






SEEKING LEAD INVESTOR(S) AND CAPITAL PARTNERS FOR

A USD 25 BILLION MULTI-ASSET INFRASTRUCTURE OPPORTUNITY

IN SOUTH AFRICA'S FASTEST-GROWING COASTAL ECONOMIC CORRIDOR,

THE CAPE WEST COAST GROWTH CORRIDOR | WESTERN CAPE, SOUTH AFRICA

Transportation | Aviation | Logistics | Real Estate | Economic Development

2026

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PROPOSED DEVELOPMENT MASTER PLAN

SYNOPSYS

The following 3 **key drivers** underpin the rationale for this proposal:

1. Cape Town as a metropolitan center has nearly exhausted its available land for further development;
2. CTIA and the Cape Town harbor have reached a decisive threshold in terms of expansion capacity;
3. Accelerating commercial and residential growth extending northward towards Langebaan and St Helena Bay, substantiated by consistent year-on-year increases in property transactions.

In light of these considerations, the Cape West Coast Peninsula is projected to evolve into an independent metropolitan hub within a 3 – 10 year horizon, necessitating its own regional and international aviation and transportation infrastructure. This objective could be realized through the expansion of the existing Saldanha airfield, complemented by the construction of a new international airport — strategically connected to the Cape Town Metropolis via a dedicated Inter City Express (ICE) railway link.

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AEROTROPOLIS DEVELOPMENT - OVERVIEW

Such a metropolis will further develop its own need for SEZs (both commercial and industrial), new hospitals, distribution centers, shopping malls, hotels, schools, residential and apartments, eco and golf estates, waterfronts, new solar & gas power plants, etc, especially given the existing harbor and rail infrastructure.

Two CATALYSTS for the above development expansion could be **1.** the re-development of the existing Saldanha Harbour into a mixed cargo & passenger harbor, and **2.** the initial upgrading of the Saldanha airport into an ICAO RFF CAT6 4C regional airport, expanded into an ICAO RFF CAT10 / 4F international airport, dedicated to serving this new metropolis, which will create employment and thus the need for more development.





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AEROTROPOLIS DEVELOPMENT - OVERVIEW

REGIONAL CONTEXT

Strategic Position on South Africa's West Coast

Deep-Water Port

Saldanha Bay hosts South Africa's largest iron ore export terminal and a growing industrial port complex

Tourism Gateway

Gateway to the West Coast National Park, Langebaan Lagoon, and the Cape West Coast biosphere

Growth Corridor

Saldanha Bay IDZ (Industrial Development Zone) driving regional economic expansion and job creation

Underserved Market

No major commercial airport or high speed inter city express rail serves the West Coast region, creating significant unmet demand



INVESTMENT PROSPECTUS | USD 25 BILLION | 12-YEAR PHASED DEVELOPMENT

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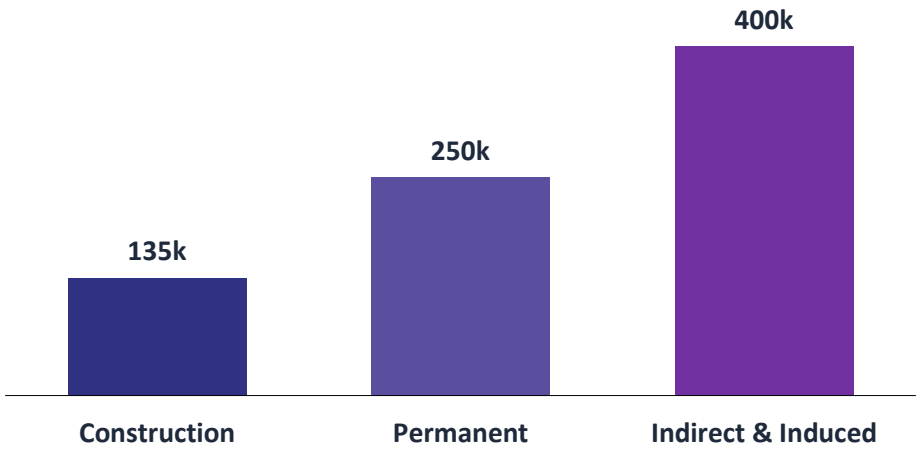
EMPLOYMENT CREATION & SOCIO-ECONOMIC IMPACT

A NATIONAL JOB-CREATION ENGINE

690,000–880,000 employment opportunities supported over the 12-year phased programme

ESTIMATED JOBS BY CATEGORY (000s, MIDPOINT)



690,000–880,000 total jobs supported
CUMULATIVE OVER THE 12-YEAR IMPLEMENTATION HORIZON



STRATEGIC NATIONAL BENEFITS

- USD 25 billion in investment mobilised
- Export-led industrialisation & foreign investment
- Skills development & SMME participation
- A globally competitive growth corridor

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PART 1 - INTERIOR TRAM NETWORK

200 km Dual-Carriage Tram Network | Cape Westcoast Peninsula



Investor Prospectus | USD 2 Billion Capex | 5-Year Vision

"Seamless Coastal Connectivity –
Linking Lives, Work, and Opportunity"

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AEROTROPOLIS DEVELOPMENT
INTERIOR TRAM NETWORK

Linking all the Peninsula towns along the periphery of this new metropole, will be a new public transport TRAM network, utilizing the existing road surface infrastructure. Estimated capital budget: USD 2 Billion, phased over 5 years.













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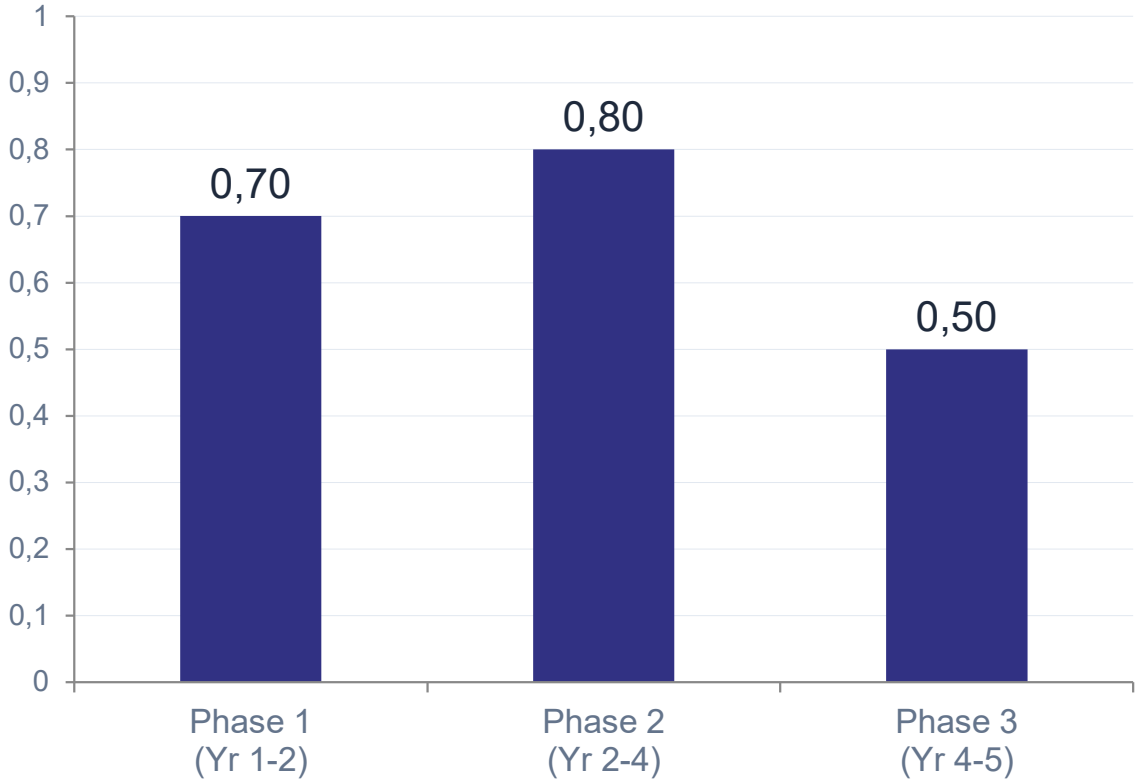
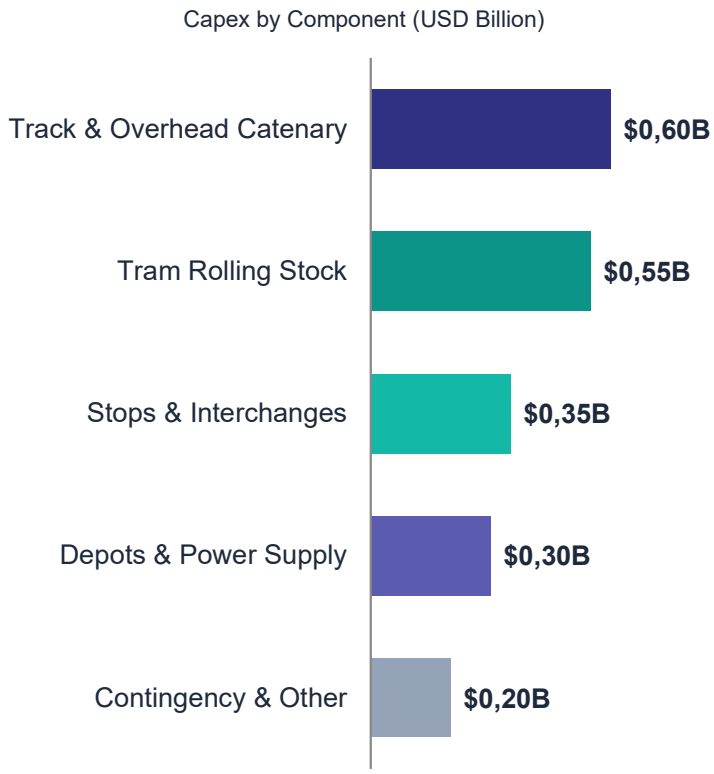
5-YEAR TRAM CAPEX ALLOCATION





Total Anticipated Construction Cost: USD 2 Billion over 5 Years

Connecting Every Town of the New Metropole

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PART 2 – INTER-CITY EXPRESS (ICE) RAIL

175 km Dual-Carriage High-Speed Line | Cape Town International Airport to Velddrif



Investor Prospectus | USD 9 Billion Capex | 7-Year Vision

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175 km Dual-Carriage High-Speed Line | Cape Town International Airport to Velddrif







The 1st section of rail and road from CTIA, runs underground and surfaces via a tunnel mouth just North of the Table Bay Mall. The tunnel will be for the 2 new railway tracks & underground road link onto the R27, direct from the CTIA.

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NEW TRAIN STATIONS TO SERVICE

1. CTIA
2. Goodwood
3. Century City
4. Blaauwberg (Table Bay Mall)
5. Melkbosstrand
6. Yzerfontein / Darling
7. Grotto Bay
8. Langebaan
9. Saldanha / new Airport
10. St Helena Bay
11. Velddrif

From the Blaauwberg Station, the rails run North, adjacent to / overhead the R27, which would be upgraded to an autobahn style highspeed, dual carriage highway (150km/h), with 3 lanes in the directions North and 3 lanes South.

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EXECUTIVE SUMMARY

Transformative High-Speed Rail
Addressing Cape Town's urban congestion, linking the international airport and metro to West Coast economic hubs.

USD 9 Billion Phased Investment
Total capex over 7 years with early revenue from elevated segments while tunneling progresses.

Early Revenue Generation
Demand-driven scalability with strong ROI through fares, cargo integration, and commercial station development.

Multi-Modal Integration
Seamless connectivity with CTIA, Saldanha Bay International Airport, and existing Cape Town Metro rail.



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175 km
Dual-Carriage
High-Speed Rail Line

180 - 200 Kph
Constant High Speed

0,75 Hours
CTIA to SBIA
vs. 1.5+ hrs by Road
(Twice the Speed – Half the Time)

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180 - 200 Kph

Ballast free continuous support rail

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MASTER PLAN & PHASED DEVELOPMENT



Phase 1 (Years 1–2)

Elevated R27 corridor sections, key surface stations, initial tunneling prep. Early partial operations begin generating revenue.

Phase 2 (Years 2–5)

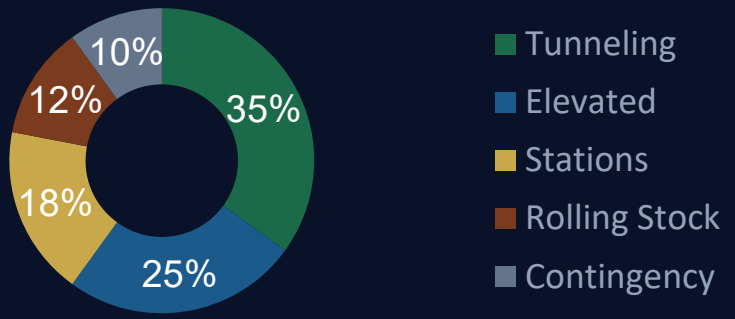
Tunnel completion (CTIA to Blaauwberg), underground stations at Goodwood and Century City, dual-carriage track operational.

Phase 3 (Years 5–7)

All 11 stations operational, full high-speed signaling, airport/port integration, commercial development complete.

