



FALCON AMERICAS  
GROUP

Inter-Oceanic Railroad System  
Mega-Project  
*Honduras, Central America*



# Inter-Oceanic Railroad System Mega-Project

Our goal is to make our country, and the port area of Amapala as the gateway of products manufactured by Asian countries to the east of the United States, an area with the highest consumption in the world. This would make Honduras the first country with this capability and thus forming a new pole of global Latin American development.

The project consists of connecting Puerto Castilla on the Caribbean Sea in the east coast with Amapala on Tiger Island in the Gulf of Fonseca, which Honduras shares in the Pacific with El Salvador and Nicaragua by means of 10 railroad lines.

Honduras' advantage in the global environment is its geographical position as the center of Central America and the western hemisphere. It counts with two strategic ports, one in the north, Puerto Castilla, that has 41.5 meters of natural depth and one in the Pacific, Amapala, that is 32.5 meters deep, a depth not found in any other port in Latin America. These unmatched port depths will allow the entry of up to 300,000-ton cargo ships, while the Panama canal can only accommodate 100,00-ton ships.

The Inter-Oceanic Railway is not designed to compete with the Panama Canal, nor the forthcoming canal in Nicaragua, aiming instead to assist in the accommodating of cargo vessels up to 300,000 tons.

# Geographical Location

The advantage Honduras has with respect to the global environment is its geographical position as the center of Central America, center of the Western Hemisphere and the Center of the Globe.

## Distance from Honduras in km

**Hong Kong** - 15300 km

**Singapore** - 17887 km

**South Korea** - 13315 km

**Taiwan** - 14792 km

**Japan** - 12647 km

**United States** - 2610 km

**Chile** - 5871km

**Peru** - 2984 km

**Mexico** - 1950 km

**Panama** - 950 km

**Costa Rica** - 664 km

**Spain** - 8000 km

# Inter-Oceanic Mega-Port and Railway Bridges

The project consists of a network of a new Mega-Port, a Railway Line System and bridges starting in Amapala on Honduras' Pacific West Coast with ten railway lanes at a width of 100m. This railway guarantees quick passage of containers to the Main Rail Terminal Center at a 35 km distance to the Metropolis of Panacea City.

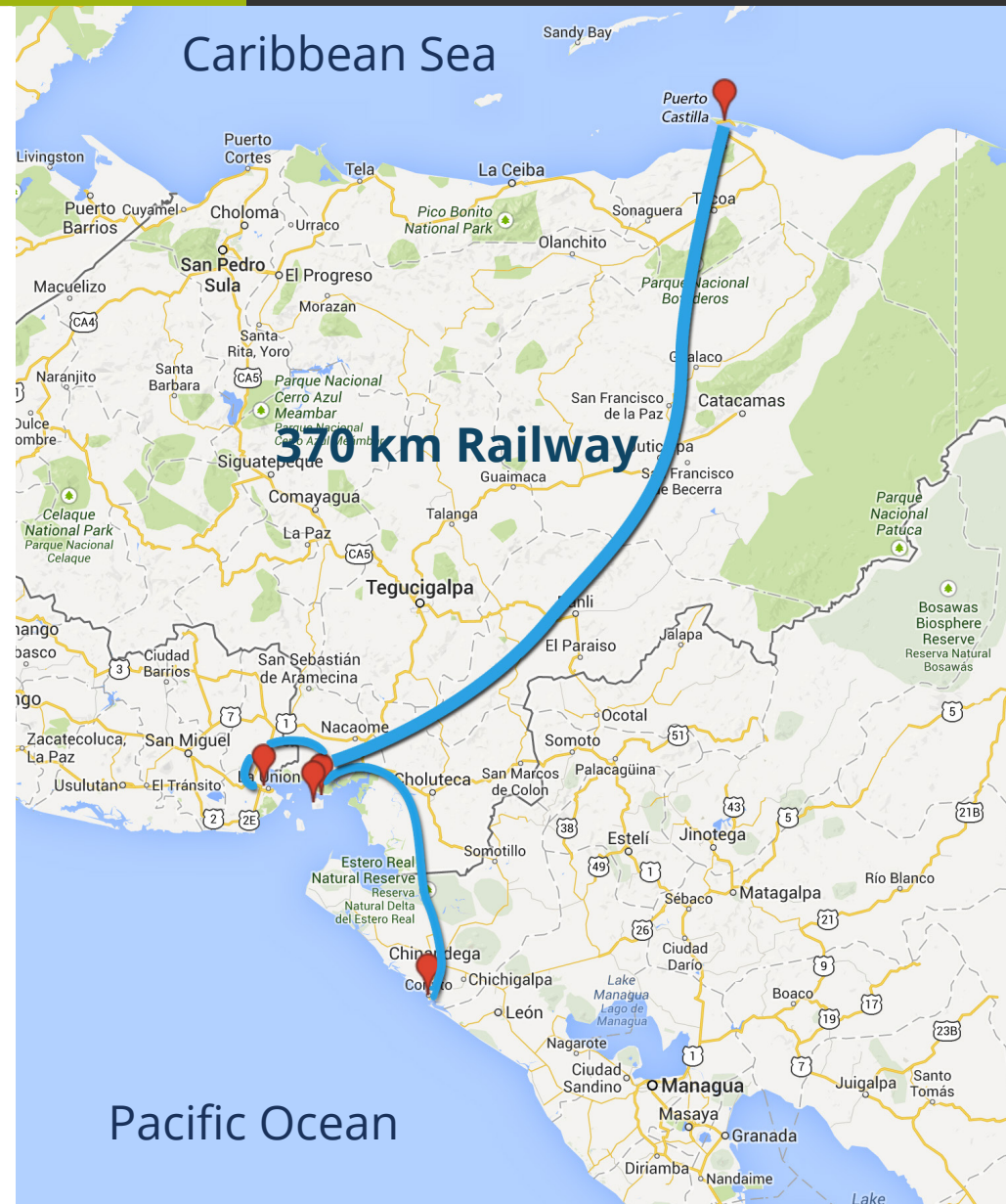
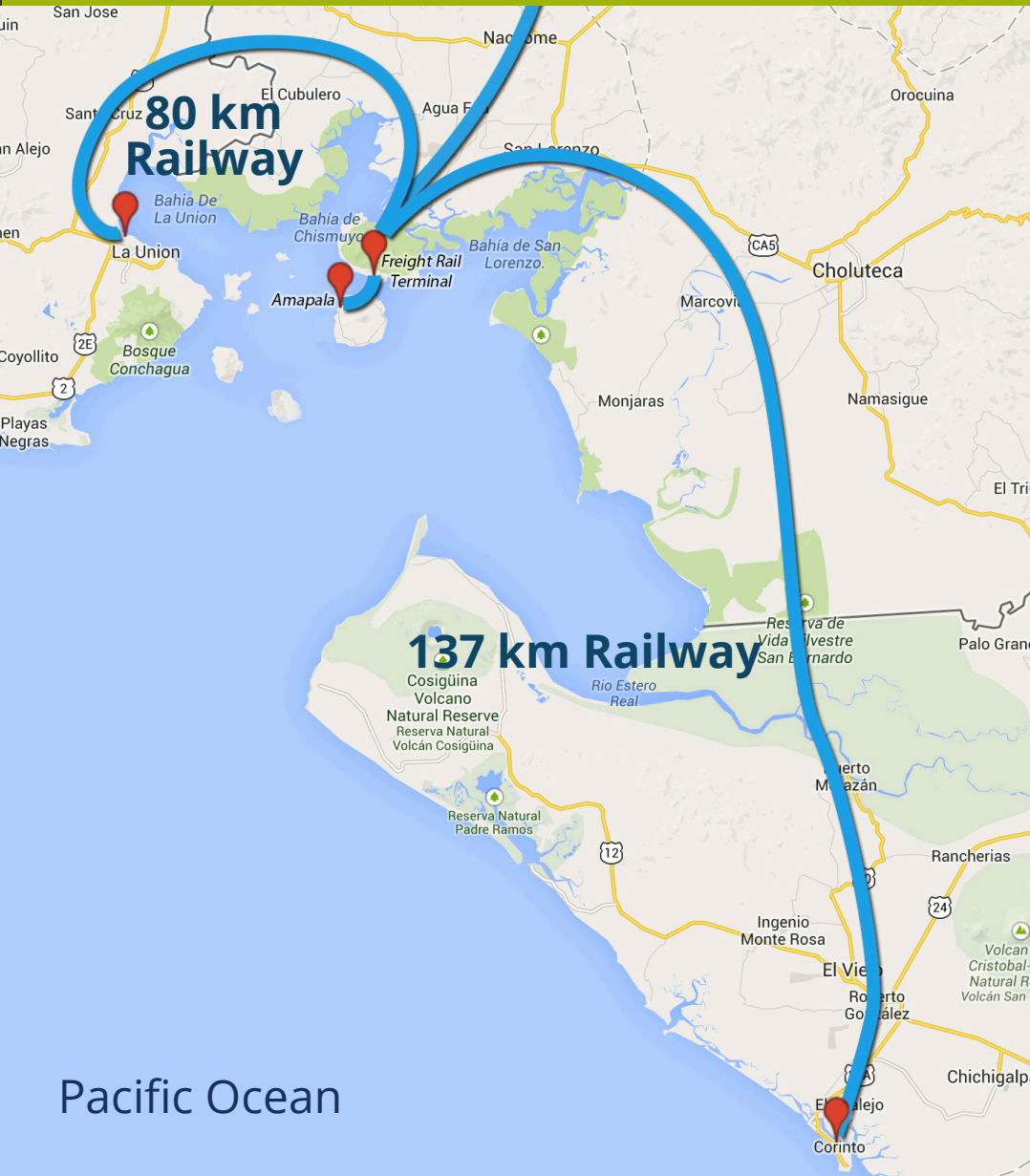
From the Main Rail Terminal in the Panacea City Metropolis the Inter-Oceanic Railway network will have 3 different destinations with 5 railway lines connecting to each one:

- Port Castilla, Honduras east coast 370 kilometers
- Port Corinto, Nicaragua west coast 137 kilometers
- Port La Union, El Salvador west coast 80 kilometers

As a logistical complement, a warehouse with capacity for up to 240,000 containers is to be constructed in the new Panacea Metropolis. Plans also include a refinery in Puerto Castilla, a pipeline, a dockyard, and installation of a fiber-optic infrastructure.

