



GET READY FOR TAKE-OFF with
QPC Long Thanh Investments for the
Long Thanh Airport.

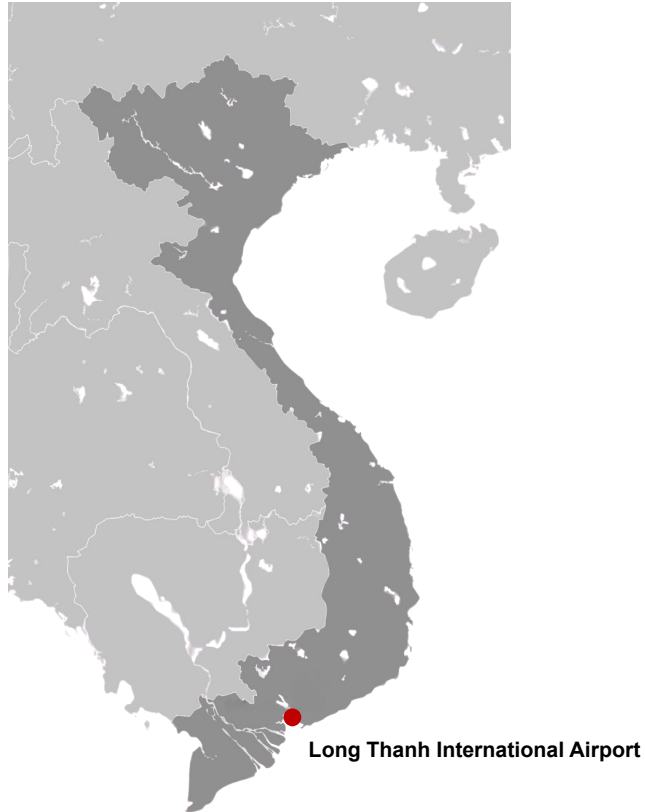
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LONG THANH AIRPORT LOCATION



A Prime Location with Strategic Connectivity

Situated at the western gateway of the new **Long Thanh International Airport**, the project commands a vital position within one of **Southeast Vietnam's** most critical hubs for transport, commerce, logistics, and urban development. Its strategic location offers direct connectivity to **Ho Chi Minh City, Bien Hoa, and Vung Tau**, seamlessly linking to a network of pivotal expressways, national highways, and ring roads that are all centered around the international airport.

This prime location ensures convenient travel times to major economic centers. The journey to Ho Chi Minh City is approximately 60 minutes via the HCMC - Long Thanh - Dau Giay Expressway, 90 minutes to Thu Dau Mot City, and just 40 minutes to Bien Hoa. Currently, traveling to Ba Ria City takes about one hour, a time that will be reduced to an estimated 45 minutes upon the completion of the Bien Hoa - Vung Tau Expressway.

AGENDA LONG THANH AIRPORT LAND DEVELOPMENT

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LONG THANH AIRPORT FACTS AND FIGURES

The Airport

Ultimate Capacity (by 2040): A world-class hub serving **100 million passengers** and **5 million tonnes of cargo** annually.

Phase I Launch (2026): Begins operations with a capacity of **25 million passengers** and **1.2 million tonnes of cargo**.

Scale: Features a **4,000m runway** and a **373,000 m² terminal** in its initial phase, capable of handling the largest aircraft.

Government-Driven Development

Road: A network of **5 new and expanded expressways** is being fast-tracked to create a logistics "golden triangle," linking the airport to HCMC, the Cai Mep deep-water port, and the entire Mekong Delta.

The Population

Projected Population Growth (by 2035): The immediate vicinity (10-15 km radius) is projected to attract a new population of over 250,000 residents and skilled workers.

