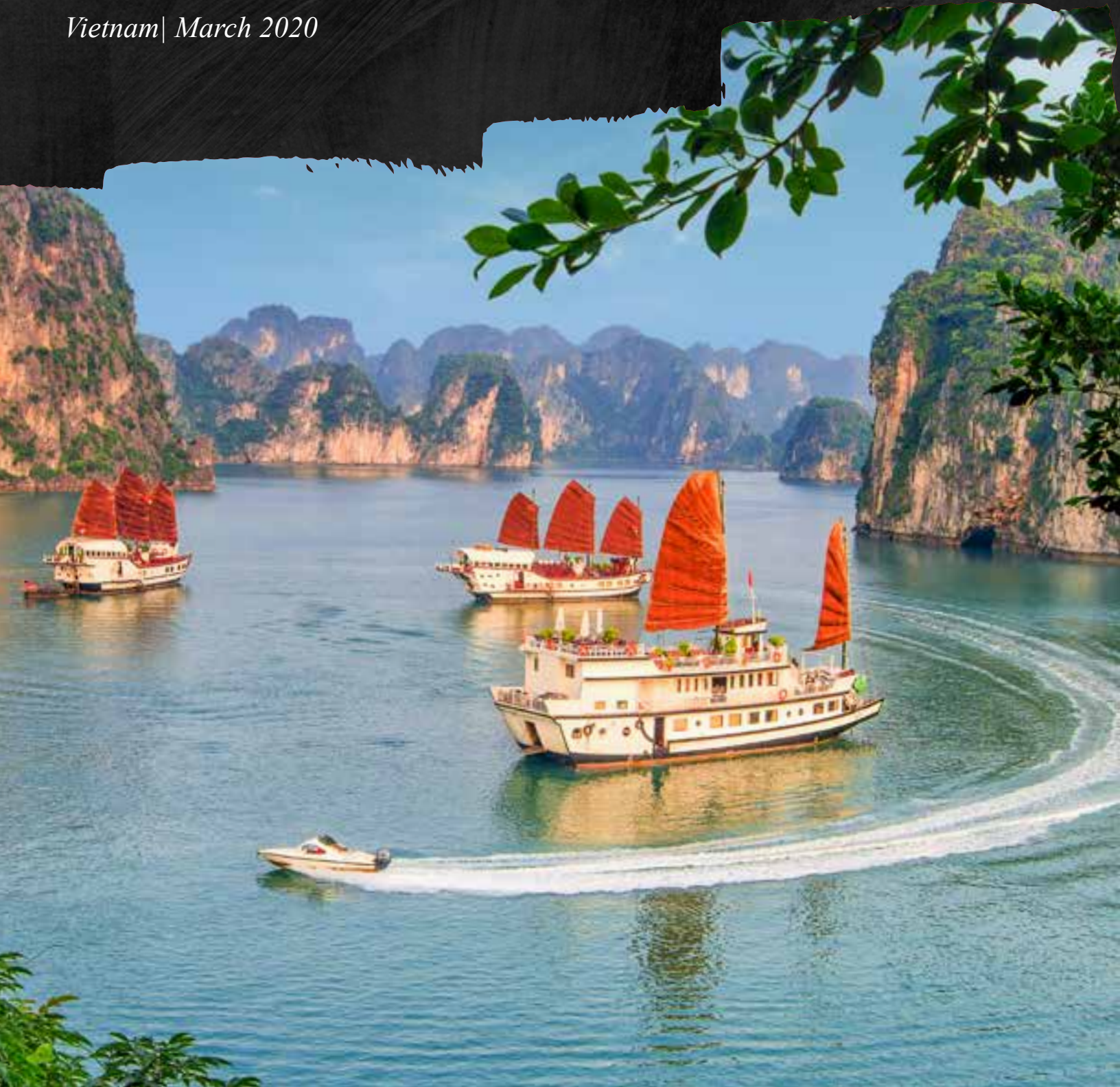




Quang Ninh

The future strategic corridor between Northeast Vietnam and China

Vietnam | March 2020



Overview

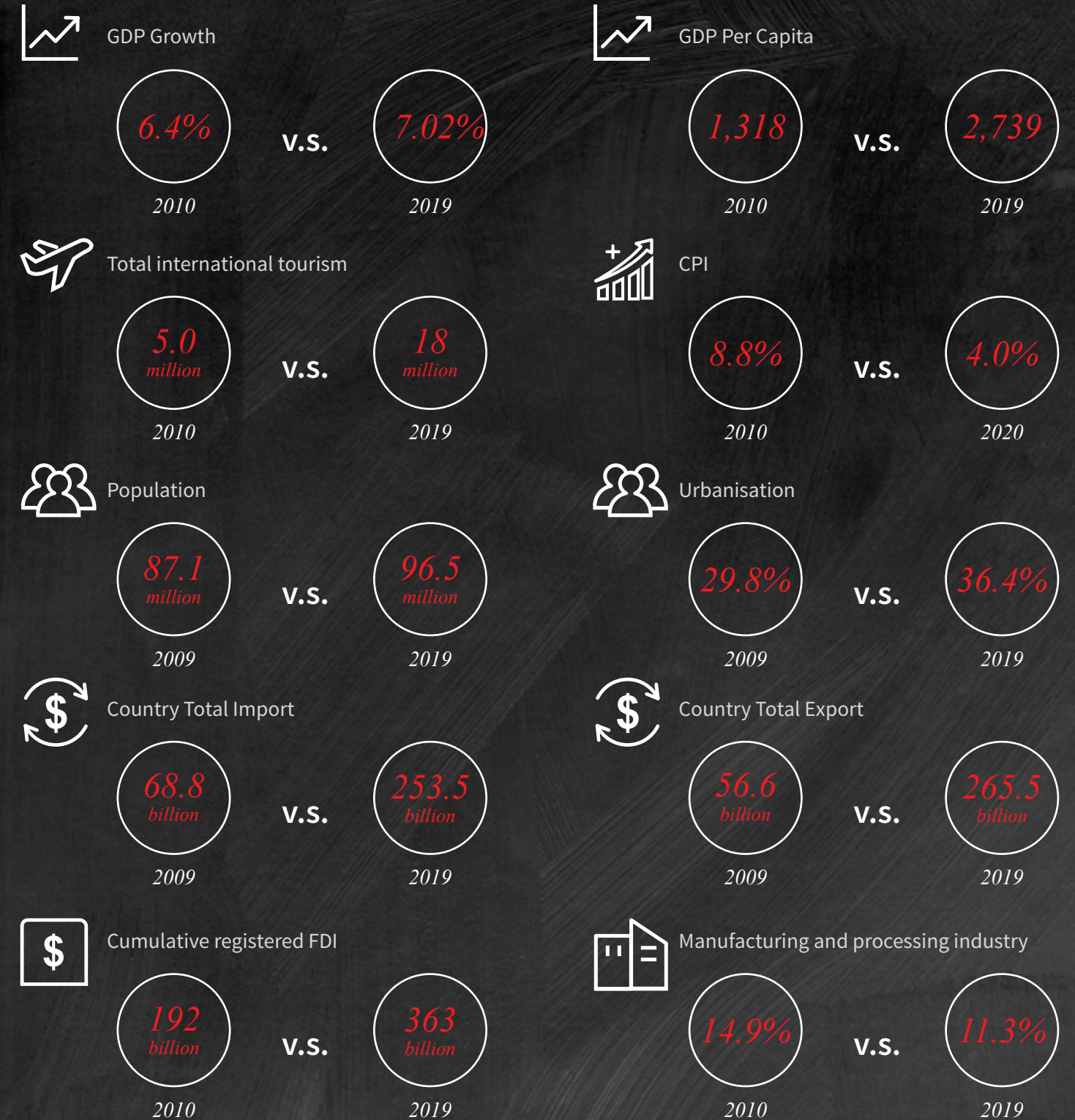
Just 30 years ago, Vietnam was seen as one of the poorest countries in the world. Then in 1986, the government launched “Doi Moi” - a breakthrough policy with a series of economic and political reforms. And the policy made the country become Southeast Asia’s most intriguing economic story. Currently, Vietnam stands on the radar for scaling up foreign investments. It is also a chosen alternative destination outside China because the country successfully created an evolved production base that is geared towards a higher manufacturing value chain (see Vietnam – Southeast Asia’s New Industrial Powerhouse). This is backed by a number of key fundamentals including strategic location, business-friendly environment and competitive labour costs, to lifting the country’s background..

With the coastline stretching over 3,200 kilometres along the East Sea, Vietnam possesses a particularly advantageous geographical location that provides great access to the world’s major shipping lanes. It is considered a significant advantage, boosting the country’s participation in the China + 1 strategy. As a result, many giant manufacturers are choosing Vietnam, particularly the Northern Vietnam, to support their China +1 strategy. They are maintaining key operations in China and strengthening their supply chain with additional operations in Vietnam, proven by an increasing proportion of FDI pouring into the North over the past decade.

Quang Ninh – a central pole of the economic triangle, Hanoi – Hai Phong – Quang Ninh, plays an important role in creating considerable growth opportunities for the country. Following our publication of Hai Phong – A vision for Growth released in April 2019, the current paper will discover how Quang Ninh, together with Hai Phong, geared up to become a regional trading hub and a driving force for development in northern Vietnam.