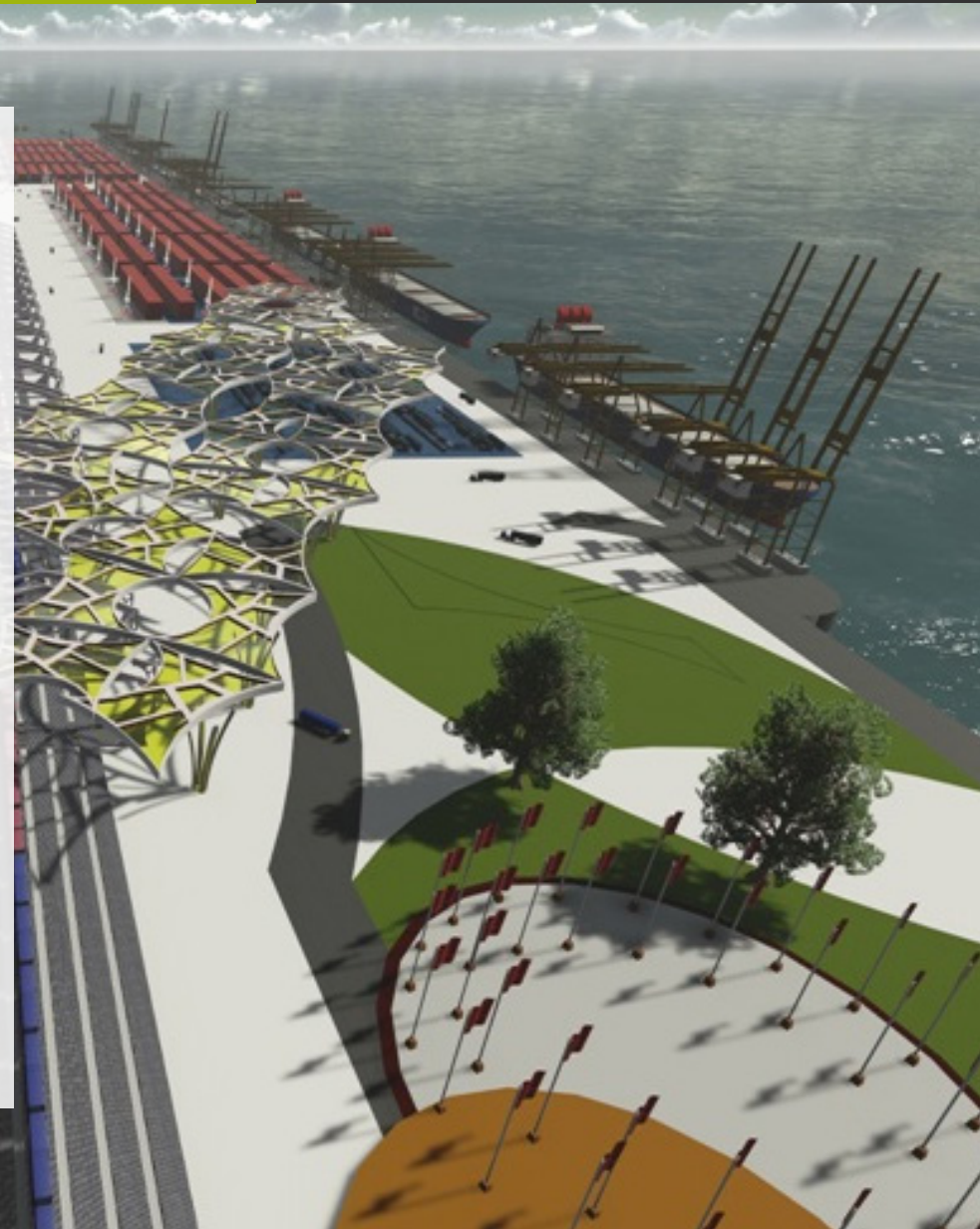


# Inter-Oceanic Railroad Map



# Mega-Port

The Port Terminal is a Mega Port for shipping and disembarkation. It measures 600m wide x 2900m long, with a total area of 1.75 km<sup>2</sup>. It will have the capacity to dock six of the largest container ships in the world at the same time. It will have administration Offices, circulation areas, Storage for 60,000 containers, Collection, Parking for loading, staff and visitors, a Port Management Office, Landscaped Areas, de-consolidation and consolidation areas, a Labeling and Packaging Center, a Naval Safety Office, Office of Health and Customs, Maintenance Loading and Unloading area, Engineering, separation of Merchandise, Rail Freight, Logistics Port Tap, Tap Terminal, Port revision by Gamma Rays, Fire Station, Banking Terminals, Shipping Companies Offices, Internal Security Cameras and Video System, Heliport, Fuel Supply, Water System, Sewer System, and a Waste Management Center.



# Mega-Port



The Mega-port is 600m wide x 2900m long, with a total area of 1.75 km<sup>2</sup>. It has ten railway lines 100m wide in its cargo area to transport the containers 35 kilometers to the Main Rail Terminal central collection hub. Each freight train will have two locomotives and two level pallets to transport thousands of containers daily.

# Mega-Port

Arial View of the Mega-Port



**Location:** West Coast between Caracol and Playa Grande in the Pacific Ocean.

**Capacity:** 6 docking stations for some of the largest container ships in the world

**Capacity per boat:** 10,000 to 15,000 containers with 300,000 tons of cargo per ship with a length of 396m and a width of 63m of each ship.

# Mega-Port

Puerto Castilla is some 41.5 m (1,360 ft) deep, while Ampala is 32.5 m (1,065 ft) deep, which will allow the entry of up to 300,000-ton ships.



**Storage Capacity:** 60,000 containers

**Unloading Area (boat/port):** With an area of 500,000 m<sup>2</sup> where 45m high Port Gantry Cranes will be utilized for unloading containers.

**Loading area (port/boat):** With an area of about 350,000 m<sup>2</sup>, Port Gantry Cranes RTG Cranes with tires will be use for packaging containers of 40 and 20 ft

# Inter-Oceanic Railway Circulation



The journey from the Inter-Oceanic Railway Line Network starts at the Mega-Port on Tiger Island leaving the left side of the island through the historical center of Old Amapala. It then goes through a Railway Bridge linking the island to the mainland and passes by mangroves and keeps to the left side of the Acropolis, the Metropolis and the Solid Waste Plant until reaching the Main Rail Terminal Collection Center in the Panacea City. After unloading and loading containers it is redistributed onto the other connecting railway lines or other land transportation to their final destination.

# Inter-Oceanic Railway Circulation

From the Main Rail Terminal in the Panacea City Metropolis the Inter-Oceanic Railway network will have 3 different destinations with 5 railway lines connecting to each one:

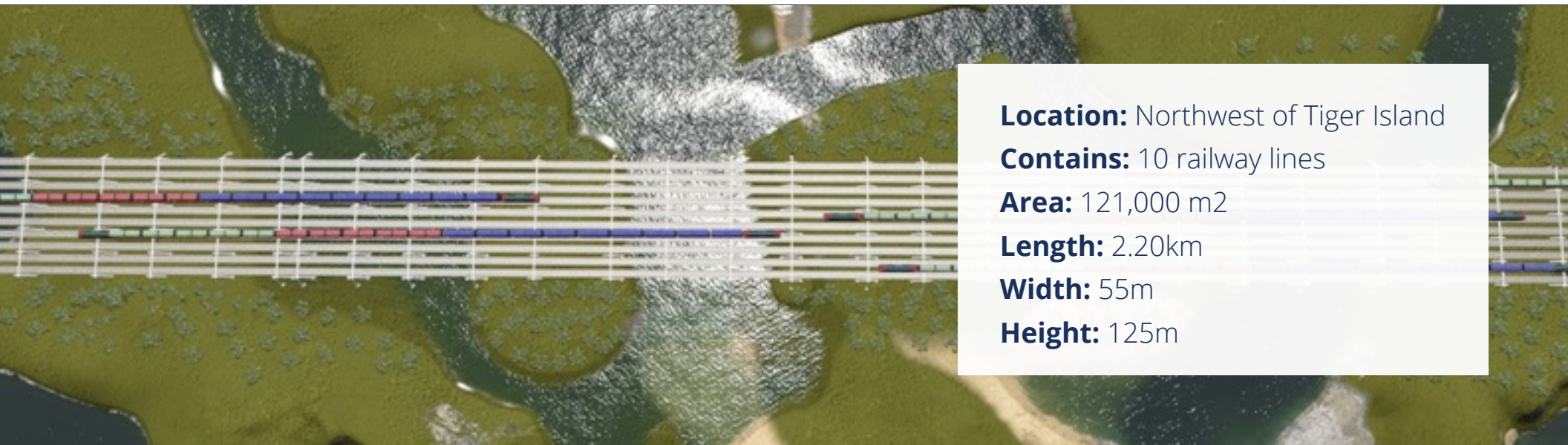
- Port Castilla, Honduras east coast 370 kilometers
- Port Corinto, Nicaragua west coast 137 kilometers
- Port La Union, El Salvador west coast 80 kilometers

# Inter-Oceanic Railway Bridge



The conceptual proposal of the Railway Bridge lies in its simplicity and in its colossal dimensions through a 2.20 km length. The most striking is that the bridge allows the connection of the 10 railways lines starting from the Mega Port located in the TIGER ISLAND; thus gives transfer to containers until the Rail Freight Main terminal collection center. The bridge has a width of 55 x 125mm high. Its design consists of a flat, curved shape with oblique stay wires and steel which produces a strong bond durability and conductivity.