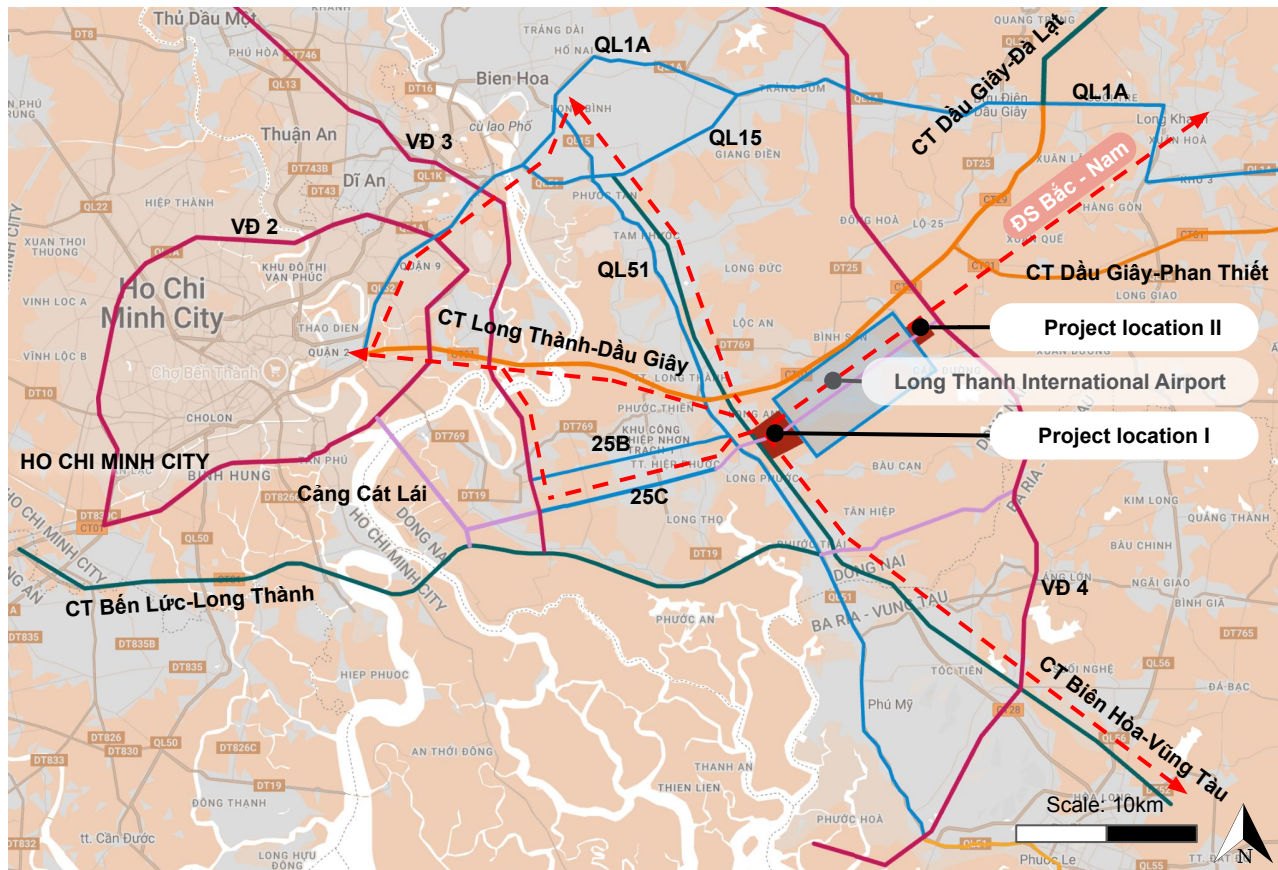
Growth Drivers: This boom is fueled by dozens of major residential townships already under construction (e.g., Aqua City, Swan Park, Gem Sky World) and massive employment from the airport and surrounding industrial zones.

Commerce & Industry Hub:

The airport is the centerpiece of a region with **30+ established industrial parks** and new **high-tech zones** under development.

A planned **8,000-hectare Free Trade Zone** will be developed adjacent to the airport, creating a globally competitive hub for trade, logistics, and manufacturing.

