

A large container ship, heavily loaded with colorful shipping containers, is seen from an elevated perspective as it sails across a deep blue ocean. The ship's wake is visible in the water. In the background, a range of mountains is visible under a clear sky. The text is overlaid on the upper right portion of the image.

THE GRAND INTEROCEANIC CANAL IN THE ECONOMIC DEVELOPMENT OF NICARAGUA, CENTRAL AMERICA AND LATIN AMERICA WORLD AND REGIONAL MULTIMODAL LOGISTICAL CENTER

DR. PAUL OQUIST
Minister
Private Secretary for National Policies
Presidency of the Republic
Nicaragua

Belgium

**NICARAGUA IS A COUNTRY WITH A DEMONSTRATED
CAPACITY TO FORMULATE AND ACHIEVE STRATEGIC
OBJECTIVES**

**NATIONAL HUMAN
DEVELOPMENT PLAN 2007/2016**

**OBJECTIVE:
ECONOMIC GROWTH WITH
MACROECONOMIC STABILITY,
JOB CREATION,
POVERTY AND INEQUALITY REDUCTION**

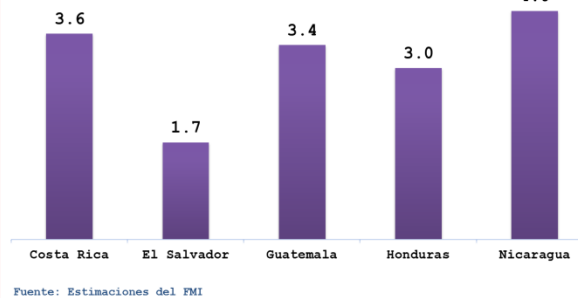
Economic growth with macroeconomic stability

GDP Growth Rate 2007-2T 2014
(Variation)



**5% average growth
2011-2013**

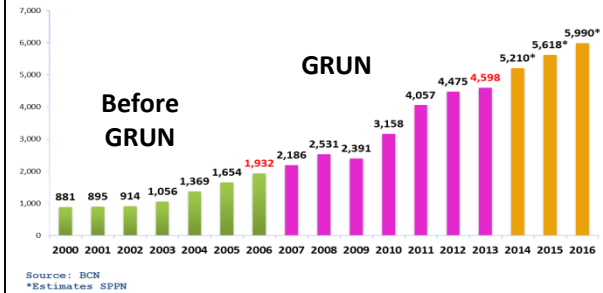
Central America Economic Growth
(Percent change)



**Highest Economic Growth in
Central America**

Export Dinamism

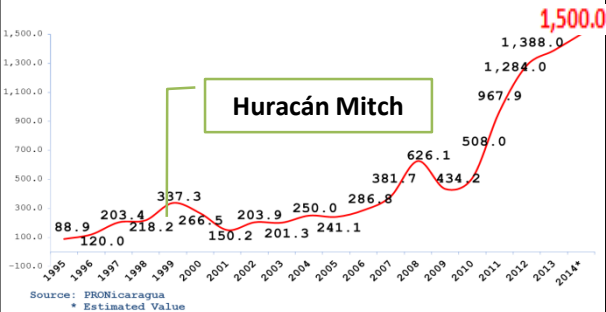
Total Exports 2000 - 2016*
(Millions of dollars)



**Exports doubled between 2006
and 2012**

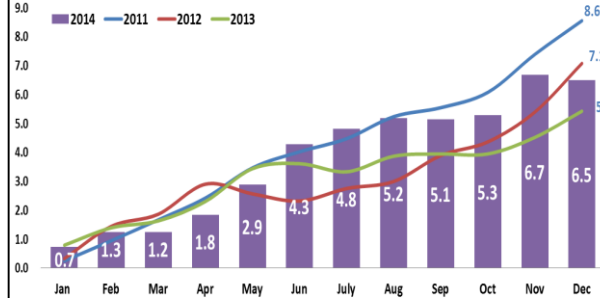
Investment Boom

Foreign Direct Investment, 1995-2014*
(Millions of dollars)



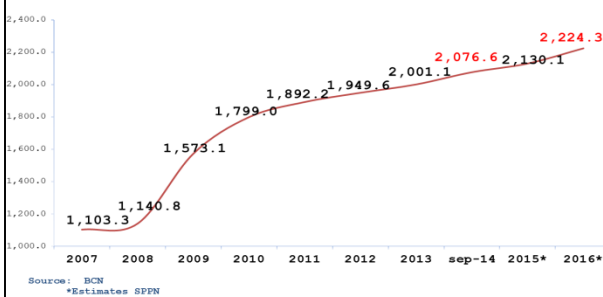
**Investment record: More
than 5 times 2006**

Consumer Price Index Jan / 2011-December / 2014
Accumulated Percentage Change



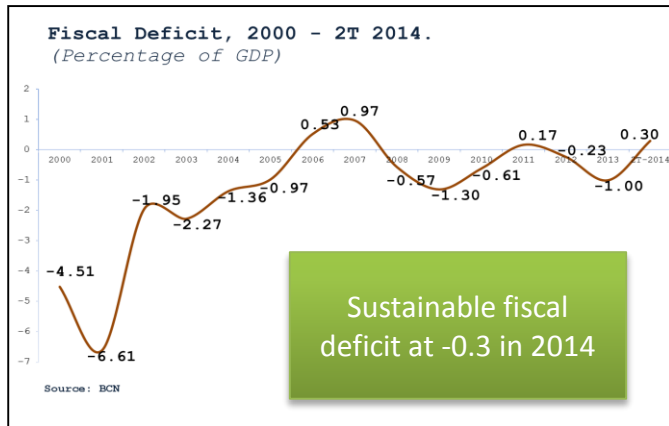
**1-digit inflation and
decreasing**

Gross International Reserves, 2007 - 2016*
(Millions of dollars)

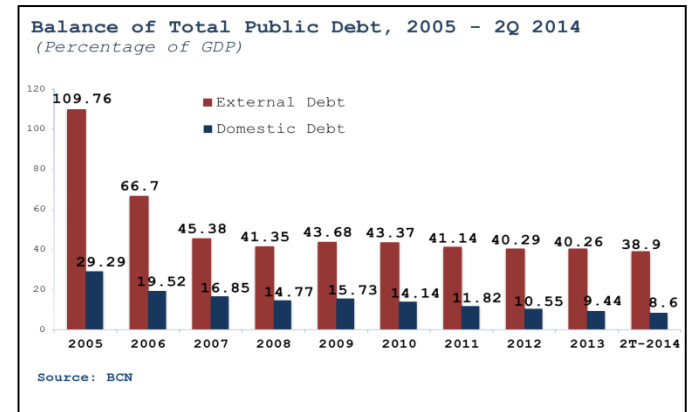


**High International Reserves: 2.8 times the
monetary base, allows free exchange and
currency stability**

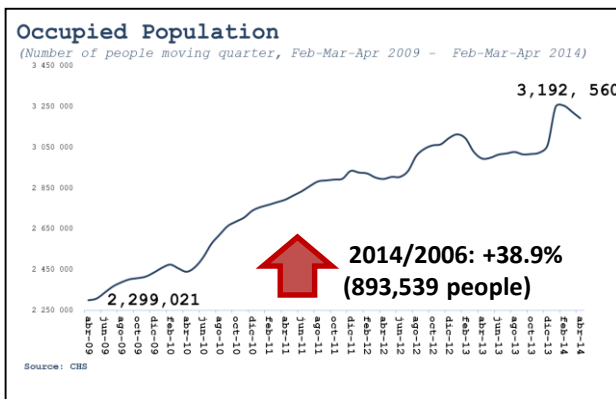
Fiscal Stability Increased work



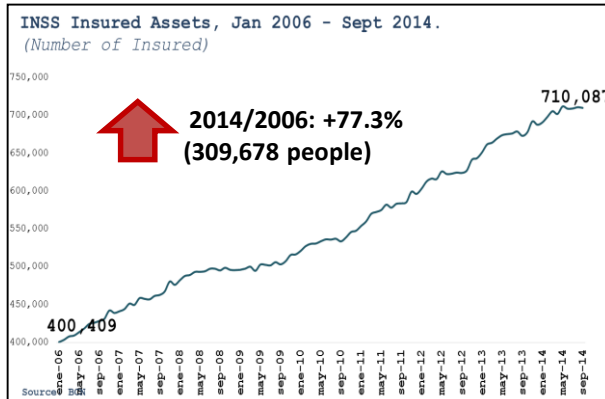
Sustainable fiscal deficit



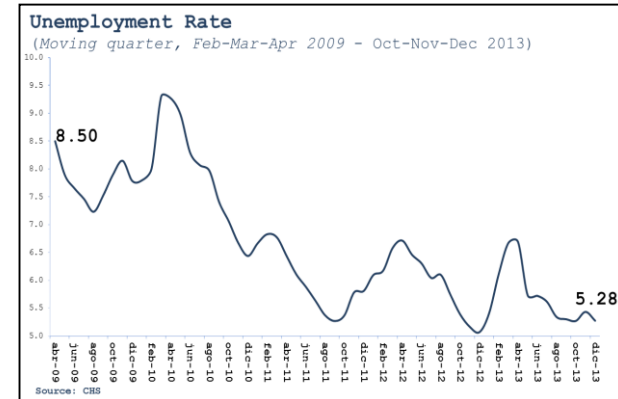
**Constant reduction of
national debt**



**More work: 38.9% more
than in 2006**



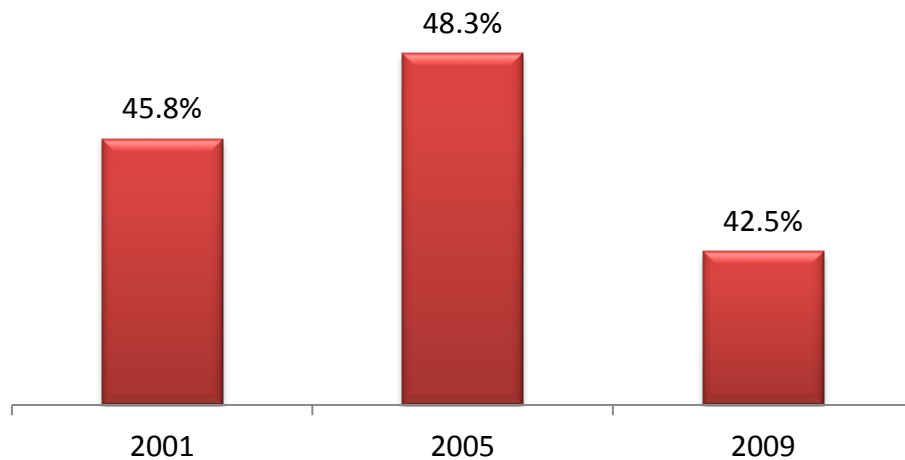
**Formal employment
growth: 77.3% more people
registered than in 2006**



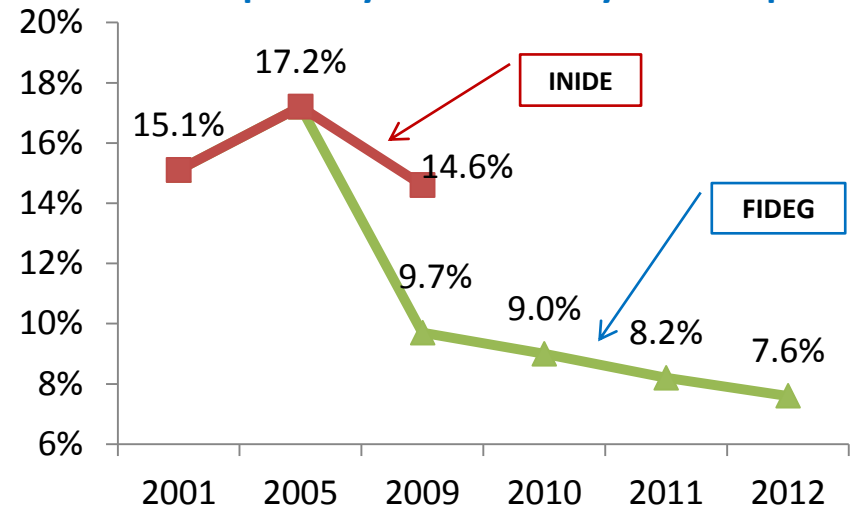
Fewer unemployment

POVERTY AND INEQUALITY REDUCTION

General poverty measured by consumption



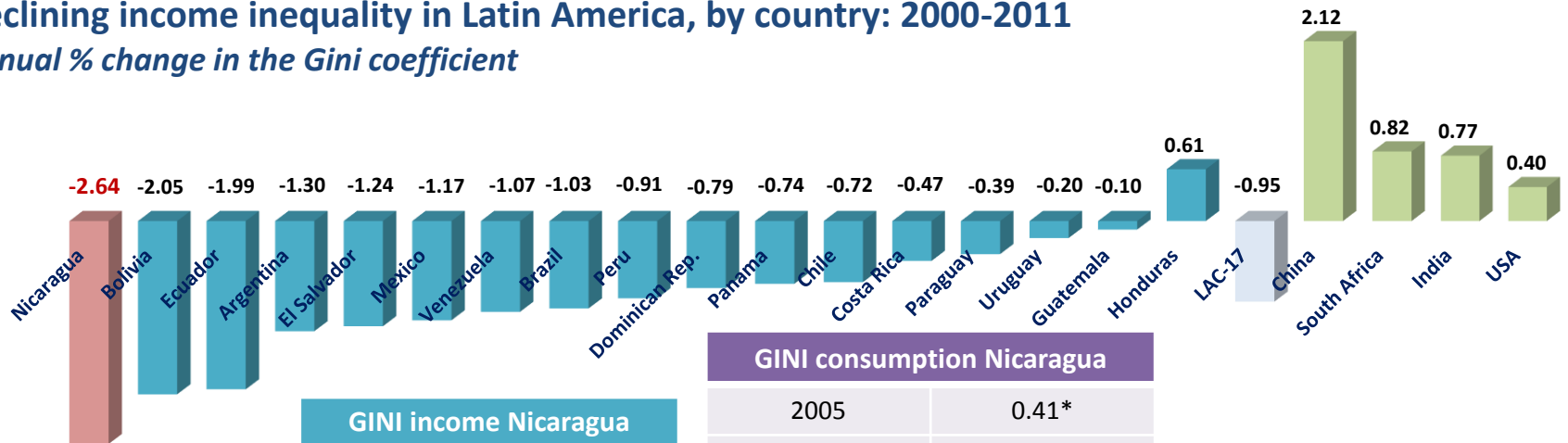
Extreme poverty measured by consumption



Poverty measured by income, poverty fell -10.6 percentage points and -15.7 in rural areas

Declining income inequality in Latin America, by country: 2000-2011

Annual % change in the Gini coefficient



GINI income Nicaragua

2005	0.51
2009	0.46

GINI consumption Nicaragua

2005	0.41*
2009	0.37*
2010	0.35**
2011	0.34**

Source: World Bank, 2013.