# Inter-Oceanic Railway Bridge



**Location:** Northwest of Tiger Island

**Contains:** 10 railway lines

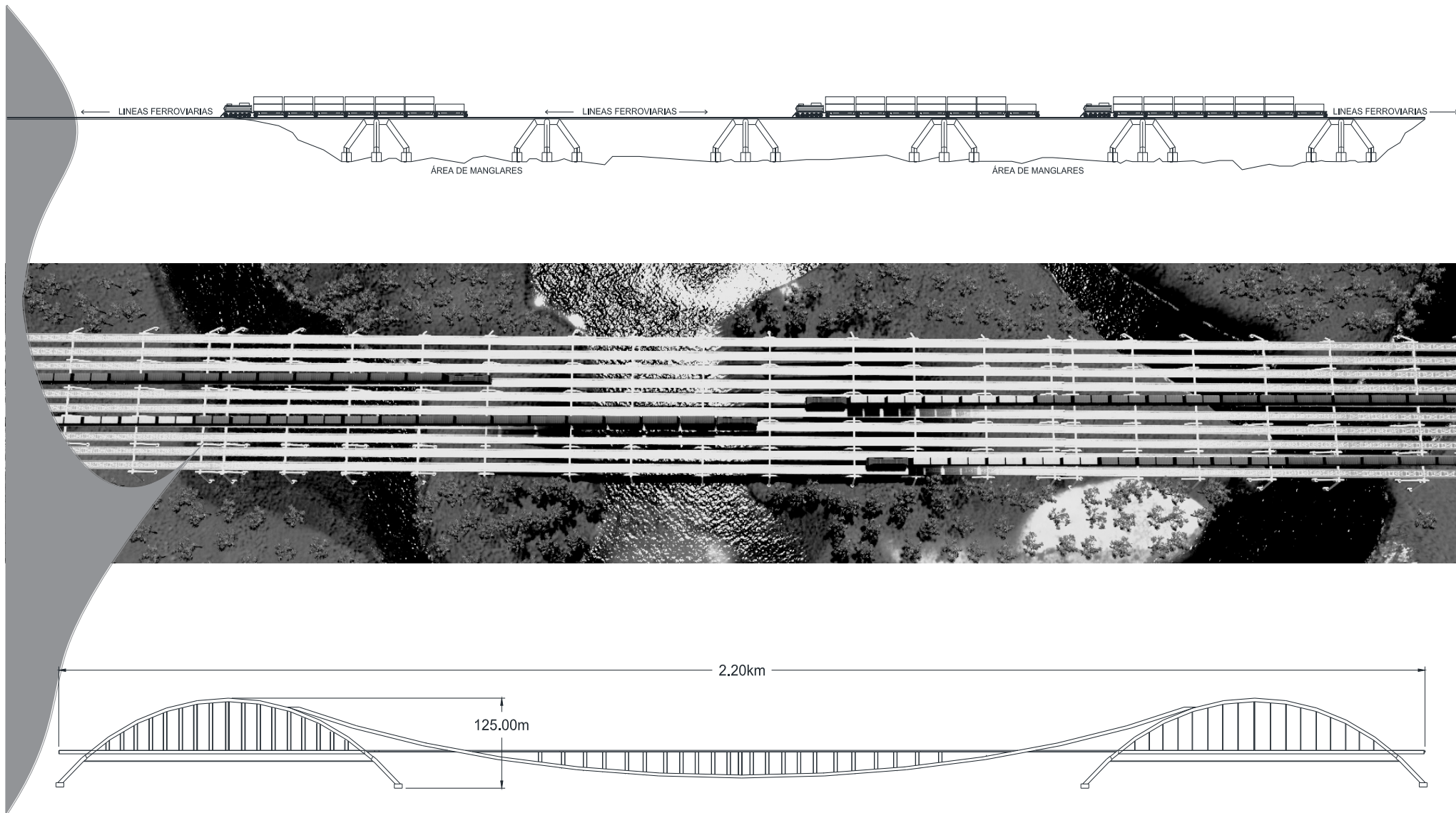
**Area:** 121,000 m<sup>2</sup>

**Length:** 2.20km

**Width:** 55m

**Height:** 125m

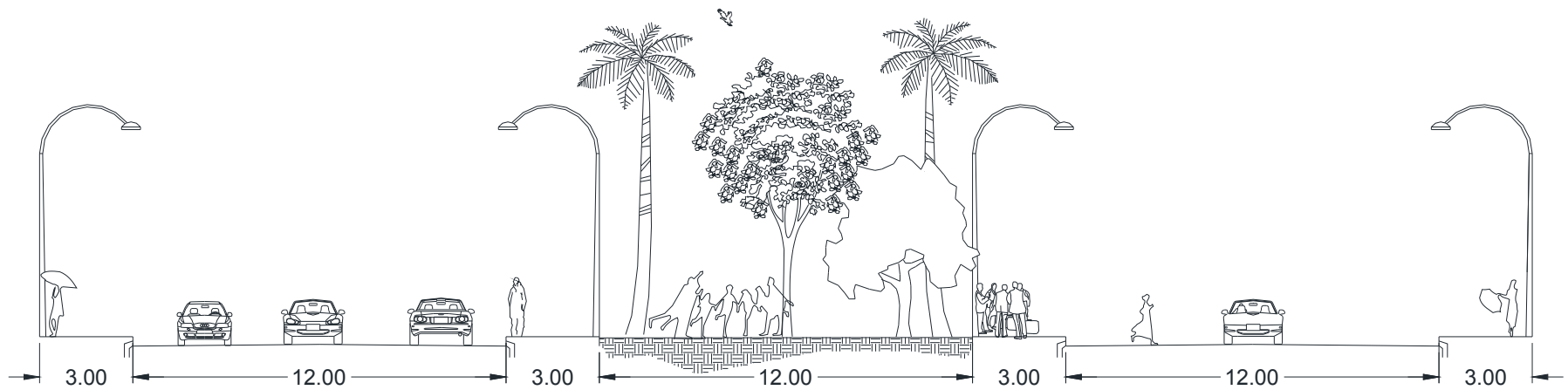
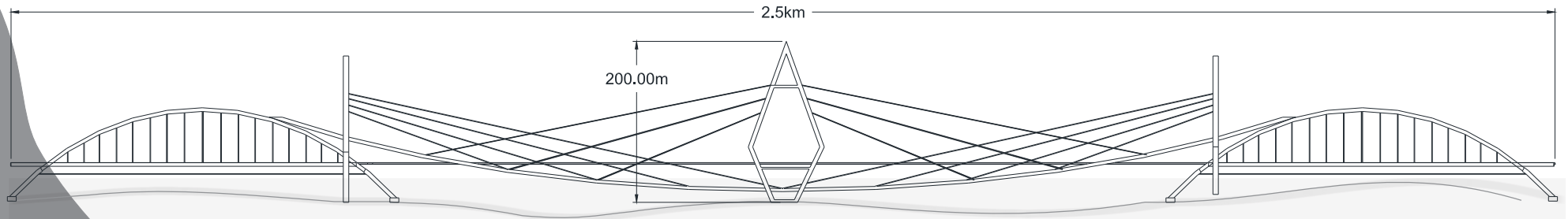
# Inter-Oceanic Railway Bridge



# Vehicular Bridge

The proposed Vehicular Bridge over the canal between the Gulf of Fonseca's Tiger Island and Zacate Big Island (Coyolito) spans about 2.50 km. This bridge is to beautify Panacea City with style and modernity and to serve as a vehicular link between the island and the mainland. This bridge is designed to hold six roads for vehicles, pedestrian circulation, cycle ways, gazebos, and green areas. The bridge has dimensions of 35m wide x 200m high, its design is composed of curved, oval and diamond shapes, giving stability to their strong bond with steel cables and turnbuckles.

