Type of project: Build-Operate-Transfer (BOT)

Country of the project: **OMAN**

Location of the project: **in the Duqm Industrial Zone in Oman.**

Project owner: **Shipbuilding Industry LLC /Oman**

Name of the Project: SKS's "Ship Port, Shipyard, Rolling Mill, Energy, Schools, Student Dormitories, Housing and Environment Project"

About Project:
This project has been prepared by "Shipbuilding Industry LLC" and proposed to the Government of Oman as a Build - Operate - Transfer project. In order for the project to be accepted by the Government of Oman, provided that the main contractor of the project proves its financial competence, the project will be included in the scope of BOT and the main contractor company (Shipbuilding Industry LLC) will have the right to operate for 49 years + 50 years for a total of 99 years.

Total area of the project:
4,418,106.44 m2 was leased from the Sultanate of Oman for 99 years.

The right to operate the project from our company: 49 years + 50 years = Total = 99 years

Number of employees to be employed in this project: Minimum 4.500 Employees.

Estimated - approximate total amount of financing required for the project: USD, 19.468.693.900

Information about the Guarantee:

The Omani government requires proof that we have the financial capacity to construct the entire project through a bank asset certificate. In parallel with the proof of the existence of financing to be provided by our Joint Venture partner, the Omani government;

1. **will approve this project and include it in the scope of BOT,**
2. **will be able to issue a State Sovereign Guarantee.**

About Equity: *The total equity spent by the Company for the submission of this project to the competent Ministries of the Omani government is* ***USD 3.572.000****, - These payments were paid as gifts (!) to government officials. Furthermore, the Company has no further equity to provide.*

About Land:
The project land has been pre-contracted from the government for 99 years. However, once an investment partner is found who can provide 100% financing to update the lease agreement, the land rents will be paid and the land lease agreement will be signed. Therefore, the government is first and foremost asking us for proof of financial capability to build this project.

My relationship with the project owner:
According to our agreement in principle with the project owner, if we find an investor partner for this project, I will share half of the revenue share of the project owner (according to the ratio you wrote in your email, the revenue share of the project owner will be 40%. My share will be half of 40% = 20%).

Note:
We can of course and gladly discuss your and our advantages in this profit sharing.

SKS's "Ship Port, Shipyard, Rolling Mill, Energy, Schools, Student Dormitories, Housing and Environment Project in Oman"

Executive Summary / January 2023

About Us: On behalf of our company SKS Shipbuilding Industry LLC, which was established on 14/10/2021 in the Duqm Industrial Zone in Oman, on February 2, 2022, the following works will be carried out **4,418,106.44 m2** leased from the Sultanate of Oman.

SHIPYARD:

Shipbuilding is the construction of ships and other floating craft. It normally takes place in a specialized facility known as a shipyard. The global shipbuilding industry is largely dominated by three countries: China; South Korea; and Japan.
SKS Shipbuilding Industry Company will be operated by a practical experienced team with a proven track record in maritime services, ship repair and shipbuilding with nearly 20 years of company outputs. And decided to start Shipbuilding and Shipyard business in Duqm to support the country's economy.
The following business plan summarizes SKS Shipbuilding Industry Company's five-year strategy and the financial forecasts it anticipates achieving.

Shipbuilding Market Analysis:

The Shipbuilding Market size is estimated at USD 145.67 billion in 2022, and is expected to reach USD 184.5 billion by 2029, growing at a CAGR of 4.84% during the forecast period (2022-2029).

Over the long term, the shipbuilding market is expected to grow over the forecast period due to increasing seaborne trade and economic growth, rising energy consumption, the demand for eco-friendly ships and shipping services, and the advent of robotics in shipbuilding.

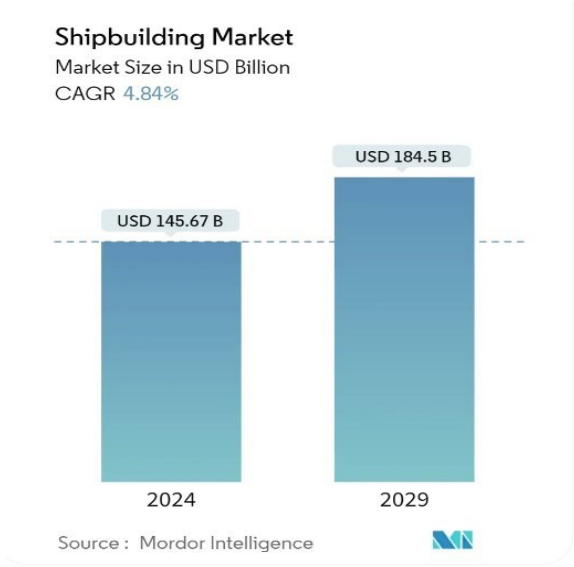
Though the shipbuilding market is facing a tough time, the major markets are still working and trying to turn the market toward a growth direction. In Korea, the government is taking various initiatives to support the shipbuilding industry, as the companies in the nation receive a greater number of orders.

In recent years, the shipbuilding industry saw a significant trend toward the adoption of 3D printing technologies. Every industry related to manufacturing and engineering, including shipbuilding, is embracing 3D printing, also known as additive manufacturing. Companies in the shipbuilding industry are working together with other market participants to embrace cutting-edge manufacturing technologies, such as 3D printing, to improve their manufacturing capacities.
Further, the East Asian region dominates shipbuilding, with China, Japan, and South Korea ranking first and second,

respectively. In 2022, China received more than half of all shipbuilding orders, establishing it as a global shipbuilding powerhouse.

Southeast Asia is similarly concentrated in ship destruction, with Bangladesh, India, and Pakistan accounting for nearly 90% of global ship scrapping activities.

Our vision is to work together with our engineers who are experts in the field of shipyard, to get a share of this market with competitive pricing practices and to create this area within the city under consideration, with the utmost respect for the environment, local architectural texture and social expectations. Therefore, it should be part of the city rather than a separate industrial area.



Study Period	2019 - 2029
Market Size (2024)	USD 145.67 Billion
Market Size (2029)	USD 184.5 Billion
CAGR (2024 - 2029)	4.84 %
Fastest Growing Market	Asia Pacific
Largest Market	Asia Pacific

Major Players

CSSC, MITSUBISHI, SAMSUNG HEAVY INDUSTRIES, DSME, HYUNDAI

*Disclaimer: Major Players sorted in no particular order

What are the major challenges facing the Shipbuilding Industry?

The Shipbuilding Industry faces major challenges such as:

a) Stringent environmental regulations

b) Rising labor costs, and

c) Need for technological advancements to build sophisticated ships

Market Trends of Shipbuilding Industry:

Increasing Trade and Naval Activities Between Countries to Drive the Market

Trade growth is one of the hallmarks of the global economy in recent decades, and maritime transport is the backbone of global trade. Maritime trades primarily influence the shipbuilding market. With the extended supply chains and opened new markets, maritime transport is a catalyst for the economic development of nations worldwide. Almost 90% of global freight is seaborne. As a result, countries heavily rely on ships, which further accelerates the shipbuilding market.

China, Japan, and South Korea represented approximately 85% of the shipbuilding activity. China, the Republic of Korea, and Japan continue to dominate maritime ship supply, accounting for 94% of the market in 2022. Shipbuilding increased by 15.5% in China and 8.3% in the Republic of Korea over the past year but declined by 16.4% in Japan. In June 2022, the Republic of Korea ordered 70% of the alternative fuel-capable ships, China ordered 26%, Europe ordered 58%, and Japan ordered 17%. South Korea accounted for 64% of gas carriers and 42% of oil tankers, and Japan accounted for 45% of chemical tankers. Cargos are the most preferred marine vessels used for trading activities.

There is an increase in demand for maritime transport over the years, which caused a subsequent rise in the number of imports and exports across the world. With globalization taking root in the heart of many economies, there are growing possibilities of internationally trading goods, providing a superior range of available products at different price points.

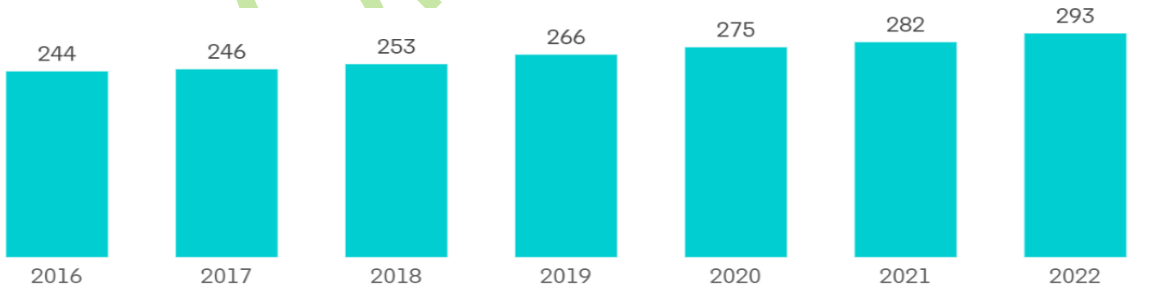
The top three ship-owning countries in terms of both dead-weight tonnage and commercial value as of 1 January 2022 included two Asian countries, namely China and Japan. China had the second-highest increase in tonnage (13%) among the top 25 ship-owning countries in the 12 months to 1 January 2022.

The Canadian government is introducing contracts for ships for the navy, which may generate the demand for defense ships in the country. To support the government's plans to build a large vessel fleet, the government signed a long-term strategic agreement with two Canadian shipyards, namely, Irving Shipbuilding Inc. (Halifax) and Seaspan's Vancouver Shipyards Co. Ltd (Vancouver), for the construction of combat and non-combat naval vessels for the Royal Canadian Navy and non-combat vessels for the Canadian Coast Guard.

In this regard, in January 2023, Irving Shipbuilding and the federal government agreed to a USD 1.6 billion contract to build two additional Arctic and offshore patrol ships for the Canadian Coast Guard.

Such instances are aiding the growth of the shipbuilding industry.

Capacity of Container Ships in Seaborne Trade from 2016 to 2022 (in million dwt)



Source: UNCTAD, Mordor Intelligence

Key trends of this market include significant consumption of steel, average age of global fleet, advancements in container shipping and rising demand for LNG fueled engine. The shipbuilding market is expected to grow at a slow but steady pace during the forecast period.

Use of new technologies, such as artificial intelligence (AI) and automation, are the key drivers of the shipbuilding market across the globe. Additionally, adoption of robotic technologies is likely to supplement the shipbuilding market in the near future.

Among the application segment in the Shipbuilding market (Defense, Transportation, Leisure & Luxury and Others), Transportation holds the major share. Moreover, rising global tensions, territorial expansionism, rise of non-state actor-led conflicts, and the associated displacement of population have fueled expansion of naval deployments, which is propelling the market for shipbuilding in defense sector.

Shipbuilding production in terms of CGTI is strongly concentrated in the three East Asian economies namely China, Korea and Japan which is propelling the market growth in APAC2 region. Also, the factors that are expected to fuel growth of the ship building market in the American region are increasing seaborne trade, increasing compliance with maritime safety norms, along with the growth in maritime tourism.

SKS Shipbuilding Industry Company is an Oman based company that specializes in the marine services, repair, maintenance for all vessels.

SKS Shipbuilding Industry Company Team is comprised with highly experienced professionals across a variety of industries that are able to add value by combining their skill set to source businesses that suit the SKS Shipbuilding Industry Company portfolio and implement a streamlined operation strategy that will allow for rapid scale and increased market share.

By implementing a streamlined operational approach utilizing a series of strategic financing strategies, SKS Shipbuilding Industry Company will be able to increase the market share and overall value in many different markets around the region.

The team at SKS Shipbuilding Industry Company will work with companies that offer strong core products and services that offer incredible scale opportunities.

Investments made under the SKS Shipbuilding Industry Company are based on strategic insight with a disciplined due diligence approach and measured risk that allows us to identify great businesses with strong growth potential while only engaging in friendly transactions with talented management teams who endeavor to achieve maximum results.

The following business plan outlines the five-year growth strategy of SKS Shipbuilding Industry Company, the problem it solves in the market, and the projected financial performance based on its current business model.

The outbreak of COVID-19 has affected the shipbuilding sector in several countries. The negative impacts of the pandemic were seen in the global ship supply chains.

Considering the longer timelines involved in the development of ships, the delays are expected to result in extra expenditures for the shipbuilders. For instance, in Canada, the construction of new naval ships by Irving and Seaspan ULC in Vancouver has been delayed due to supply chain disruptions due to lockdowns and the COVID-19 measures at their shipyards. Hence, the reduction in production rates due to the pandemic-induced disruptions is expected to hinder

the growth of the market during the initial few years of the forecast period.

