



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



Architects, Interior, Industrial & Urban Designers

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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 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.

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 the re-development of the existing Saldanha Harbour into a mixed cargo & passenger harbor, 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.



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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 | 20-YEAR PHASED DEVELOPMENT

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

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Terminal interiors



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LEG 1 CTIA – BLAAUWBERG Tunnelled under ground



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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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

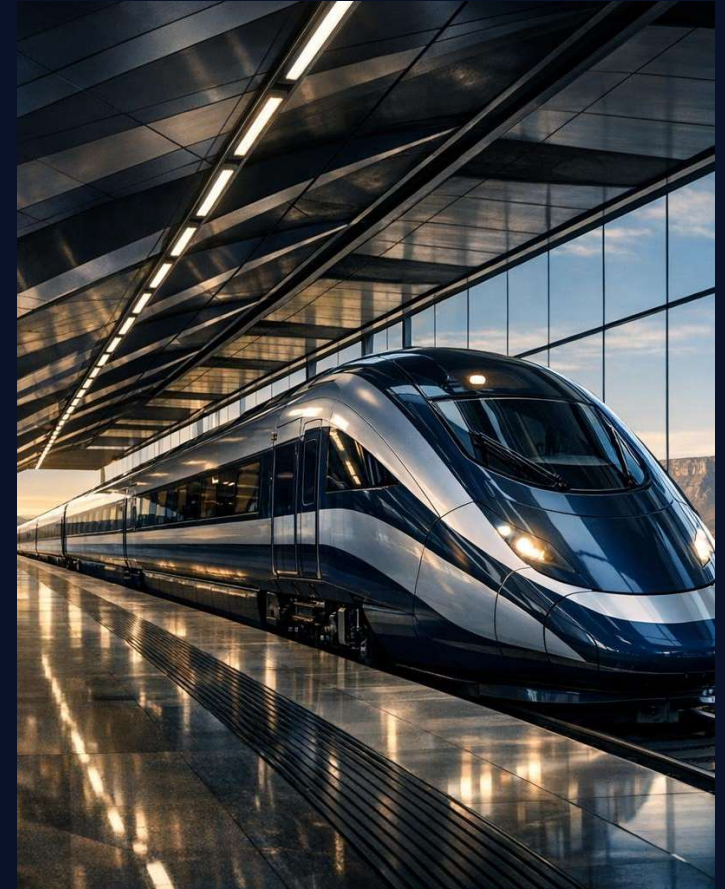
Total capex over 7 years with early revenue from elevated segments while tunneling progresses.

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.



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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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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)

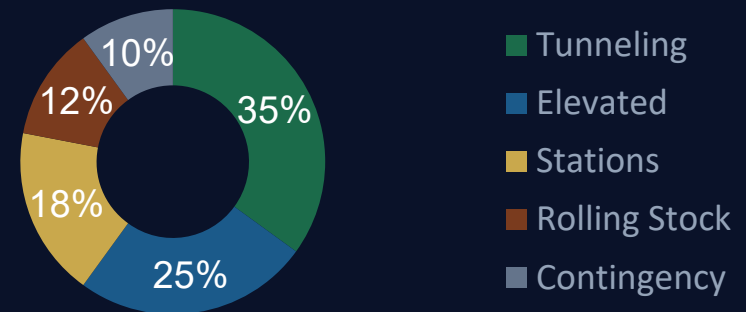
Tunnel completion (CTIA to Blaauwberg), underground stations at Goodwood and Century City, dual-carriage track operational.

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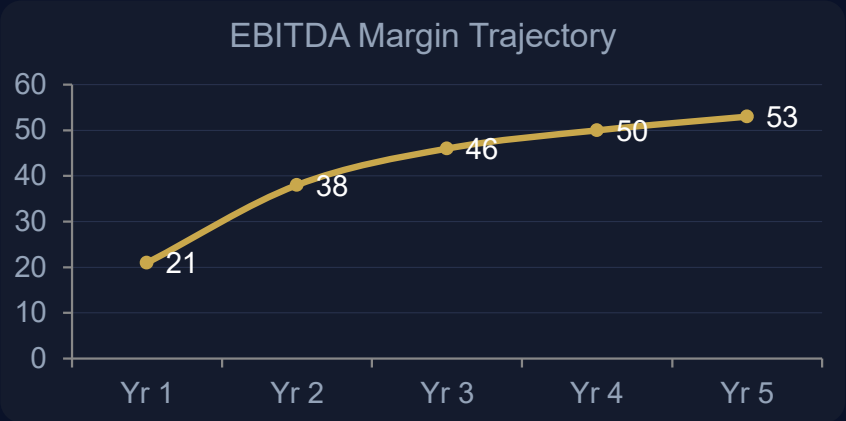
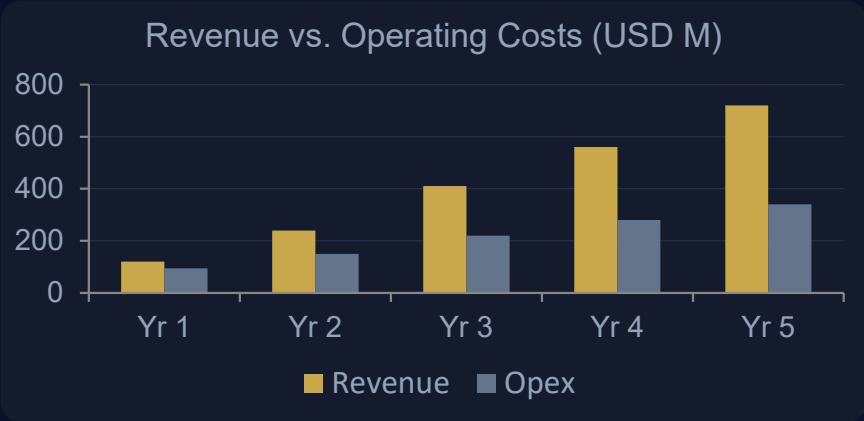
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175 km Dual-Carriage High-Speed Line | Cape Town International Airport to Velddrif

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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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

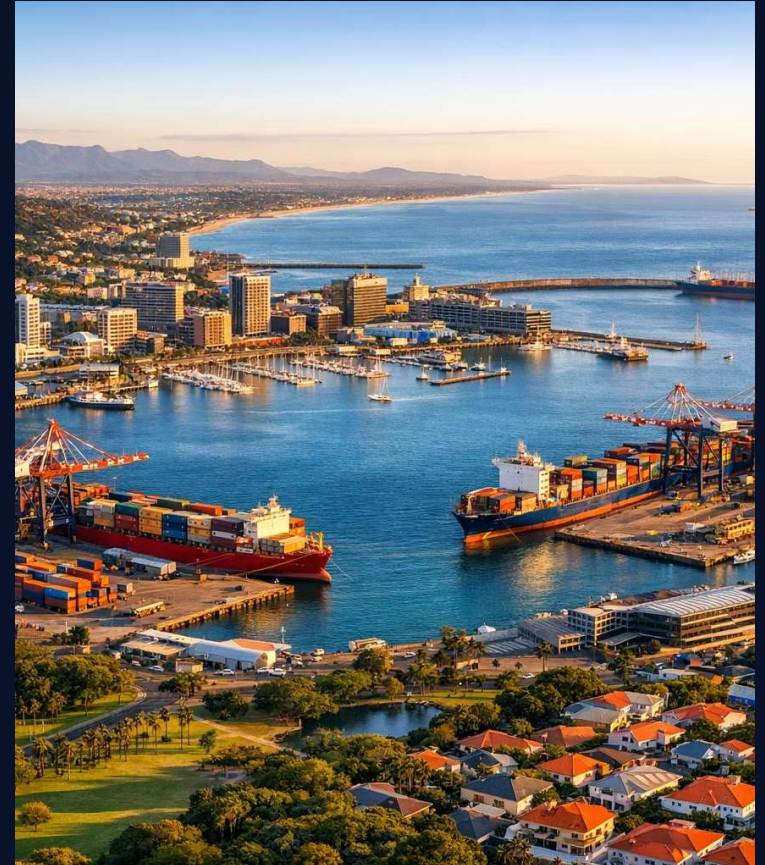
Faster connectivity stimulates West Coast industries — ports, mining/logistics at Saldanha, tourism at Velddrif and St Helena Bay. Reduces Cape Town congestion.