Vietnam with a decadal achievement*



Source: Oxford Economics, World Bank, Asian Development Bank, GSO Vietnam

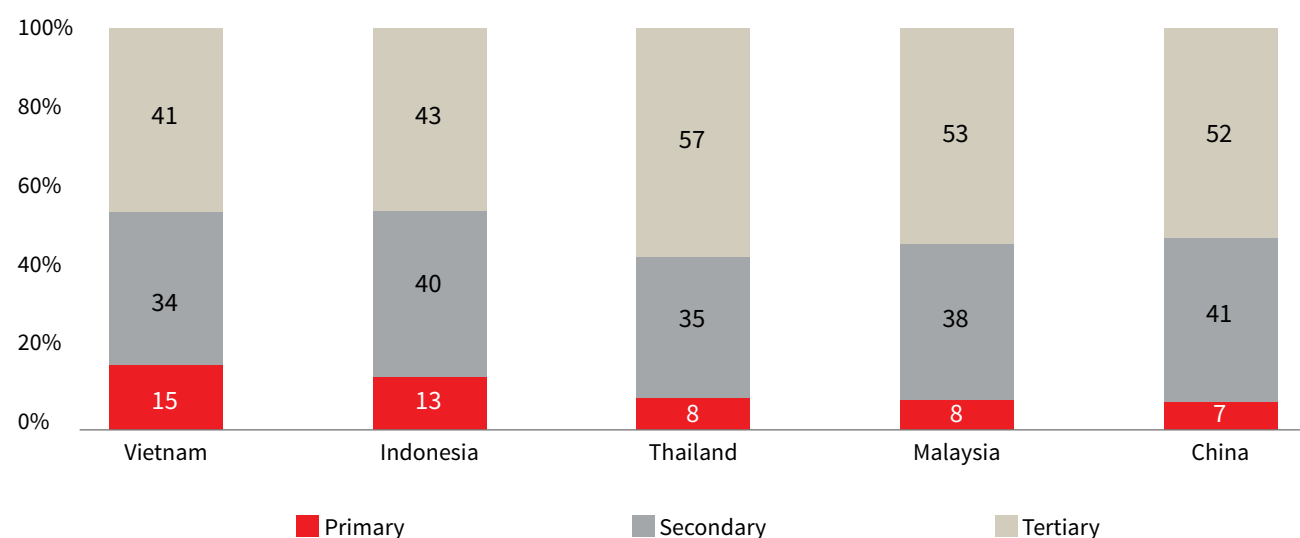
Strong market fundamental in vietnam....

GDP growth

Amid the prevailing global “high uncertainty“ and growth slowing down, Vietnam’s economy still achieved impressive growth of 7.02% in 2019, exceeding China by 87 bps and surpassing the year’s target of 6.6-6.8%. The economic growth in Vietnam has also started to outperform the China since 2015 with the GDP growth ranging from 6.7-7.1% during 2015-19, compared to the level of 6.2-7.0% in China in the same period.

The prevailing transition of economic structure from Primary (Agriculture, forestry and fishing) to tertiary industry (Services) will expectedly result in wealth creation growth, rising consumption, and a growing trained labour force, that all bolstering the further development of Vietnam economy. The country’s GDP is set to growth by 6.0-6.5% on average per annum until 2025.

Figure 1: Vietnam’s three-sector economy against other countries, 2018



Primary sector is those relate to extraction of raw materials – e.g. mining, fishing and agriculture; Secondary sector – concerned with producing finished goods; and Tertiary sector – concerned with offering intangible goods and services to consumers.

Source: World Bank

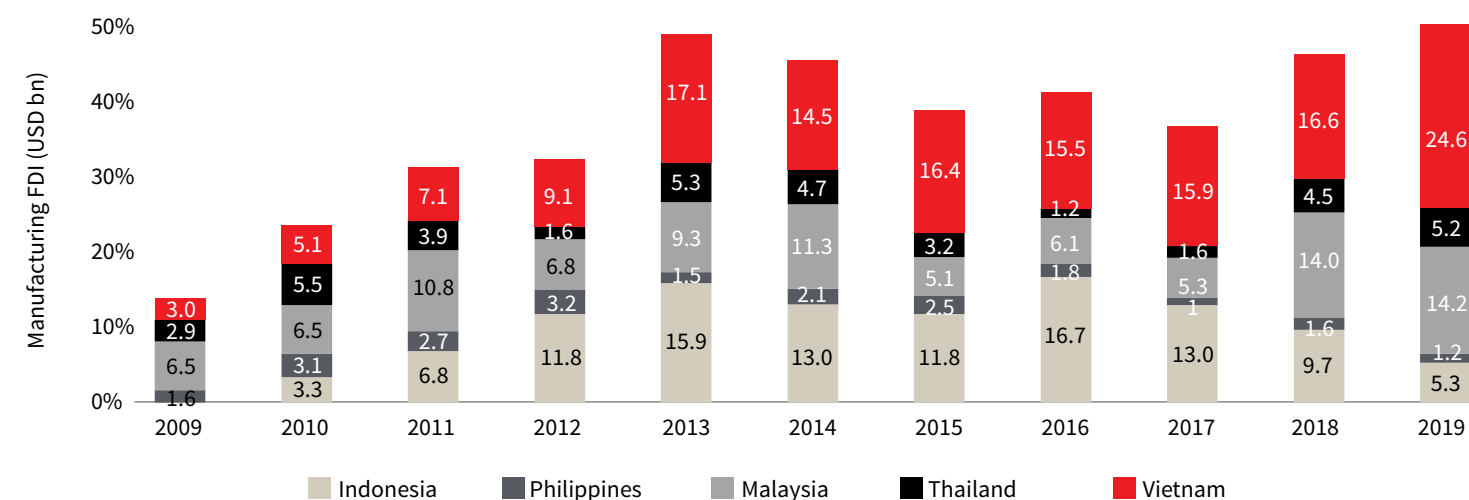


Vietnam, one of the highest FDI receivers in the region

Although the mounting uncertainty puts a pressure on global FDI, which fell 1% y-o-y in 2019, FDI to Southeast Asian (SEA) countries continued to grow double-digit (19% y-o-y) and reached US\$177 billion. Vietnam, as one of the most attractive FDI destinations in the region, recorded a

total of US\$38 billion during the year, up 7.2% from 2018. Of this, manufacturing remained the biggest contributor, up to 73% of the total newly-registered capital, one of the highest in the region.

Figure 02: Vietnam FDI manufacturing, 2008-19 (USD bn)



Source: National State Bank, JLL Research

Favourable Demographic Landscape

• Excellent Labour Market

Vietnam has a huge labour force, with the number of working population the 3rd largest in the region. Moreover, Vietnam outperforms many Southeast Asian countries in human capital index with the 2nd place, only behind Singapore. The favourable ranking is the result of the high score in education-related categories, showing the quality of the labour force.

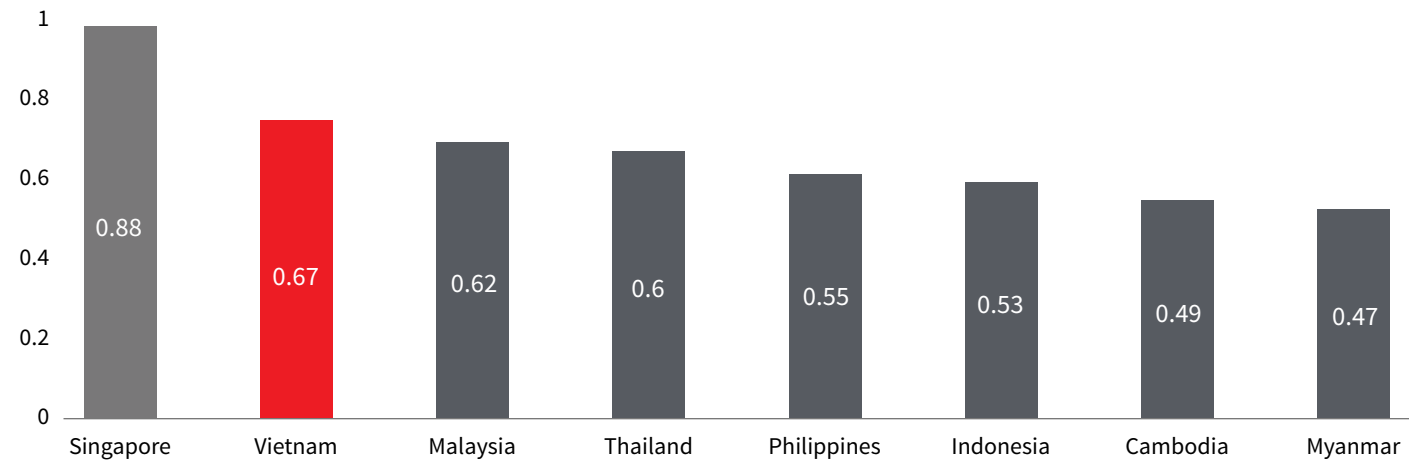
In addition, Vietnam’s wage is still low in the region. Its manufacturing wages are 70% lower than China’s and more competitive than countries like Thailand and Malaysia. This is expected to continue until 2025, which is a plus point for Vietnam when China-based manufacturing companies seek to relocate to Southeast Asia.

Vietnam ranked 3rd in SEA in working population

SEA Ranking	Countries	2019 working population (million)
1	Indonesia	183.6
2	Philippines	69.6
3	Vietnam	67.4
4	Thailand	49.3
5	Myanmar	36.8