LONG THANH AIRPORT MAIN INFRASTRUCTURE

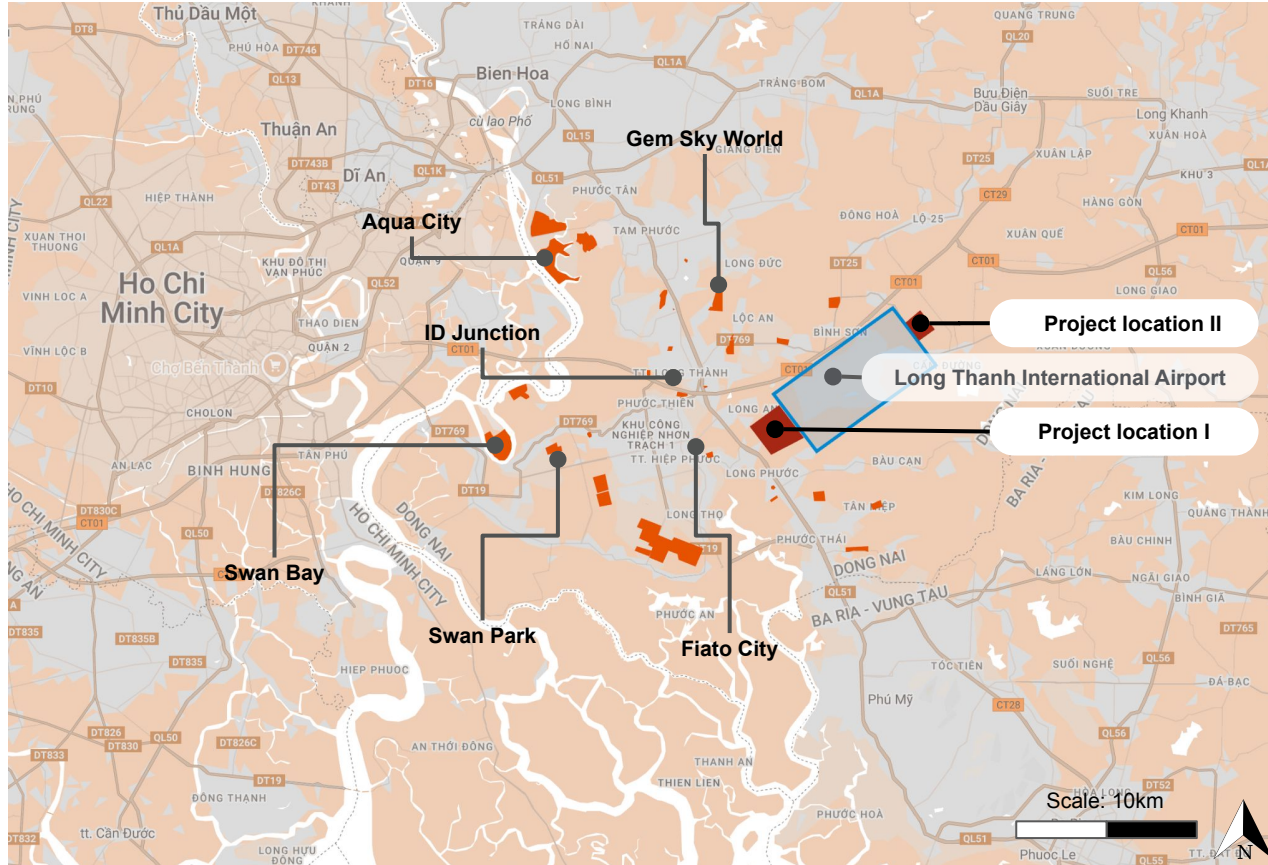


- 
- | | |
|-------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Cao tốc |  |
| Expressway | |
| Cao tốc dự kiến |  |
| Planned expressway | |
| Đường sắt/ Metro dự kiến |   |
| Planned railway/ metro | |
| Đường vành đai |  |
| Ring road | |
| Đường hiện hữu |  |
| Existing road | |
| Đường dự kiến |  |
| Planned road | |

Development

This strategic expressway network provides seamless, multi-directional connectivity, linking the airport