financial Statements for 2024, 2025, and Q2 2026 of Global Tanker.

13.1.4. Statutory fund allocations

The company allocates and utilizes funds in accordance with regulations applicable to joint stock companies and the company's organizational charter. Annually, the company's profit after tax payment to the State as per regulations is used to allocate funds as decided by the General Meeting of Shareholders. The fund balances as of December 31, 2024, December 31, 2025, and June 30, 2026, are as follows:

Unit: million VND

No.	Item	31/12/2024	31/12/2025	30/06/2026
1	Bonus and Welfare Fund	2,330	2,505	3,505
2	Undistributed Profit	71,724	83,134	262,143
@	**TOTAL**	**74,054**	**85,639**	**265,648**

Source: Audited Financial Statements for 2024, 2025, and Q2 2026 of Global Tanker.

13.1.5. Total loan balance

The status of short-term and long-term loans as of December 31, 2024, December 31, 2025, and June 30, 2026, of the company is as follows:

Unit: million VND

No	Item	31/12/2024	31/12/2025	30/06/2026
1.	**Short-term loans**	**21,547**	**21,547**	**32,868**
a.	Short-term loans	-	-	29,503
-	*Standard Chartered Bank (Vietnam) Limited – Ho Chi Minh City Branch **(*)***	-	-	*29,503*
b.	Long-term loans due for repayment	**21,547**	**21,547**	**3,365**
-	*Military Commercial Joint Stock Bank – Binh Chanh Branch **(**)***	*21,547*	*21,547*	*3,365*
2	**Long-term loans**	**102,348**	**173,696**	**159,150**
-	*Military Commercial Joint Stock Bank – Binh Chanh Branch **(**)***	*102,348*	*80,801*	*66,255*
-	*Joint Stock Commercial Bank for Foreign Trade of Vietnam **(***)***	-	*92,895*	*92,895*
	TOTAL	**123,895**	**195,243**	**192,017**

Source: Audited Financial Statements for 2024, 2025, and Q2 2026 of Global Tanker.

(*) A short-term loan at Standard Chartered Bank (Vietnam) Limited – Ho Chi Minh City Branch under Credit Facility Letter No: BFL-ME/26-02 dated January 15, 2026, with a maximum loan amount of 87% of the USD 2,000,000 limit to finance working capital supplementation. The loan term is six months, and the lending interest rate is specified for each disbursement. The loan is secured by the following assets:

Guarantor	**Collateral**
Global Tanker Joint Stock Company	Pursuant to the Pledge Agreement for Deposit No. PL-ME/26-02 dated 15/01/2026: • Deposit Agreement dated 04/02/2026 - amount: USD 1,000,000 - term: 6 months • Deposit Agreement dated 04/05/2026 – Amount: USD 1,300,000 – Term: 12 months

(**) The long-term loan was obtained under Credit Facility Agreement No. 173613.23.269.30799532.TD dated November 20, 2023, with a maximum loan amount of VND 169,515,309,600, to finance the acquisition of one second-hand oil/chemical tanker (name: RAYANA; IMO No.: 9341354; year built: 2009; deadweight tonnage: 14,958 DWT). The maximum loan term is 84 months from the day immediately following the date of the first disbursement. The lending interest rate is specified in each debt acknowledgment. The loan is secured by the following assets:

Guarantor	**Collateral**
Global Tanker Joint Stock Company	Pursuant to the Mortgage Agreement No. 188101.24.269.30799532.BD dated 25/01/2024: • Vessel Name: GT WIN • IMO Number: 9341354 • Vessel Type: Oil Tanker

(***) The long-term loan was obtained under Credit Facility Agreement No. 35/14458670/25-DN2/D-DA dated July 9, 2025, with a maximum loan amount of VND 328,440,000,000, to finance the construction of one new oil/chemical tanker with a deadweight tonnage of 13,100 DWT. The maximum loan term is 144 months, commencing on the day immediately following the date of the first disbursement and ending upon full repayment of the principal and interest. The lending interest rate is specified in each debt acknowledgment. The loan is secured by the following assets:

Guarantor	Collateral
Global Tanker Joint Stock Company	Pursuant to the Ship Mortgage Agreement No. 40/14458670/25-DN2/TC dated 09/07/2025: • Vessel Name: GT VICTORY • IMO Number: 9321641 • Vessel Type: Oil/Chemical Tanker
Global Tanker Joint Stock Company	Pursuant to Mortgage Agreement No. 15/14458670/26-DN2/TC dated March 10, 2026: • Vessel name: GT PEACE • IMO No.: 9321639 • Vessel type: Oil tanker

13.1.6. Current Debt Situation

Accounts Receivable

Unit: million VND

No	Item	31/12/2024	31/12/2025	% (+/-)	30/06/2026
I	**Short-term receivables**	**179,595**	**62,935**	**(64.96%)**	**115,377**
1	Short-term receivables from customers	167,597	58,194	(65.28%)	111,613
2	Short-term Advances to Suppliers	2,650	2,353	(11.21%)	1,276
3	Other Receivables	9,348	4,712	(49.59%)	4,813
4	Provision for Doubtful Debts **(*)**	-	-2,324	-	(2,324)
II	**Long-term Receivables**	**-**	**-**	**-**	**-**
@	**TOTAL**	**179,595**	**62,935**	**(64.96%)**	**115,377**

Source: Audited Financial Statements for 2024, 2025, and Q2/2026 of Global Tanker JSC.

(*) Pursuant to Decision No. 3112-25/QĐ-HĐQT dated December 31, 2025, regarding the provision for doubtful debts for Mekong Petroleum Transport Joint Stock Company, the Company has made a provision at a rate of 50%, corresponding to an amount of VND 2,324,134,978.