However global shipbuilding market is expected to grow in the future due to increasing seaborne trade and economic growth, rising energy consumption, the demand for eco- friendly ships and shipping services, and the advent of robotics in shipbuilding.

South Korea, China, and Japan are the three major shipbuilding countries within the ship- building industry. The global market share of the Korean shipbuilding industry has crossed more than 40%. The global market share of China's shipbuilding industry is around 25%; the global market shares of the Japanese shipbuilding industry grew to more than 15%. In Korea, the government is taking various initiatives to support the shipbuilding industry, as the country's companies have the largest share of new orders. The global share of China's shipbuilding is growing steadily. In Japan, several reforms have taken place.

Objectives

SKS Shipbuilding Industry Company has identified the following five-year objectives during the shipyard construction period:

- Create a reputable brand in the industry that instills quality, innovation and the highest degree of customer service.
- Gain support of organizations and companies in the industry ongoing strategy to work with reputable customers and key stakeholders to onboard to our portfolio.
- Create a streamlined and centralized operation strategy that will help complement each segment of the portfolio to accelerate growth and increase market share year over year.
- Ensure team and staff of skilled and experienced professionals are in place for initial operations.
- Significantly scale overall brand awareness and network through a strategic and successful go-to market implementation.
- Expand on product and service offerings by consistently adding new and innovative offerings for our clients.
- Multiple revenue streams to diversify portfolio and mitigate risks for a decline in segments of the market.

Keys to Success

SKS Shipbuilding Industry Company has identified the following keys to success:

- Maintain the existing targets and achieve year-on-year growth on equity for the shareholders.
- Develop and maintain long lasting, strategic relationships with stakeholders to bring credibility to the brand and empower onboarding new clients.
- Streamlined services approach to deliver our value proposition to our prospective clients.
- Develop strong automation tools to enable higher scalability and reduce dependency on staff to maintain

adoption rates and company engagement progra1ns.

■ Move from operating as a new company into a mature organization with clear bylaws, policies, guidelines and governance to enable growth and scalability management.

■ Seek strong partnerships and integration in the private and public sector for future incremental acquisition / equity trade sale and successful exit.

Our Shipyard all types of shipbuilding, ship maintenance, ship repair and fueling stations for ships.

At the same time, it will ensure the survival of a large number of ancillary industries in the immediate vicinity and will ultimately become the fulcrum of the city in terms of local income and earnings.

Ship owners will also prefer our shipyard due to the adequate and attractive accommodation capacity of the whole complex. During the feasibility study, new ideas will also be developed to expand shipbuilding and repair capacity and increase the use of the marine environment for other potential commercial and lifestyle purposes and opportunities. As for technical details, New industrial cluster arising shall have;

- A medium-scale shipbuilding and repair shipyard,
- A luxury yacht building yard,
- A marina to host the yachts in the region.
- Sub industrial facilities for serving the shipbuilding,
- Ship repair,
- Ship maintenance,
- Yacht manufacturing and Yacht marina.

Marina (architectural and social interaction) Other than this, our vision encompasses maximizing use of local materials and workforce during and after the construction.

Investment decision on the construction of a seaport

The seaport today is a multifaceted investment project where the interests of business, society and the state intersect. Given the growing role of maritime transport in the global economy, investment decisions to build seaports are made after careful consideration of numerous external factors.

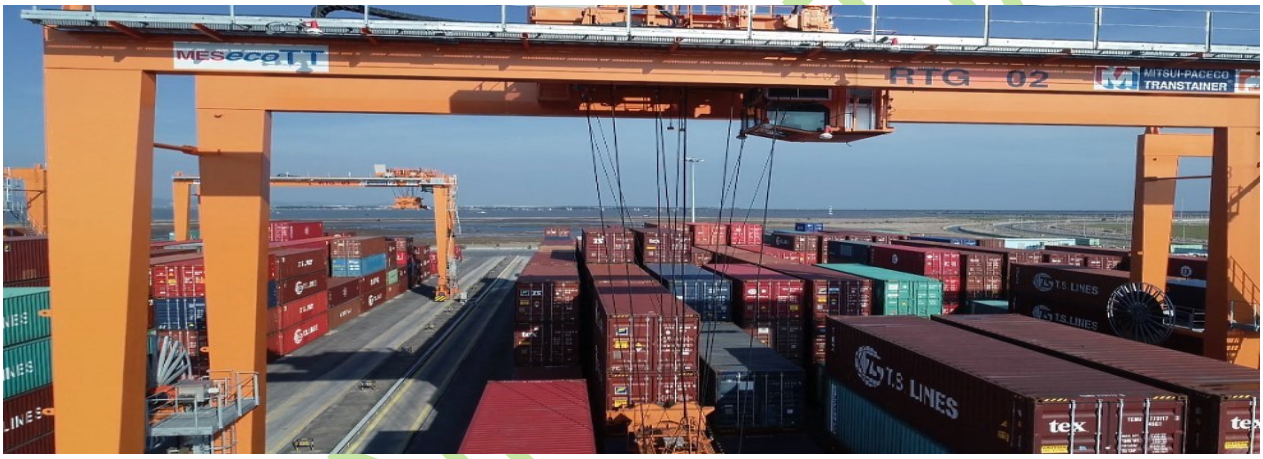
According to the generally accepted definition, a port is a piece of land with an adjacent water area, which is equipped for mooring ships, loading and unloading cargo, disembarking and embarking passengers, as well as repairing ships and maintaining them. From this definition follows a long list of infrastructure facilities that a modern seaport should contain. This list includes harbors, piers, ship repair docks, fuel storage facilities, various types of terminals, and more.

Evaluation of investment projects and making investment decisions for the construction, expansion and modernization of port infrastructure is based on various strategies based on a range of financial indicators, such as Earnings Before Interest, Taxes, Depreciation and Amortization (EBITDA). The cost of building a seaport is a key factor in developing various investment scenarios.

Today, the commercial seaport plays a strategic role as an information center where information on the movement of goods is collected, processed and transmitted. This ensures smooth international shipments, preventing incidents and delays and minimizing potential losses. Port authorities, companies, brokers, freight forwarders, carriers and ultimately end customers are interested in technical innovation and modernization of port infrastructure throughout its life cycle.

In addition to expensive dredging, construction of breakwaters / berths and development of the surrounding area, contractors are paying great attention to the digitalization of port infrastructure.

Along with the increased cost of equipment and labor costs, this creates a greater need for long-term financing.
The impressive construction costs of large offshore port projects that have been announced in recent years confirm this. For example, Sorong Port in Indonesia cost $1.8 billion, new International Multi-Purpose Logistics and Port Center in Cambodia cost approximately $1.5 billion, Larnaca Port (Cyprus) cost about $1.4 billion, Ramayapatnam Seaport (India) cost about $1.4 billion, and Grand Faw Port Container Terminal (Iraq) required about $3 billion.
One of the world's largest projects, Port of El Hamdania in Algeria, which is funded by the PPP, is valued at a record $6 billion. Another major recent maritime project is the Seine Nord Europe Canal in France, worth more than 5 billion euros.



Estimated Shipbuilding Financing Summary (for Shipbuilding Unit only)

Estimated- Vessel construction investment costs (USD$)	6,500,000,000.00
Pre-production expenditures (USD$)	**70,000,000.00**
Data such as increases in net working capital (USD$)	**20,000,000.00**
Estimated Total Investment for Shipbuilding Unit only (USD$)	**6,590,000,000.00**

The workflow in shipyards will be workstation based. The main disciplines in the ship production line will be as follows;

- Pretreatment steel plates and profile before fabrication,
- Single part production of ship parts,
- Subassemblies,
- Flat-panel fabrication,
- Curve panel fabrication,
- Section fabrication,
- Block fabrication,
- Hot Works at block stage, Outfitting phase 1,
- Blasting and painting of the blocks,
- Outfitting Phase 2,
- Erection of the blocks,
- Steel outfitting fabrication,
- Machinery Works,
- Pipe fabrication and mounting Works,
- Electrical Works,
- Interior Works,
- Insulation Works,
- Paint Works,
- Factory Acceptance Tests, (FAT),
- Harbour Acceptance Tests, (HAT)
- Sea Acceptance Test and Trials (SAT),
- Delivery.

All mentioned workstations shall have modern and latest technological machinery and equipment.

Material management system, production planning and follow up system shall be defined during the technology transferring phase.

It is assumed that employment at these facilities may be as follows:

- 300 white collar,
- 2,500 direct employees in a medium-sized shipyard,
- 200 white-collar and 1,500 direct employees at a luxury yacht building shipyard,
- 1.000 workers will be employed in support workshops close to the shipyards.
- 100 workers will work in the marina facilities.

The main organizational structure of the shipyards shall be as below:

- Managing Directors,
- New building directors,
- Design
- Planning
- Production
- Quality Assurance and Quality Control
- Healthy Safety and Environmental Protection Management
- Conversion Project directors,
- Repair Works directors,
- Navy Project Directors,
- Business Development and Marketing,
- Administrative Works,
- Financial Management
- Human Resources Managemen

During the design phase of the shipyard, special equipment can be ordered according to the specification prepared. Technology and knowledge transferring and education of the engineers for planning, design and production can be started at the construction phase of the Project. Total construction phase of the Project of this scale may be estimated to be around three years with a good planning.

Rolling Mill

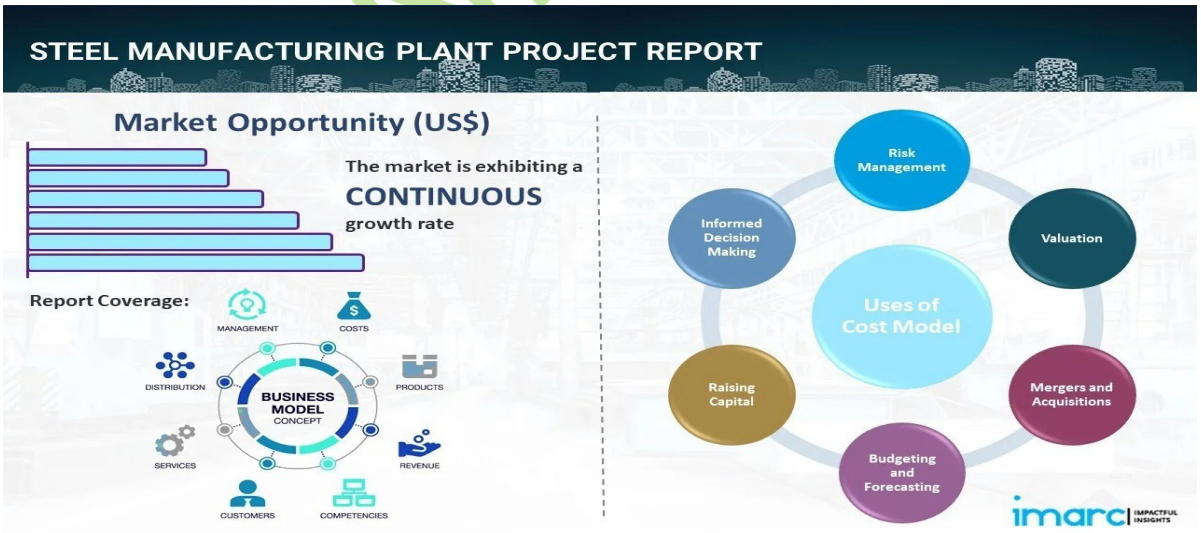
Details for the construction of a new STEEL MELTSHOP and HOT ROLLING PLANT with a production capacity of 1,000,000 tons are below.
The steel production facility with Electric Arc Furnace melting technology will be equipped with modern technological equipment/systems suitable for producing 1,000,000 tons of square casting products.