GREATER GENDER EQUALITY

World Gender Gap Index 2013 -World Economic Forum, Davos-

Rank	Country
1	Iceland
2	Finland
3	Noway
4	Sweden
5	Denmark
6	NICARAGUA
7	Rwanda
8	Ireland
9	Phillipines
10	Belgium
11	Switzerland
12	Germany
13	New Zeland
14	Netherlands
15	Latvia
16	France
17	Burundi
18	South Africa
19	Canada
20	United States

From 90th
in 2007 to
6th in 2014

Nicaragua is #1 in the World with
regard to women in the National
Cabinet , 57% (IPU, 2013)

"Women in Politics 2014"

Percentage of women in parliaments of the world

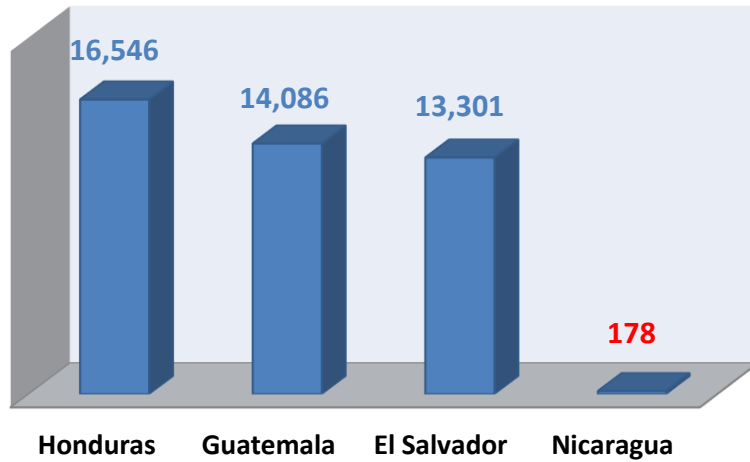
	COUNTRY	PERCENTAGE OF WOMEN	WOMEN / SEATS
1	RWANDA	63.8%	51/80
2	ANDORRA	50.0%	14/28
3	CUBA	48.9%	299/612
4	SEYCHELLES	43.8%	14/32
5	SWEDEN	43.6%	152/349
6	SENEGAL	43.3%	65/150
7	FINLAND	42.5%	85/200
8	NICARAGUA	42.4%	39/92
9	ECUADOR	41.6%	57/137
10	SOUTHAFRICA	44.8%	179/400

- ✓ It went from 18% in 2006 to 42% in 2012.
- ✓ The new law 50% -50% in the National Assembly and mayors, vice mayors and councilors, will take Nicaragua to **second place in the world in 2016.**

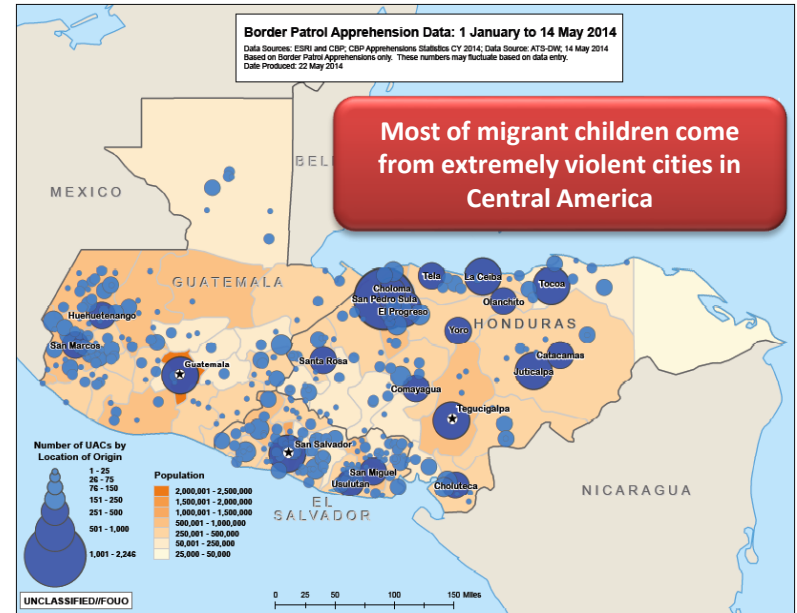
Women in positions of Minister of Defense, Minister of Interior, National
Police Chief, General Prosecutor and President of the Supreme Court

UNACCOMPANIED MIGRANT CHILDREN

Captures of unaccompanied minors from Central America by the US "Border Patrol". By country (October 1st, 2013-july 30th, 2014)

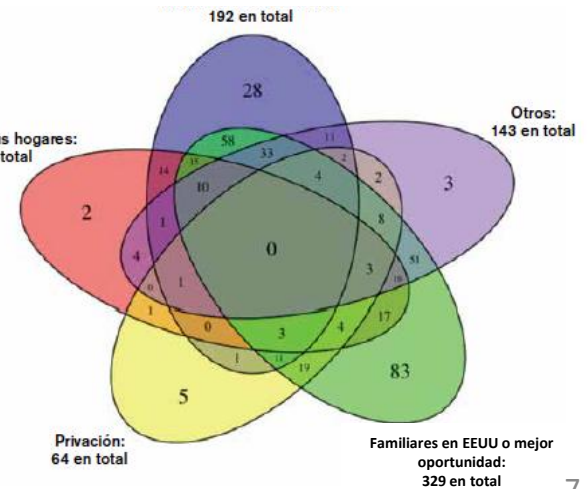


Fuente: BBC



Fuente: US Department of Homeland Security

The children's reasons to leave their homes



Fuente: ACNUR



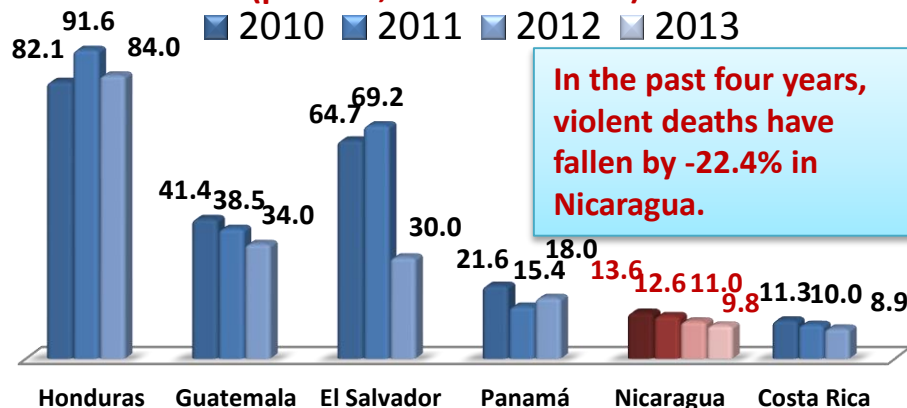
SURVEY OF COST OF LIVING IN LATIN AMERICA: MANAGUA (POSITION 207 of 211) THE CITIES WITH LOWEST COST OF LIVING IN LATIN AMERICA

LAC	2014	CITY	COUNTRY
1	49	Sao Paulo	Brazil
2	65	Rio de Janeiro	Brazil
3	70	Pointe-a-Pitre	Guadalupe
4	81	Port-au-Prince	Haití
5	86	Buenos Aires	Argentina
6	88	Santiago	Chile
7	98	Bogotá	Colombia
8	114	Montevideo	Uruguay
9	132	San José	Costa Rica
10	134	La Habana	Cuba
11	135	Lima	Perú
12	139	San Juan	Puerto Rico
13	144	Brasilia	Brazil
14	145	Panamá	Panama
15	149	Puerto España	Trinidad & Tobago
16	150	Mexico	Mexico
17	170	Guatemala	Guatemala
18	173	Santo Domingo	Dominican Republic
19	176	Asunción	Paraguay
20	177	Quito	Ecuador
21	183	Monterrey	Mexico
22	190	San Salvador	El Salvador
23	200	Tegucigalpa	Honduras
24	204	La Paz	Bolivia
25	207	Managua	Nicaragua

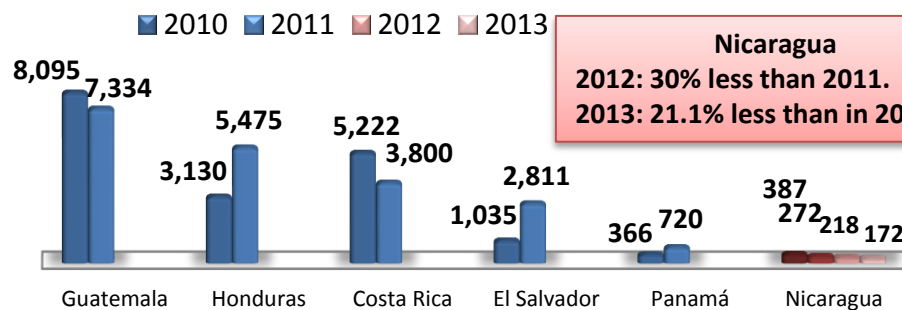
Source: MERCER

THE BEST PUBLIC SAFETY IN CENTRAL AMERICA

Homicide Rates in Central America (per 100,000 inhabitants)



Vehicle theft in Central America



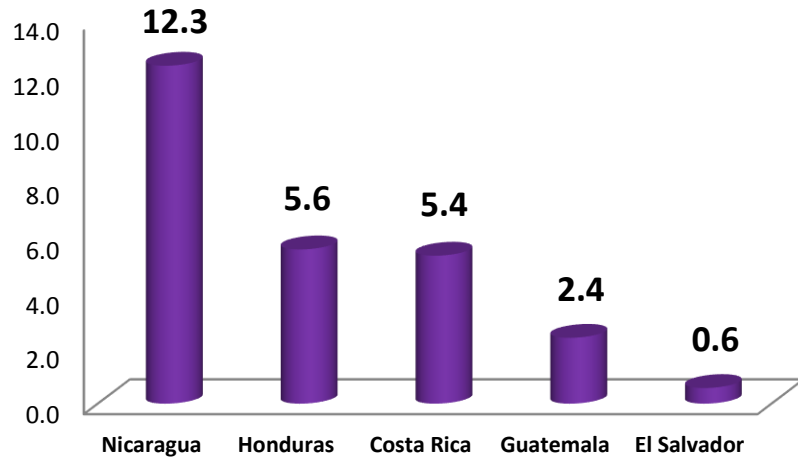
The National Police of Nicaragua (PNN) is a leader In Central America and in the world, as a police model with a "preventive, proactive and community" approach.

UNDP. 2013. Regional Human Development Report 2013-2014. Public security with a human face: diagnosis and proposals to Latin America

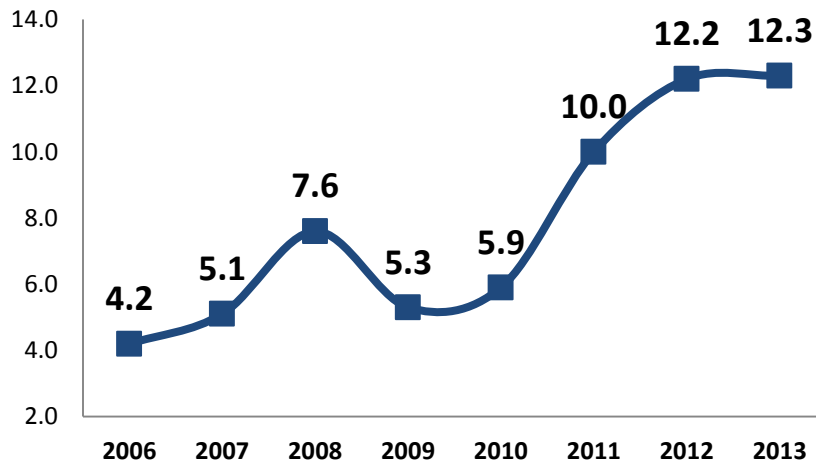


INVESTMENT BOOM

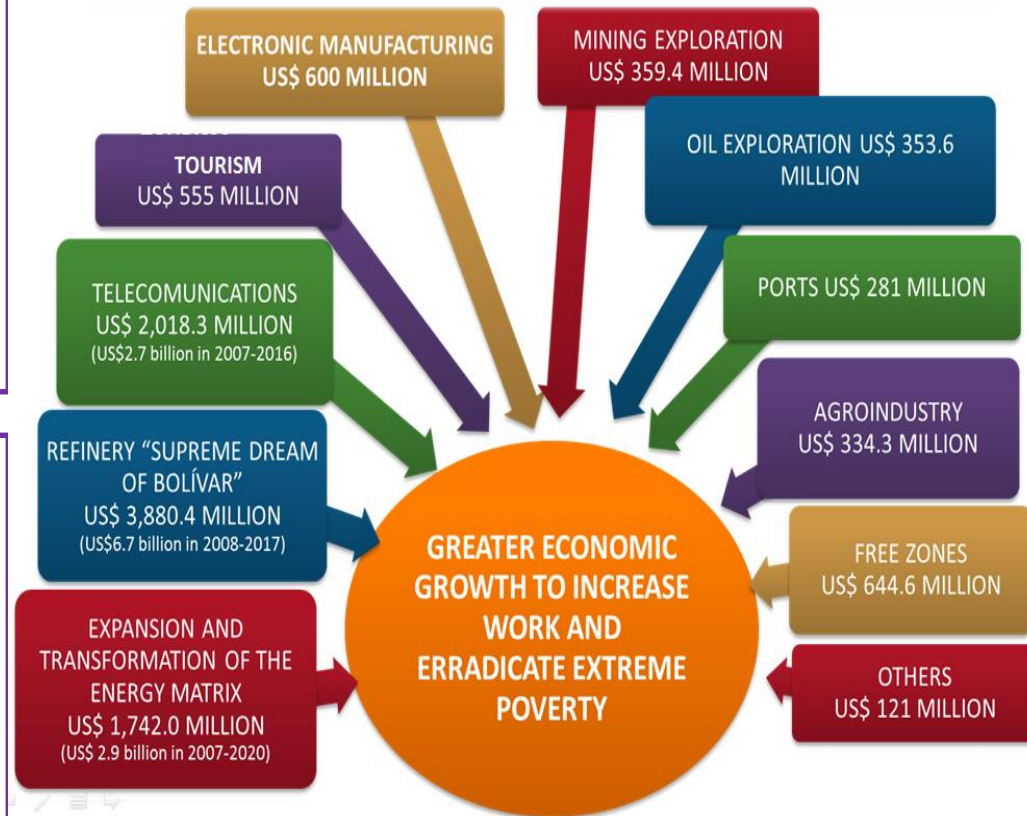
Ratio FDI/GDP in Central America, 2013 (%)

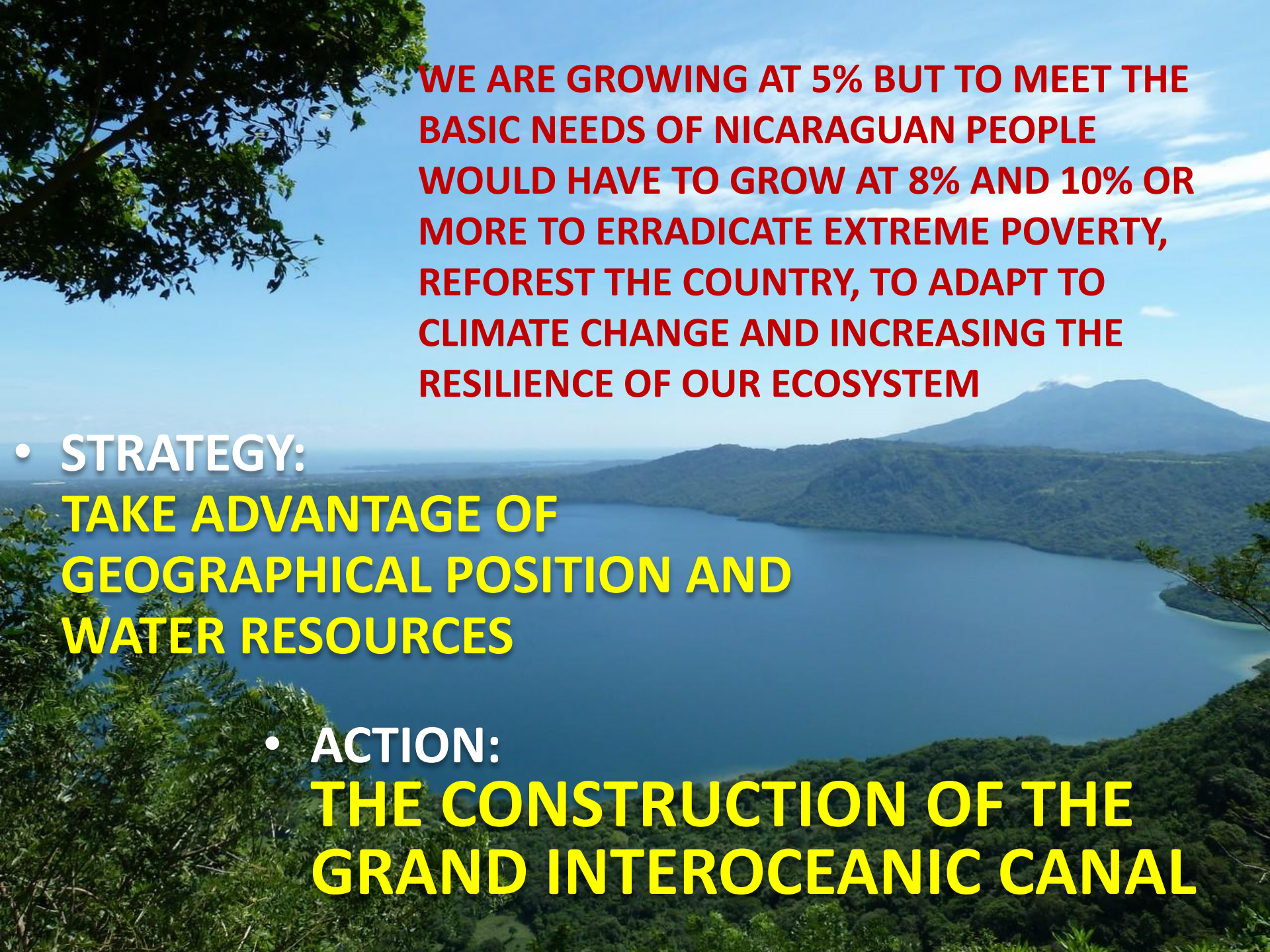


Ratio FDI/GDP, 2006 to 2013 (%)



**Investment Portfolio
US\$ 10.9 billions by 2014**





**WE ARE GROWING AT 5% BUT TO MEET THE
BASIC NEEDS OF NICARAGUAN PEOPLE
WOULD HAVE TO GROW AT 8% AND 10% OR
MORE TO ERRADICATE EXTREME POVERTY,
REFOREST THE COUNTRY, TO ADAPT TO
CLIMATE CHANGE AND INCREASING THE
RESILIENCE OF OUR ECOSYSTEM**

- **STRATEGY:
TAKE ADVANTAGE OF
GEOGRAPHICAL POSITION AND
WATER RESOURCES**
- **ACTION:
THE CONSTRUCTION OF THE
GRAND INTEROCEANIC CANAL**

A wide river flows through a lush green forest. The sky is blue with scattered white clouds. The text "WHAT ARE THE EXPECTED ECONOMIC AND SOCIAL IMPACTS?" is overlaid in white capital letters on the lower half of the image.

