



The Panama Canal Railway Company

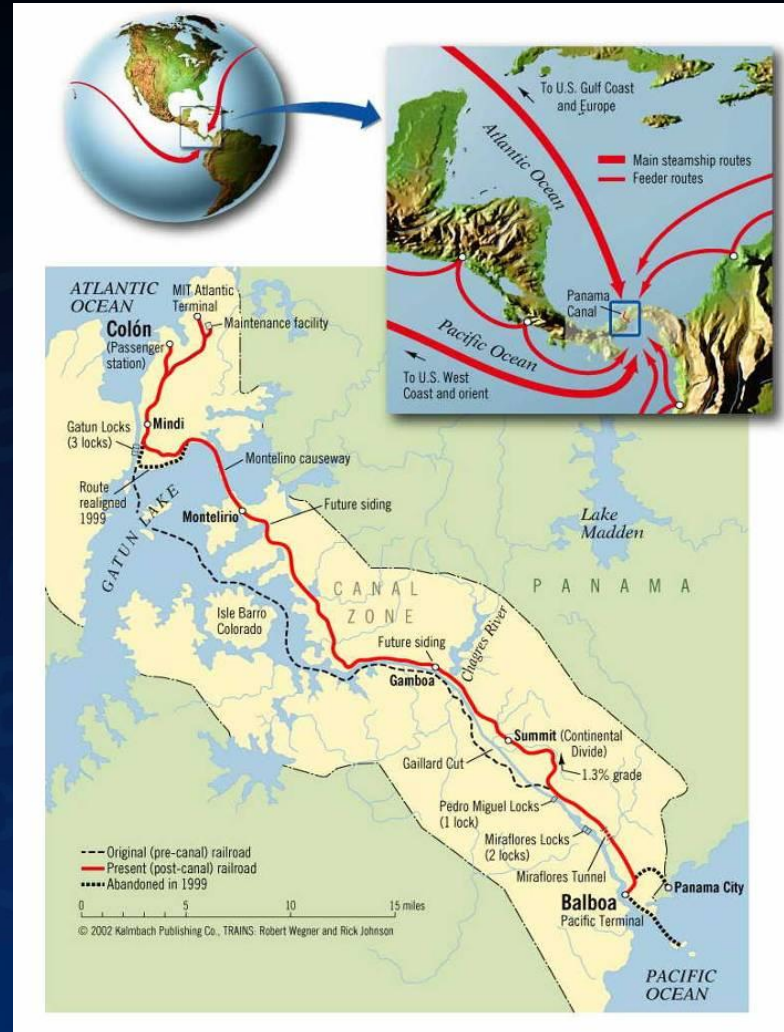
Since 1855

2020

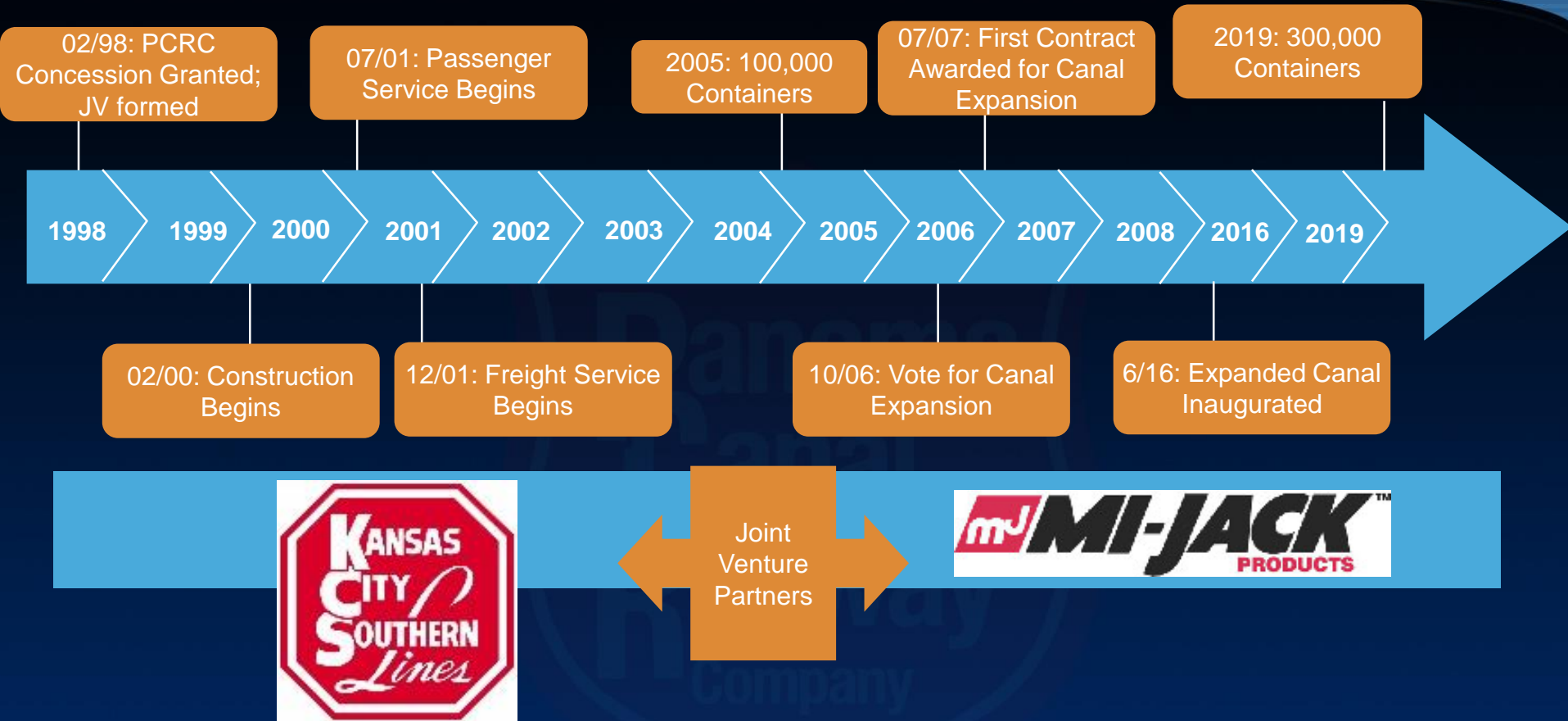


Overview of the Panama Canal Railway Company

- Contract Law awarded on February 17, 1998
- 50-year concession
- US\$175 million investment to date
- 65mph railroad, 47 miles long
- Contiguous to all ports
- 300 ft right-of-way
- In-Bond, Customs Primary Zone



Panama Canal Railway Company – Milestones



Mainline

- One Mainline - 75 km length
- Maximum Elevation 1.24%
- 2 Automated Sidings
- 24 Public Crossings
- 3 Hot Wheel and Dragging Equipment Detectors
- 12 Track side rail lubricators
- 2 Bridges
- 1 Tunnel



Mainline - Build

280,000 tons of granite



**11,000 tons of 136lb
continuously welded rail**



150,000 Concrete Ties



Mainline



Mainline



Mainline – Fully Automated Siding



Mainline – Miraflores Tunnel



Mainline - Fully Automated Lubricators



Locomotives



Ten (10) F40 locomotives of 3,000 HP



Locomotives



Two (2) SD40 locomotives

Five (5) SD60 locomotives



Double Stack Cars



Seventy nine (79)
5-well articulated
double stack cars
in service.



Double-stack Cars



Currently: Seven 11-Car Sets of DST Cars
Future: Unlimited Availability



Reefer Connections

- All F40 Locomotives Equipped with Generators
- Power: 100 Reefers per Locomotive



Intermodal Terminals

- Three Intermodal Terminals: Pacific, Cristobal and Coco Solo
- Two Passenger Stations: Corozal and Cristobal
- 4 Loading tracks: 1 km long each
- 1 Escape Track
- Mechanical Shops
- Offices, Employee Buildings
- 8 High Mast Lighting
- Fueling Stations



