

INVESTMENT PROSPECTUS | USD 25 BILLION | 20-YEAR PHASED DEVELOPMENT



# INVESTMENT PROSPECTUS

## PROPOSED DEVELOPMENT MASTER PLAN CAPE WEST COAST & PENINSULA 2026

**CONFIDENTIAL**



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INVESTMENT PROSPECTUS | USD 25 BILLION | 20-YEAR PHASED DEVELOPMENT

# PROPOSED DEVELOPMENT MASTER PLAN

## SYNOPSIS

The following key drivers underpin the rationale for this proposal:

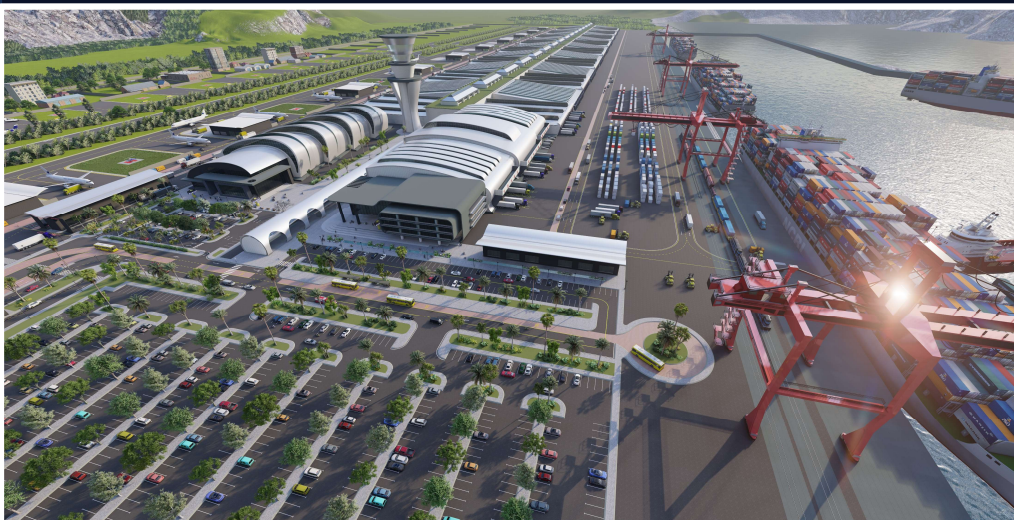
1. Cape Town as a metropolitan centre has nearly exhausted its available land for further development;
2. CTIA and the Cape Town harbour have reached a decisive threshold in terms of expansion capacity;
3. Accelerating commercial and residential growth extending northward towards Langebaan and St Helena 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 realised 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.

# 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 harbour and rail infrastructure.

Two CATALYSTS for the above development expansion could be the re-development of the existing Saldanha Harbour into a mixed cargo & passenger harbour, and the initial upgrading of the Saldanha airport into a CAT6 (ICAO) / CAT D (FAA) regional airport, expanded into a CAT10 international airport, dedicated to serving this new metropolis, which will create employment and thus the need for more development.



# 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



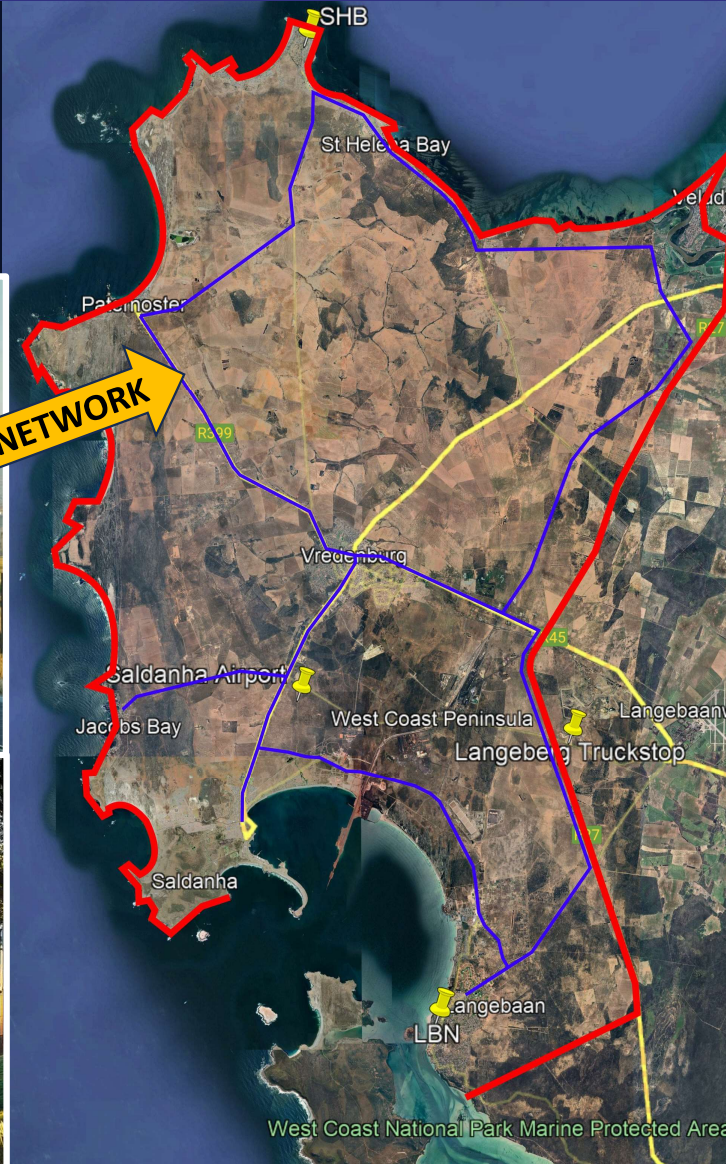
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# AEROTROPOLIS DEVELOPMENT INTERIOR TRAM NETWORK

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.



**NEW TRAM NETWORK**



# PART 1 – INTER-CITY EXPRESS (ICE) RAIL

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



Investor Prospectus | USD 10 Billion Capex | 7-Year Vision

*“Seamless Coastal Connectivity –  
Linking Lives, Work, and Opportunity”*

# Westcoast High Speed Inter City Express (ICE) Rail

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



*“Seamless Coastal Connectivity – Linking Lives, Work, and Opportunity”*

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## LEG 1 CTIA – BLAAUWBERG Tunnelled under ground

The 1<sup>st</sup> 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.

Artist Impression

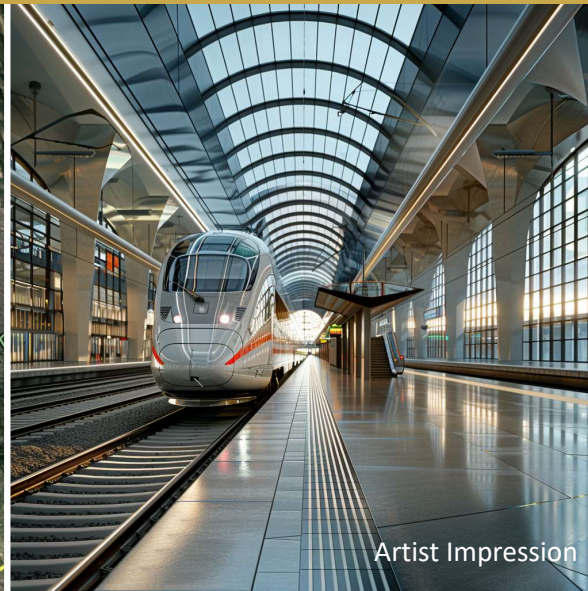


## PROPOSED TYPICAL UNDERGROUND ICE STATION

Artist Impression

# Westcoast High Speed Inter City Express (ICE) Rail

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



## 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.

# Westcoast High Speed Inter City Express (ICE) Rail

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

## EXECUTIVE SUMMARY

### Transformative High-Speed Rail

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

### USD 10 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.



*“Seamless Coastal Connectivity –  
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# Westcoast High Speed Inter City Express (ICE) Rail

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



**175 km**

Dual-Carriage  
High-Speed Rail Line

**~4.8M**

Cape Town Metro  
Population Served

**0,75 Hours**

CTIA to Saldanha  
vs. 1.5+ hrs by Road  
(Twice the Speed – Half the Time)

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# Westcoast High Speed Inter City Express (ICE) Rail

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

## 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)

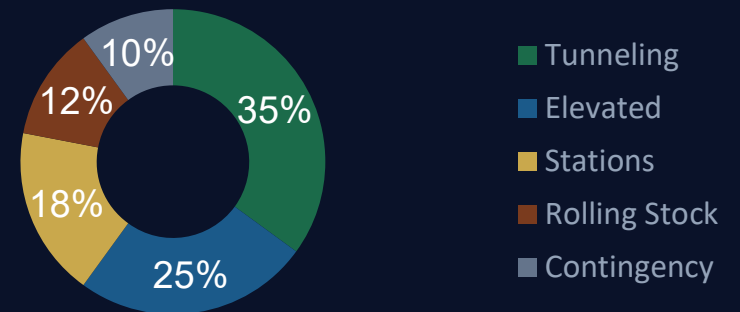
Tunnel completion (CTIA to Blaauwberg), underground stations at Goodwood and Century City, dual-carriage track operational.