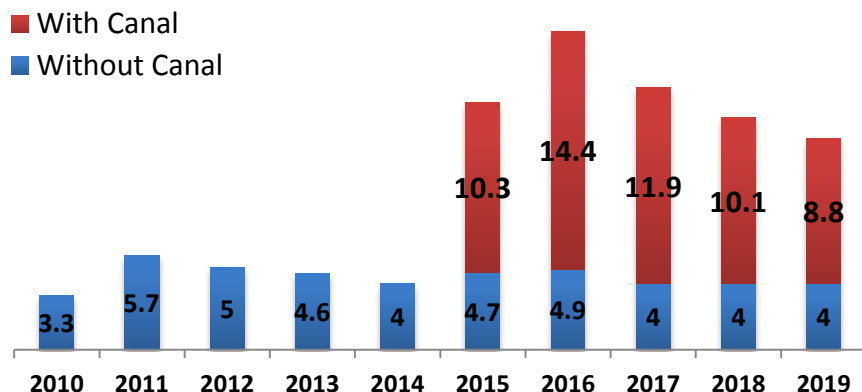
**WHAT ARE THE EXPECTED
ECONOMIC AND SOCIAL IMPACTS?**

THE GRAND INTEROCEANIC CANAL OF NICARAGUA: MAIN IMPACTS EXPECTED

Economic Growth in Nicaragua with and without Grand Canal

(Percentage change)

■ With Canal
■ Without Canal

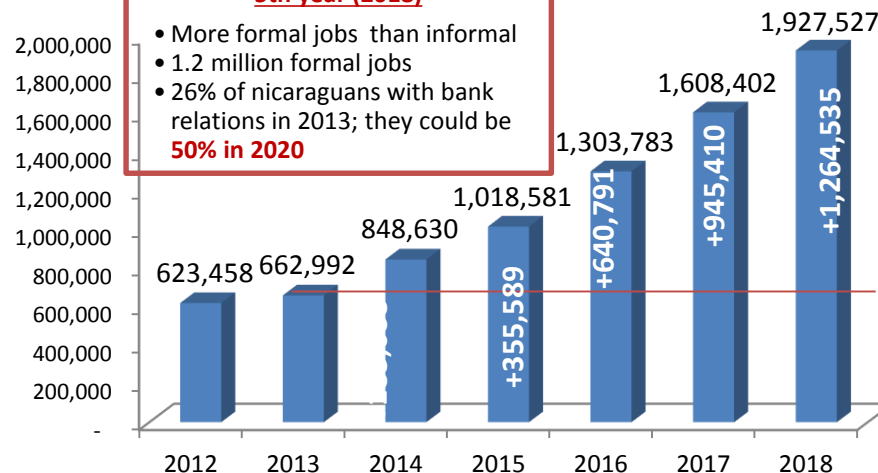


Source: PEF, IMF & Own estimates

Formal employment in Nicaragua 2012-2018

5th year (2018)

- More formal jobs than informal
- 1.2 million formal jobs
- 26% of Nicaraguans with bank relations in 2013; they could be **50% in 2020**



The increase in Government revenue, will be a source of funding to fight extreme poverty.

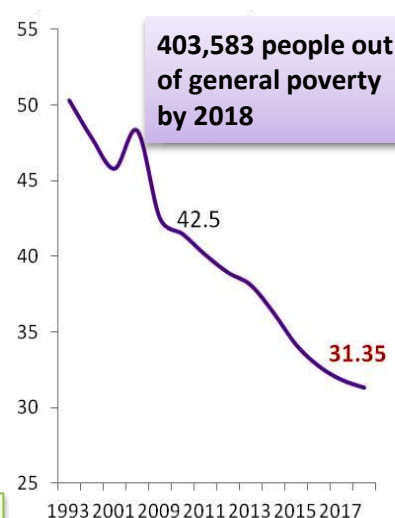
2012
16.46% of GDP

2013
Estimated income US\$ 1,897.40 million

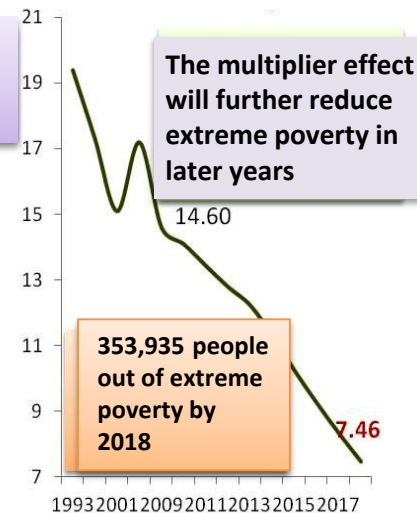
2019
Projected Income US\$ 4,081.25 million

+115.10% more than 2013

General Poverty in Nicaragua (Percentage points)



Extreme Poverty in Nicaragua (Percentage points)

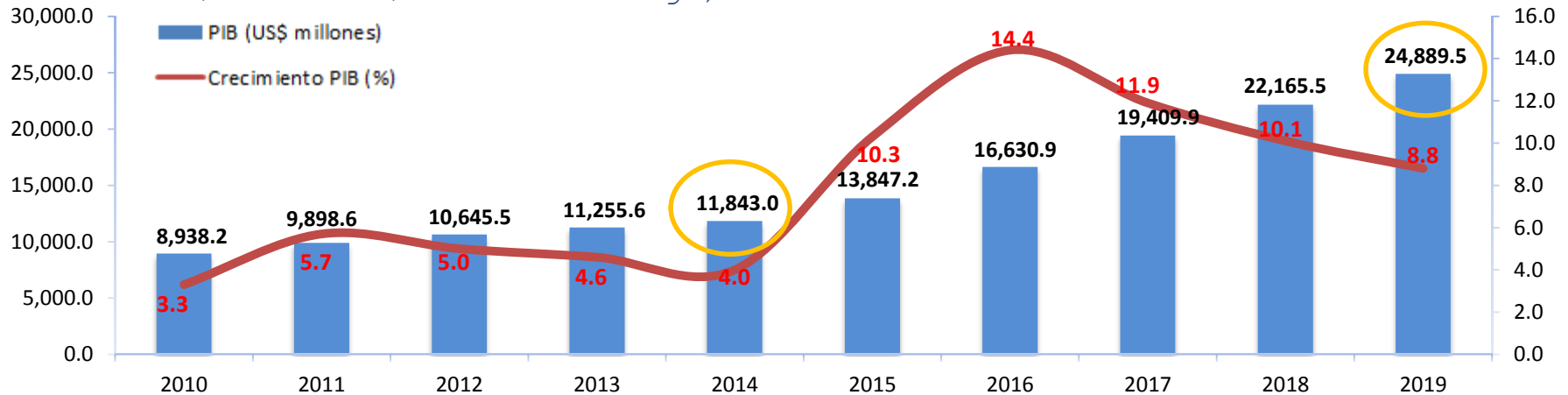


Fuente: INIDE (1993-2009) & Estimaciones Propias

GROWTH GDP: NICARAGUA AND PANAMÁ

Nicaragua Economic Growth with Canal

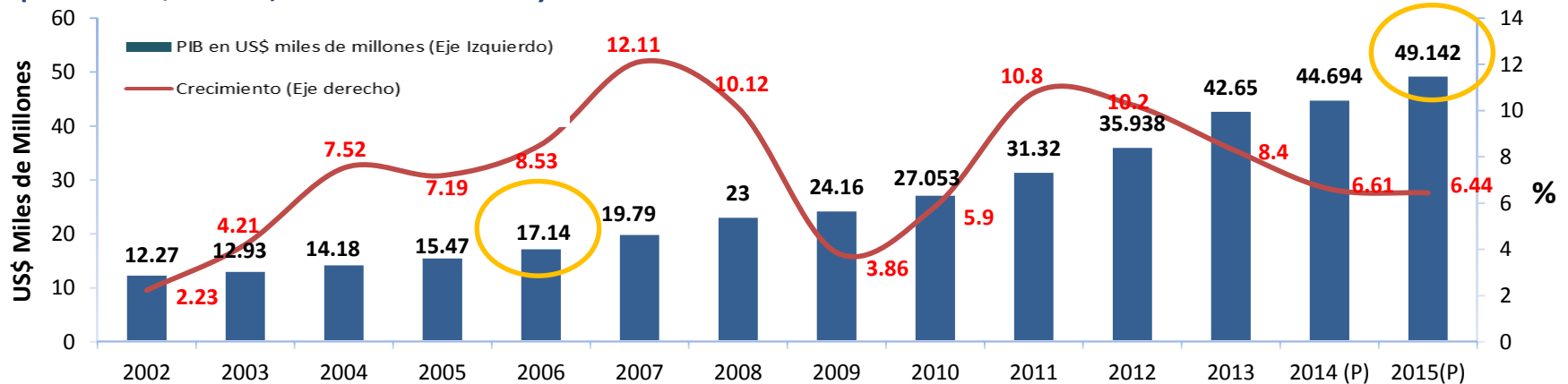
US\$millions / Percent change)



Fuente: BCN, FMI y Estimaciones SPPN

Panama's economic growth with Canal expansion

(GDP U.S. \$ Billion, Growth in Percent)



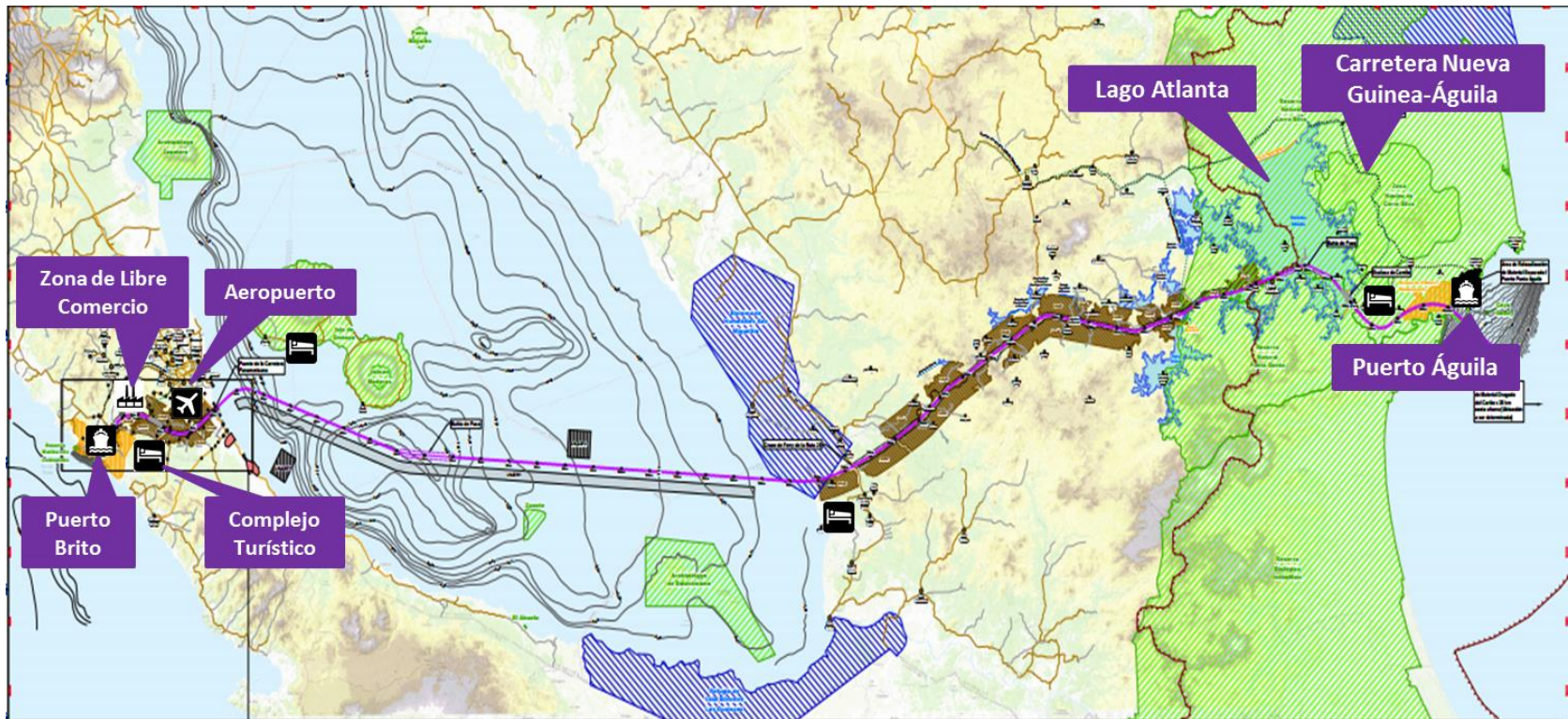
Fuente: CEPAL, FMI.