Job Creation

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.

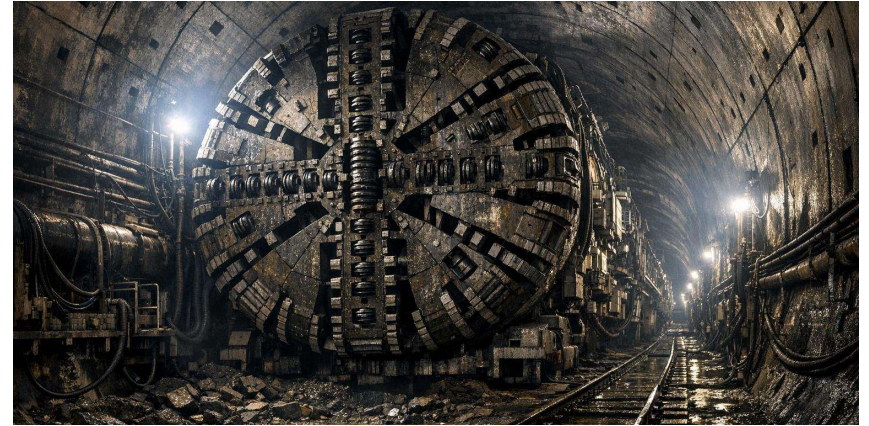


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RISKS & MITIGATION



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 Agreements

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



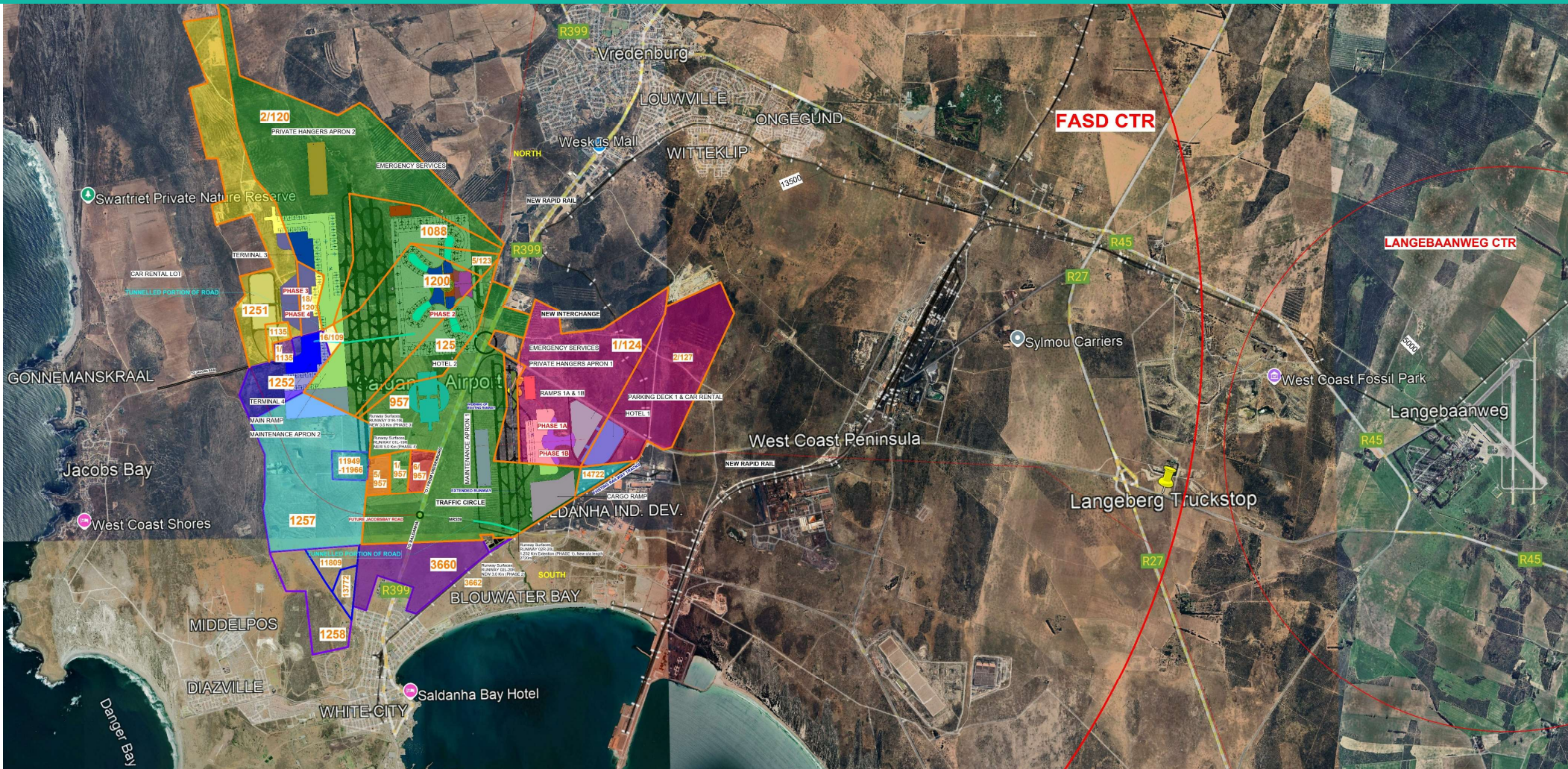
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SALDANHA BAY INTERNATIONAL AIRPORT OVERVIEW (All Phases, 1 - 4)



Given the current steady Northward real estate and hospitality growth tendency (8-12%), 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.

