

**REPORT ON THE ACTIONS TAKEN REGARDING
AFTER FIRE IN THE BUGGY STORAGE SHED
REAL CLUB DE GOLF GUADALMINA
MARCH 24TH EIGHTEEN DAYS AFTER THE EVENT**



Following the fire that occurred on **March 6 at the facilities** of Real Club de Golf Guadalmina, 68 Yamaha golf buggies under RENTING agreements, 5 gasoline buggies of different brands, and 28 electric buggies were reduced to ashes. Additionally, one electric buggy from the company RIVERSA, which was under testing, was destroyed.

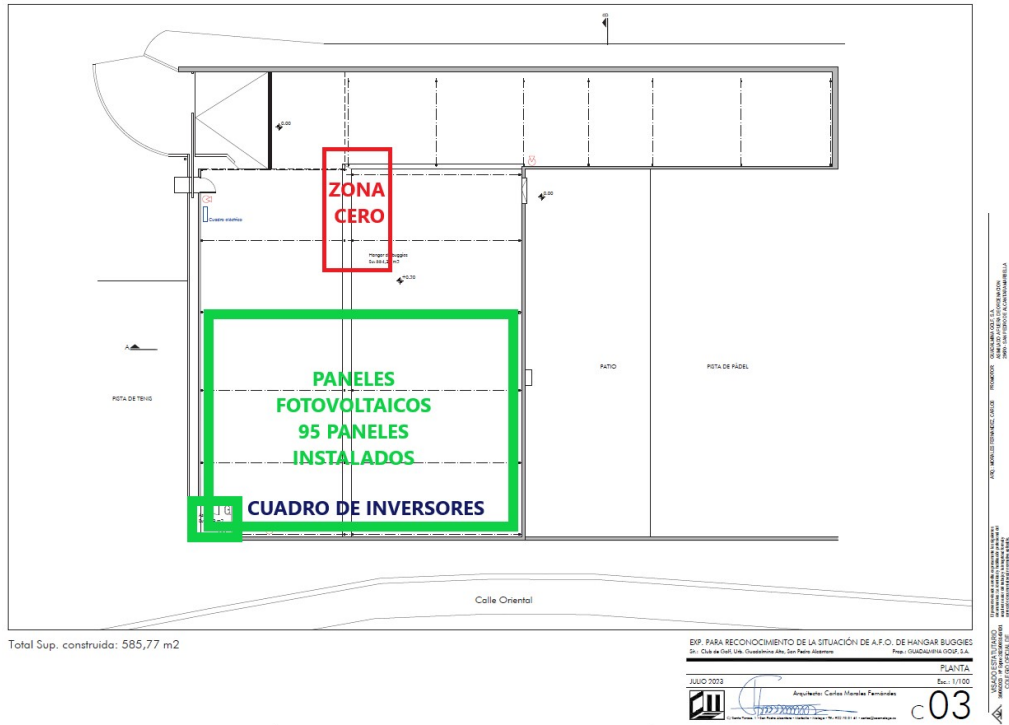
On Saturday, March 7, the maintenance company of REALE Seguros restored the electrical connection, and the staff of Real Club de Golf Guadalmina reconnected the water supply to the Caddy Master.

Visit from forensic police

On Monday, March 9, the forensic police from Málaga attended together with the fire expert from [Ignite Siniestros](#), Mr. Joaquín Díaz, hired by REALE, you may consult some of his main jobs by clicking in the following [LINK](#)

They determined the point of origin of the fire. At the time of drafting this report, the cause is still pending confirmation, although everything points to a short circuit in a charger.