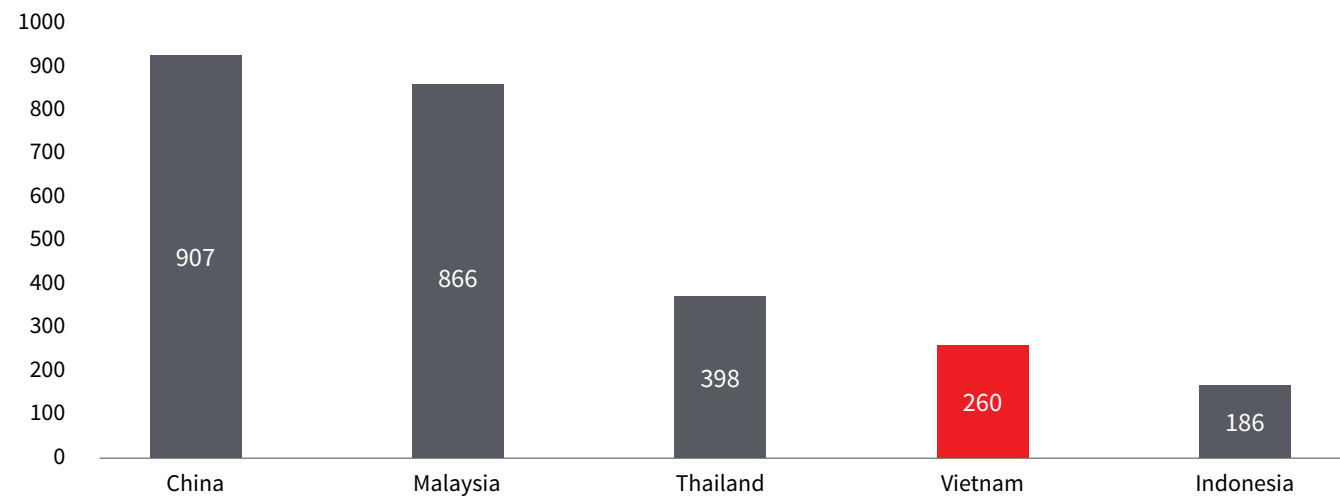
Source: Oxford Economics

Fig 03: Vietnam outperforms in Human Capital Index



Source: WorldBank 2018

Fig 4: Manufacturing in Southeast Asia and China (USD per month), 2018



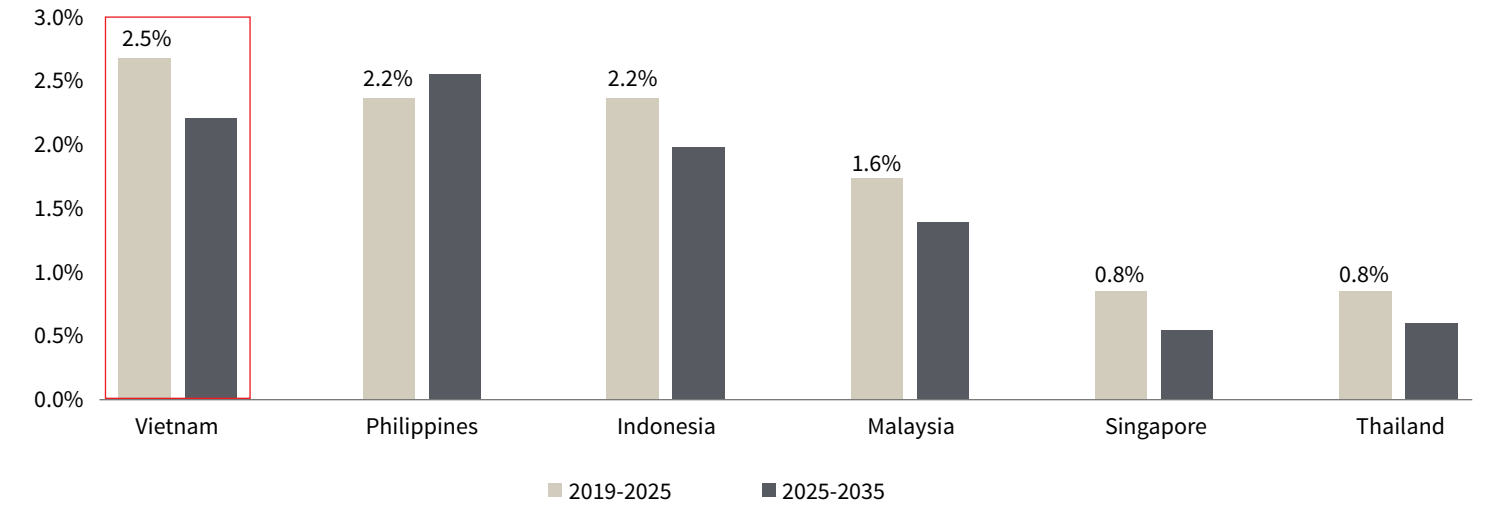
Source: Tradingeconomics, Worldbank, JLL estimate

• Urbanisation

Urbanisation has been improving constantly, particularly in key economic zones that have attracted a large number of migrants from nearby provinces, as well as foreigners.

During 2019-2025, Vietnam is expected to lead Southeast Asia in the urban population growth.

Fig 5: Vietnam has the fastest urban population growth in SEA

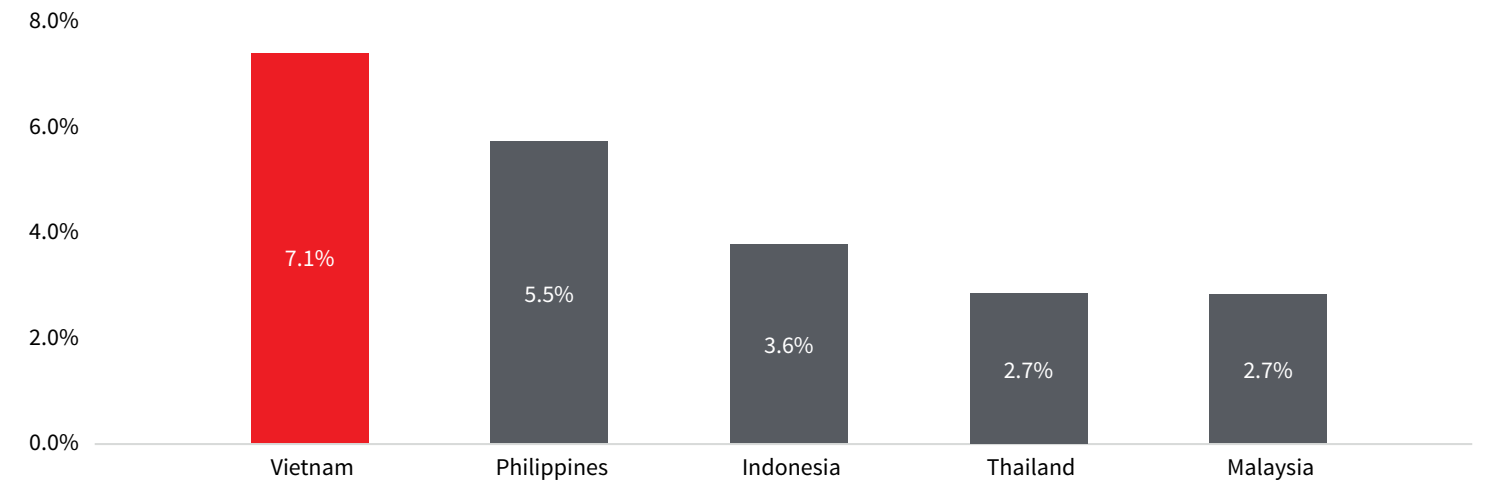


Source: Oxford Economics

• Growing middle income class

Middle-income class is rising rapidly in Vietnam, reaching nearly 40% of the population in 2019 from only 18% back in 2009. The growth will continue and Vietnam will exceed all of its regional peers in 2019-2025 with CAGR of 7.1%.

Fig 6: Vietnam's middle income population to grow 7.1% CAGR in 2019-2025



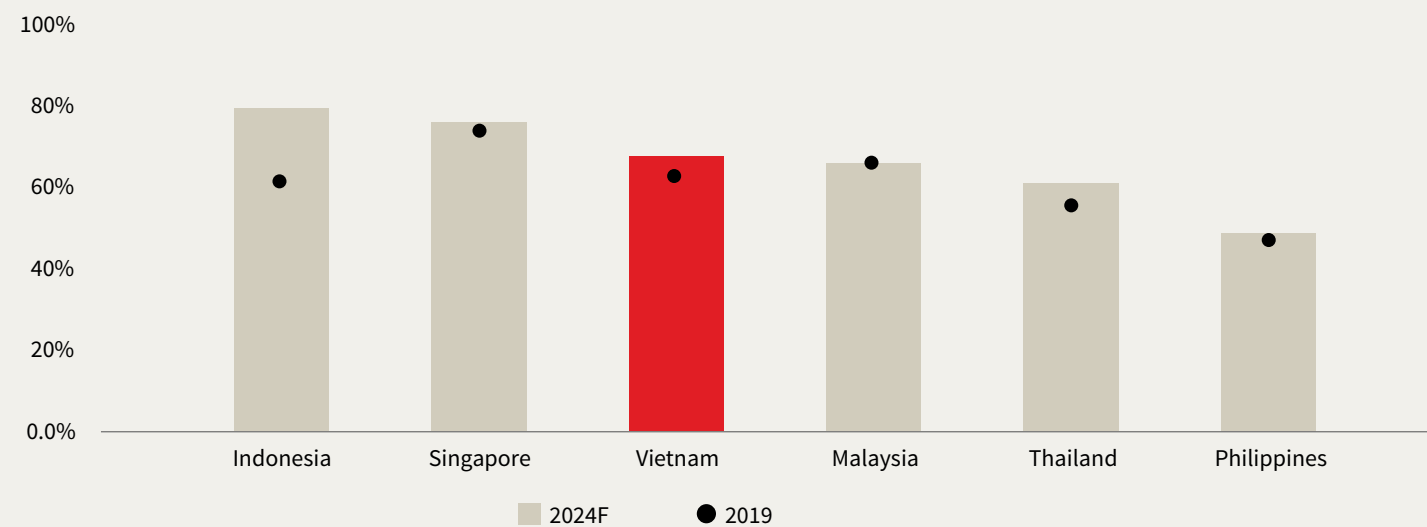
Source: Oxford Economics

Rapidly expanding E-commerce market

With young population, growing middle class and rising smartphone penetration, Vietnam is one of the most promising e-commerce markets in Southeast Asia. The period 2018-19 also witnessed the emergence of Vietnam-origin e-commerce players, such as Tiki, Thegioididong and

Sendo, which are among the most successful e-commerce platforms in the region. Additionally, Amazon, the world's most popular e-commerce firm, has announced an MOU with Vietnam at 2019 end, and local enterprises are set to explore online export in 2020.

Fig 7: E-commerce penetration rate across SEA



Source: Statista forecast, January 2020

Vietnam Strategic Location

Vietnam has unique geographical advantages, including the long coastal line. Located in SEA - the fast-growing region and in close proximity to major markets such as China and India, being the eastern connection to the Pacific Ocean and

so forth, Vietnam is on the radar of logistics investors. This, paired with the country's compelling market fundamentals recently, has made Vietnam the rare promising market for multi-model logistics developments in the decade of 2020s.