directly with Ho Chi Minh City, the Mekong Delta, the Cai Mep deep-water port, and the entire surrounding industrial belt.

RESIDENTIAL PROJECTS DONG NAI PROVINCE



Residential Projects

Over **20 major residential projects** are **actively developing within a 15km radius** of Long Thanh Airport, creating a critical mass of tens of thousands of households.

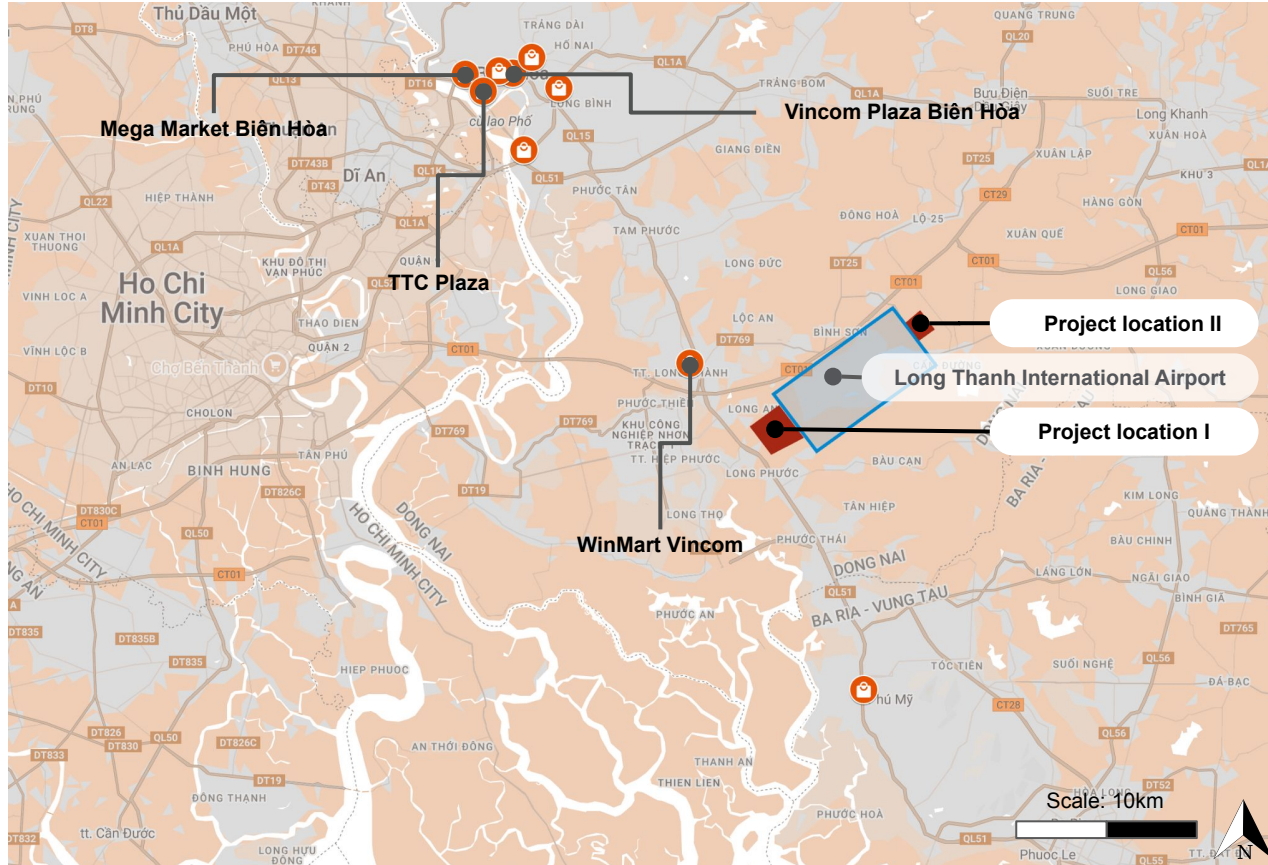
Immediate Area (5-10km): We are surrounded by thousands of homes from projects like ID Junction, Fiato City, and Amata City.