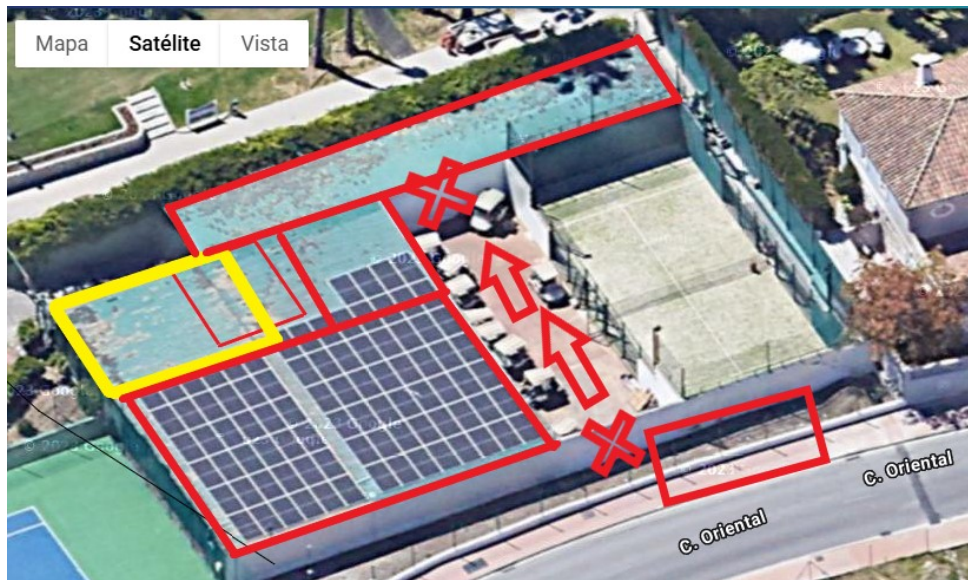
Ground Zero



The forensic police have designated the red-marked area as “GROUND ZERO,” pending a second visit that has not yet been scheduled.

Debris removal license application

As of March 10, debris removal quotations were obtained, and on March 12, the application for the debris removal license was submitted.



The following diagram shows the process of debris removal.

Lithium treatment as hazardous material

On March 16, when debris removal was about to begin, an additional issue arose: lithium batteries require special handling.

On March 18, specialized companies were identified, and through URBASER, contact was made with [RECILEC](#). The permit for transporting lithium battery waste was requested from the Andalusian Government.

Visit from REALE insurance adjuster

On March 16, REALE's adjuster, Mr. Salvador Mas, visited and defined the claims process under three aspects:

1. Affected facilities
2. Third-party goods under custody
3. Loss of profits

1. Affected Facilities

We can clearly identify three affected facilities:

- The buggy hangar itself, whose cost is recorded in the AFO submitted in 2023 according to the valuation criteria of the COAM (Official College of Architects of Málaga).
- The photovoltaic panels along with their inverters.
- The electrical installation itself, recently inspected.
- A buggy cleaning system, including a water osmosis plant.

2. Third-Party Assets Under Custody and Storage

In this case, we distinguish between:

- **The fleet of buggies under leasing (renting agreements)** with several contracts signed with Banco Sabadell, with different maturities in 2026, 2028, and 2029, for various amounts.

All these contracts have been terminated, and a certificate of outstanding debt as of March 6 has been requested from Banco Sabadell. Once the compensation amounts are determined, the insurance company will allocate the necessary funds to settle the pending payments, thereby cancelling the debt incurred for the leasing of the 70 buggies from AVANTERRA, including outstanding installments and residual values.

- **Buggies owned by Members**

We are currently receiving sworn statements from Members whose gasoline or electric buggies were stored in the hangar.

As soon as we have all the documentation, it will be sent to the insurance company in order to initiate an individual claim process for each owner, taking into account total loss valuation criteria.

The market value of a buggy is generally determined based on market criteria plus expert appraisal, combining:

- ✓ **a) Actual market value**

- Second-hand prices of similar models (Wallapop, dealers, auctions, etc.)
- Brand and model (Yamaha, Club Car, EZGO...)
- Type: electric / gasoline

- ✓ **b) Age and usage**

- Approximate year
- Hours of use (if known)
- Intensity of use (golf course vs. private use)

- ✓ **c) Condition**

- Batteries (key factor in electric buggies)
- Bodywork
- Tires
- Maintenance

- ✓ **d) Equipment**

- Road approval kit (lights, registration plate)
- Extras (cargo box, extended roof, additional seats...)

Therefore, it is essential to have as much verified supporting information as possible.

3.Loss of Profit

The buggies leased under renting agreements generated income that is covered from the moment of the incident until the service can be resumed under normal conditions. This period will be calculated month by month, and the following months will be used to determine the compensation scale.

Members who had their buggies under the Club's custody will be compensated proportionally from the moment the fire occurred—that is, with approximately 300 days remaining to complete the year.

Service	Annual Fee	Reimburse,
Storage Electric Buggy	735 €	604,11 €
Storage Petrol Buggy	639 €	525.21 €
Circulation fee both cases	306 €	251.51 €

Service	Annual Fee	Reimburse,
Buggy use Family per year	1.200 €	986,30 €
Buggy use Individual per year	800 €	657,53 €

Total compensation for the reimbursement of these services amounts to €39,171.78.

Future challenges

I would like to draw the attention of the Members to several aspects of great importance when moving forward in resolving this issue.

1. SIZE OF THE FLEET

There is a need to have a sufficient number of buggies to serve the Members, especially those who need them most due to age or illness. In addition to the 33 owners of private buggies, we must also include the 14 Members who had an individual annual buggy pass and the 3 who had a family buggy pass.

Therefore, a reasonable number is estimated to be between 75 and 100 buggies.

2. CHARGING REQUIREMENTS

INSTALLATION:

The maximum power available in the installation is determined by the nominal current of the main switch in the electrical panel, which is 80A, three-phase, equivalent to approximately 50 kW of power.

