

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 :

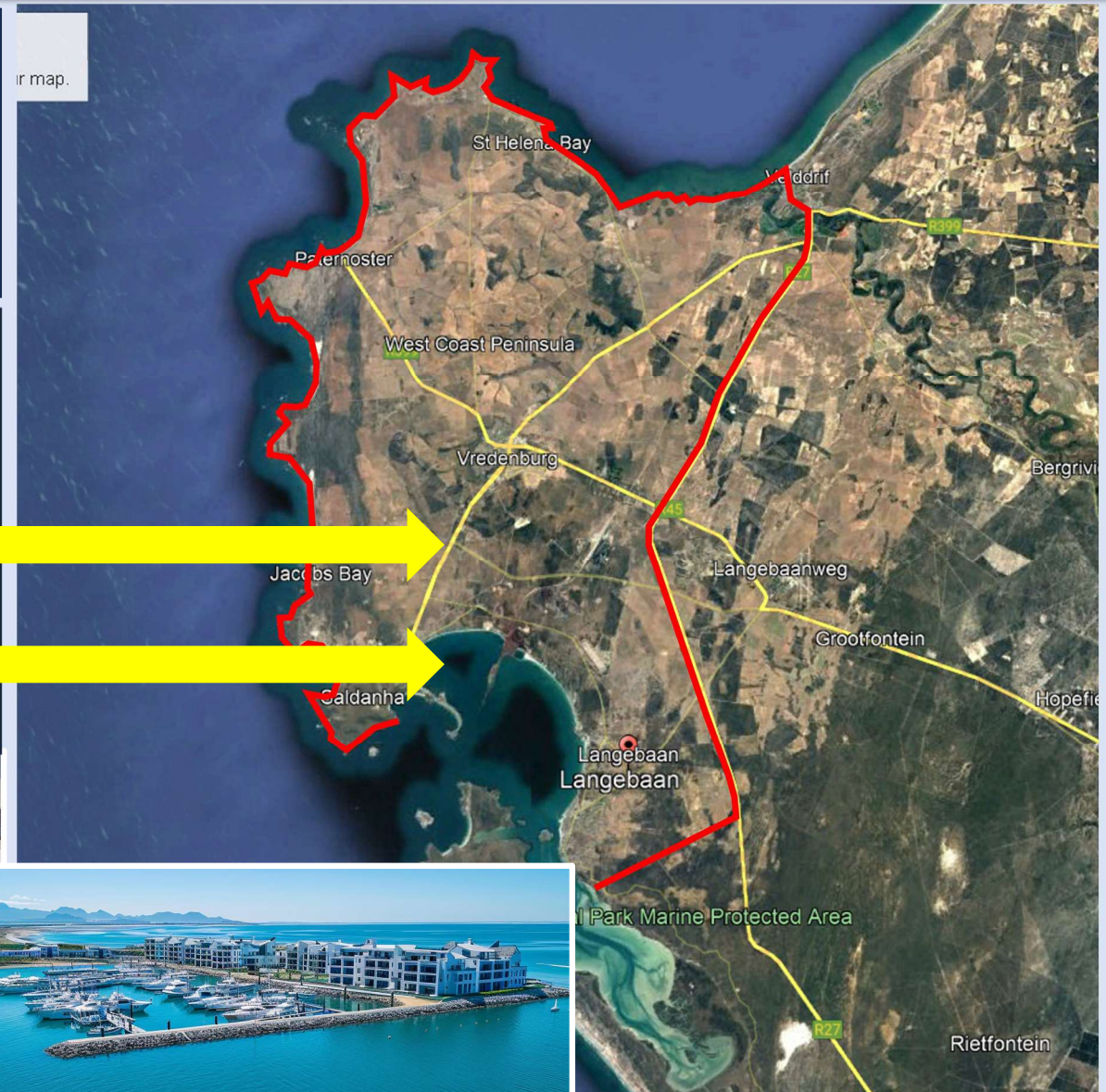
1. Cape Town the city itself has limited remaining development potential;
2. CTIA and the harbor has reached a critical expansion and capacity cap;
3. Subsequent high rates of expansion toward Langebaan and St Helena Bay, as evident from year-on-year property sale increases.