### 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	\$3.5B	35%
Elevated Viaducts & Track	\$2.5B	25%
Stations & Terminals	\$1.8B	18%
Rolling Stock & Systems	\$1.2B	12%
Contingency & Other	\$1.0B	10%



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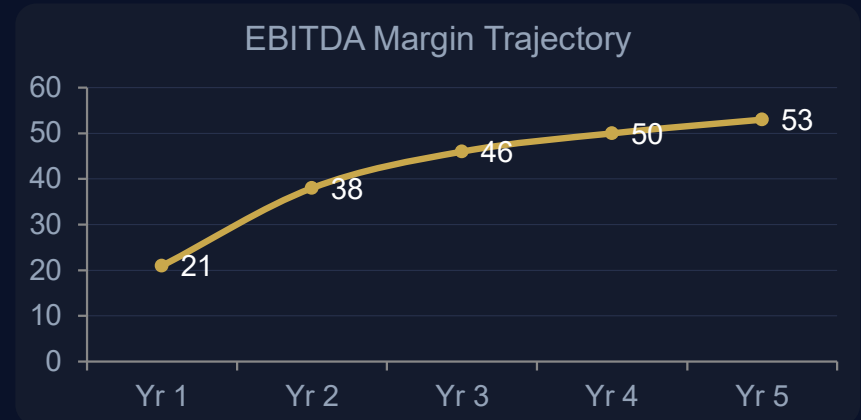
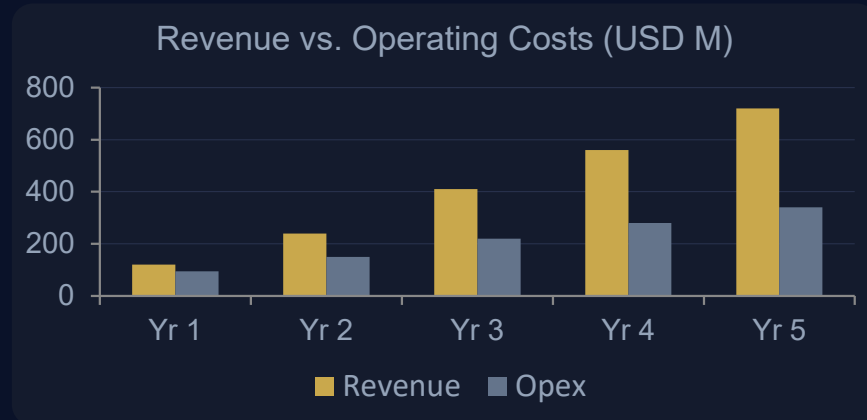
# Westcoast High Speed Inter City Express (ICE) Rail

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

## 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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# Westcoast High Speed Inter City Express (ICE) Rail

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

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

## ECONOMIC IMPACT & BENEFITS

### Regional Growth

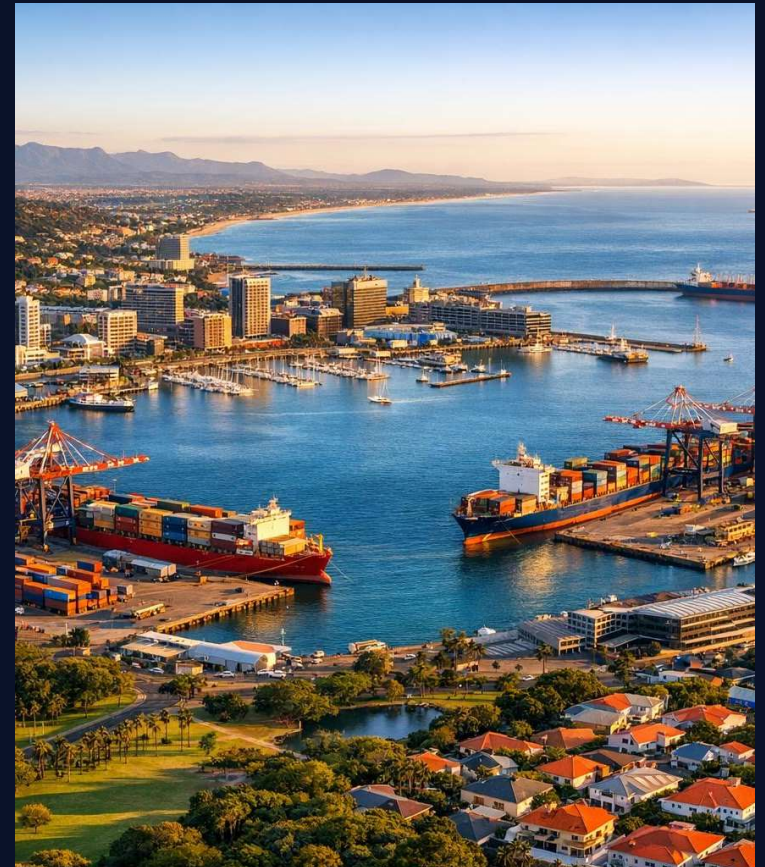
Faster connectivity stimulates West Coast industries — ports, mining/logistics at Saldanha, tourism at Velddrif and St Helena Bay. Reduces Cape Town congestion.

### Job Creation

Thousands of 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.

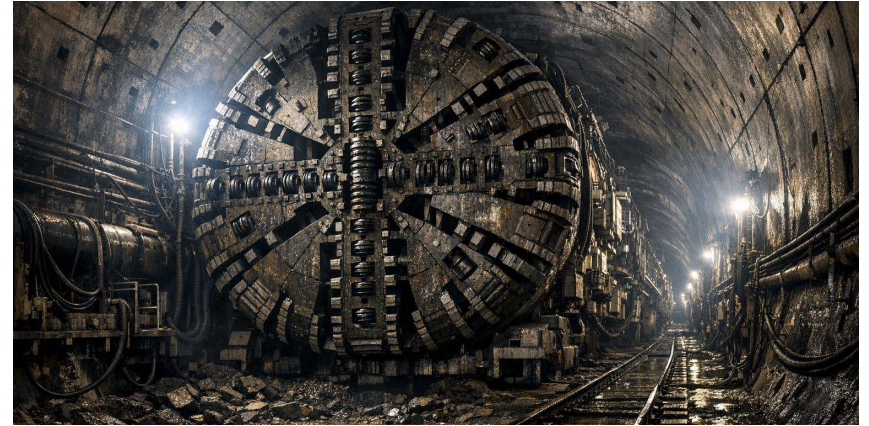


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## RISKS & MITIGATION



Risk	Impact	Likelihood	Mitigation Strategy
Tunneling Delays / Geotechnical	High	Medium	Phased delivery; experienced contractors; 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	Medium	Multi-stakeholder governance; transparent reporting

*Strong contingency planning within the USD 10B budget mitigates key delivery and financial risks.*

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# Westcoast High Speed Inter City Express (ICE) Rail

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

## 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 Diligence

**02** Data Room Access

**03** Feasibility  
Deep-Dive

**04** Partner Agreement

*Partner for transformative mobility in the Western Cape.*

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# Westcoast High Speed Inter City Express (ICE) Rail

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

## APPENDIX

Parameter	Assumption
Total Project Capex	USD 10 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 (\$1B) 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 2 - SALDANHA BAY INTERNATIONAL AIRPORT

Development of a Category 10 International Hub



INVESTMENT PROSPECTUS | USD 15 BILLION | 20-YEAR PHASED DEVELOPMENT

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# SALDANHA BAY INTERNATIONAL AIRPORT