Expansion announcement

Economic Crisis

THE PANAMA ECONOMY HAS DOUBLED DURING THE LAST 7 YEARS DESPITE THE FINANCIAL AND ECONOMIC CRISIS

DIRECT IMPACTS OF THE CANAL AND SUB PROJECTS IN THE EMPLOYMENT



50,000 jobs in
the construction
stage

- 25, 000 foreign
workers
- 25, 000 nicaraguan
workers

Operation:
3,700 jobs in
2020
12,700 in 2050

113 thousand
jobs in free
trade zone

More than 3000
jobs in resorts

**PLUS MULTIPLIER
EFFECTS IN
EMPLOYMENT
THROUGHOUT THE
ECONOMY**



**WHAT DOES THE GRAND INTEROCEANIC
CANAL / WORLD AND REGIONAL
LOGISTICAL CENTER CONSIST OF?**

The final proposal : 7 sub proyectos

THE GRAND INTEROCEANIC CANAL OF NICARAGUA: MULTIMODAL LOGISTIC CENTER FOR REGIONAL AND GLOBAL TRADE



**1. A Ship Canal joining
the Caribbean Sea and
the Pacific Ocean**



**2. A Port at Punta
Águila in the Caribbean
coast**



**3. A port at Brito in the
Pacific coast**



**4. A Free Trade
Zone on the
Pacific coast
(Rivas)**



**5. An
International
Airport in Rivas**



**6. 595.66km of
Roads, highways,
access roads and
2 bridges**



**7. Tourist
Complexes (Lodging
for
construction/operation,
opening to tourism later)**

US\$40 TO 50 BILLION INVESTMENT

SELECTION PROCESS OF ROUTE

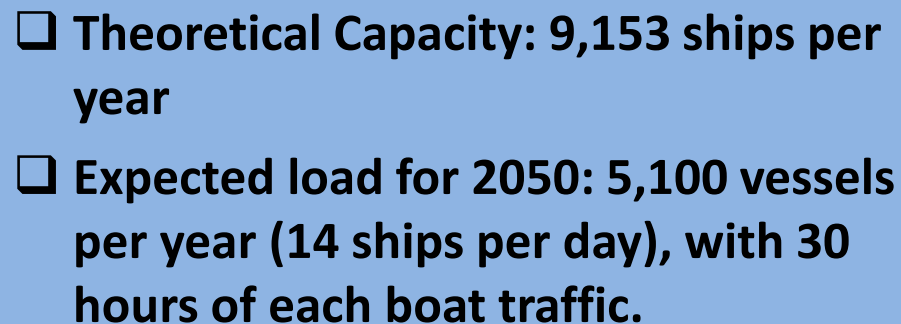
Previously Identified Routes

Eastern Segment of Routes:

- 1, 2 - Bluefields Bay and north of the Cerro Silva Reserve
- 3 - Bluefields Bay and central Cerro Silva
- 4 - Punta Gorda and Tule River
- 5 - Punta Gorda, Rio San Juan, San Carlos
- 6 - Indio Maiz, Rio San Juan and San Carlos



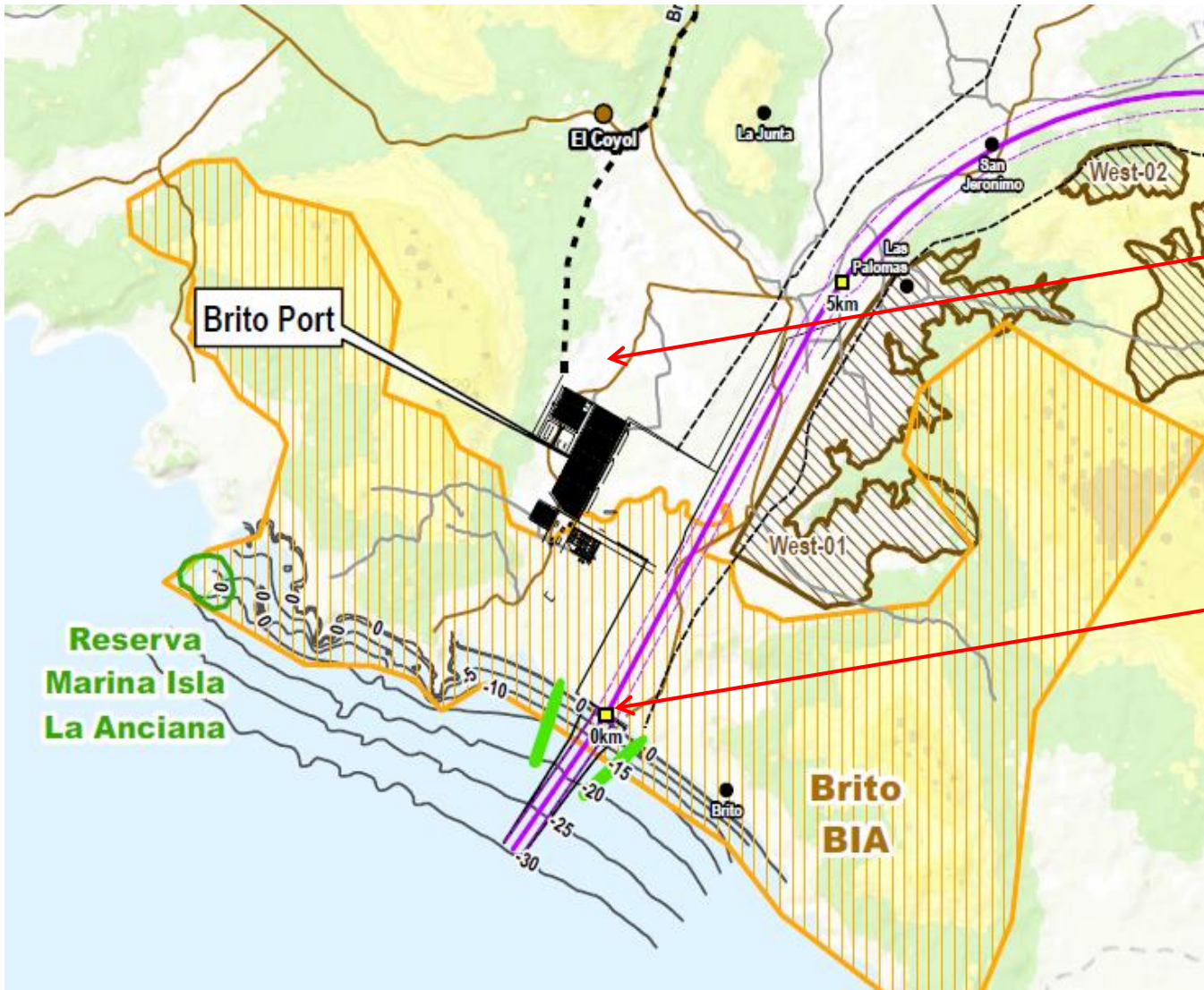
275.5Km Length, 280 m wide base, 30-33m depth



<u>Stretch</u>	<u>Length</u>
West section	25.9 Km
East section	126.7 Km
Lake Nicaragua	106.8 Km
Stretches Pacific and Caribbean	16.1Km
Total Length	275.5 Km

Adjustments on Route 4

Inland Port is less vulnerable to sea risks



Increased protection against tsunamis

A Road linking the Port to Tola

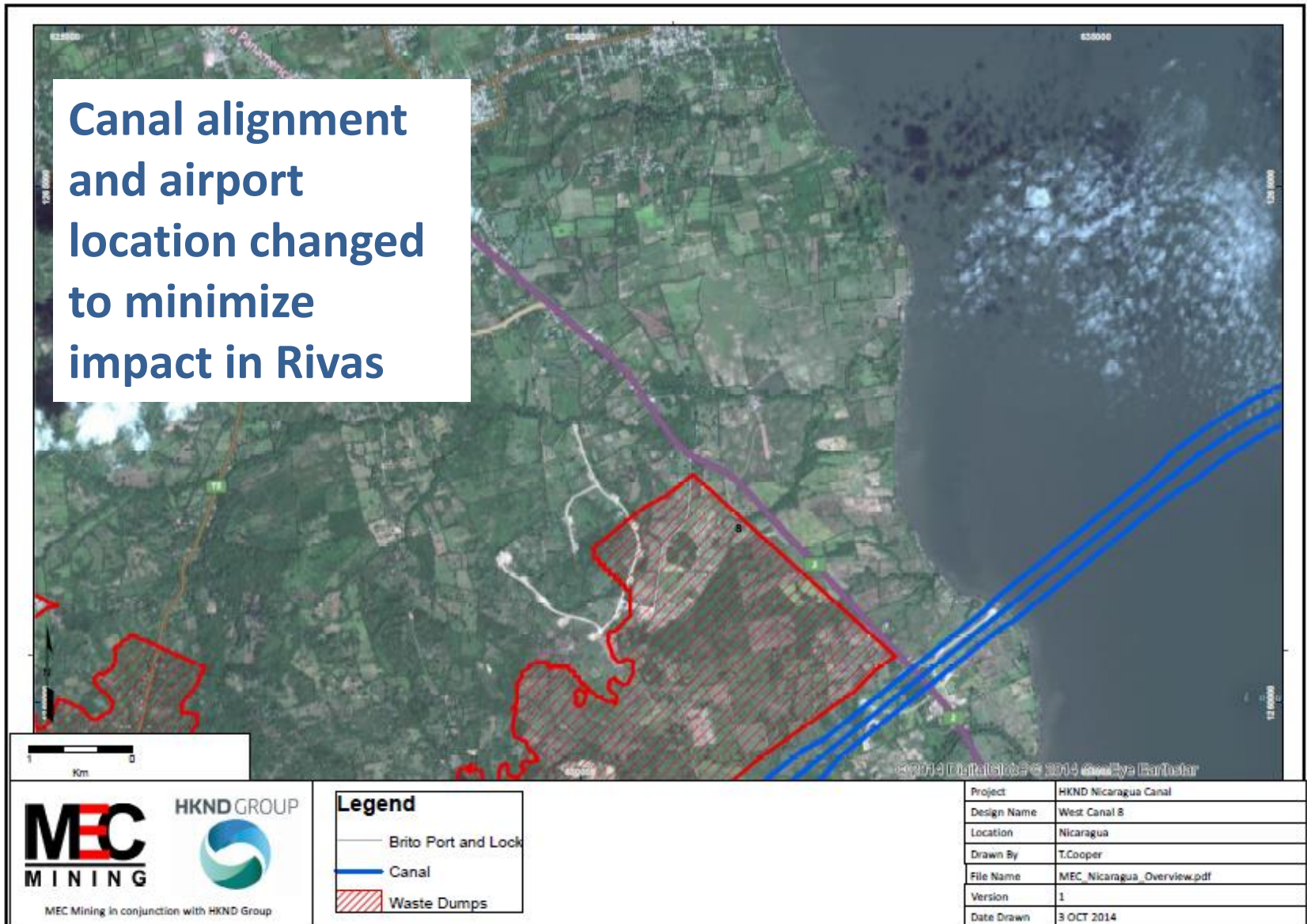
A Rock Bund to be designed to enable better mix of salt and fresh water to mangrove

Healthy portion of Mangrove & most of Brito River will be preserved and the impact to Reserva Marina Isla La Anciana will be minimize

Adjustments on Route 4

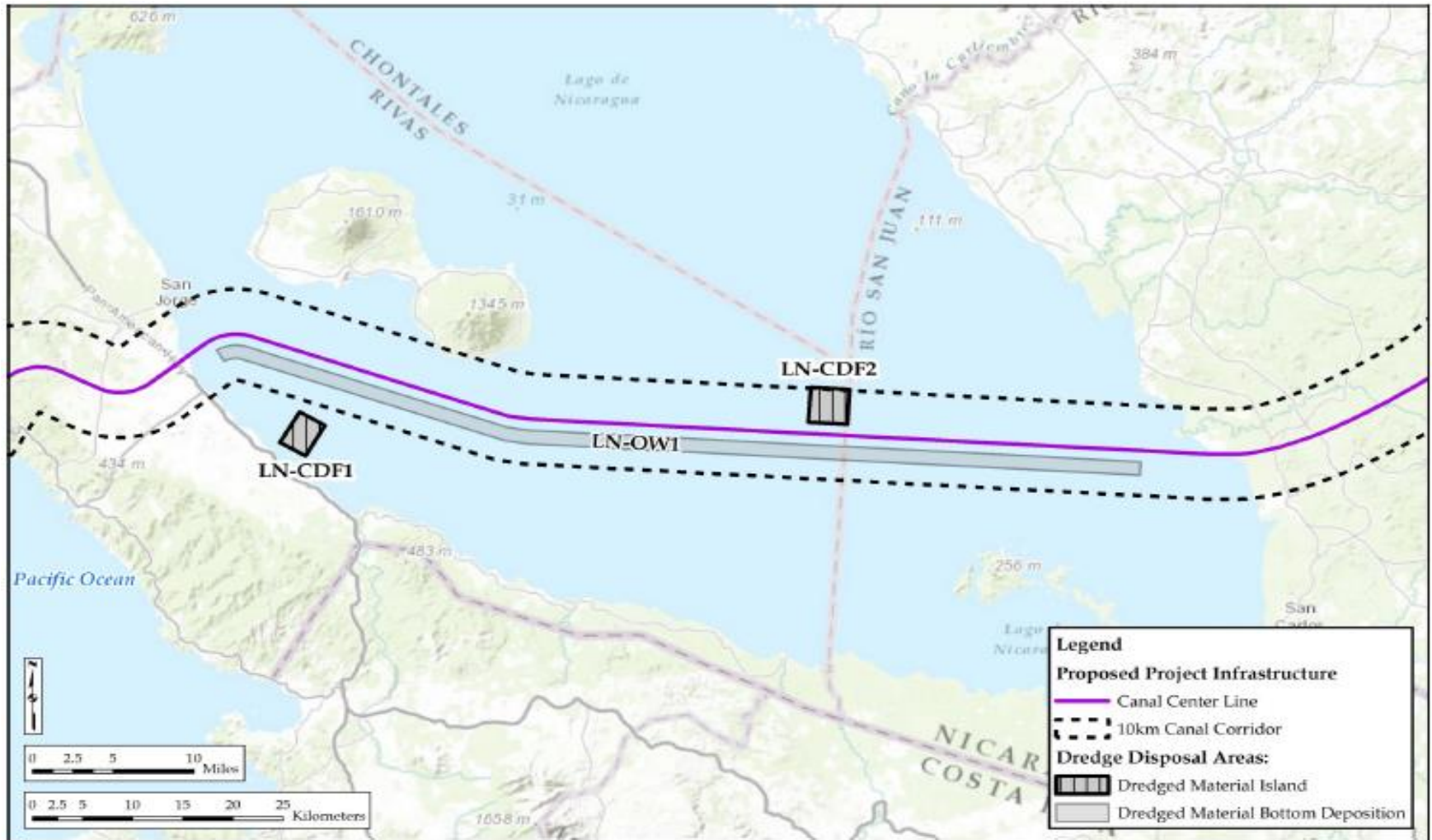
West Entrance into the Lake (avoid populated areas)

Canal alignment
and airport
location changed
to minimize
impact in Rivas



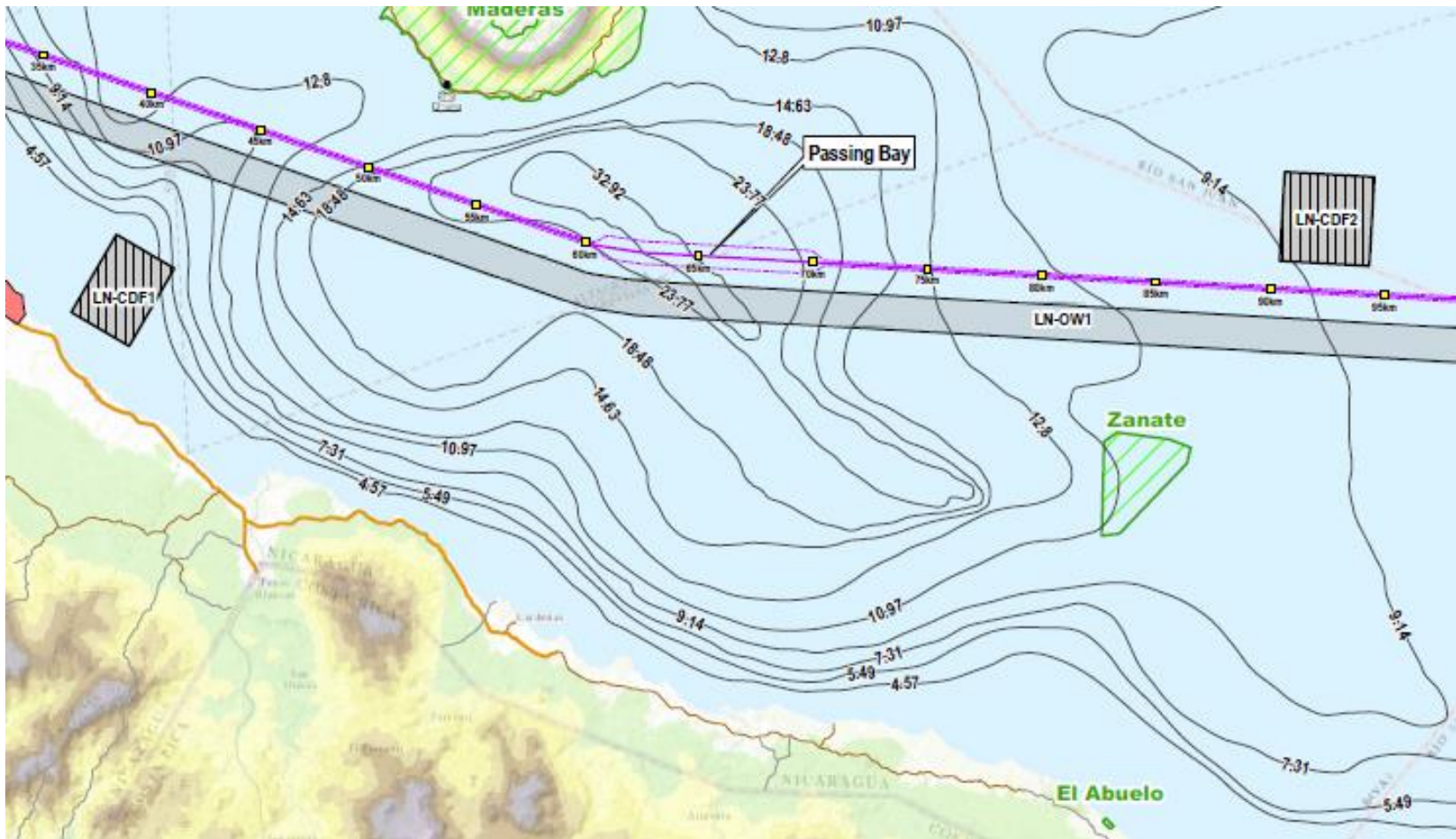
Adjustments on Route 4

The Lake Section



There will be hydraulic dredging (suction) of sediment.
There will be no blasting inside the Lake.