Item	31/12/2024		31/12/2025	
	Historical Cost	*Provision*	*Historical Cost*	*Provision*
- Total Value of Overdue or Unrecoverable Receivables	-	-	4,648,269,956	(2,324,134,978)
Including:				

- Other Receivables	-	-	4,648,269,956	(2,324,134,978)
+ Mekong Petroleum Transport Joint Stock Company - Payment for Debts and Repair of Mekongtrans 01 Vessel	*-*	*-*	*4,648,269,956*	*(2,324,134,978)*
Total	**-**	**-**	**4,648,269,956**	**(2,324,134,978)**

Accounts Payable

Unit: million VND

No	Item	31/12/2024	31/12/2025	% (+/-)	30/06/2026
I	**Short-term Liabilities**	**138,881**	**149,213**	**7.44%**	**147,466**
1	Short-term Payables to Suppliers	72,400	83,473	15.29%	58,013
2	Dividends and profits payable	-	-	-	76
3	Taxes and Payables to the State	14,211	13,748	(3.26%)	44,819
4	Payables to Employees	367	425	15.57%	201
5	Short-term Accrued Expenses	11,119	3,709	(66.64%)	7,945
6	Other Short-term Payables	7,919	23,807	200.62%	40
7	Short-term Borrowings and Finance Lease Liabilities	21,547	21,547	0.00%	32,868
8	Short-term Provisions	8,988	-	-	-
9	Welfare and Bonus Fund	2,330	2,505	7.51%	3,505
II	**Long-term Liabilities**	**102,348**	**227,538**	**122.32%**	**207,523**
1	Long-term Payables to Suppliers	-	53,842	-	48,374
2	Long-term Borrowings and Finance Lease Liabilities	102,348	173,696	69.71%	159,150
@	**Total Liabilities**	**241,229**	**376,751**	**56.18%**	**354,989**

Source: Audited Financial Statements for 2024, 2025, and Q2/2026 of Global Tanker JSC.

13.2. Key Financial Indicators

Unit: million VND

No.	Item	Year 2024	Year 2025	Cumulative for the First Six Months of 2026
1	Total Assets	662,953	809,885	967,131
2	Liabilities	241,229	376,751	354,989
3	Equity	421,724	443,134	612,143
4	Net Revenue	814,095	743,602	367,632
5	Profit After Tax	56,655	54,410	180,008

Source: Audited Financial Statements for 2024, 2025, and Q2/2026 of Global Tanker JSC.

14. Fixed Assets

The value of the Company's fixed assets as of December 31, 2024:

Unit: million VND

No.	Asset Category	Historical Cost	Remaining Value	Ratio
I.	**Tangible Fixed Assets**	**798,611**	**391,187**	**48.93%**
1.	Transportation Equipment	798,611	391,187	48.93%
II.	**Intangible Fixed Assets**	**-**	**-**	**-**
@	**Total**	**798,611**	**391,187**	**48.93%**

Source: Audited Financial Statements 2024 of Global Tanker Joint Stock Company.

The value of the Company's fixed assets as of December 31, 2025:

Unit: million VND

No.	Asset Category	Historical Cost	Remaining Value	Ratio
I.	**Tangible Fixed Assets**	**798,612**	**294,991**	**36.94%**
1.	Transportation Equipment	798,612	294,991	36.94%
II.	**Intangible Fixed Assets**	-	-	-
@	**Total**	**798,612**	**294,991**	**36.94%**

Source: Audited Financial Statements 2025 of Global Tanker Joint Stock Company.

The value of the Company's fixed assets as of June 30, 2026:

Unit: million VND

No.	Asset Category	Historical Cost	Remaining Value	Rate
I.	**Tangible Fixed Assets**	**798,612**	**209,423**	**26.22%**
1.	Transportation Equipment	798,612	209,423	26.22%
II.	**Intangible Fixed Assets**	-	-	-
@	**Total**	**798,612**	**209,423**	**26.22%**

Source: Q2 2026 Financial Statements of Global Tanker Joint Stock Company.

The value of the Company's construction in progress as of December 31, 2024:

Unit: million VND

No.	Asset Category	Remaining Value
1.	Major Repairs of Fixed Assets	4,050

Source: Audited Financial Statements 2024 of Global Tanker Joint Stock Company.

The value of the Company's construction in progress as of December 31, 2025:

Unit: million VND

No.	Asset Category	Remaining Value
1.	Acquisition of Fixed Assets	312,392

Source: Audited Financial Statements 2025 of Global Tanker Joint Stock Company.

The value of the Company's construction in progress as of June 30, 2026:

Unit: million VND

No.	Asset Category	Remaining Value
1.	Acquisition of Fixed Assets **(*)**	435,845

Source: Q2 2026 Financial Statements of Global Tanker Joint Stock Company.

(*) Pursuant to Resolution of the General Meeting of Shareholders No. 31102024/NQ-ĐHĐCĐ dated October 31, 2024, and Resolution of the 2025 Annual General Meeting of Shareholders No. 01-2025/DHDCD-NQ dated June 20, 2025, the Company's investment plan for the construction of new oil/chemical tankers was approved, including two vessels with a deadweight tonnage of 13,100 DWT each and one to two vessels with a deadweight tonnage of 7,500 DWT each. As of March 31, 2026, the Company was in the process of constructing two 13,100-DWT vessels and one 7,500-DWT vessel in accordance with the approved investment plan.

15. Company Projects

To expand and rejuvenate the Company's current fleet, during the period 2025 – 2028, the Company plans to construct new ships as follows:

- **Project for constructing new 13,100 DWT tankers**

  Based on the investment plan approved in the Resolution of the General Meeting of Shareholders No. 31102024/NQ-ĐHĐCĐ dated October 31, 2024, and the Annual General Meeting of Shareholders Resolution 2025 No. 01-2025/DHDCD-NQ dated June 20, 2025, the Company is implementing the construction of 2 new oil/chemical tankers with a capacity of 13,100 DWT. Specifically:

  + June 2024: The Board of Directors signed a contract with a shipyard in China to commence the construction of tanker No. 01.

  + January 2026: Continued to sign a contract for the construction of tanker No. 02 in accordance with the approved plan.

- **Project for constructing new 7,500 DWT tankers**

  Currently, the company's fleet is undergoing rejuvenation and restructuring: the GT Equality vessel (6,800 DWT) is old (26 years) and the GT Unity vessel (7,600 DWT) has been returned to the owner Mekongtrans. To maintain and enhance operational capacity in this segment, the Annual General Meeting of Shareholders in 2025 approved the plan to build one to two new oil/chemical tankers with a capacity of 7,500 DWT. In accordance with this plan, in September 2025, the Board of Directors signed a contract with a Chinese partner to commence the construction of the first vessel in the project.

- **Project for purchasing or constructing new vessels of 45,000 – 50,000 DWT**

  On April 24, 2026, the company was approved by the Annual General Meeting of Shareholders in 2026 to proceed with the purchase or construction of one to two vessels with a capacity of 45,000 – 50,000 DWT during the period 2026 – 2028. The investment capital will consist of 30% equity and 70% loans from domestic and international banks or credit institutions. To supplement the capital for this project, the company plans to issue additional shares to the public and pay dividends in shares to increase the charter capital from VND 350 billion to VND 550 billion in 2026 - 2027.