Development of a Category 10 International Hub



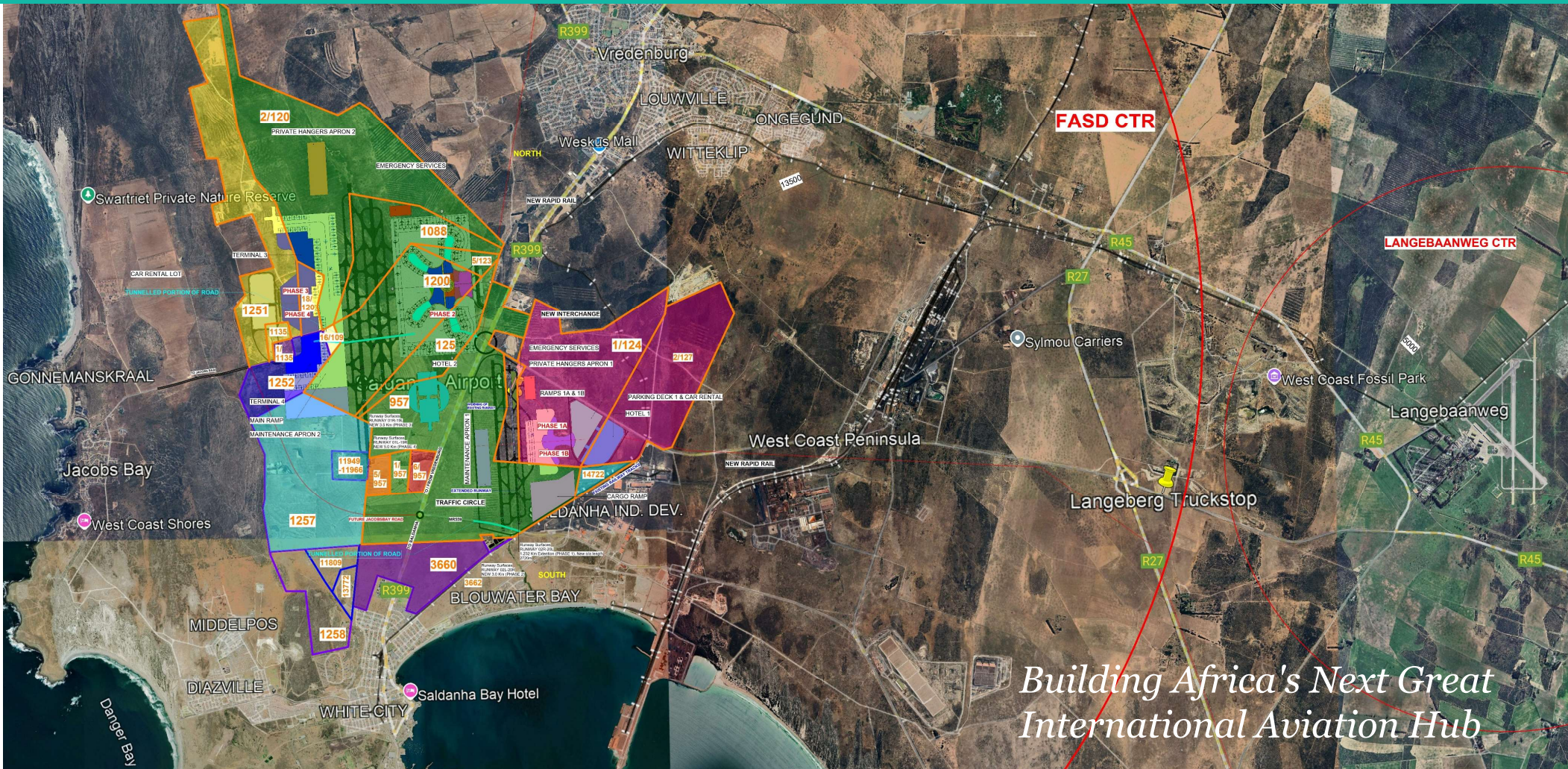
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# SALDANHA BAY INTERNATIONAL AIRPORT OVERVIEW (All Phases, 1 - 4)



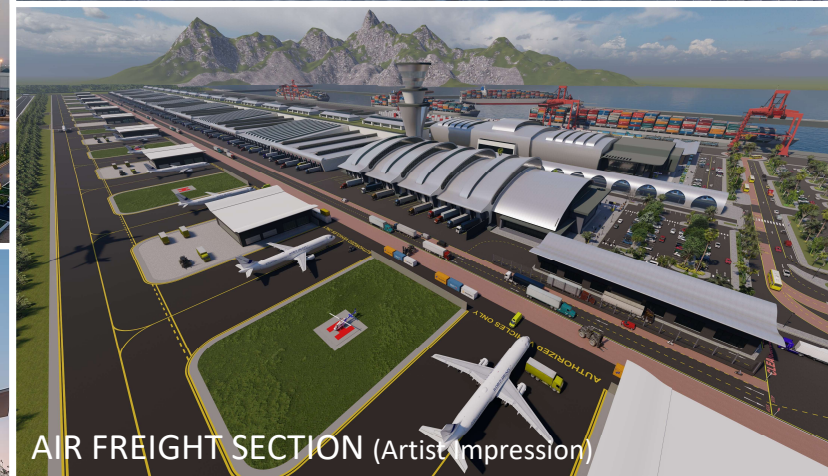
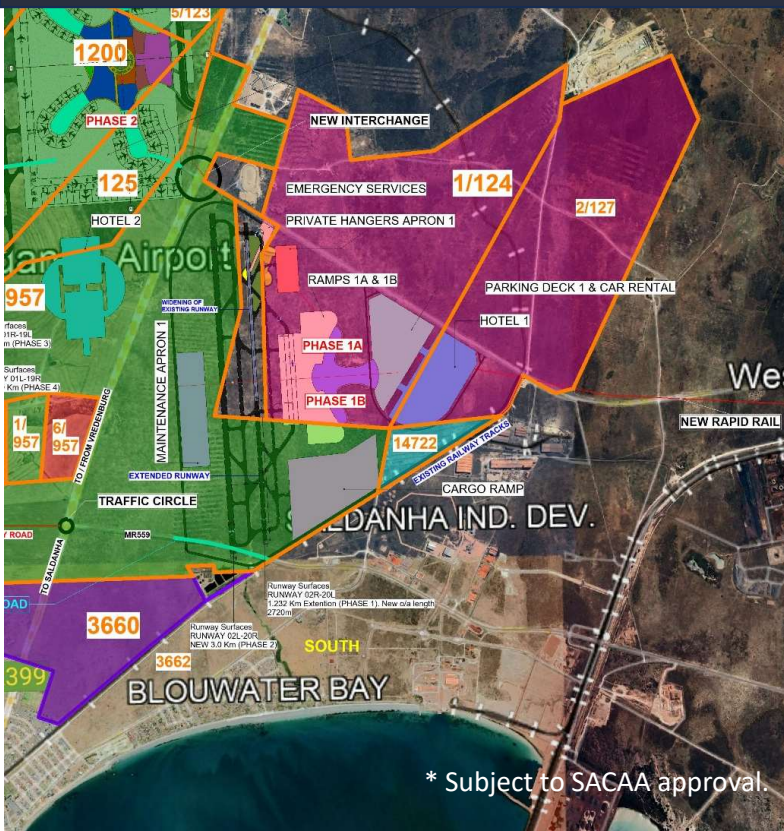
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Given the current steady Northward real estate and hospitality growth tendency, a secondary domestic and an international airport becomes a viable option, for both passenger and cargo traffic, to alleviate the demands being placed on CTIA, the Cape Town harbor and the road infrastructure between Cape Town and the West Coast Peninsula.

# SALDANHA BAY AIRPORT (Phases 1A & 1B)

Phase 1A - Expanding and upgrading the existing Saldanha airport into a CAT6 (ICAO) / CAT D (FAA) cargo and passenger airport by lengthening the runway from 1493m to 2720m and building a new Domestic Terminal, for immediate medium wide body jet operations.

Phase 1B – Adding a new 3km Cat 8/9 runway and building a new limited International Terminal, to revert back to domestic operations upon completion of Phase 2.