Wider Catchment (>10km): This expands to mega-developments like Gem Sky World, Swan Park, and Aqua City, creating an enormous consumer base.

90% of population growth outside of core areas Ho Chi Minh City

80% of all jobs created outside of core areas of Ho Chi Minh City

MAIN COMMERCIAL CENTERS DONG NAI PROVINCE



No Malls around Long Thanh Airport

Highlight: **Zero shopping malls** currently exist in the immediate vicinity of the new airport. All shopping requires travel.

Future Vision: A major retail hub and Free Trade Zone are planned, but are long-term projects.

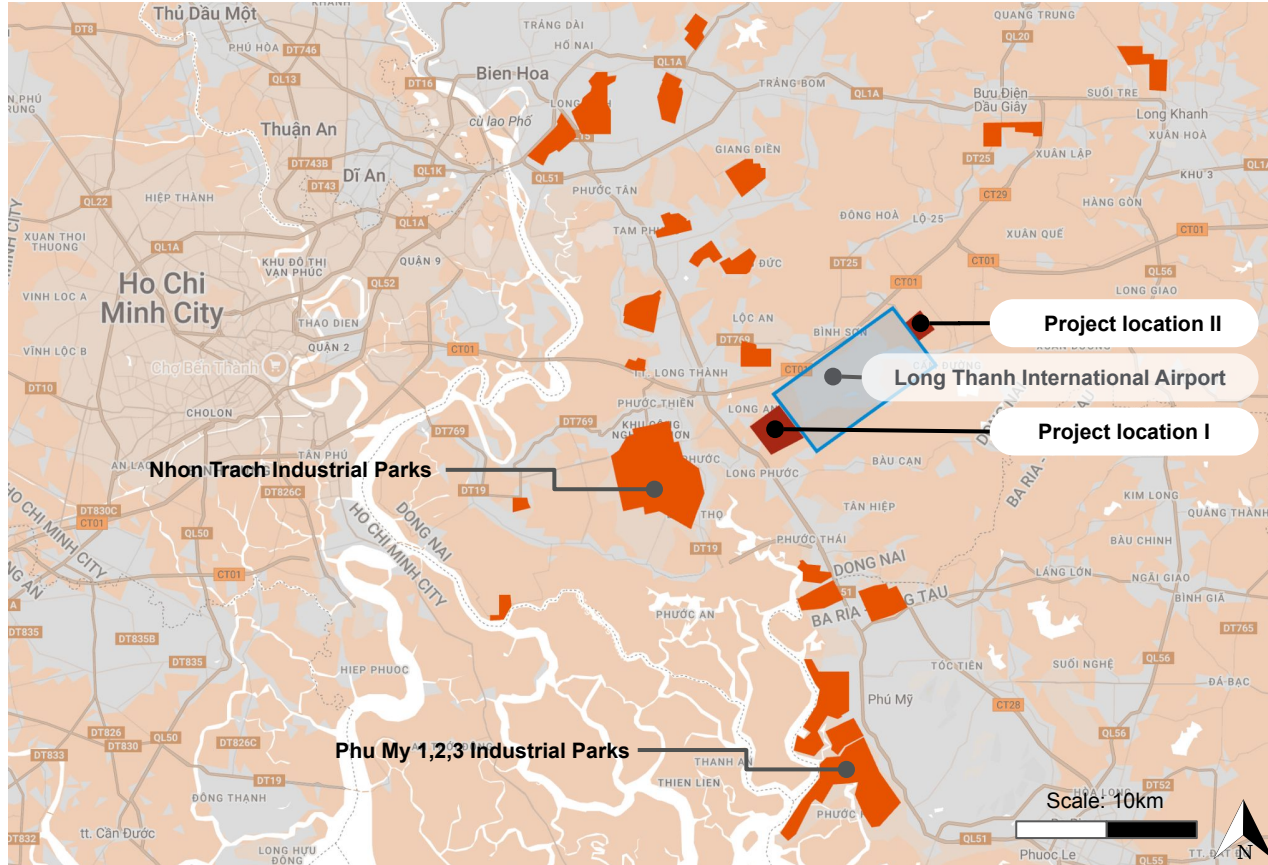
The Road to Vũng Tàu

Highlight: The major highway to the coast is almost entirely **empty of shopping malls**.

Bottom Line

Highlight: Today, any **significant shopping trip** from Long Thanh Airport means a journey of at least **30-60 minutes** west towards Ho Chi Minh City. The immediate area is a retail dead zone.

INDUSTRIAL PARKS DONG NAI PROVINCE



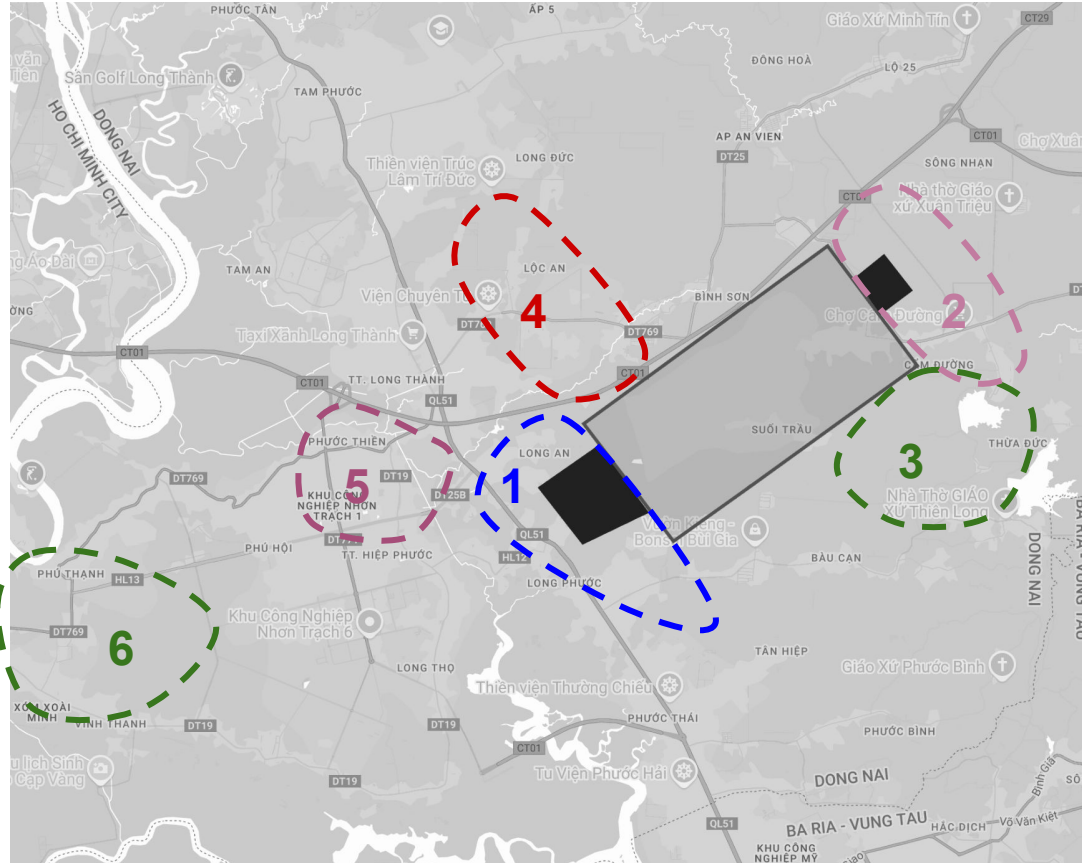
Beyond the Runway

Established Industrial Epicenter: Located in Đồng Nai province, a national leader with **33 operational industrial parks**, the airport is surrounded by a dense cluster of major IPs right at its doorstep.

Approved High-Tech Expansion: A government-approved plan is already in motion to add four new industrial parks (nearly 2,800 ha), with a strategic focus on advanced and high-tech manufacturing.