15.1. Revenue, Profit, and Dividend Plan for 2026

Based on the objectives and strategic development orientation for the core business sector leveraging the company's existing competitive advantages, natural conditions, and market development potential, the company's revenue, profit, and dividend plan for 2026 is as follows:

Unit: million VND

Indicator	Actual 2025	Plan 2026	
		Value	%(+/-) /Actual 2025
Net Revenue	743,602	800,000	7.58%
Profit Before Tax	68,464	80,000	16.85%
Profit After Tax	54,410	64,000	17.63%
Ratio of Profit After Tax/Net Revenue	7.32%	8.00%	
Ratio of Profit After Tax/Charter Capital	15.55%	18.29%	
Dividend Rate *(% of par value)*	12%	Minimum 10%	

Source: Resolution of the Annual General Meeting of Shareholders in 2026 No. 01-2026/DHDCD-NQ dated April 24, 2026, of the company.

15.2. Basis for Plan Implementation

The aforementioned profit and dividend plan is detailed and based on the company's past business operations, particularly the management's assessment of business performance in 2026.

In addition, to achieve the objectives as outlined in the plan, the company's management has issued directives on management and production operations as follows:

- **General Development Plan**

With the goal of becoming one of the leading and reputable oil transportation companies in the domestic and international markets, Global Tanker has developed comprehensive company development plans to maintain the brand and promote high revenue and profit growth in the coming years. The company's strategic development orientation focuses on the core business of maritime oil transportation, building and developing the company to be complete and professional in the field of maritime oil transportation, effectively meeting customer needs.

- **Regarding Business Operations**

The global economic outlook, including Vietnam, for 2026 is expected to continue growing but remains challenging due to geopolitical tensions, global trade fluctuations, and unpredictable changes in oil prices, interest rates, and exchange rates. The oil transportation market is anticipated to remain relatively positive due to stable oil demand; however, competitive pressure from ship supply and input cost fluctuations persist. Based on this, the Company plans to actively seek cargo sources, expand its customer base, and optimize operating days per ship day, while continuing to streamline and tightly manage costs, reducing ship expenses at ports; coordinating and urging agents, shippers, and storage facilities to arrange for timely loading and unloading upon ship arrival, minimizing waiting times for cargo and berths, thereby enhancing fleet exploitation efficiency and business performance in 2026.

- **Regarding investment and asset procurement strategy**

In the coming years, the Company will rejuvenate and upgrade its transportation fleet by decommissioning and liquidating older, less efficient ships and seeking newer ships to replace them, thereby improving operational efficiency and reducing costs, particularly fuel expenses, in the context of unpredictable global fuel price fluctuations.

- **Regarding market and customer development strategy**

Global Tanker Joint Stock Company consistently focuses on maintaining close relationships with traditional customers, striving to enhance customer service quality. For market development objectives, the Company will continue to research and expand its operational areas, intensifying efforts to seek and develop new customers. The Company plans to proactively deploy ships on longer transport routes to diversify cargo sources; consider transporting goods other than oil to expand its customer base.

15.3. Assessment of Business Performance for the First Six Months of 2026 Compared with the 2026 Plan

As of the end of the first six months of 2026, the Company recorded net revenue and profit after tax of VND 367.63 billion and VND 180.01 billion, respectively, completing approximately 45.95% of the 2026 revenue plan and 281.26% of the 2026 profit plan. Compared with the same period of the previous year, net revenue for the first six months of 2026 increased by approximately 8.81% from VND 337.87 billion in the first six months of 2025, while profit after tax increased by 880.17% (equivalent to an increase of approximately VND 161.64 billion) from VND 18.37 billion. The increase in profit was mainly attributable to the gain recognized from the sale of the GT Freedom vessel in April 2026, which enabled the Company's profit after tax to exceed the full-year 2026 plan. In addition, the Company ceased chartering and returned the GT Unity vessel in December 2025, thereby improving the business performance of its owned fleet. The Company also managed its cost of goods sold more effectively, as it no longer incurred expenses related to the chartered GT Unity vessel. Furthermore, from 2026, the Company adopted updated accounting policies in accordance with Circular No. 99/2025/TT-BTC, under which it no longer makes accruals for periodic major repair expenses of its fleet as in previous years, thereby contributing to the increase in profit for the period.

16. Information on the Company's outstanding commitments

None.

17. Business development strategy and orientation

The Company's strategic business development direction is to become one of the leading and reputable petroleum transportation enterprises in both domestic and international markets. In the near future, the Company aims to become a top enterprise in the petroleum transportation sector, operating efficiently and increasing shareholder value. Specific strategies include the following:

- Strengthening and enhancing ship management capabilities, increasing technical supervision, and planning reasonable repairs and maintenance to minimize downtime due to technical factors. Ensuring the organization of periodic ship repairs within approved timeframes and budgets, ensuring quality and efficiency to meet operational requirements. Strictly managing repair costs, refining and rebuilding technical standards, particularly those related to fuel consumption, materials, and repair costs to enhance cost reduction;
- Enhancing market development cooperation, developing customer bases, continuously improving competitive capacity, and building brand reputation in the market. Strengthening market forecasting, regularly updating scenarios, and proposing solutions to be ready to respond to market fluctuations using existing resources, closely following assigned targets and objectives to implement in a challenging and difficult context;
- Closely monitoring the ship trading market developments; actively working with brokers and shippers in the region to obtain information on ship trading market developments, freight market, management requirements, and cost factors to complete investment and efficiently exploit the fleet;
- Making efforts to enhance management, particularly cost management through optimizing organizational structure, management models, cutting non-urgent costs, negotiating extended payment terms, and reducing prices on signed goods and service contracts;
- Building and improving a good working environment for employees to contribute and fully utilize their capabilities. Actively attracting skilled labor, paying attention to and improving the material and spiritual well-being of employees, creating a cohesive and united environment within the Company.

18. Information, disputes, and litigation related to the Company

None.