# SALDANHA BAY INTERNATIONAL AIRPORT

Development of a Category 10 International Hub

## 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

General aviation and light aircraft



### Opportunity

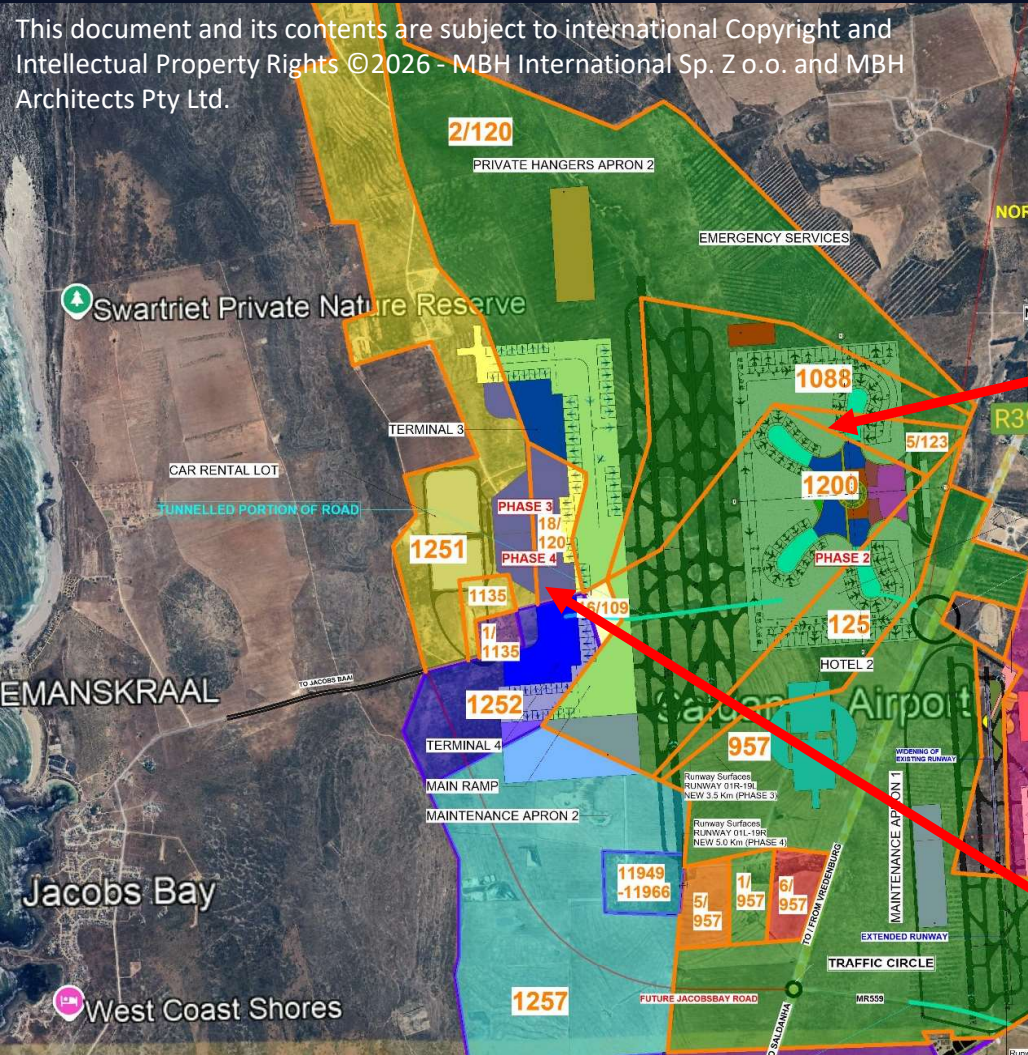
Existing infrastructure reduces Phase 1 costs

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

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# SALDANHA BAY AIRPORT (Phases 2 - 4)

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NEW INTERNATIONAL TERMINAL 2  
88 DEPARTURE & ARRIVAL GATES ON 2 LEVELS  
(Artist Impression)



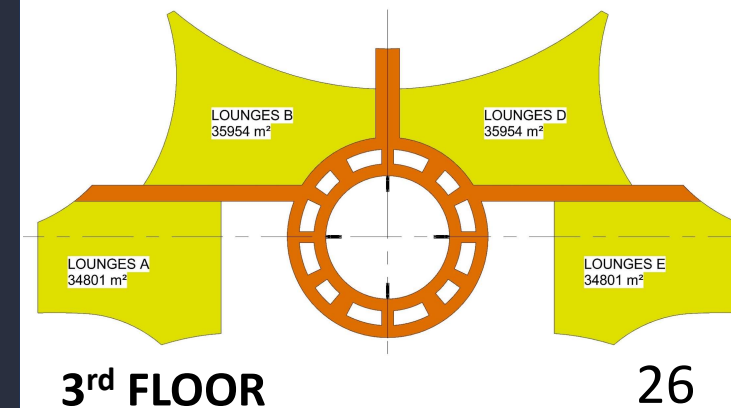
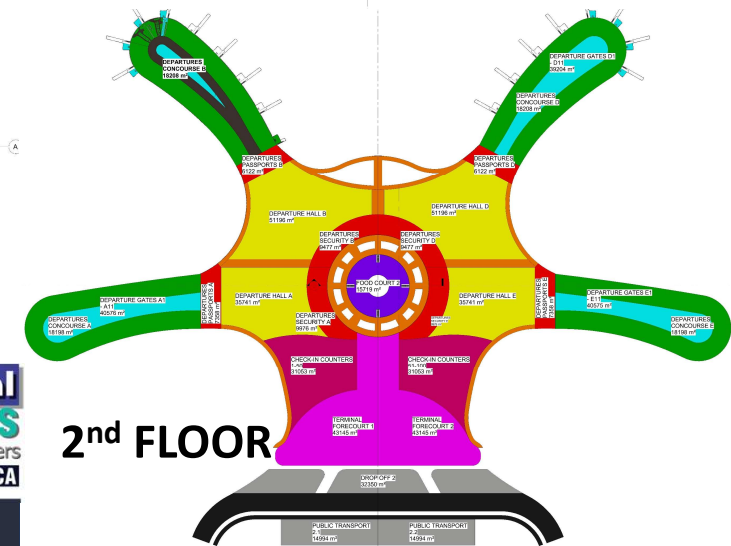
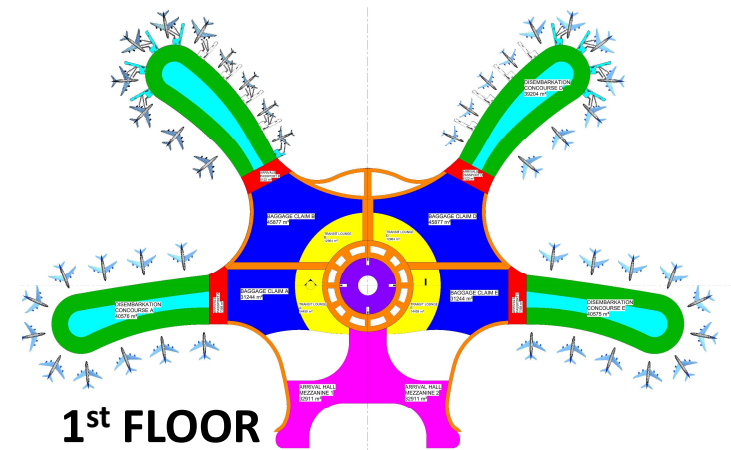
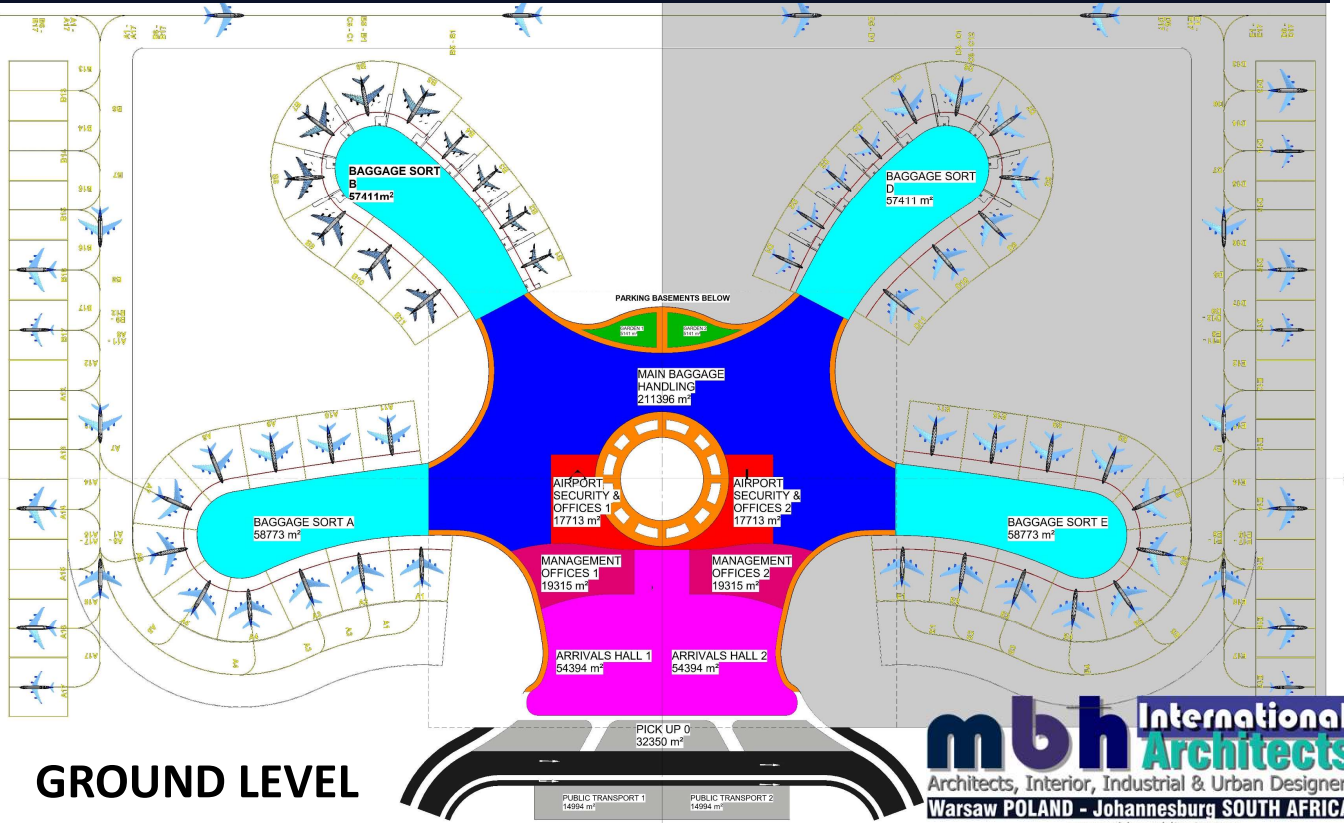
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NEW INTERNATIONAL TERMINALS 3 & 4  
80 DEPARTURE & ARRIVAL GATES ON 2 LEVELS  
(Artist Impression)