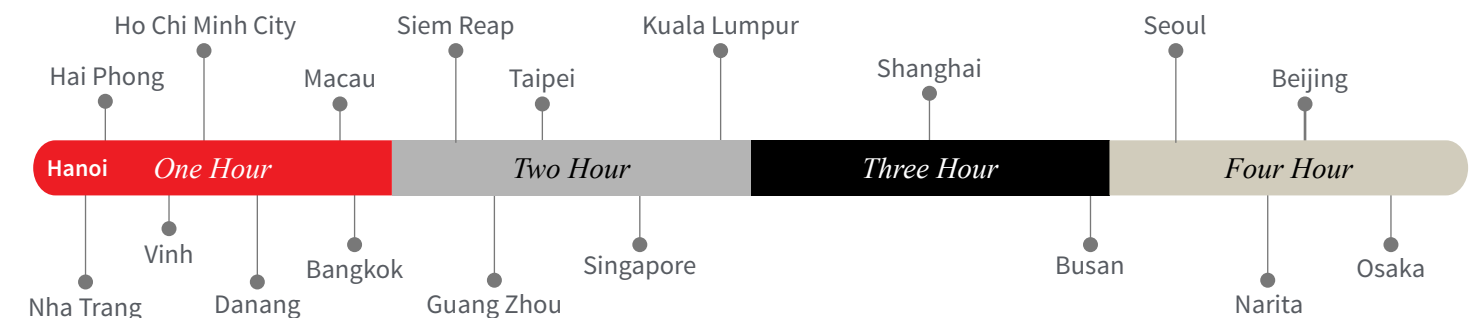


Transportation duration by different freight mode

• By Air

Three of the world's largest ports, including Singapore, Hong Kong and Kaohsiung (Taiwan), are within two hours of flying in Hanoi and Ho Chi Minh City. Additionally, the capitals of all ASEAN countries (except Jakarta, Indonesia)

are roughly two-hours away from HCMC. Whereas South China, which is the most economically developed region of China, is also located within a two-hour flight from Hanoi.

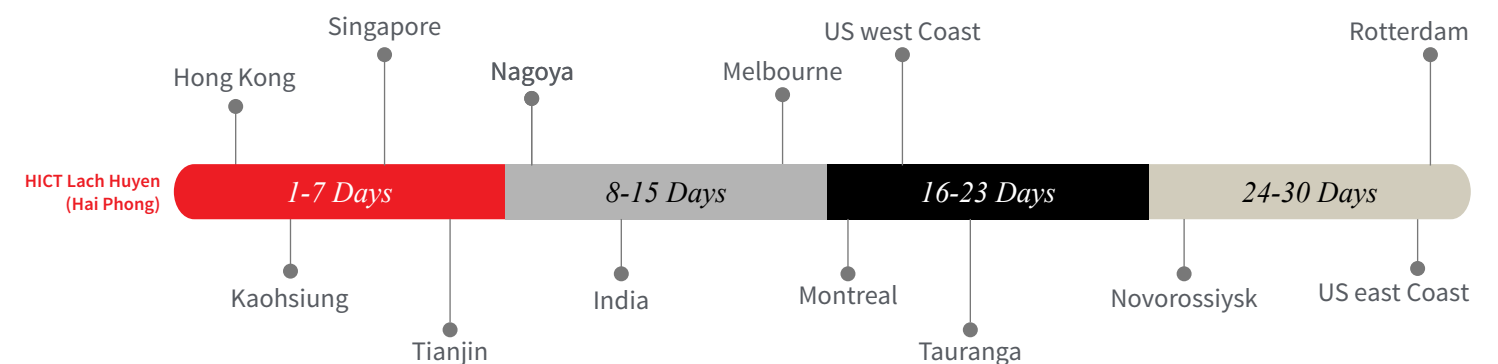


Shortest duration available.
Source: JLL Research, google flights database

• Maritime line

Vietnam possesses an extraordinary long coastline, extending to almost all parts of the western part of the South China Sea. With more than 3,260 km, it is the major shipping route in the world with significant oil and gas

reserves and ranks 27th in the world. Roughly, 40% of the cargo transported from the Indian Ocean to the Pacific crosses the South China Sea before arriving in China, Japan, South Korea and the United States.



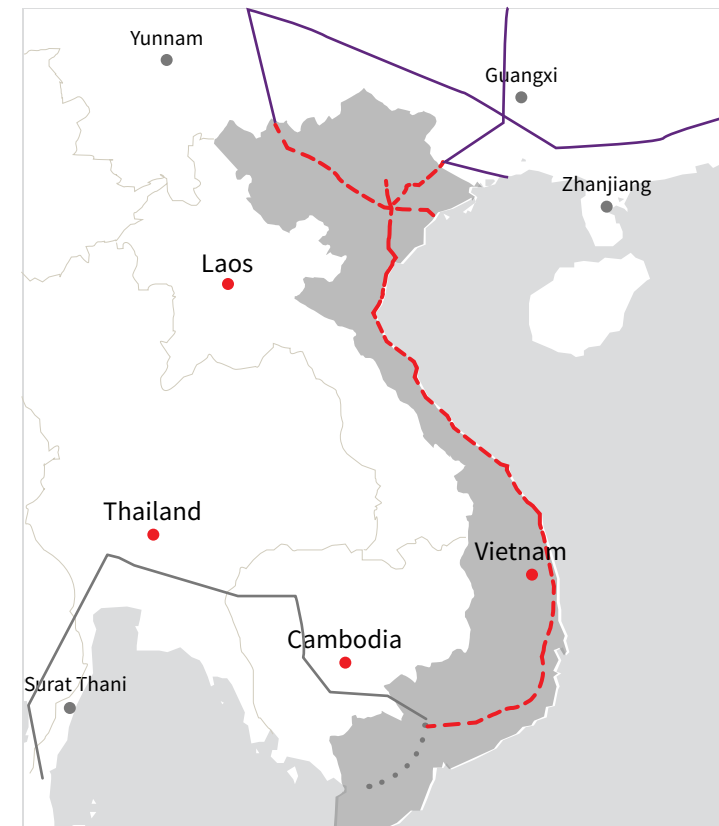
Shortest duration available.
Source: JLL Research, SEARATES Marinetime database

• **By Road**

The Asian Highway has the total length of 140,479 km, crossing 32 Asian countries with linkages to Europe. The length of this route on Vietnam’s territory is 2,678km (AH1 - Red line). This is one of the three Asian Land Transport Infrastructure Development (ALTID) projects, aiming to link Asia’s expressways and facilitate road trade between countries in Asia and Europe. Vietnam is also located on the East-West Economic Corridor (EWEC – Blue line). This road has created tremendous potential for fast and cost-effective shipping operations. Moreover, the newly built highways in Northern Vietnam has shorten the distance from Quang Ninh to Shenzhen (China) to only 12 hour, helping to lift up cross-border trade between Vietnam and China.



The Trans-Asian Railway network, stretching over the total length of 117,500 km railway lines, is another Asian Land Transport Infrastructure Development (ALTID) project, serving 28 member countries with an objective of cultural exchanges and trade within Asia and between Asia and Europe. The length of this railway network, covered in Vietnam’ territory, is recorded roughly 3,160 km. The development of Trans-Asian Railway network, alongside the Asian Highway, will help to enhance the cross-border trade, both within the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) region, as well as between Asia and Europe.



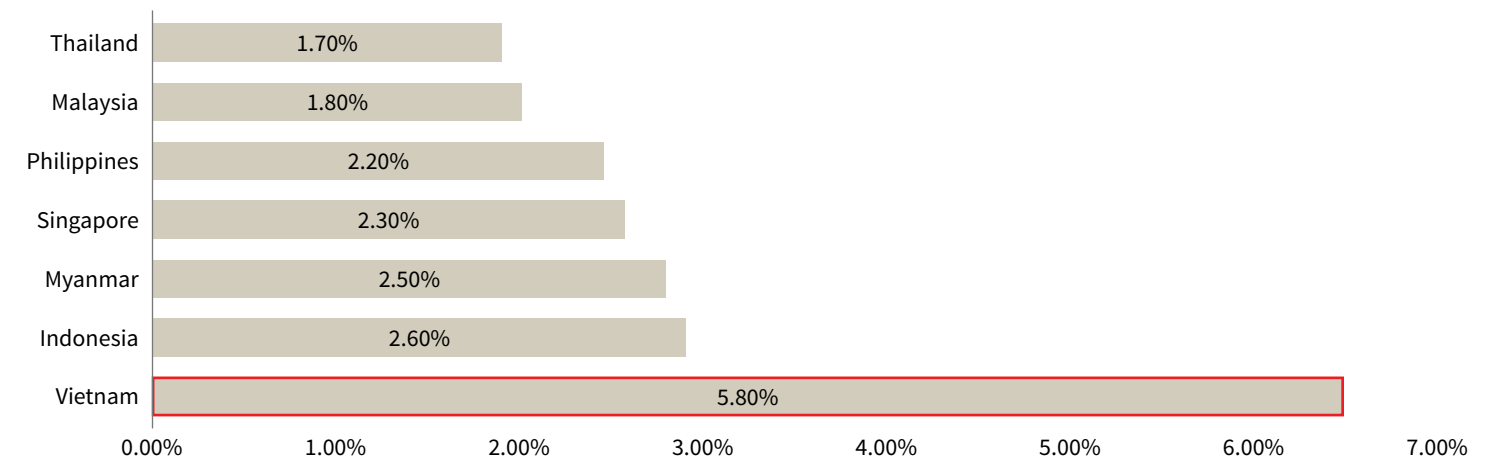
.....to bolster further by competitive business environment

Strong Infrastructure Spending

Vietnam is investing heavily in infrastructure. As a share of GDP, Vietnam’s infrastructure investment dwarfs many of the regional peers. According to ADB, Vietnam spends 5.8%³ of its GDP on infrastructure, the highest percentage in SEA and the second highest in absolute number. According to the 2018 World Bank report, Vietnam, for the first time, has featured in the top five PPI countries with ten projects at a total of US\$3.4 billion.