Calculation of annual throughput:

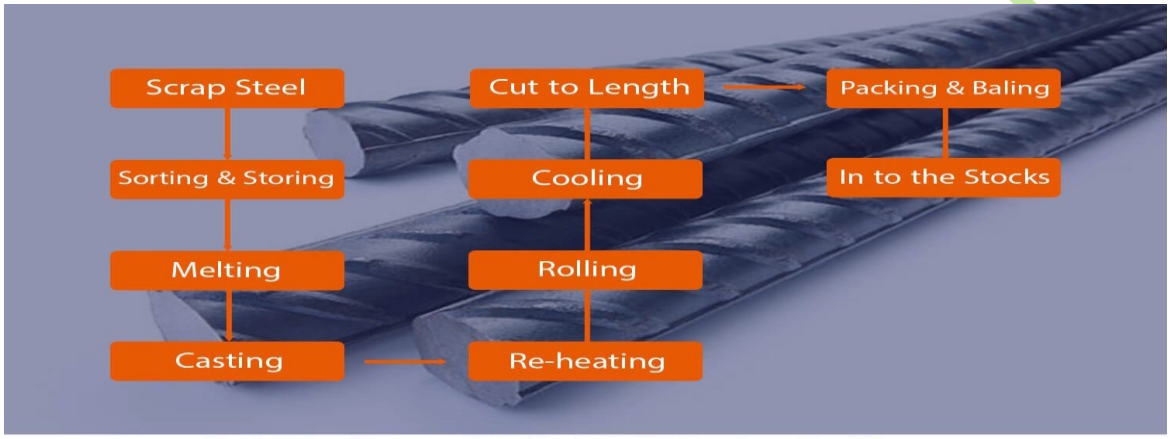
Expected tap to tap time EAF approx. 45 min

- EAF daily heat number 32
- Average heat weight (liquid steel) 100 t
- Available operating hours per year 7680
- Hourly production 133 t/h
- Yearly production (liquid steel) 1.022.000 t/y
- Yield average 98 %
- Yearly production (steel billet) 1.000.000 tons /year

We are confident that we can develop a shipyard and rolling mill with such expertise. There will be a unique shipyard and rolling mill that will be addressed as an exemplary model in the region.



Rolling Mill Fabric



Production Process of Rolling Steel Rebar from Steel Scrap

Technical Parameter

Raw Materials	Steel Billet or Scrap Steel
Final Products	6-32mm Rebar
Voltage (V)	950*3 phrases
MF Voltage (V)	1,700
Annual Capacity (ton)	30,000
Hourly Capacity (ton)	10
Billet Size (mm*mm)	70*70, 90*90
Rolling Mill Stands	7
Space (m*m)	At least 120*20
Hourly Electricity Consumption	5kW·h

Note: The above configuration is for reference only and can be adjusted according to the venue provided by the customer.

Equipment Required

Equipment	For Scrap Steel	For Steel Billet
Melting Furnaces	3T*4	/
Continuous Casting Machine	R3.5	/
Reheating Furnace	/	induction heating furnace or gas-fired billet heating furnace
Roughing Rolling Mill	FF380*3	FF380*3
Intermediate Rolling Mill	FF330*2	FF330*2
Finish Rolling Mill	FF280*2	FF280*2
Cooling Bed (m*m) (Optional)	40*4	40*4

50,000 TPY Steel Rebar Rolling Mill Production Line:

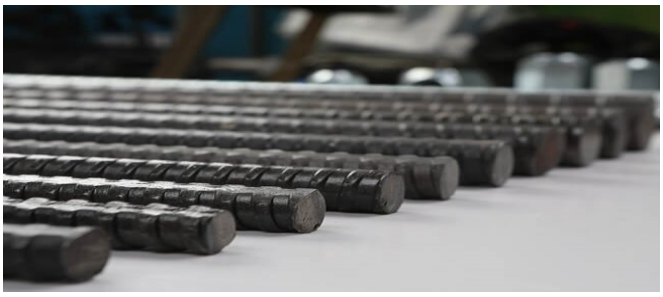
Product introduction

Capacity: 50,000 - 300,000 TPY

Billet Sizes: 70 x 70 mm - 120 x 120 mm, 1.5 - 6 meter long

Final Product: Rebar/Wire rods 6 - 32 mm diameter

Grade: From low to high carbon steel, stainless steel and alloy steel



Product Parameters

Specification and Technical Parameter				
Model	Power	Rolling Speed (m/s)	Feed section (mm2)	Rolling specification (mm)
H200-2	90KW	1.5	30*30	Ø10-16
H220-2	95KW	1.5-2	40*40	Ø10-24
H250-3	180KW	1.8-2.5	50*50	Ø8-32
H250-4	315/240KW	2.5-4	60*60	Ø8-32
H250-5	500KW	2.5-5	50*50	Ø6.5-32
H280-5	630KW	2-2.5	70*70	Ø6.5-32
H300-5	680KW	2-2.5	90*90	Ø6.5-32
H350-5	800KW	2-2.5	90*90	Ø6.5-32

The cost of building an iron and steel rolling mill factory can vary based on several factors.

1. **Capital Expenditure (CAPEX):**
   - **Land Acquisition:** The cost of purchasing or leasing land for the mill.
   - **Plant Construction:** Expenses related to constructing the mill building and infrastructure.
   - **Machinery and Equipment:** Costs for purchasing rolling mill machinery, furnaces, and other necessary equipment.
2. **Operational Expenses (OPEX):**
   - **Raw Materials:** The cost of iron ore, scrap metal, and other materials used in production.
   - **Labor:** Salaries for workers involved in the rolling process.
   - **Energy:** Electricity, fuel, and other energy costs.
   - Maintenance: Regular maintenance and repairs.
   - Overhead Costs: Administrative expenses, insurance, etc.
3. **Processing Fee:**
   - This fee depends on factors like region and processing method.
     Generally, it ranges between $70 and $110 per ton

Rebar production in the Iron Steel and Pipe Profile Industry

We will build a rolling mill and an iron and steel and pipe profile production plant. Rolling mill facility 13.443 m2
26 meters long production line in closed area has a 6-meter-long natural gas-operated, push-button type furnace, 17-foot rolling bench, 60 mt cooling platform and 12 mt packaging system available production production will be made with the line. And, in our rolling mill facilities, which will be established on an open area of 11.000 m2 and a closed area of 8.800 m2, 250.000 tons/year capacity of rebar will be produced.

Project Details, Requirements and Costs Involved:

Land, Location and Site Development	The factory will be built within our existing 5 million m2 project area.
Plant Layout	
Machinery Requirements and Costs (Usd$)	Estimated, 250,000,000.00
Raw Material Requirements and Costs (Usd$)	Estimated, 100,000,000.00
Packaging Requirements and Costs (Usd$)	Estimated, 50,000,000.00
Transportation Requirements and Costs (Usd$)	Estimated, 30,000,000.00
Utility Requirements and Costs (Usd$)	Estimated, 10,000,000.00
Human Resource Requirements and Costs (Usd$) **Oman sets minimum wage of USD$600 for every worker.**	Average, 300 workers x $ 600x each month .= USD$, 180,000,000.00
Estimated, total investment Cost (USD$)	**440,000,000.00 + 180,000.00 worker salaries = 440,180,000.00 and + Employer's share payments for other social benefits of employees (Monthly).**

Our other Projects:

To this end, the following areas have been included in the layout plan, alongside other clusters that are predominantly focused on commercial activities;

- Construction of extensive landscaping and green areas,
- Construction of intermediate roads that will provide peripheral connection to the city, central roads and other main connection roads that will connect these roads with the highway.

We will use Alternative Energy Systems in our Project

Alternative energy systems (Clean energy will be produced for sustainability and environmental protection) In our project, which will be built on an area of 4.418.106,44 m2, we will meet the electricity needs of all our industrial facilities, ship and yacht ports, ship and yacht factories, mass housing, schools, side streets, main roads, 2 hotels and other unit constructions that will take place in our project by installing the latest alternative energy systems that we will get very high efficiency in terms of power and need very little space in terms of area.

Areas for Education in our project

Schools:

a. Kindergartens for preschool children will be built,

b. Children's parks and other playgrounds will be built,

c. Primary, Secondary, high school,

d. Vocational schools and universities that can provide specialized training in the factories and businesses mentioned above will be built.

e. Two separate Student Dormitories will be built for male and female Students.

f. Cafes, game halls, recreation and conversation areas, libraries, green areas, social areas and social facilities for students to spend their time outside of school, practice areas for students' lessons, constructions of guesthouses for students' families, restaurants, sports fields, city tours on weekends 3 buses will be purchased to organize the school and activities that will help students strengthen their social ties with other schools will be provided.

Education System in Oman

	Education	School/Level	Grades	Age	Years
	Primary	Primary Education	1–6	6–10	
	Middle	Intermediate Education	7–9	5–10	
	Secondary	Secondary Education	11–12	18	2
	Post-secondary	Associate Degree	13–14		1–2
	Tertiary	Bachelor's Degree	12–16		4–6
	Tertiary	Master's Degree	16–18		1–2
	Tertiary	Doctoral Degree	18–21		2–3

Our Special Education System:

Type of building to be constructed	**Headcount of children or students**	**Average construction cost per square meter in Muscat (Oman) $1,337 (514OMR)**	Square Meters of Building	**Price (USD$)**
Kindergarten. The Minimum Area Required for Children Aged Between 3 and 5 Years Old	**School with 5 classes. Playgrounds and playground. 18 Childs each class = 90 Kids.**		**200 m^2 +200m^2 play Garden**	**267,400.00+50,000.00 = 317,400.00**
Primary Secondary School (Double storey building)	**200 students 200 students**		**600,000m^2**	**802,200,000.00**
High School	**200 students**		**400,000m^2**	**534,800,000.00**
University & Campus and	**1000 students**		**900.000m^2**	**1,203,300,00.00**
200 student capacity dormitory buildings for girls	**200 studens**		**5,150m^2**	**6,885,550.00**

200 student capacity dormitory buildings for Boys	**200 students**		**5,150m²**	**6,885,550.00**
Bibliotec building			**500m²**	**668,500.00**
Social and recreational areas			**1000m²**	**1,337,000.00**
Note-1: These prices are only the construction prices of the bare building. **Note-2: An additional 2 million m2 of land will also be requested from the Omani state.**		**Total =**	1,912,200m²	2,556,611,400.00

Mass housing, Healty Center, Hospital and Mall:

- Mass housing project with 250 flats
- On a clinical scale 1Health center and 1 hospital with 400 beds we will be built,
- Shopping center (Mall)
- 2 Hotels will be built

Mass housing:

Typ of Bulding	Type of apartment	Usage area of each apartment	M² construction unit price (USD$)	Residence Quantity	Total qm	Total Construction Amount (USD$)
Residence	3+1	90m²	1337	250	22,500	30,082,500.00
Social areas		2,000m²				10,000,000.00
Green space		2,000m²				1,000,000.00
Landscaping			Currency (USD$)			1,000,000.00
Bare construction prices of buildings total costs =						**42,082,500.00**

OMAN`S HEALTH CARE SYSTEM

Oman boasts a universal health care system, which offers free primary health care to Omanis and subsidised care for the foreign population of the sultanate. Over the past four decades greater access to medical facilities and doctors has greatly improved the lifespan of Omani citizens, who have seen their life expectancies increase from 49.3 years in 1970 to roughly 76 years in 2016.

However, the cost of the public health care sector in Oman is increasing steadily, and future public health care investment will need to continue to rise in order to match this demand. This could prove challenging in the years to come and may see the private sector tasked with playing an increasing role in supplying medical treatment and care in the sultanate. Indeed, there are already signs of this happening. Talk of a national insurance scheme or the introduction of nominal fees for doctor visits could help the Ministry of Health (MoH) continue to offer free universal health care, as well as greater access to specialised treatment.

Infrastructure

Oman's population is steadily rising, and by August 2016 it stood at 4.5m, with roughly 2.5m Omani citizens and 2m foreigners, according to data from the National Centre for Statistics and Information (NCSI). This was up from a total population of 4.2m in August 2015.

This rise in the sultanate's population is putting additional pressure on the health care system. In 2015 the MoH expanded the number of primary health care institutions under its management to 235 in order to continue to provide comprehensive primary health care to everyone in Oman. These included health centres, facilities and local hospitals managed by the MoH. It is estimated that upwards of 95% of the country's population now live within five miles of a medical centre.

Oman has 69 hospitals, with a total of over 6400 beds, which works out to roughly 15.5 beds per 10,000 people. This is a dramatic increase from the two hospitals that existed when Sultan Qaboos bin Said Al Said came to the throne in 1970. However, according to a 2016 health care industry report issued by Alpen Capital, hospital bed requirements in Oman are forecast to grow at an annual rate of 3.1% over the next five years, reaching a demand of more than 7600 beds by 2020.

New hospitals, medical centres and clinics are expected to meet much of the anticipated increase in demand, with a host of new facilities in the pipeline. These include major projects like the $1.5bn Sultan Qaboos Medical City (SQMC) in Muscat, which comprises five hospitals as well as other medical facilities, along with the $1bn International Medical City (IMC) in Salalah, which is billed as an integrated medical tourism project with 530 beds located in a specialty care hospital, organ transplant centres, research and development (R&D) complexes as well as a health care resort. Once all of these facilities come on-line, they should go a significant way towards easing the pressure on existing facilities and cutting patients' waiting times.

Rising Costs

Oman spends the equivalent of 2.6% of its GDP on health care, according to World Bank development indicators, slightly lower than the GCC average. This proportion has not changed significantly number in recent years; between 2000 and 2010 the average amount spent by Oman on health care in a given year was 3% of GDP.