# Vehicular Bridge

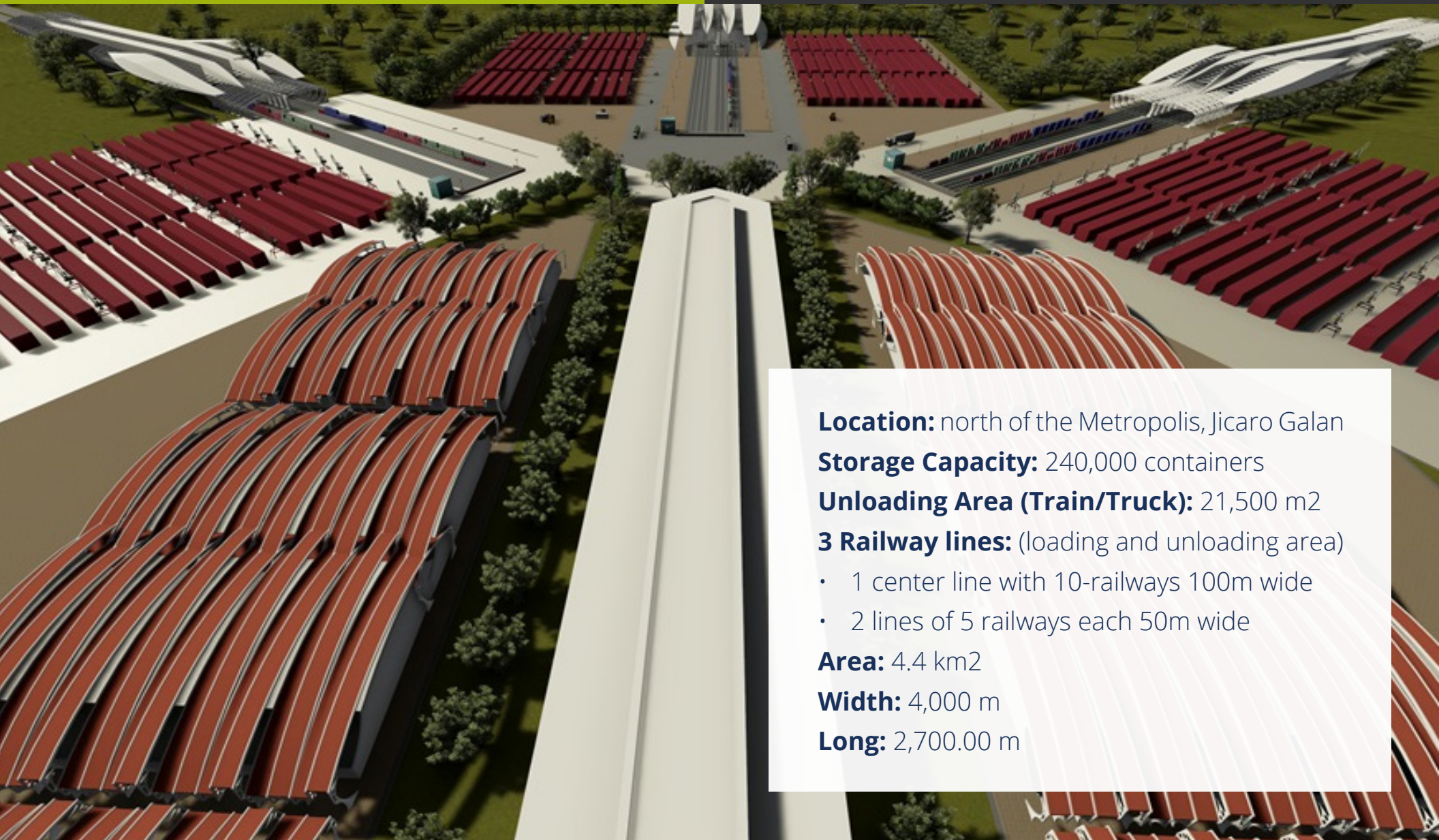


# Main Rail Terminal

The proposal contains a Collection Center for loading and unloading cargo with a width of 4,000m and a length of 2,700m, with a total area of 4.4 km<sup>2</sup>. It will include customer service offices, Attention Offices will contain the User area of Circulation, Storage/Collection, Parking Charge / Personal / Views, Administrative and Port Office, Warehouses, green areas and beautiful landscape, Des consolidation and Consolidation, Labeling and Packaging, Customs Offices, office of Health Maintenance area Loading and Unloading, separation Merchandising, Rail Cargo, Logistics Port TAP, TAP Terminal, Revision Port by Gamma Rays, Fire, Banking Terminal, Internal Security Cameras, Video System, Helipad , Fuel Supply, Water System, Sewer System, Control of Solid Waste and Liquids Rubbish and Waste Management.



# Main Rail Terminal



**Location:** north of the Metropolis, Jicaro Galan

**Storage Capacity:** 240,000 containers

**Unloading Area (Train/Truck):** 21,500 m<sup>2</sup>

**3 Railway lines:** (loading and unloading area)

- 1 center line with 10-railways 100m wide
- 2 lines of 5 railways each 50m wide

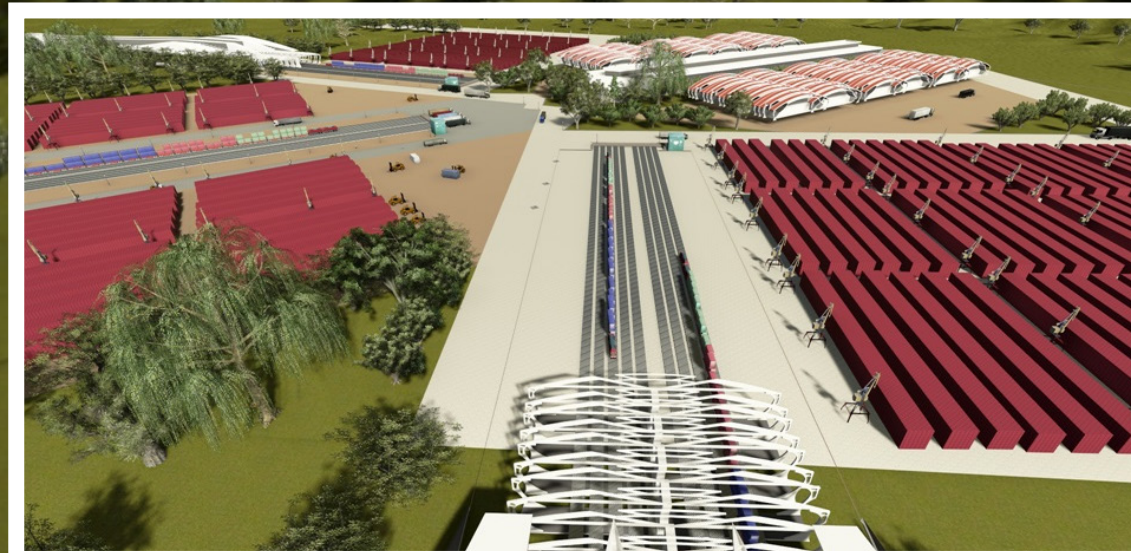
**Area:** 4.4 km<sup>2</sup>

**Width:** 4,000 m

**Long:** 2,700.00 m

# 3 Railway Lines

The center railway line comes from the Mega-Port Terminal in the Pacific Ocean with a total of ten rail lines and a width of 100m. From here the center rail lines will come out with five lanes on each side to Puerto Cortes and Puerto Castilla to the east coast to the Caribbean Sea. The second rail line connects with Union Port in El Salvador, and the third connects with Corinthian Port in Nicaragua, each has five lanes with a width of 50m.



# 3 Railway Lines

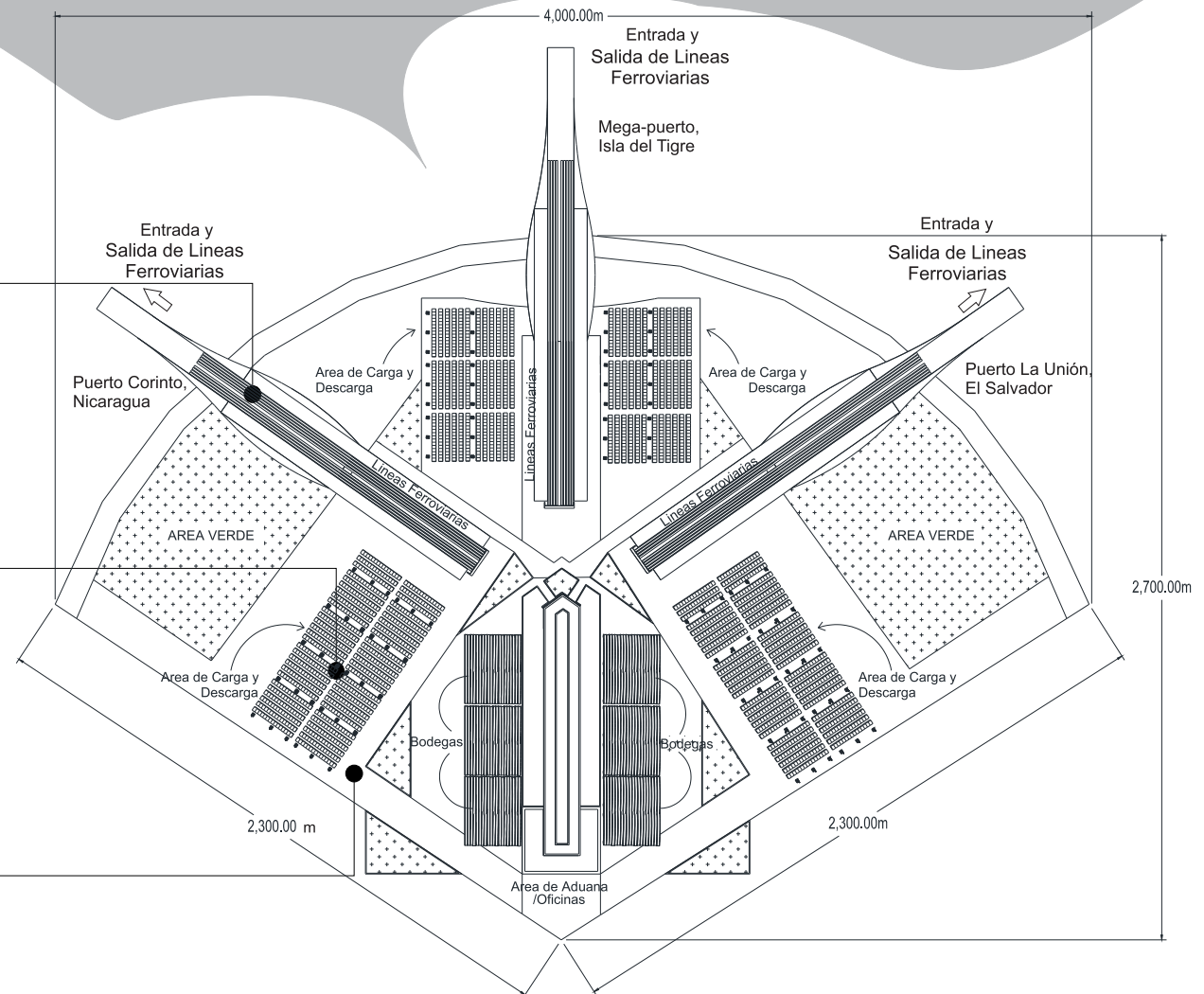
## Tres Líneas Ferroviarias

La línea central llega de la terminal portuaria en La isla del Tigre con un total de 10 carriles con un ancho de 100m; la segunda línea conecta con Puerto La Unión en El Salvador, y la tercer línea de Puerto Corinto en Nicaragua;

Del Centro de Acopio saldrán los 5 carriles restantes de cada lado hacia Puerto Cortes y Puerto Castilla. Los trenes de carga cuentan con dos locomotoras y pallet de dos niveles.

**Área de Carga y Descarga**  
Con una área de 18,500 m<sup>2</sup> se utilizarán Grúas de Pórtico y Estibadores para el manejo de contenedores de 40 pies y 20 pies.