Adjustments on Route 4 Spoil Treatment in the Lake



Silt and fine materials will be by confined dumping. Sand and hard materials will be distributed along the south side of the Canal route.

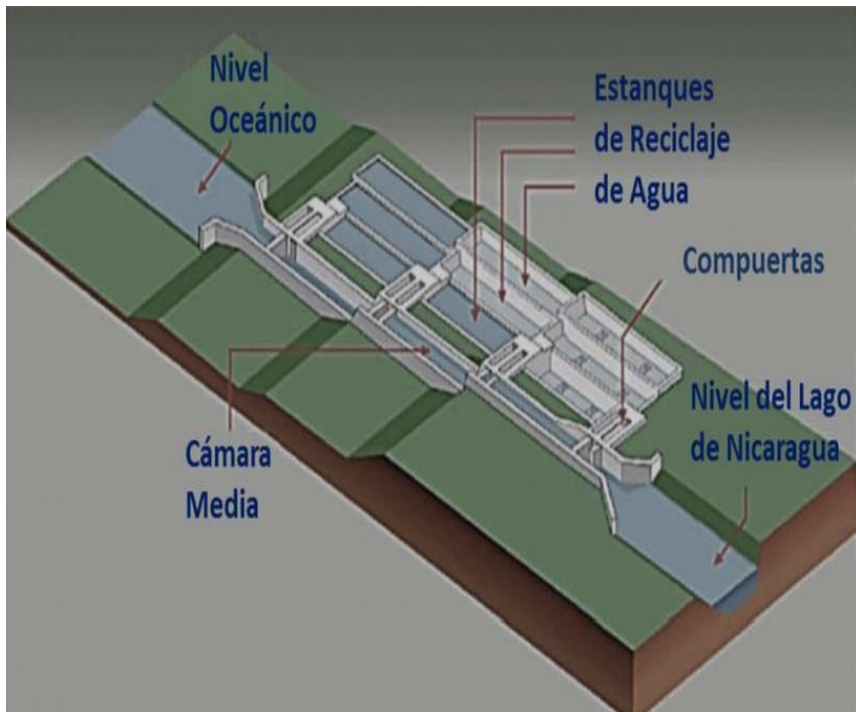
Adjustments on Route 4

Exit from the Lake



The alignment has been changed for the output from the Lake to the eastern area of the Canal, in order to minimize the impact on the wetlands of San Miguelito

The Grand Canal project is designed to not to do net use of water from Lake Nicaragua



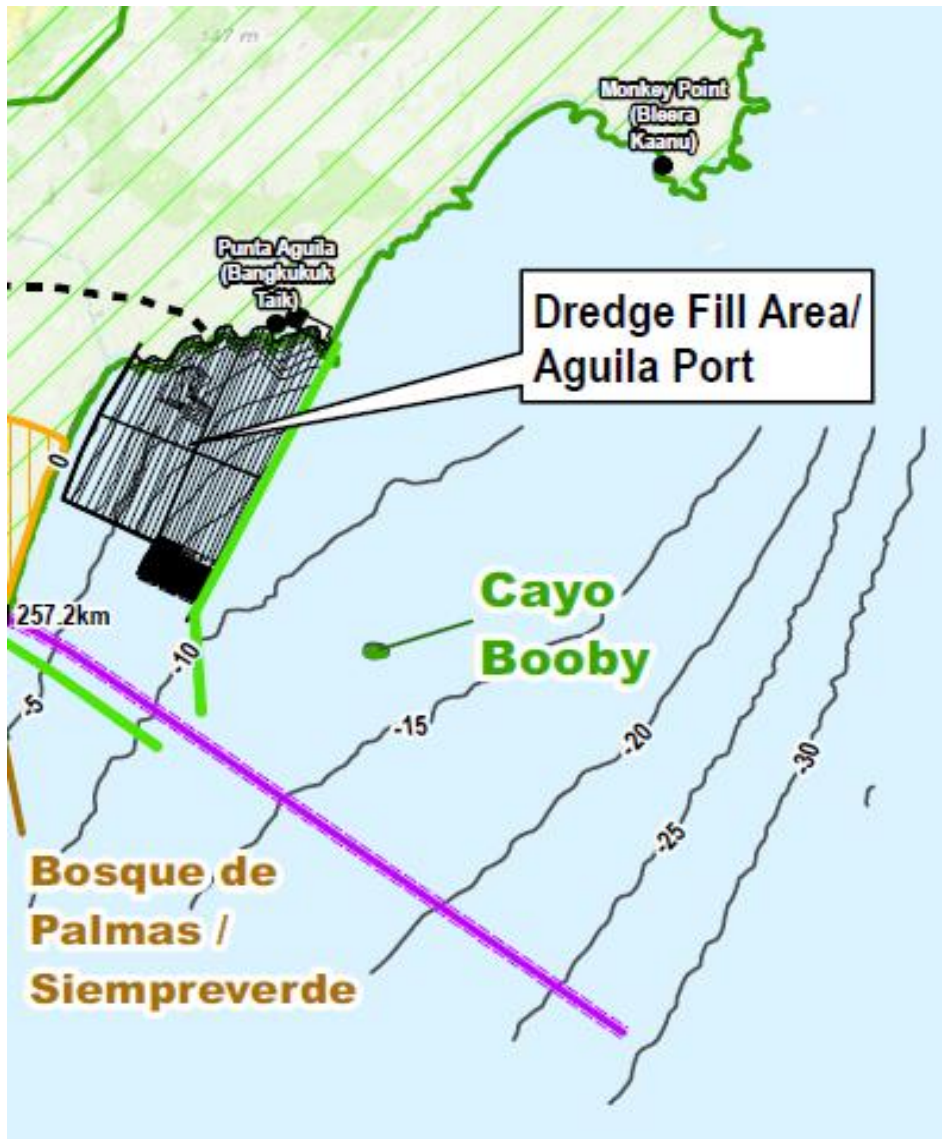
The locks will capture water from the Basin of River Punta Gorda, which otherwise would flow into the Caribbean Sea.

The supplementary water supply is provided through the Zarca Water Reservoir.

A system for water conservation consisting of nine basins to recycle water in both locks and Camilo Brito (three basins associated with each of the three chambers forming the lock) will be built. Should reduce the total demand for water sluice 60%.

Adjustments on Route 4

Port Punta Aguila will be on reclaimed land



Port Punta Aguila will be on dredge filled reclaimed land with minimal impact on the Indigenous People.

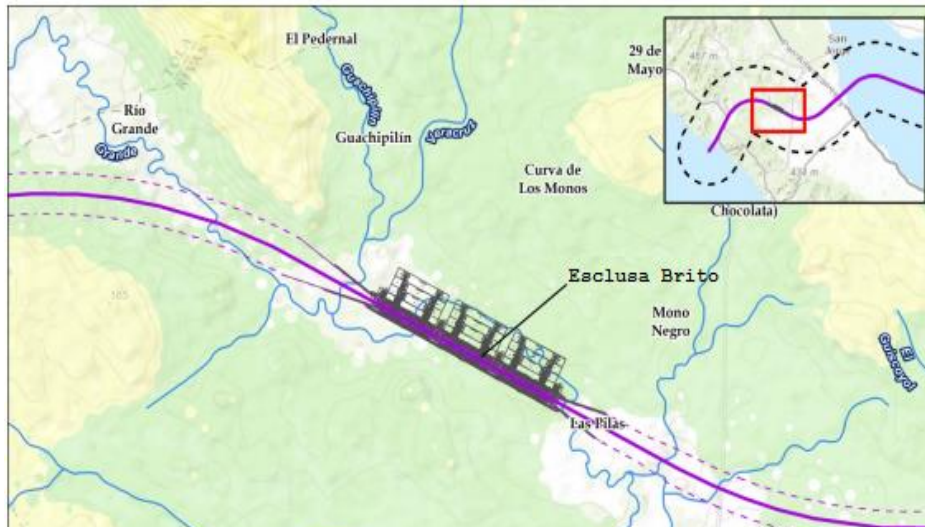
All developments like Free Trade Zone will be confined to the reclaimed land.

Canal route avoids impact to Booby Cay.

Brito & Camilo Locks: 3 Chambers & 9 water recycling pools

Same design for both: three consecutive chambers, which would raise the boats over 10 meters by chamber, for a total of approximately 30 meters.

Effective dimension for each one of the three chambers: 520 meters (long) x 75 meters (W) x 27.6 meters deep (threshold).

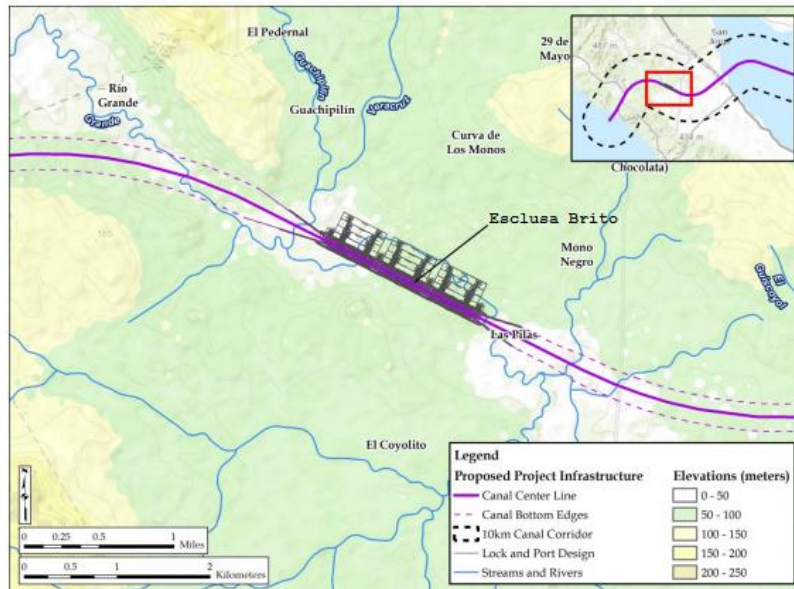


Brito Lock : located on the west segment of the canal, near the Mono Negro River, approximately 14.5km from the Pacific Ocean.



Camilo Lock : located in the East segment of the Canal, near the confluence of Punta Gorda with Camilo Cano, approximately 13.7km from the Caribbean coast.

Locks system



The locks will raise or fall the ships between the level of Caribbean / Pacific Sea and the water level of Lake Nicaragua (30.2 to 33.0 meters).

They will have the same design: they consist of three consecutive chambers, which would raise the ships over 10 meters by the camera, for a total of approximately 30 meters.



Effective dimension for each of the three chambers: 520 meters (long) x 75 meters (W) x 27.6 meters deep (threshold).

Each lock will require approximately 4.5 million cubic meters (Mm³) of concrete.

Comparison between the locks in the world

BERENDRECHT LOCK

- **Current World's largest lock**
- **Dimensions: 500 m x 68 m x 20 m**
- Equipped with rolling gates
- No water saving basins
- Rik Thomas was design & construction manager (1984-1989)



NEW PANAMA LOCKS (3rd lane)

- Design based on Berendrecht lock
- Dimensions: 427 m x 55 m x 18.3 m
- Equipped with rolling gates
- Water Saving Basins
- SBE performed the reference design

DEURGANCKDOK LOCK

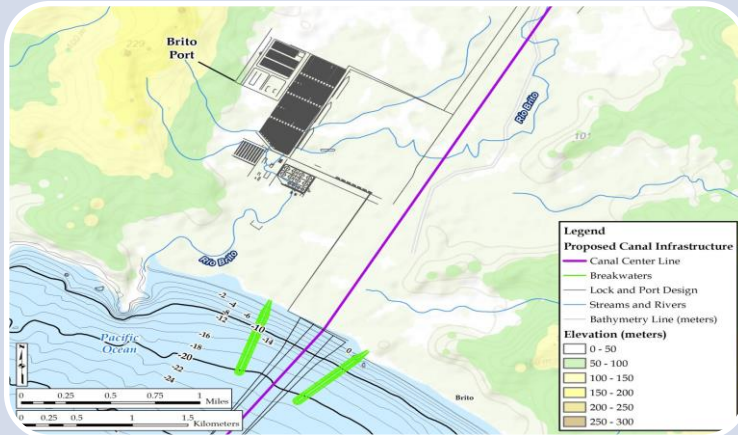
- **Future largest lock in the world (2016)**
- Design based on Berendrecht lock
- Dimensions: 500 m x 68 m x 22 m
- Equipped with rolling gates
- No Water Saving Basins
- SBE is Owner's Engineer

BRITO & CAMILO LOCK'S (CARIBBEAN COAST)

- **Future largest lock in the world (2020)**
- Design based on Berendrecht lock – new Panama Locks
- **Dimensions: 520 m x 75 m x 27.6 m**
- Equipped with rolling gates
- Water Saving Basins
- SBE is Owner's Engineer

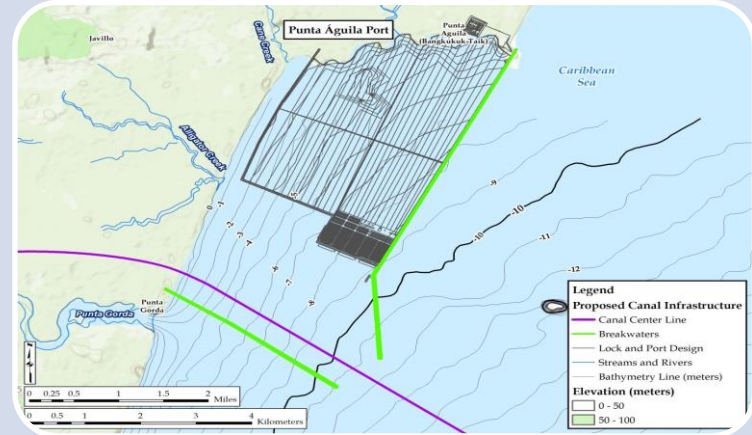
TWO PORTS WILL BE BUILT, 1 IN THE PACIFIC AND OTHER IN THE CARIBBEAN

BRITO PORT



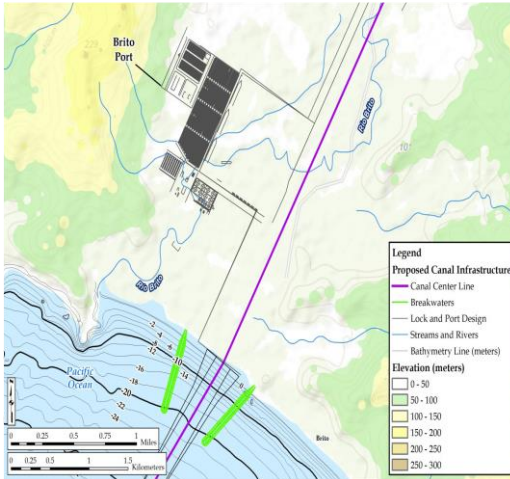
- Design capacity: 1.68 million TEU / year . Approximately 80th in top 100 world's container ports
- North Wharf Structure, 1,100 meters long, capable of supporting 200,000 DWT bulk carriers or 25,000 TEU container ship;
- West Wharf berthing facilities, 1,200 meters long, with capacity for:
 - * Three container berths 70,000 DWT;
 - * A jetty oil / fuel of 30,000 DWT;
 - * 13 workboat berths
- Other marine services.