OUR 400-BED PRIVATE HOSPITAL:

Our 400-bed private hospital will be built as a modern hospital. Our hospital will be equipped with the latest technology, earthquake resistant and earthquake isolated bored pile foundation system. The hospital will have 58 intensive care beds, 250 single rooms, 36 double rooms, 20 palliative care rooms, 5 prisoner beds, 12 operating rooms, 30 hemodialysis units, angio service and heart center, physical therapy and rehabilitation unit, imaging and laboratory units. The total land area will be 92 thousand 157.01 square meters and the total construction area will be 103 thousand 298.10 square meters. In addition, the hospital is intended to consist of a building session area of 13 thousand 190.67 square meters, an indoor parking lot for 110 vehicles and an outdoor parking lot for 430 vehicles.

Average costs to build a hospital per square foot

The broad scope of services in hospitals is meant to serve many partners and clients. Below are the average costs to build a hospital per square foot.

Costs	Cost per square foot
Labor	$234
Contractor fees	$58
Architectural fees	$26
Subtotal	$318
Material Costs	**Cost per square meter**
Concrete	$22.45
Masonry	$14.86
Metals	$23.52
Wood and Plastics	$32.52
Thermal and Moisture	$25.32
Openings	$8.90
Equipment	$13.34
Finishes	$52.34
Fire Suppression	$6.78
Plumbing	$42.55
HVAC	$56.21
Electrical	$49.23
Grand Total	$613.38

THE AVERAGE COST TO BUILD A HOSPITAL PER BED

It is common for hospitals to classify their useable area based on the number of beds available. There are hospital beds in trauma centers, surgical rooms, incubators, cribs, and beds for children and adults. The total number of hospitals is determined by the number of expected patients in a year at a hospital's location. According to Assets America, the construction costs for a large hospital with more than 500 beds range from $800 million to $1 billion. The average hospital construction costs are 1 million per bed. Below are the average prices for building a hospital based on the need for hospital beds.

NUMBER OF BEDS	AVERAGE CONSTRUCTION COSTS
50	$50 million
100	$100 million
150	$150 million
200	$200 million
250	$250 million
300	$300 million
350	$350 million
400	$400 million

The cost price of our 400-bed hospital will be approximately = $ 400 million.

Estemated, the cost of 1 small Clinic construction = $ 20 million.

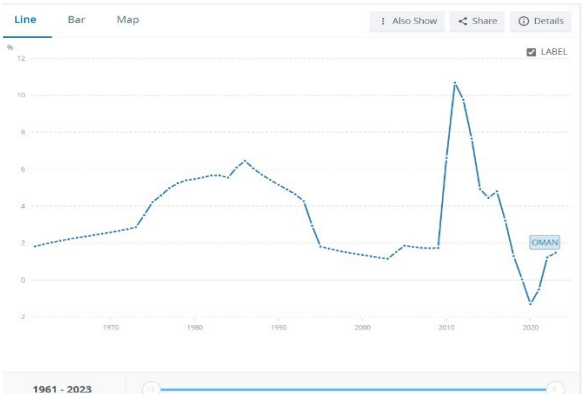
 # Total construction costs= $ 420 milion.

(Note: These prices are bare building construction prices only.)

(Sample a lot of Hospital Pictures):

STATISTICAL INFORMATION ABOUT OMAN:

Population growth (annual %) - Oman



Population ages 25-29, female (% of female population)
Age dependency ratio (% of working-age population)
Population ages 65 and above (% of total population)
Population ages 65 and above, total
Population ages 65 and above, female
Population ages 70-74, female (% of female population)
Population ages 65 and above, male (% of male population)
Population ages 20-24, female (% of female population)

Selected Countries and Economies

Country	Most Recent Year	Most Recent Value
Oman	2023	1.5

Population Growth for Oman (SPPOPGROWOMN)

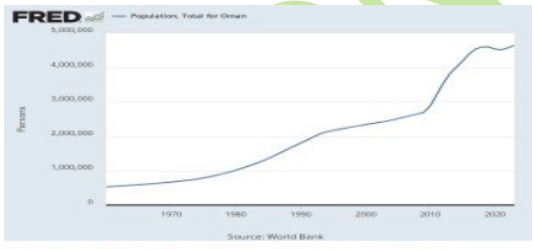
Observation:
2023: 1.47684
(+ more)
Updated: Jul 2, 2024 2:08 PM CDT

Units:
Percent Change at Annual Rate,
Not Seasonally Adjusted

Frequency:
Annual

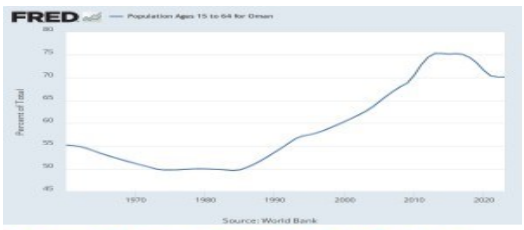
1Y | 5Y | 10Y | Max
1961-01-01 to 2023-01-01

RELATED DATA AND CONTENT

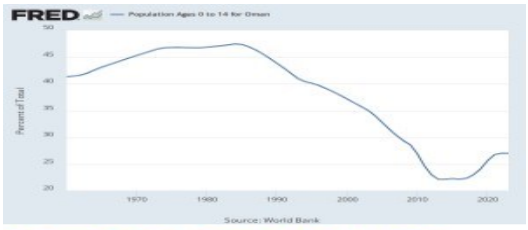


Population, Total for Oman

Fertility Rate, Total for Oman



Population Ages 15 to 64 for Oman



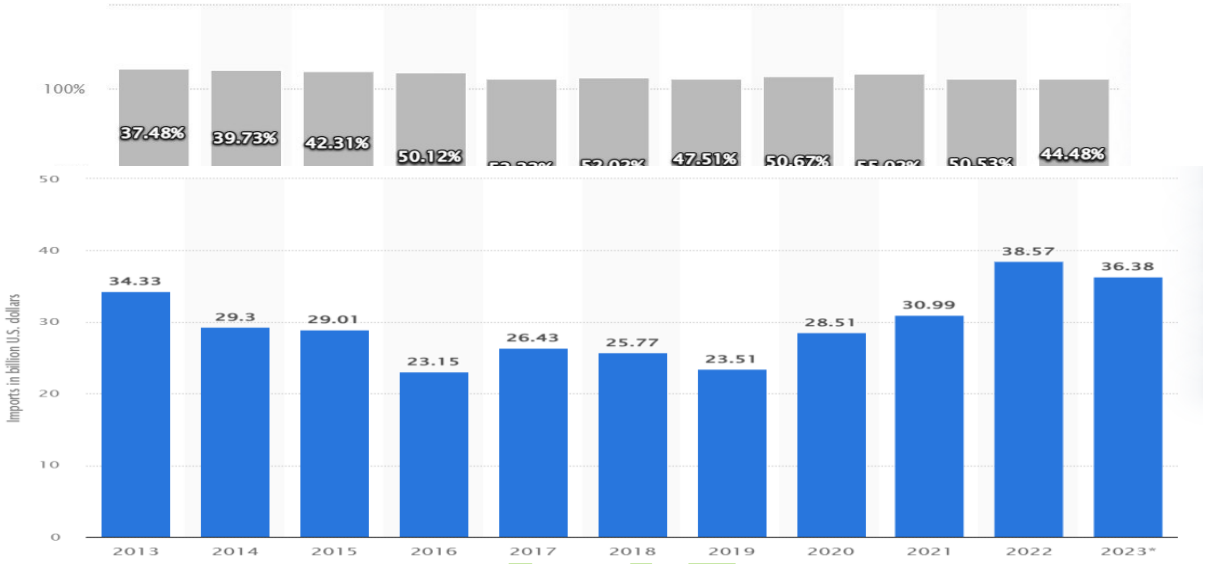
Population Ages 0 to 14 for Oman

Oman:

Oman: Distribution of gross domestic product (GDP) across economic sectors from 2012 to 2022

Distribution of gross domestic product (GDP) across economic sectors Oman 2022 Published by Aaron O'Neill, Jul 4, 2022.

This statistic shows the distribution of the gross domestic product (GDP) across economic sectors in Oman from 2012 to 2022. In 2022, agriculture contributed around 1.84 percent to the GDP of Oman, 56.98 percent came from the industry and 44.48 percent from the services sector.



Import of goods from 2013 to 2023 *(in billion U.S. dollars)*

Oman's Gross Domestic Product (GDP)

Lates Estimates For Gross Domestic Product in ppp int$ adjusted for base year and informal economy.
The official estimate for Oman's GDP was $186 billion at the end of 2023 in puchasing power partity terms. World Economics has developed a database presenting GDP in Purchasing Power Parity terms with added estimates for the size of the informal economy and adjustments for out-of-date GDP base year data. World Economics estimates Oman's GDP to be $237 billion - 27% larger than official estimates.

2023 data is based on IMF growth rate estimates applied to World Economics GDP data.
Oman's data is highlighted in the table below, use the filter and sort order options to allow easy comparison with other countries. (**Data source: World Economics Research, London**)

Oman Tourism January 2022: Record Growth Predictions

WTTC forecasts record growth for Oman Tourism in 2022, with increased visitor spending and job creation, as per 2023.

Key Takeaways:

- Oman's tourism sector is projected to contribute OMR 3.3 billion to GDP and generate over 206,000 jobs in 2023.
- Domestic visitor spending will grow to OMR 1.5 billion, surpassing pre-pandemic levels; international spending will also increase.
- Government support, strategic investments, and WTTC forecasts anticipate continued sector growth, boosting Oman's economy and job market significantly.

What Does the Future Hold for Oman's Tourism Sector in 2023?

The World Travel and Tourism Council (WTTC) has released its 2024 Economic Impact Research (EIR), offering an optimistic outlook for Oman's Travel & Tourism sector. Let's delve into the key insights and what they mean for Oman.

How Will Oman's Tourism Sector Impact the Economy in 2023?

According to the WTTC report, Oman's tourism industry expects tremendous growth this year. The sector is set to contribute over OMR 3.3 billion to the country's GDP in 2024, accounting for 7.6% of the total economy. Expanding tourism can provide a significant boost to Oman's broader economic landscape, bringing newfound opportunities and employment.
The growth isn't limited to GDP. Employment in the tourism sector is also projected to rise, providing over 206,000 jobs nationwide. This means one in every fourteen people in Oman will be employed within the tourism industry, underscoring its vital role in job creation.

Will Visitor Spending in Oman Surpass Pre-Pandemic Levels?

Visitor spending is a crucial metric for tourism health. The WTTC forecasts that domestic visitor spending will grow to OMR 1.5 billion in 2023, exceeding the 2019 figure by nearly eight percent. This rebound shows a strong recovery from the pandemic, signaling increased confidence and interest from local tourists.
While international visitor spending might not completely return to pre-pandemic levels—falling short of 2019 figures by OMR 142.3 million—it is expected to keep growing throughout 2023. This positive trend illustrates the enduring appeal of Oman to international travelers, despite global challenges.

How Is Oman's Government Supporting Tourism?

Julia Simpson, WTTC President & CEO, highlighted the pivotal role of the Omani government:
"The Oman Government strongly supports Travel & Tourism and aims to achieve unprecedented economic growth and job creation."
The WTTC's findings point to strategic government investments and policies that bolster Oman's reputation as a top Middle Eastern tourist destination. These efforts have laid a solid foundation for anticipated growth.
For more details, you can visit the official Oman tourism website for information on ongoing and upcoming governmental initiatives to support the sector.

What Were the Key Achievements in 2023?

In 2023, the contributions of national tourists saw significant increases compared to 2022. Oman's tourism sector contributed nearly OMR 2.8 billion to the GDP—a rise of 35 percent from the previous year. Employment in tourism also saw a 15 percent increase, supporting around 191,500 jobs nationwide.
International tourists played a large part in this growth, with their spending reaching OMR 1.1 billion, marking a 69 percent increase from 2022. At the same time, domestic tourism bounced back robustly, with spending reaching OMR 1.4 billion.

What Are the Long-Term Projections for Oman's Tourism Sector?

Looking ahead, WTTC forecasts that by 2034, Oman's tourism sector will support over 265,600 jobs nationwide. The sector will contribute OMR 5.4 billion to the national GDP, making up 9.8% of the economy. This growth reflects increasing investments and efforts to sustain a thriving tourism industry.

What Is the Broader Middle Eastern Tourism Outlook for 2024?