**Red Vehicular**  
para el traslado de los contenedores y/o su mercadería vía camiones



# Financial and Commercial District

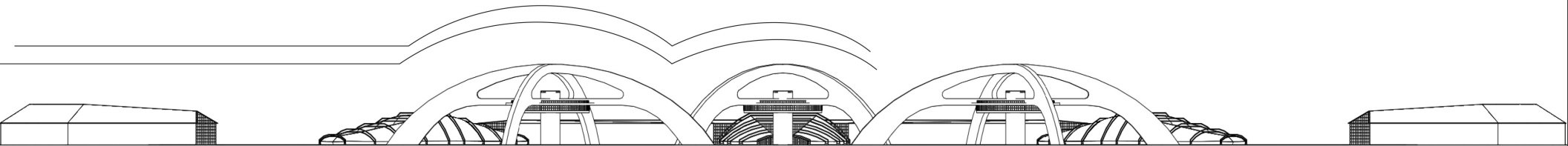
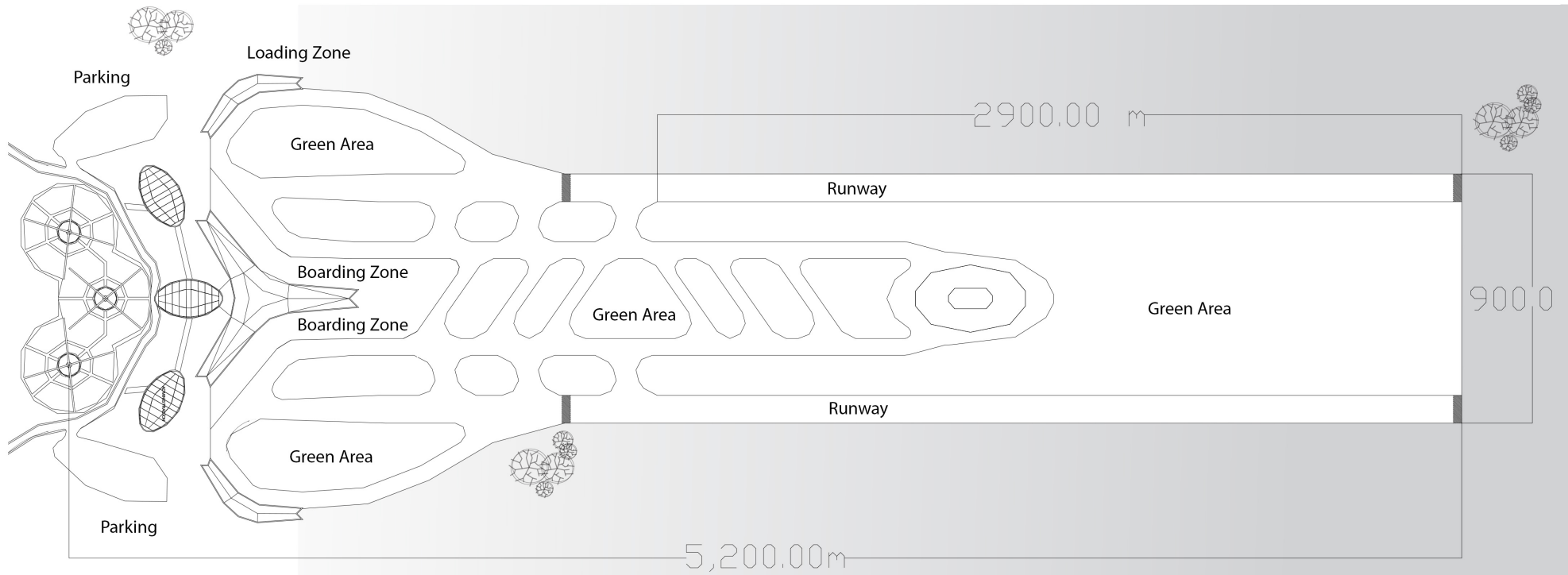
The proposal has a Financial and Commercial Area having a width of 1.4km x 2.5km length for a total of 3.5km<sup>2</sup> area. This area will feature five Multinational Banking Agencies, twelve administrative offices buildings, a Central Tower Bank, parks and gardens, parking lots, artificial ponds and beach area, bridge underpass, primary and secondary streets, sidewalks and walkways all surrounded by lush vegetation.



# Airport

The conceptual design contains two airport runways that are 3.2km long and 90 meters wide on each. The design also calls for areas of operation, maintenance areas, aircraft hangars, approach zones, cargo download center area, gasoline terminals, customs and immigration general administration, car parking, spaces for hotels, shopping center with restaurants and waiting areas. The design consists of a linear and simple way to leverage the airport's location, situated on the flat area adjacent to San Lorenzo city, also providing pleasant weather flight conditions.

# Airport

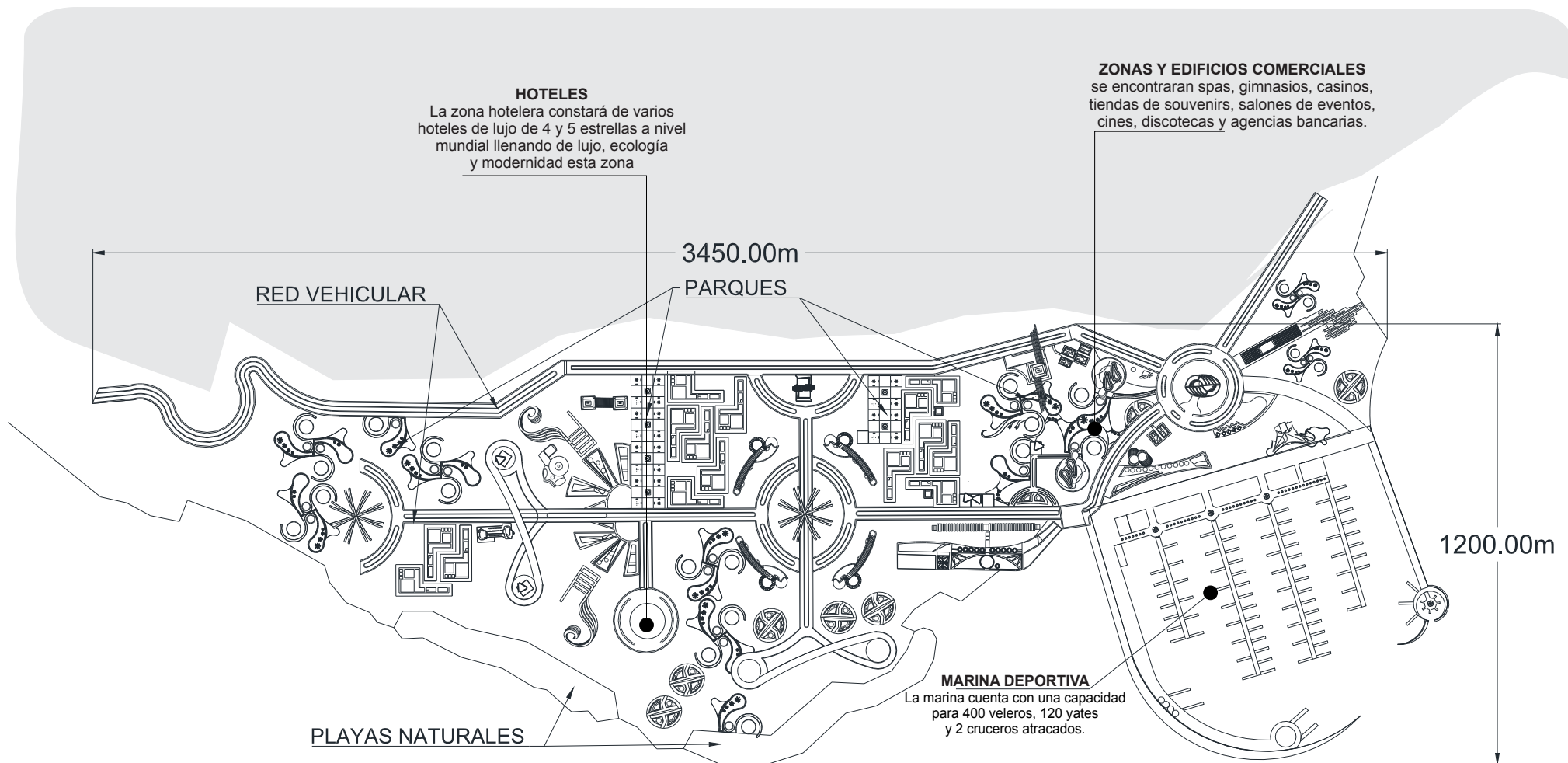


An aerial architectural rendering of a coastal development project. The scene features a mix of modern, white and grey buildings with unique, curved architectural elements. There are extensive green spaces with trees and landscaped areas. A large marina with numerous sailboats is visible on the right side, adjacent to a curved coastline. The overall aesthetic is clean, modern, and integrated with nature.

# Hotel Zone

The Hotel Zone has an area of 1.6 km<sup>2</sup> full of luxury, modernity, simplicity, ecological architecture and natural beauty. The area has several luxury hotels on two beaches with a length of 500m x 60 m wide, several Recreational Parks and living areas, wide streets and abundant flora; these green areas promote health, ecology and environmental protection. The zone also includes a commercial area with spas, health clubs, casinos, shopping mall, bank agencies, beauty salons, cinema, and dance clubs.

# Hotel Zone




# Sport Marina

The Sport Marina Terminal area measures 920m wide x 900m long, for a total area of 700,000 sq. m or 0.7km<sup>2</sup>. This Sport Marina consist of 4 springs, 2 of which will have 23 berths and the other 2 springs about 15 berths of 45 meters length each. The Marina will be equipped with an area of Captaincy, area for the Port Authority, a varadero, dinghy ramp, fuel supply area, social club, commercial parking area, green areas, dams, and seawalls.