Capex Allocation (USD Billions)

Component	Est. Cost	% Total
Tunneling & Underground	$3.2B	35%
Elevated Viaducts & Track	$2.2B	25%
Stations & Terminals	$1.6B	18%
Rolling Stock & Systems	$1.1B	12%
Contingency & Other	$0.9B	10%



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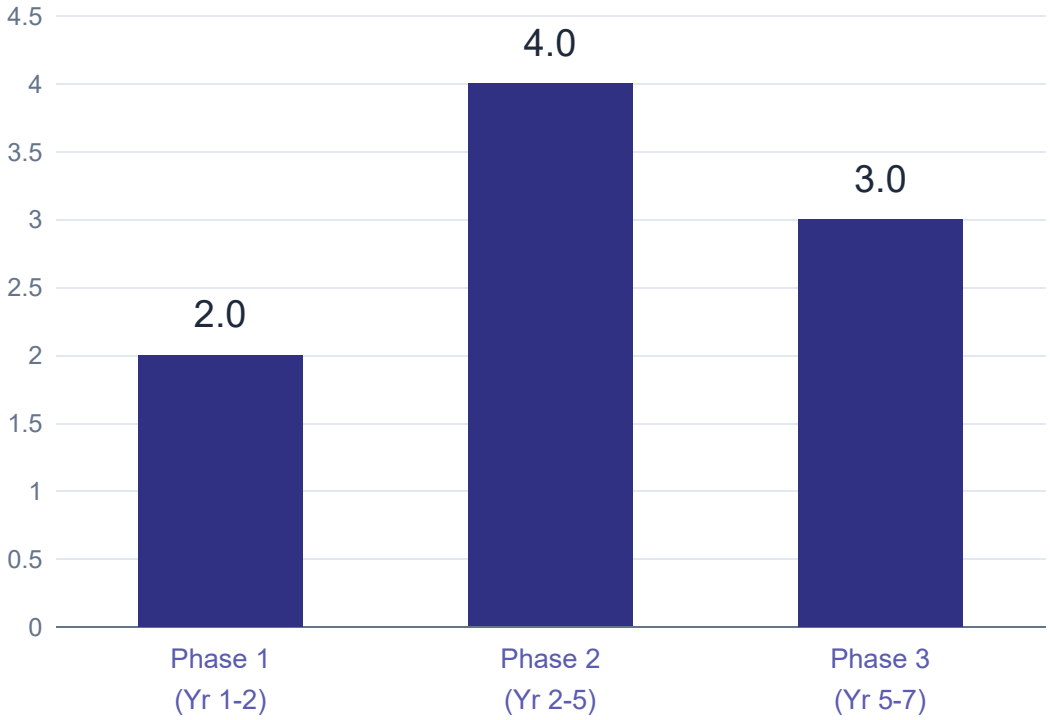
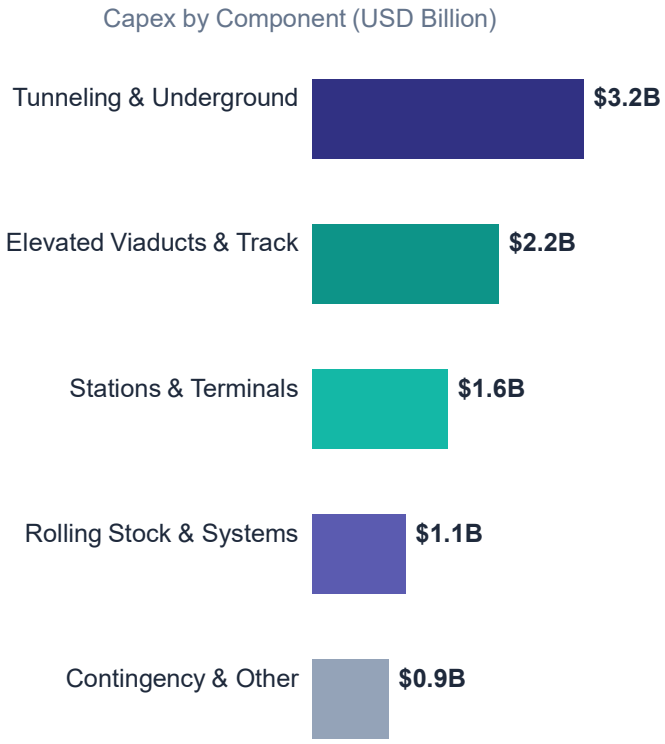
7-YEAR CAPEX ALLOCATION





Total Anticipated Construction Cost: USD 9 Billion over 7 Years

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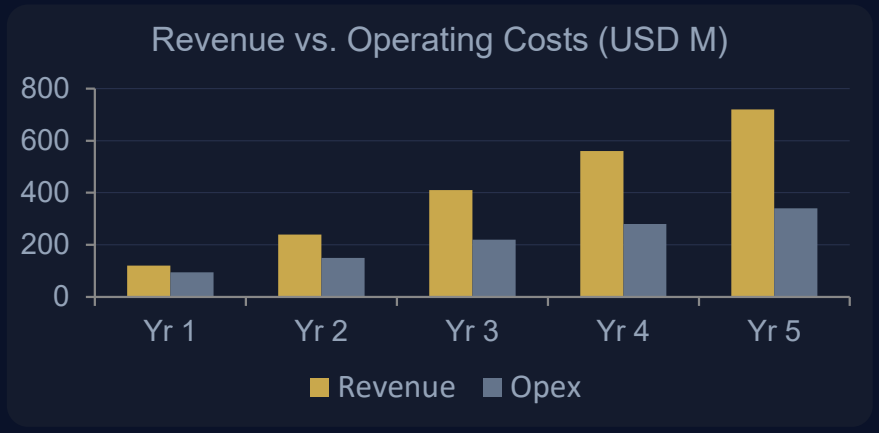
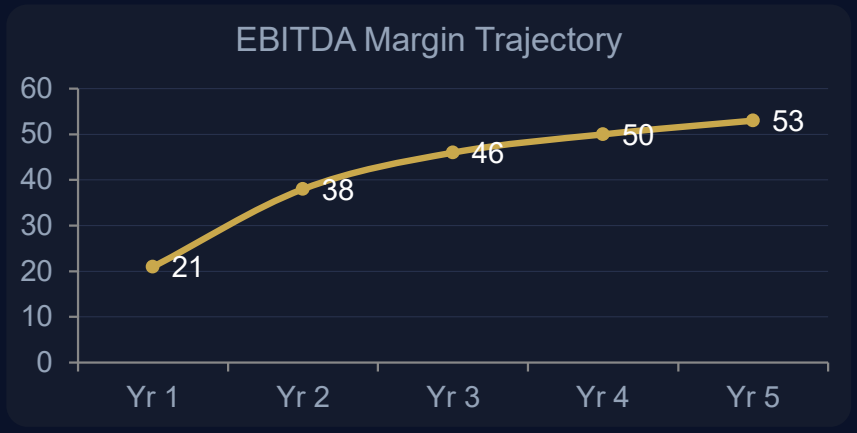
FEASIBILITY & FINANCIAL PROJECTIONS

Illustrative estimates based on comparable SA and international HSR benchmarks. All figures subject to detailed feasibility.

Metric	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
Passengers (M p.a.)	8	15	24	32	40	48	56
Revenue (USD M)	120	240	410	560	720	880	1020
Operating Costs (USD M)	95	150	220	280	340	395	430
EBITDA (USD M)	25	90	190	280	380	485	590
EBITDA Margin	21%	38%	46%	50%	53%	55%	58%
Fare Basis (R/km)	1.50	1.70	2.00	2.20	2.50	2.70	2.90





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FEASIBILITY CONCLUSION

Early Revenue

Phase 1 elevated segments generate farebox income while tunnels are under construction

Scalable Growth

Modular expansion tied to demand; full integration with Saldanha International Airport and Metro

Diversified Income

Farebox + cargo freight + station retail/property development + tourism revenue streams

Commuter Demand

High daily volumes from live-work commuters, airport transfers, and inter-city travelers

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ECONOMIC IMPACT & BENEFITS

Regional Growth

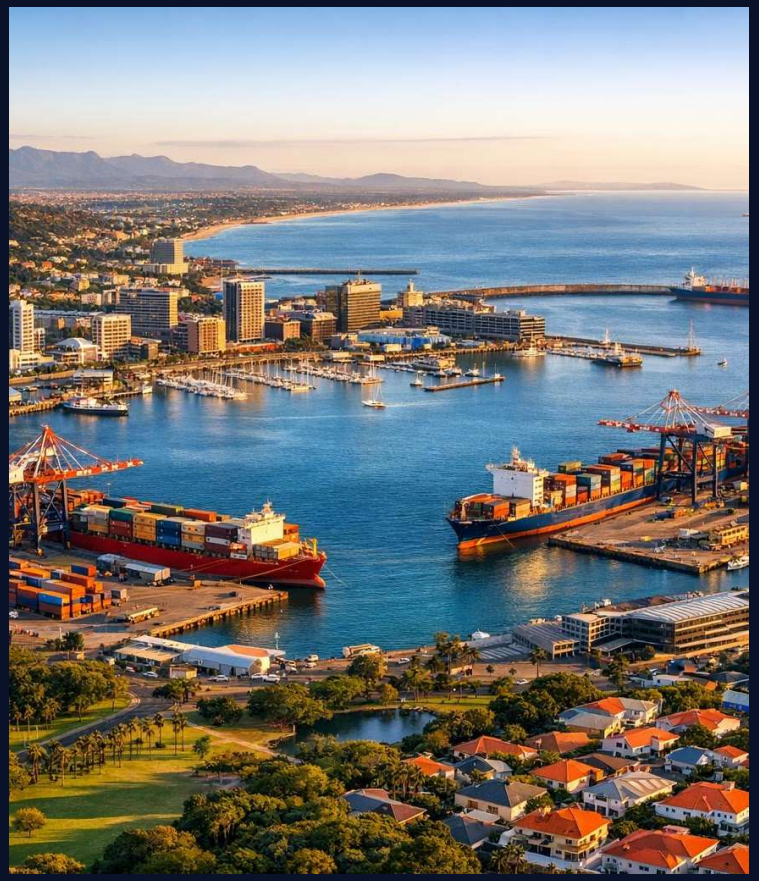
Faster connectivity stimulates West Coast industries — ports, mining/logistics at Saldanha, tourism at Velddrif and St Helena Bay. Reduces Cape Town congestion.

Job Creation

241 500 to 308 000 direct (construction/operations), indirect (supply chain), and induced (tourism/commerce) positions over the 7-year development horizon.

Social & Environmental

Affordable, safe, fast travel for workers. Reduced road accidents and carbon emissions. Lower footprint vs. private vehicles.



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RISKS & MITIGATION



Risk	Impact	Likelihood	Mitigation Strategy
Tunneling Delays / Geotechnical	High	Medium	Phased delivery; experienced contractors (eg The Boring Company); geological surveys
Regulatory Approvals	High	Medium	Early stakeholder engagement; govt/PRASA coordination
Demand Ramp-Up	Medium	Low	Competitive fares; airport integration drives volumes
Cost Overruns	High	Medium	10% contingency; flexible design; phased budget control
Political / Governance	Medium	High	Multi-stakeholder governance; transparent reporting

Strong contingency planning within the USD 9B budget mitigates key delivery and financial risks.

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INVESTMENT OPPORTUNITY

- Critical infrastructure in a high-growth region with strong government support
- Early cash flow from Phase 1 elevated operations before full completion
- Seamless integration with Cape Town and Saldanha Bay International Airports
- Diversified revenue: fares, cargo, station commercial development, tourism
- Compelling long-term ROI with 58% EBITDA margin at full operations

NEXT STEPS

01 Due Diligences **02** Data Room Access **03** Feasibility Deep-Dive **04** Partner Agreements

Partner for transformative mobility in the Western Cape.