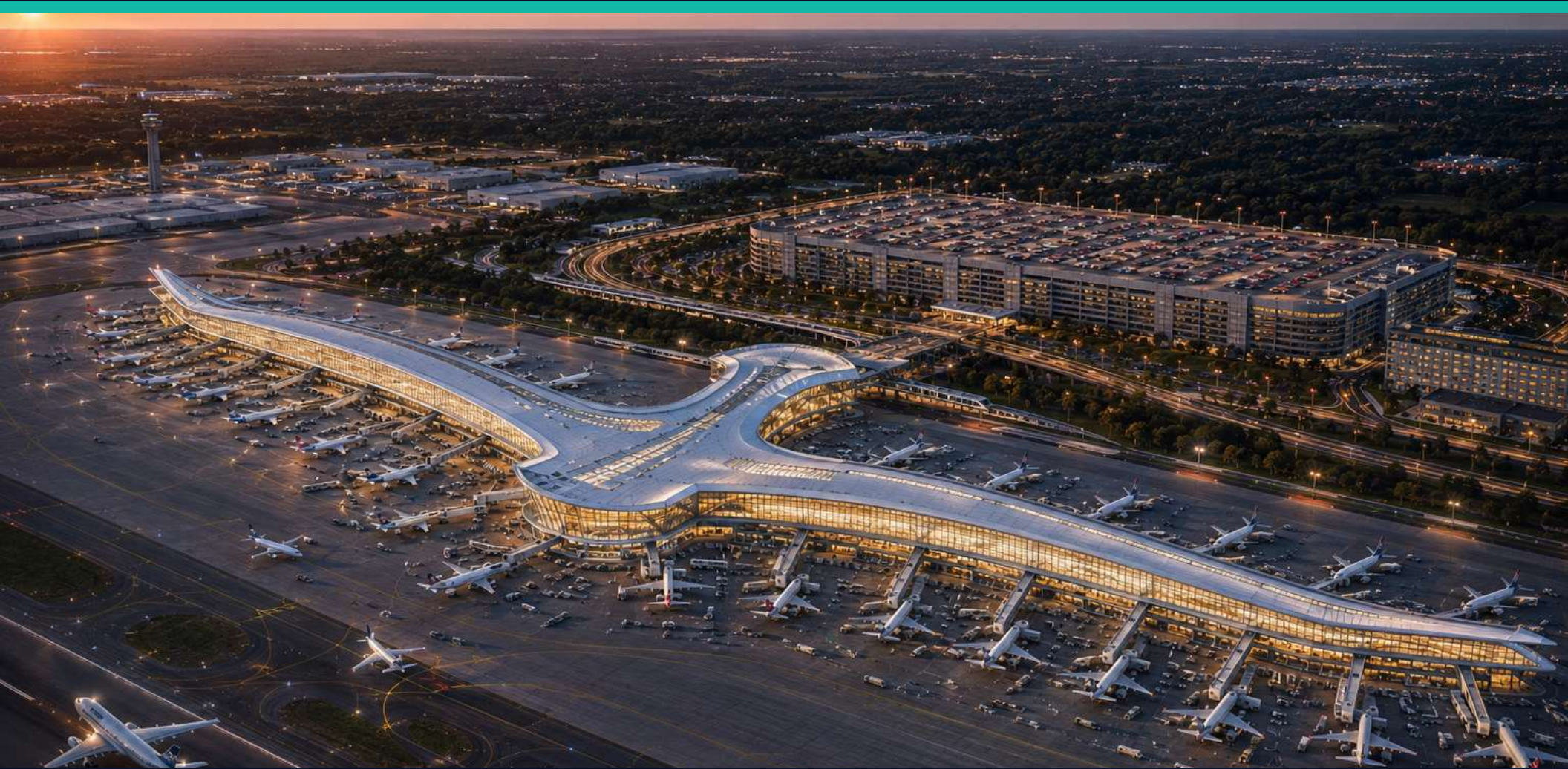
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SALDANHA BAY INTERNATIONAL AIRPORT

TERMINAL 1 – CONCOURSES 1A & 1B



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

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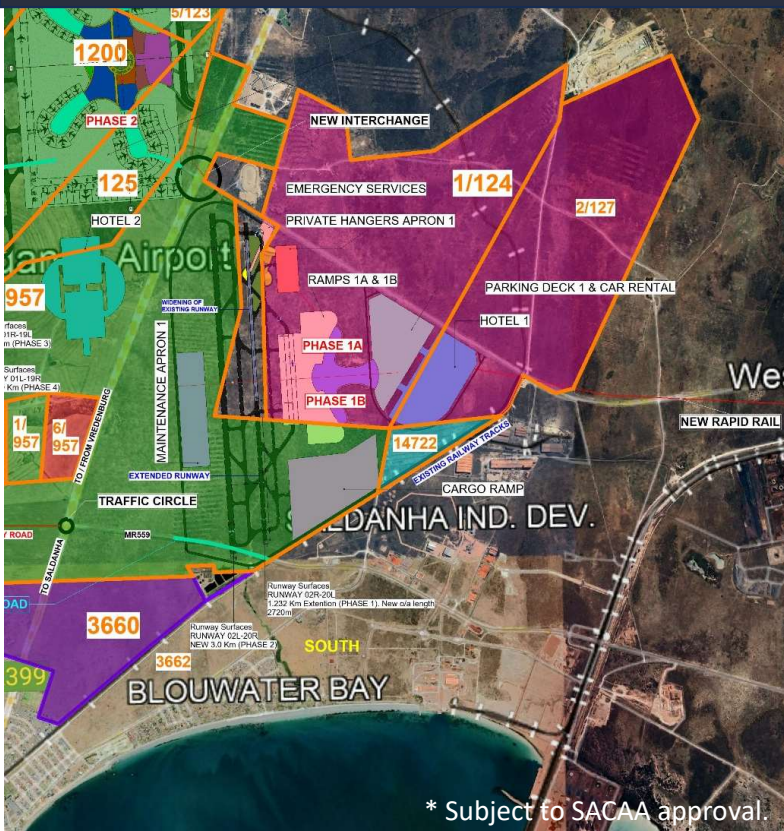
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SALDANHA BAY AIRPORT (Phases 1A & 1B)

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.



* Subject to SACAA approval.



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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

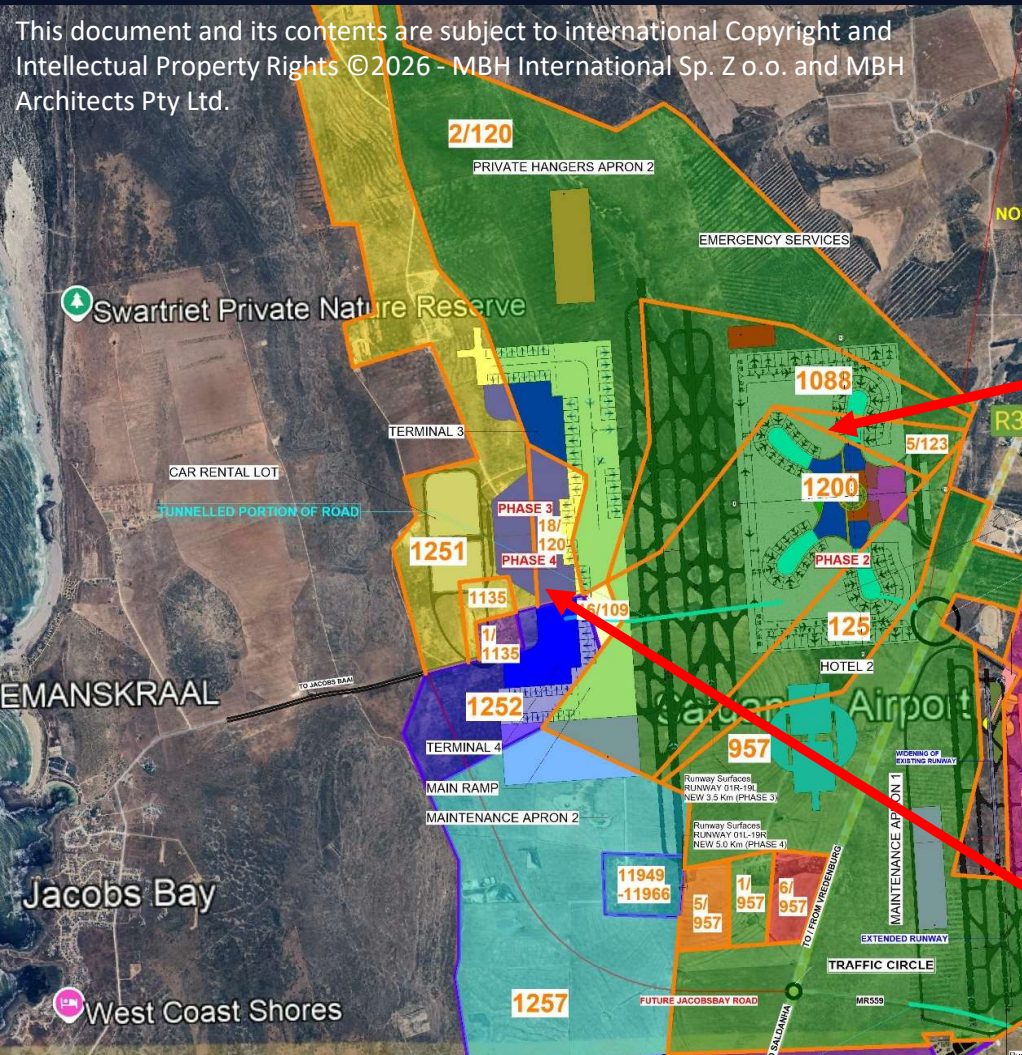
Existing infrastructure reduces Phase 1A costs