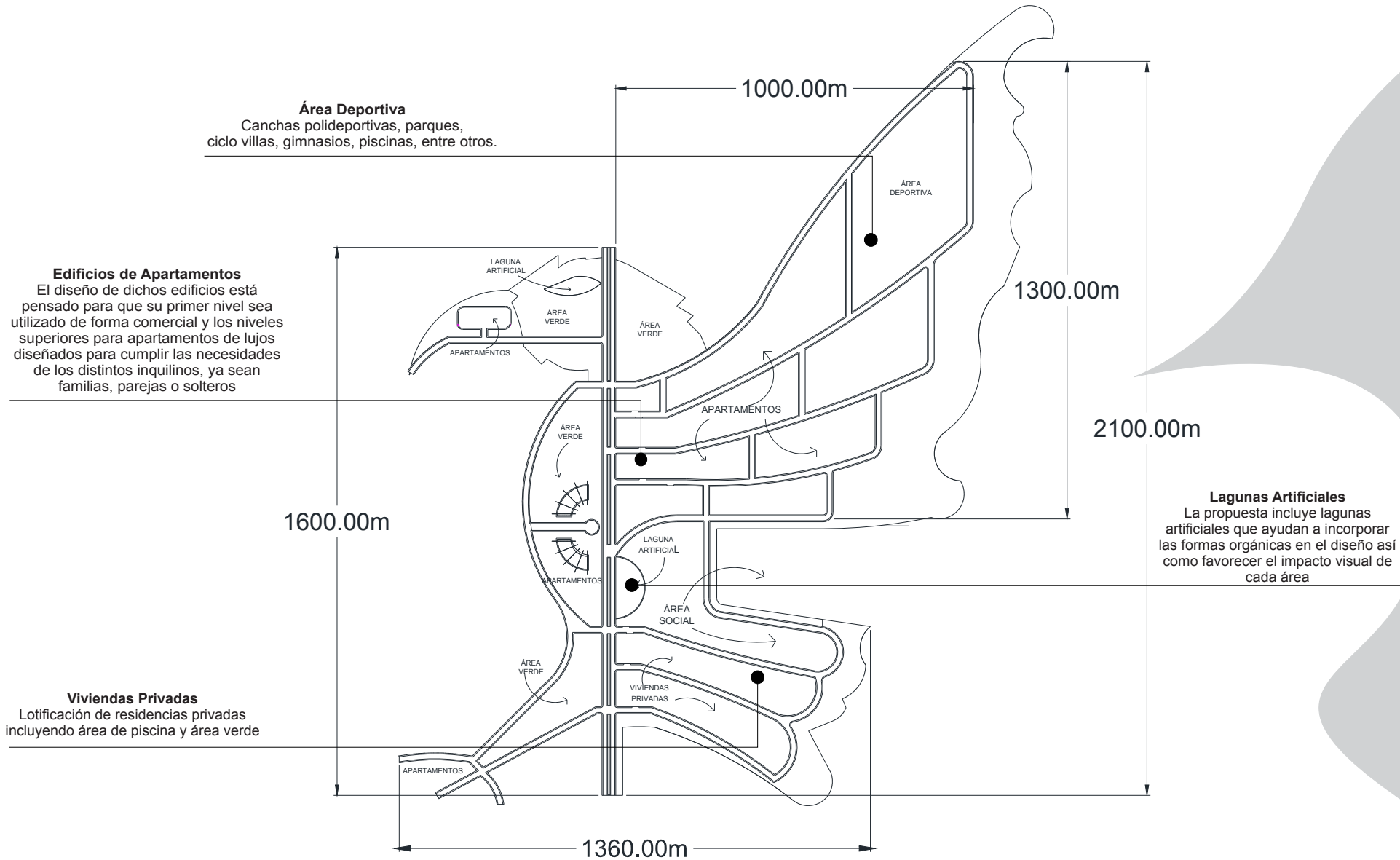


# Residential District

An architectural rendering of a modern residential district. The scene features several tall, contemporary buildings with unique designs, including curved facades and glass exteriors. The buildings are set against a clear blue sky. In the foreground, there are green spaces with trees and a walkway. A semi-transparent white box with a light blue border is overlaid on the right side of the image, containing text.

The proposed Residential District is 1700m wide x 1800m for a total area of 3 km<sup>2</sup>. This area will have apartment buildings, and a master plan for private residences including swimming pools and green areas. This district also includes urban facilities such as: schools, libraries, a health center, shopping malls, parks, sports areas, artificial lagoons, and parking with greens areas. The design of this district is conceptualized as an organic outline form of an eagle whose natural shape adapts to uneven terrain for its geographical location without losing comfort with ecological criteria.

# Residential District



# Education and Healthcare District

An architectural rendering of a modern campus. The scene features several multi-story buildings with white facades and green roofs. The buildings are arranged around a central courtyard area with trees and a walkway. In the foreground, there are more trees and a paved area with a white van. The overall atmosphere is bright and green.

The proposal contains the design of facilities for a Mayo Institute of Medicine. The design consists of hospital buildings and clinics, classroom buildings, several laboratories, administrative offices, student housing facilities, study, recreational and parking areas, and parks and gardens, including artificial lagoons.

This Institute will be fully equipped with everything needed for students to enjoy a comfortable atmosphere integrated with nature.