9

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APPENDIX

Parameter	Assumption
Total Project Capex	USD 9 billion (optimised, phased over 7 years)
Construction Benchmarks	Gautrain-style SA elevated/tunnel + international HSR
Fare Range	R1.50–R3.00+ per passenger-km (premium ICE service)
Ridership Year 1	~8 million passengers (partial Phase 1 operations)
Ridership Year 7	~56 million passengers (full operations, all phases complete)
Operating Cost Ratio	Target 47–55% of revenue at maturity
Contingency	10% of total capex ($0.9B) reserved
Discount Rate	10–12% real (SA infrastructure benchmark)

Data Sources & References

- Gautrain Management Agency – comparable SA rapid transit benchmarks
- PRASA / Transnet – SA rail infrastructure cost data
- National Department of Transport – route surveys, demand modeling
- International HSR benchmarks (EU, Asia) adjusted for local conditions
- StatsSA – population, economic activity, commuter flow data

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PART 3 - SALDANHA BAY INTERNATIONAL AIRPORT

Development of an ICAO RFF Category 10 / 4F International Hub



INVESTMENT PROSPECTUS | USD 13 BILLION | 12-YEAR PHASED DEVELOPMENT

Building Africa's Next Great International Aviation Hub

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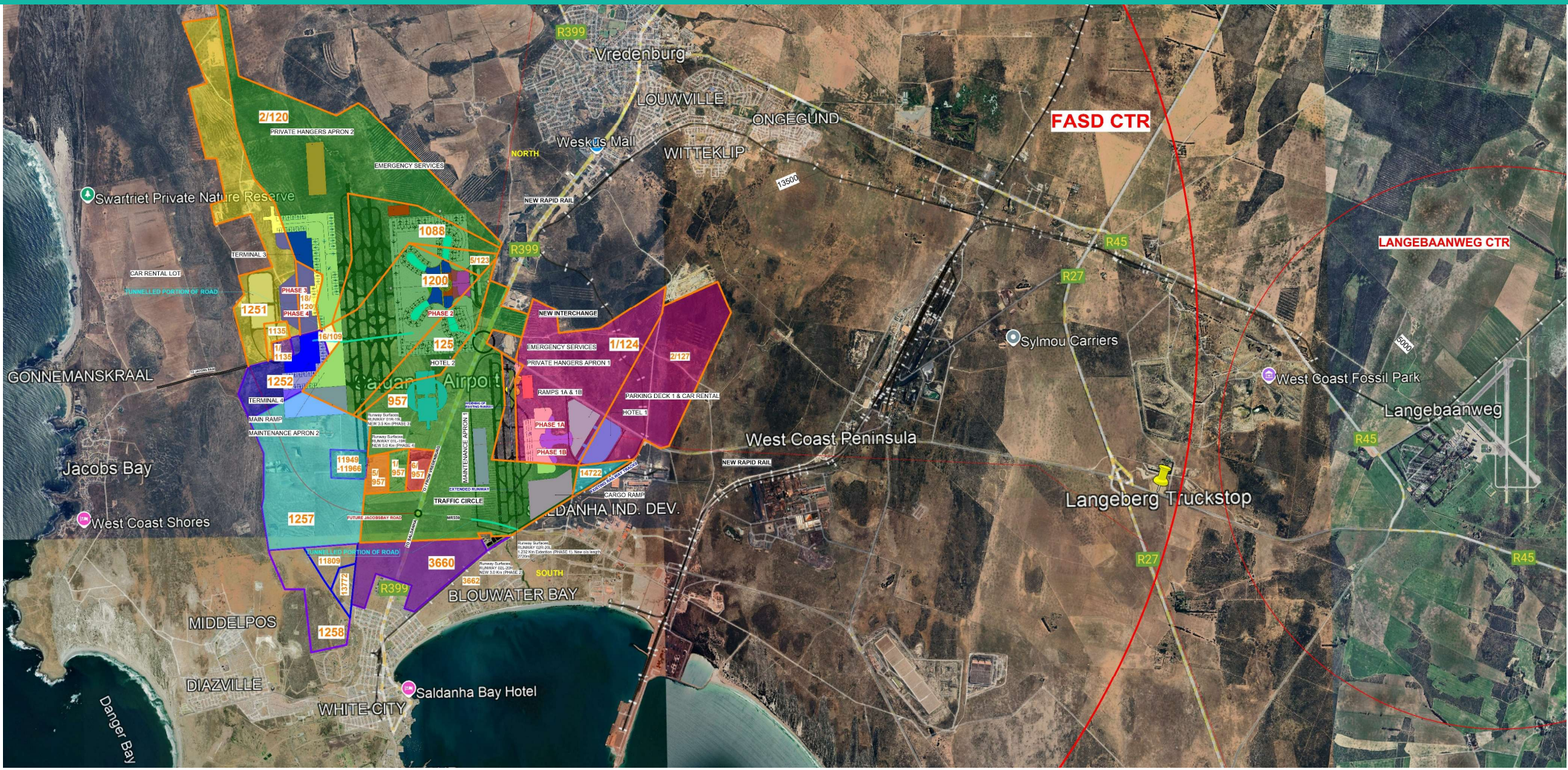
SALDANHA BAY INTERNATIONAL AIRPORT OVERVIEW (All Phases, 1 - 4)



Given the current steady Northward real estate and hospitality growth tendence (8-12% YoY), a secondary domestic and an international airport becomes a viable option, for both passenger and freight traffic, to alleviate the demands being placed on CTIA, the Cape Town harbor and the road infrastructure between Cape Town and the West Coast Peninsula.

Building Africa's Next Great International Aviation Hub

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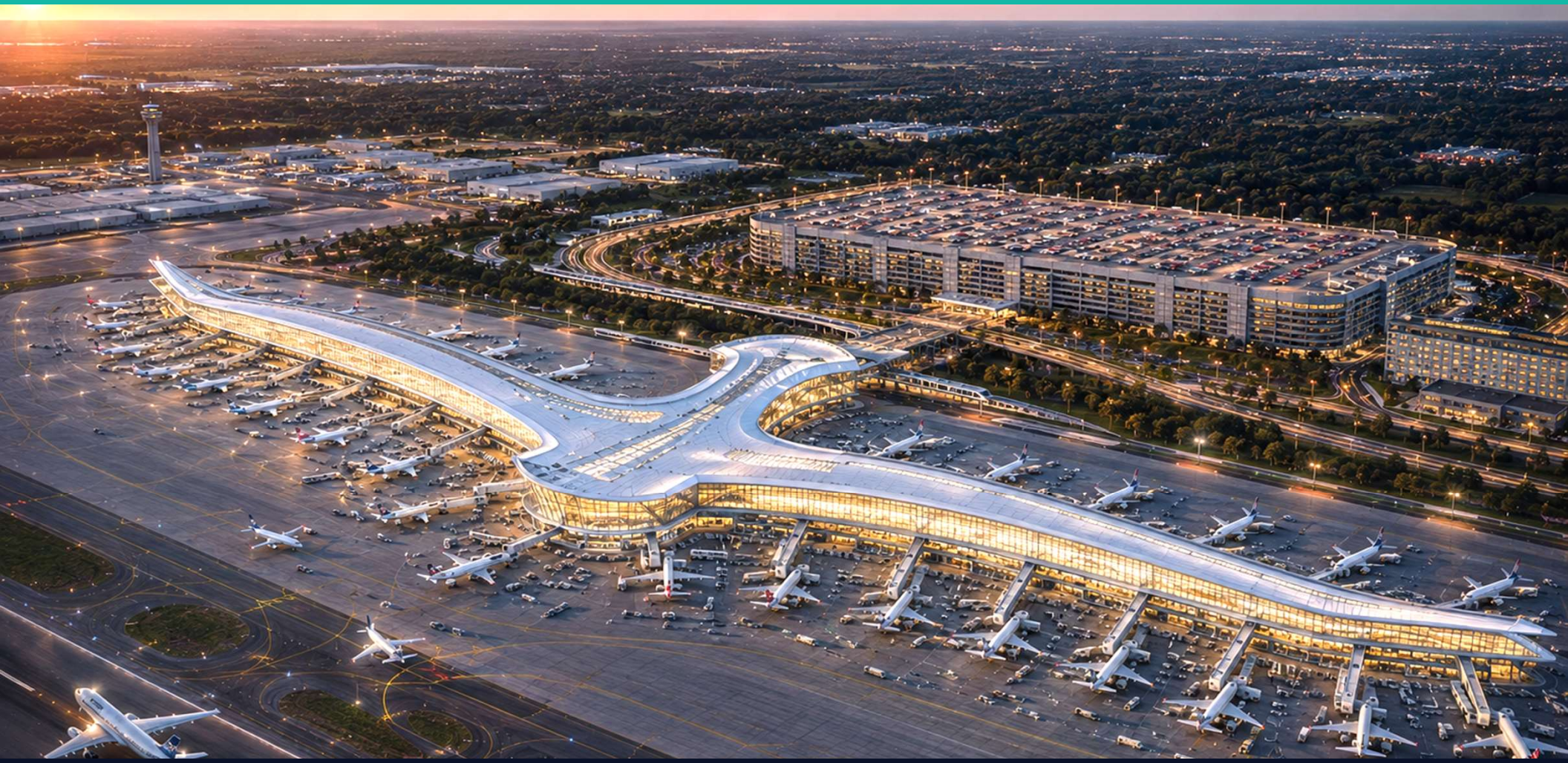
SALDANHA BAY INTERNATIONAL AIRPORT

TERMINAL 1 – PHASES 1A & 1B – YEARS 1 TO 3



INVESTMENT PROSPECTUS | USD 13 BILLION | 12-YEAR PHASED DEVELOPMENT

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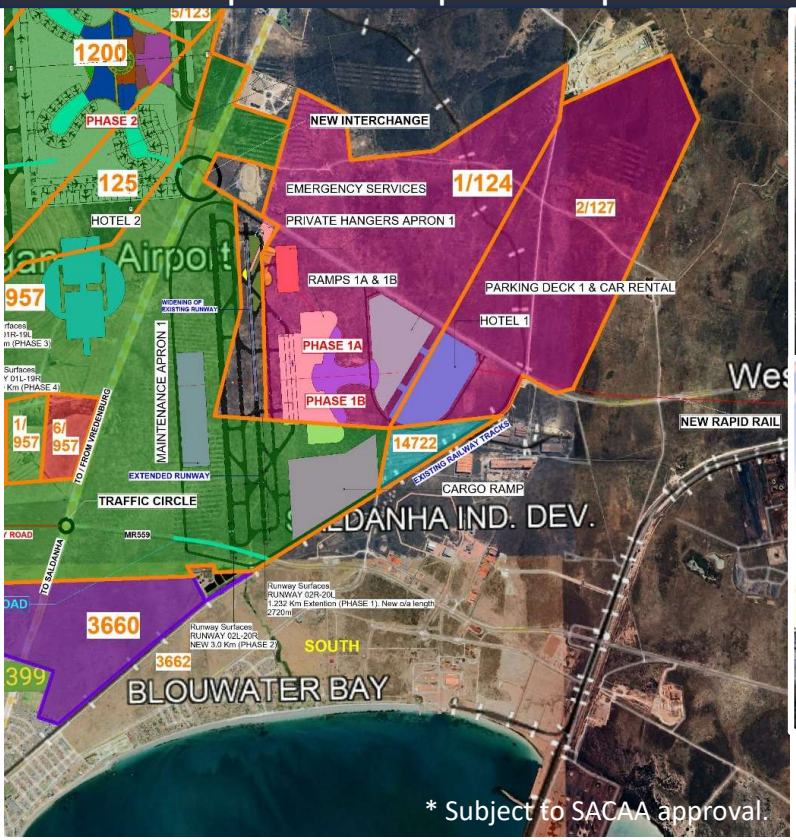
SALDANHA BAY AIRPORT (Phases 1A & 1B – Years 1 to 5)

Phase 1A - Expanding and upgrading the existing Saldanha airport into a ICAO RFF Category 6 / 4C cargo and passenger airport by lengthening the runway from 1493m to 2720m and building a new Domestic Terminal, for immediate small to medium body jet operations (Airbus A320, Boeing 737-800, Embraer E195-E2, Bombardier CRJ-900 etc,).

Phase 1B – Adding a new 3km ICAO RFF Category 9 / 4E runway and building a new limited International Terminal, to revert back to domestic operations upon completion of Phase 2.











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THE EXISTING AIRFIELD

Saldanha Bay Municipal Airfield (FASD) | The Foundation : Extending the existing runway



Current Runway
~1,400m / ~4,665ft asphalt runway

Location
Between Saldanha Bay town and Vredenburg

Current Use
Designated ICAO RFF Category 3 / 3B for General aviation and light aircraft

Opportunity
Existing infrastructure reduces Phase 1A costs

The existing airfield provides critical infrastructure that significantly reduces initial development costs and timelines.