Oman's progress fits into a broader regional context of expanding tourism. Last year, the Middle Eastern Travel and Tourism sector grew over 25%, reaching nearly $460 billion. Employment rose to almost 7.75 million, and international spending increased by 50% to $179.8 billion. Domestic visitor spending also grew by 16.5%, surpassing $205 billion.
For 2023, the WTTC anticipates continued growth in the region, with the GDP contribution expected to rise to $507 billion. Employment is projected to increase to 8.3 million, with international visitor spending expected to reach $198 billion and domestic spending anticipated to exceed $224 billion.

Conclusion

Oman's tourism sector is on the brink of historic growth, driven by strategic investments and strong support from the government. With predictions of significant GDP contributions and job creation, the future looks bright. The developments in local and international visitor spending further underscore the sector's resilience and potential. For travelers and investors alike, Oman presents a promising destination with ample opportunities on the horizon.

What is the current market share of the Oman Tourism sector in 2023?

The global tourism body is forecasting thatthe sector will grow its GDP contribution to more than RO 3.3 bilion in 2023, 7.6% of the country's economy, and is projected to employ more than 206,000 people across the country, with one in fourteen people working in the sector.

Muscat - Comprehensive Overview of the City, PEST Analysis and Analysis of Key Industries including Technology, Tourism and Hospitality, Construction and Retail

"City Profile - Muscat" provides historical and forecast data on key city level metrics along with analytical coverage of the latest political, economic, social, technological, infrastructural, legal and environmental issues affecting Detroit.

Muscat Governorate is one of the 11 governorates of the Sultanate of Oman. The governorate accommodated 1.33 million inhabitants or 26.2% of Oman's population in 2021. Although Muscat Governorate's economy is predominantly industry oriented, in recent years, the share of service sector in the economy has risen. The governorate contributed 26.2% to the GDP of Oman in 2021.

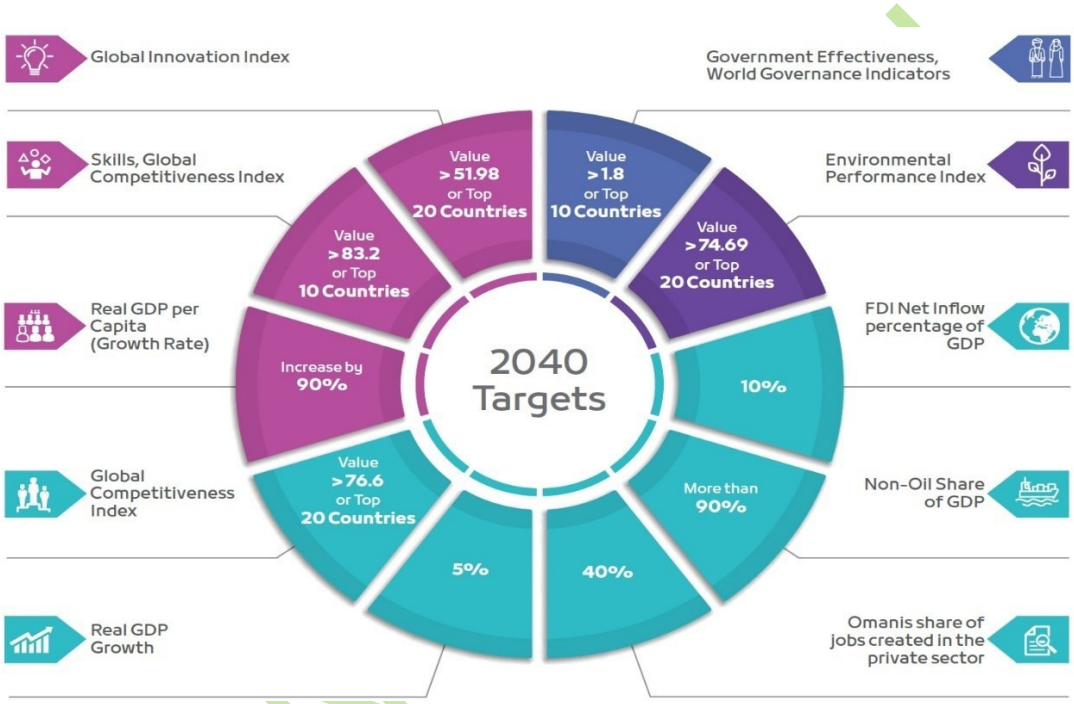
The report contains detailed tourism, retail, construction, technology and public infrastructure data and insight into economic, social, and industry trends.

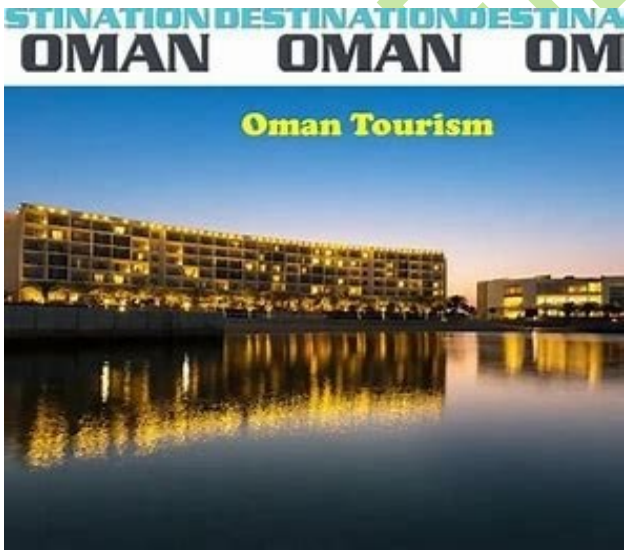
Scope

- The service sector remains the key contributor to the regional economy - and the major employer.
- The governorate's tourism sector was affected in 2020 due to the COVID-19 pandemic. With relaxation of air travel restrictions, the tourism and hospitality sector in the governorate is expected to see an upswing in visitors.

OUR 5-STAR HOTEL PROJECT

Vision 2040 to improve Oman's global standings - Oman Observer

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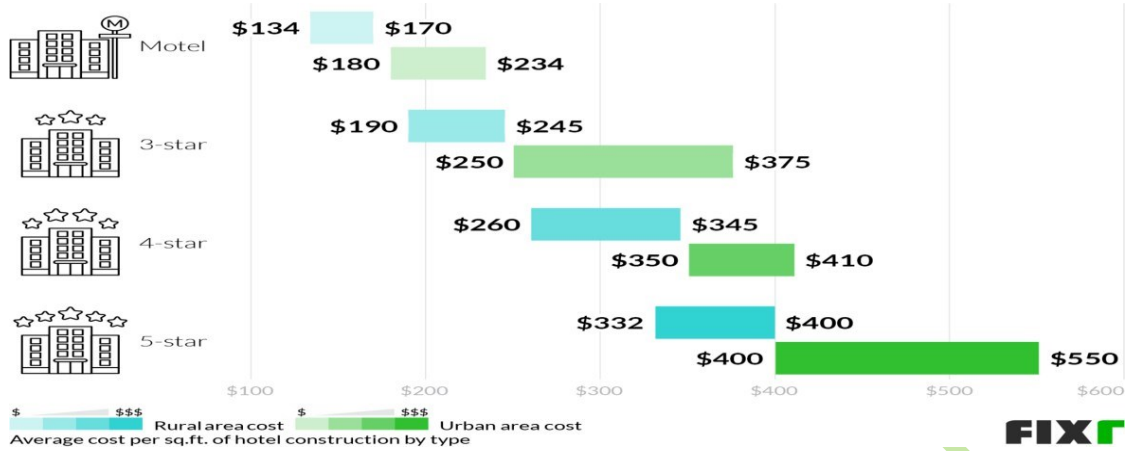
Hotel Construction Cost per Square Foot:

There is an enormous range of costs per square foot for hotel construction. This is because different types of hotels include varying amenities, areas, and materials. In addition, hotels built in urban areas usually have a higher cost per square foot than hotels built in more rural or suburban areas. For this reason, there is a hotel construction cost per square foot range of $134 to $550.



Hotel Type	Cost per Sq.Ft. Rural Area	Cost per Sq.ft. Urban Area
Motel	$134 - $170	$180 - $234
3-Star	$190 - $245	$250 - $375
4-Star	$260 - $345	$350 - $410
5-Star	$332 - $400	$400 - $550

Hotel construction cost factors

Building a hotel is a process that includes many different projects and professionals. Each project varies in cost depending on the materials, labor rates, room sizes, and features.

Hotel building cost factors	
Factor	**Average cost per square foot**
Foundation cost	$5 – $33
Framing cost	$11 – $30
Drywall cost	$1.50 – $3.50
Flooring cost	$4 – $15
Plumbing cost	$4 – $5
Interior trim cost	$4 – $10
Siding cost	$4 – $13
Roof cost	$3 – $6
Insulation cost	$1.00 – $4.50
Electrical wiring cost	$4 – $9
HVAC system cost	$3 – $6
Interior painting cost	$1 – $3
Countertops cost	$50 – $150
Doors cost	$225 – $1,900 each
Windows cost	$450 – $1,500 each
Light fixtures cost	$70 – $300 each
Toilets cost	$350 – $800 each
Sinks cost	$330 – $1,300 each
Cabinets cost	$150 – $500 per linear foot

Before we build our hotels, we will need to hire several different professionals to design the building, make sure the land and plans are sound and start construction:

- An architect charges $100 to $250 per hour.
- A structural engineer charges $100 to $220 per hour.
- A general contractor costs $50 to $150 per hour.

- An interior designer costs $50 to $200 per hour.
- Electrician services cost $50 to $130 per hour.
- Plumber services cost $45 to $150 per hour.

How long does it take to build a hotel?

Most hotels take 18 to 36 months to build, depending on the size, number of stories, and number of restaurants and other amenities. Any delays from shortages, disputes, or weather can impede the progress of the project.

Our 5-star hotel:

The cost of building a 5-star hotel is usually between $550 per square meter. We plan to have amenities such as gyms, spas, multiple restaurants and other services in our hotels.

For our 5-star hotel construction price about between $550 - $650 million.

Note: These prices are only the bare construction costs of the hotel building.

Our 3-star hotel:

The cost of building a 3-star hotel is usually between $ 250 - 350 per square meter. We plan to have amenities such as gyms, spas, multiple restaurants and other services in our hotels.

For our 3-star hotel construction price about between $ 300 - $350 million

Note: These prices are only the bare construction costs of the hotel building.

For the tourists and businesspeople who will come to the country and to be suitable for the economic conditions of the people and to be able to respond to every budget and not to turn anyone away, so that our company can gain great opportunities and prestige and the appreciation of the people;

- 1 unit / 5-star multi-purpose hotel,
- 1 unit /3-star hotel. This hotel will again be a multi-purpose hotel. But it will be built to cater to low-income guests. Our aim in building this second hotel with a narrow budget is to never turn away our guests and to provide tail and accommodation for every budget. Thus, to win the appreciation and hearts of our guests on a tight budget. In this way, 2 purpose-built hotels we will be built. Our hotels will also have culture, sports and entertainment centers.

OUR SHOPPING CENTER (MALL) PROJECT:

Different types of malls

Shopping malls are categorized primarily based on size, shape, configuration, and layout. Some common malls are strip malls, regional, super-regional, vertical, and outlet malls.

Strip malls and neighborhood shopping centers can be hundreds of thousands of square feet, while some may be smaller. Some malls are open-air while others are fully enclosed. Others have anchor stores, while some do not.

Malls generally have varying features, anchors, and levels. The variations are reflected in cost differences as the amount of construction will vary. The average cost of building different types of malls can be estimated based on the type and common sizes.

Our shopping center will include grocery stores, bookstores, restaurants, cafes, nail salons, barbershops, cafes, clothing stores, 1 movie theater, 2 playgrounds, 1 Kindergarten with security and professional play nurses and 1 Clinic that will provide health services to ensure that parents can shop comfortably and safely during their shopping.

And our shopping center will have an external parking lot for 1000 cars and a deep garage parking lot for 600 cars.

Our company will operate all these stores in our shopping center. Because these businesses will provide daily cash flow, and this will be providing daily liquidity to our company's coffers.

Unit of area (m^2)	Stores	Number of floors	Clinic	kindergarten	Car Parking Capacity Outside	Car Parking Capacity Deep garage
30.000	300	3	1	1	1000	600

The total average construction cost of our planned shopping mall is approximately: (USD $)
300,000,000.

Additional Service sections that we will build in our shopping center:

- **Kindergarten,**
- **1 fully equipped Clinic**

Kindergarten and Atelier for Kids:

Mall 1st floor.

"Children's Kindergarten in our shopping center and Children's Workshop Regulation"

"Operating hours & access authorization"

The Kids-Atelier is open on daily from morning 09.00 - 20.00 pm and on Saturdays and Sundays from 0.9.00 - 20.00 pm. All children aged 3 and over are eligible to enter. The stay is limited to 4 hours per child. Kids capacity 50 Kids. (In the event of high-capacity utilization, the acceptance of additional children may be refused for safety reasons.)