III. CORPORATE GOVERNANCE

No.	Name	Position	Number of Shares	% of Charter Capital
Board of Directors				
1	Mr. Nguyen Tien Dung	Non-executive Chairman of the Board of Directors	0	0%
2	Ms. Nguyen Thi Mai Xuan	Non-executive Member of the Board of Directors	0	0%
3	Ms. Tran Le Thuy Dan	Non-executive Member of the Board of Directors	6,873,406	19.64%

No.	Name	Position	Number of Shares	% of Charter Capital
		cum Secretary cum Person in Charge of Corporate Governance		
Supervisory Board				
1	Ms. Mac Thi Nhu Thuy	Head of the Supervisory Board	16,382	0.05%
2	Mr. Le Thanh Man	Member of the Supervisory Board	121,432	0.35%
3	Ms. Pham Thi Ut	Member of the Supervisory Board	509	0.001%
Board of Management and Chief Accountant				
1	Mr. Tran Van Nam	Director	1,382	0.004%
2	Ms. Tran Vu Yen Linh	Chief Accountant	50,136	0.14%

1. Board of Directors

1.1. Mr. Nguyen Tien Dung – Chairman of the Board of Directors

Full Name: **NGUYEN TIEN DUNG**

Year of Birth: 1963

Nationality: Vietnam

Professional Qualifications: Bachelor of Economics

Work Experience:

Period	Position - Workplace
1986 – 04/2009	Officer – Deputy Head of Department – Head of Finance and Accounting Department – Vietnam Tanker Joint Stock Company
04/2009 – 04/2023	Member of the Capital Representative Petrolimex Tanker Corporation - Vietnam Tanker Joint Stock Company Head of the Supervisory Board - Vietnam Tanker Joint Stock Company
2020 – Present	Chairman of the Board of Directors - Global Tanker Joint Stock Company

Position at the Company: Chairman of the Board of Directors

Position Held at Other Organizations: None.

Number of Shares Held (as of January 20, 2026): 0 shares, accounting for 0.00% of charter capital.

+ *Ownership Representation:* *0 shares, accounting for 0.00% of charter capital.*

+ *Individual Ownership:*	*0 shares, accounting for 0.00% of charter capital.*
Ownership Ratio of Related Persons:	None.
Conflicting Interests with the Company:	None.
Debts to the Company:	None.
Remuneration and Other Benefits:	None.
Legal Violations:	None.

1.2. Ms. Nguyen Thi Mai Xuan – Non-executive Member of the Board of Directors

Full Name:	**NGUYEN THI MAI XUAN**
Year of Birth:	1974
Nationality:	Vietnam
Professional Qualifications:	Bachelor of Foreign Trade, Bachelor of Foreign Languages

Work Experience:

Period	Position - Workplace
1996 – 2001	Officer – Petroleum Trading Joint Stock Company
2003 – 2016	Administrative Manager – Representative Office of Talisman Vietnam Limited
2017 – Present	Director – Wondersea Joint Stock Company
2018 – Present	Member of the Board of Directors – Global Tanker Joint Stock Company

Position at the Company:	Member of the Board of Directors
Position Held at Other Organizations:	Director – Wondersea Joint Stock Company
Number of Shares Held (as of January 20, 2026):	0 shares, accounting for 0.00% of charter capital.
+ *Ownership Representation:*	*0 shares, accounting for 0.00% of charter capital.*
+ *Individual Ownership:*	*0 shares, accounting for 0.00% of charter capital.*
Ownership Ratio of Related Parties:	None.
Conflicting Interests with the Company:	None.
Debts to the Company:	None.
Remuneration and Other Benefits:	Remuneration according to the resolution of the General Meeting of Shareholders.
Legal Violations:	None.

1.3. Ms. Tran Le Thuy Dan – Non-executive Member of the Board of Directors cum Company Secretary cum Corporate Governance Officer

Full Name:	**TRAN LE THUY DAN**
Year of Birth:	2000
Nationality:	Vietnam

Professional Qualifications:	University

Work Experience:

Period	Position - Workplace
2019 - Present	Member of the Board of Directors – Global Tanker Joint Stock Company
01/2026 - Present	Secretary and Person in Charge of Corporate Governance

Position at the Company:	Member of the Board of Directors cum Secretary cum Corporate Governance Officer
Position Held at Other Organizations:	None.
Number of Shares Held (as of January 20, 2026):	6,873,406 shares, accounting for 19.64% of charter capital.
+ *Ownership Representation:*	*0 shares, accounting for 0.00% of charter capital.*
+ *Individual Ownership:*	*6,873,406 shares, accounting for 19.64% of charter capital.*
Related Party Ownership Ratio:	None.
Conflicting Interests with the Company:	None.
Debts to the Company:	None.
Remuneration and Other Benefits:	Remuneration according to the General Meeting of Shareholders' resolution
Legal Violations:	None.

2. Supervisory Board

2.1. Ms. Mac Thi Nhu Thuy – Head of the Supervisory Board

Full Name:	**MAC THI NHU THUY**
Year of Birth:	1989
Nationality:	Vietnam
Professional Qualification:	Bachelor of Accounting

Work Experience:

Period	Position - Workplace
2019 – 07/2021	General Accountant – Global Tanker Joint Stock Company
08/2021 – Present	Chief Accountant – Allsea Management Joint Stock Company

2022 – 2024	Member of the Supervisory Board – Global Tanker Joint Stock Company
2024 – Present	Head of the Supervisory Board – Global Tanker Joint Stock Company

Position at the Company:	Head of the Supervisory Board
Position Held at Other Organizations:	Chief Accountant – Allsea Management JSC.
Number of Shares Held (as of January 20, 2026):	16,382 shares, accounting for 0.05% of charter capital.
+ *Ownership Representation:*	*0 shares, accounting for 0.00% of charter capital.*
+ *Individual Ownership:*	*16,382 shares, accounting for 0.05% of charter capital.*
Related Party Ownership Ratio:	None.
Conflicting Interests with the Company:	None.
Debts to the Company:	None.
Remuneration and Other Benefits:	Remuneration according to the General Meeting of Shareholders' resolution.
Legal Violations:	None.

2.2. Mr. Le Thanh Man – Member of the Supervisory Board

Full Name:	**LE THANH MAN**
Year of Birth:	1967
Nationality:	Vietnam
Professional Qualifications:	Master of Business Administration

Career History:

Period	Position - Workplace
01/1990 - 01/1991	Sales Executive – Ho Chi Minh City Branch of Dong Thap Medical Import Export Company (DOMESCO)
02/1991 - 12/1992	Sales Executive – Ho Chi Minh City Branch of Dong Thap Cooperative Union Import Export Company (COTIMEX)
01/1993 - 12/1994	Sales Executive – Hanoi Branch of Dong Thap Tourism Import Export Company
01/1995 - 09/1995	Officer of the External Relations Division – Dong Thap Provincial People's Committee
10/1995 - 12/1996	Deputy Director of Branch – Hanoi Branch of Dong Thap Tourism