Building Africa's Next Great International Aviation Hub

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SALDANHA BAY AIRPORT (Phases 2 - 4)

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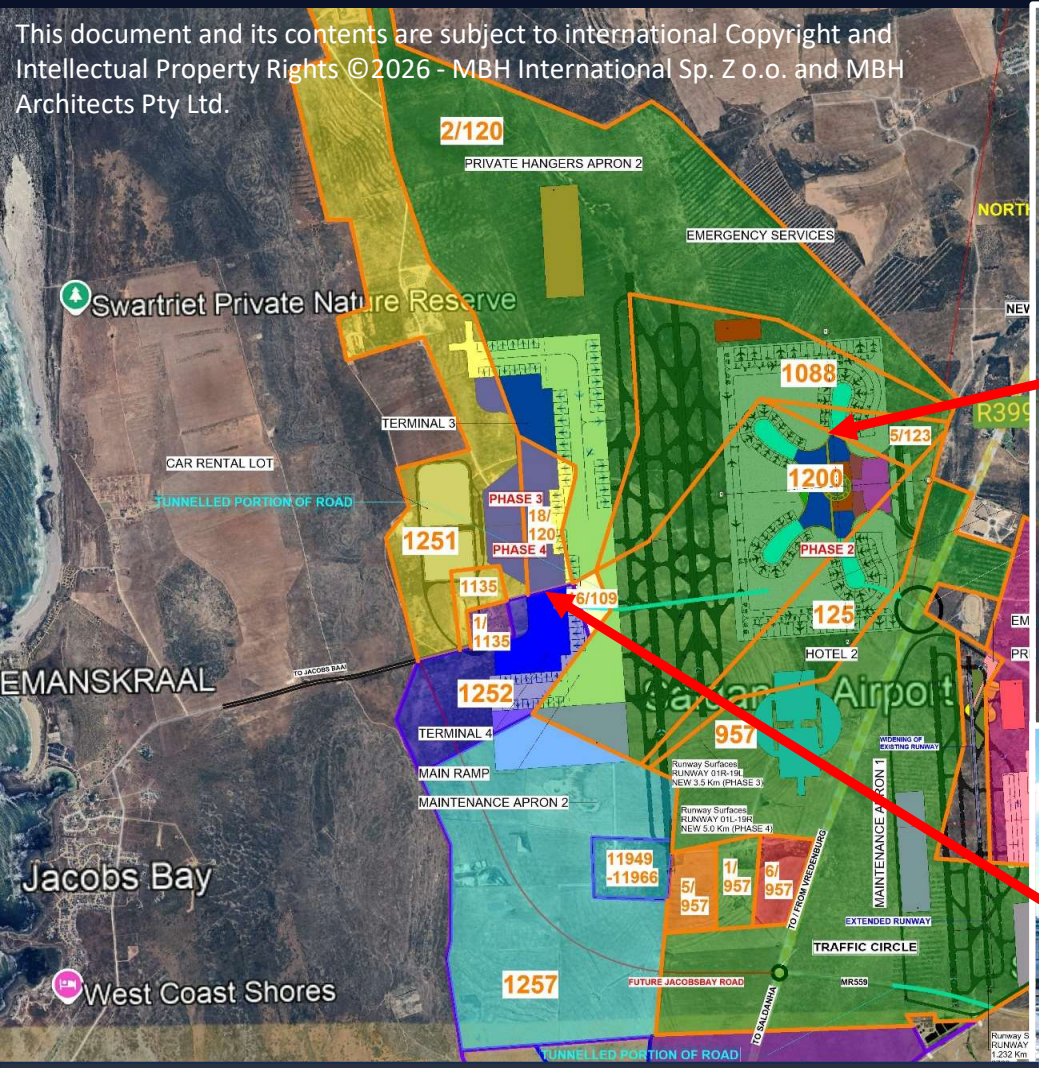
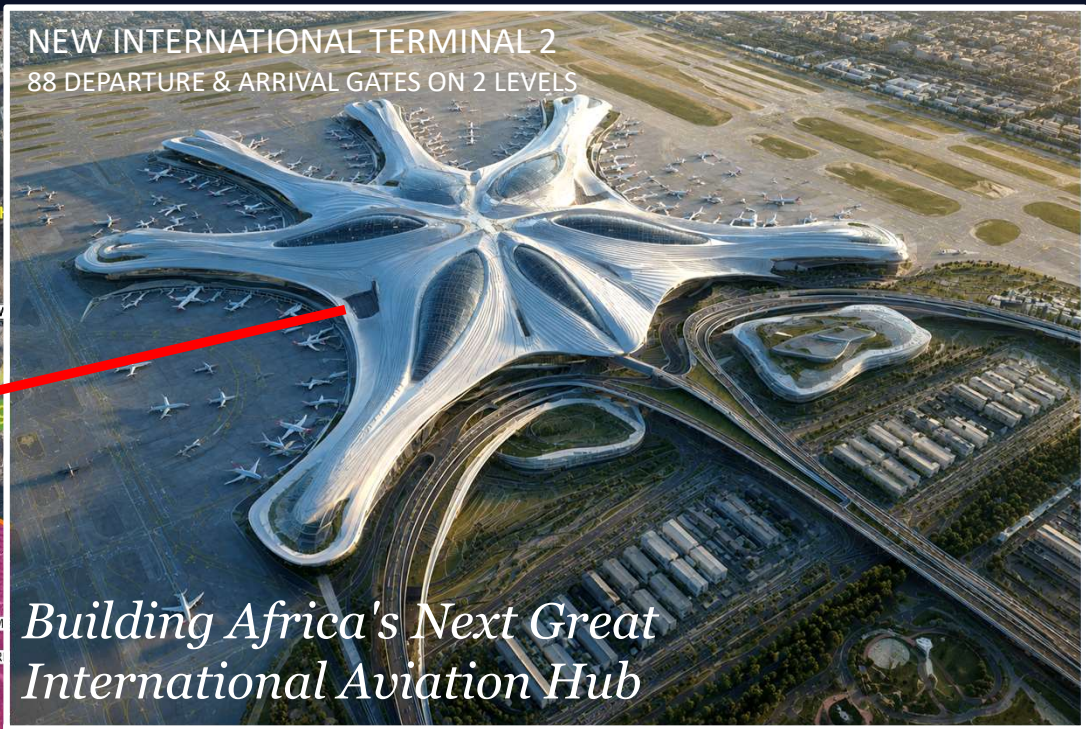
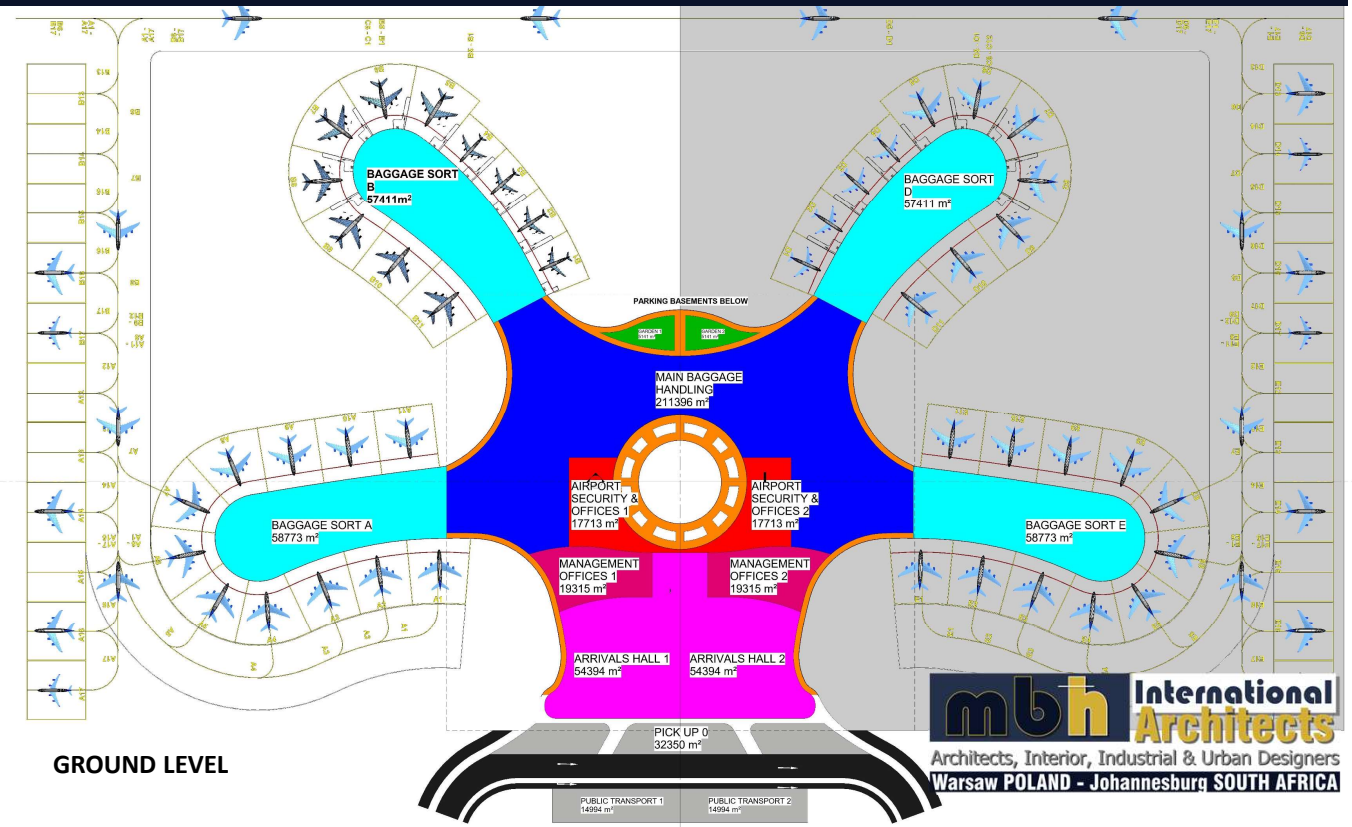






*Phases 2, 3 & 4 - Building a completely new and larger INTERNATIONAL ICAO RFF CAT 10 / 4F passenger airport to the West of the R399 with 2 new runways, @ 3500m long and @ 5000m long, both dedicated to international passenger traffic and reverting the existing airport exclusively to domestic & cargo use. The two new runways will both be able to accommodate Airbus A380 & Boeing 747 air traffic. * Subject to SACAA approval.

SALDANHA BAY AIRPORT
(Terminal 2 – 88 Gates)



GROUND LEVEL

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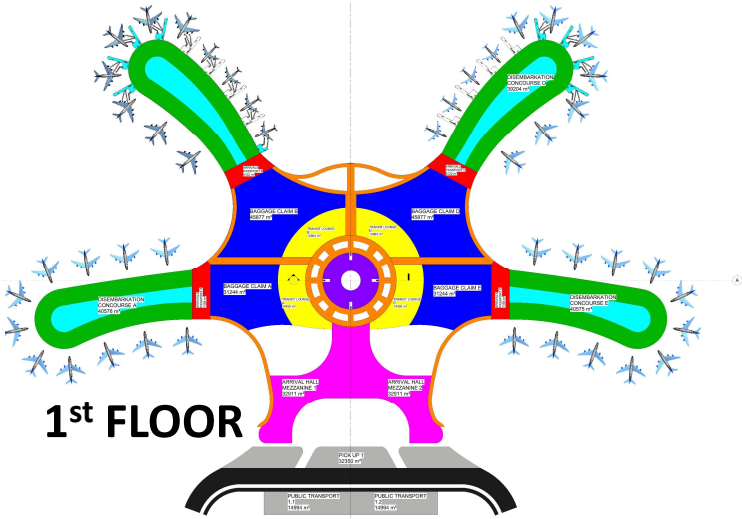
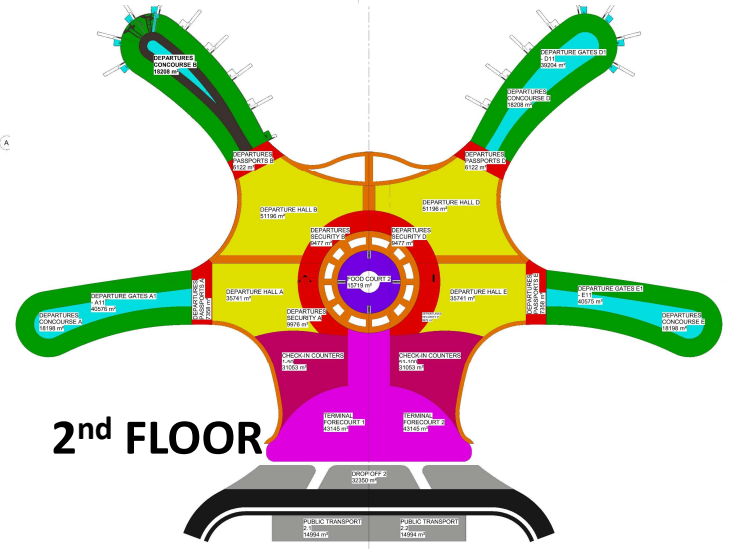
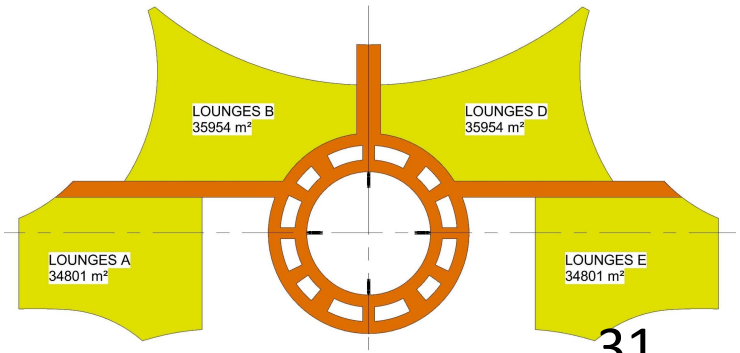


1st FLOOR



2nd FLOOR



3rd FLOOR

Terminal 2 will be the 1st of 3 new INTERNATIONAL terminal buildings. It will consist of 4 double storey concourses (A, B, C & D) with a total of 88 gates. It will cater for Airbus A380, Boeing 777 and similar sized aircraft and it will consist of 3 basement parking levels, a Ground Level containing all technical services such as baggage handling, airport security, administration etc, a 1st Floor containing disembarkation concourses, baggage claim and transit areas, a 2nd Floor containing departure concourses and gates, departure halls, security & passport control, check in counters and a 3rd Floor consisting mainly of lounges for the 4 wings. Retail and dining areas will be distributed within the various areas.
It will primarily and initially serve the new 3500m long runway 02 R.