\*Phases 2, 3 & 4 - Building a completely new and larger INTERNATIONAL CAT 10 (ICAO) / CAT F (FAA) 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.

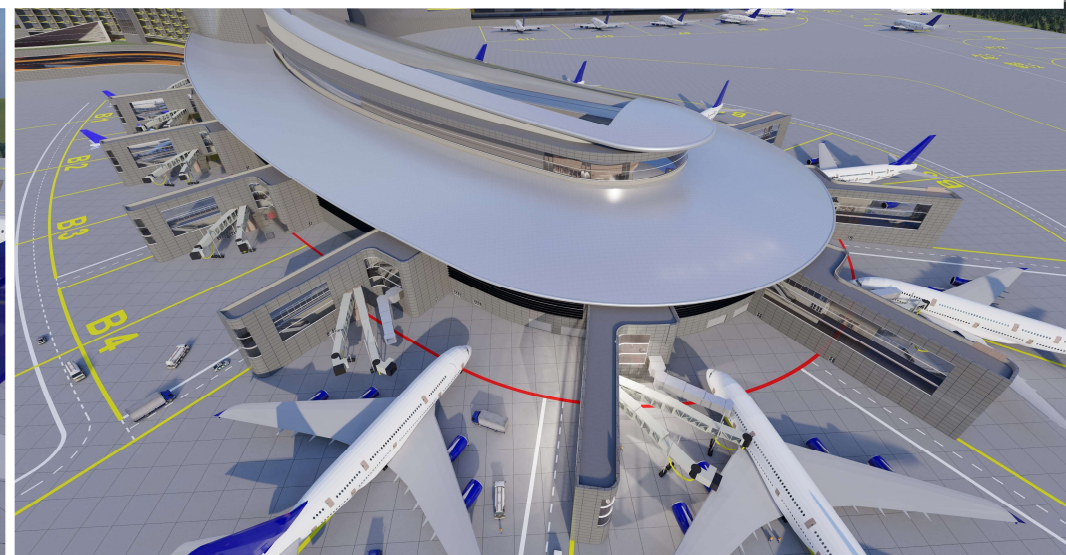
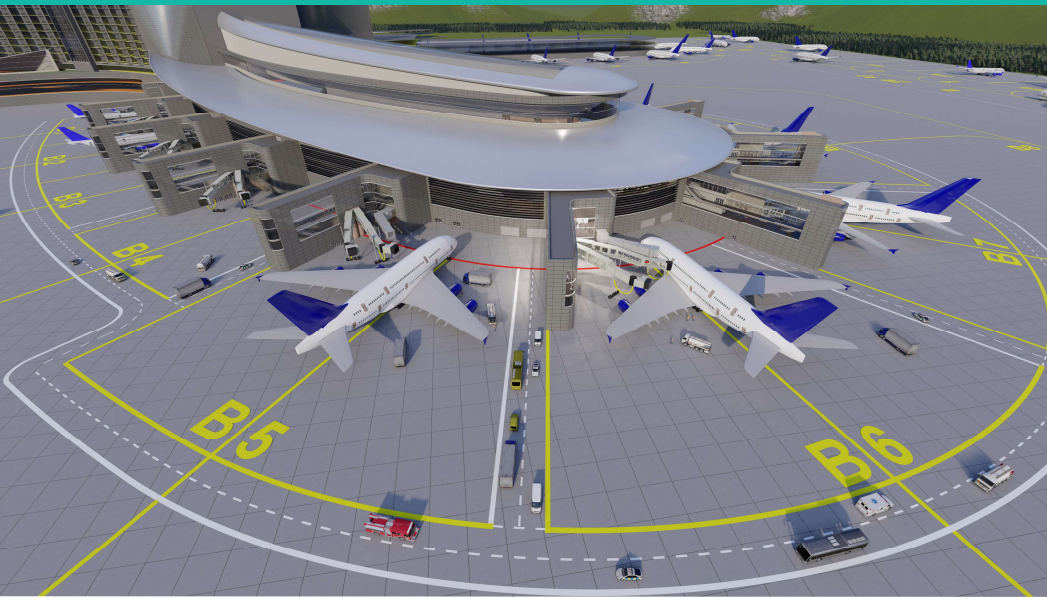
# SALDANHA BAY AIRPORT (Terminal 2 – 88 Gates)



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Terminal 2 will be the 1<sup>st</sup> of 3 new INTERNATIONAL terminal buildings. It will consist of 4 double storey concourses (A, B, C & D) with 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, etc, a 1<sup>st</sup> Floor containing disembarkation concourses, baggage claim and transit areas, a 2<sup>nd</sup> Floor containing departure concourses and gates, departure halls, security & passport control, check in counters and a 3<sup>rd</sup> 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.

# 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 INTERNATIONAL AIRPORT

Development of a Category 10 International Hub

## EXECUTIVE SUMMARY

**USD 15B**

**Total Investment**

Over 20 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 Category 10 international airport with 4 terminal buildings and 3 additional runways
- Phase 1 extends the existing ~1,400m runway to 2,800m (Category 6), enabling immediate commercial jet operations including medium-widebody 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

INVESTMENT PROSPECTUS | USD 15 BILLION | 20-YEAR PHASED DEVELOPMENT

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# SALDANHA BAY INTERNATIONAL AIRPORT

Development of a Category 10 International Hub

## 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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# SALDANHA BAY INTERNATIONAL AIRPORT

Development of a Category 10 International Hub

## MASTER PLAN OVERVIEW

USD 15 Billion | 20-Year Phased Development | Category 10 International Hub



4

Terminal Buildings

4

Runways (1 extended +  
3 new)

Cat 10

ICAO Classification

20 yrs

Development Timeline

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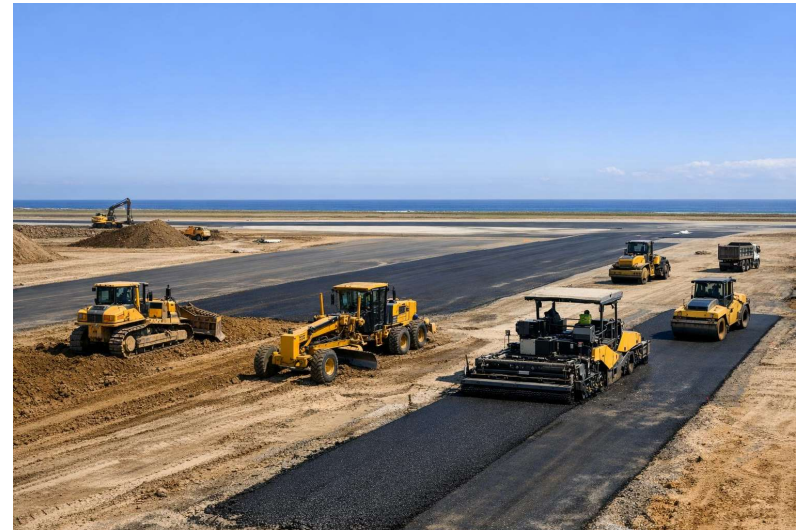
# SALDANHA BAY INTERNATIONAL AIRPORT