	Import Export Company
01/1997 - 09/1998	Deputy Head of Business Department – Dong Thap Tourism Import Export Company
10/1998 - 04/1999	Deputy Head of Business Department – Dong Thap Trading Import Export Company (under the Dong Thap Provincial Party Committee Finance Board)
05/1999 - 12/1999	Chief Representative – Ho Chi Minh City Branch of Dong Thap Trading Import Export Company.
1/2000 - 09/2000	Deputy Head of Business Department – Dong Thap Trading Import Export Company
10/2000 - 11/2002	Deputy Head of Petroleum Trading Department – Dong Thap Petroleum Trading Company
12/2002 - 09/2004	Head of Petroleum Trading Department – Dong Thap Petroleum Trading Company
10/2004 - 06/2005	Head of Import–Export Department – Dong Thap Petroleum Trading Company
07/2005 - 05/2012	Head of Business Department – Dong Thap Petroleum Trading One Member Limited Liability Company
06/2012 - 08/2013	Member of the Members' Council cum Deputy General Director – Dong Thap Petroleum Trading One Member Limited Liability Company
08/2013 - 07/2014	Member of the Members' Council cum Acting General Director – Dong Thap Petroleum Trading One Member Limited Liability Company
07/2014 - 10/2018	Member of the Members' Council cum General Director – Dong Thap Petroleum Trading One Member Limited Liability Company
11/2018 – Present	Member of the Board of Directors cum General Director – Dong Thap Petroleum Trading Joint Stock Company
2022 – Present	Member of the Supervisory Board – Global Tanker Joint Stock Company

Position at the Company:	Member of the Supervisory Board
Position Held at Other Organizations:	Member of the Board of Directors cum General Director – Dong Thap Petroleum Trading Joint Stock Company
Shares Held (as of January 20, 2026):	121,432 shares, accounting for 0.35% of charter capital.
+ *Ownership Representation:*	*0 shares, accounting for 0.00% of charter capital.*
+ *Individual Ownership:*	*121,432 shares, accounting for 0.35% of charter capital.*
Ownership Ratio of Related Parties:	None.

Conflicting Interests with the Company:	None.
Debts to the Company:	None.
Remuneration and Other Benefits:	Remuneration according to the resolution of the General Meeting of Shareholders.
Legal Violations:	None.

2.3. Ms. Pham Thi Ut – Member of the Supervisory Board

Full Name:	**PHAM THI UT**
Year of Birth:	1992
Nationality:	Vietnam
Professional Qualifications:	Bachelor's Degree

Career History:

Period	Position - Workplace
2014 – 2017	General Accountant – Team Leader – Gifu Kogyo Vietnam Co., Ltd.
2018 – 2021	Chief Accountant – Allsea Management Joint Stock Company
2022 – Present	Chief Accountant – Legendsea Company Limited
2024 – Present	Member of the Supervisory Board – Global Tanker Joint Stock Company

Position at the Company:	Member of the Supervisory Board
Position Held at Other Organizations:	Chief Accountant – Legendsea Company Limited
Shares Held (as of January 20, 2026):	509 shares, accounting for 0.001% of charter capital.
+ *Ownership Representation:*	*0 shares, accounting for 0.00% of charter capital.*
+ *Individual Ownership:*	*509 shares, accounting for 0.001% of charter capital.*
Ownership ratio of related parties:	None.
Conflicting interests with the Company:	None.
Debts to the Company:	None.
Remuneration and other benefits:	Remuneration according to the General Meeting of Shareholders' resolution.
Legal violations:	None.

3. Board of Management and Chief Accountant

3.1. Mr. Tran Van Nam – Director

Full name:	**Tran Van Nam**
Year of birth:	1990
Nationality:	Vietnam
Professional qualifications:	Bachelor's degree

Work history:

Period	Workplace – Position
2013 - 2015	Viet Sea Joint Stock Company – Staff member, Sea Vessel Operations Department
2015 - 2016	Vietnam People's Army – Soldier
2016 – 2023	Viet Sea Joint Stock Company – Head of Sea Vessel Operations Department
04/2023 – 01/2026	Deputy Director – Global Tanker Joint Stock Company
01/2026 – Present	Director – Global Tanker Joint Stock Company

Position at the Company:	Director
Position held at other organizations:	None
Number of shares held (as of 20/01/2026):	1,382 shares, accounting for 0.004% of charter capital.
+ *Ownership representation:*	*0 shares, accounting for 0.00% of charter capital.*
+ *Individual ownership:*	*1,382 shares, accounting for 0.004% of charter capital.*
Ownership ratio of related parties:	None.
Conflicting interests with the Company:	None.
Debts to the Company:	None.
Remuneration and other benefits:	None.
Legal violations:	None.

3.2. Ms. Tran Vu Yen Linh – Chief Accountant

Full name:	**TRAN VU YEN LINH**
Date of birth:	1989
Nationality:	Vietnam
Professional qualifications:	Bachelor of Corporate Finance

Work history:

Period	Workplace – Position
11/2011 – 03/2018	General Accountant – Prime Shipping Corporation
04/2018 – 10/2018	Deputy Head of Finance and Accounting Department – Prime Shipping Corporation
11/2018 – 02/2021	General Accountant – Global Tanker Joint Stock Company
03/2021 – Present	Chief Accountant – Global Tanker Joint Stock Company

Position at the Company:	Chief Accountant
Positions held at other organizations:	None.
Number of shares held (as of 20/01/2026):	50,136 shares, accounting for 0.14% of charter capital.
+ *Ownership representation:*	*0 shares, accounting for 0.00% of charter capital.*
+ *Individual ownership:*	*50,136 shares, accounting for 0.14% of charter capital.*
Ownership ratio of related parties:	None.
Conflicting interests with the Company:	None.
Debts to the Company:	None.
Remuneration and other benefits:	None.
Legal violations:	None.

4. Plan to Enhance Corporate Governance

In 2026, the Company has set plans and directions to enhance corporate governance activities as follows:

- Implementing the resolutions of the General Meeting of Shareholders, directives of the Board of Directors, striving to complete business production tasks effectively, and maximizing shareholder benefits. Strengthening investor relations, providing timely information on business production situations, and establishing long-term relationships with shareholders and investors;
- Strengthening and enhancing corporate governance practices. Maintaining transparency in management activities based on the application of financial accounting standards in accordance with customary practices and regulations;
- Continuing to improve the organizational management structure, reviewing and enhancing the quality of human resources, and strengthening training and recruitment efforts to replace and supplement qualified and experienced personnel to meet development requirements;
- Practicing thrift, managing and tightly controlling exploitation costs, material costs, and product losses in business operations, and management expenses to further enhance competitiveness. Strengthening inspection/control efforts, closely managing the debt situation to ensure no bad debts arise;
- Enhancing management and governance at the unit level, effectively implementing company regulations and governance processes, and improving management operations at the Company.