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)

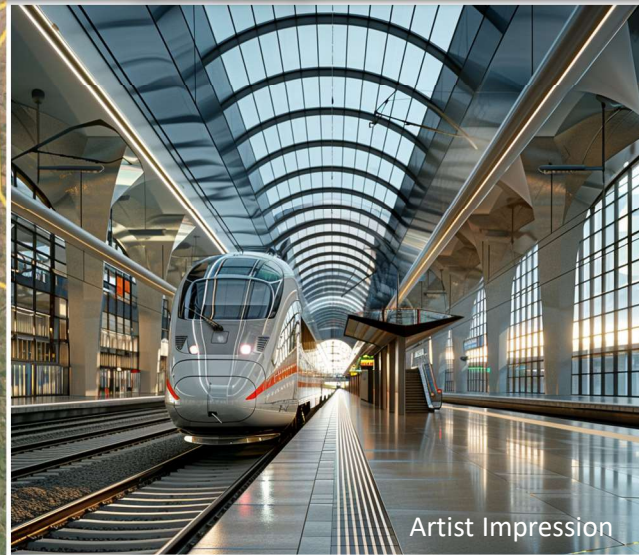
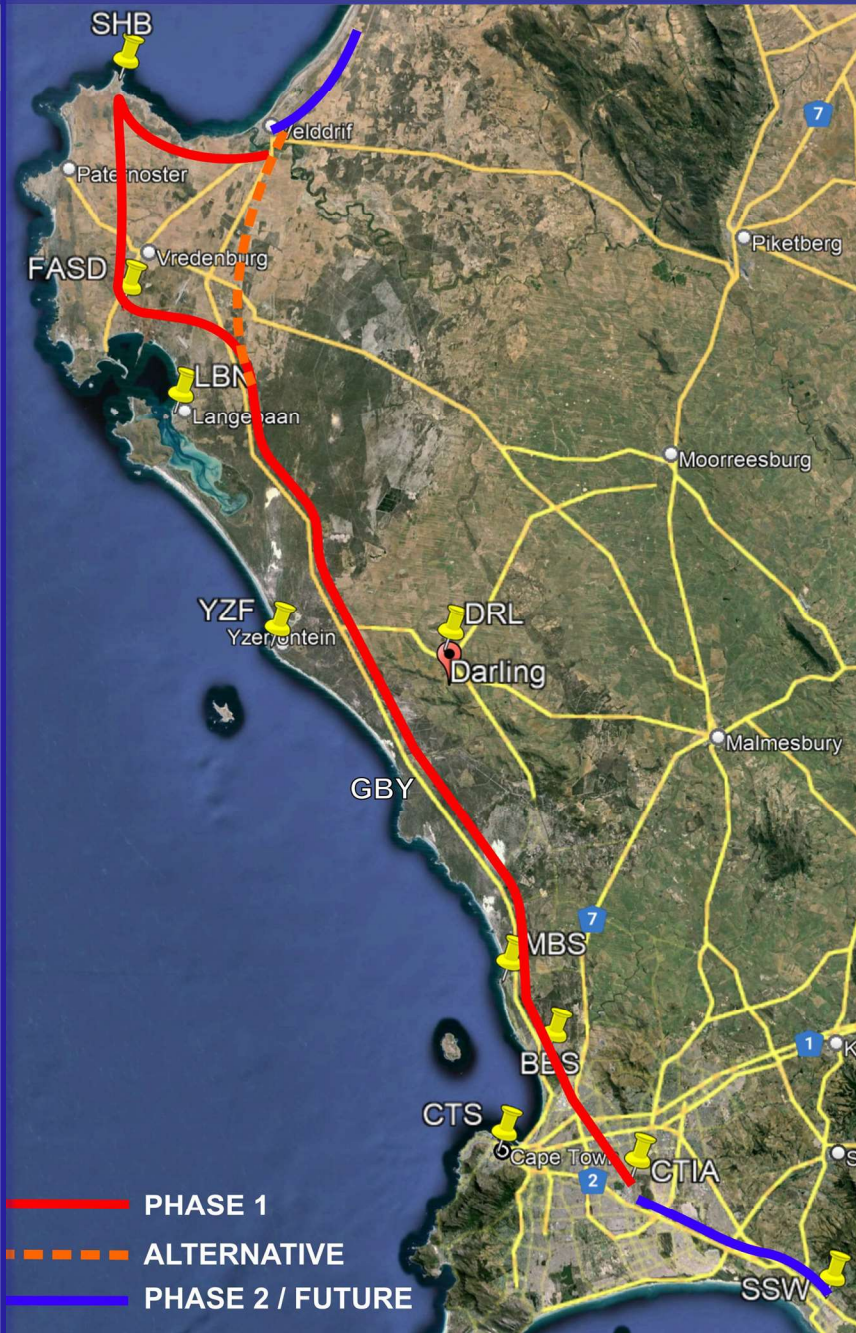


