

CONFIDENTIAL

PROPOSED DEVELOPMENT MASTER PLAN CAPE WEST COAST PENINSULA 2024/2025

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PROPOSED DEVELOPMENT MASTER PLAN

CAPE WEST COAST PENINSULA

SYNOPSIS

Some factors cited as motivational for this proposal :

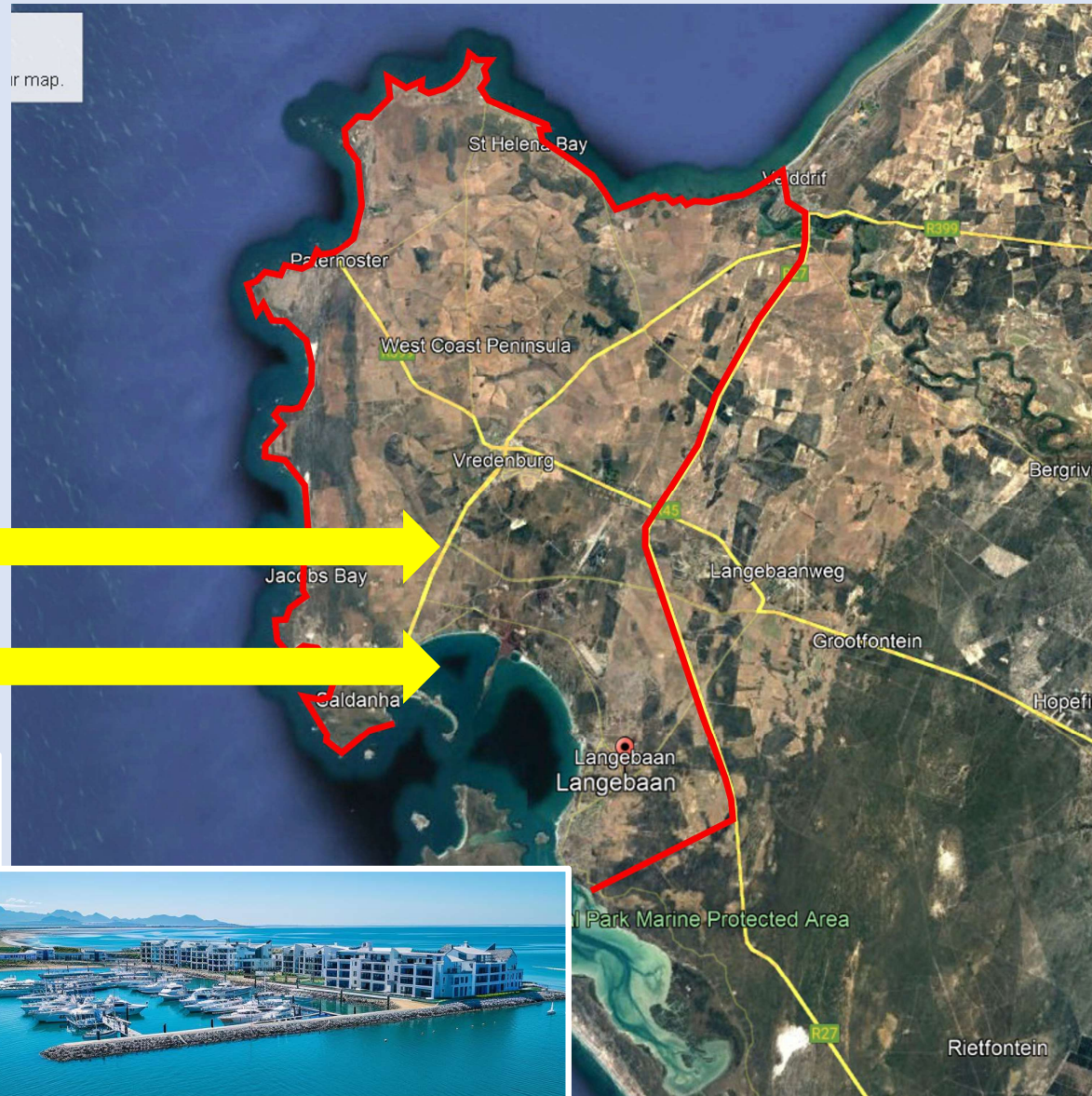
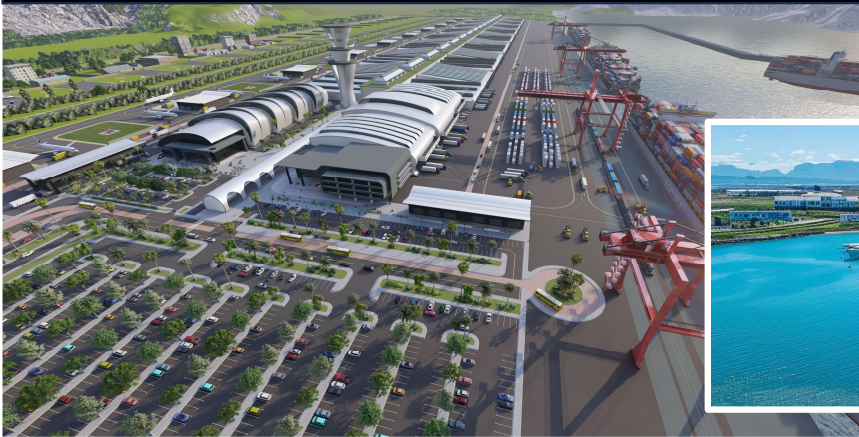
1. Cape Town the city itself has limited remaining development potential;
2. CTIA and the harbor has reached a critical expansion and capacity cap;
3. Subsequent high rates of expansion toward Langebaan and St Helena Bay, as evident from year-on-year property sale increases.