5. List of insiders and related persons of insiders

No.	Names of internal persons and related persons	Position at the company, or relationship with the insider	Address	Number of shares owned
1	**Nguyen Tien Dung**	**Chairman of the Board of Directors**	**V2.23.01 C/C Sunrise City, Tan Hung Ward, District 7, HCMC**	**0**
-	Nguyen Thi Ngoc	Wife	V2.23.01 C/C Sunrise City, Tan Hung Ward, District 7, HCMC	0
-	Nguyen Ngoc Diep	Biological child	V2.23.01 C/C Sunrise City, Tan Hung Ward, District 7, HCMC	0
-	Nguyen Duc Huy	Biological child	V2.23.01 C/C Sunrise City, Tan Hung Ward, District 7, HCMC	**7,852**
2	**Nguyen Thi Mai Xuan**	**Member of the Board of Directors**	**41 Nguyen Trong Loi, Ward 4, Tan Binh District, HCMC**	**0**
-	Vo Thi Ngoc Nga	Biological mother	475F Cach Mang Thang 8, Ward 13, District 10, HCMC	0
-	Nguyen Ngoc Dung	Husband	41 Nguyen Trong Loi, Ward 4, Tan Binh District, HCMC	0
-	Nguyen Ngoc Minh Trung	Biological child	41 Nguyen Trong Loi, Ward 4, Tan Binh District, HCMC	0
-	Nguyen Ngoc Hai Nam	Biological Child	41 Nguyen Trong Loi, Ward 4, Tan Binh District, HCMC	0
-	Nguyen Thanh Phong	Biological Brother	475F Cach Mang Thang 8, Ward 13, District 10, HCMC	0
-	Wondersea Joint Stock Company	Director	16 Phan Dinh Giot, Ward 2, Tan Binh District, HCMC	0

No.	Names of internal persons and related persons	Position at the company, or relationship with the insider	Address	Number of shares owned
3	**Tran Le Thuy Dan**	**Member of the Board of Directors cum Secretary cum Person in Charge of Corporate Governance**	**House 10, Street 12, Him Lam, Tan Hung Ward, District 7, HCMC**	**6,873,406**
-	Tran Quang Tuan	Biological Father	House 10, Street 12, Him Lam, Tan Hung Ward, District 7, HCMC	0
-	Le Thi Thuy Duong	Biological Mother	House 10, Street 12, Him Lam, Tan Hung Ward, District 7, HCMC	0
-	Tran Le Khanh Vy	Biological Sister	House 10, Street 12, Him Lam, Tan Hung Ward, District 7, HCMC	0
-	Tran Tuan Bao	Biological Brother	House 10, Street 12, Him Lam, Tan Hung Ward, District 7, HCMC	0
4	**Mac Thi Nhu Thuy**	**Head of the Supervisory Board**	**96/60 Dang Thuy Tram, Ward 13, Binh Thanh District, HCMC**	**16,382**
-	Mac Thong	Biological Father	Hoa Phu, Hoa Vang, Da Nang City	0
-	Truong Thi Lam	Biological Mother	Hoa Phu, Hoa Vang, Da Nang City	0
-	Nguyen Minh Khoi	Biological Child	96/60 Dang Thuy Tram, Ward 13, Binh Thanh District, HCMC	0
-	Nguyen Hoang Ha	Adopted Child	96/60 Dang Thuy Tram, Ward 13, Binh Thanh District, HCMC	0
-	Mac Thi Nhu Nguyet	Biological Sister	Hoa Phu, Hoa Vang, Da Nang City	0

No.	Names of internal persons and related persons	Position at the company, or relationship with the insider	Address	Number of shares owned
-	Mac Nhu Duy	Biological Brother	Hoa Phu, Hoa Vang, Da Nang City	0
-	Allsea Management Joint Stock Company	Chief Accountant	Bitexco Financial Tower, 2 Hai Trieu, Ben Nghe Ward, District 1, HCMC	0
5	**Le Thanh Man**	**Member of the Supervisory Board**	**Vinh Binh A, Vinh Thanh, Lap Vo, Dong Thap**	**121,432**
-	Pham Thi Le Quyen	Wife	Binh Hiep A, Binh Thanh Trung, Lap Vo, Dong Thap	0
-	Le Thanh Tung	Biological Father	Ap Vinh Binh, Vinh Thanh Commune, Lap Vo, Dong Thap	0
-	Pham Thi Ut	Biological Mother	Ap Vinh Binh, Vinh Thanh Commune, Lap Vo, Dong Thap	0
-	Le Quoc Khanh	Biological Child	No. 350, National Highway 30, My Phu Ward, Cao Lanh City, Dong Thap Province	0
-	Le Chi Thanh	Biological Child	No. 350, National Highway 30, My Phu Ward, Cao Lanh City, Dong Thap Province	0
-	Le Thi Ly	Biological Sister	Ward 1, Cao Lanh City, Dong Thap	0
-	Le Thi Anh	Biological Sister	Ward 1, Cao Lanh City, Dong Thap	0
-	Le Kim Chung	Biological Sister	An Hoa Ward, Sa Dec City, Dong Thap Province	0
-	Le Thanh Tam	Biological Sister	District 11, HCMC	0
-	Le Phuoc Hau	Biological Brother	Ap Vinh Binh, Vinh Thanh Commune, Lap Vo, Dong Thap	0

No.	Names of internal persons and related persons	Position at the company, or relationship with the insider	Address	Number of shares owned
-	Dong Thap Petroleum Trading Joint Stock Company	Member of the Board of Directors cum General Director	No. 472, Nguyen Hue Street, My Tra, Dong Thap Province	0
6	**Pham Thi Ut**	**Member of the Supervisory Board**	**39 Street No. 4B, Binh Hung Hoa B Ward, Binh Tan, HCMC**	**509**
-	Pham Thanh Giong	Biological Father	Tan Binh, Xuan Son Bac Dong Xuan, Phu Yen	0
-	Do Thi Diem	Biological Mother	Tan Binh, Xuan Son Bac Dong Xuan, Phu Yen	0
-	Ngo Huu Hai	Husband	39 Street No. 4B, Binh Hung Hoa B Ward, Binh Tan, HCMC	0
-	Ngo Phuong Minh Tu	Biological Child	39 Street No. 4B, Binh Hung Hoa B Ward, Binh Tan, HCMC	0
-	Pham Van Truc	Biological Brother	Tan Binh, Xuan Son Bac Dong Xuan, Phu Yen	0
-	Pham Van Liem	Biological brother	Tan Binh, Xuan Son Bac Dong Xuan, Phu Yen	0
-	Pham Thi Lieu	Biological sister	Tan Binh, Xuan Son Bac Dong Xuan, Phu Yen	0
-	Pham Thi Hien	Biological sister	Tan Binh, Xuan Son Bac Dong Xuan, Phu Yen	0
-	Pham Thi Hanh	Biological sister	Tan Binh, Xuan Son Bac Dong Xuan, Phu Yen	0
-	Legendsea Company Limited	Chief Accountant	3rd Floor, Savina Office Building, No. 1 Dinh Le, Trang Tien Ward, Hoan Kiem District, Hanoi City	0
7	**Tran Van Nam**	**Director**	**1/2/27 Pham Quy Thich, Tan Quy Ward, Tan Phu District, HCMC**	**1,382**
-	Tran Van Bay	Biological father	316 C/C Vuon Lai, Phu Tho Hoa Ward, Tan Phu District, HCMC	0