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

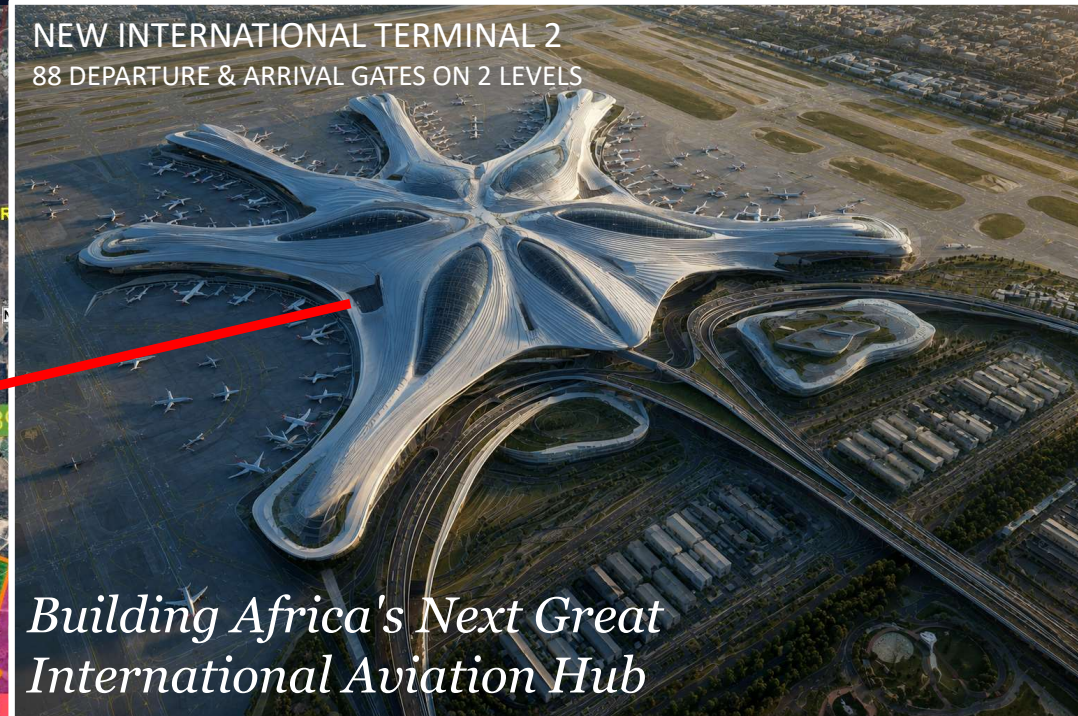
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SALDANHA BAY AIRPORT (Phases 2 - 4)

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NEW INTERNATIONAL TERMINAL 2
88 DEPARTURE & ARRIVAL GATES ON 2 LEVELS



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NEW INTERNATIONAL TERMINALS 3 & 4
80 DEPARTURE & ARRIVAL GATES ON 2 LEVELS

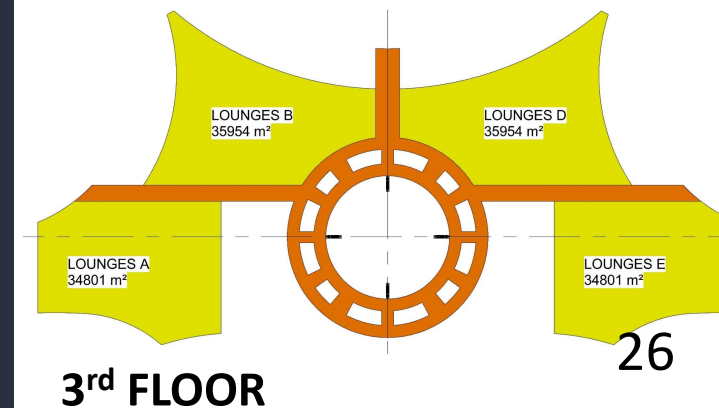
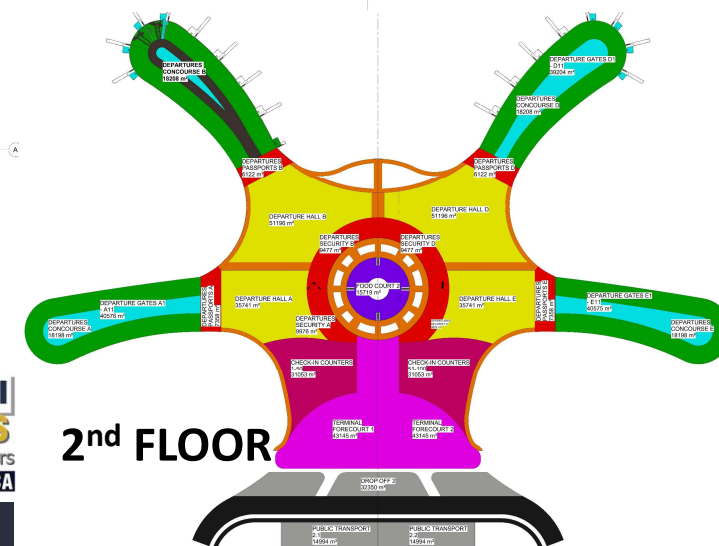
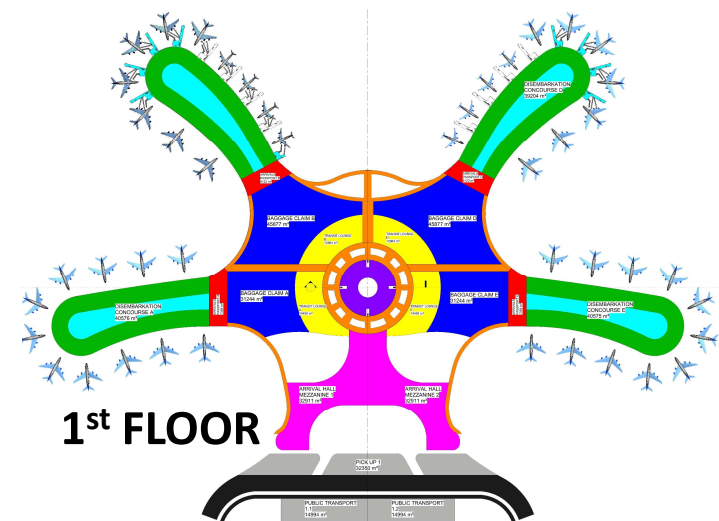
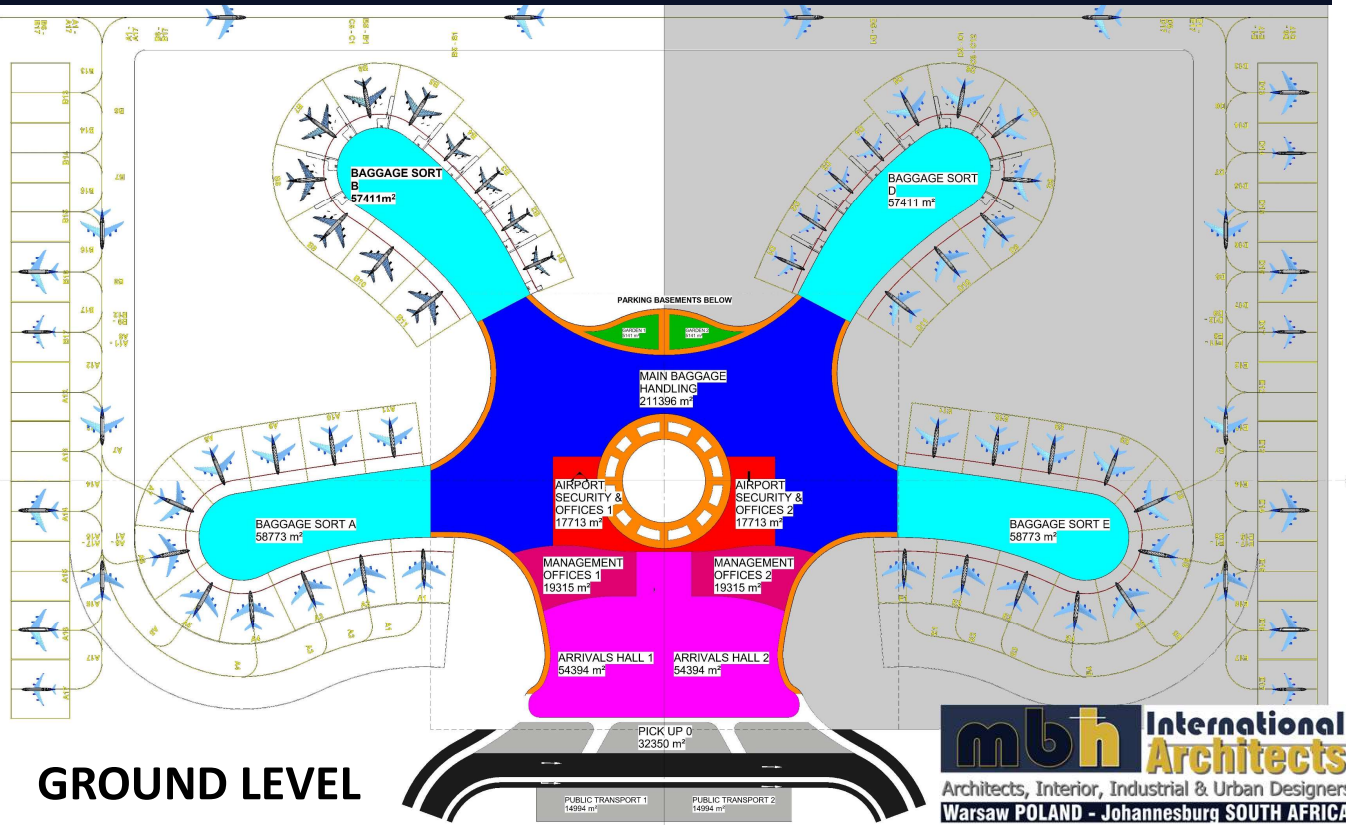