Given these factors alone, it is foreseen that the Cape West Coast Peninsula will in the very near future (3 – 10 years) become a metropolis of its own with the need for its own regional / international airport, which could be achieved by way of expanding the existing Saldanha airport, AND constructing a new INTERNATIONAL airport, which should logically be linked to the Cape Town Metropolis.

AEROTROPOLIS DEVELOPMENT

Such a metropolis will 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 plants, etc.

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



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Proposed 175Km Westcoast High Speed Inter City Express (ICE)



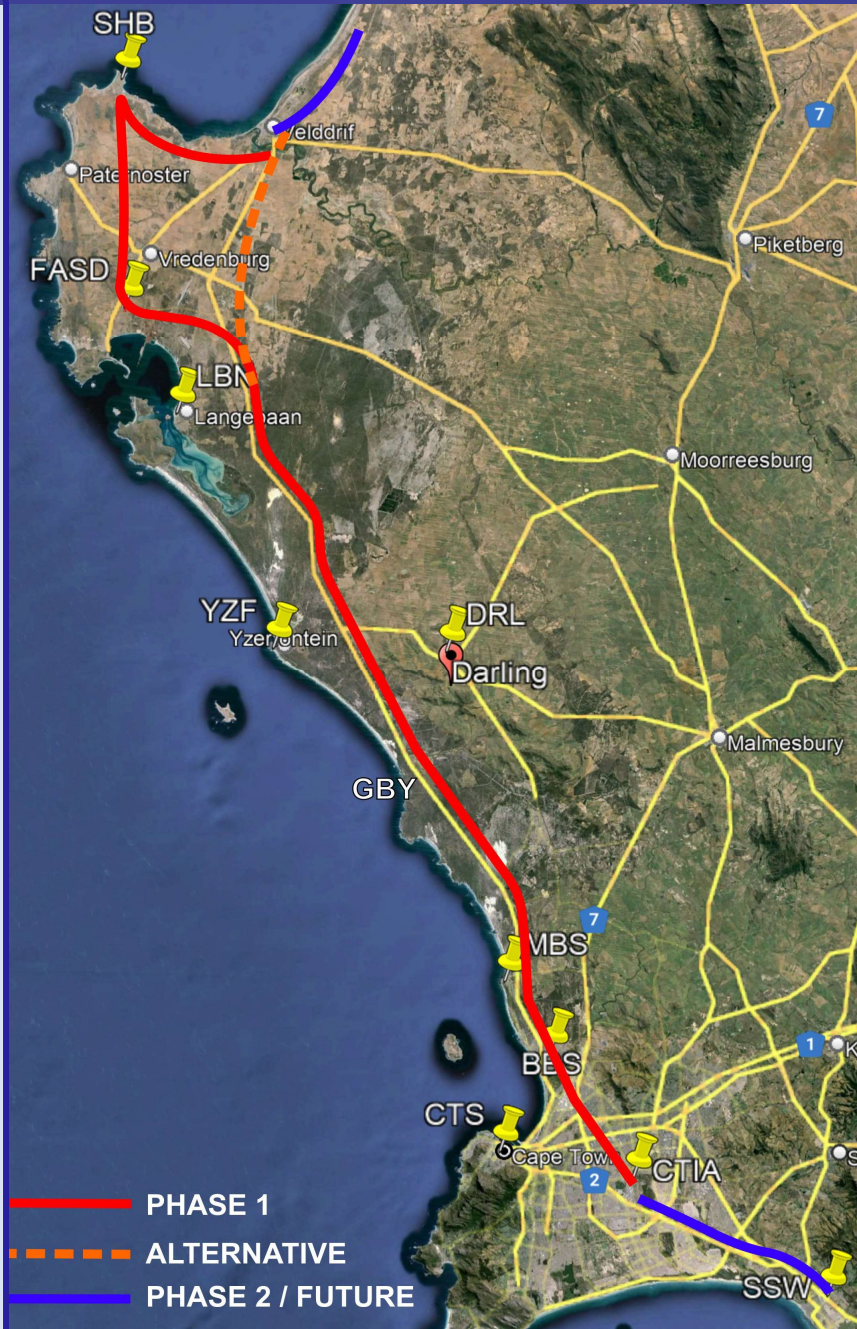
Business class carriage interiors

Routing CTIA – Velddrif (via New Saldanha Airport)

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Proposed 175Km Westcoast High Speed Inter City Express (ICE)



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 is upgraded to an autobahn style highspeed, dual carriage highway (150km/h), with 3 lanes in the directions North and 3 lanes South.

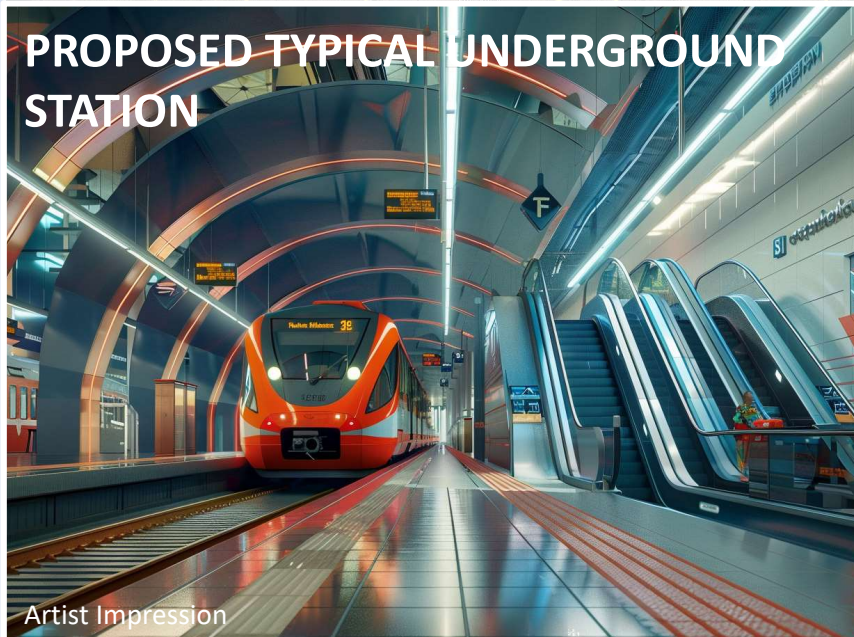
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Proposed 175Km Westcoast High Speed Inter City Express (ICE)