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SALDANHA BAY AIRPORT
(Terminal 2, Concourses B 1 & 2) – Exterior Views









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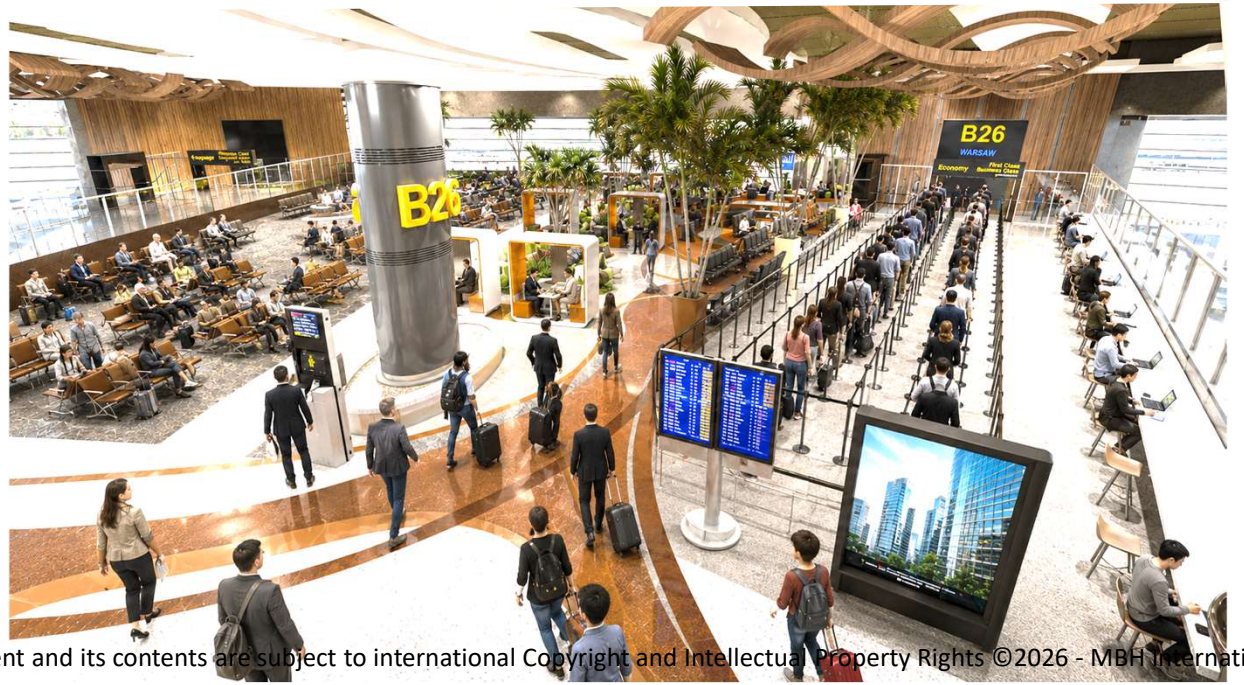
SALDANHA BAY AIRPORT
(Terminal 2, Concourse B-2)





Interior Views
Look & Feel

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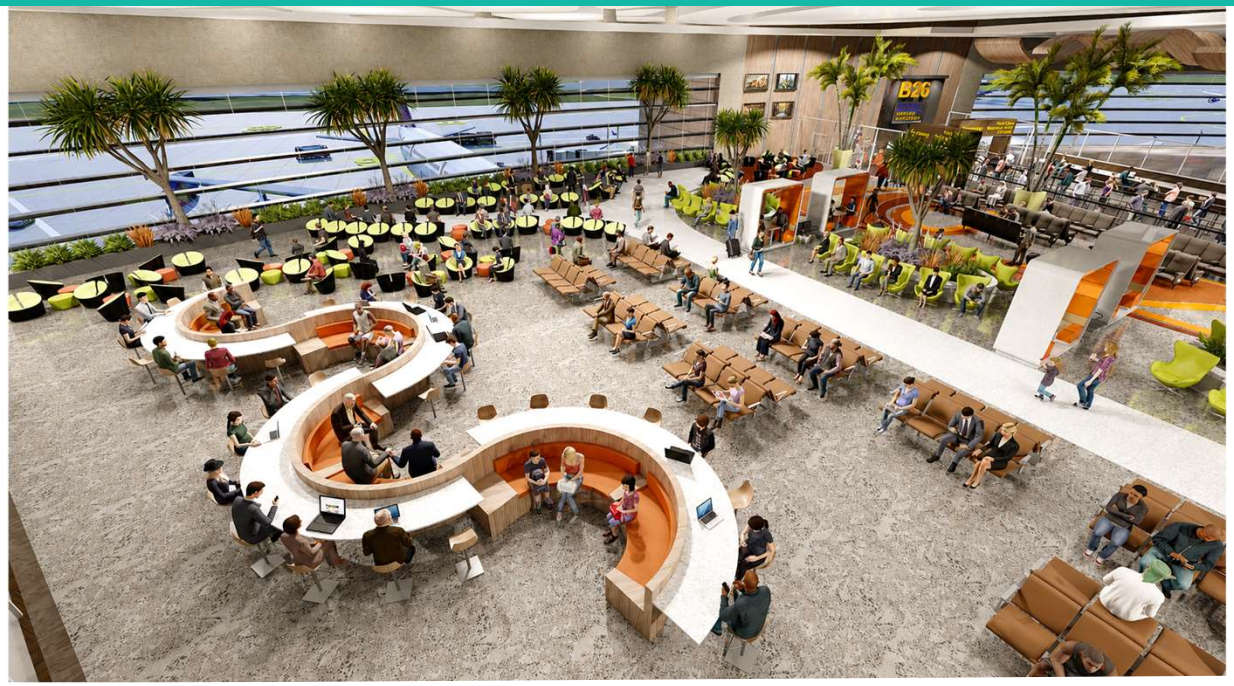
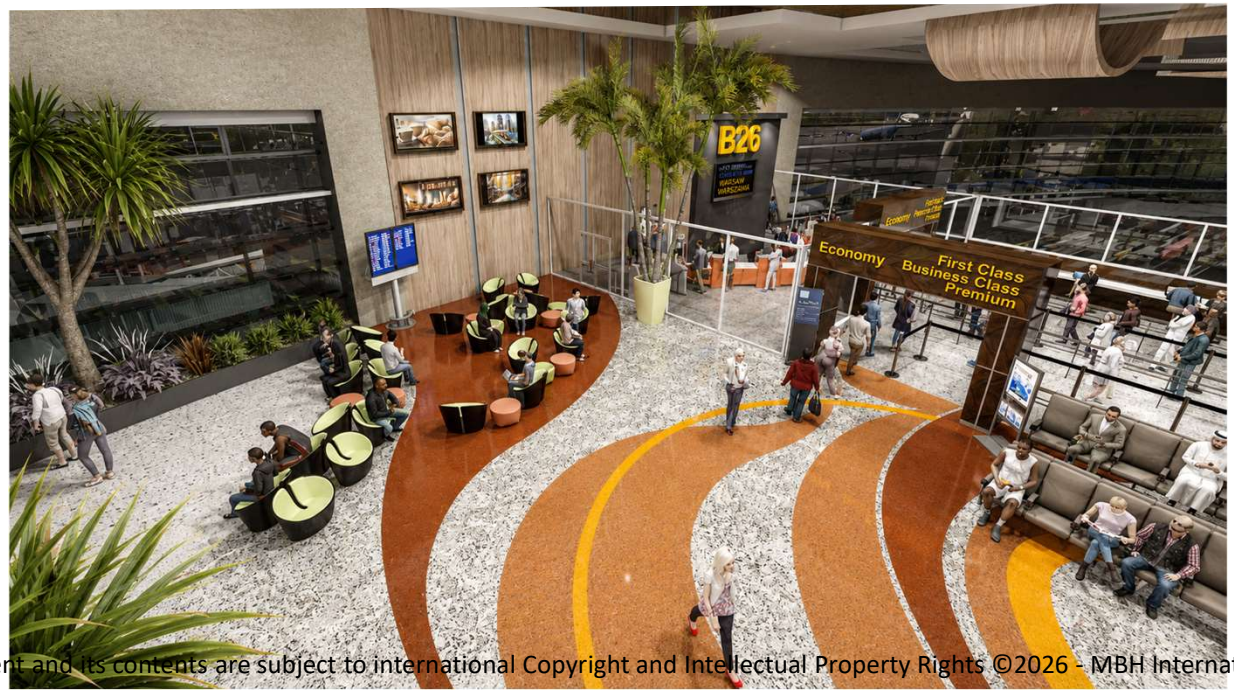
SALDANHA BAY AIRPORT
(Terminal 2, Concourse B-2)





Interior Views
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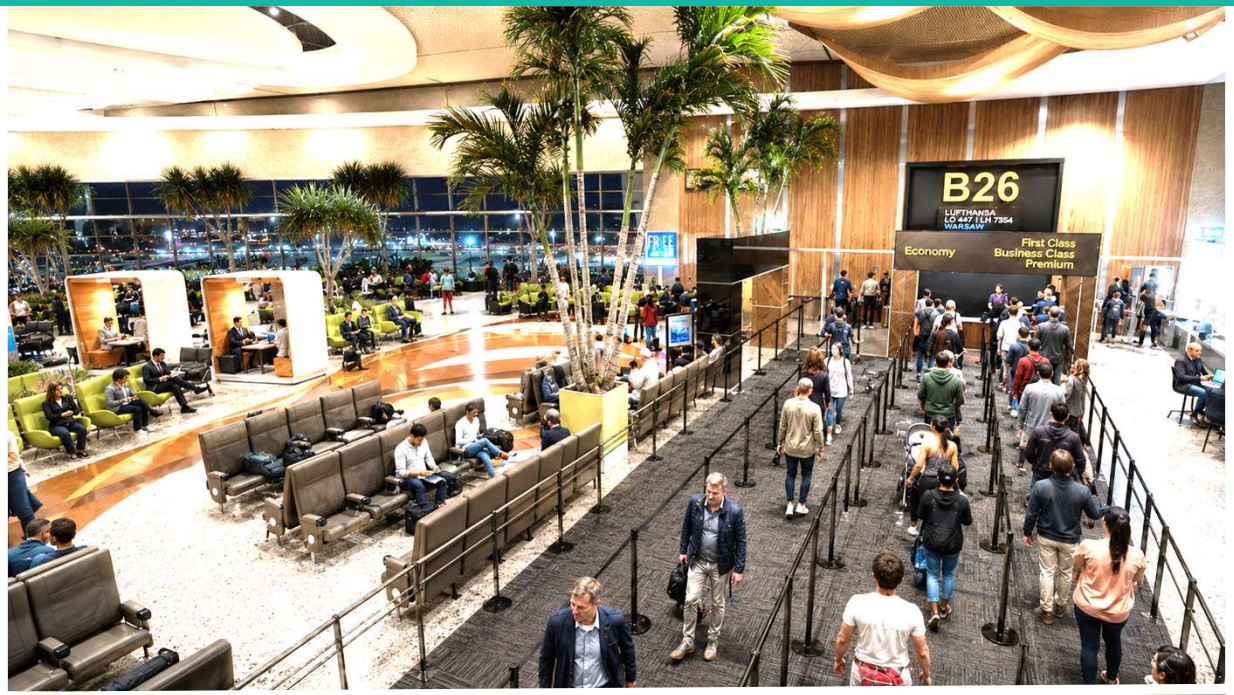
SALDANHA BAY AIRPORT
(Terminal 2, Concourse B-2)





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SALDANHA BAY AIRPORT
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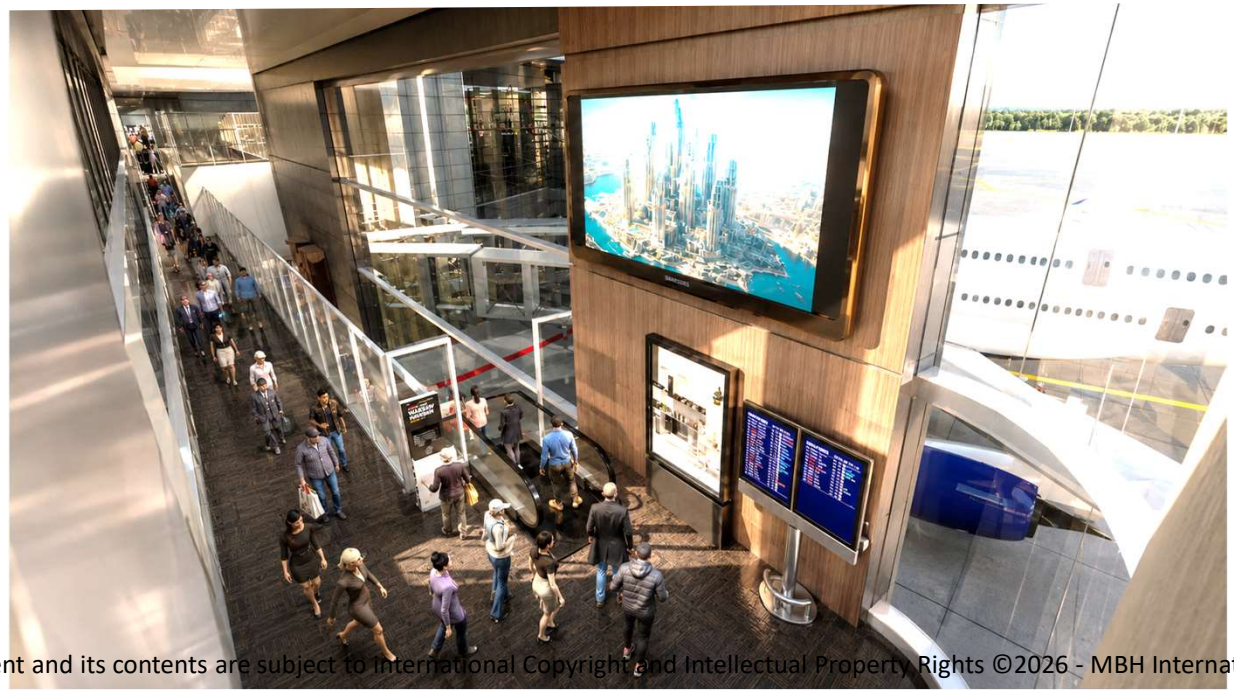