Although the lack of well-developed infrastructure is still prevalent across the country, constant improvements in the transportation system under the Government’s effort to position the country as a regional manufacturing hub will tempt the investors to pour their capital into the country.

Fig 8: Vietnam’s infrastructure spending as % of GDP is highest in ASEA



Source: Asian Development Bank (2017)

Global and regional uncertainty

Vietnam has recently attracted global investor interest as a potential beneficiary amid the ongoing wave of disruption in the global trading system. Investors have also been lured by the country’s attractive long-term fundamental characteristics. Meanwhile the government seeks to boost foreign investment by relaxing foreign ownership

limits on local companies, leveraging its international trade relationships to maximise the benefits of an export-driven local economy. Thus, Vietnam stands as the largest beneficial given its flattering foundation of both economics, demography and location.

³Cited in ADB’s “Meeting Asia’s Infrastructure Needs”, 2017

⁴Private Participation in Infrastructure, 1H2018 Private Participation in Infrastructure World Bank Report

Vietnam's roadmap to global integration



Once a small economy, Vietnam has now emerged as a dynamic country that has much integration with the world. Over the years, Vietnam has joined many economic communities and successfully secured many Free Trade Agreements (FTAs). The most recent successful trade pact Vietnam has signed is that with Europe which is now set to enter into force in 2020, upon conclusion of the ratification

procedure by Vietnam. Once in force, the agreement will provide opportunities to increase trade and support jobs and growth on both sides and will specifically benefit Vietnam's logistics industry in many ways. It will also increase the market size by attracting investment from European countries members, reducing business costs, and accessing the logistics market of other European partners.

Government support

Established as an export-driven economy and focused on more efficient and sustainable development, besides business incentives offered within industrial parks and economic zones, the Vietnam government has created a favourable environment for businesses.

On August 20, 2019, Vietnam's Politburo (Political Bureau) issued its first-ever resolution on attracting foreign investment, focusing on projects that apply new, high and clean technologies. Priority will be given to projects that use advanced technology and modern management with high-added value and are able to connect to the global production and supply chains. Therefore, Vietnam is expected to attract a new generation of FDI capital with higher quality in the future.

Vietnam jumps 10 places in Global Competitiveness Report 2019

According to the Global Competitiveness Report 2019 by the World Economic Forum (WEF), Vietnam, for the first time, moved up to the upper half of the list that covered 141 countries. It attained the 67th position in 2019, up 10 places from 2018, which made Vietnam the most improved country in 2019. The index combined 103 indicators grouped into 12 main drivers - institutions, infrastructure, ICT adoption, macroeconomic stability, health, skills, product markets, labour markets, financial systems, market size, business dynamism, and innovation capability. This improvement will support Vietnam's further progress in attracting investment and developing the economy.



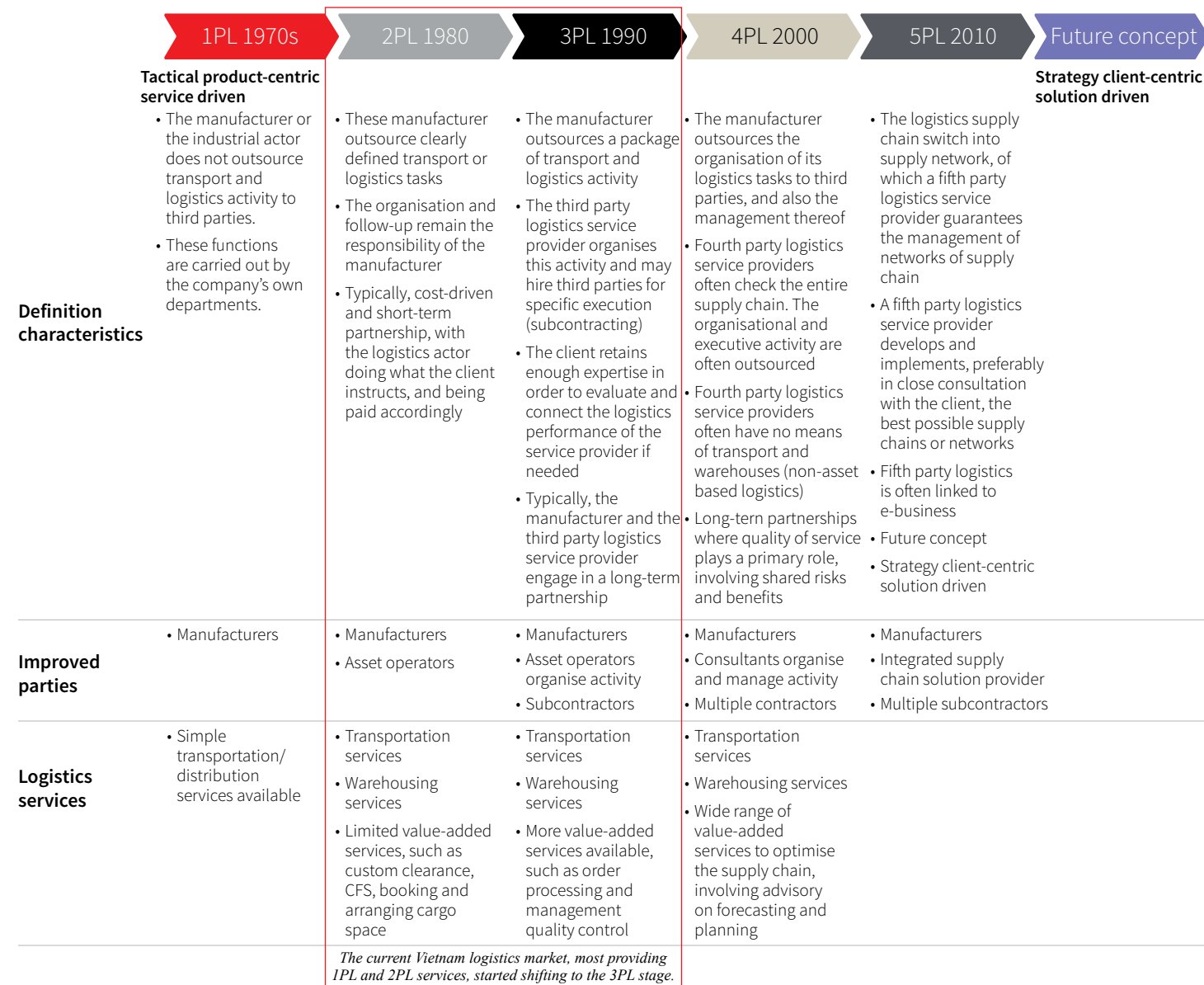
All to pave the way for logistics boom

Vietnam is on its way to become a regional logistics hub by 2025

Investors are turning their eyes to Vietnam logistics as the country is set to see very strong growth in trade over the coming years, with the strengthening domestic consumption, flourishing e-commerce market and the rapid integration into the global supply chain. This will support the ongoing development and expansion of its logistics

Until 2020, Vietnam’s logistics market remains in early development stage. Most operating companies in the logistics sector just provide 2PL services with very few having tapped the 3PL segment. The increasing presence of international logistics suppliers and logistics developers in Vietnam in recent times will expect to improve the demand for sophisticated logistics services.

Growth Stages of Global Logistics Sector

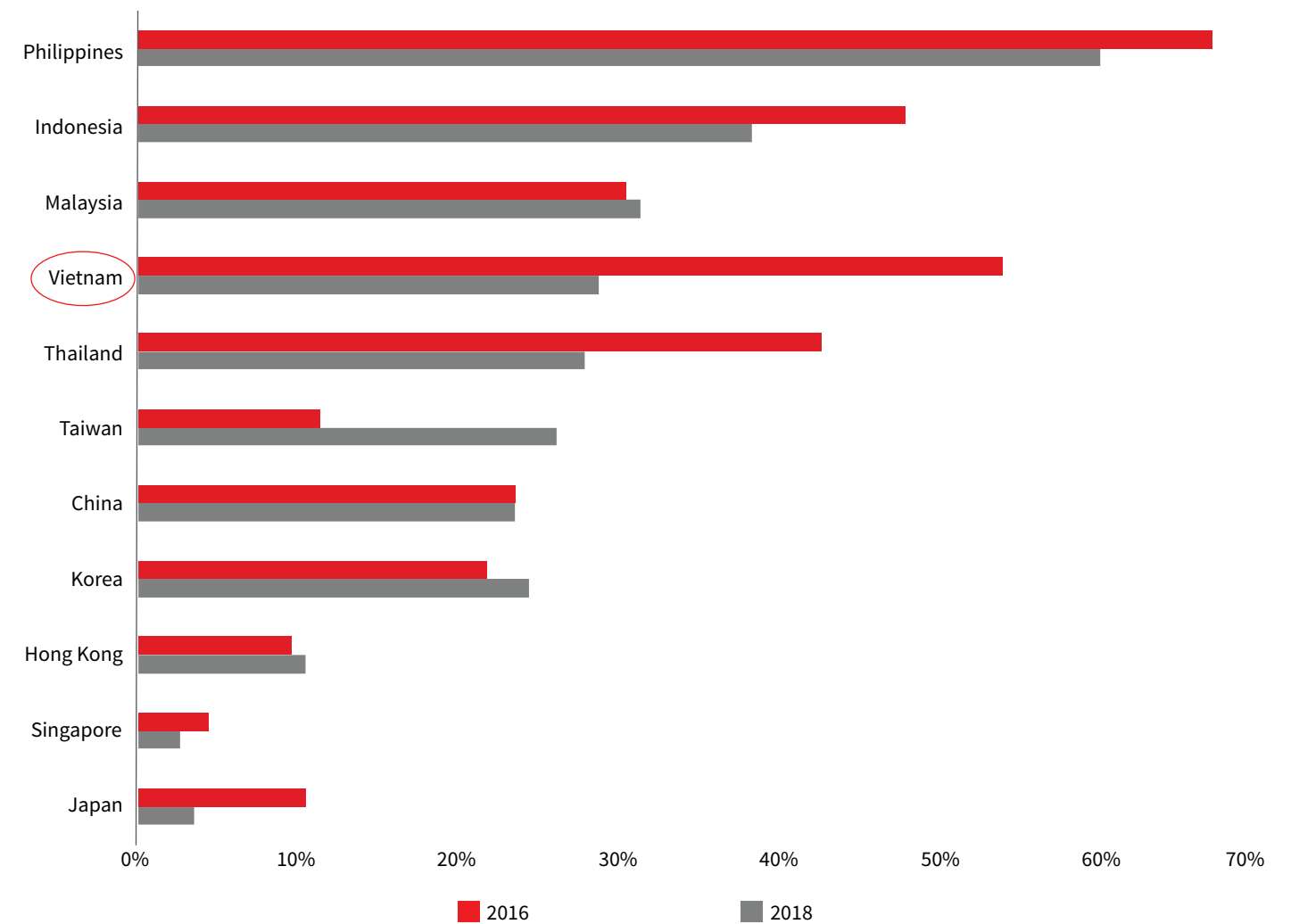


[1] Definition by Logistics Glossary, retrieved in January 2020
Source: Stoxplus, Logistics Glossary, JLL Research