## Development of a Category 10 International Hub

### PHASES 1A & B: FOUNDATIONAL ENABLEMENT

Years 1-5 | Est. USD 3.5 - 4.5 Billion

- Extend existing 1,400m runway to 2,800m, upgraded to ICAO Category 6 standards
- Suitable for medium-widebody aircraft (A330, B777, or similar)
- New parallel taxiways and basic apron expansion
- Initial passenger terminal building
- ARFF upgrade, fuel farm, navigation aids, and supporting infrastructure
- Immediate launch of domestic and limited international flights



**RUNWAY EXTENSION: 1,400m → 2,800m** Category 6 Capable

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# SALDANHA BAY INTERNATIONAL AIRPORT

Development of a Category 10 International Hub

## SUBSEQUENT PHASES

Years 6-20 | Remaining USD 10.5 - 11.5 Billion

### Phase 2

Years 6-10 | ~USD 4B

- 2nd runway (full length Cat 10)
- International terminal
- Expanded cargo facilities
- Hotels and commercial zone

### Phase 3

Years 11-15 | ~USD 3.5B

- 3rd runway
- Domestic terminal expansion
- Logistics park development
- Ground transport hub

### Phase 4

Years 16-20 | ~USD 3.5B

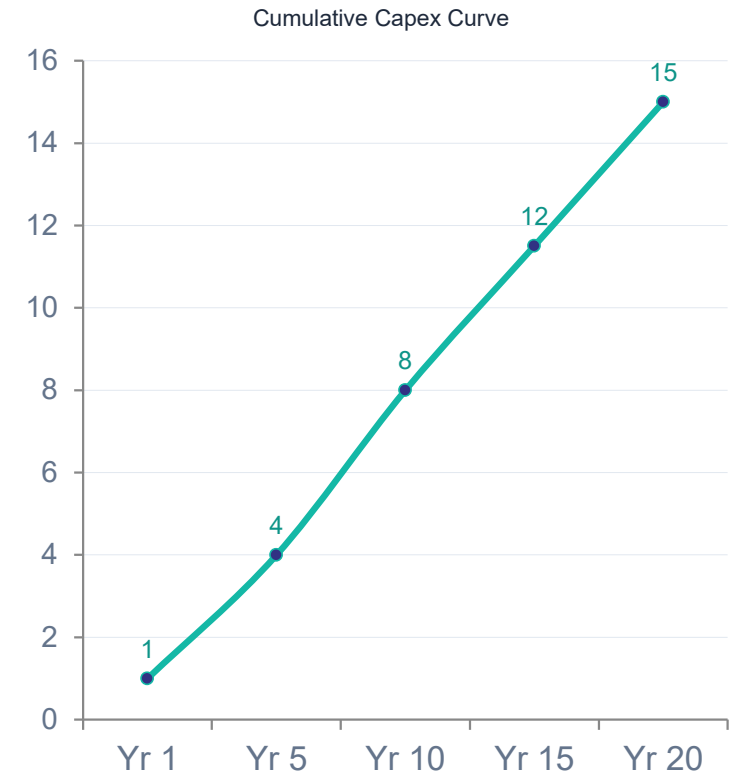
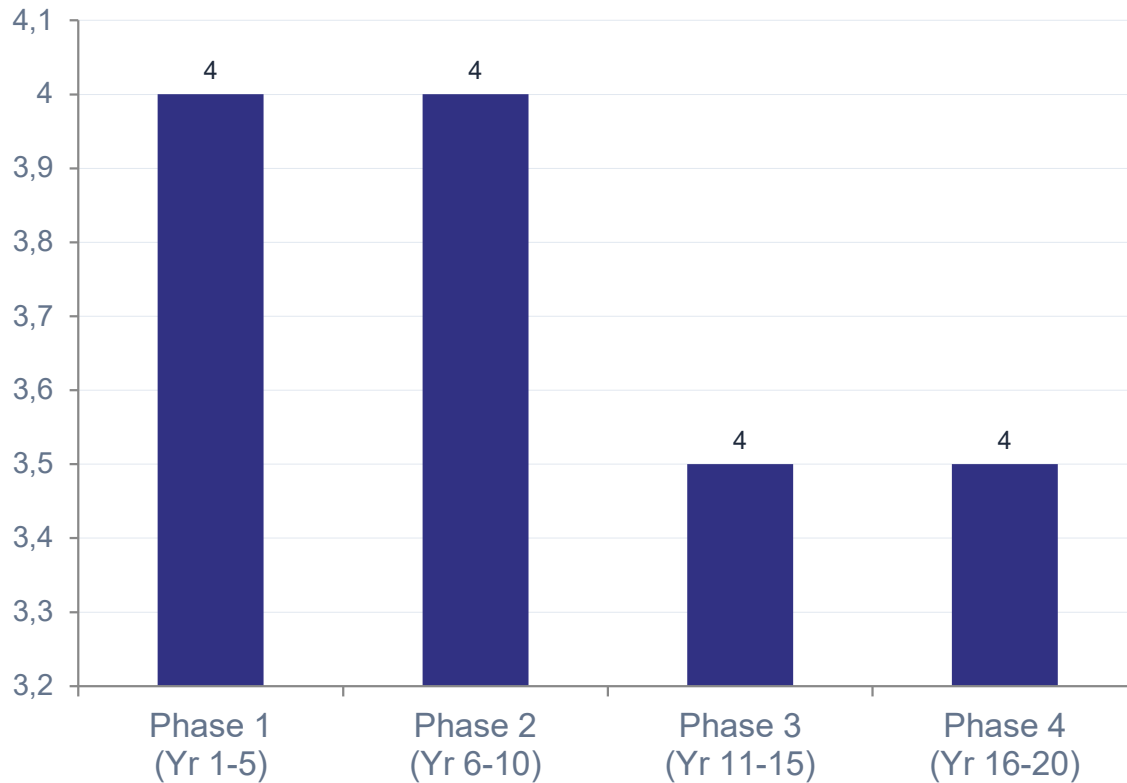
- 4th runway
- Mixed-use terminal
- Full airfield completion
- Ancillary developments

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# SALDANHA BAY INTERNATIONAL AIRPORT

Development of a Category 10 International Hub

## 20-YEAR CAPEX ALLOCATION



**Total Anticipated Construction Cost: USD 15 Billion over 20 Years**

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# SALDANHA BAY INTERNATIONAL AIRPORT

Development of a Category 10 International Hub

## RUNWAY EXTENSION IMPACT

**CURRENT**

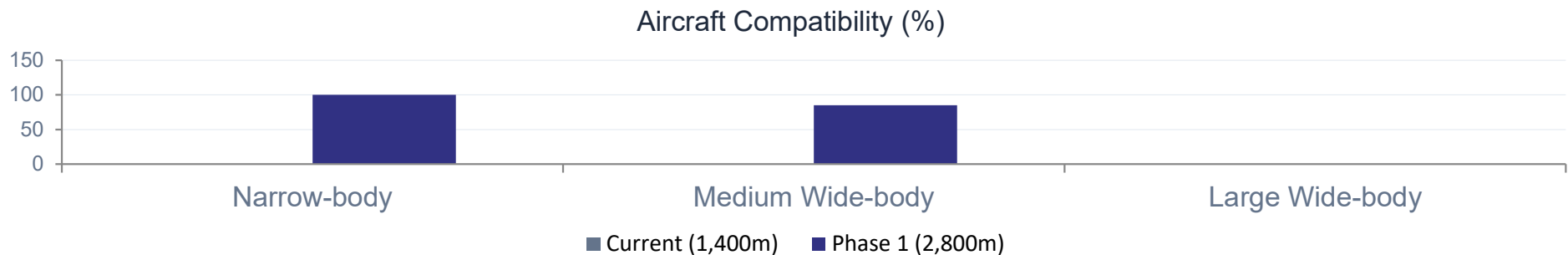
**1,400m**  
~4,665 ft | General Aviation

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

**PHASE 1**

**2,800m**  
~9,186 ft | Category 6

- Medium-widebody jets (A330, B777)
- Domestic & regional international flights
- Full commercial operations enabled



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# SALDANHA BAY INTERNATIONAL AIRPORT

## Development of a Category 10 International Hub

### 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	4.0	(8) - 2
2	1.8	45	35 - 50	6.5	8 - 20
3	3.5	75	65 - 85	9.5	25 - 45
4	5.0	110	95 - 125	12.0	45 - 70
5	7.0	150	140 - 180	13.5	70 - 110