"Rates per child & terms of payment"

OMR 10.- for 4 hours / and after 4 hours Each additional hour: OMR 2.- per child

Food and Drink
Restaurants and cafés in the Mall

Events

Leisure / Cinema

Clinic in our Mall:

Our clinic, which we will build in our shopping center, will provide accessible, high-quality and personalized healthcare services for both our shopping center visitors and those living in the surrounding area. Our clinic, which will be built in our shopping center, will be a unique medical care facility that provides a single-stop service.

We will plan our clinic to be a comprehensive primary care center that promotes the health and well-being of our customers not only by providing accessible high-quality care, but also by involving the patient in their own care.

Our clinic will be staffed by highly educated and qualified Internal Medicine Doctors and nurses. It will serve both our shopping center customers and other people living in our surrounding area.

Total construction amount required for the project and operating rights of the project:

- ***Financial investment required for the project:***

The estimated budget for these projects is: **€ 15.000.000.000, -** (**Fifteen billion Euro or $Usd**). Clear indicators on this issue can be provided in future feasibility studies.

Important Note:

The actual construction costs of our entire project, the final cost of all our units in our project and the amount of net total financing required are only included in this project, with approximate and estimated prices. The net and final financing amount required for our project will be clear after the following stages are completed:

1. Once our investor partner likes our project and agrees to take part in this project with us, our investor partner must provide us with an official and current bank statement and proof of his/her financial existence.

2. After this stage, other necessary conditions are discussed and the articles we agree on are brought together and the partnership agreement is mutually signed between our company and our investment partner.

3. In parallel with the proof of the current official financial existence of our partnership to the State of Oman, the ***"BUILD-OPERATE-TRANSFER AGREEMENT (BOT Agreement)"*** between the State of Oman and our company for the 99-year operating right is mutually sign,

4. Updating of our existing construction land contracts of approximately 5 million square meters belonging to the state in Oman and payment of rental fees by our partner company,

5. After completion of items 1, 2 and 3 above;

5.1. Opening an international tender for the construction of our project,

5.2. Ensuring that the companies that bid in the tender and will win our tenders submit their feasibility studies related to our project to our company,

5.3. he above items; After completing 5.1 and 5.2, the AP of our project will be completed. And, in the light of our project AP information;

5.4. The Master Plans of our project will also be prepared. And, we will have started the job in this way.

6. In our project, the units whose construction is completed will be put into operation without wasting time in order to provide cash-liquidity.

 # Operating rights of our project:
Our project will be constructed according to the Build-Operate-Transfer (BOT) model and will be operated by our company for approximately *99 years* after the completion of the project.

Important Note:

The construction of each of the units that make up this project is a dry building approximate, estimated unadorned construction prices only. And in these calculations, the energy system needed by the total units of our project has not yet been included in our project.

For this reason, the AP, MP, operating expenses, taxes, total worker salaries, social rights and employer shares of our project have not yet been included in our project.

After the AP of our project is determined, the MP of your project will emerge. Although not definite, we estimate the approximate investment amount of this project as $USD 15,000,000,000.00

Sincerely,

Karim Ahmadi Kamali / Gen. Director
SKS Shipbuilding Industry LLC
Tel.: +98 914 846 2203
Tel.: +90 538 500 36 31
E-Mail address: info@sksindustrial.com

Readership Agreement

This document is a TOP-SECRET Business Plan of SKS Shipbuilding Industry LLC. And can NEVER be copied!...

The undersigned reader of the SKS Shipbuilding Industry LLC Business Plan acknowledges that the information provided is strictly confidential and therefore the reader agrees not to disclose anything contained in the Business Plan and not to copy this Business Plan without the express written permission of SKS Shipbuilding Industry LLC.

The reader further acknowledges that the information to be provided in this business plan is confidential in all respects, except for information that is publicly available by other means, and that any disclosure or use thereof by the reader may cause serious loss or damage to SKS Shipbuilding Industry Company before the Government of Oman.

Upon request, this business plan document will be returned to SKS Shipbuilding Industry LLC. This is a business plan. It does not constitute an offer of any securities.

Applicable Law:
This contract shall be governed by the laws in the Sultanate of Oman.

.....
Signature:

.....
Printed Name:

Shipbuilding is the construction of ships and other floating craft. It normally takes place in a specialized facility known as a shipyard. The global shipbuilding industry is largely dominated by three countries: China; South Korea; and Japan.

SKS Shipbuilding Industry Company will be operated by a practical experienced team with a proven track record in maritime services, ship repair and shipbuilding with nearly 30 years of company exits and has decided to start Shipbuilding and Shipyard business in Duqm to support the country's economy.

The following business plan summarizes SKS Shipbuilding Industry Company's five-year strategy and the financial forecasts it anticipates achieving.

The global shipbuilding market size was valued at USD 145.43 billion in 2023. It is expected to reach USD 197.03 billion in 2032, growing at a CAGR of 3.43% over the forecast period (2023-32).

The global shipbuilding market is expected to grow in future due to increasing seaborne trade and economic growth, rising energy consumption, demand of eco-friendly ships and shipping services.

Key trends of this market include significant consumption of steel, average age of global fleet, advancements in container shipping and rising demand for LNG fueled engine. The shipbuilding market is expected to grow at a slow but steady pace during the forecast period.
Use of new technologies, such as artificial intelligence (AI) and automation, are the key drivers of the shipbuilding market across the globe. Additionally, adoption of robotic technologies is likely to supplement the shipbuilding market in the near future.

Among the application segment in the Shipbuilding market (Defense, Transportation, Leisure & Luxury and Others), Transportation holds the major share. Moreover, rising global tensions, territorial expansionism, rise of non-state actor-led conflicts, and the associated displacement of population have fueled expansion of naval deployments, which is propelling the market for shipbuilding in defense sector.

Shipbuilding production in terms of CGTI is strongly concentrated in the three East Asian economies namely China, Korea and Japan which is propelling the market growth in APAC2 region. Also, the factors that are expected to fuel growth of the ship building market in the American region are increasing seaborne trade, increasing compliance with maritime safety norms, along with the growth in maritime tourism.

SKS Shipbuilding Industry Company is an Oman based company that will work with its team of experts in marine services, repair and maintenance for all vessels.
The SKS Shipbuilding Industry Company Team will consist of highly experienced professionals in a variety of industries who can add value by combining their skill sets to resource businesses that fit within the SKS Shipbuilding Industry Company portfolio and implement a modern operations strategy that will allow for rapid scale and increased market share.

By implementing a streamlined operational approach utilizing a series of strategic financing strategies, SKS Shipbuilding Industry Company will be able to increase the market share and overall value in many different markets around the region. The team at SKS Shipbuilding Industry Company will work with companies that offer strong core products and services that offer incredible scale opportunities.
Investments made under the SKS Shipbuilding Industry Company are based on strategic insight with a disciplined due diligence approach and measured risk that allows us to identify great businesses with strong growth potential while only engaging in friendly transactions with talented management teams who endeavor to achieve maximum results.
The following business plan outlines the five-year growth strategy of SKS Shipbuilding Industry Company, the problem it solves in the market, and the projected financial performance based on its current business model.

Market Summary

The Shipbuilding Market size is estimated at USD 145.67 billion in 2022, and is expected to reach USD 184.5 billion by 2029, growing at a CAGR of 4.84% during the forecast period (2023-2029).

Over the long term, the shipbuilding market is expected to grow over the forecast period due to increasing seaborne trade and economic growth, rising energy consumption, the demand for eco-friendly ships and shipping services, and the advent of robotics in shipbuilding.

Though the shipbuilding market is facing a tough time, the major markets are still working and trying to turn the market toward a growth direction. In Korea, the government is taking various initiatives to support the shipbuilding industry, as the companies in the nation receive a greater number of orders.

In recent years, the shipbuilding industry saw a significant trend toward the adoption of 3D printing technologies. Every industry related to manufacturing and engineering, including shipbuilding, is embracing 3D printing, also known as additive manufacturing. Companies in the shipbuilding industry are working together with other market participants to embrace cutting-edge manufacturing technologies, such as 3D printing, to improve their manufacturing capacities.

Further, the East Asian region dominates shipbuilding, with China, Japan, and South Korea ranking first and second, respectively. In 2022, China received more than half of all shipbuilding orders, establishing it as a global shipbuilding powerhouse. Southeast Asia is similarly concentrated in ship destruction, with Bangladesh, India, and Pakistan accounting for nearly 90% of global ship scrapping activities.

Shipbuilding Market Trends

Increasing Trade and Naval Activities Between Countries to Drive the Market

Trade growth is one of the hallmarks of the global economy in recent decades, and maritime transport is the backbone of global trade. Maritime trades primarily influence the shipbuilding market. With the extended supply chains and opened new markets, maritime transport is a catalyst for the economic development of nations worldwide. Almost 90% of global freight is seaborne. As a result, countries heavily rely on ships, which further accelerates the shipbuilding market.

China, Japan, and South Korea represented approximately 85% of the shipbuilding activity. China, the Republic of Korea, and Japan continue to dominate maritime ship supply, accounting for 94% of the market in 2022. Shipbuilding increased by 15.5% in China and 8.3% in the Republic of Korea over the past year but declined by 16.4% in Japan. In June 2022, the Republic of Korea ordered 70% of the alternative fuel-capable ships, China ordered 26%, Europe ordered 58%, and Japan ordered 17%. South Korea accounted for 64% of gas carriers and 42% of oil tankers, and Japan accounted for 45% of chemical tankers. Cargos are the most preferred marine vessels used for trading activities.

There is an increase in demand for maritime transport over the years, which caused a subsequent rise in the number of imports and exports across the world. With globalization taking root in the heart of many

economies, there are growing possibilities of internationally trading goods, providing a superior range of available products at different price points.

The top three ship-owning countries in terms of both dead-weight tonnage and commercial value as of 1 January 2022 included two Asian countries, namely China and Japan. China had the second-highest increase in tonnage (13%) among the top 25 ship-owning countries in the 12 months to 1 January 2022.

The Canadian government is introducing contracts for ships for the navy, which may generate the demand for defense ships in the country. To support the government's plans to build a large vessel fleet, the government signed a long-term strategic agreement with two Canadian shipyards, namely, Irving Shipbuilding Inc. (Halifax) and Seaspan's Vancouver Shipyards Co. Ltd (Vancouver), for the construction of combat and non-combat naval vessels for the Royal Canadian Navy and non-combat vessels for the Canadian Coast Guard.

In this regard, in January 2023, Irving Shipbuilding and the federal government agreed to a USD 1.6 billion contract to build two additional Arctic and offshore patrol ships for the Canadian Coast Guard.

Objectives

SKS Shipbuilding Industry Company has identified the following five-year objectives during the shipyard construction period:

- Create a reputable brand in the industry that instills quality, innovation and the highest degree of customer service.
- Gain support of organizations and companies in the industry ongoing strategy to work with reputable customers and key stakeholders to onboard to our portfolio.
- Create a streamlined and centralized operation strategy that will help complement each segment of the portfolio to accelerate growth and increase market share year over year.
- Ensure team and staff of skilled and experienced professionals are in place for initial operations.
- Significantly scale overall brand awareness and network through a strategic and successful go-to market implementation.
- Expand on product and service offerings by consistently adding new and innovative offerings for our clients.
- Multiple revenue streams to diversify portfolio and mitigate risks for a decline in segments of the market.

Keys to Success

SKS Shipbuilding Industry Company has identified the following keys to success:

- Maintain the existing targets and achieve year-on-year growth on equity for the shareholders.
- Develop and maintain long lasting, strategic relationships with stakeholders to bring credibility to the brand and empower onboarding new clients.
- Streamlined services approach to deliver our value proposition to our prospective clients.
- Develop strong automation tools to enable higher scalability and reduce dependency on staff to maintain adoption rates and company engagement programs.
- Move from operating as a new company into a mature organization with clear bylaws, policies, guidelines and governance to enable growth and scalability management.
- Seek strong partnerships and integration in the private and public sector for future incremental acquisition / equity trade sale and successful exit.