ROUGH ORDER OF MAGNITUDE BUDGETS

- These budgets have initially been prepared at a very high concept proposal level;
- All figures are subject to change as scope detail develops;
- Figures are inclusive of professional team fees.

03 September 2025

ZAR vs USD (R/\$)

ROUGH ORDER OF MAGNITUDE

		R		18,00	
		Total (ZAR)		Total (US\$)	
Current estimate cost / km (present value)		R	863 700 000,00	\$	47 983 333,33
Total length of planned railway		175,00 km			
TOTAL CURRENT COST		R	151 147 500 000,00	\$	8 397 083 333,33
CONTINGENCIES		10%			
		R	15 114 750 000,00	\$	839 708 333,33
PROPOSED BUDGET		R	166 262 250 000,00	\$	9 236 791 666,67

Proposed 175Km Westcoast High Speed Inter City Express (ICE)

FEASIBILITY – YEAR 1

- These budgets have initially been prepared at a very high concept proposal level;
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EXPENSES				
PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 1			R 2 387 000 000,00	\$ 132 611 111,11
R 13 640 000,00 km/year		Present Value		
INCOME				
REVENUE - YEAR 1			R 2 559 375 000,00	\$ 142 187 500,00
Passenger Nos	Ave fare / passenger @ R2,25c / km			
6500000	R	393,75		
PROFIT / (LOSS)		Monthly	Annually	
			R 172 375 000,00	\$ 9 576 388,89
ROI	12	0,60%	7,22%	

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Proposed 175Km Westcoast High Speed Inter City Express (ICE)

ANTICIPATED OPEX & MAINTENANCE

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OPEX & MAINTENANCE

03 September 2025

PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 2			R 2 530 220 000,00	\$ 140 567 777,78
	R 14 458 400,00 /km/year			
PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 3			R 2 682 033 200,00	\$ 149 001 844,44
	R15 325 904,00 /km/year			
PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 4			R 2 842 955 192,00	\$ 157 941 955,11
	R 16 245 458,24 /km/year			
PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 5			R 3 013 532 503,52	\$ 167 418 472,42
	R 17 220 185,73 /km/year			

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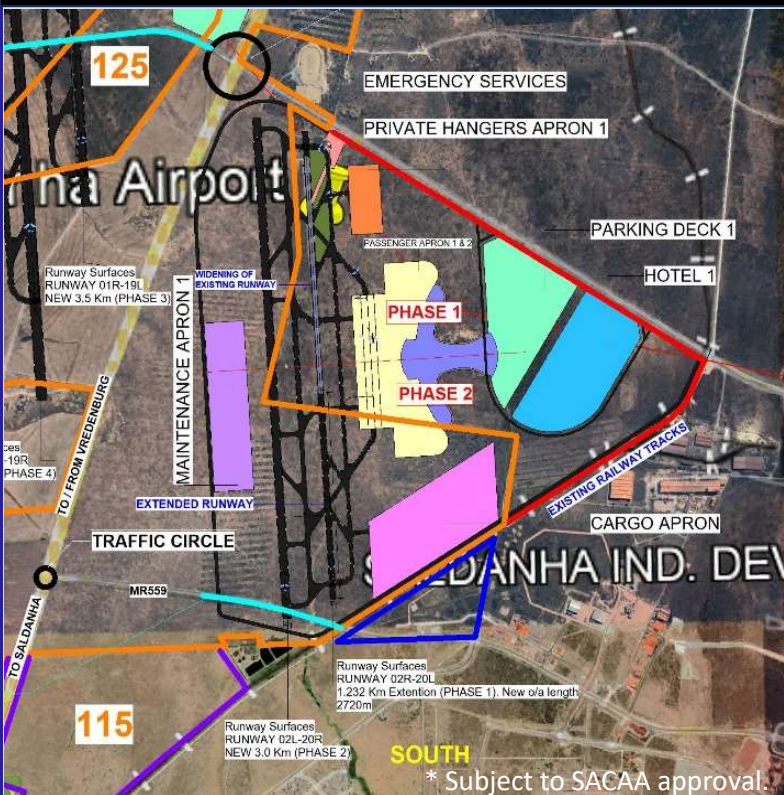
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SALDANHA - AIRPORT DEVELOPMENT (Phases 1 & 2)