Unrivaled "Golden Triangle" Logistics: The area offers a unique competitive advantage, sitting at the nexus of the **Airport** (air cargo), the **Expressway Network** (road), and the **Cai Mep Deep-Water Port** (sea).

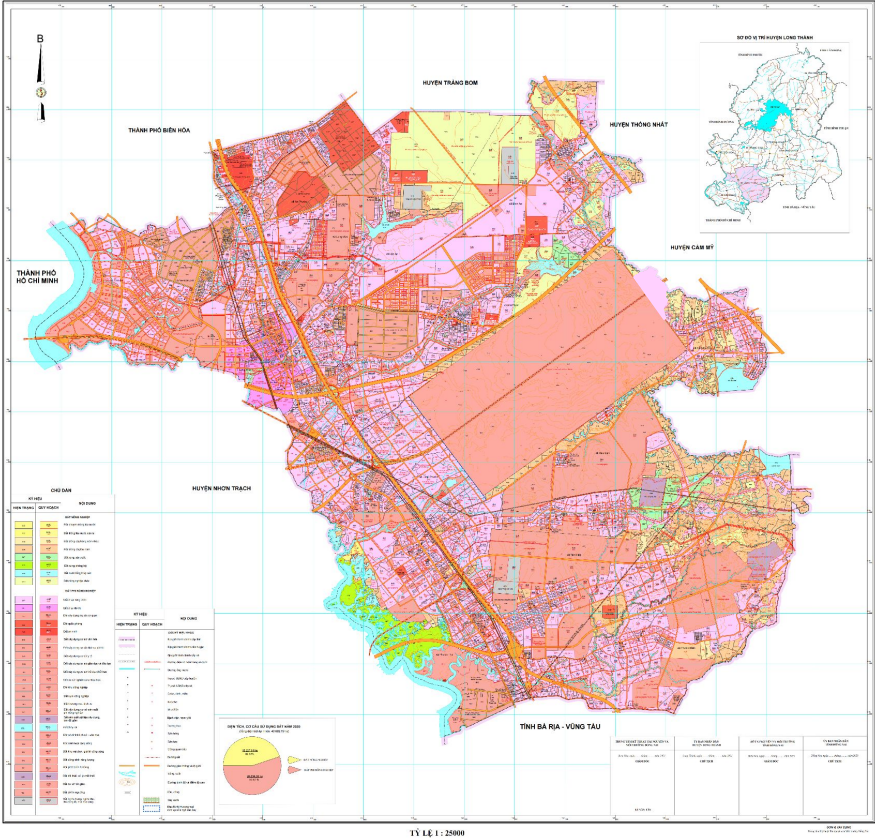
STRATEGIC LOCATION



1. **Culture & Commerce:** A hub for conventions, startups, and business, fostering a vibrant cultural and commercial environment.
2. **Smart Logistics:** An intelligent logistics gateway for high-value import/export and efficient trade.
3. **Leisure & Hospitality:** Premier destinations featuring luxury resorts, hotels, and world-class golf.
4. **Innovation Hub:** A dedicated center to incubate startups and accelerate business growth.
5. **Modern Airport City:** An integrated ecosystem featuring world-class retail, smart residences, modern conference centers, and diverse dining and entertainment.
6. **Strategic Seaport District:** A maritime gateway enhancing global trade and supply chain connectivity.

LAND PLANNING 2030 MAP LONG THANH

BẢN ĐỒ QUY HOẠCH SỬ DỤNG ĐẤT ĐẾN NĂM 2030
HUYỆN LONG THÀNH - TỈNH ĐỒNG NAI



KÝ HIỆU		NỘI DUNG
HIỆN TRẠNG	QUY HOẠCH	
ĐẤT NÔNG NGHIỆP		
1001	01.01	Đất chuyên trồng lúa nước
1002	01.02	Đất trồng lúa nước còn lại
1003	01.03	Đất trồng cây hàng năm khác
1004	01.04	Đất trồng cây lâu năm
1005	01.05	Đất rừng sản xuất
1006	01.06	Đất rừng phòng hộ
1007	01.07	Đất nuôi trồng thủy sản
1008	01.08	Đất nông nghiệp khác
ĐẤT PHỤ NÔNG NGHIỆP		

Mixed Land Use Type 2 zones/ Đất Hỗn Hợp 2 typically allow for a combination of residential, commercial, and light industrial uses.