ÁGUILA PORT

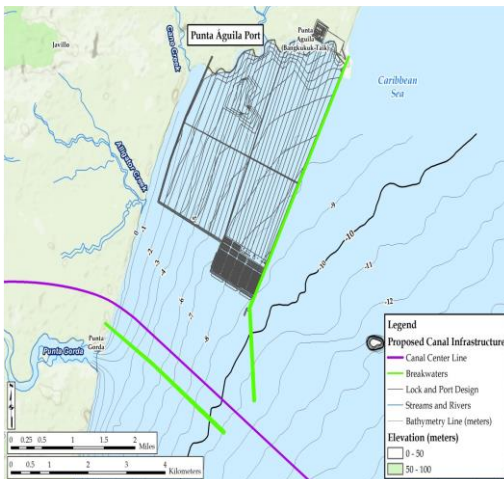


- Design capacity: 2.5 million TEU / year. Approximately 58th in top 100 world's container ports
- Wharf Structure for container ship 200,000 DWT;
- Berthing Facilities 1,300 meters long, with capacity for:
 - * Three container berths 150 thousand DWT;
 - * A jetty oil / fuel of 30,000 DWT;
 - * 8 working boat docks;
- Other marine services.

ROMPEOLAS



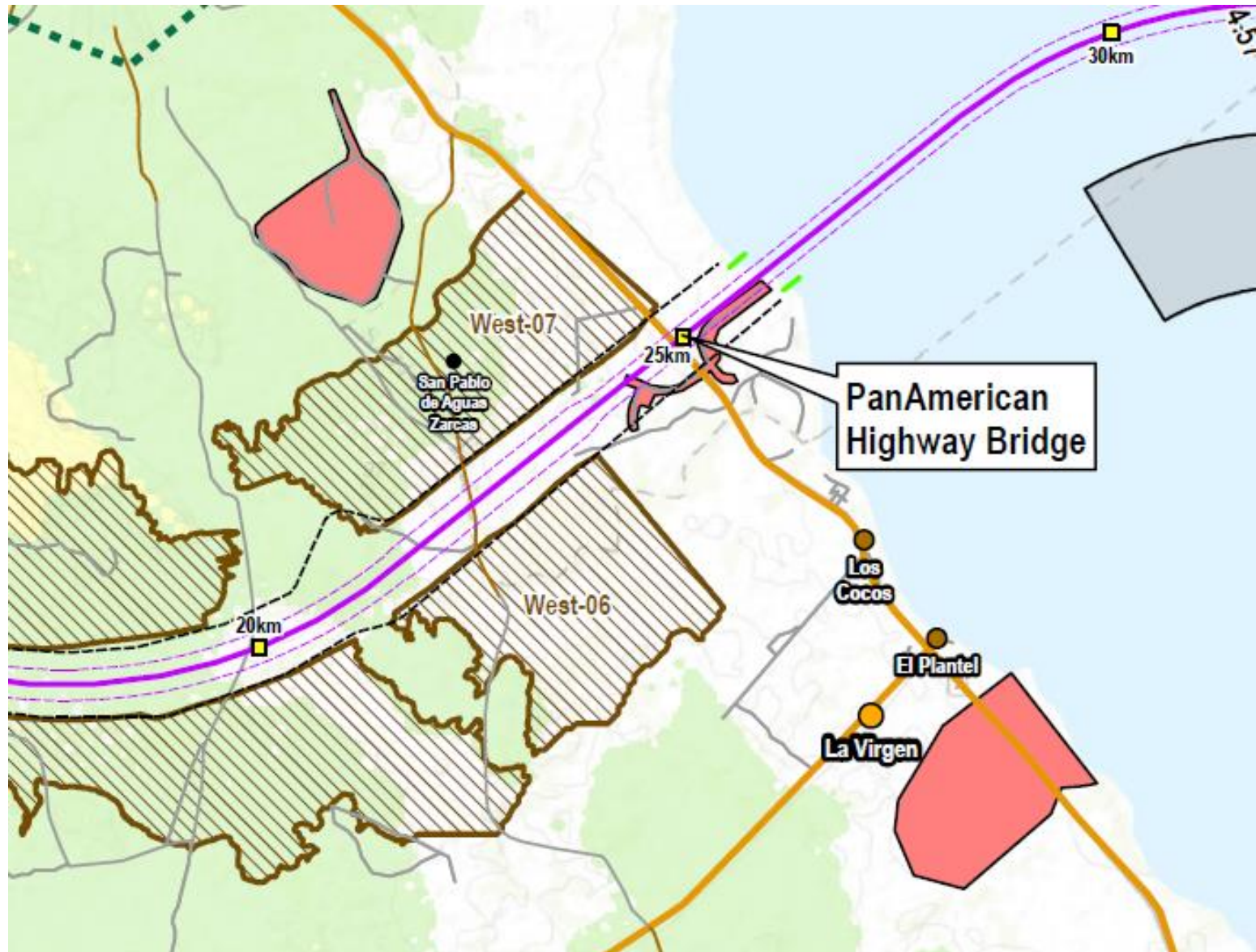
The Pacific breakwater would extend approximately 800 m from the shoreline on both sides of the canal. It will be constructed with armor rock sourced from the Brito Lock. The overall footprint of each breakwater will be about 62,000 square meters (m²), or 124,000 m² total for the two breakwaters.



The Caribbean breakwater would include two different structures, one at each side of the canal. The breakwater located to the north of the canal would extend south from Punta Aguila approximately 7 kilometers to a location about 3 kilometers southwest of Booby Cay. The breakwater located to the south of the canal would be located about 1 kilometers north of the mouth of the Rio Punta Gorda and would be oriented perpendicular to the shoreline and extend approximately 3.5 kilometers. The overall footprint of north breakwater would be about 238,000 m². The overall footprint of the south breakwater will be about 105,000 m². Combined, this would be approximately 343,000 m² total for the two breakwaters.

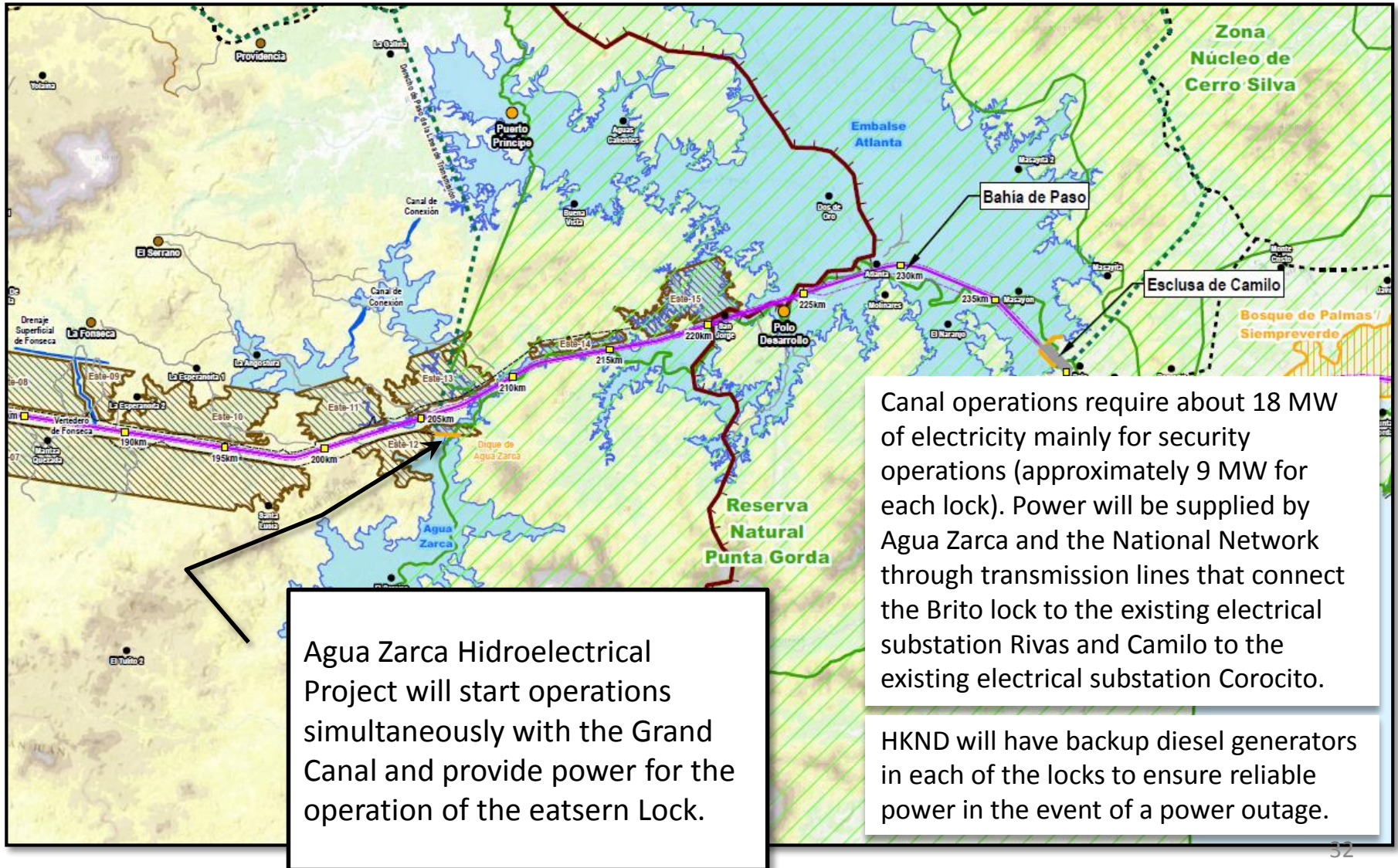
Bridge over the Panamerican Highway

80M high & 600M long



AGUA ZARCA HIDROELECTRICAL CENTRAL

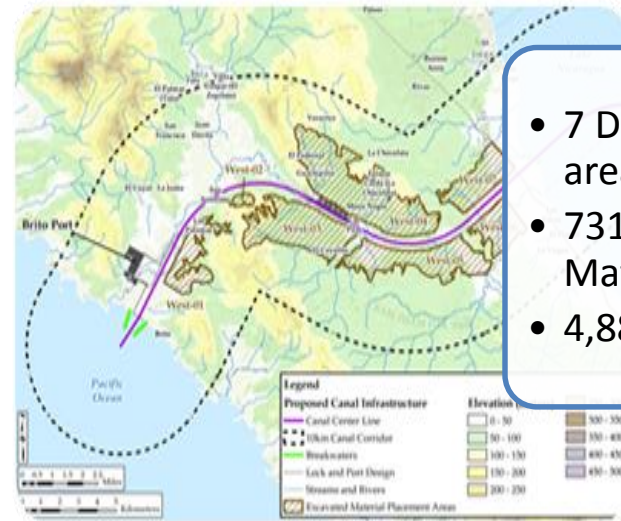
10 MW



The Canal will be the largest civil earthmoving operation in history

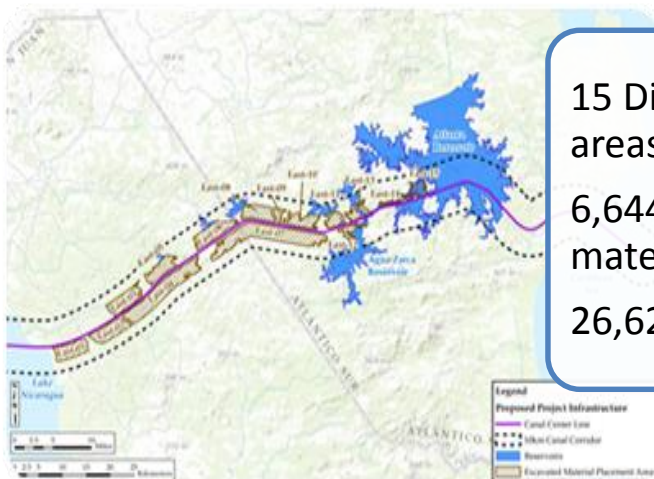
- 5,000 Mm3 of excavated material
 - 4,019 Mm3 of "dry" material from upland (rock and soil)
 - 980 Mm3 marine and freshwater dredging.
- 35 areas for material disposal along the canal
 - 3,400 Mm3 storage volume and a total area of 179 km2
 - These areas have been located to minimize environmental and social impacts 715Mm3 of lake sediment will be placed in 3 disposal sites in the Lake
- *The final surface of these areas will be graded so that they can be restored to agricultural or forestry.*

Excavated material disposal areas (West)



- 7 Disposal areas
- 731Mm3 Material
- 4,880ha. area

Disposal sites for dredged material (East)



- 15 Disposal areas
- 6,644Mm3 of material
- 26,620ha Area

Disposal sites for dredged material (Lake Nicaragua)