Given the current Northward real estate and hospitality growth, a secondary domestic or even 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.

Phase 1 - Expanding and upgrading the existing Saldanha airport to a CAT6 (ICAO) / CAT D (FAA) cargo and passenger airport by lengthening the runway to 2720m and building a new Domestic Terminal.

Phase 2 – Adding a new 3km Cat 8/9 runway and building a new International Terminal.



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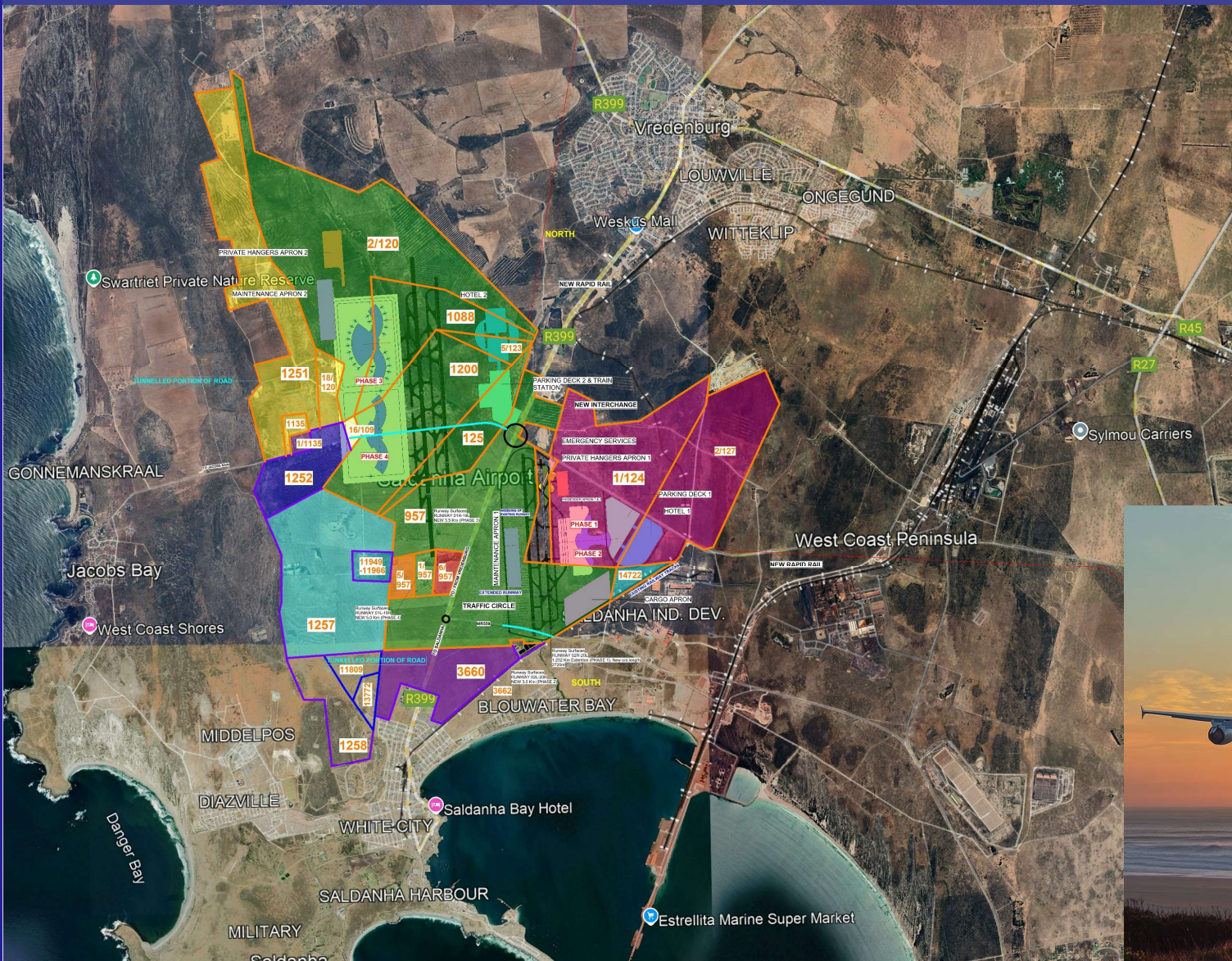
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SALDANHA - AIRPORT DEVELOPMENT (Phases 3 & 4)