Amongst Southeast Asia (SEA) countries, Thailand, Vietnam and Malaysia have the most efficient logistics operations, according to the World Bank’s Logistics Performance Index (LPI). Also, Vietnam is the highest climber on the World Bank’s LPI in the SEA region, jumping 25 places to 39th on the report published in 2018, which is the country’s highest

ranking since 2007 when WorldBank started the survey. This was attributable to the improvements in the ability to track consignments and the quality of logistics services, which drove “Tracking and Tracing” and “Logistics Competence” up the most among all categories, by 41 and 29 spots respectively (according to Ministry of Transport).

Fig 8: World Bank’s Logistics Performance Index (LPI)



Source: World Bank

The country is on the way to promote itself as a regional logistics hub by 2025, according to the Action Plan for Vietnam Logistics Service Competitiveness Improvement and Development to 2025⁵. As set forth in the plan, an improvement is expected in policies and laws on logistics,

and in the support from the Government on developing the logistics service market to raise capacity and quality of logistics. This all will help to lay a solid foundation for logistics development in Vietnam.

⁵Action Plan for Vietnam Logistics Service Competitiveness Improvement and Development to 2025, approved by the Prime Minister in Decision 200/QĐ-TTg dated February 14, 2017
Source: World Bank

Cold Storage to be the Most Sought after in Vietnam

Vietnam logistics market is in its transition stage and cold chain logistics is getting more traction. A growing domestic consumption power and increasing demand from consumers for goods requiring cold chain, fast growth in the pharmaceutical owing to increasing health consciousness amongst increasing urban middle income population, the expansion of cross-border trade are all major driving forces of the cold supply chain market

Key demand drivers for Cold Chain Logistics:

From regional perspective



Vietnam to push further the export of agricultural and fishery products to more demanding countries. The newly signed EVFTA in 2019 is expected to create new opportunity for Vietnam to promote its agricultural and fishery products to EU market with intensive tariff cut and reduction applied to these product lines.



The increasing presence of international retailers in F&B industry such as fast food chain or in Vietnam to raise the standard of stock storage.

in Vietnam. Located in Asian region, whose cold logistics market is set to grow at a CAGR of more than 13% over the 2019-24 period, Vietnam's cold chain market is expected to witness a similar growth trajectory over the same course of time.

From domestic perspective



The robust expansion of modern trade, backed the ongoing shift in consumer habit to buy daily food from super markets than from traditional wet market.



Household spending is forecast to grow at an average 7.4% y-o-y over 2020-24, keeping Vietnam's position as the growth outperformer in ASEAN over this time period.



The changing perception emerging urban middle class is to become more sensible to regarding food safety and quality amongst emerging urban middle class.



An increase in demand for goods requiring cold chain such as imported dairy products, fresh vegetables and fruits and so forth.



Growth in pharmaceuticals as a result of growing health consciousness and disposable incomes. According to Nielsen, health is the first on top five concerns by Vietnamese people. This is also statistically supported by World Health Organisation data which shows that Vietnam is one of fast-growing countries having the growth in health spending outpaced GDP growth during 2007-17 period.



The on-going effort amongst agricultural producers to reduce the de-graded stock owing to the lack of temperature controlled logistics system.

Quang Ninh - The future strategic corridor between Northeast Vietnam and China

Quang Ninh's competitive advantages

Quang Ninh has been contributing significantly to the Northern economy as a crucial pole in the Northern key economic triangle (Hanoi – Hai Phong – Quang Ninh). Being the only one that has international land and sea borders with China and home to the UNESCO's World Heritage Site: Ha Long Bay, this province posts great potentials to develop cross-border trade, sea trade, and commercial services.

Quang Ninh also stood out as a promising destination for FDI investment thanks to supports from the government to improve the business environment, proven by its Provincial Competitiveness Index ranked 1st for two consecutive years (2017-2018). Beyond that, the government intends to establish the Van Don district - a special economic zone, as a must-go investment destination for further attraction. By its favourable geographical proximity to China and easy

accessibility to highways and seaports, in line with the government's momentum for FDI attraction, Quang Ninh is auspicious for newcomers looking to diversify their manufacturing portfolio and expand trade with its ASEAN neighbours.

• Van Don Airport

This is the very first airport in Vietnam developed under a build-operate-transfer format, the first Privately-Run airport and has been named as the "World's Leading New Airport 2019". This airport assists to boost Quang Ninh's huge potential in promoting tourism and goods import/export by air, due to its proximity to the local heritage - Ha Long Bay and Asian countries, particularly China for trading activities.

VAN DON INTERNATIONAL AIRPORT	
Total land area	325 ha
Development phases	<ul style="list-style-type: none"> Phase 1: Completed. Included one terminal (26,991 m²) and 3.6km runway Phase 2: Future. Build one more runway Phase 3: Future. Complete other infrastructure/amenities
Max capacity	5 million passengers/year 20,000 tons cargo/year
Airport Standard	4E
Flights	30 flights/week

• **Trading for goods between VN & China through Quang Ninh**

Quang Ninh is currently the province that possesses the longest highway system amongst others, all of which is built by the province. The highway system has helped Quang Ninh to shorten travel time from Hanoi, as it closely links northern growth poles: Hanoi – Hai Phong – Quang Ninh

and further connects to China via Van Don – Mong Cai Highway. This has lifted the province’s international trade through Mong Cai International Border Gate, promoting its role as a gateway to connect ASEAN and China.

HIGHWAYS	
Hanoi – Hai Phong	105 km
Hai Phong – Ha Long	25 km
Ha Long – Van Don	54 km
Van Don – Mong Cai	80 km

• **Economic Zone – Van Don with ambition to become the new Hong Kong**

Van Don Economic Zone is recently oriented to become a centre of high-quality island eco-tourism with high-class services, multi-sector marine economy, and entertainment centres with casinos. Similar to other economic zones across the country, Van Don is expected to boost the

province’s economy and create an advantageous business environment for high-tech, megaprojects with favourable incentives. This economic zone is currently under development.

VAN DON ECONOMIC ZONE	
Land Area	581.83 km2
Projected population	2030: 140.000 – 200.000 people 2040: 300.000 – 500.000 people
Casino	Vietnamese is allowed to play
Spatial development	<p>Divided into two regions: Cai Bau island and Van Hai archipelago, with orientations into five development belts:</p> <ul style="list-style-type: none"> • High-class ecological resort belt; • Ecotourism belt combined with natural heritage protection. • Urban services belt with culture and entertainment (eastern area of Cai Bau island); • High-tech service, commercial and industrial belt with logistics service area (western area of Cai Bau island). • Reserved belt for development and expansion in the West.

Source: Decision No. 226 / QĐ-TTg approving adjustment the master plan on construction of Van Don economic zone until 2040

• **Ha Long Bay**

Ha Long Bay is a UNESCO World Heritage Site and one of the most popular travel destinations across Vietnam. As the province’s unique advantage in tourism, this destination

contributed significantly to the province’s tourism revenue throughout the years and regularly received world-class passenger liners.

HA LONG BAY	
Area	1,553 km2
Recognition	<ul style="list-style-type: none"> • UNESCO World Heritage Site • New Seven Natural Wonders • The Most Beautiful Bays of the World
Number of islands	1,969
Number of visitors (2019)	4.0 million (2.9 million international tourists)

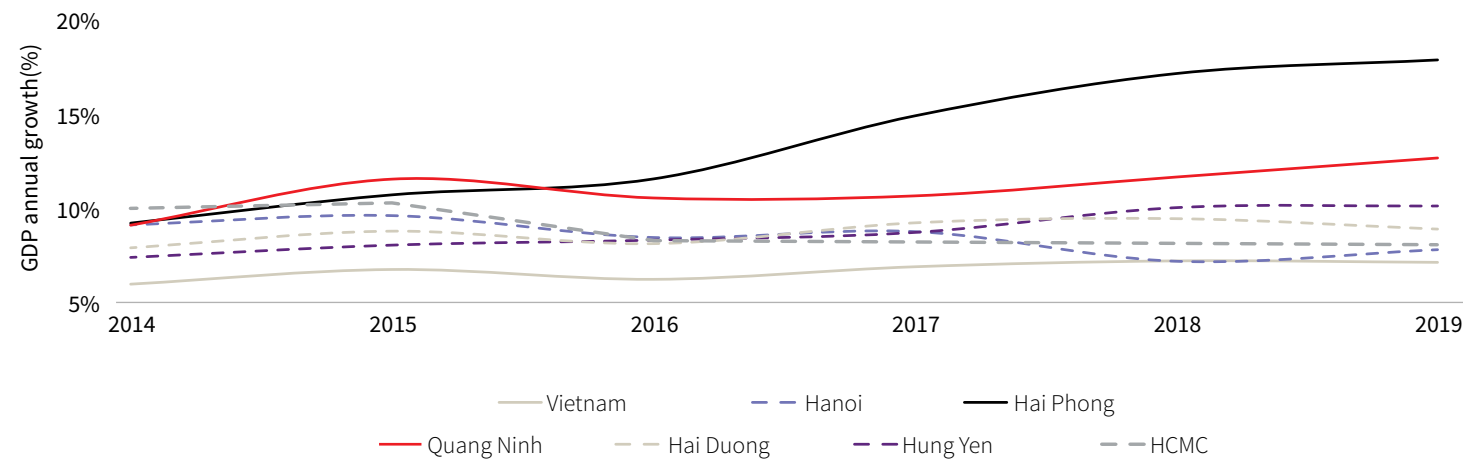


Quang Ninh - economic update

Quang Ninh has recently gained remarkable economic achievements owing to the large projects invested in the province, a result of its improved local business environment. This is highlighted as one of the key concerns when it comes to investors' interests besides promising investment benefits.