Intermodal Terminals

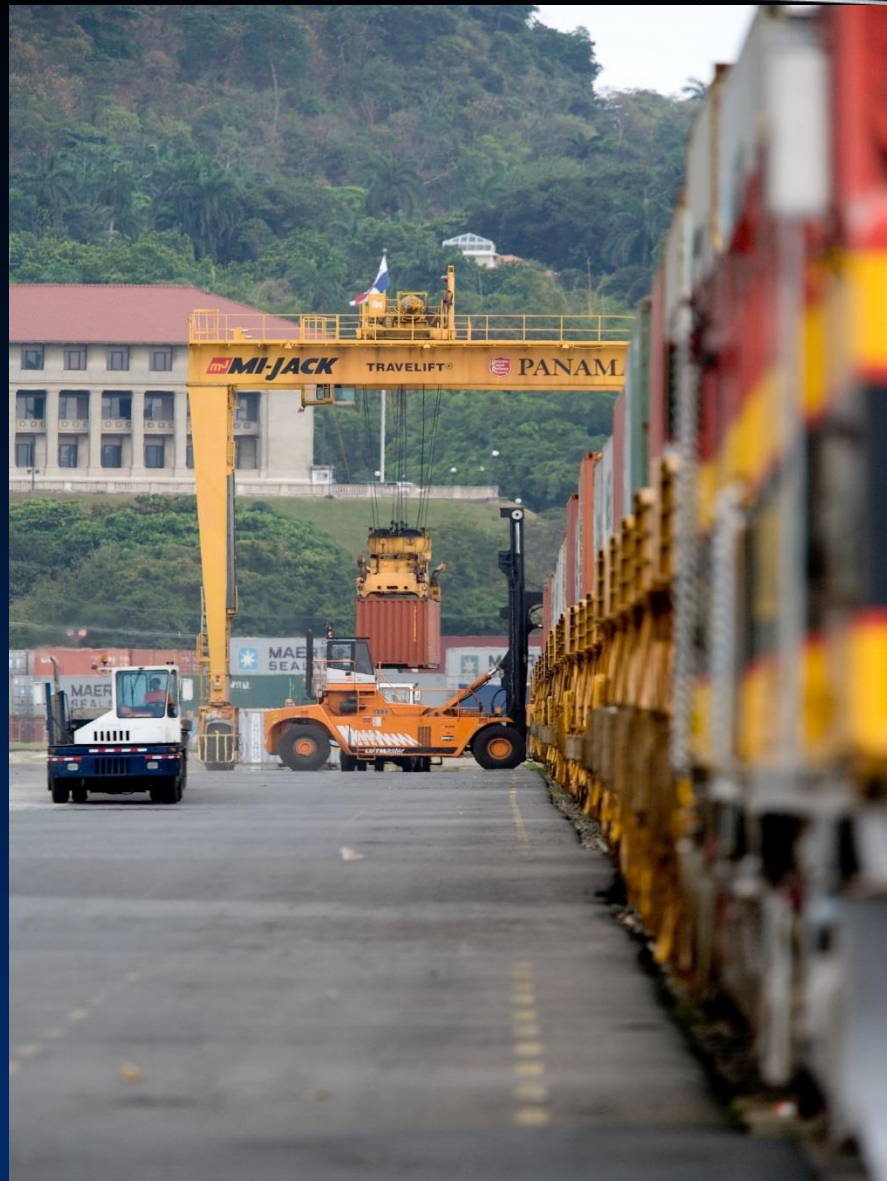


Intermodal Terminals





Lift Equipment at Each Terminal



Pacific Intermodal Terminal



Atlantic Intermodal Terminal



Lift Equipment at Each Terminal

- Currently: 4 RTG's and 5 Side Loaders at PIT terminal and 4 RTG's and 5 Side Loaders at AIT.



Constant Security and Monitoring



MOW Equipment - Tamper



MOW Equipment - Side Dump Cars



MOW Equipment - HyRail



Positive Train Control - PTC

- Operating since 2007 with a GPS Positive Train Control
- Prevents excessive speeds
- Controls authorization limits on the mainline
- Projects employees working on the mainline
- Prevents accidents and runaway trains
- Provides warnings and sends train into emergency



Positive Train Control - PTC



Positive Train Control - PTC

The interface is divided into four main panels:

- Top-Left Panel:** Displays a map of the Panama Canal Railway. It includes station names and speed limits (MPH): Pedro Miguel (MP 35.00), Miraflores (MP 41.00), Canal (MP 45.75), and Establecimiento (MP 42.00). A "Canal 12 Switch" is highlighted with a green dot. Below the map is a "What Train Reset Controls" section with four green checkmarks: "No Leds Both the Train Head", "No Leds Both the Train Tail", "Headed Both the Train Head", and "Headed Both the Train Tail". There are also links for "Click here to Access Power Systems Data" and "Click here to View Sensor Data".
- Top-Right Panel:** Shows a detailed track diagram with "ATC/Control" and "AT Lead" labels. It includes "Mk. Hoop Switch" and "Canal 12 Switch" with green status indicators. There are links for "Click here to Reassign Mk. Hoop Switch" and "Click here to Reassign Canal Switch". A "Track Switches and Project Spur" table is visible below.
- Bottom-Left Panel:** Features the "Panama Canal Railway" logo and a schematic of the track layout with various signal and switch symbols.
- Bottom-Right Panel:** Shows a detailed track diagram with a train represented by a blue and red bar. It includes a "WARNING" box with the text "WARNING: No Effect" and "Page 6, 229" and "Page 8, 209".

Why Panama?

Location, location, location....



PCRC Value Proposition

Dual-Ocean Transshipment

Expanded Network without transit of the Panama Canal

Dedicated Feeder Services



Single port call in Panama provides dual-ocean transshipment capability allowing ships to discharge containers destined for both Atlantic and Pacific ports of North America, South America and the Caribbean

Eliminates need to transit the Panama Canal saving toll costs and allowing ship savings while increasing market coverage

Allows dedicated feeder services on either ocean to relay containers for distribution without the need to transit the Panama Canal