*Phases 2, 3 & 4 - Building a completely new and larger INTERNATIONAL CAT 10 (ICAO) / CAT F (FAA) passenger airport to the West of the R399 with 2 new runways, @ 3500m long and @ 5000m long, both dedicated to international passenger traffic and reverting the existing airport exclusively to domestic &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

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SALDANHA BAY AIRPORT

(Terminal 2 – 88 Gates)



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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 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 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.

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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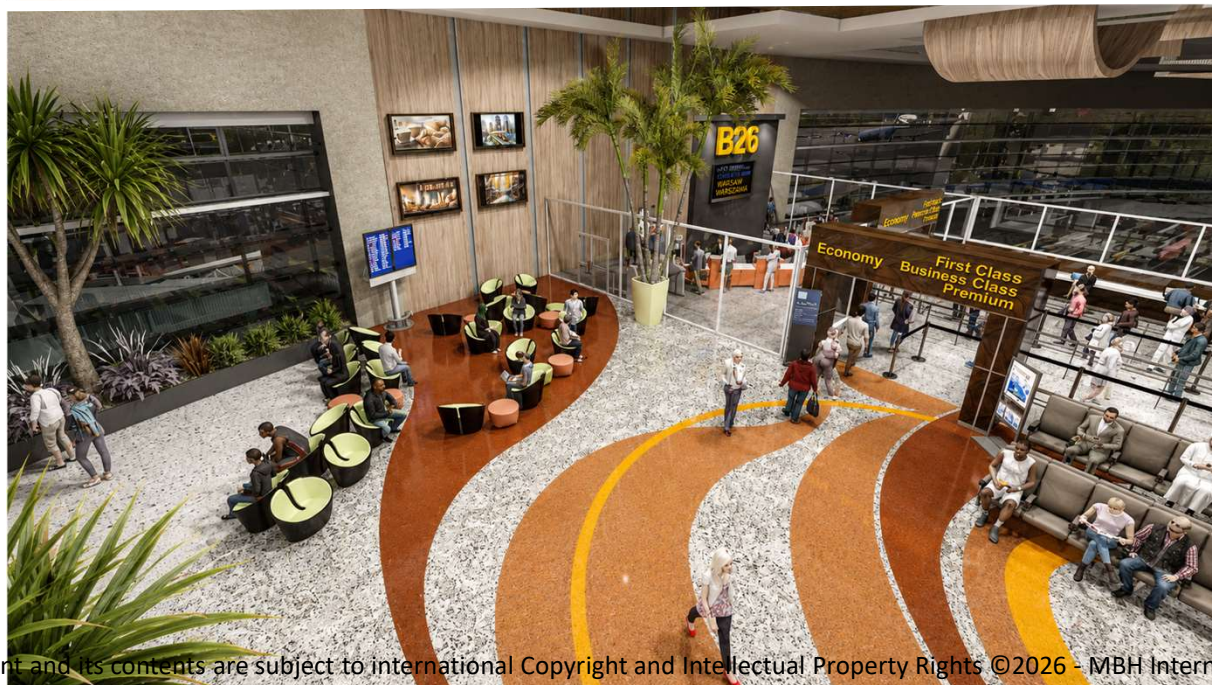


SALDANHA BAY AIRPORT (Terminal 2, Concourse B-2)

Interior Views Look & Feel

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

Interior Views Look & Feel

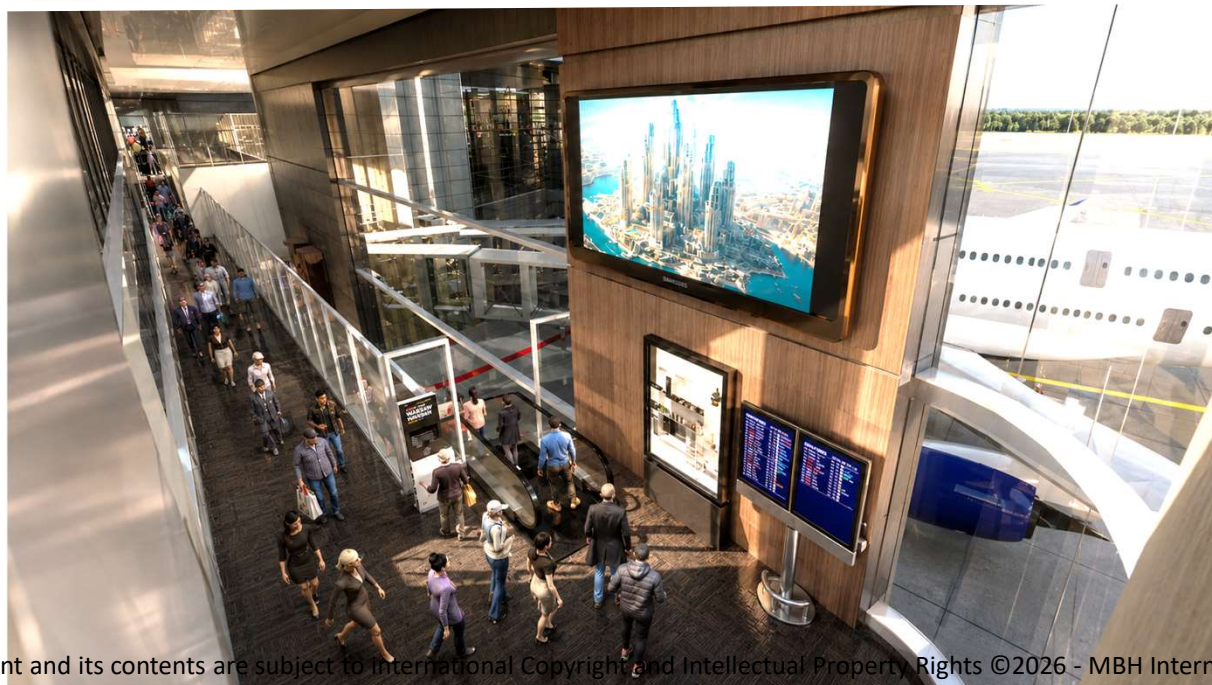
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SALDANHA BAY AIRPORT (Terminal 2, Concourse B-2)