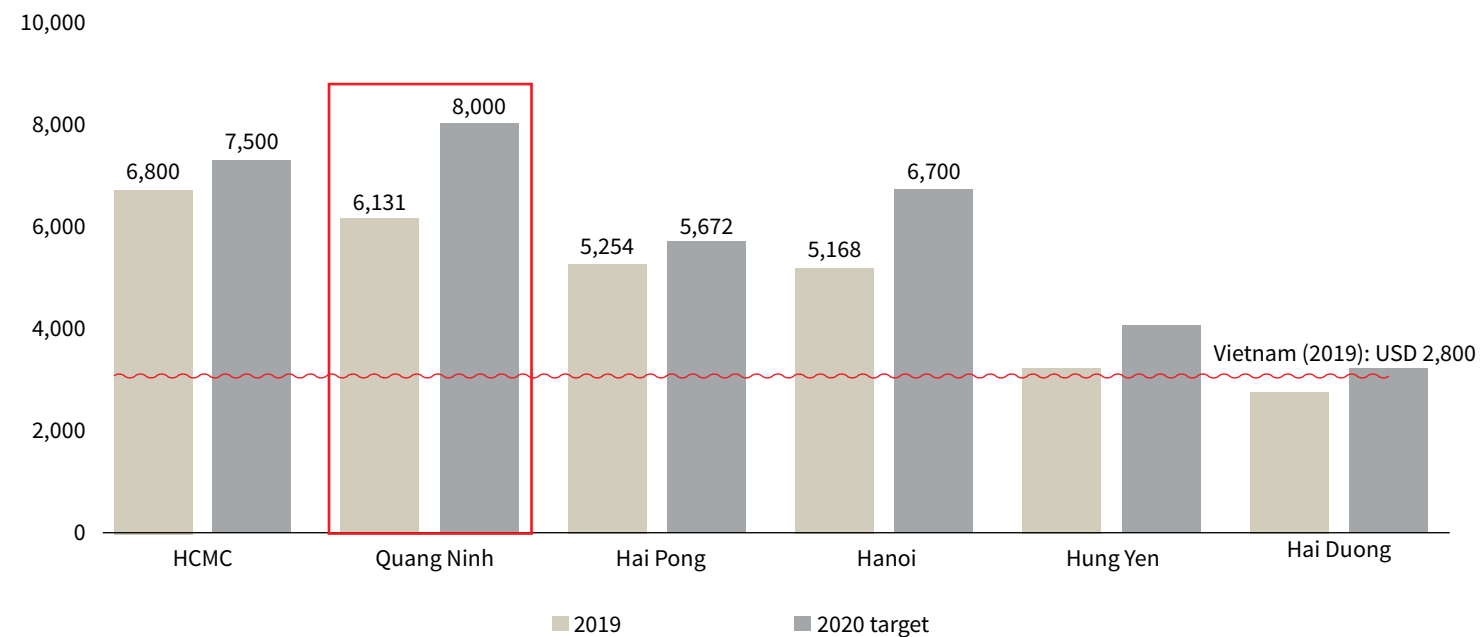
The central government has proven its orientation to keep boosting Quang Ninh to become a key destination for FDI investments with a CAGR of 30% during 2009-2019 by implementing major infrastructure projects such as Highways, Van Don International Airport and newly oriented industrial parks/economic zones. Such engagements have further lifted the province's attractiveness for numerous investors.

Fig 10: Quang Ninh and Hai Phong topped the North in terms of economic growth over the past four years



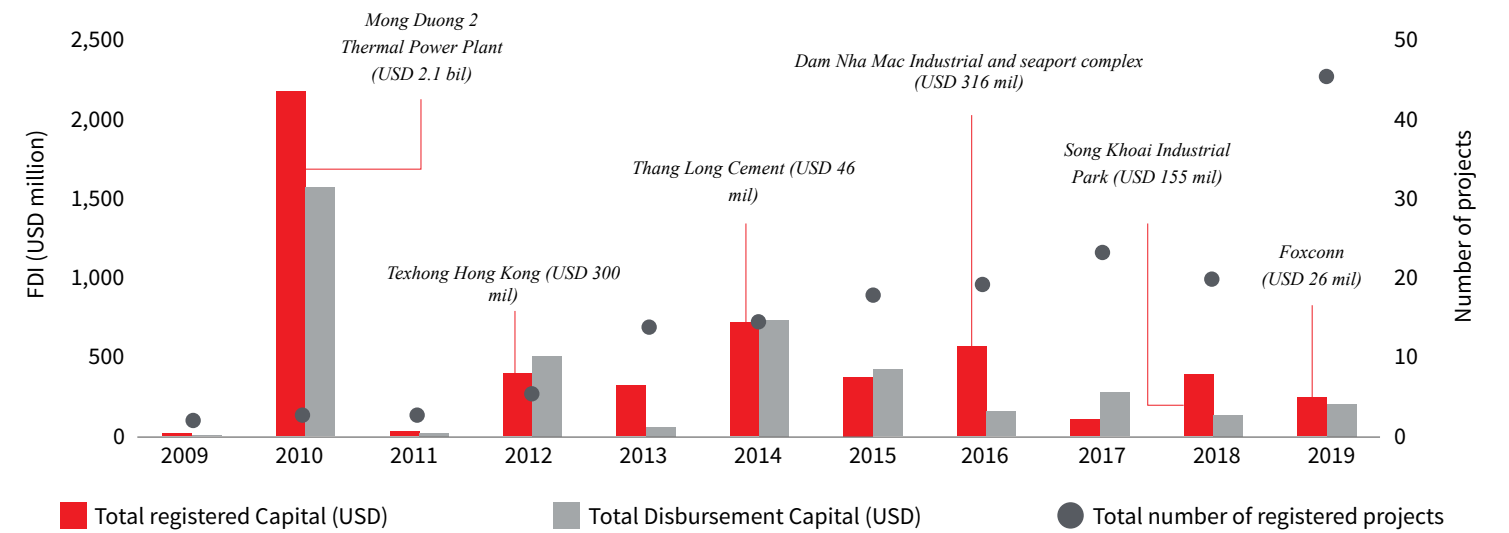
Source: Vietnam GSO

Fig 11: Quang Ninh tops GDP per capita across Vietnam in 2019



Source: GSO Vietnam

Fig 12: FDI registered in Quang Ninh increased by years



Source: FIA Vietnam

Quang Ninh climbed up to reach top lead in PCI ranking

National Ranking	2014	2015	2016	2017	2018
1 st	Da Nang	Da Nang	Da Nang	Quang Ninh	Quang Ninh
2 nd	Dong Thap	Dong Thap	Quang Ninh	Da Nang	Dong Thap
3 rd	Lao Cai	Quang Ninh	Dong Thap	Dong Thap	Long An
4 th	HCMC	Vinh Phuc	Binh Duong	Long An	Ben Tre
5 th	Quang Ninh	Lao Cai	Lao Cai	Ben Tre	Da Nang

Quang Ninh – Industrial and logistics landscape

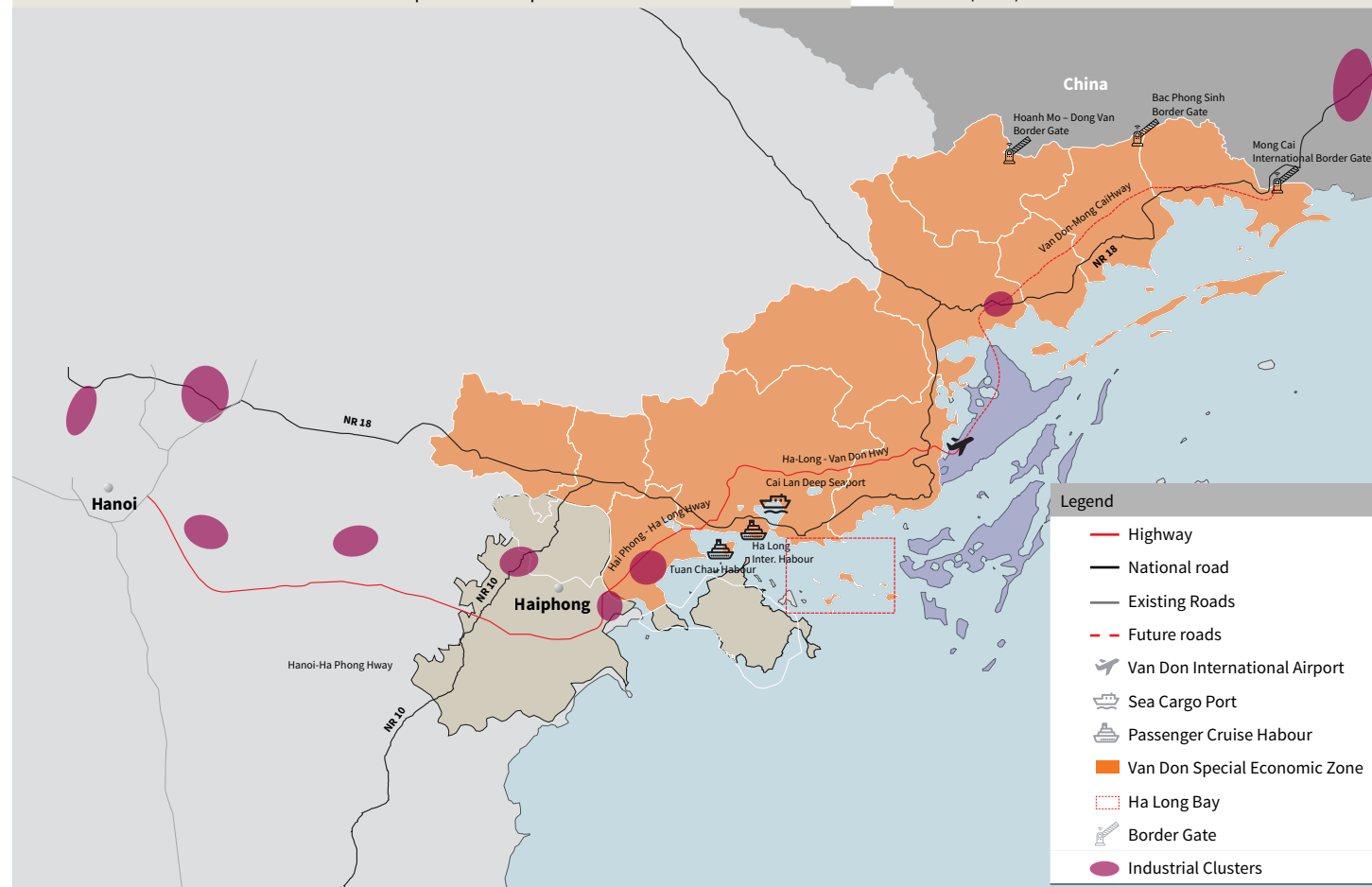
Van Don International Airport	
Total land area	325 ha
Development phases	<ul style="list-style-type: none"> Phase 1: Completed. Included one terminal (26,991 m2) and 3.6km runway Phase 2: Future. Build one more runway Phase 3: Future. Complete other infrastructure/amenities
Max capacity	5 million passengers/year 20,000 tons cargo/year
Airport Standard	4E