*Phases 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.

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SALDANHA - AIRPORT DEVELOPMENT

POTENTIAL ANTICIPATED & ASSOCIATED PROJECT RISKS

1. SYNOPSIS

- **The existing Saldanha Airfield currently belongs to the Saldanha Bay Municipality (SBM);**
- **According to a condition in its title deed in perpetuity, the airfield may not be sold and may only be used as an airport;**

2. LONG TERM LEASE AGREEMENTS

- **The ideal lease period for the existing airfield is a minimum of 50 years, however it has been revealed that the SBM will not grant leases longer than 10 years;**
- **The risk also exists that SBM might not enter into a lease agreement with any party, which makes purchasing the surrounding land less feasible, unless to build a completely new airport with new runways.**

3. TENDERS

- **It has also been revealed that SBM intends to tender the next long term lease, and again, no guarantee exists that any party will be awarded.**

4. ALTERNATIVE OPTIONS

- **A possible upside exists in that there are also alternative properties available as shown on page 16 of this document.**

SALDANHA - AIRPORT DEVELOPMENT

ROUGH ORDER OF MAGNITUDE BUDGETS

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ROUGH ORDER OF MAGNITUDE

2025/09/03

Excluding OPCO expenses

ZAR vs USD (R/\$)

Including Hotels, Parkades, Train Stations

R 18,00

Item		Total (ZAR)	Total (US\$)
PHASE 1	R	26 175 221 902,70	\$ 1 454 178 994,59
PHASE 2	R	30 102 433 783,78	\$ 1 672 357 432,43
PHASE 3	R	91 272 447 070,54	\$ 5 070 691 503,92
PHASE 4	R	98 654 620 813,78	\$ 5 480 812 267,43
LAND AND ALLIED COSTS	R	889 665 000,00	\$ 49 425 833,33

TOTAL CURRENT COST (EXCLUDING VAT)		R	247 094 388 570,81	\$	13 727 466 031,71
CONTINGENCIES	2%	R	4 941 887 771,42	\$	274 549 320,63
PROPOSED BUDGET		R	252 036 276 342,23	\$	14 002 015 352,35

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SALDANHA - AIRPORT DEVELOPMENT

FEASIBILITY – YEAR 1

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EXPENSES							
PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 1 (PHASE 1)						R 84 175 665,71	\$ 4 676 425,87
		QTY	Months	Monthly	Annually		
1	Operating and management (ACSA)	R 28 250 000,00	12	R 470 833,33	R 5 650 000,00		
2	Maintenance @ 0,30% pa	0,30%	12	R 6 543 805,48	R 78 525 665,71		
3	Development Costs	0	12	R -	R -		
4	Amortisation costs	0	12	R -	R -		