KÝ HIỆU		NỘI DUNG
HIỆN TRẠNG	QUY HOẠCH	
Mixed Land Use Type 2 zones/ Đất Hỗn Hợp 2		
1001	01.01	Đất ở tại đô thị
1002	01.02	Đất xây dựng trụ sở cơ quan
1003	01.03	Đất quốc phòng
1004	01.04	Đất an ninh
1005	01.05	Đất xây dựng cơ sở văn hóa
1006	01.06	Đất xây dựng cơ sở dịch vụ xã hội
1007	01.07	Đất xây dựng cơ sở y tế
1008	01.08	Đất xây dựng cơ sở giáo dục và đào tạo
1009	01.09	Đất xây dựng cơ sở thể dục thể thao
1010	01.10	Đất cơ sở nghiên cứu khoa học
1011	01.11	Đất khu công nghiệp
1012	01.12	Đất cụm công nghiệp
1013	01.13	Đất thương mại, dịch vụ
1014	01.14	Đất xây dựng cơ sở sản xuất phi nông nghiệp
1015	01.15	Đất sản xuất vật liệu xây dựng, làm đồ gốm
1016	01.16	Đất thủy lợi
1017	01.17	Đất cơ sở lịch sử - văn hóa
1018	01.18	Đất sinh hoạt cộng đồng
1019	01.19	Đất khu vui chơi, giải trí công cộng
1020	01.20	Đất công trình năng lượng
1021	01.21	Đất phát triển hạ tầng
1022	01.22	Đất bãi thải, xử lý chất thải
1023	01.23	Đất cơ sở tôn giáo
1024	01.24	Đất cơ sở tín ngưỡng
1025	01.25	Đất nghĩa trang, nghĩa địa, nhà tang lễ, nhà hỏa táng
CÁC KÝ HIỆU KHÁC		
		Địa giới hành chính cấp tỉnh
		Địa giới hành chính cấp huyện
		Địa giới hành chính cấp xã
		Đường đến và hành lang an toàn
		Đường ống nước
		Trụ sở UBND cấp huyện
		Trụ sở UBND cấp xã
		Chùa, đình, miếu
		Nhà thờ
		Bưu điện
		Bệnh viện, trạm y tế
		Trường học
		Sân bóng
		Sân bay
		Giếng quan trắc
		Đường sắt
		Đường giao thông và tị giới
		Sông, suối
		Đường hầm đê và đê mố đê cao
		Cầu, cống
		Cây xanh
		Khu đô thị thương mại dịch vụ công nghệ sản xuất

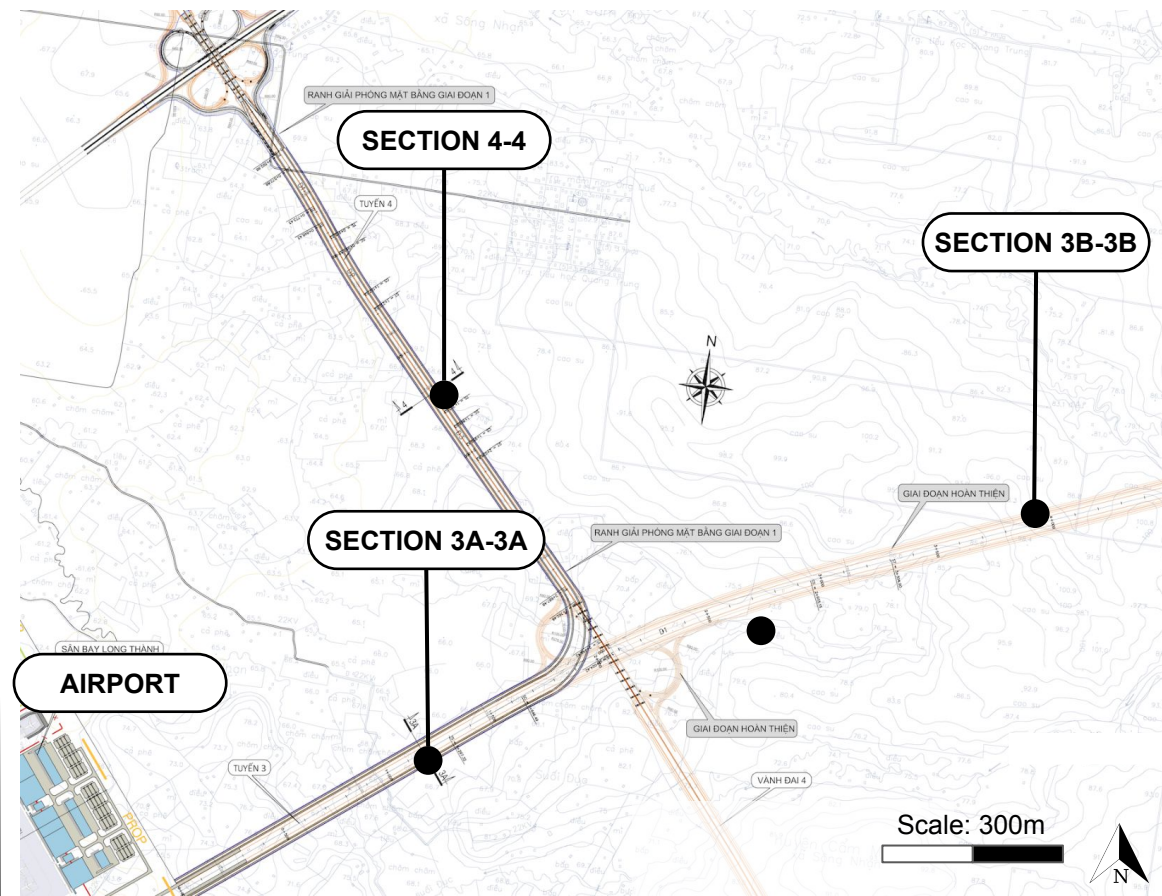
Figure 1: Schematic diagram of the experimental road layout. The diagram shows a cross-section of a road with a central median and two side lanes. The road is divided into sections with different widths and plantings. The dimensions are given in meters. The total width of the road is 100 meters. The sections are: 13m (left side), 10.5m (left side), 8m (left side), 16m (left side), 5m (center median), 16m (right side), 8m (right side), 10.5m (right side), and 13m (right side). The corresponding formulas for the sections are: $3.0+2 \times 3.5+0.5$, $0.5+4 \times 3.75+0.5$, $0.5+4 \times 3.75+0.5$, $0.5+2 \times 3.5+3.0$, and 100.