CHARGERS:

According to the specification plates, the existing chargers consume an average of 1000W (1 kW) at 240V, depending on various factors such as the state of charge, etc.

CONCLUSION:

Taking the above data into account, between 40 and 60 vehicles can be charged simultaneously depending on the charging stage.

For practical purposes, a maximum of 50 vehicles can be considered at the same time. The only supply point (CUP) currently available at Real Club de Golf Guadalmina with this contracted power is the one connected to the former buggy hangar, where the photovoltaic panels were installed.

Neither the Clubhouse, nor the new parking area, nor the maintenance building have sufficient contracted power to charge 100 vehicles overnight at a rate of 50 vehicles simultaneously.

Therefore, we can only wait until we once again have an installation on the plot where the buggy hangar used to be.

3. REDUCING THE FLEET TO THE STRICT MINIMUM

Currently, we only have storage and charging space for a fleet of 10 buggies, located at the back of the driving range, which is used in summer to charge the support fleet.

This scenario is not a viable solution, as it would generate constant conflict over who should be the beneficiary of a rental buggy, or who should have the right to store their buggy.

4. REQUESTING A FLEET OF GASOLINE BUGGIES

We have been consulting the market regarding the availability of gasoline-powered buggies, and several issues arise:

- There are no fleets of 75 to 100 units available in Spain.
- The few units available are in rather poor condition.
- We do not have a suitable place to store them properly.

In either case, acquiring a fleet of 10 units or renting a gasoline fleet—even if not in optimal condition or in the required quantity—would immediately result in the loss of insurance coverage for lack of profitability. This would generate a deficit which, estimated from April to August, could be around €130,000.

Future outlook

1. RECONSTRUCTION OF THE HANGAR SIMILAR TO THE PREVIOUS ONE

Among the options being considered is the reconstruction of the hangar, subject to approval by the Town Hall, with the same characteristics as the previous one—that is, a temporary, lightweight building with rapid construction.

This would allow accommodation of the fleet and the installation of photovoltaic panels, which are especially necessary now as we face an uncertain energy future.

It would be connected to a 40 kW supply point (CUP), with sufficient capacity to charge up to 100 buggies.

We would expand the dimensions of the previous hangar, potentially incorporating in the future the work yard located next to the paddle court, increasing the usable area to 700 m², while leaving the washing area outdoors for better efficiency.

2. NO LONGER MEMBERS' BUGGY STORAGE AVAILABLE

Once we have a fleet of 100 buggies, it will no longer be necessary to store private buggies, as the Club will be able to offer annual buggy rentals—individual or family—at very competitive rates, below what Members are currently paying to use their own buggies.

In 2026, the cost of private buggy storage is approximately:

- €735 for storage
- €306 for circulation fees
- €100 for insurance

Without including repairs or battery replacement, this totals around €1,200.

A larger fleet well dimensioned will allow the Club to offer ALL MEMBERS the advantage of having unlimited buggy use

on a yearly basis in consistently good condition and equipped with integrated GPS screen, **at an unbeatable fee.**

TIMELINE – WHAT DEADLINES ARE WE LOOKING AT?

It is difficult to establish an exact schedule, but we are considering a timeframe of approximately 3 to 4 months.

PHASE 1: CLAIM PROCESSING (starting March 6)

MARCH

- 7: Restoration of services
- 9: Visit by forensic police and insurance expert
- 12: Contracting debris removal and submission of documentation to the Town Hall
- 16: Visit by the loss adjuster
- 18: Contracting lithium recycling company
- 20: Meeting with labor authorities for reopening of the workplace
- 23: Meeting with architect to analyze options
- 25: Start of debris removal works (estimated duration: 14 days)

APRIL (Easter period)

- 8–10: Final review by forensic police
- 10: Meeting with REALE insurance to determine compensation amounts
- 12: Completion of debris removal
- 18: Construction proposal for the new hangar
- 30: Expected Settlement of compensation

PHASE 2: PROJECT AND CONSTRUCTION (MAY – JULY)

Submission of the basic project for the building permit application, on an urgent basis. Start of the hangar construction works, with an estimated duration of two months.

PHASE 3: BUGGY SUPPLY (AUGUST)

We are currently negotiating with the most relevant companies in the market, without ruling out any existing options. All of them are willing to make the necessary logistical

efforts to guarantee delivery of a fleet in the first days of August, fully electric and equipped with lithium batteries.

We hope this information provides the necessary insight to understand the complexity of the challenge we are facing.

This is not an easy task and will require your understanding and patience. We assure you that we are working to reduce timelines in every possible way, but the reality is that there are no magic solutions to the problems we face.

As a Club, we are confident that we will emerge stronger from this setback, and we will keep you promptly informed as new developments arise.

Guadalmina March 24th 2026

Ignacio del Cuvillo
Managing Director
Real Club de Golf Guadalmina