Interior Views 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 1A 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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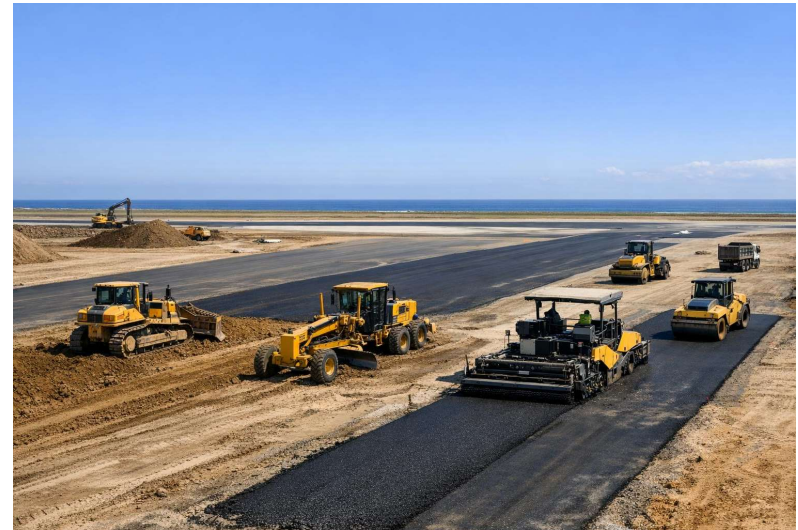
SALDANHA BAY INTERNATIONAL AIRPORT

Development of a Category 10 International Hub

PHASES 1A & 1B: 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
- New 3000m Cat 8/9 runway
- Suitable for medium-widebody aircraft (A330, B777, 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 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

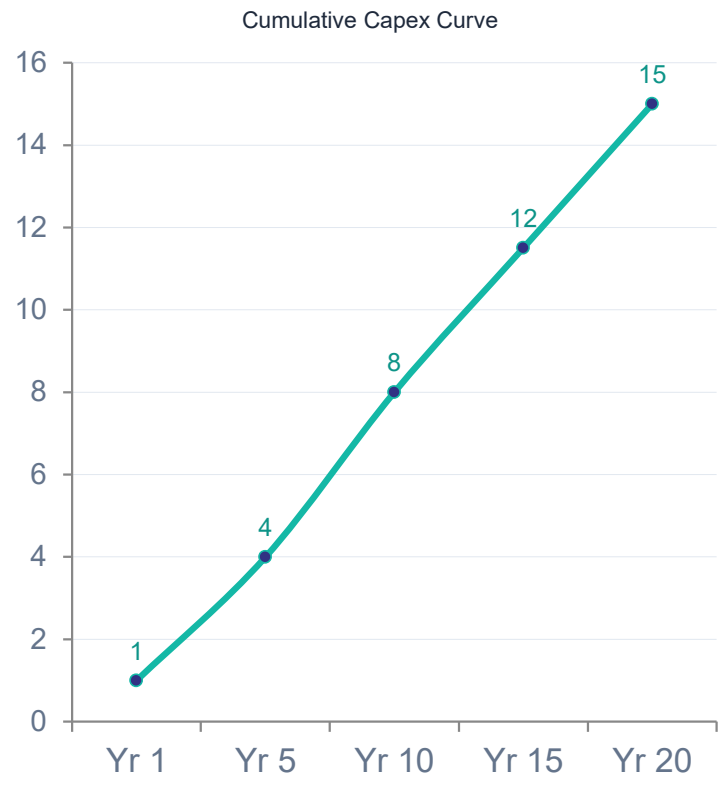
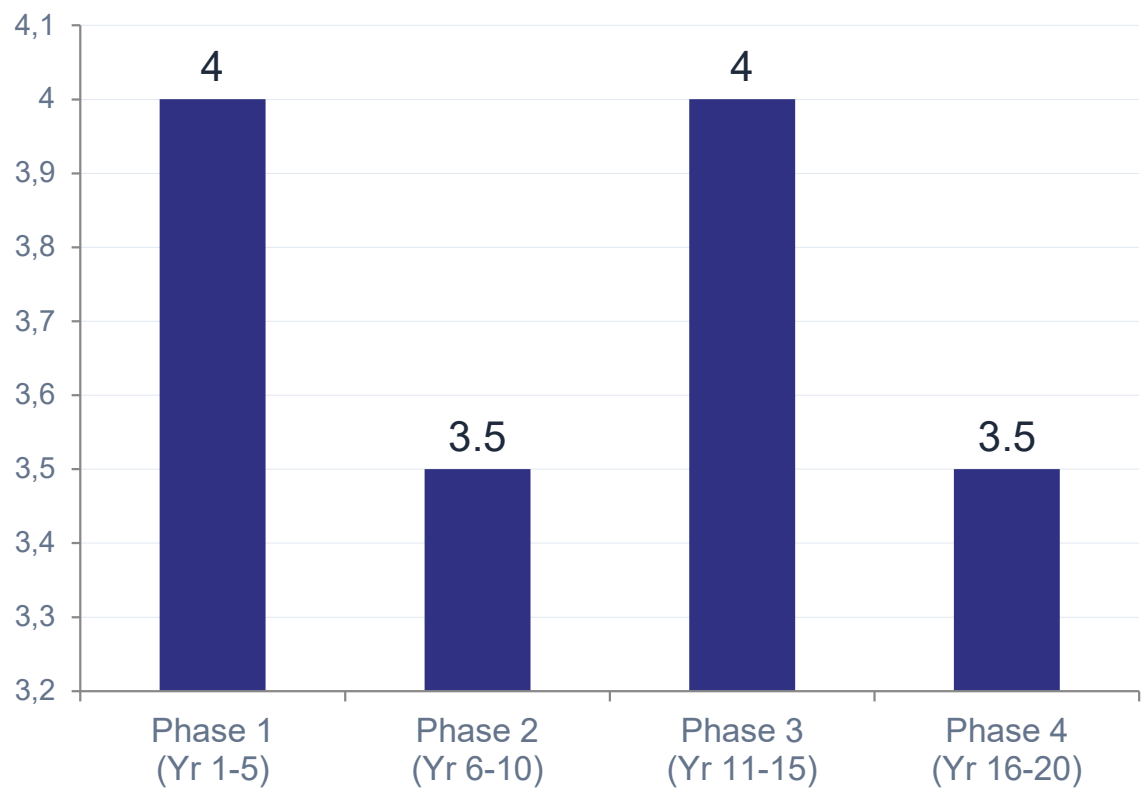
Phase 2	Phase 3	Phase 4
Years 6-10 ~USD 3.5B	Years 11-15 ~USD 4B	Years 16-20 ~USD 3.5B
• 3rd runway (3500m full length Cat 10) • International Terminal 2 • Expanded cargo facilities • Hotels and commercial zone	• 4th runway (5000m full length Cat 10) • International Terminal 3 • Logistics park development • Ground transport hub	• International Terminal 4 • Full airfield completion • Ancillary developments