Routing CTIA – Velddrif (via New Saldanha Airport)

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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 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.

21 August 2024
ZAR vs USD (R/\$)

ROUGH ORDER OF MAGNITUDE

		R		18,00	
		Total (ZAR)		Total (US\$)	
Current estimate cost / km (present value)		R	832 300 000,00	\$	46 238 888,89
Total length of planned railway	175,00km				
TOTAL CURRENT COST		R	145 652 500 000,00	\$	8 091 805 555,56
CONTINGENCIES	10%	R	14 565 250 000,00	\$	809 180 555,56
PROPOSED BUDGET		R	160 217 750 000,00	\$	8 900 986 111,11

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FEASIBILITY – YEAR 1

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EXPENSES

PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 1				R	2 300 200 000,00	\$	127 788 888,89
R	13 144 000,00	/km/year	Present Value				

INCOME

REVENUE - YEAR 1				R	2 450 000 000,00	\$	136 111 111,11
Passenger Nos	Ave fare / passenger @ R2 / km						
7000000	R 350,00						

PROFIT / (LOSS)		Monthly	Annually	R	149 800 000,00	\$	8 322 222,22
ROI	12	0,54%	6,51%				

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ANTICIPATED OPEX & MAINTENANCE

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OPEX & MAINTENANCE

21 August 2024

PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 2	R	2 438 212 000,00	\$	135 456 222,22
R 13 932 640,00/km/year				
PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 3	R	2 584 504 720,00	\$	143 583 595,56
R 14 768 598,40/km/year				
PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 4	R	2 739 575 003,20	\$	152 198 611,29
R 15 654 714,30/km/year				
PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 5	R	2 903 949 503,39	\$	161 330 527,97
R 16 593 997,16/km/year				