Interior Views
Look & Feel

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EXECUTIVE SUMMARY

USD 13B
Total Investment
Over 12 years

4 Terminals
Full Build-Out
International hub

4 Runways
Additional Capacity
Category 10 capable

- Transform the existing Saldanha Bay Municipal Airfield (FASD) into a modern ICAO RFF Category 10 / 4F international airport with 4 terminal buildings and 3 additional runways
- Phase 1A extends the existing ~1,400m runway to 2,800m an ICAO RFF Category 6 / 4C, enabling immediate commercial jet operations including medium-body aircraft
- Strong ROI potential through diversified revenue streams: passenger, freight, and non-aeronautical income
- Strategic location leverages Saldanha Bay's deep-water port, tourism potential, and West Coast growth corridor

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STRATEGIC ADVANTAGES

Global Connectivity
Direct links to major African and international destinations

Industrial Synergies
Saldanha Bay IDZ and port complex drive freight demand

Tourism Potential
West Coast tourism growing at 8-12% annually

Freight Hub
Logistics corridor between port and inland markets

Non-Aero Revenue
Hotels, logistics parks, retail, and commercial zones

Investment Returns
Diversified income streams with long-term growth

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MASTER PLAN OVERVIEW

USD 13 Billion | 12-Year Phased Development | ICAO RFF Category 10 / 4F International Hub



4	4	RFF Cat 10	20 yrs
Terminal Buildings	Runways (1 extended + 3 new)	ICAO Classification 4F	Development Timeline

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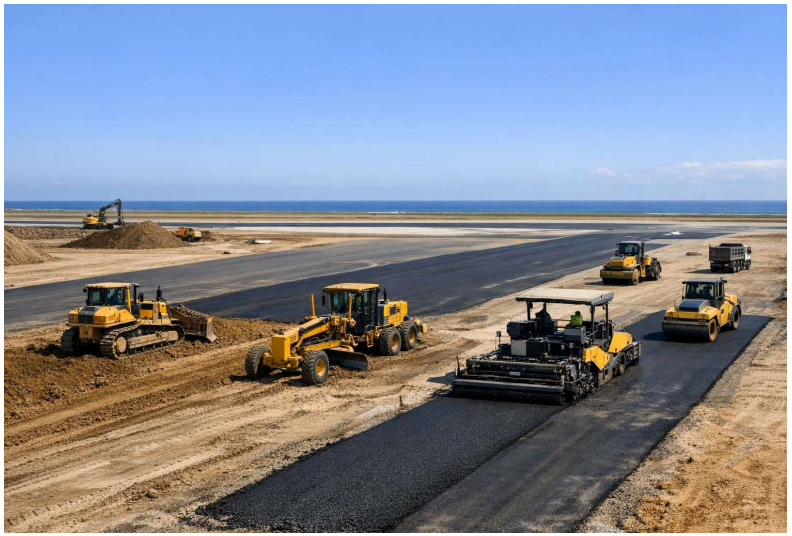
SALDANHA BAY INTERNATIONAL AIRPORT

Development of an ICAO RFF Category 10 / 4F International Hub

PHASES 1A & 1B: FOUNDATIONAL ENABLEMENT

Years 1-3 | Est. USD 3.0 - 4.0 Billion

- Extend existing 1,400m runway to 2,800m, upgraded to an ICAO RFF Category 6 / 4C standards
- A new 3000m ICAO RFF Cat 8/9 / 4E runway
- Suitable for medium-widebody aircraft (A330, B757, B767, B787 or similar)
- New parallel taxiways and basic apron expansion
- Initial passenger terminal building 1A & 1B
- ARFF upgrade, fuel farm, navigation aids, and supporting infrastructure
- Immediate launch of domestic and limited international flights



RUNWAY EXTENSION: 1,400m → 2,800m ICAO RFF Category 6 / 4C Capable

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SUBSEQUENT PHASES

Years 6-12 | Remaining USD 9.0 - 10.0 Billion

Phase 2
Years 4-6 | ~USD 3.0B

- 3rd runway (3500m full length ICAO RFF Cat 10 / 4F)
- International Terminal 2
- Expanded cargo facilities
- Hotels and commercial zone

Phase 3
Years 7-9 | ~USD 3.5B

- 4th runway (5000m full length ICAO RFF Cat 10 / 4F)
- International Terminal 3
- Logistics park development
- Ground transport hub

Phase 4
Years 10-12 | ~USD 3.0B

- International Terminal 4
- Full airfield completion
- Ancillary developments

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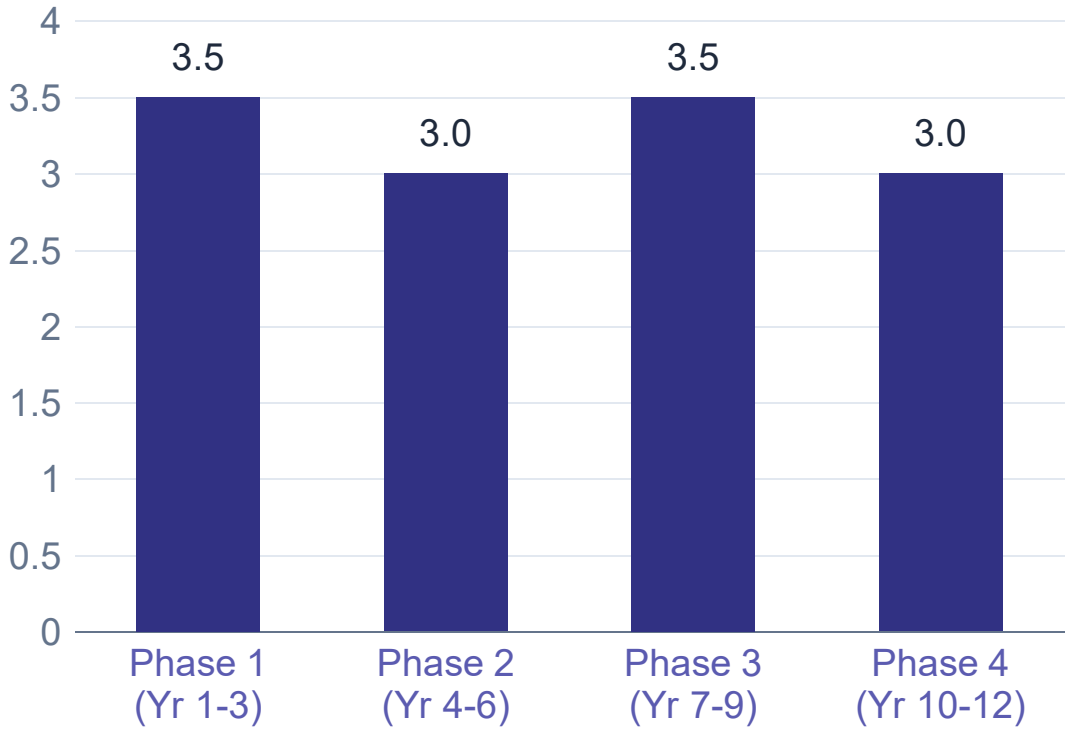
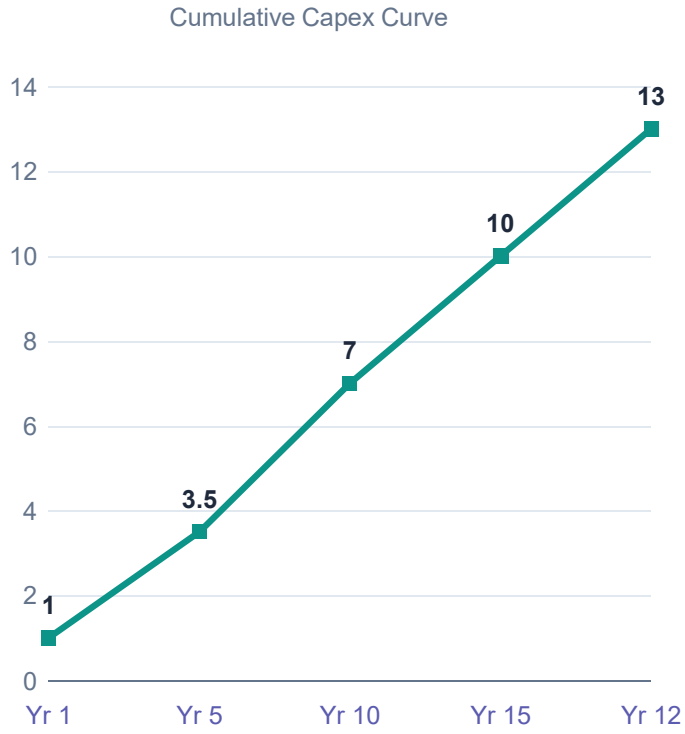
12-YEAR CAPEX ALLOCATION





Total Anticipated Construction Cost: USD 13 Billion over 12 Years

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RUNWAY EXTENSION IMPACT

CURRENT

1,400m

~4,665 ft | General Aviation

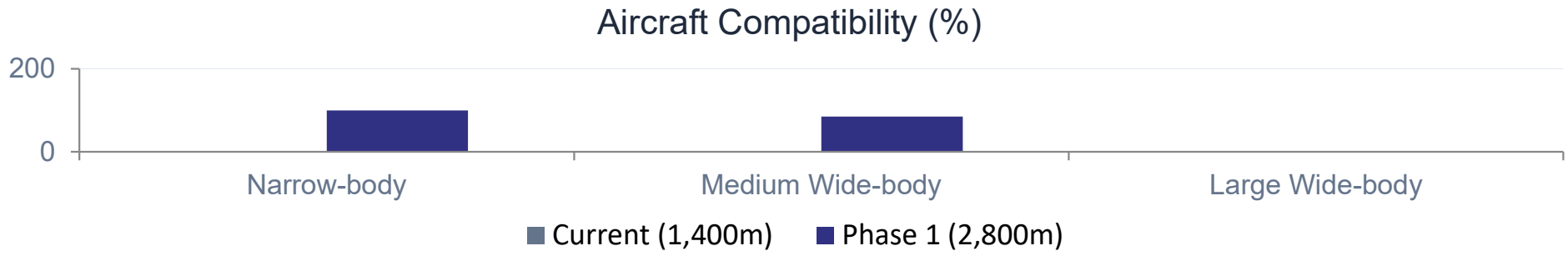
- Light aircraft only
- No commercial jet operations
- Limited regional connectivity

PHASE 1A

2,800m

~9,186 ft | ICAO RFF Category 6 / 4C

- Medium-body jets (A320, B737)
- Domestic & regional international flights
- Full commercial operations enabled



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5-YEAR OPERATIONAL PROJECTION

Post Phase 1 Runway Extension

Year	Passengers (millions)	Freight ('000 tons)	Annual Revenue (USD million)	Cumulative Capex (USD billion)	Est. EBITDA (USD million)
1	0.6	20	12 - 18	1.0	(8) – 2
2	1.8	45	35 - 50	1.8	8 – 20
3	3.5	75	65 - 85	2.5	25 - 45
4	5.0	110	95 - 125	3.0	45 - 70
5	7.0	150	140 - 180	3.5	**70 - 110**

KEY ASSUMPTIONS

- Revenue per passenger: USD 18-46 (aeronautical + non-aeronautical)
- Phased traffic ramp-up enabled by Phase 1A 2,800m ICAO RFF Category 6 / 4C runway
- EBITDA margins improve as fixed costs are absorbed by growing passenger volumes