The Panama Canal – THE MAGNET

Weekly Container Vessel Services via Panama

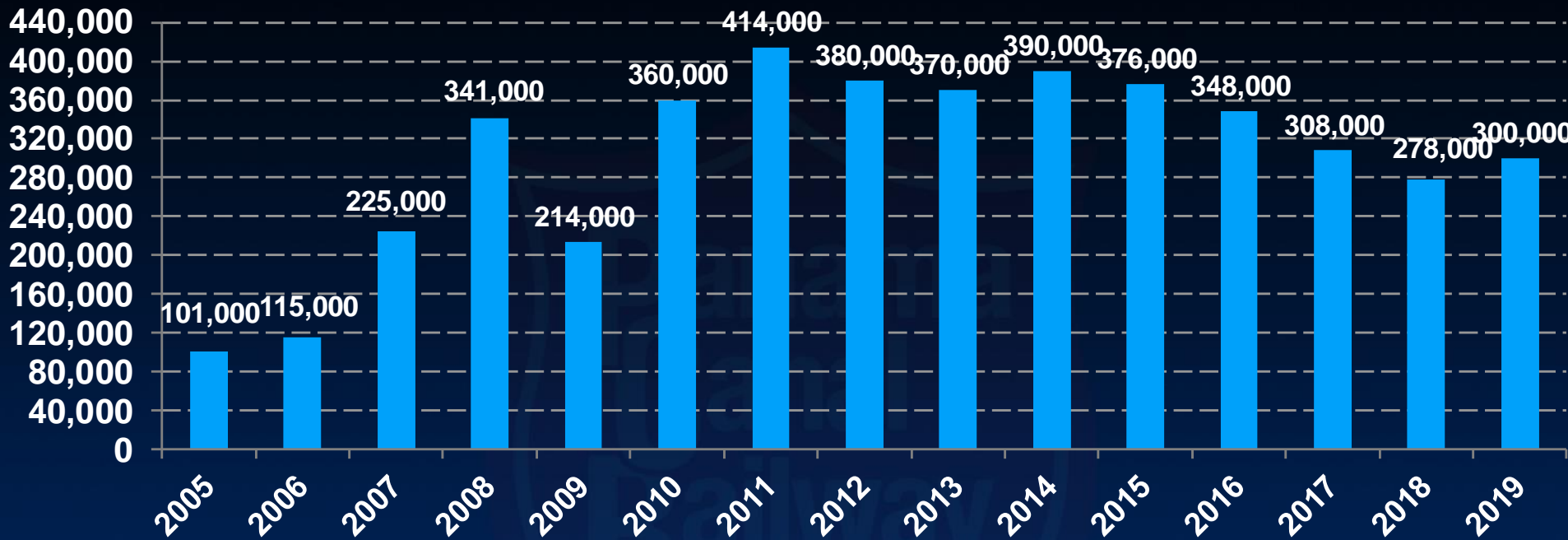


Source: Panama Canal Authority

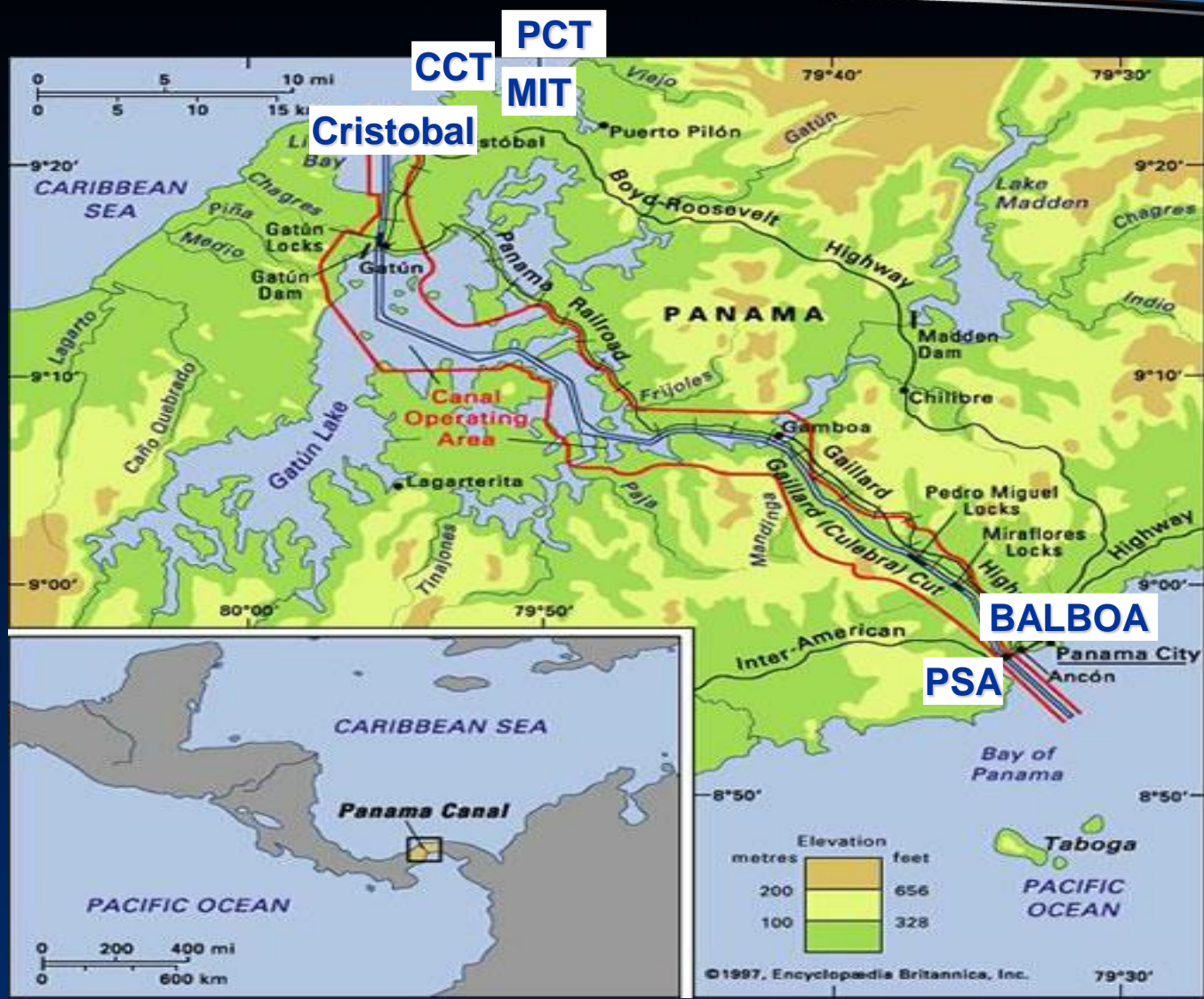


Freight Volumes – Containers

(in thousands)