Building Africa's Next Great International Aviation Hub

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

Building Africa's Next Great International Aviation Hub



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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 1A

2,800m

~9,186 ft | Category 6

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



Building Africa's Next Great International Aviation Hub

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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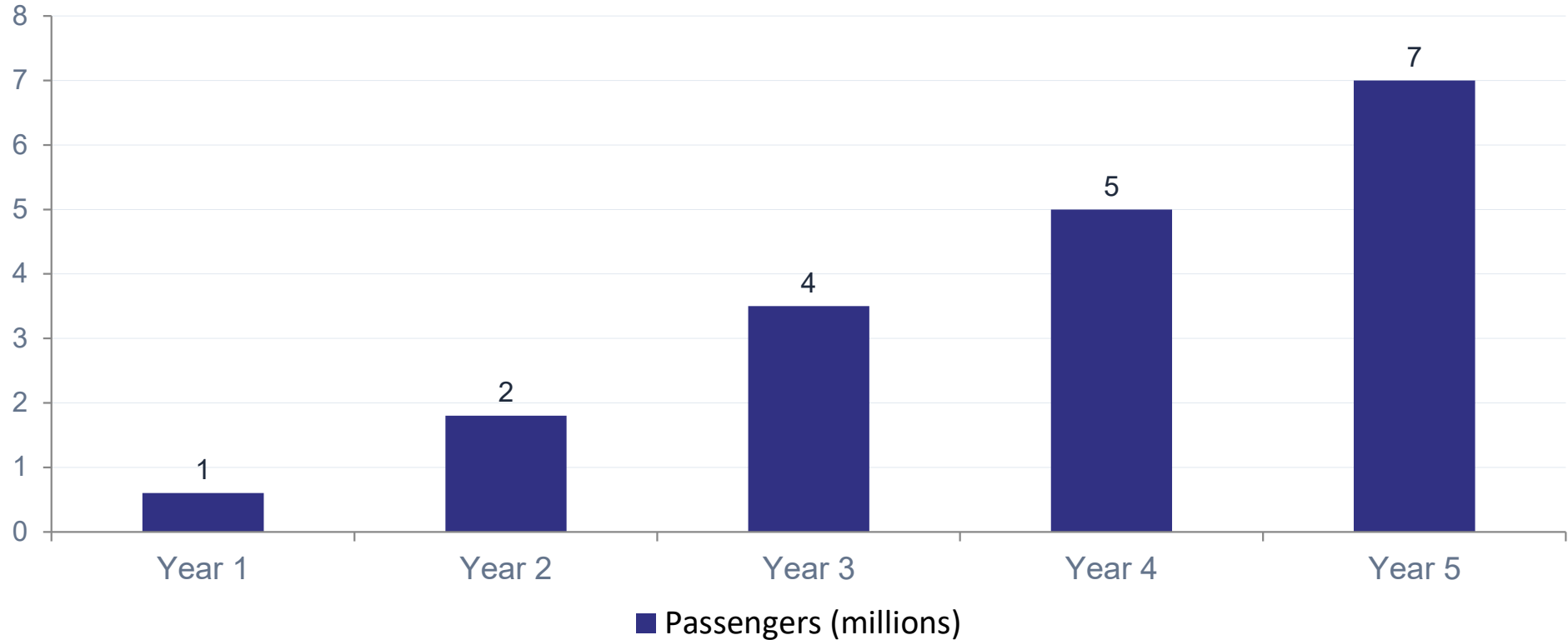


SALDANHA BAY INTERNATIONAL AIRPORT

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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International Architects

Architects, Interior, Industrial & Urban Designers

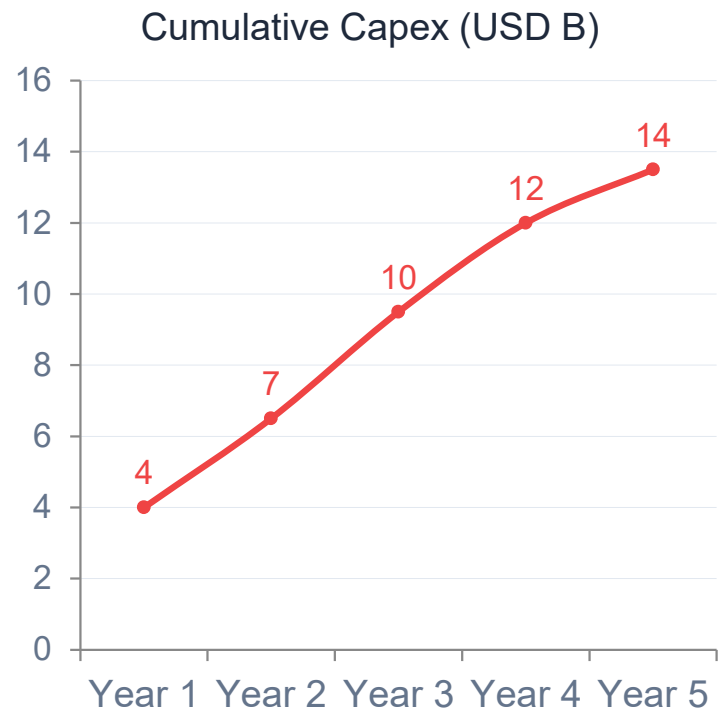
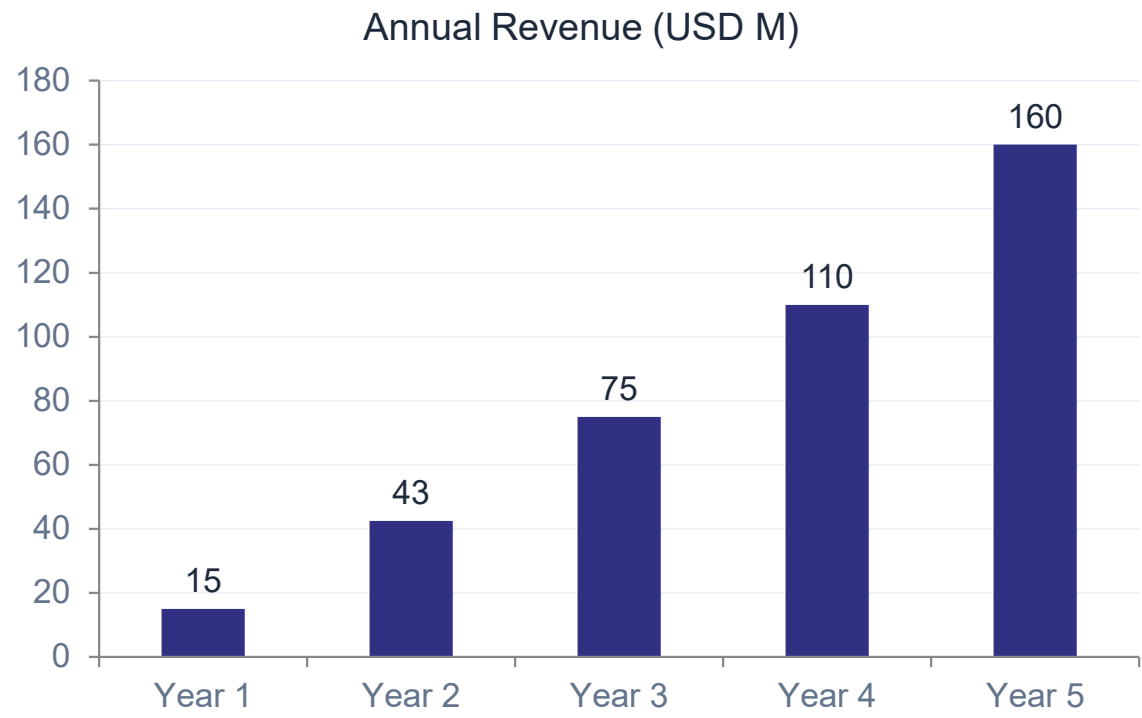
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Development of a Category 10 International Hub