No.	Names of internal persons and related persons	Position at the company, or relationship with the insider	Address	Number of shares owned
-	Do Thi Oi	Biological mother	316 C/C Vuon Lai, Phu Tho Hoa Ward, Tan Phu District, HCMC	0
-	Doan Thi Cam Tho	Wife	1/2/27 Pham Quy Thich, Tan Quy Ward, Tan Phu District, HCMC	0
-	Tran Doan Phuong Uyen	Biological child	1/2/27 Pham Quy Thich, Tan Quy Ward, Tan Phu District, HCMC	0
-	Tran Thi My Phung	Biological sister	316 C/C Vuon Lai, Phu Tho Hoa Ward, Tan Phu District, HCMC	0
8	**Tran Vu Yen Linh**	**Chief Accountant**	**6/12A Nguyen Canh Chan, Nguyen Cu Trinh Ward, District 1, HCMC**	**50,136**
-	Tran Van Ngoc	Biological father	22 Tran Quang Dieu, Xuan Binh, Long Khanh, Dong Nai	0
-	Vu Thi Thu Trang	Biological mother	22 Tran Quang Dieu, Xuan Binh, Long Khanh, Dong Nai	0
-	Cao Tuan Hiep	Husband	Him Lam Riverside Apartment, Hoang Trong Mau Street, Tan Hung Ward, District 7, HCMC	0
-	Cao Tran Nha Uyen	Biological child	6/12A Nguyen Canh Chan, Nguyen Cu Trinh Ward, District 1, HCMC	0
-	Cao Tuan Kiet	Biological Child	Him Lam Riverside Apartment, Hoang Trong Mau Street, Tan Hung Ward, District 7, HCMC	0
-	Tran Vu Thanh Giang	Biological Brother	22 Tran Quang Dieu, Xuan Binh, Long Khanh, Dong Nai	0
-	Tran Vu Kim Phuong	Biological Sister	22 Tran Quang Dieu, Xuan Binh, Long Khanh, Dong Nai	0

Source: Global Tanker Joint Stock Company

6. Statistics of transactions between the company and related parties

6.1. Related parties of the Company:

No.	Related Party	Relationship
1	Viet Sea Joint Stock Company	Related Party of Major Shareholder *(Ms. Nguyen Thi Ngoc Yen – Major Shareholder of Global Tanker – is the Chairwoman of the Board of Directors of Viet Sea Joint Stock Company)*
2	Wondersea Joint Stock Company	Shared Management Member *(Ms. Nguyen Thi Mai Xuan – Board Member of Global Tanker – is the Director of Wondersea Joint Stock Company)*
3	Allsea Management Joint Stock Company	Shared Management Member *(Ms. Mac Thi Nhu Thuy – Head of the Supervisory Board of Global Tanker – is the Chief Accountant of Allsea Management Joint Stock Company)*
4	Legendsea Company Limited	Shared Management Member *(Ms. Pham Thi Ut – Supervisory Board Member of Global Tanker – is the Chief Accountant of Legendsea Company Limited)*
5	Vietsea Lubricant One Member Company Limited	Other Related Company*(Subsidiary of Vietsea Lubricant One Member Company Limited)*
6	Mr. Nguyen Tien Dung	Chairman of the Board of Directors
7	Board of Directors, Board of Management, Supervisory Board, Chief Accountant, and Information Disclosure Officer	Management Board

Source: Q2/2026 Financial Statements of Global Tanker.

6.2. Significant transactions with related parties

Revenue from service provision

Unit: VND

No.	Related Party	Year 2024	Year 2025	Cumulative for the First Six Months of 2026
1	Viet Sea Joint Stock Company	7,591,800,000	26,091,568,899	-
2	Legendsea Company Limited	1,299,226,280	629,694,155	-
	Total	**8,891,026,280**	**26,721,263,054**	-

Source: 2025 Audited Financial Statements and Q2/2026 Financial Statements of Global Tanker.

Purchase of goods and services

Unit: VND

No.	Related Party	Year 2024	Year 2025	Cumulative for the First Six Months of 2026
1	Legendsea Company Limited	121,183,737,000	40,746,410,000	14,559,850,000
2	Viet Sea Joint Stock Company	7,436,181,780	20,032,510,180	7,690,880,168
3	Wondersea Joint Stock Company	3,939,112,012	4,102,985,650	2,116,640,070
4	Allsea Management Joint Stock Company	176,266,779,956	135,980,401,909	49,409,454,290
5	Vietsea Lubricant One Member Company Limited	1,602,506,791	718,042,833	1,480,337,963
	Total	**310,428,317,539**	**201,580,350,572**	**75,257,162,491**

Source: 2025 Audited Financial Statements and Q2/2026 Financial Statements of Global Tanker.

Other transactions

Unit: VND

No.	Related Party	Year 2024	Year 2025	Cumulative for the First Six Months of 2026
1	Viet Sea Joint Stock Company (Agency Fee Advance)	9,000,000,000	7,000,000,000	-
2	Viet Sea Joint Stock Company (Advance Recovery)	5,000,000,000	7,000,000,000	-
3	Nguyen Tien Dung (Advance)	13,900,000,000	-	-
4	Nguyen Tien Dung (Advance Recovery)	14,600,000,000	-	-
5	Viet Sea Joint Stock Company (Loan)	20,000,000,000	10,000,000,000	-
6	Viet Sea Joint Stock Company (Interest Payable)	195,616,438	152,260,274	-
7	Nguyen Thi Ngoc Yen (Dividend Payable)	12,845,065,900	18,794,892,720	-

No.	Related Party	Year 2024	Year 2025	Cumulative for the First Six Months of 2026
8	Tran Le Thuy Dan (Dividend Payable)	6,624,735,700	7,949,682,840	-
9	Huynh Thi Hong Chau (Dividend Payable)	1,694,196,750	2,033,036,100	-

Source: 2025 Audited Financial Statements and Q2/2026 Financial Statements of Global Tanker.