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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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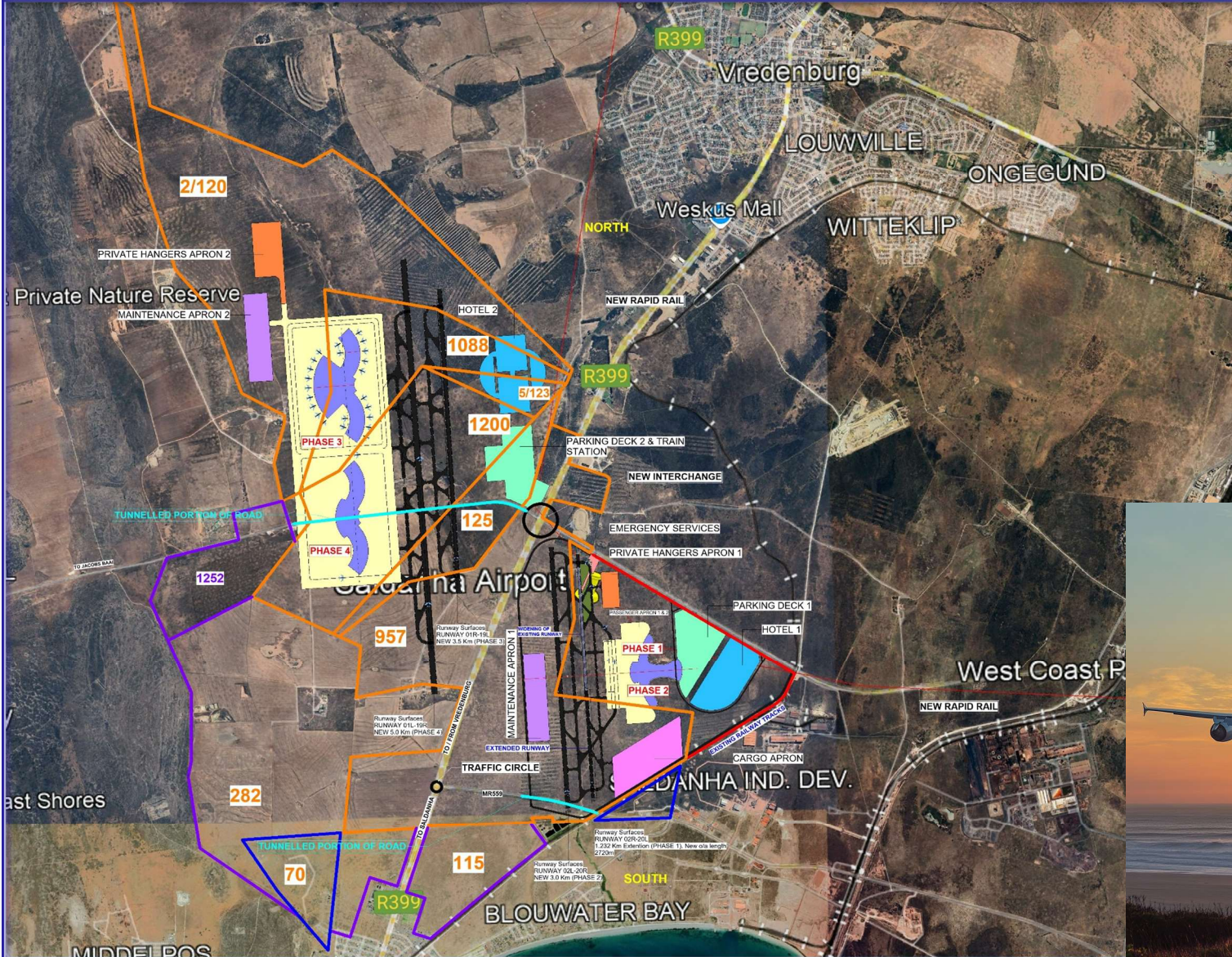
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SALDANHA - AIRPORT DEVELOPMENT (Phases 3 & 4)



*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		2024/08/21 ZAR vs USD (R/\$)	
		R	17,85
Item	Total (ZAR)	Total (US\$)	
PHASE 1	R 70 455 400 000,00	\$	3 947 081 232,49
PHASE 2	R 231 204 500 000,00	\$	12 952 633 053,22
PHASE 3	R 100 397 000 000,00	\$	5 624 481 792,72
PHASE 4	R 2 537 600 000,00	\$	142 162 464,99
LAND AND ALLIED COSTS	R 366 300 000,00	\$	20 521 008,40
TOTAL CURRENT COST (EXCLUDING VAT)		R 404 960 800 000	\$ 22 686 879 552
CONTINGENCIES 11%		R 45 039 200 000	\$ 2 523 204 481,79
PROPOSED BUDGET		R 450 000 000 000,00	\$ 25 210 084 033,61

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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	\$
		QTY	Months	Monthly	Annually		
1	Operating and management (ACSA)	R 28 500 000,00	12	R 475 000,00	R 5 700 000,00		
2	Maintenance @ 0,25% pa	0,25%	12	R 14 678 208,33	R 176 138 500,00		
3	Development Costs	0	12	R -	R -		
4	Amortisation costs	0	12	R -	R -		