- 3 material disposal sites
- 610Mm3 of dredged material

CANAL STEP BY STEP

JULY, 2014

- **PRESENTATION OF THE ROUTE**

AUGUST 23-OCTOBER 15, 2014

- **CENSUS FROM POPULATION AND PROPERTY**

NOVEMBER 20, 2014

- **PRESENTATION OF THE GRAND CANAL PROJECT**

DECEMBER, 2014

- **PRESENTATION OF FESEABILITY STUDIES**

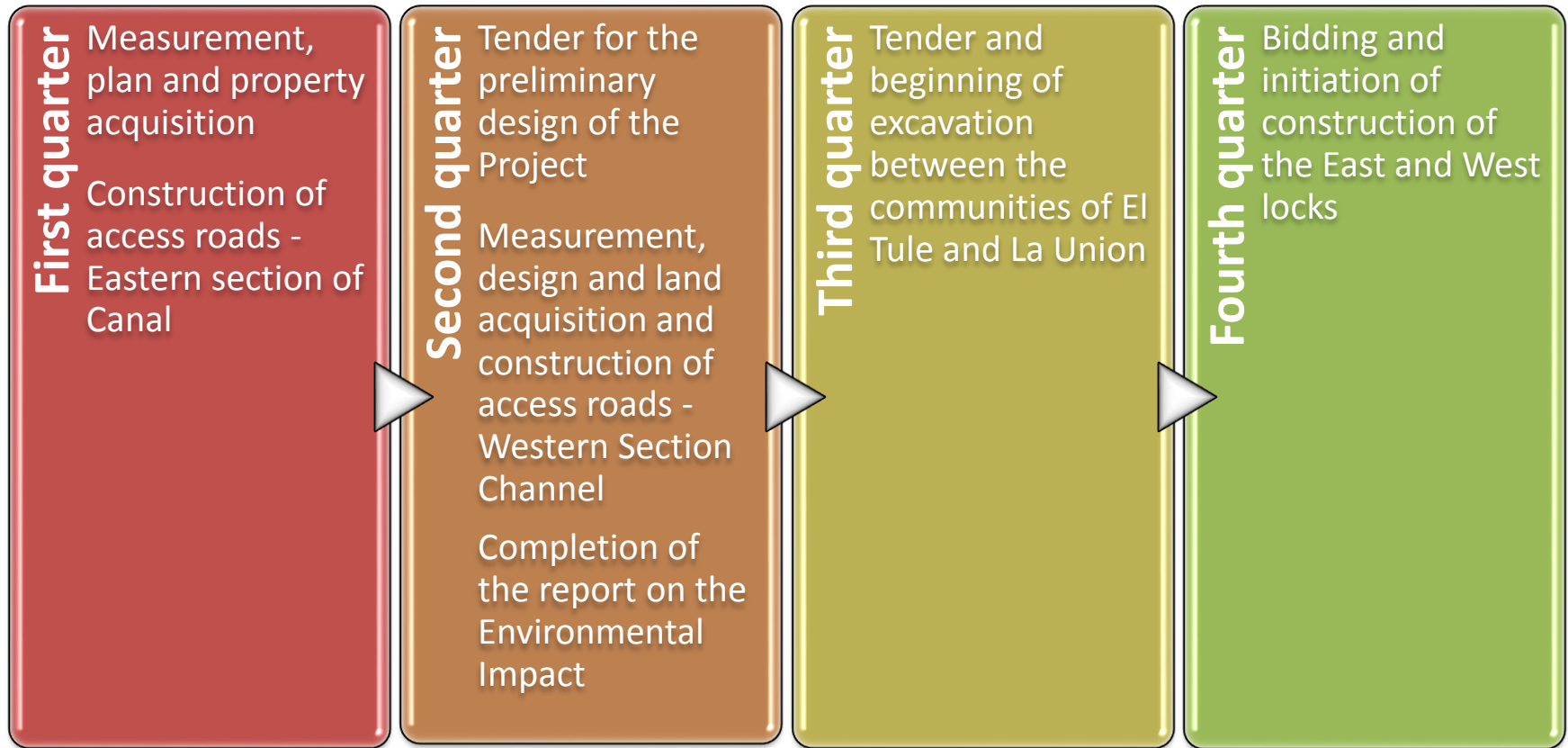
DECEMBER 22, 2014

- **CONSTRUCTION STARTS**

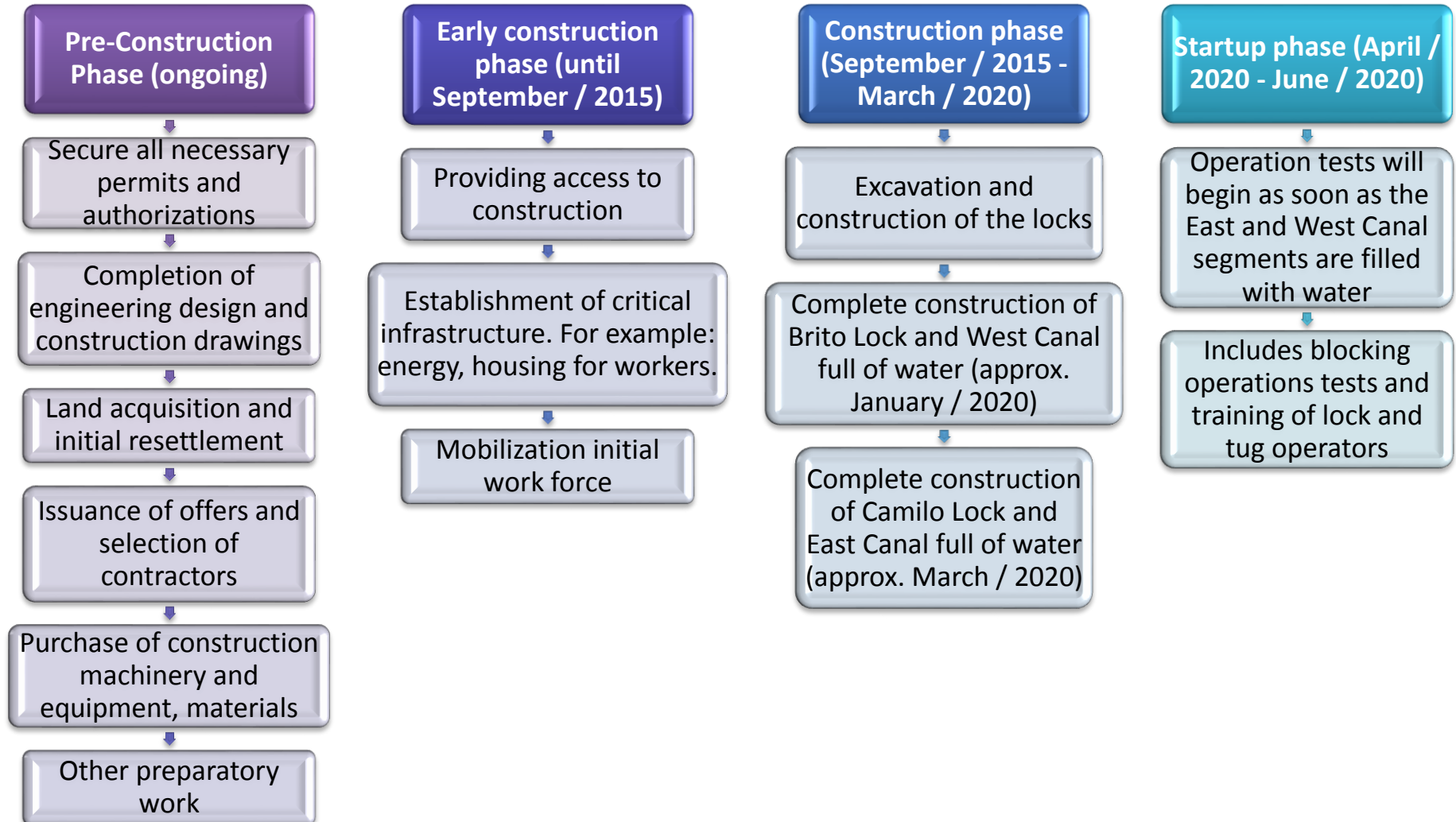
DECEMBER 2019

- **CONSTRUCTIONS ENDS**

2015 WORK SCHEDULE



CONSTRUCTION SEQUENCE OF THE GRAND CANAL

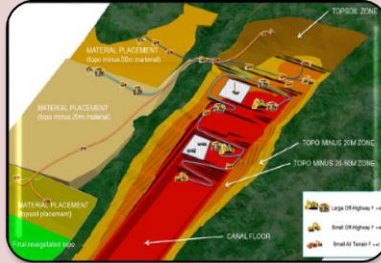


UPCOMING TENDERS

- “REFERENCE DESIGNS”
- “TENDER BRIEFS”



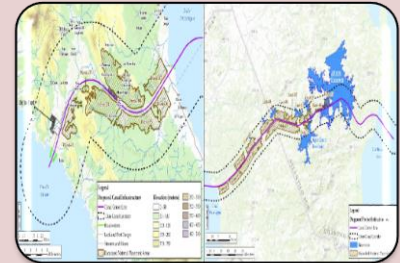
Locks



**Land
movements**



Ports



Dredging

A wide, calm river flows from the foreground towards the horizon. The water is a deep blue-grey color with gentle ripples. On both sides of the river, there is a dense line of green trees and foliage. The sky above is a bright blue, filled with numerous white, fluffy clouds of varying sizes. The overall scene is peaceful and natural.

**WHAT IS THE LOGIC OF THE GRAND
INTEROCEANIC CANAL?**

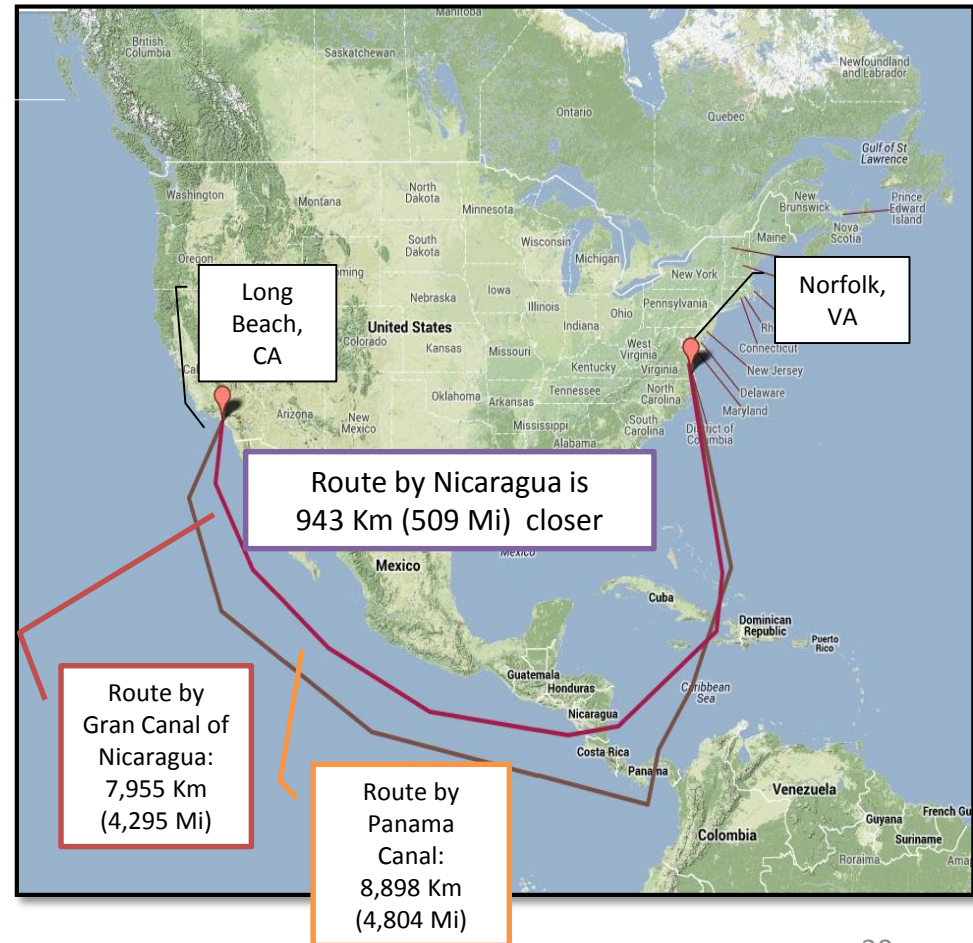
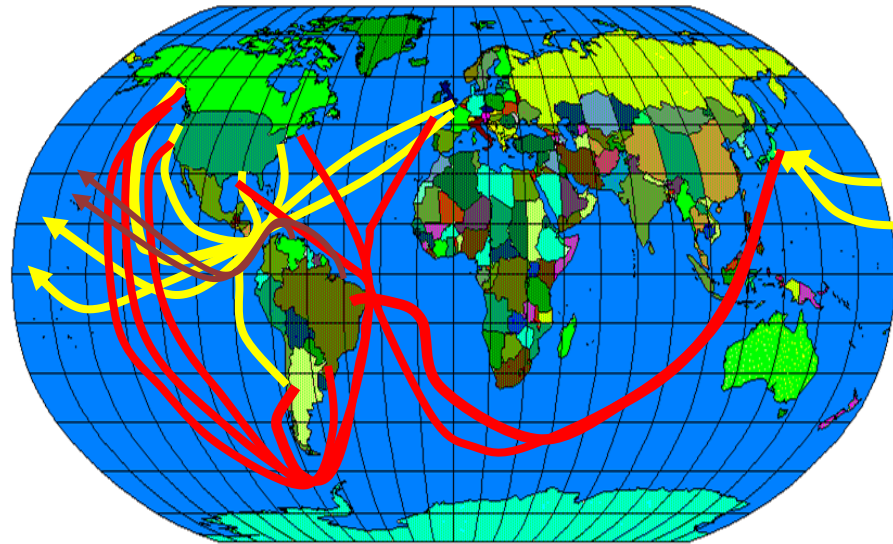
GEOGRAPHICAL POSITION OF NICARAGUA

GEOGRAPHICAL PROXIMITY

Norfolk – Long Beach route

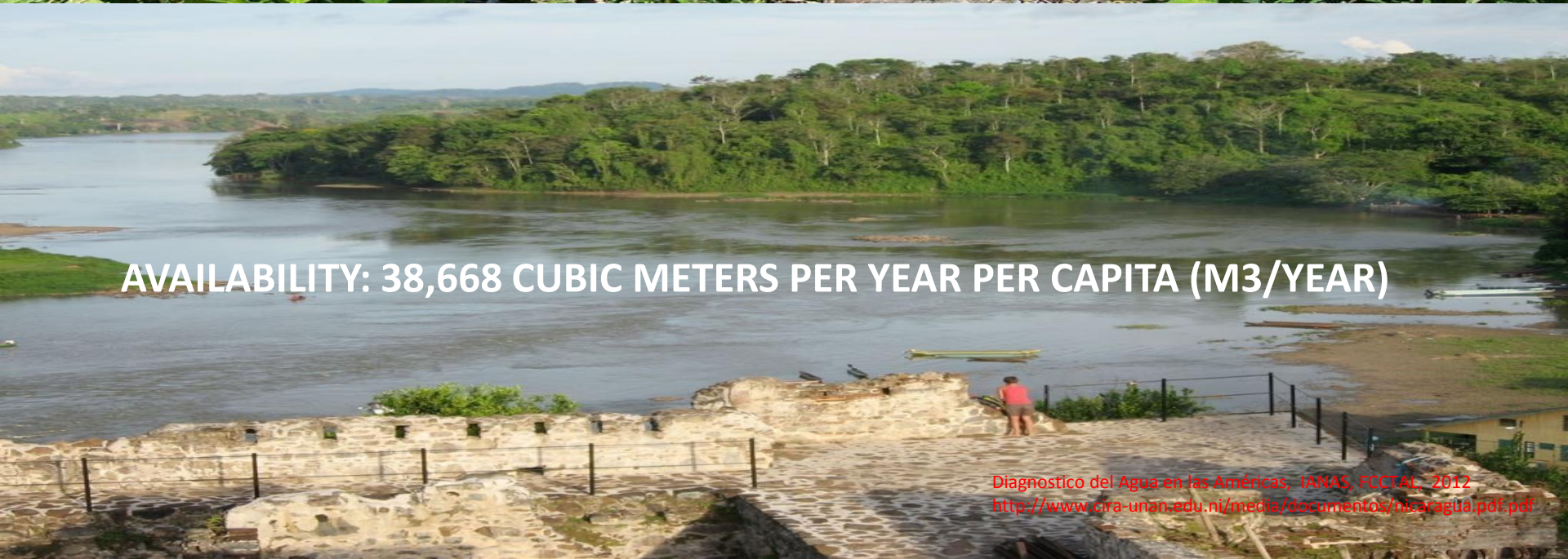
(Distances between Panama Canal and Grand Canal of Nicaragua)

WORLD SEABORNE TRADE



WATER RESOURCES

WATER NICARAGUA.....BLESSED WITH THE LARGEST WATER RESOURCES
BETWEEN U.S. GREAT LAKES AND GUARANI ACQUIFER OF PARAGUAY BUT WITH
THE LOWEST LEVEL OF UTILIZATION

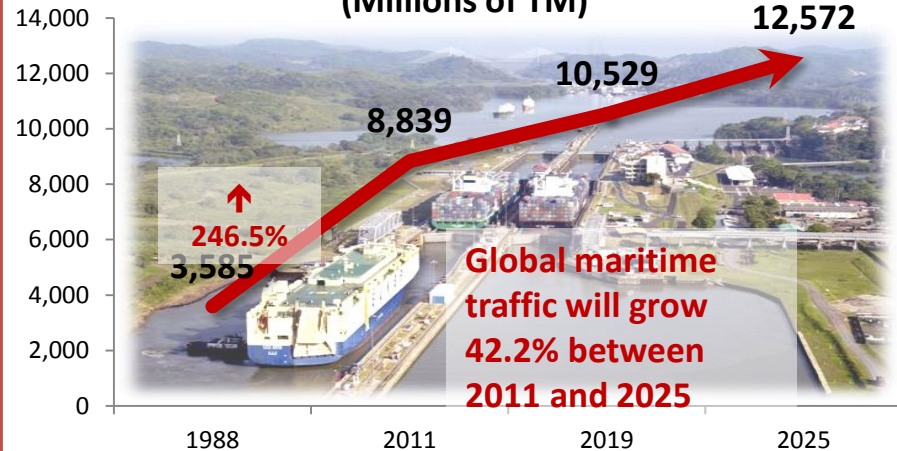


AVAILABILITY: 38,668 CUBIC METERS PER YEAR PER CAPITA (M3/YEAR)

THE WORLD NEEDS A LARGER CANAL

TRIPLE E SHIPS DOMINATE WORLD SEABORNE TRADE

World seaborne trade
(Millions of TM)



World exports of goods, by value,
2000-2020

Billones de USD, precios actuales



From US\$ 19.9 trillion to US\$35.6 trillion in 2020

Source: HKND-Group.com

Transiting the Panama Canal today

Early container ship (1956-)
500 – 800 TEU, 137x17x9m

Fully Cellular (1970-)
1,000 – 2,500 TEU, 215x20x10m

Panamax (1980-)
3,000 – 3,400 TEU, 250x32x12.5m

Panamax Max (1985-)
3,400 – 4,500 TEU, 290x32x12.5m

Post Panamax (1988-)
4,000 – 5,000 TEU, 285x40x13m

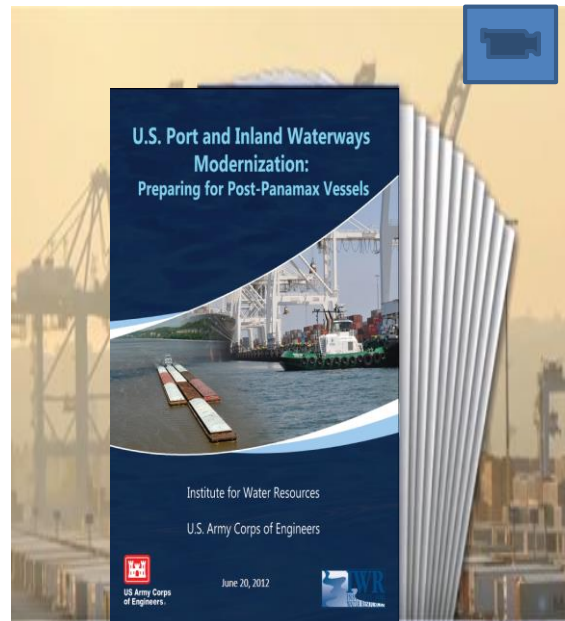
Post Panamax Plus (2000-)
6,000 – 8,000 TEU, 300x43x14.5m