INCOME							
REVENUE - YEAR 1 (PHASE 1)						R 107 500 000,00	\$ 5 972 222,22
		QTY	Months	Monthly	Annually		
1	Aeronautical - Passengers	250000	12	R 2 354 166,67	R 28 250 000,00		
2	Aeronautical - Cargo & Freight	75%	12	R 1 765 625,00	R 21 187 500,00		
3	Non-Aeronautical (Parking, Rentals etc)	25%	12	R 588 541,67	R 7 062 500,00		
4	Realty (Hotels, Warehouses, Hangers etc)	50000	12	R 4 250 000,00	R 51 000 000,00		

PROFIT / (LOSS)						R 23 324 334,29	\$ 1 295 796,35
ROI			12	2,31%	27,71%		



SALDANHA - AIRPORT DEVELOPMENT

ANTICIPATED OPEX & MAINTENANCE – YEARS 2 to 5

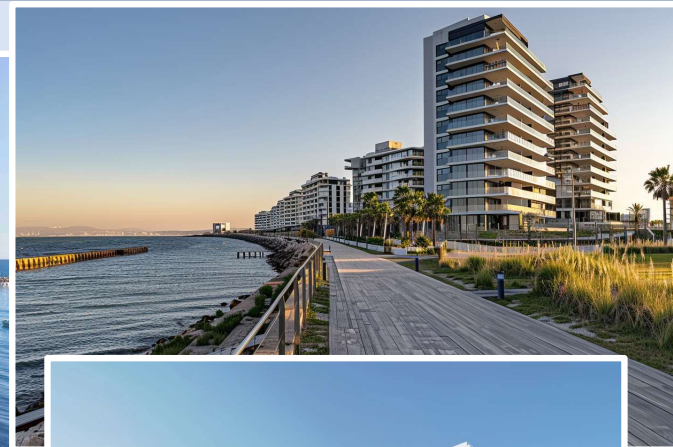
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				MONTHLY	ANNUALLY		
PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 2 (PHASE 1)						R 89 226 205,65	\$ 4 957 011,43
1	Operating and management (ACSA)	Months	12	R 499 083,33	R 5 989 000,00		
2	Maintenance @ 0.30% pa	Months	12	R 6 936 433,80	R 83 237 205,65		
PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 3 (PHASE 1)						R 94 579 777,99	\$ 5 254 432,11
1	Operating and management (ACSA)	Months	12	R 529 028,33	R 6 348 340,00		
2	Maintenance @ 0.03% pa	Months	12	R 7 352 619,83	R 88 231 437,99		
PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 4 (PHASE 1)						R 100 254 564,67	\$ 5 569 698,04
1	Operating and management (ACSA)	Months	12	R 560 770,03	R 6 729 240,40		
2	Maintenance @ 1% pa	Months	12	R 7 793 777,02	R 93 525 324,27		
PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 5 (PHASES 1 & 2)						R 106 269 838,55	\$ 5 903 879,92
1	Operating and management (ACSA)	Months	12	R 594 416,24	R 7 132 994,82		
2	Maintenance @ 1% pa	Months	12	R 8 261 403,64	R 99 136 843,73		

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 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.



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OTHER RELATED REAL ESTATE GROWTH POTENTIAL

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

RETAIL



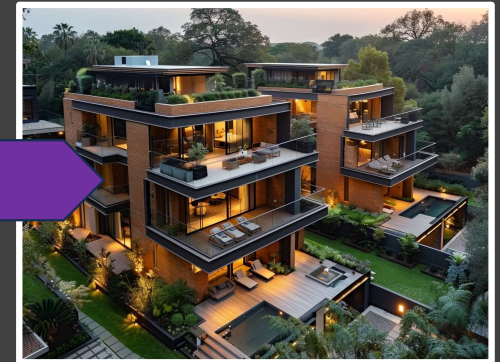
HOSPITALITY



HEALTHCARE



RESIDENTIAL



COMMERCIAL



SEZs





THANK YOU

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