Financing Summary

INVESTMENT COSTS	Total Construction ($USD)	Total Production ($USD)	Total Investment ($USD)
Total (Estimated) investment costs	15,000,000,000.00	0	15,000,000,000.00
1. Estimated Shipbuilding Financing Summary (for Shipbuilding Unit only)			
Estimated- Vessel construction investment costs	6,500,000,000.00	0	6,500,000,000.00
Data such as increases in net working capital	70,000,000.00	0	70,000,000.00
Total (Estimated) Investment for Shipbuilding Unit only	**6,590,000,000.00**	0	**6,590,000,000.00**
2. Rolling Mill Fabric			
Land, Location and Site Development	**The factory will be built within our existing 4,418,106.44 m2 project area.**		
Plant Layout			
Machinery Requirements and Costs.	Estimated, 250,000,000.00		
Raw Material Requirements and Costs	Estimated, 100,000,000.00		
Packaging Requirements and Costs.	Estimated, 50,000,000.00		
Transportation Requirements and Costs	Estimated, 30,000,000.00		
Utility Requirements and Costs	Estimated, 10,000,000.00		
Human Resource Requirements and Costs. **Note:** **Oman sets minimum wage of USD$600 for every worker.**	Average, 300 workers x $ 600x each month .= USD$, 180,000,000.00		
Total (Estimated) investment Cost Rolling Mill fabric Only	**440,000,000.00 + 180,000.00 worker salaries** **= 440,180,000.00 and + Employer's share payments for other social benefits of employees (Monthly).**		

3. OUR SPECIAL EDUCATION SYSTEM:

Type of building to be constructed	Headcount of children or students	Average construction cost per square meter in Muscat (Oman) $1,337 (514OMR)	Square Meters of Building	Price (USD$)
Kindergarten. The Minimum Area Required for Children Aged Between 3 and 5 Years Old	School with 5 classes. Playgrounds and playground. 18 Childs each class Total = 90 Kids.	Per square meter Construction cost in Muscat (Oman) $1,337 (514OMR)	200 m2 +200m2 play Garden	267,400.00+50,000.00 = 317,400.00
Primary School **Secondary School (Double storey building)**	200 students 200 students		600,000m2	802,200,000.00
High School	200 students		400,000m2	534,800,000.00
University & Campus	1000 students		900.000m2	1,203,300,00.00
200 student capacity dormitory buildings for girls	200 Student		5,150m2	6,885,550.00
200 student capacity dormitory buildings for Boys	200 students		5,150m2	6,885,550.00
Bibliotec building			500m2	668,500.00
Social and recreational areas			1000m2	1,337,000.00
TOTAL			**1,912,200m2**	**2,556,611,400.00**
Note-1: These prices are only the construction prices of the bare building. Note-2: An additional 2 million m2 of land will also be requested from the Omani state.				

4. MASS HOUSING:

Typ of Bulding	Type of apartment	Usage area of each apartment	M2 construction unit price (USD$)	Residence Quantity	Total qm	Total Construction Amount (USD$)
Residence	3+1	90m2	1.337	250	22,500	30,082,500.00
Social areas	2000m2					10,000,000.00
Green space	2000m2					1,000,000.00
Landscaping						1,000,000.00
Bare construction prices of buildings total costs						**42,082,500.00**

5. OUR 400-BED PRIVATE HOSPITAL:

The cost price of our 400-bed hospital will be approximately	$USD 400 million.
Estemated, the cost of 1 small Clinic construction	$USD 20 million.
# Total CONSTRUCTION costs only	**$USD 420 milion.**
And,	
Necessary machinery, equipment,	**$USD 150,000,000.00**
# Total	**$USD 570,000,000.00**

6. SHOPPING CENTER:

Unit of area (m2)	Stores	Number of Stage	Clinic	Kindergarten in shopping center	Car Parking Capacity Deep garage	Car Parking Capacity Outside
30.000	300	3 Stage	1	1	600	1000
The total average construction cost of our planned shopping mall is approximately $USD:						
400,000,000.00						

7. OUR 5-STAR HOTEL PROJECT

Number of hotel Stage	Number of Hotel rooms	Number of suite rooms	Number of single rooms &qm	Double room number	Total m2	Vehicle Parking area	Investment Construction Cost ($USD
6 Stage	2400	25	1300 Each room sqm 10m2	1000 Each room sqm 16m2	38,000m2	200	700,000,000.00
Necessary room furniture, furnishings and other turnkey equipment costs							120,000,000.00

8. OUR 3-STAR HOTEL PROJECT

Number of hotel Stage	Number of Hotel rooms	Number of suite rooms	Number of single rooms &qm	Double room number	Total m2	Vehicle Parking area	Investment Construction Cost ($USD
4 Stage	1400	10	890 Each room sqm 10m2	500 Each room sqm 16m2	20,900m2	200	350,000,000.00
Necessary room furniture, furnishings and other turnkey equipment costs							100,000,000.00

9. New Alternative Electricity Generation Power Plant system that we will establish to meet the electricity needs of our businesses:

Table of electricity values produced by our electricity production machine:

Installed Power Model (MW)	Required Land for the installation per machine: (m^2)	Daily operating time of the system Per 4,2 MW Model machine (MW)	Electricity generated- Monthly NET (MWh)	Electricity generated- Annual NET (MWh)	Quantity of machinery needed
4,2 MW Model *(Machine Size)*	9,66 m^2 (2,30 x 4,20 x 2,28)	1 x 4200kW x 24 h = 100.800kWh = 100,8 MWh /Day	4200 x 24h x 30 Days = 3.024.000kWh = 3.024 MWh / Month	4200 x 24h x 365 Days = 36.792.000kWh = 36.792 MWh / Year	1 pcs.

NOTE.

The amount to be paid for electricity production machines will be determined according to the total electricity production needs of our enterprises.

- **1 The installed capacity of the machine is 4.2 MW.**
- **Each 4,2 MW electric power generation machine is the size of a 40` container.**
- **# (The physical dimensions of the machine are given in the table above).**

Below is the price of only 1 machine.

PRICE OF ELECTRICITY MACHINE:

Since there is no friction between the parts of our machine that generate electricity, there is no wear and tear on the parts of our machine. For this reason, the life of our machine is never exhausted. Here, since the very special gases in our machines get tired, we have to fill the engines of our machines with new, fresh gases only every 6 months and 2 time in the year.

4,2 MW. Model machine: Preis: 1 x 4,2MW container = 8.400.000 €uro. (Per 1MW = 2.000.000, - €uro.)
(4,2MW x €uro 2.000.000 = €uro 8.400.000)
PLUS, Special Gas exchange price per 1 MW each 6 months = €,40.000 . (4,2 MW x €,40.000 . = €,168.000)
Yearly Special price = 168.000 €uro. X 2 = 336.000 €uro. (Special Gas cost) / Yearly Service Price. ***The quantity of machinery required to meet the project's 30,000 MW daily electrical energy demand: 300 electricity generation machines.***
300 machines X 8.400.000 €uro = €, 2.520.000.000,00 +
Periodic maintenance cost every 6 months : €,168.000, - X 300 pcs. machine = €, 50.400.000, - / For every 6 months.

Electrical switchyard installations costs (Estimate) : USD,1.000.000.000, - + Estimated prices of transformers (2500KVA X 2 pcs.):

1 x transformator price (Estimate): €, 37.000 x 2 €, 74.000 X 300 pcs. = €, 22.200.000, - + and other components costs (Estimate):

= 2.520.000.000+ 50.400.000+ 1.000.000+ 22.200.000 + Cost of necessary cables and other components+Transport (Estimate) =

= €, 3.500.000.000, -

We install our systems next to the closest connection lines of villages, towns, cities and industrial zones that need electricity. This way;

- Our machine realises its operation with its own integrated system without any additional power from outside.
- We prevent 100% of possible electricity losses,
- Since our machine works day and night, summer and winter, 24 hours a day, there is no loss of electricity.
- Sun heat is never needed,

Estimated Shipbuilding Financing Summary (Constructions and machinery only):

1. Total Investment for Shipbuilding Unit= USD, 6.590.000.000
2. Rolling Mill = USD, 440.000.000
3. Schools (Uni+ High School+ primary school+middle school+Kindergarten)+ student dormitories = USD, 2.556.611.400
4. Mass housing = USD, 42.082.500
5. Healty Center (Clinic) = USD, 20.000.000
6. Hospital = USD,420.000.000
7. Mall= USD,300.000.000
8. Hotels (5 Star) = USD, 650.000.000
9. Hotel (3 Star) = USD, 450.000.000
10. Electricity production (300 machines) = €, 3.500.000.000 (1€=1.03USD) = USD, 15.968.693.900 +

11. Construction of infrastructure + Construction of roads + Lighting poles for streets = (Estimate) costs = USD, 3.500.000.000 = Total USD, 19.468.693.900

And PLUS,

12. Monthly salary payments and other mandatory social benefit payments for approximately 3000 (1 worker`s salary =1000 Usd x 3000 workers) workers and 1500 (1 employe`s salary= USD,3.000 x 1500 employees= Usd. 4.500.000) Total salary (Monthly) (Estimate) = USD,10.000.000 /Monthly expences.

Some images of the electricity generation machine:
Measurements of a 4.2 MW electricity generating machine: (2,30 x 4,20 x 2,28) = 9,66m2





Sultanate of Oman
Public Authority for Special
Economic Zones and Free Zones
Muscat

سلطنة عمان
الهيئة العامة للمناطق
الاقتصادية الخاصة والمناطق الحرة
مسقـــــط

M/s. Shipbuilding Industry Company (SKS)
CR: 1400438

Ref: OPAZ/2022/ 256
Date: 2 February 2022

Attn: Engr. Karim Rasoul Ahmadi
Email: ybmaamari@gmail.com

Subject: Investment in Shipbuilding and Steel Industry Projects

After Compliments,

With reference to our letter No. Duqm/99/2022 dated 13 January13,2022 and to your company's letter of January 30th, 2022 on the above subject, we would like to inform you of the initial approval of OPAZ to reserve the proposed land (Attached), which is (4,418,106.44 Sq.m)(Four Million, Four hundred eighteen Thousand , one hundred six and Forty Four Sq.m), provided that the company signs the Land Reservation Agreement and pays the land reservation fees, an amount of (737,823. 775 RO) (Seven hundred and thirty-seven thousand eight hundred and twenty-three Omani riyals and seven hundred and seventy-five baiza) to the following bank account:

Account Name: Public Authority for Special Economic Zones and Free Zones
Account Number: 10470241041003
Bank Name: National Bank of Oman
Swift Code: NBOMOMRXXXX

Please note that the period for land reservation is limited for one year only, and the reservation fees referred to above will be deducted from the value of the contract if the company signs a usufruct agreement. The fees will not be refunded if the company decided to refrain from the projects, or if the projects fail to comply with the provisions of the above-mentioned land reservation agreement.

Also, kindly provide the Authority with the following documents:
1. An overview of the company, and its practical experience in the fields of shipbuilding and steel making.
2. The solvency of the company.
3. Submit a technical and economic feasibility study for the projects to be established.
4. The expected schedule for the implementation of the projects referred to above.
5. A statement of the actual total area that the projects will need, with the submission of a preliminary master plan (layout) for it.

For our specialists to be able to examine the documents and evaluate the projects and we are always pleased to welcome any meetings with investors to discuss all details related to the projects.