Van Don Economic Zone	
Land area	581.83 km2
Projected population	<ul style="list-style-type: none"> 2030:140.000 – 200.000 people 2040:300.000 – 500.000 people
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Cai Lan Deep Sea Port	
Draft	13m
Throughput (2019)	3.0 million tons 100,000 TEU
Number of operating berth	4

Highways	
Hanoi – Hai Phong	105 km
Hai Phong – Ha Long	25 km
Ha Long – Van Don	54 km
Van Don – Mong Cai	80 km

Ha Long Bay	
Area	1,553 km2
Recognition	<ul style="list-style-type: none"> UNESCO World Heritage Site New Seven Natural Wonders The Most Beautiful Bays of the World
Number of islands	54 km
Number of visitors (2019)	80 km



Industrial market Update 2019



Industrial land

Current land area (ha)⁽¹⁾
3,138
Average Net Rent (sqm/lease term)⁽²⁾
\$68
Occupancy rate (%)⁽³⁾
27%



Ready-built factory

Current Ready-Built Factory (sqm)
30,000
Average Net Rent (sqm/month)⁽²⁾
\$3.0
Occupancy rate (%)
100%



Ready-built warehouse

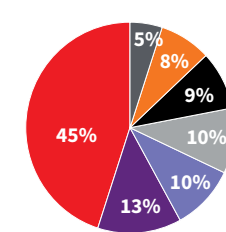
Current Non-bonded Ready-Built General Warehouse (sqm)⁽⁴⁾
46,000
Average Net Rent (USD/sqm/month)
\$2.7
Occupancy rate (%)
85%

Current Bonded Ready-Built General Warehouse (sqm)⁽⁴⁾
119,000
Average Net Rent (USD/sqm/month)
\$2.9
Occupancy rate (%)
92%

Ready-built warehouse Current Non-bonded and Bonded Cold-storage (sqm)
13,600
Average Net Rent (USD/Metric Tons/day)
\$0.7
Occupancy rate (%)
95%

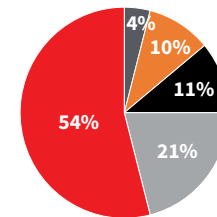
***Note:**

- The total area of operating industrial parks at a given time according to the master plan of the whole IP regardless its development status, including leasable land area, leasable warehouse/factory area and other types of area for supporting facilities.
- Net rent is exclusive of VAT and service charges.
- Low occupancy rate owing to the new launched supply from DEEP C's IPs.
- Non-bonded warehouse is typically used for domestic merchandise distribution. Whilst bonded warehouse is for imported/exported goods and required customs surveillance.



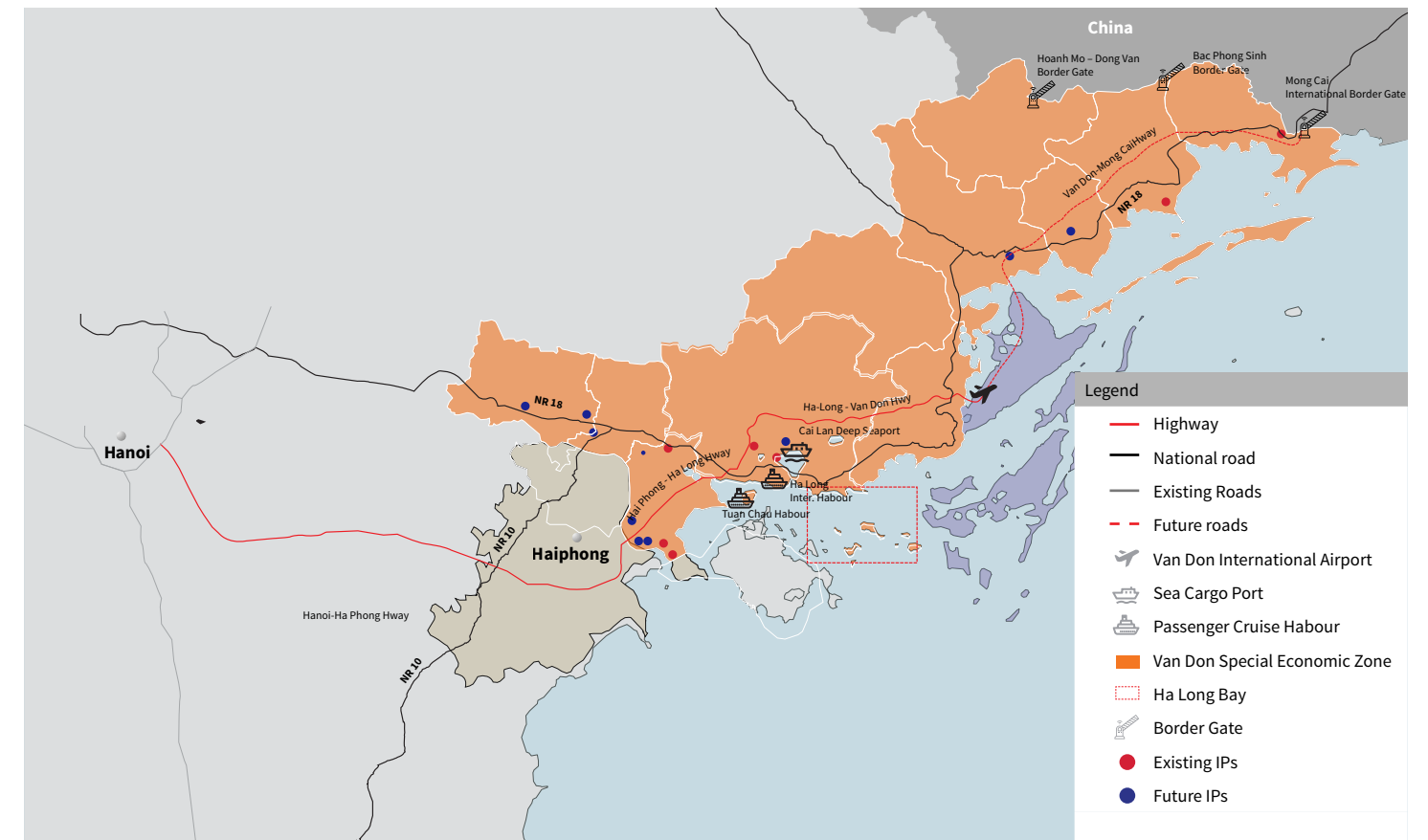
Key Industries

- Computer Electronic and Optical Products
- Machinery and Equipment N.E.C. Textile and Apparel
- Chemicals and Chemicals Products
- Plastic and Rubber Products
- Wood and Wood Products
- Other



Key developers

- Deep C Industrial Zone JSC
- Texhong Vietnam Industrial Park Co.,Ltd
- Viglacera Land Co.
- Quang Ninh Construction & Cement JSC
- Viet Hung Industrial Park Development JSC (Cienco 5)



Case study



Who

Founded in 1997, DEEP C had established itself as one of the biggest industrial land developer groups in Vietnam. It was derived from a successful partnership, between:

- Rent-a-Port – A Belgian company specialized in industrial zones, renewable energy and marine infrastructure development
- Hai Phong People's Committee

Why

DEEP C has recognized the strong potential of Haiphong and Quang Ninh to become a core industrial and logistics hub in Vietnam, giving its strategic location, proximity to China, logistics infrastructure, diversified economy along with its population density.

DEEP C wants to foster the growth of manufacturing and supporting services to turn the region into leading destination for sustainable investment.

What

Deep C Industrial Zones consist of five subprojects in the industrial area upstream of the Lach Huyen Port, with over 3,386 ha of industrial land. DEEP C offers a variety of options for investment consideration, including:

- Industrial land for lease
- Ready-built factory
- Logistic warehouse
- Built-To-Suit solutions
- Offices for lease

What

DEEP C has made green growth, sustainability and reliability a key priority for its Industrial parks. Besides advanced synchronous infrastructure and special tax incentives, all investors will be benefitting from the reliable utilities such as redundant underground energy supply partially sourced from renewables, iso-certified waste water treatment facilities as well as advanced telecom systems. The company is also investing in a hybrid barging service via its inland waterway terminal. All these efforts made DEEP C a truly eco-industrial park and the best choice for investors in north Vietnam.



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