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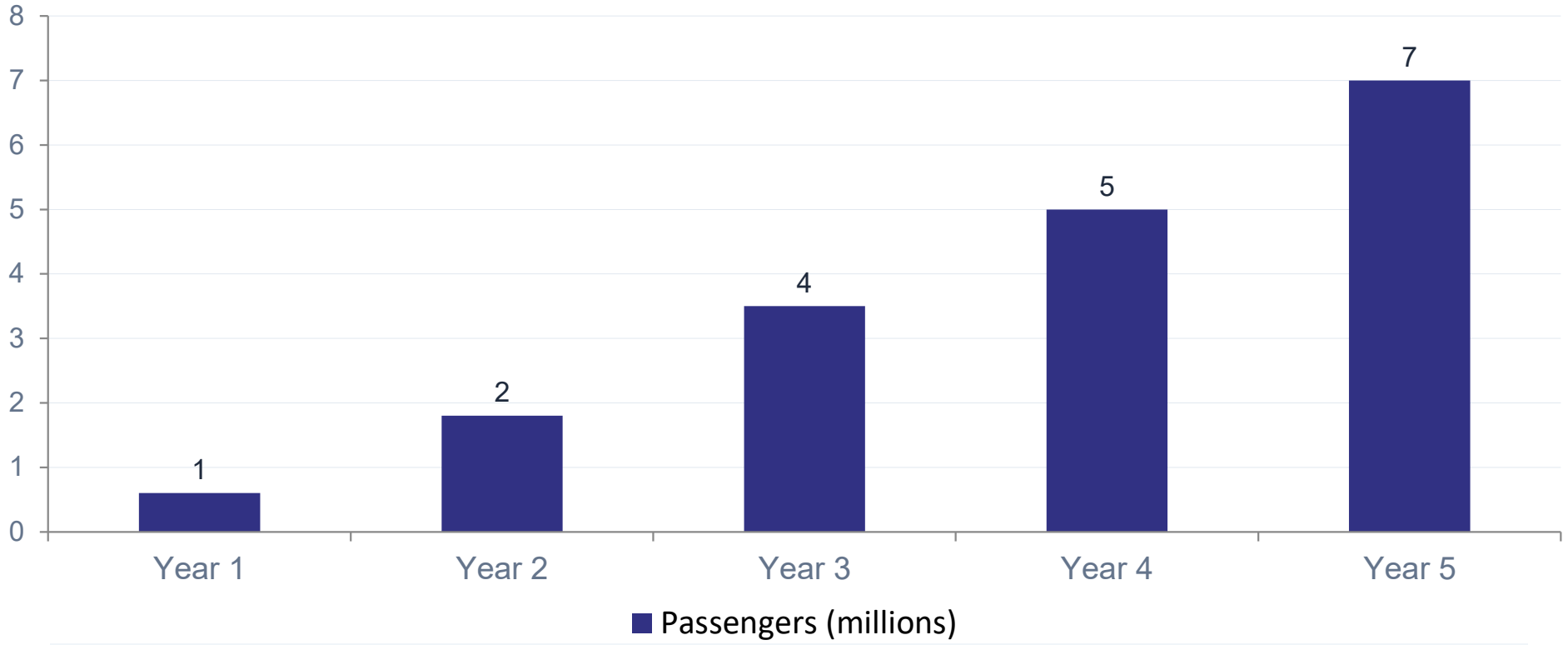
PROJECTED TRAFFIC RAMP-UP

Following Phase 1 Runway Extension



Freight growth: 20K tons (Yr 1) to 150K tons (Yr 5) | 7x increase over 5 years

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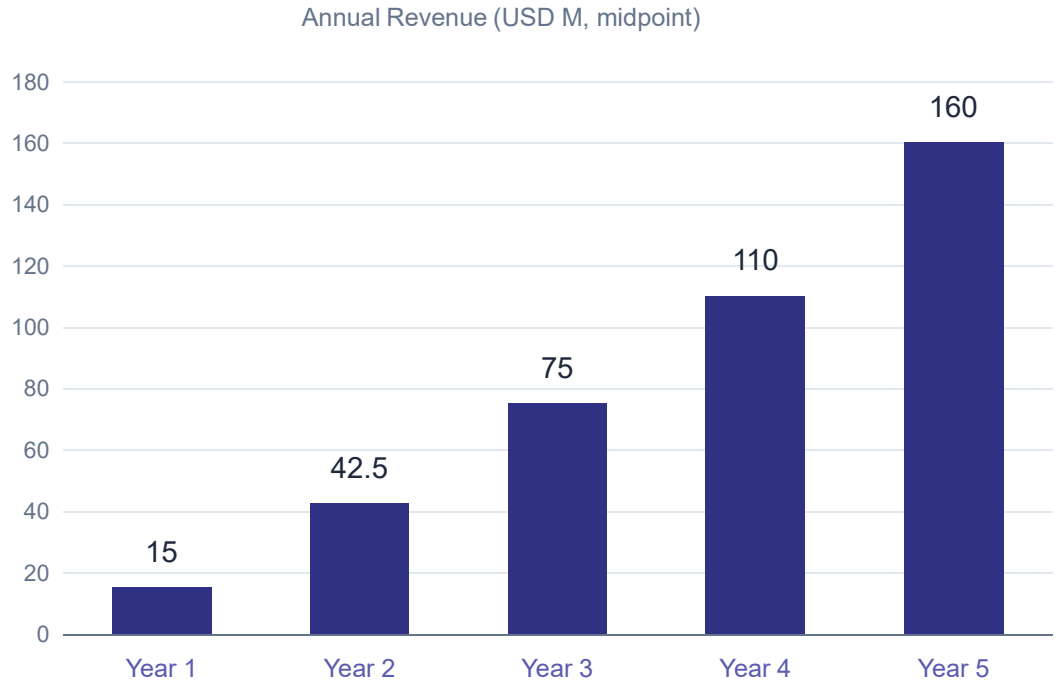
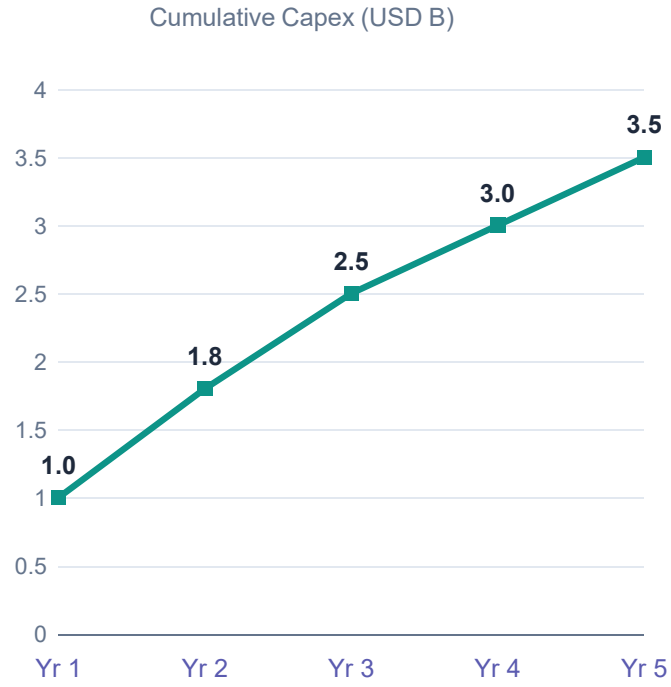
REVENUE VS. INVESTMENT

Revenue Scaling Against Phased USD 13 Billion Investment





By Year 5, annual revenue reaches USD 140-180M against cumulative capex of USD 3.5B (Phase 1), with the remaining USD 9.5B deployed across Phases 2-4 through Year 12

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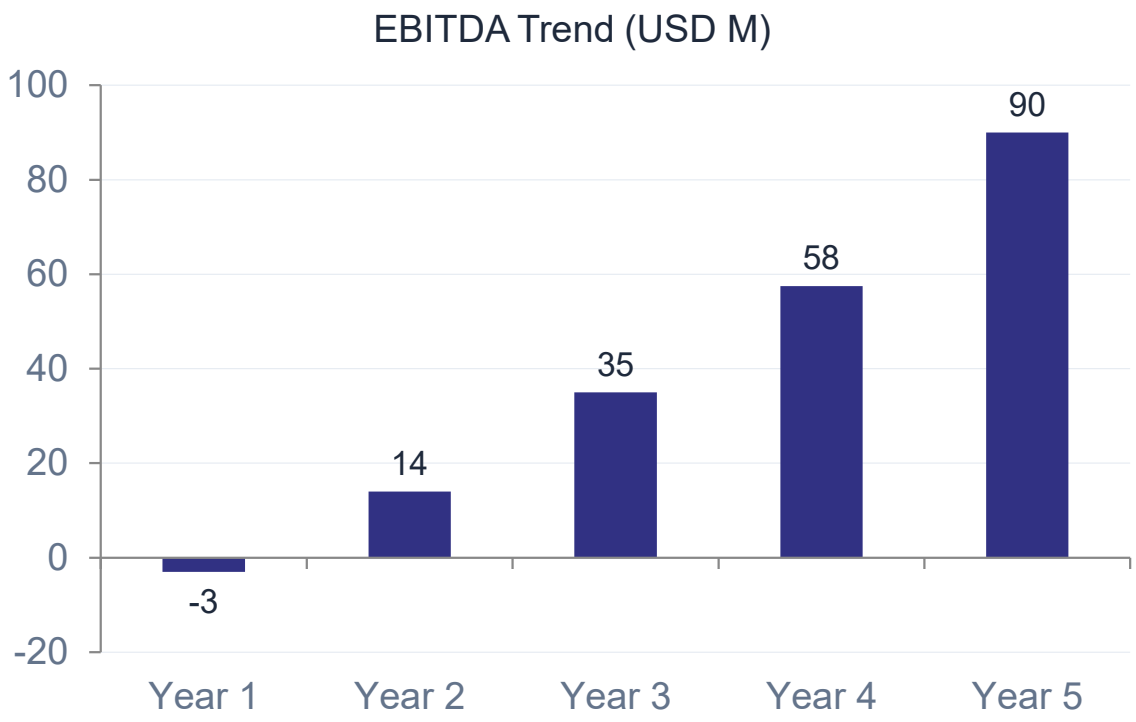
PROFITABILITY & PAYBACK



Payback Horizon

8-12 Years

Depending on financing structure and traffic realization

Year 5 EBITDA

USD 70-110M

Strong trajectory from near-breakeven in Year 1 to significant profitability

Investment outflow of USD 13B total vs. growing revenue inflows, with indicative payback at 9-13 years depending on financing and traffic realization.

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FEASIBILITY CONCLUSION

Phase 1 Viability

Runway extension to 2,800m (ICAO RFF Category 6 / 4C) provides early revenue generation while controlling initial capex at USD 3.0-4.0B

Long-Term Returns

Full USD 13B investment delivers a scalable ICAO RFF Category 10 / 4F airport with diversified income streams and 9-13 year payback

Growth Catalysts

Regional economic growth, port synergies, tourism expansion, and West Coast development corridor support long-term ROI

"Phase 1 delivers a functional commercial runway for early cash flow, while the balanced USD 13 billion 12-year plan builds a full international hub."

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ECONOMIC IMPACT & BENEFITS

484,000+
Direct Jobs Created
During construction phases

149,000+
Indirect Employment
Across the West Coast region

7M+
Annual Passengers
By Year 5 operations

- **Regional Economic Catalyst**
  Unlocks West Coast development potential, attracting investment in tourism, logistics, and industry
- **Port-Airport Synergy**
  Creates an integrated logistics corridor connecting Saldanha Bay's deep-water port to air freight networks
- **Tourism Acceleration**
  Opens the West Coast as a major international tourism destination with direct flight access
- **Skills & Training**
  Aviation training center and skills development pipeline for the regional workforce

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RISKS & MITIGATION

Risk Category	Description	Mitigation Strategy
Construction	Cost overruns, delays due to terrain or logistics	Phased approach limits exposure; independent cost verification at each stage gate
Demand	Lower-than-projected passenger and freight volumes	Conservative traffic projections; Phase 1 tested before committing to full build-out
Regulatory	Environmental approvals, aviation authority permits, zoning	Early engagement with SACAA, DFFE, and municipal authorities; EIA process initiated
Financial	Funding gaps, currency fluctuations, interest rate changes	Diversified funding mix (equity, DFI, PPP); forex hedging; phased capital calls
Competition	Cape Town International Airport capacity expansion	Differentiated positioning as freight/logistics hub; **complementary not competitive**

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INVESTMENT OPPORTUNITY

A Unique Greenfield-Brownfield Hybrid Opportunity

Equity Partners
Strategic investors with aviation, infrastructure, or African market expertise

Target: 30-40%

DFI / Multilateral
Development finance institutions supporting infrastructure and job creation

Target: 30-35%

PPP / Government
Public-private partnership with national and provincial government support

Target: 25-35%

1. Detailed feasibility study and independent technical validation
2. Environmental Impact Assessment (EIA) and regulatory approvals
3. Investor roadshow and capital structuring
4. Phase 1 engineering design and construction procurement