Figure 1: Section of a road with a median. The diagram shows a cross-section of a road with a central median. From left to right, the segments are: a 7.5m wide area with a tree, an 8m wide area, a 3.75m wide area, a 20.75m wide area, a 5m wide median, a 20.75m wide area, a 3.75m wide area, an 8m wide area, and a 7.5m wide area with a tree. Below the diagram, the total width is calculated as $5+4 \times 3.75+0.75 = 20.75$ and $0.75+4 \times 3.75+5 = 20.75$, with a total width of 85.

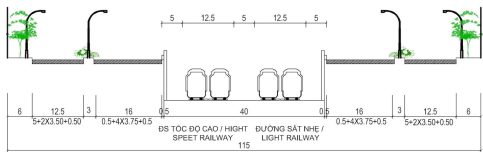
Technical drawing of a railway track cross-section. The drawing shows a central track bed with two rails and four sleepers. The track bed is 40 units wide. On either side of the track bed is a 20.75 unit wide shoulder. The total width of the track bed and shoulders is 54x3.75+0.75. The drawing also shows a 120 unit wide section on the right side of the track bed. The drawing is labeled "ĐS TỐC ĐỘ CAO / HIGH SPEED RAILWAY" and "ĐƯỜNG SẮT NHẪU / LIGHT RAILWAY".

The drawing illustrates two cross-sectional variants of a road. The left variant shows a 12.5m wide road with 0.75m shoulders. The right variant shows a 22.5m wide road with 0.75m shoulders and a central drainage ditch. The drawing includes labels for 'ĐƯỜNG GOM / FRONTAGE ROAD' and 'THAY ĐỔI' (change).

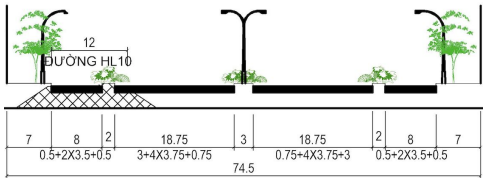
ROAD SIZE LONG THANH AIRPORT II



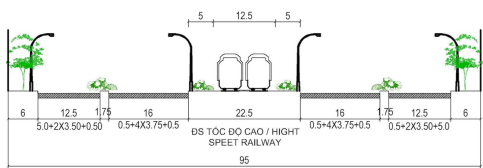
SECTION 3A-3A



SECTION 4-4



SECTION 3B-3B



LAND USE PLANNING RIGHTS/REGULATIONS

- **Planned development land use rights:** This area is designated for **future commercial zone** development, according to land use planning for **Long Thanh District until 2030 by Decision No. 5366/QD-UBND approved by Long The People's Committee of Dong Nai Province.**
- **Construction regulation:** With a maximum of 65% of the land area permitted for building, and building heights may exceed 46 meters depending on the construction area, in accordance to the **Circular No. 01/2021/TT-BXD issued by the Ministry of Construction promulgates QCVN 01:2021/BXD, the National Technical Regulation on Construction Planning.**

LAND USE PLANNING RIGHTS/REGULATIONS

- **Mixed Land Use Type 2 zones/ Đất Hỗn Hợp 2** typically allow for a combination of residential, commercial, and light industrial uses.
- **Higher density:** Compared to purely residential zones, "Đất Hỗn Hợp 2" allow **taller buildings and a greater concentration of housing units**.
- **Commercial activity:** Shops, restaurants, offices, and service businesses are typically permitted within these zones.
- **Limited industrial uses: light manufacturing, workshops, or logistics** might be **allowed**, but heavy industry is excluded.



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