# Education District



## Institute

Area : 219,874 sq. m = 0.22km<sup>2</sup>

Width: 655 meters

Length: 400 meters

# Healthcare District



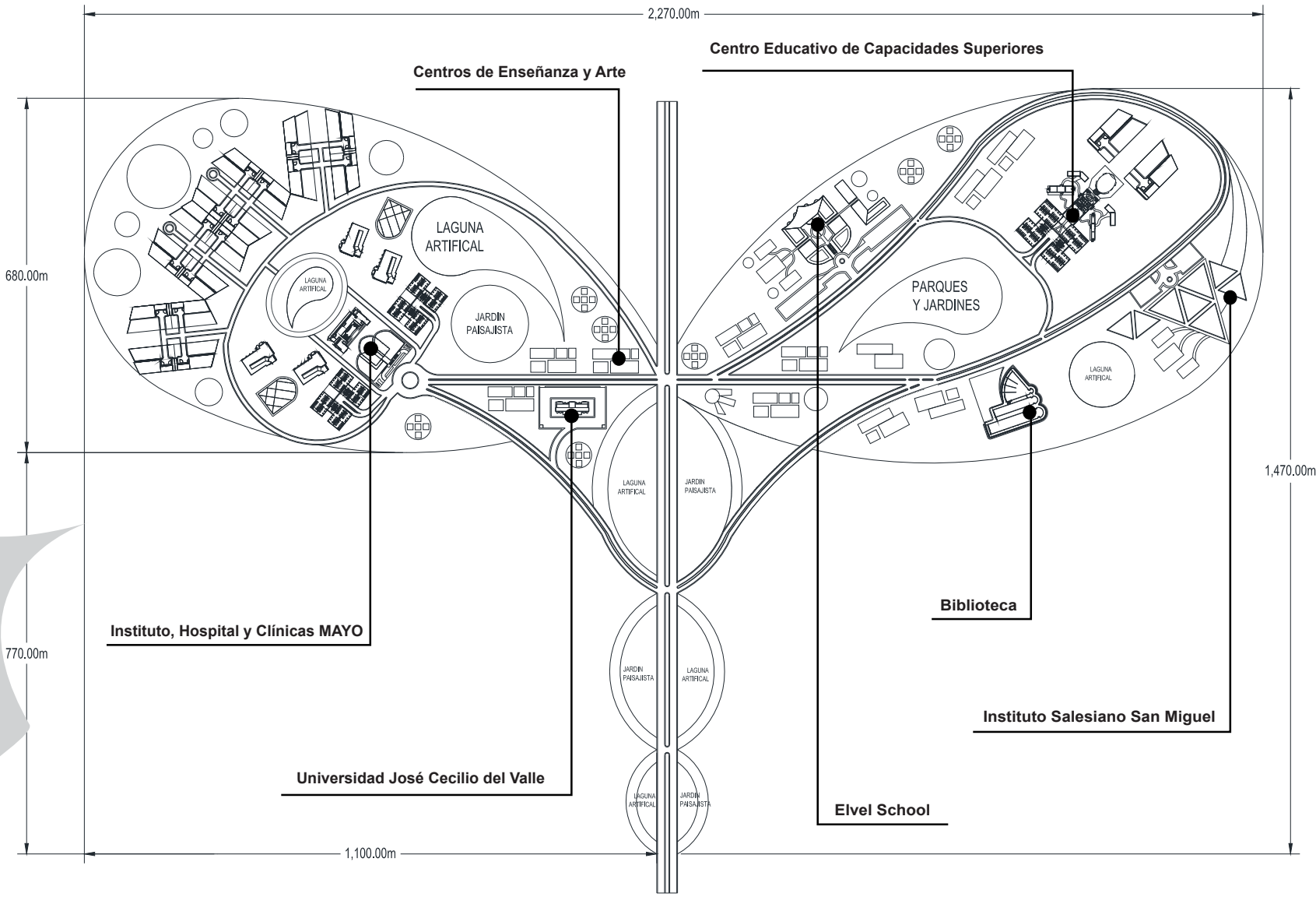
## Mayo Clinic

Area : 342,106 sq. m = 0.34km<sup>2</sup>

Width: 84 meters

Length: 207 meters

# Education and Healthcare District



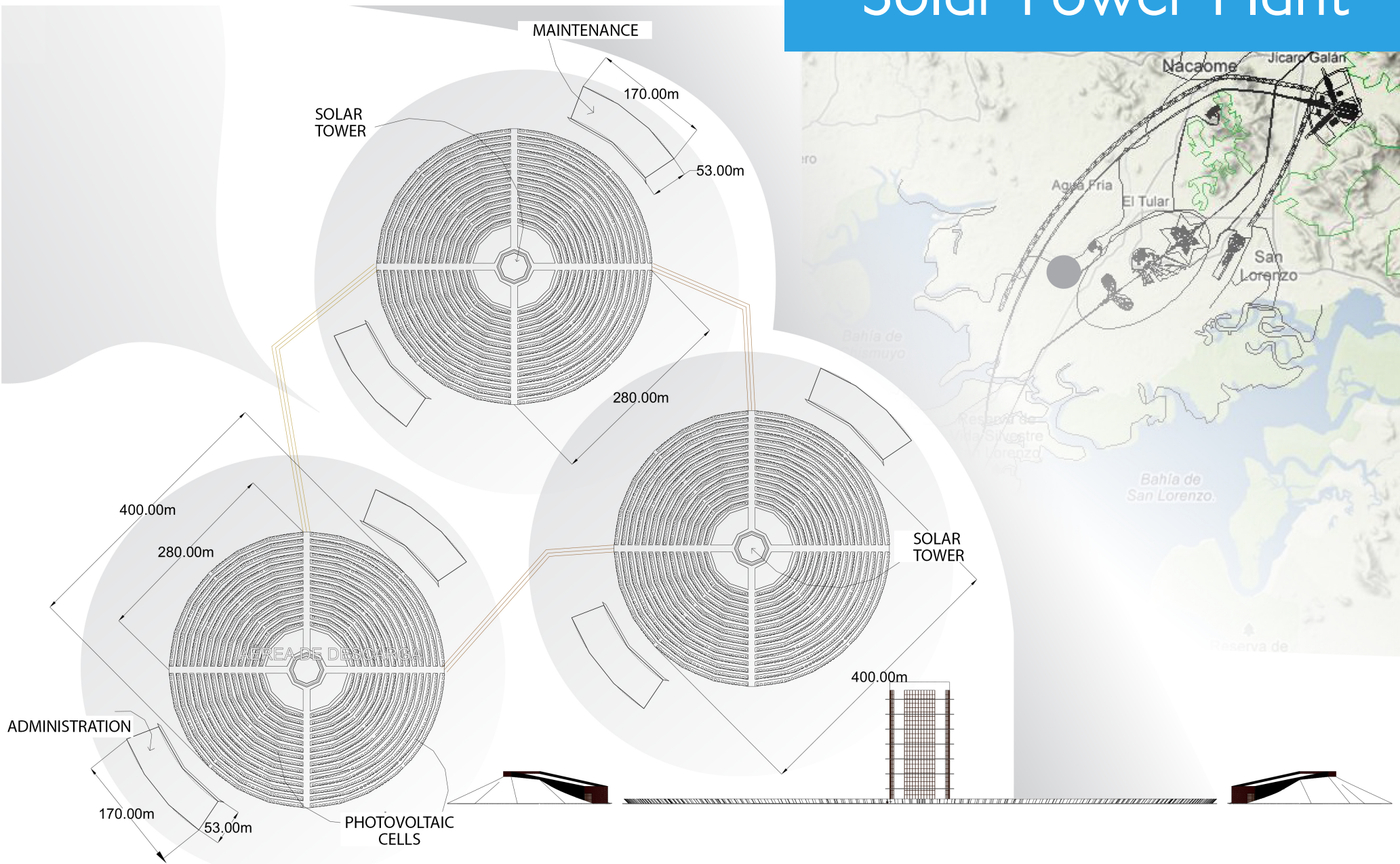
An aerial photograph of a solar power plant. The image shows a vast field of heliostats (mirrors) arranged in concentric circles, reflecting sunlight onto a central receiver tower. The tower is a tall, cylindrical structure with a receiver at the top. The heliostats are small, square mirrors that create a shimmering effect. The overall scene is a large-scale industrial project in a desert-like environment.

# Solar Power Plant

The proposed Alternative Solar Energy Generation Plants capture and focus the sun's thermal energy with thousands of tracking mirrors in roughly a two square mile field. Maintaining 98% thermal efficiency, these mirrors (heliostats) focus concentrated sunlight on a receiver which sits on top of the tower, which heats molten salt to over 1,000 °F (538 °C), which is then used to generate steam to drive a standard turbine to generate electricity.

The design calls for 3 solar power plants which have a width of 400m x 400m in length, totaling 160,000 m<sup>2</sup> in area, they each have areas for administration, maintenance, and technology centers.

# Solar Power Plant



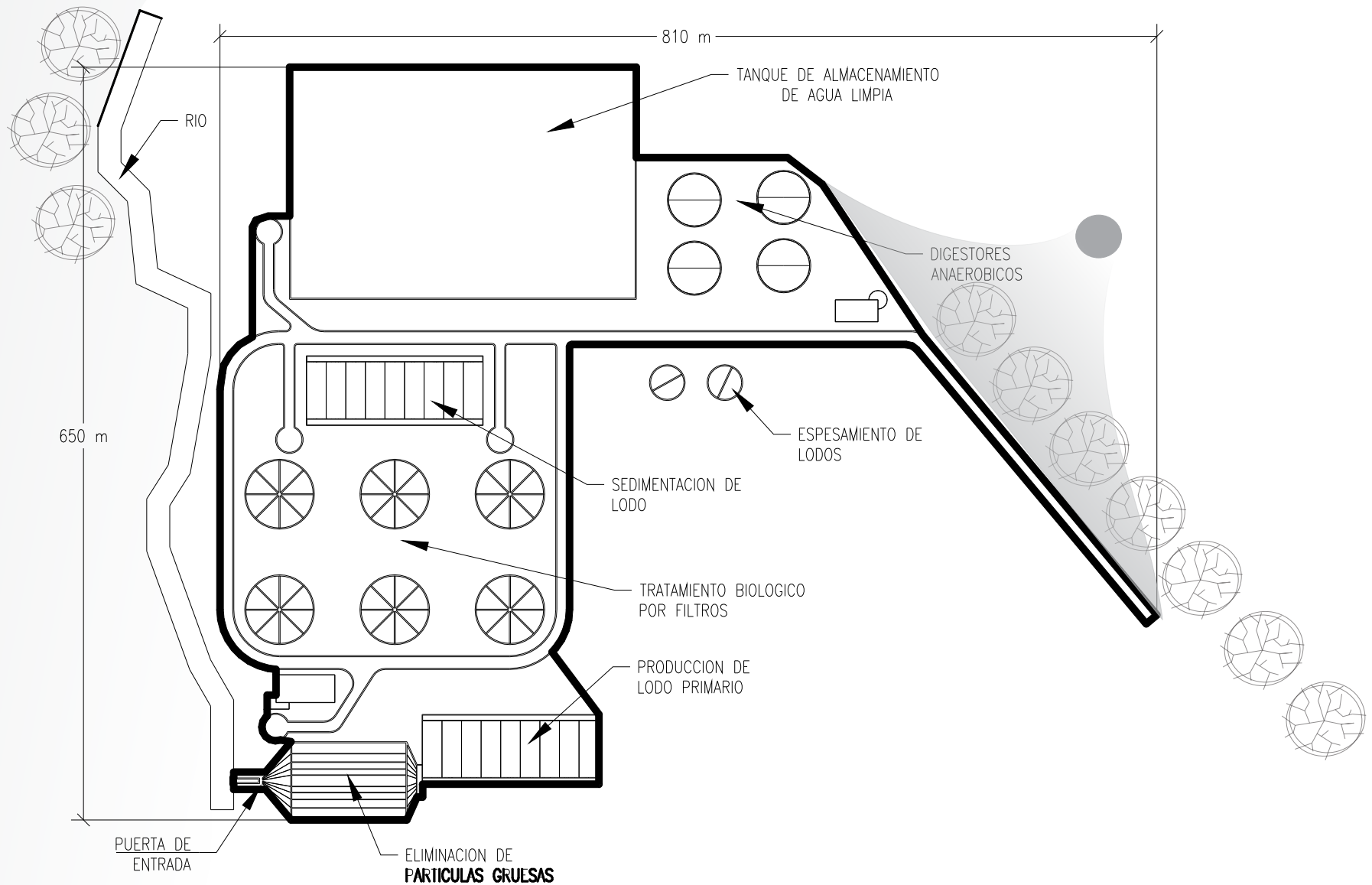
# Water Treatment Plant



As a vital human need, proportional to city drinking water is an essential foundation when conceptualizing the design of a Metropolis. In the case of the city of Panacea, it shall supply this need with the incorporation of a water processing plant to transform contaminated water into necessary drinking water and not pose a health risk.

This plant makes use of water from the river, it will be transferred to a purification process in which water will be filtered through a biological treatment. After its purified, it will be transferred to a tank where it will be stored prior to distribution to the residents and visitors of the city Panacea.