#### KEY ASSUMPTIONS

- Revenue per passenger: USD 18-22 (aeronautical + non-aeronautical)
- Phased traffic ramp-up enabled by Phase 1 2,800m Category 6 runway
- EBITDA margins improve as fixed costs are absorbed by growing passenger volumes

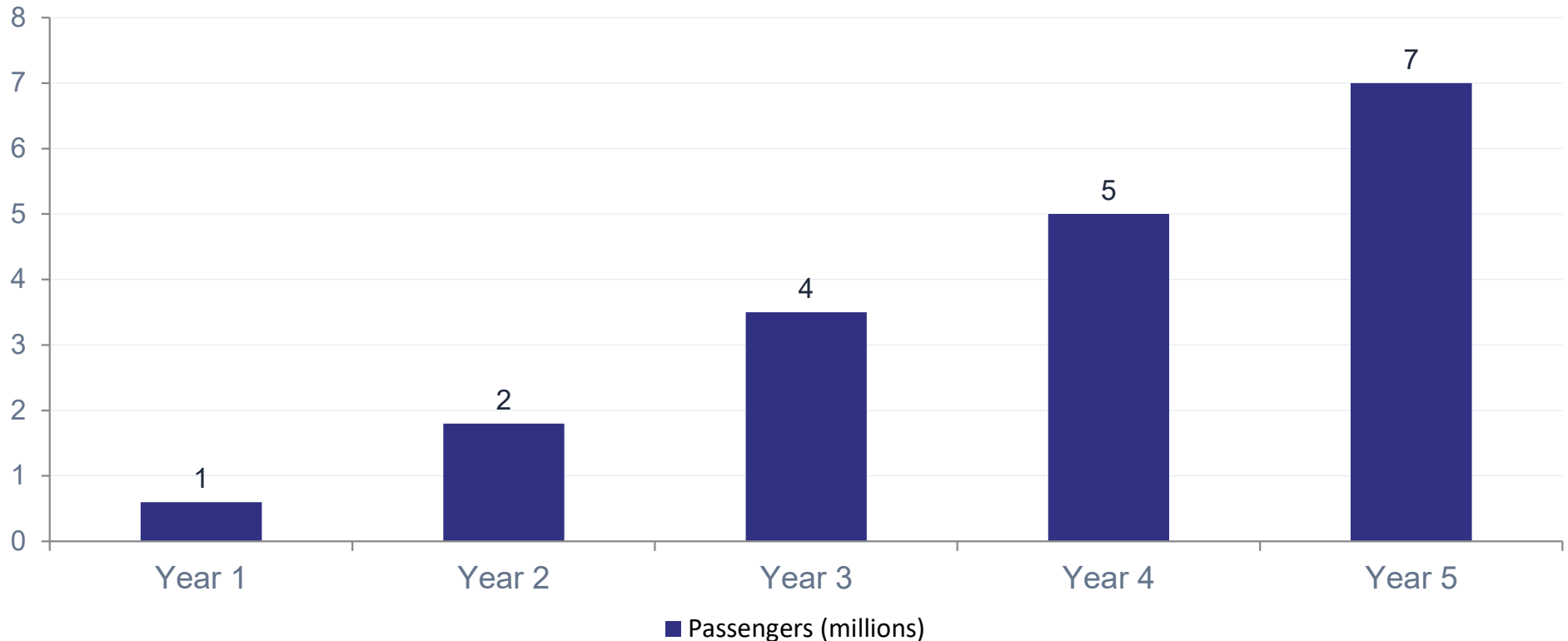
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# SALDANHA BAY INTERNATIONAL AIRPORT

Development of a Category 10 International Hub

## 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

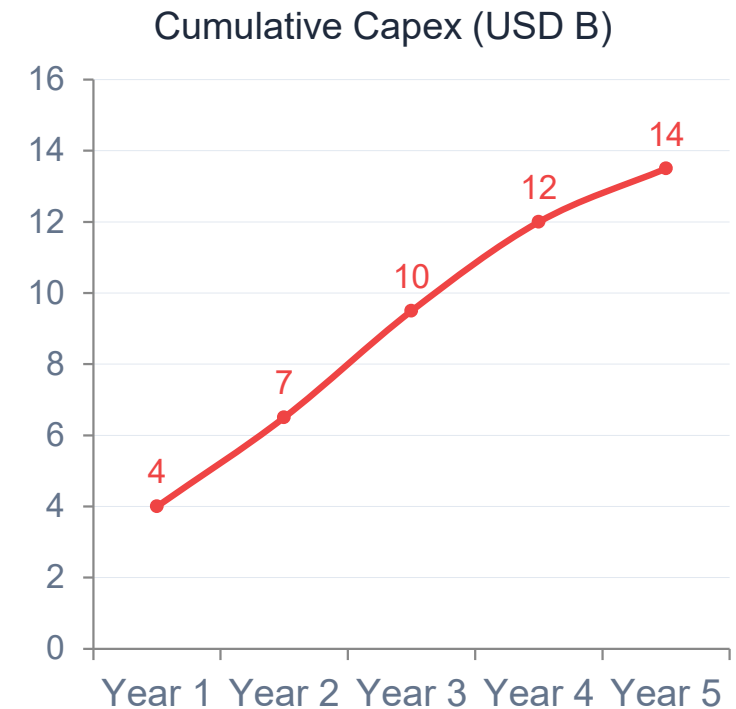
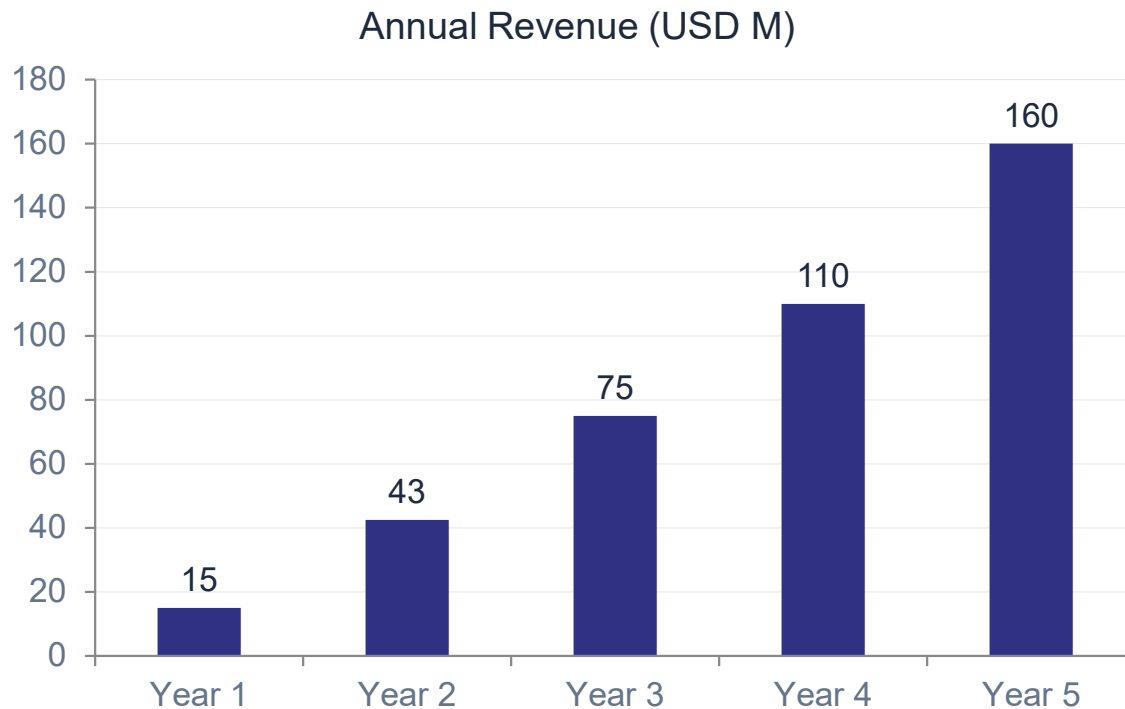
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# SALDANHA BAY INTERNATIONAL AIRPORT