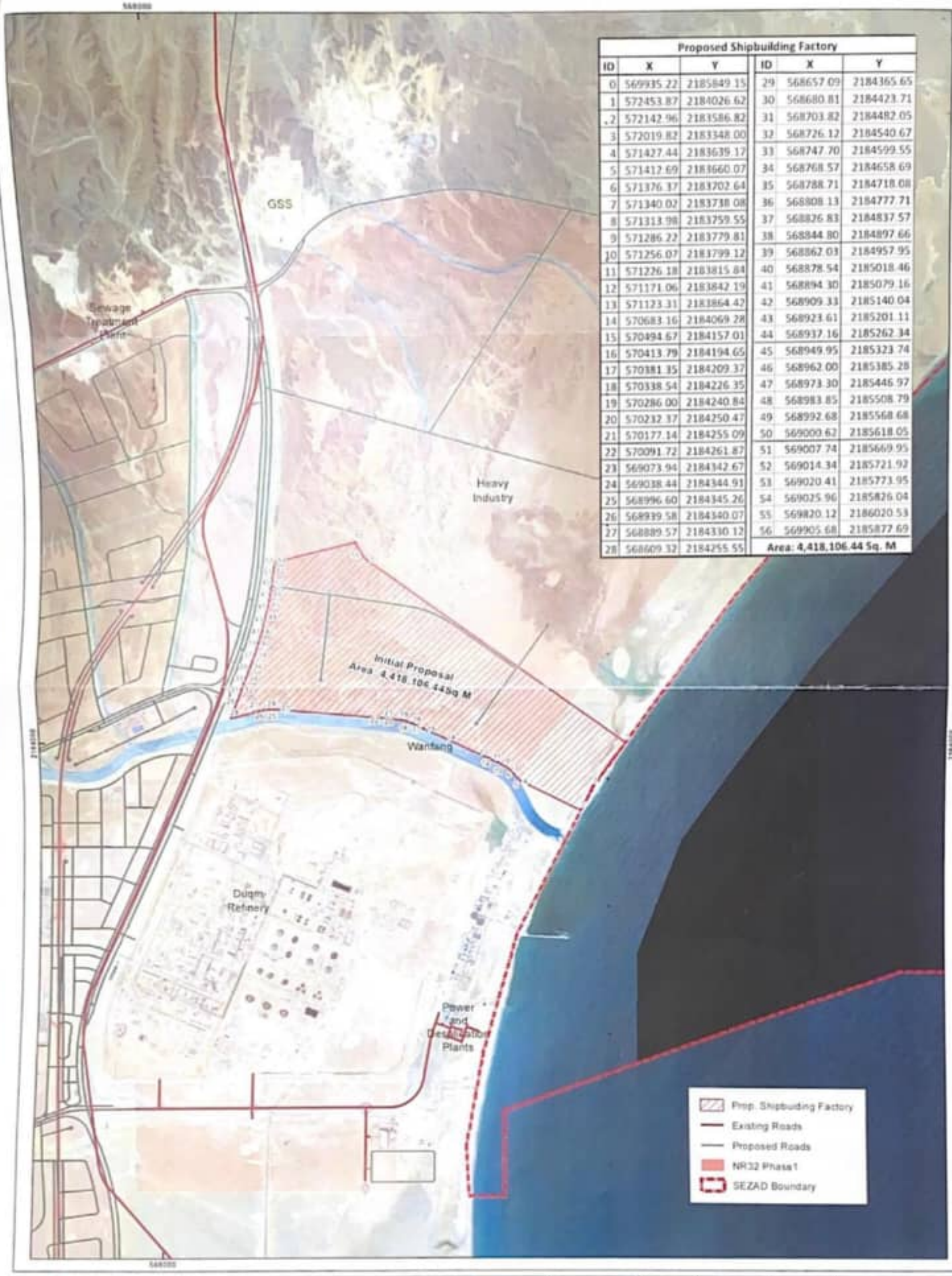
Best Regards,

Eng. Yahya Khamis Al Zadjali
Acting In-Charge, Special Economic Zone at Duqm

سلطنة عمان وزارة الخارجية
الهيئة العامة للمناطق الاقتصادية الخاصة والمناطق الحرة
٢٥٧
٢٠٢٢ - ١ - ٦
دون تحمل الوزارة أية مسؤولية فيما يختص بمحتويات الوثيقة،
رقم التصديق
التوقيع

صندوق البريد W الرمز البريدي ١٠٠ , مسقط، سلطنة عمان، هاتف: (٢٤٥٠٧٥٠٠+٩٦٨)، فاكس: (٢٤٥٨٧٤٤+٩٦٨)
P.O Box 77 P.C 100 , Muscat, Sultanate of Oman, Tel.: (+968 24507500), Fax: (+968 24587474)

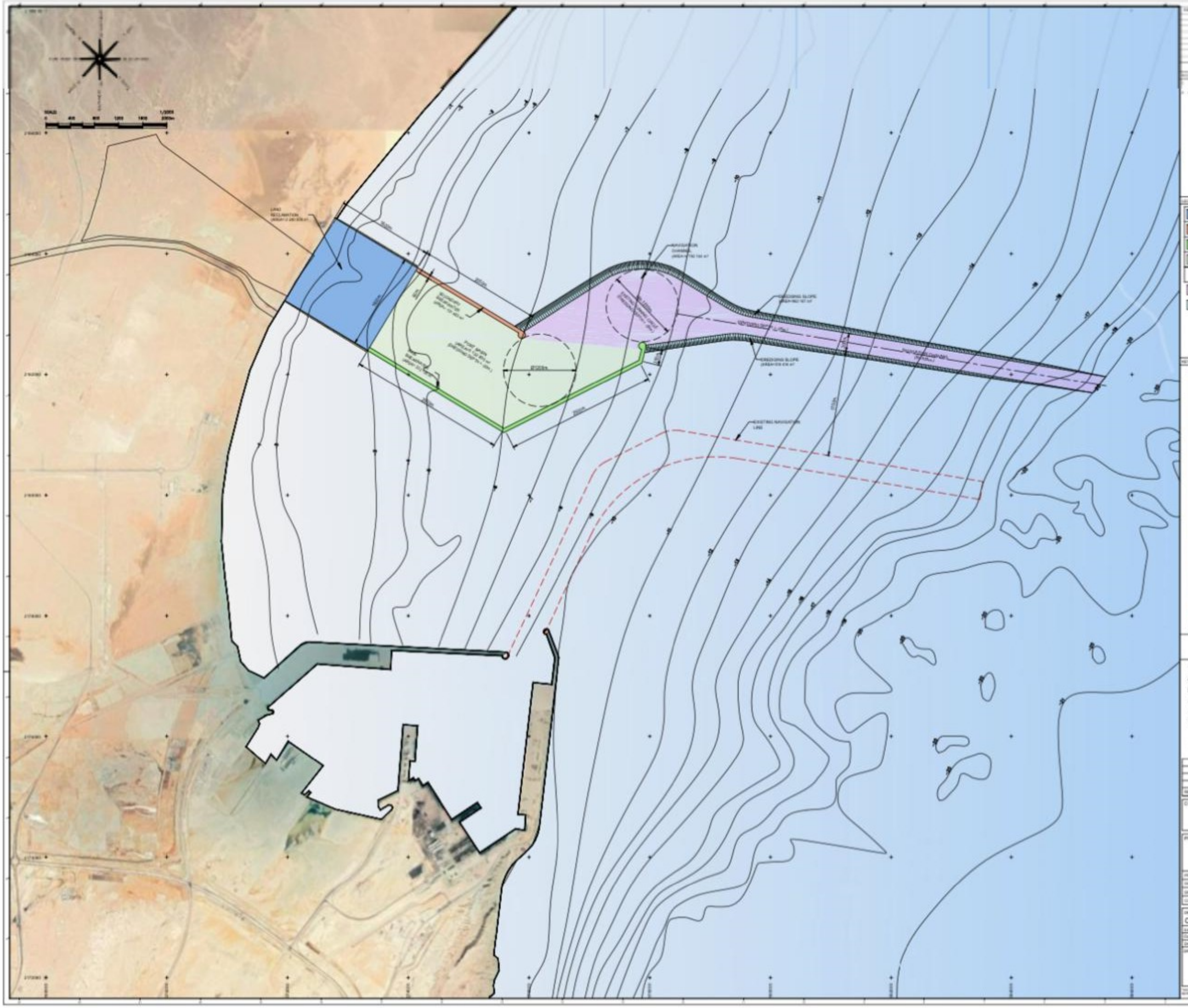
Proposed Shipbuilding Factory					
ID	X	Y	ID	X	Y
0	569935.22	2185849.15	29	568657.09	2184365.65
1	572453.87	2184026.62	30	568680.81	2184423.71
2	572142.96	2183586.82	31	568703.82	2184482.05
3	572019.82	2183348.00	32	568726.12	2184540.67
4	571427.44	2183639.17	33	568747.70	2184599.55
5	571412.69	2183660.07	34	568768.57	2184658.69
6	571376.37	2183702.64	35	568788.71	2184718.08
7	571340.02	2183738.08	36	568808.13	2184777.71
8	571313.98	2183759.55	37	568826.83	2184837.57
9	571286.22	2183779.81	38	568844.80	2184897.66
10	571256.07	2183799.12	39	568862.03	2184957.95
11	571226.18	2183815.84	40	568878.54	2185018.46
12	571171.06	2183842.19	41	568894.30	2185079.16
13	571123.31	2183864.42	42	568909.33	2185140.04
14	570683.16	2184069.28	43	568923.61	2185201.11
15	570494.67	2184157.01	44	568937.16	2185262.34
16	570413.79	2184194.65	45	568949.95	2185323.74
17	570381.35	2184209.37	46	568962.00	2185385.28
18	570338.54	2184226.35	47	568973.30	2185446.97
19	570286.00	2184240.84	48	568983.85	2185508.79
20	570232.37	2184250.47	49	568992.68	2185568.68
21	570177.14	2184255.09	50	569000.62	2185618.05
22	570091.72	2184261.87	51	569007.74	2185669.95
23	569073.94	2184342.67	52	569014.34	2185721.92
24	569038.44	2184344.91	53	569020.41	2185773.95
25	568996.60	2184345.26	54	569025.96	2185826.04
26	568939.58	2184340.07	55	569820.12	2186020.53
27	568889.57	2184330.12	56	569905.68	2185877.69
28	568609.32	2184255.55	Area: 4,418,106.44 Sq. M		



Proposed Land for Shipbuidling Factory

N

Duqm



	LAND RECLAMATION	AREA= 2,245,639 m²
	SECONDARY BREAKWATER	AREA= 131,483 m²
	MAIN BREAKWATER	AREA= 333,133 m²
	PORT BASIN	AREA= 5,130,854 m²
	TOTAL SEA USAGE	AREA= 7,837,363 m²
	NAVIGATION CHANNEL	
	DREDGING SLOPE	

FOR INFORMATION

THIS DRAWING IS PREPARED FOR DESCRIPTION OF CONCEPTUAL LAYOUT OF THE PROPOSED PORT AREA. FINAL LAYOUT OF THE PORT SHALL BE DETERMINED AFTER DETAILED FIELD SURVEY AND DESIGN WORKS AND SHALL BE PRESENTED FOR APPROVAL OF THE DUQM SEZ.

SCALE 1:2000 0 400 800 1200 1600 2000 m

NO	DESCRIPTION	DATE	CONTROL	SIGNATURE

CONTRACTOR
SHIPBUILDING INDUSTRY COMPANY (SKS)

PROJECT
MAG ENGINEERING SERVICES AND COM. LTD. CO.

PROJECT	TITLE	NAME	SIGNATURE
DESIGN	MSC. ENG.	TOLGA AVCU	
DRAWING	DRAFTSMAN	SEDAL SOLEN	
CONTROL	MSC. ENG.	MUSTAFA ALI GÜLVER	

DRAWING NO:	OMAN-A-00-SITP-001
AREA NO:	001
SCALE	1/2000
DATE	APRIL 2022

PROJECT NAME:
DUQM SEZ
SHIPYARD AND INDUSTRIAL
PORT FACILITY

DRAWING NAME:
CONCEPTUAL LAYOUT PLAN PROPOSED FOR
SHIPYARD AND INDUSTRIAL PORT FACILITY

BDO

Assurance | Accounting | Tax | Advisory

Tel: 604-688-5421
www.bdo.ca

BDO Canada LLP
600 Cathedral Place
Vancouver, BC, Canada

To whom it may concern;

July 21, 2024

EXECUTIVE SUMMARY: This document has been created with the intention of using standard financial calculations to determine the Net Present Value of SKS Shipbuilding Inc. in accordance with the company's provided documentations, contracts, financial statements, loans, and expected operational incomes. Accountants in charge for this estimation work have been certified by the Professional Chartered Accountants Association of Canada.

Calculations herein have been carried out using the following input data:

Finance Loan Amount: $20,000,000,000 USD
Annual Interest Rate on the Finance Loan: 4%
Finance Loan Repayment Period: 50-year term
Repayment Amount Per Year: $1,000,000,000 USD
Estimated Annual Revenue: $2,000,000,000 USD
Annual Operational Costs & Taxes: $500,000,000 USD
Estimated Average Inflation Rate: 2.0%
Present-Value Yearly Discount Rate: 6.0%
Company Operational Period: 90 years

Net annual cash flow of the corporation for operational years 6 to 55: $500,000,000 USD
Net annual cash flow of the corporation for operational years 56 to 95: $1,500,000,000 USD

Net Present Value (NPV) Calculations (based on a standard discount rate of 6.0%)

- For operational years 6 through 55:

$$\mathbf{PV_{6-55}} = \sum_{t=6}^{55} \left(1x \frac{\$500,000,000}{(1+0.06)\text{^}t}\right) = \$6,920,000,000 \text{ USD}$$

- For operational years 56 through 95:

$$\mathbf{PV_{56-95}} = \sum_{t=56}^{95} \left(1x \frac{\$1,500,000,000 \times (1+0.02)\text{^}(t-1)}{(1+0.06)\text{^}t}\right) = \$2,520,000,000 \text{ USD}$$

- Total Present Value:
  NPV = PV_{6-55} + PV_{56-95} = $6,920,000,000 USD + $2,520,000,000 USD
  NPV = $9,440,000,000 USD

Hans A. Zimmer, PCA

Kind regards,

Autor : Riza Kosar / Intl. Project Manager / CFO

Shipbuilding Industry LLC

Muscat – OMAN.

Tel.: +41. 78 234 2538

E-Mail: rizakosar@gmail.com