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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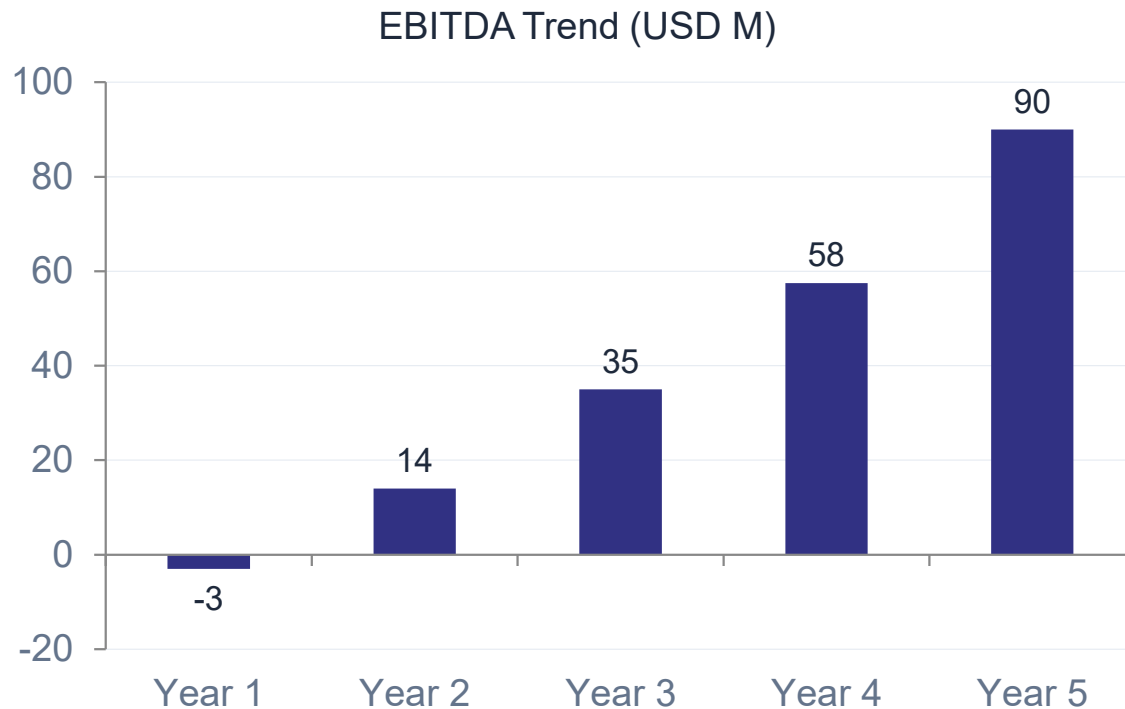


**International
Architects**
Architects, Interior, Industrial & Urban Designers
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PROFITABILITY & PAYBACK



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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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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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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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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AIRPORT MANAGEMENT

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



5 to 10 Year Management Contract

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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.

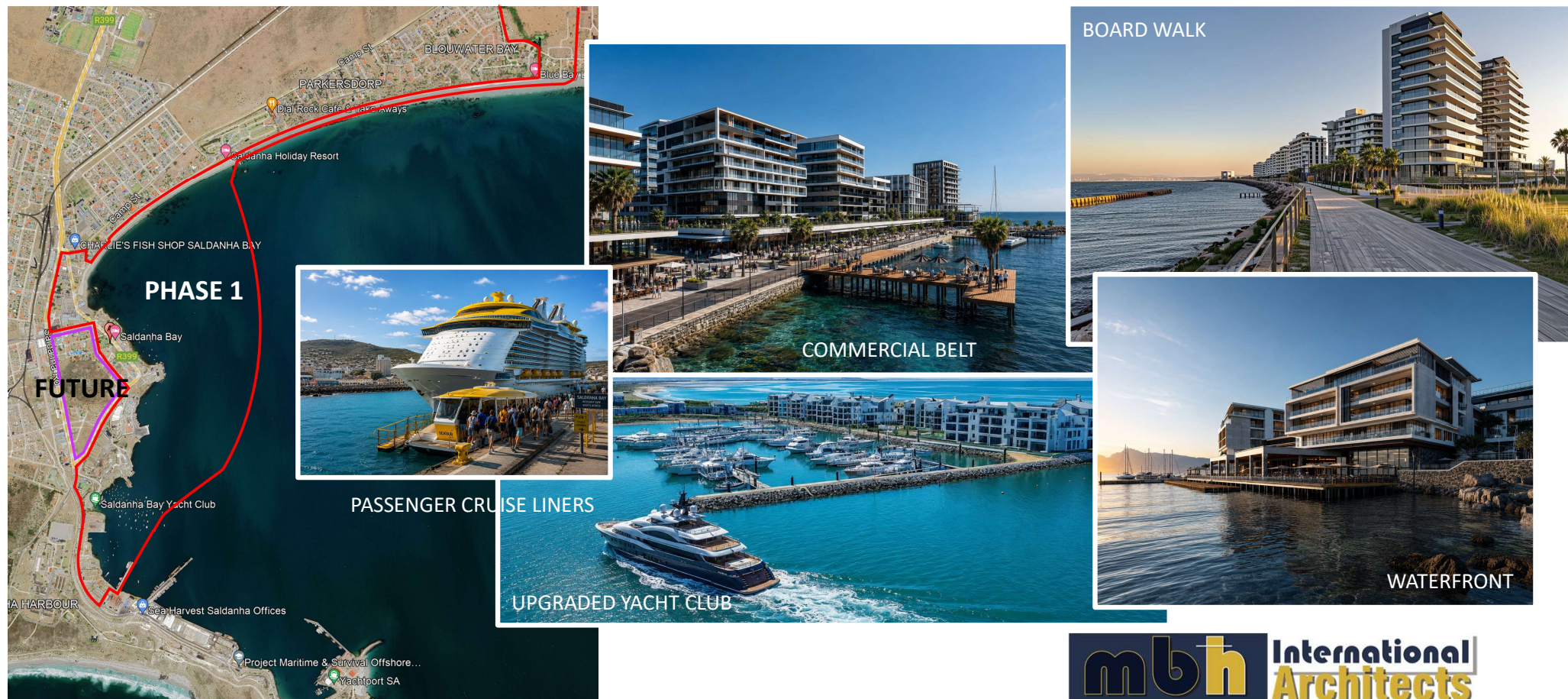
PART 3 - SPIN-OFF REALTY DEVELOPEMENT



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.



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



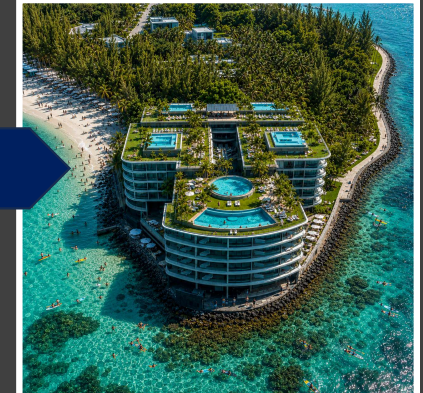
COMMERCIAL

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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