Income of the Board of Directors, Board of Management, and Supervisory Board during the year is as follows:

Unit: VND

No.	Name	Position	Year 2024	Year 2025	Cumulative for the First Six Months of 2026
1	Nguyen Tien Dung	Chairman of the Board of Directors	654,960,000	855,000,000	393,645,417
2	Nguyen Thi Mai Xuan	Member of the Board of Directors	120,000,000	120,000,000	60,000,000
3	Tran Le Thuy Dan	Member of the Board of Directors	120,000,000	120,000,000	60,000,000
4	Tran Van Nam	Deputy Director (Director from 06/01/2026)	501,655,000	770,000,000	351,111,111
5	Mac Thi Nhu Thuy	Head of Supervisory Board	95,000,000	120,000,000	60,000,000
6	Le Thanh Man	Member of Supervisory Board	60,000,000	60,000,000	30,000,000
7	Pham Thi Ut	Member of Supervisory Board	35,000,000	60,000,000	30,000,000
	Total		**1,586,615,000**	**2,105,000,000**	**984,756,528**

Source: 2025 Audited Financial Statements and Q2/2026 Financial Statements of Global Tanker.

6.3. Year-end balances with related parties

Short-term receivables from customers

Unit: VND

No.	Related Party	31/12/2024	31/12/2025	30/06/2026
1	Viet Sea Joint Stock Company	8,199,144,000	-	-

Source: 2025 Audited Financial Statements and Q2/2026 Financial Statements of Global Tanker.

Short-term payables to suppliers

Unit: VND

No.	Related Party	31/12/2024	31/12/2025	30/06/2026
1	Viet Sea Joint Stock Company	1,676,019,933	8,395,646,330	870,275,141
2	Vietsea Lubricant One Member Company Limited	645,259,450	-	1,597,320,000
3	Wondersea Joint Stock Company	11,664,000	1,128,105,054	1,163,499,076
4	Allsea Management Joint Stock Company	19,739,522,783	22,050,978,338	8,067,881,007
5	Legendsea Company Limited	20,064,960,000	5,764,440,000	14,559,850,000

Source: 2025 Audited Financial Statements and Q2/2026 Financial Statements of Global Tanker.

Other short-term payables

Unit: VND

No.	Related Party	31/12/2024	31/12/2025	30/06/2026
1	Allsea Management Joint Stock Company	7,898,971,604	4,333,422,220	5,044,877,858
2	Mrs. Nguyen Thi Ngoc Yen (Dividends Payable) **(*)**	-	17,794,892,720	-
3	Other Minority Shareholders (Dividends Payable) **(*)**	-	1,678,536,380	75,521,960

Source: 2025 Audited Financial Statements and Q2/2026 Financial Statements of Global Tanker.

(*) Pursuant to Resolution No. 01-2025/DHDCD-NQ of the 2025 Annual General Meeting of Shareholders dated June 20, 2025, regarding the payment of a cash dividend for 2024 to existing shareholders at a rate of 12% (corresponding to a total dividend amount of VND 42 billion), as of December 31, 2025, the Company had paid VND 22.53 billion, with the remaining VND 19.47 billion unpaid. Of this amount, the dividend payable to the major shareholder, Ms. Nguyen Thi

Ngoc Yen, was VND 17.79 billion, while the amount payable to minority shareholders was VND 1.68 billion.

As of April 15, 2026, the Company had completed the dividend payment to Ms. Nguyen Thi Ngoc Yen and had also paid VND 1.60 billion to minority shareholders. The remaining balance of VND 75,521,960 had not yet been paid because the relevant minority shareholders had not come to the Company to collect their dividends.

IV. KEY PERSONS RESPONSIBLE FOR THE CONTENT OF THE INFORMATION DISCLOSURE, COMPANY COMMITMENTS

1. Key persons responsible for the content of the Information Disclosure:

PUBLIC COMPANY: GLOBAL TANKER JOINT STOCK COMPANY

- Mr. Nguyen Tien Dung - Position: Chairman of the Board of Directors
- Mr. Tran Van Nam - Position: Director
- Ms. Tran Vu Yen Linh - Position: Chief Accountant

We ensure that the information and data in this Information Disclosure about the public company is accurate and truthful, and we commit to being responsible for the truthfulness and accuracy of this information and data. Within the scope of responsibility and information known, we ensure that there are no errors or omissions that could affect the information in the Information Disclosure about the public company.

ADVISORY ORGANIZATION: VIET DRAGON SECURITIES CORPORATION

- Mr. Pham Tan Tien - Position: Managing Director in charge of Investment Banking Division

  (According to Authorization Decision No. 10/2025/QĐ-CT.HĐQT dated 30/06/2025, of the Chairman of the Board of Directors of Viet Dragon Securities Corporation)

This Information Disclosure about the public company is part of the registration dossier for trading on the Unlisted Public Company Market (UPCOM) advised by Viet Dragon Securities Corporation based on Consulting Service Contract No. 41/2021/ HĐ-NHĐT dated 13/05/2021, with Global Tanker Joint Stock Company. Within the scope of responsibility and information provided by Global Tanker Joint Stock Company, we ensure that the presentation and wording selection in this Information Disclosure about the public company have been reasonably executed based on the information and data provided by Global Tanker Joint Stock Company.

2. Company commitments:

- The Company commits and is responsible for the truthfulness, completeness, and accuracy of the information in the Information Disclosure and accompanying documents.
- Upon confirmation of completion of public company registration, the company complies with the rights and obligations under the Securities Law.

V. DATE, SIGNATURE, AND SEAL OF THE REPRESENTATIVE OF THE PUBLIC COMPANY AND THE ADVISORY ORGANIZATION

Ho Chi Minh City, August 07, 2026

REPRESENTATIVE OF THE PUBLIC COMPANY

GLOBAL TANKER JOINT STOCK COMPANY

LEGAL REPRESENTATIVE

CHAIRMAN OF THE BOARD OF DIRECTORS

(Signed and sealed)

NGUYEN TIEN DUNG

CHIEF ACCOUNTANT	**DIRECTOR**
(Signed and sealed)	**(Signed and sealed)**
TRAN VU YEN LINH	**TRAN VAN NAM**

REPRESENTATIVE OF CONSULTING ORGANIZATION

VIET DRAGON SECURITIES CORPORATION

MANAGING DIRECTOR

IN CHARGE OF INVESTMENT BANKING

(Signed and sealed)

PHAM TAN TIEN