## Development of a Category 10 International Hub

### REVENUE VS. INVESTMENT

Revenue Scaling Against Phased USD 15 Billion Investment



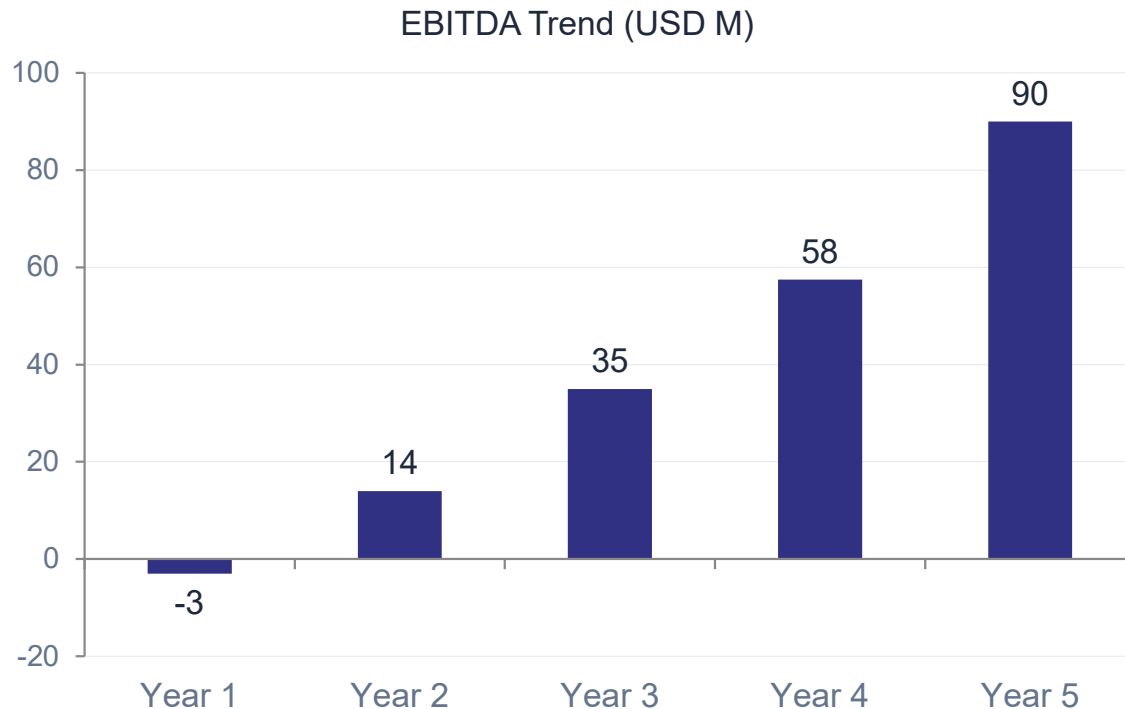
By Year 5, annual revenue reaches USD 140-180M against cumulative capex of USD 13.5B, with strong trajectory toward full USD 15B target

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# SALDANHA BAY INTERNATIONAL AIRPORT

Development of a Category 10 International Hub

## PROFITABILITY & PAYBACK



Payback Horizon

**9-13 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 15B total vs. growing revenue inflows, with indicative payback at 9-13 years depending on financing and traffic realization.*

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# SALDANHA BAY INTERNATIONAL AIRPORT

Development of a Category 10 International Hub

## FEASIBILITY CONCLUSION



### Phase 1 Viability

Runway extension to 2,800m (Category 6) provides early revenue generation while controlling initial capex at USD 3.5-4.5B



### Long-Term Returns

Full USD 15B investment delivers a scalable Category 10 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 15 billion 20-year plan builds a full international hub."*

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# SALDANHA BAY INTERNATIONAL AIRPORT

Development of a Category 10 International Hub

## ECONOMIC IMPACT & BENEFITS

**15,000+**

**Direct Jobs Created**  
During construction phases

**50,000+**

**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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# SALDANHA BAY INTERNATIONAL AIRPORT

## Development of a Category 10 International Hub

### RISKS & MITIGATION

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

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# SALDANHA BAY INTERNATIONAL AIRPORT

Development of a Category 10 International Hub

## 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 a Category 10 International Hub

## AIRPORT MANAGEMENT

USD 15 Billion | 20-Year Phased Development | Category 10 International Hub



5 to 10 Year Management Contract with ACSA

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# SALDANHA BAY INTERNATIONAL AIRPORT

## Development of a Category 10 International Hub

### APPENDIX

#### Detailed Assumptions & References

##### 1. Financial Model

Detailed 20-year financial model available upon request, including sensitivity analysis on key variables (traffic, revenue per pax, construction costs)

##### 2. Technical Specifications

ICAO Category 6 and Category 10 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.*

# PART 3 - SPIN-OFF REALTY DEVELOPEMENT



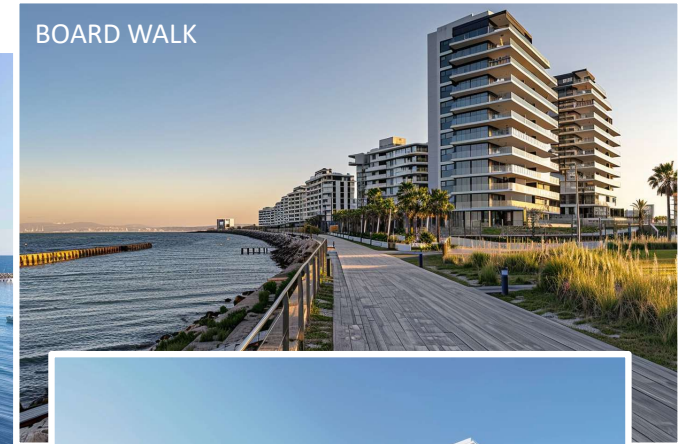
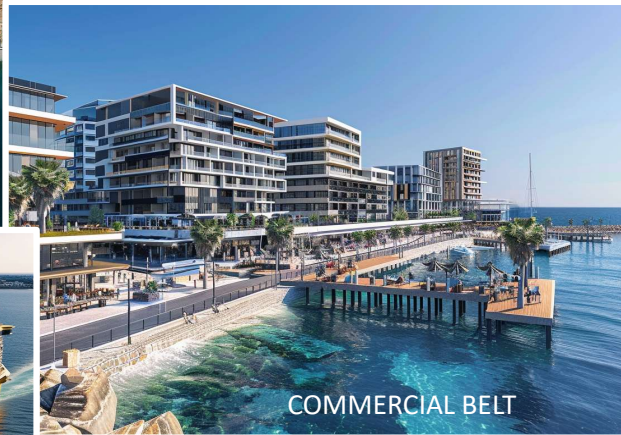
# PROPOSED SALDANHA COMMERCIAL DEVELOPMENT

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.



Artist Impressions



# OTHER RELATED REAL ESTATE GROWTH POTENTIAL

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

## RETAIL

REGIONAL SHOPPING MALLS & STRIP MALLS



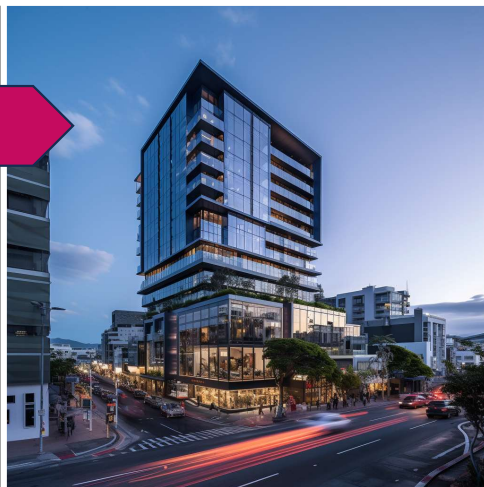
## HEALTHCARE

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



## COMMERCIAL

OFFICES, CONVENTION CENTERS, CASINOS



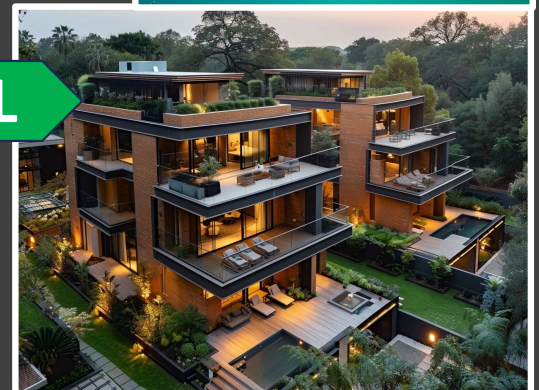
## HOSPITALITY

INTERNATIONAL HOTEL CHAINS, BOUTIQUE HOTELS



## RESIDENTIAL

LOW-RISE RESIDENTIAL ESTATES, HIGH-RISE APARTMENTS



## SEZs

NATURAL GAS & SOLAR POWER PLANTS, INDUSTRIAL ZONES





# THANK YOU

For inquiries and investment discussions,  
please contact the project development team.

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