Panama's Port Infrastructure



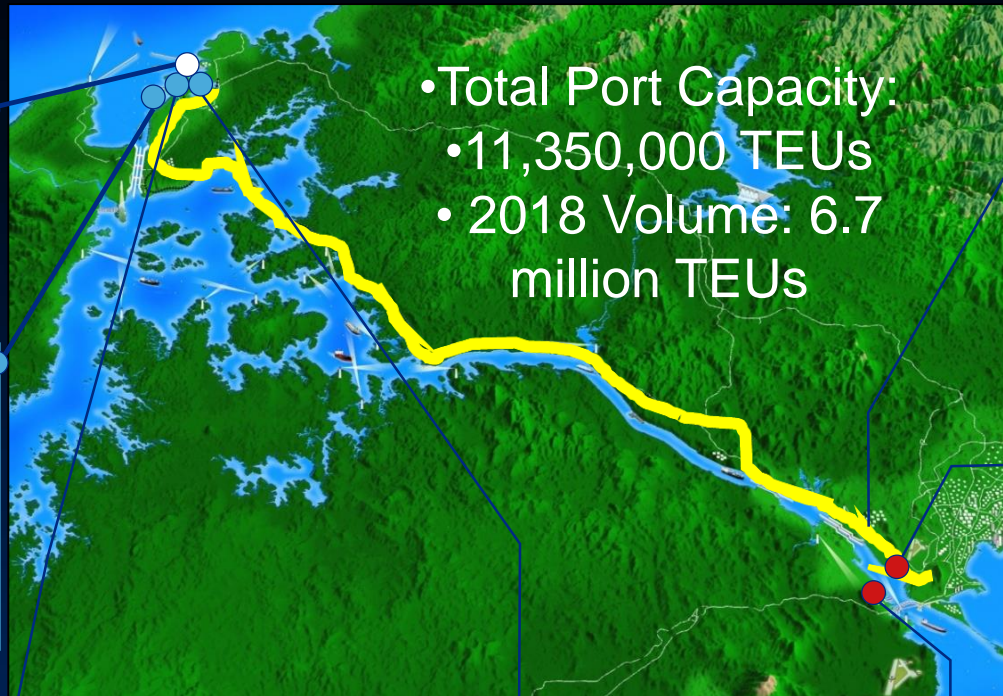
Panama's Port Infrastructure



• Panama Canal Colon Port, Inc.



• Panama Ports Company - Cristobal



• Total Port Capacity:
• 11,350,000 TEUs
• 2018 Volume: 6.7 million TEUs



• Panama Ports Company - Balboa



• Colon Container Terminal



• Manzanillo International Terminal (MIT)



• PSA



Port of Balboa (Pacific Side)



Port of Balboa



Port of Balboa



(PSA) Port Singapore Authority (Pacific Side)



Port of Cristobal (Atlantic Side)



Port of Cristobal



(MIT) Manzanillo International Terminal (Atlantic Side)



Manzanillo International Terminal (MIT)





Colon Container Terminal (Atlantic Side)





Colon Container Terminal



Panama Colon Container Port (Atlantic Side)



MIT, CCT & PCT (Atlantic Side)



Fiber Optics Network



Panama is the landing point for several fiber optic sub-marine cable systems on their way to Latin America and the rest of the world including;

- Maya 1
- Pan American
- Global Crossing PAC network (Level 3)
- Arcos 1 (Columbus Networks, Cable Wireless)
- Telefonica (Transocean)

The Panama Canal Railway Company owns a fiber optics system with switching stations located on each coast connecting the Atlantic and Pacific fiber systems with Four 4 " ducts (two of these with 3 1 ¼" inch inner ducts), and Two 2 " ducts.



Passenger Service

- Operations started July 2001
- Two basic markets
 - “Executive Express” daily commuter service
 - Cruise ship passengers
- 6 luxurious coaches
- Elegant interiors, air conditioning, observation decks
- Food and beverage service
- Available for special events
- “Best Shore Excursion” Award from Princess Cruises





THANK YOU...

Future Corozal Port



COROZAL PORT OVERVIEW

- 5.3 million TEU, 2 thousand meter long berth
- US\$800MM to US\$1B cost.
- 2 phases, first phase 3.2MM TEU, second phase 2MM TEU.
- 4 Port Operators had been shortlisted:
 - Terminal Investment Limited, S.A. (MSC);
 - APM Terminals (MAERSK);
 - Terminal Link (CMA–CGM);
 - PSA International
- ACP to reissue bid with better financial terms.