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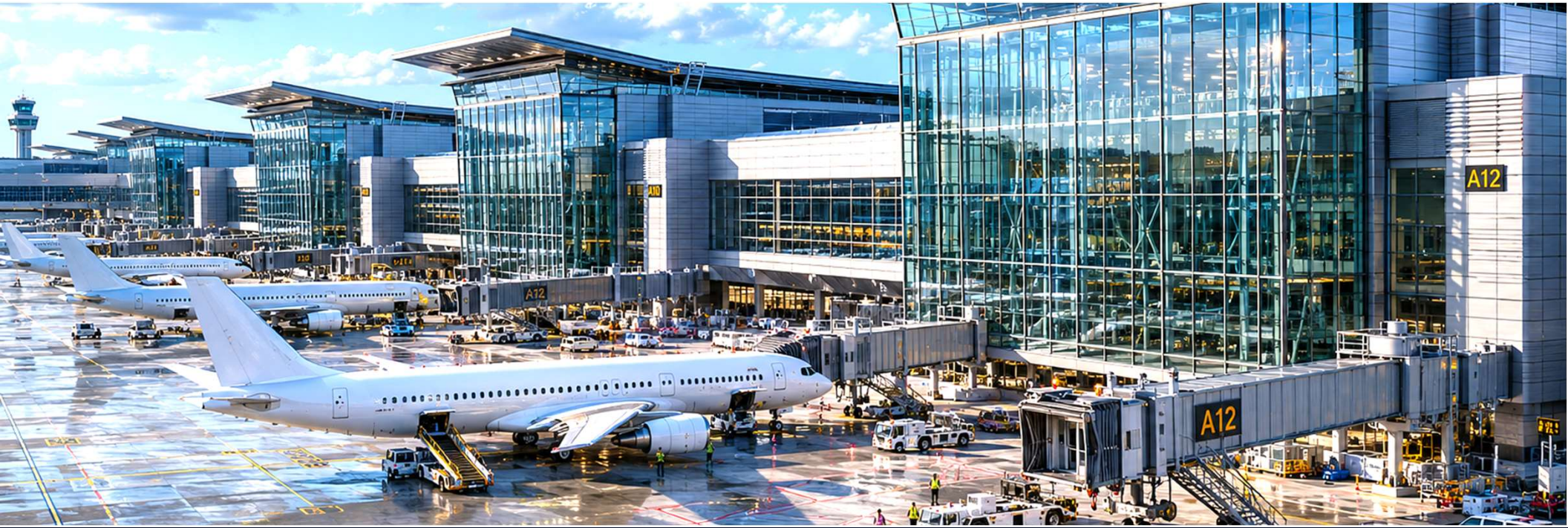
SALDANHA BAY INTERNATIONAL AIRPORT

Development of an ICAO RFF Category 10 / 4F International Hub

AIRPORT MANAGEMENT

USD 13 Billion | 12-Year Phased Development | Category 10/4F International Hub



5 to 10 Year Management Contract

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APPENDIX

Detailed Assumptions & References

1. **Financial Model**
   Detailed 12-year financial model available upon request, including sensitivity analysis on key variables (traffic, revenue per pax, construction costs)
2. **Technical Specifications**
   ICAO RFF Category 6 (4C) and RFF Category 10 (4F) runway specifications, pavement strength requirements, and navigation aid standards
3. **Regulatory Framework**
   SACAA licensing requirements, EIA process timeline, Saldanha Bay Municipality zoning and development permits
4. **Traffic Assumptions**
   Passenger and freight demand modeling based on regional demographics, tourism trends, port throughput projections, and comparable airport benchmarks
5. **Construction Cost Benchmarks**
   Cost per square meter references from recent African airport developments (e.g., King Shaka, Bole, Blaise Diagne) adjusted for local conditions
6. **Revenue Model**
   Aeronautical charges (landing fees, passenger service charges) and non-aeronautical revenue streams (retail, parking, fuel, property) benchmarked against ACI data

Note: All financial projections are indicative and subject to independent verification. Professional aviation engineering validation is recommended for runway extension costing.

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PART 4 - HARBOUR RE-PURPOSING

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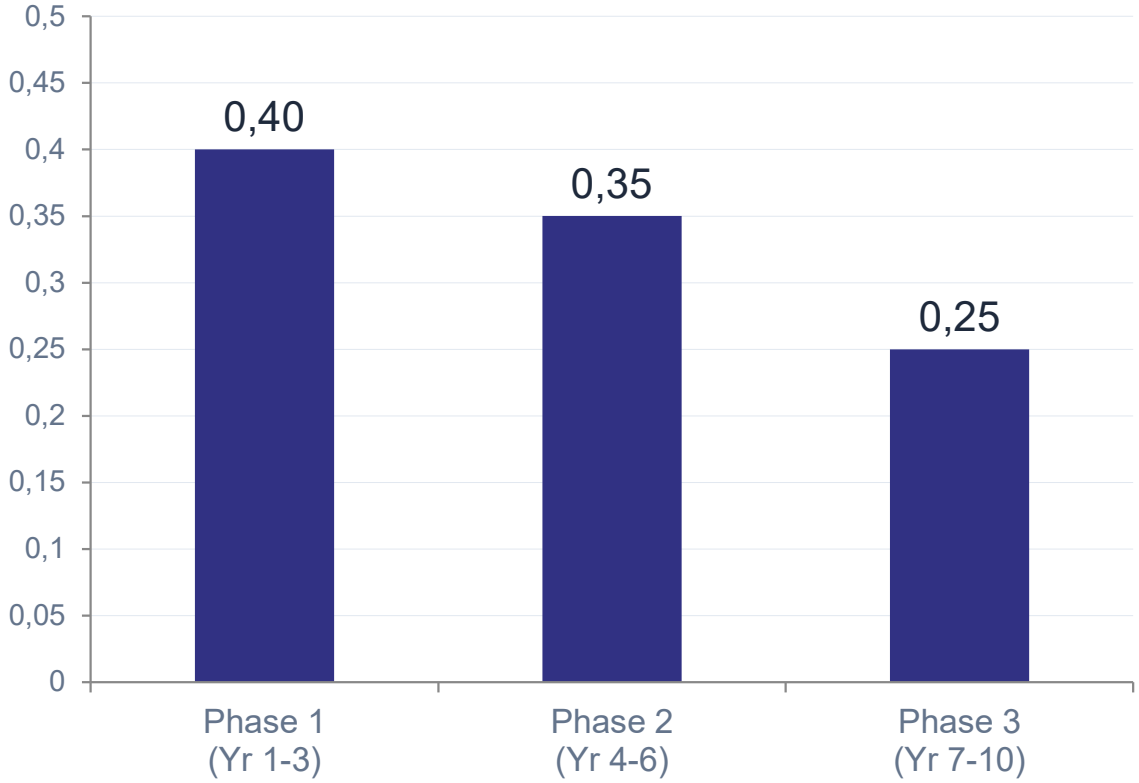
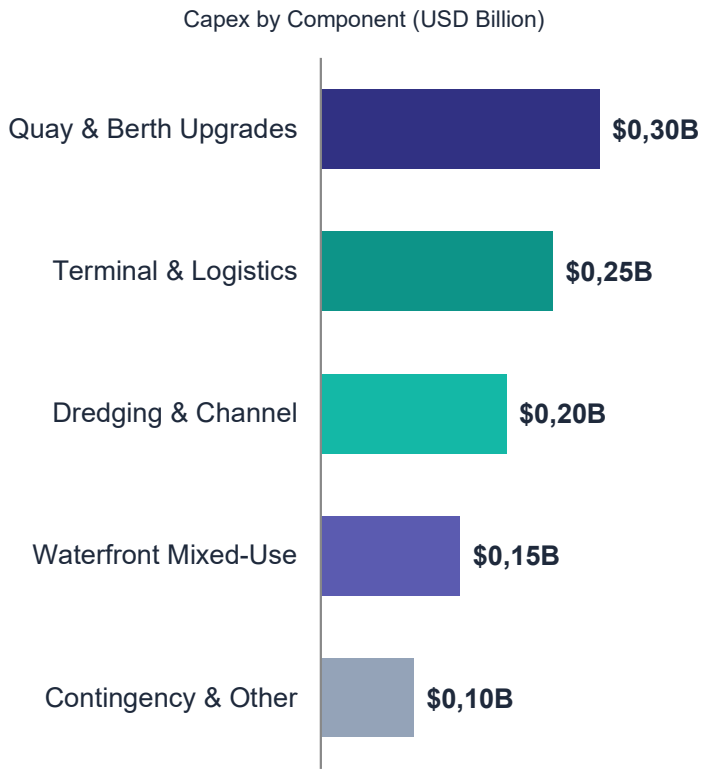
HARBOUR REPURPOSING





Total Anticipated Investment: USD 1 Billion over 7-10 Years

Repurposing the Working Port for a Mixed-Use Future

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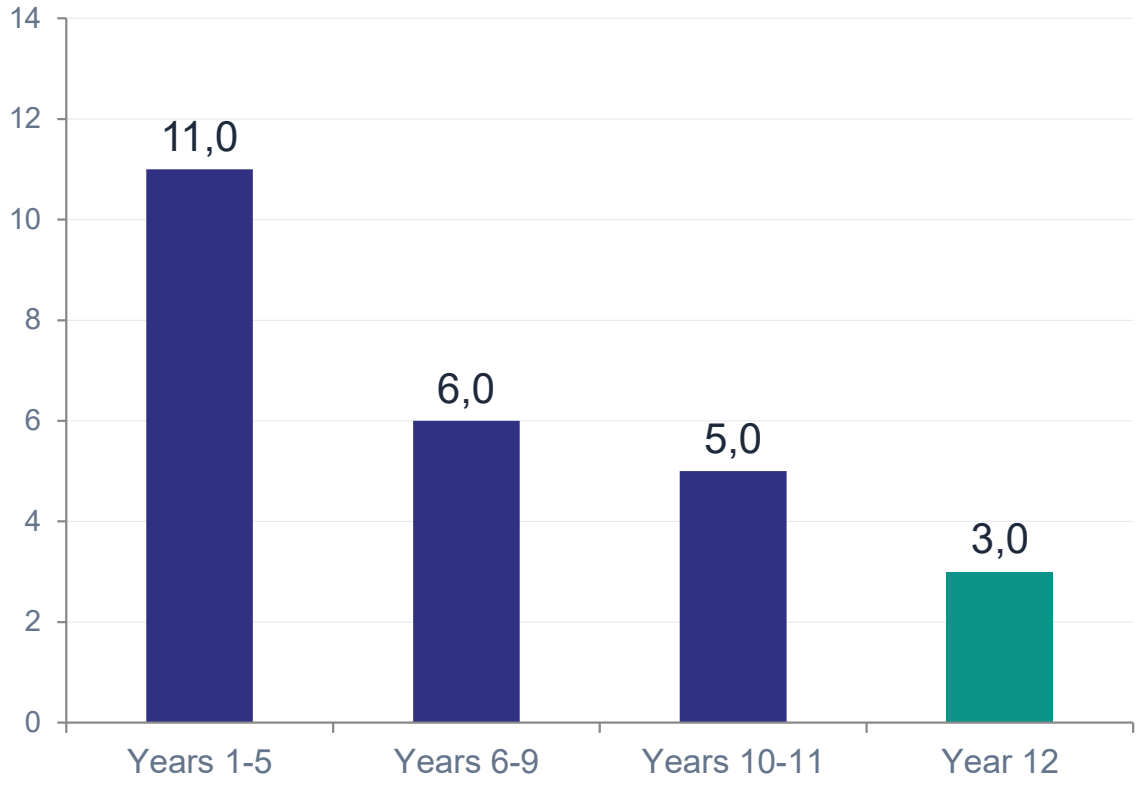
COMBINED PROGRAMME FUNDING





Total Programme Capex: USD 25 Billion over a 12-Year Phased Development

One Integrated Investment Programme, Four Delivery Pillars

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Warsaw POLAND - Johannesburg SOUTH AFRICA

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PART 5 - SPIN-OFF REALTY DEVELOPEMENT



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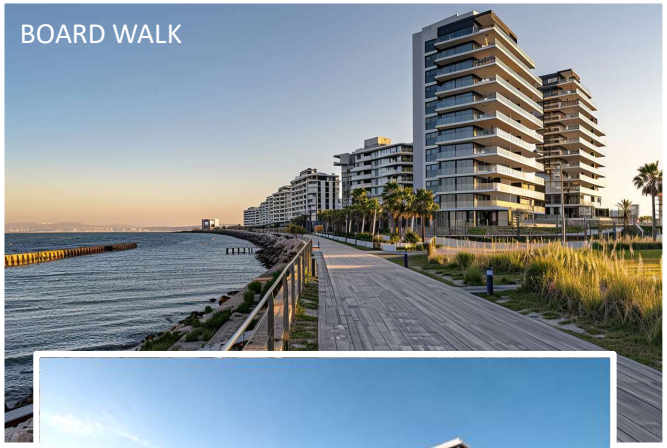
PROPOSED SALDANHA COMMERCIAL DEVELOPMENT

The proposed COMMERCIAL belt in Saldanha Bay, stretches from the existing yacht club, which could be upgraded and improved, up to the Blue Bay Lodge, as demarcated in red in the map below.

This COMMERCIAL area will be re-developed into a Mixed-Use precinct, consisting of a WATERFRONT with Shopping Malls, beachfront Restaurants, Hotels, Apartments, Offices, a Casino, a Boardwalk with a number of Jetties linked to the Yacht Club, an artificial reef system, and more, to cater for passenger cruise liners mooring in the harbor.







PASSENGER CRUISE LINERS





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OTHER RELATED REAL ESTATE GROWTH POTENTIAL

Other REAL ESTATE typologies that would benefit from this development, could include:

RETAIL

REGIONAL SHOPPING MALLS & STRIP MALLS



HOSPITALITY

INTERNATIONAL HOTEL CHAINS, BOUTIQUE HOTELS



HEALTHCARE

ACUTE & SUB-ACUTE HOSPITALS, DAY HOSPITALS, SPECIALIST HOSPITALS



RESIDENTIAL

LOW-RISE RESIDENTIAL ESTATES, HIGH-RISE APARTMENTS



COMMERCIAL

OFFICES, CONVENTION CENTERS, CASINOS



SEZs

NATURAL GAS & SOLAR POWER PLANTS, INDUSTRIAL ZONES



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THANK YOU

For inquiries and investment discussions,
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