# Water Treatment Plant

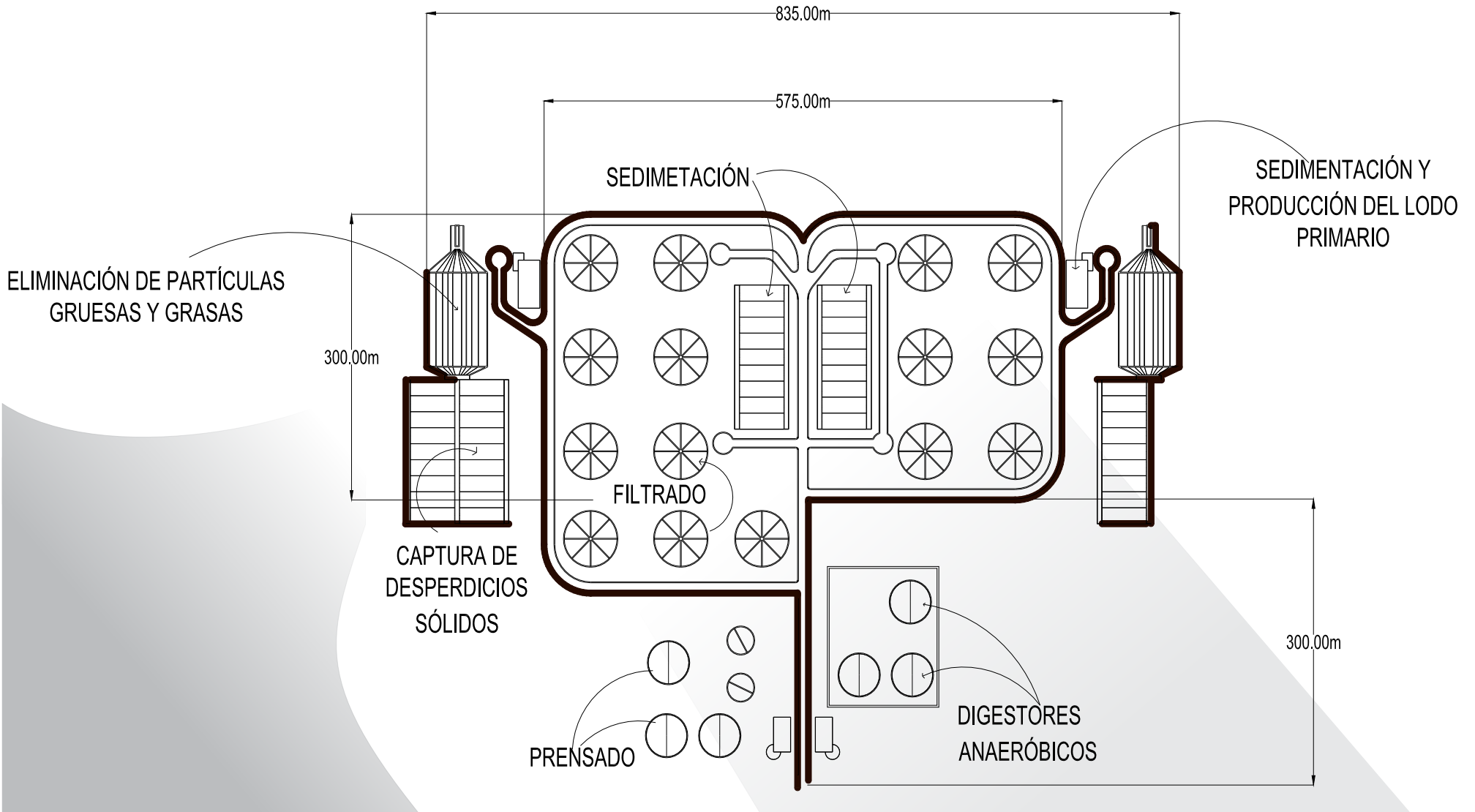


# Waste Water Treatment

The treatment plant has the projection of treating solid and liquid waste for Panacea City, to have a generation of clean water to 350 million liters per day and thus not pollute the environment.

The basic water treatment process will be as follows: screenshot of solid waste, removal of particles and thick fat, sedimentation, filtration sludge thickening, aerobic and anaerobic digestion, and pressing.

# Waste Water Treatment

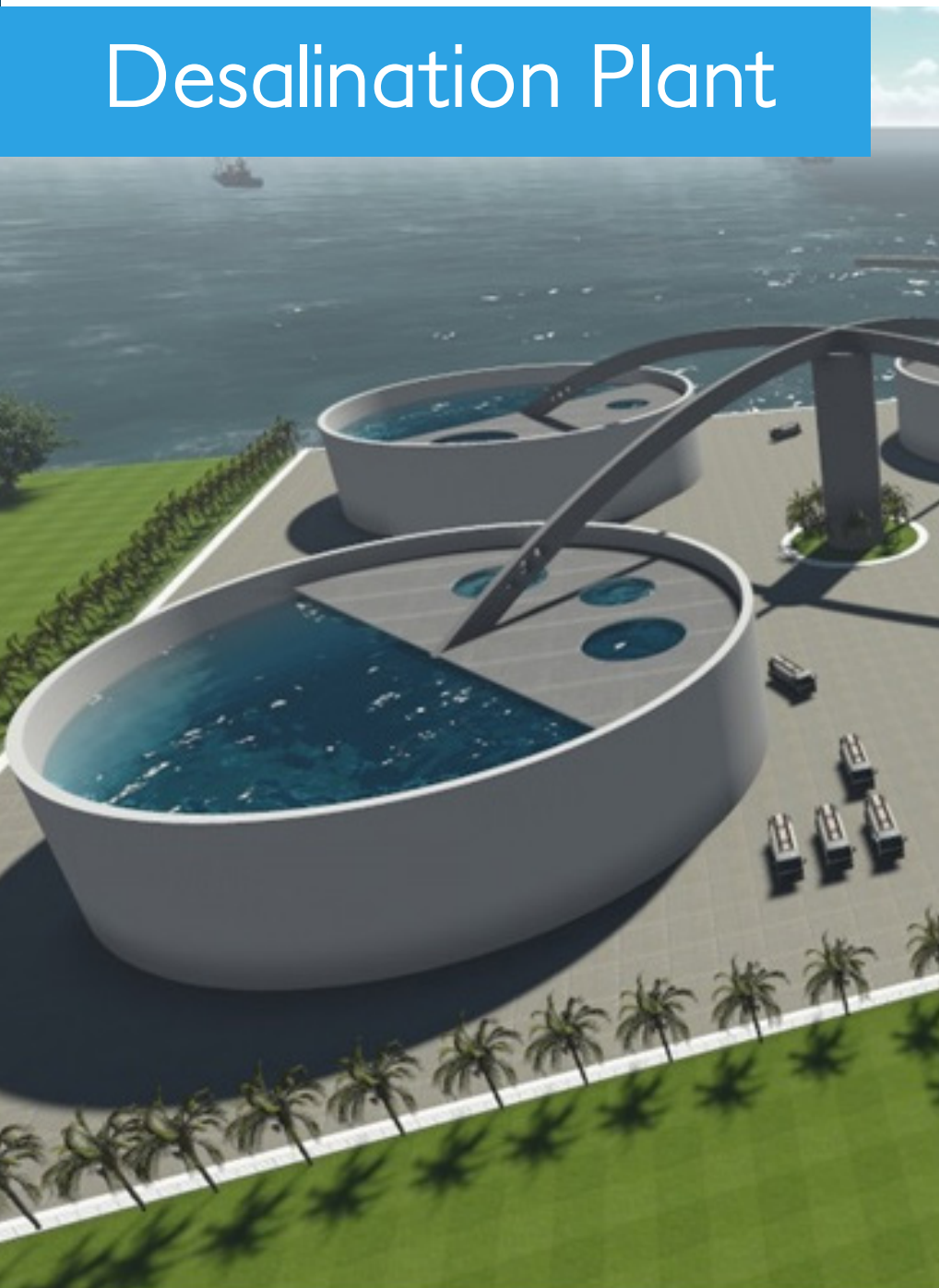


# Desalination Plant

The plant has all the areas for the treatment of sea water, these include sea water storage, high pressure pumps, micro filtration area, moat and raw water pumps, sand filters, area for the production of liquid nitrogen and an Electric plant. All of this to get enough fresh water for the area.

# Desalination Plant

**Area:** 60,000 sq. m  
**Width:** 200 meters  
**Length:** 300 meters



# 6 Reasons to Invest in Honduras

## 1. Strategic Location

- Honduras is located in the geographic heart of America.
- A mere two hours away from the United States by air, and 48 to 72 hours by sea.
- This places Honduras very near to North American production centers and the biggest market in the world.
- Honduras serves as a distribution platform of Central America with logistics costs among the lowest in the region.

## 2. Dynamic and Qualified Workforce

- A workforce 3.4 million strong, made up of more than 2.2 million young people between the ages of 18 and 35.
- Labor costs among the lowest in the region.
- Availability of qualified bilingual professionals, graduates from 50 college campuses and more than 728 bilingual schools, many of them certified by the U.S. Southern Association of Colleges and Schools (SACS).
- Availability of young technicians trained in local institutions, such as IPC and El Zamorano, among others.
- Multiple employee training programs.

# 6 Reasons to Invest in Honduras

## 3. Modern Infrastructure

- Rapid modernization and expansion of physical and communications infrastructure.
- Telecommunications sector almost entirely liberalized and openness in the energy generation sector.
- Puerto Cortés is the only deep-water port in Central America and is the first port in Latin America to qualify in both U.S. Government port security programs: the Container Security Initiative (CSI) and the Mega-ports Initiative.
- More than 300 companies, most specializing in light manufacturing, are operating in private industrial parks, a model that has operated for more than 20 years.

## 4. Direct Access to Key Markets

- Honduras is an integral partner of the American manufacturing system, thanks to its inclusion in the Central American Free Trade Agreement.
- Honduras currently has free trade agreements with the following countries: Colombia, Taiwan, Chile, the European Union, Panama and Mexico.
- Through DR-CAFTA, with: the United States, Costa Rica, El Salvador, Nicaragua, Guatemala and the Dominican Republic.
- Negotiations are underway with the following: the European Free Trade Association(EFTA), Belize, the Republic of Korea, Peru, and Trinidad and Tobago
- Under legal review with : Canada

# 6 Reasons to Invest in Honduras

## 5. Pro Investment, Democratic Government

- Free Zones, entitled to tax exemptions in a wide variety of categories, can be established anywhere in the country. Permanent tax exemption for different areas.
- Honduras is governed by a democratic system, with strong institutions, a transparent legal system, and political and social stability since 1980.
- A set of laws that protect and promote foreign investment provides very favorable legal and tax incentives to export-oriented companies.
- Any place in Honduras can become a Free Zone/Industrial Processing Zone, where all companies operating therein are exempt from all taxes.

## 6. Emerging Business Sectors

- In traditional sectors such as agriculture, textiles and tourism.
- In value-added industries, including agribusiness, sustainable tourism, light manufacturing and business services.
- In the flexible manufacturing sector, capable of exporting at different scales and supported by favorable tax and customs codes.
- In the rapidly growing tourism sector which attracts travelers from around the world.
- In the export services sector, due to its high percentage of bilingual population with neutral accents.
- In the forestry industry which provides a huge variety of non-traditional woods.
- In a 32 million-hectare area with highly competitive prices and diverse climates.



## FALCON AMERICAS GROUP

Falcon Americas Group, Inc. is a global investment banking, securities and investment management firm that provides a wide range of financial services to a substantial and diversified client base that includes corporations, financial institutions, governments and high-net-worth individuals.

Based in Coral Gables, Florida, Falcon Americas invests in and originates loans to provide financing to clients. These investments and loans are typically longer-term in nature. The company makes investments, directly and indirectly through funds that are managed, in debt securities and loans, public and private equity securities, real estate, consolidated investment entities and power generation facilities.



# FALCON AMERICAS GROUP

The contents of this document and any attachments are confidential and are intended solely for addressee. This information is sent in trust, for the sole purpose of delivery to the intended recipient. Reproduction or dissemination of this transmission is strictly prohibited.