INCOME							
REVENUE - YEAR 1 (PHASE 1)						R	\$
		QTY	Months	Monthly	Annually		
1	Aeronautical - Passengers	450000	12	R 4 237 500,00	R 50 850 000,00		
2	Aeronautical - Cargo & Freight	125%	12	R 5 296 875,00	R 63 562 500,00		
3	Non-Aeronautical (Parking, Rentals etc)	35%	12	R 1 483 125,00	R 17 797 500,00		
4	Realty (Hotels, Warehouses, Hangers etc)	80000	12	R 6 800 000,00	R 81 600 000,00		

PROFIT / (LOSS)						R	\$
ROI			12	1,47%	17,58%		



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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	752 100 000,00
1	Operating and management (ACSA)	Months	12	R	475 000,00	R	5 700 000,00		
2	Maintenance @ 1% pa	Months	12	R	62 200 000,00	R	746 400 000,00		
PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 3 (PHASE 1)								R	797 700 000,00
1	Operating and management (ACSA)	Months	12	R	475 000,00	R	5 700 000,00		
2	Maintenance @ 1% pa	Months	12	R	66 000 000,00	R	792 000 000,00		
PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 4 (PHASE 1)								R	844 500 000,00
1	Operating and management (ACSA)	Months	12	R	475 000,00	R	5 700 000,00		
2	Maintenance @ 1% pa	Months	12	R	69 900 000,00	R	838 800 000,00		
PROVISION FOR OPERATING AND MAINTENANCE COSTS - YEAR 5 (PHASES 1 & 2)								R	3 022 500 000,00
1	Operating and management (ACSA)	Months	12	R	475 000,00	R	5 700 000,00		
2	Maintenance @ 1% pa	Months	12	R	251 400 000,00	R	3 016 800 000,00		
								\$	41 783 333,33
								\$	44 316 666,67
								\$	46 916 666,67
								\$	167 916 666,67



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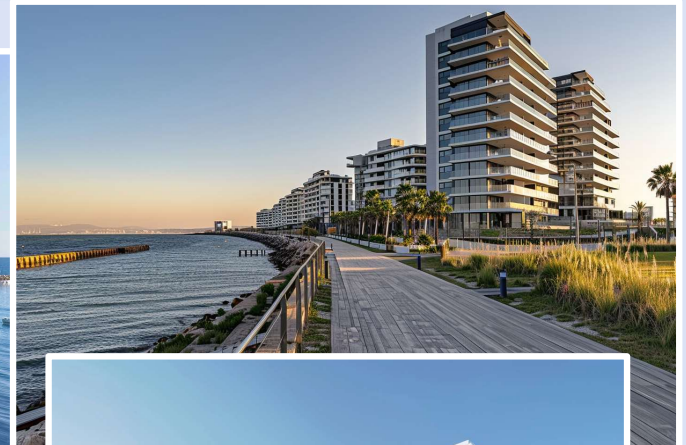
PROPOSED SALDANHA COMMERCIAL DEVELOPMENT

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 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.



Artist Impressions



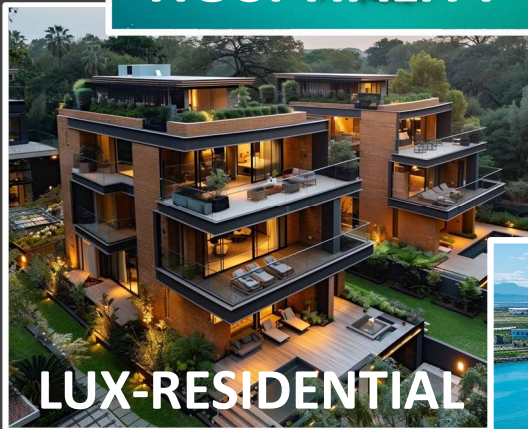
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OTHER RELATED REAL ESTATE GROWTH POTENTIAL





THANK YOU

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