Mega container, (2014-)
13,500 TEU, 366*49*15.2m

Triple E (2013-)
18,000 TEU, 400x59x15.5m

Can transit the Panama Canal after expansion

Can not transit by Panama Canal even after expansion



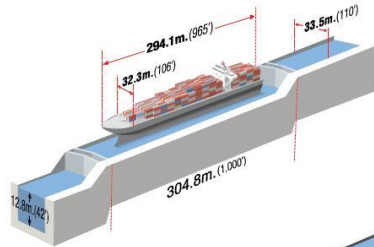
By 2030 post-Panamax vessels will represent 30% of all vessels and 60-70% of world trade

Vessels of 10,000 TEUs and over accounted for 48% of the order book as of October 2011. It is evident that large ships are displacing smaller ships in all trade routes due to cost efficiencies of larger ships

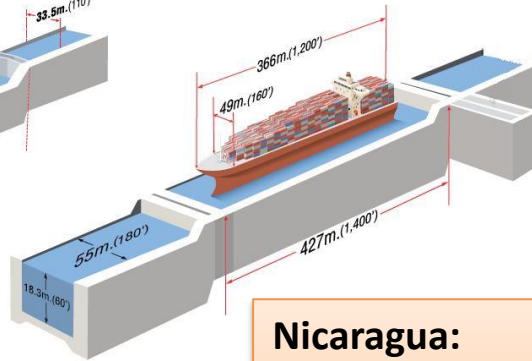
US Army Engineers Corps, 2012

LIMITATIONS OF THE PANAMA CANAL FOR LARGER VESSELS

Current Locks



New Locks

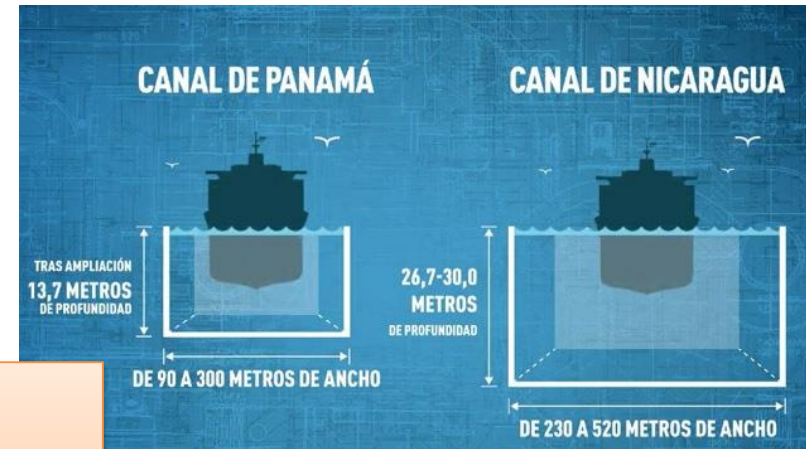


Panama (new):

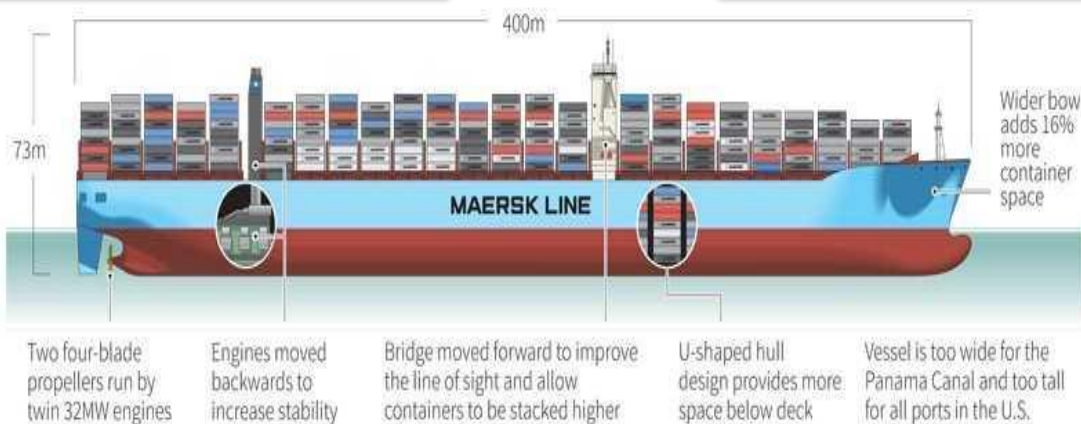
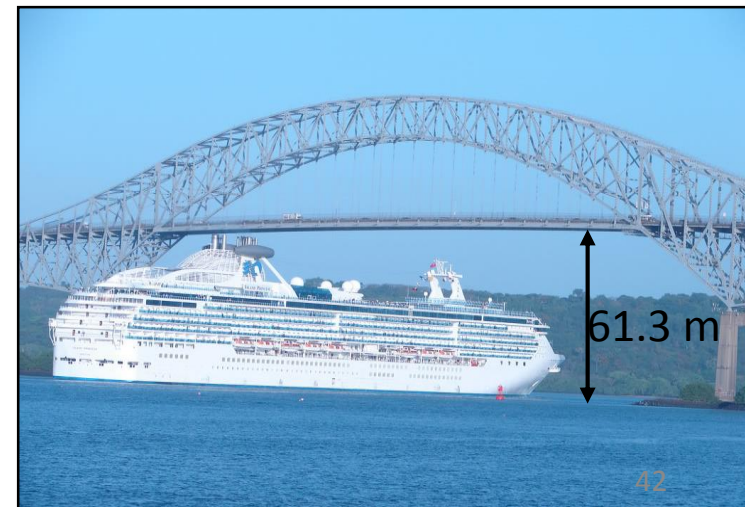
Length: 427m
Width: 55m
Depth: 18.3m
Height: 61.3m

Nicaragua:

Length: 520m
Width: 750mm
Depth: 27.6m
Height: 80m



Las Américas bridge



Maersk EEE

**EEE VESSELS REDUCE
TRANSPORT COSTS AND CO2
EMISSIONS**



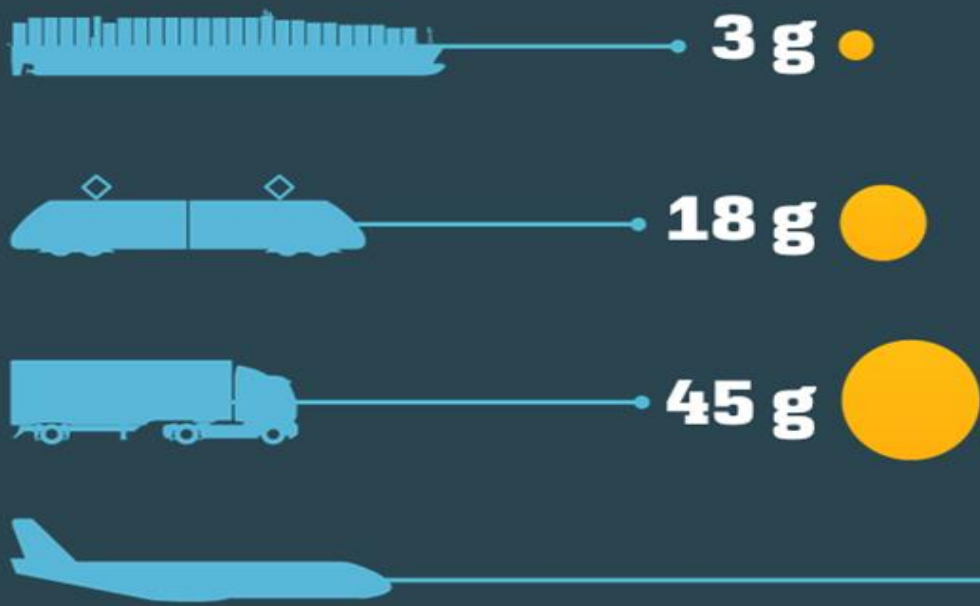
400 meters long, 59 meters wide y 73 meters high, 12.6 meters deep

Reduce CO2 emissions by 50% per twenty-foot-equivalent units (TEU), compared to industry average on the Asia-Europe trade.

Consumes approximately 35% less fuel per container than the 13,100 TEU vessels

Emits less grams of CO2/ton km than other forms of transport

**UP TO 30% REDUCTION IN COST OF
METRIC TONNE SHIPPED**



Grams of CO₂ emitted by transporting 1 ton of goods 1 km

560 g

The largest ships in the world



1. MSC «OSCAR» (January 2015)

- Capacity: 19.224 TEU
- 395.4 m. in length
- 59m breadth
- 16m depth

Property of **China's Bank of Communications**



2. CSCL GLOBE (December 2014)

- Capacity: 19,100 TEU
- 400 m. in length
- 58.6 m breadth
- 15m depth
- Consumes 20% less energy than a ship of 10,000 TEUs

Property of **China Shipping Container Lines**

MAERSK LINE (Triple E's owner) plans to build six ships of 19,000 TEU by 2017

SOME OF THE WORLD'S LARGEST SHIPYARD



1. Hyundai Heavy Industries, Korea.
2. Samsung Heavy Industries, Korea.
3. Daewoo Shipbuilding & Marine Engineering, Korea.
4. STX Offshore & Shipbuilding, Korea.
5. Jiangsu Rongsheng, China.
6. Oshima Shipbuilding Co., Japan.
7. Hudong-Zhonghua Naval Shipbuilding, China.
8. Jiangsu New YZJ, China.
9. Changxing, China (under construction).

WHO BUILT THE LARGEST SHIP IN THE WORLD?



Maersk EEE was built by **Daewoo Shipbuilding** in Okpo, South Korea, 2013



Prelude FLNG is the largest ever built first floating liquefied natural gas platform in the world and the ship. The Prelude is being built by **Samsung Heavy Industries** in Geoje, South Korea, by Royal Dutch Shell.



Hyundai Heavy Industries has begun the construction of the first of five container ships of 19,000 TEUs of China Shipping Container Lines.

Dimensions and capacities of the Grand InterOceanic Canal of Nicaragua

Grand InterOceanic Canal of Nicaragua

- Length: 275.5km (106.8km on Lake Nicaragua)
- Width: 280m
- Depth: 30-33m
- Capacity: 5,100 ships a year(2050), with 30 hours of transit each boat.
- The Canal will allow the transit of:
 - **25,000 TEU container ships,**
 - bulk ships of 400 thousand dwt,
 - Oil tankers of 320 thousand dwt.



The capacity of a Triple-E vessel is 18,800 TEU

Panama Canal

Actual:

- Length: 80Km
- Width : 91-300m
- Depth : 12.8m (Atlantic), 13.7m (Pacific)
- **4,500 TEU vessels, maximum**

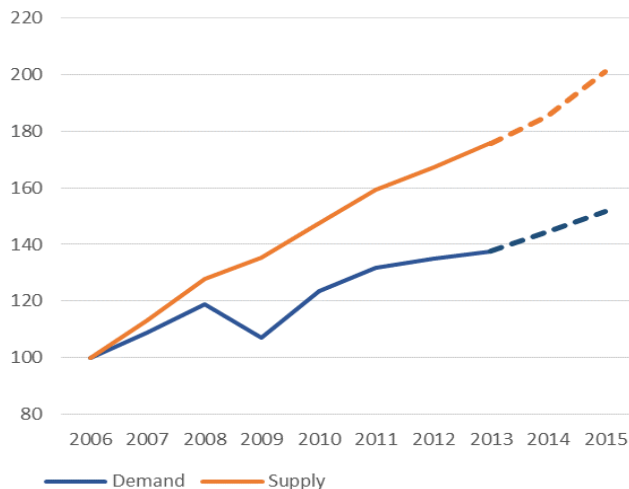
With the ampliation:

- **13,000 TEU vessels, maximum**
- Bulk ships of 200 thousand dwt
- Oil tankers of 120 thousand dwt

Estimating the state of demand for maritime transport in 2050

Present day

- The gap Supply / demand of ships has been increasing



- Cumulative loss of \$ 6 billion in the period 2009-2013 for the 18 companies who have published their results.
- Without Maersk Line and CMA CGM, the remaining 16 companies have an accumulated loss of US \$ 10.4 billion.
- Strategy for survival: larger, more efficient ships to save the gains.**

In 2050

- Assuming a 2% average growth per year, the growth will be from 150 million today to 450 million TEUs in 2050. With 4% this would become 640 million TEU.
- Entire fleet will be replaced.
- If a fleet three times larger than the current is assumed, US \$ 600 billion would be needed to acquire biggest new fleet. The largest ships are constructed in China, South Korea and Japan**

Fuente: Lars Jenssen, CEO SeaIntel Consulting.

THE INTEROCEANIC GRAND CANAL OF NICARAGUA: THE ROUTE FOR EXTERNAL COMMERCE

The Grand Canal will assume **5%** of the world trade transport



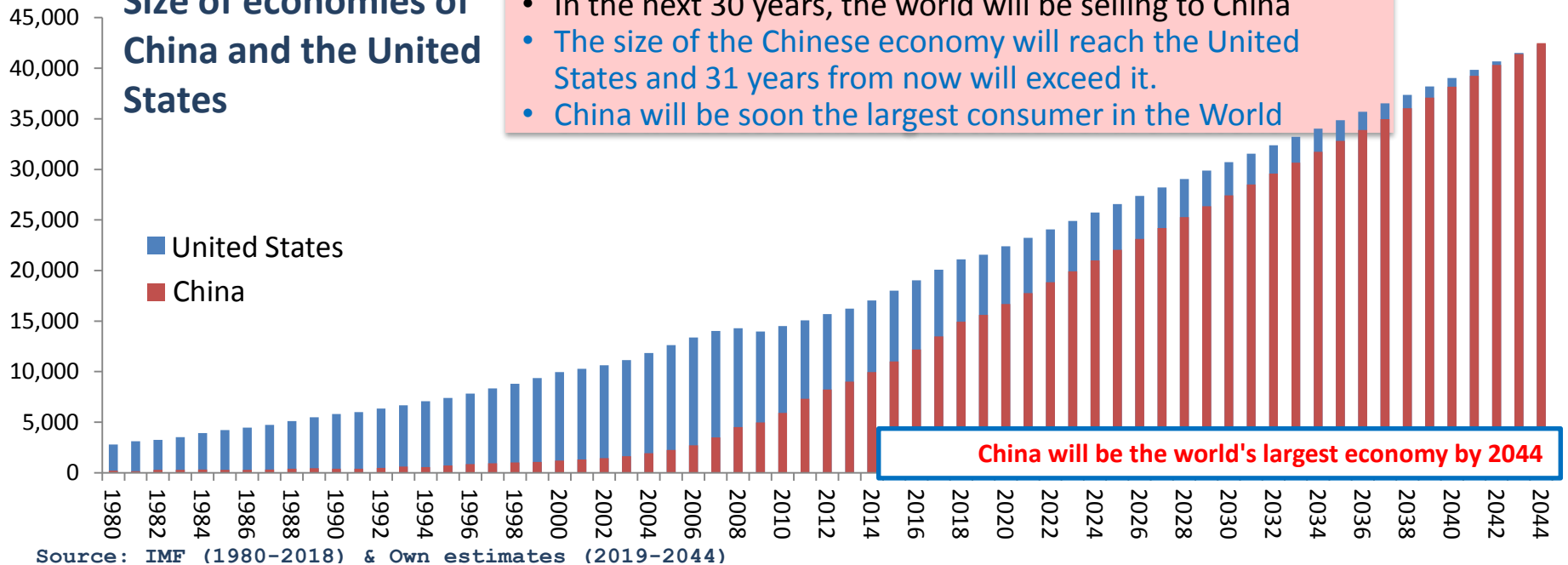
- Iron, oil, gas from Venezuela and Brazil, soybean production from South America to Asia
- Oil and gas from the United States and Canada (Keystone XL Pipeline) to Asia
- Asian manufactured goods to USA, South America and Europe and vice versa

- Route of copper, fruit and wine from Chile and Peru to Europe and European manufactured goods to the west coast of South America
- Route from the West Coast USA to Europe and vice versa

CHINA: FROM SELLER TO BUYER

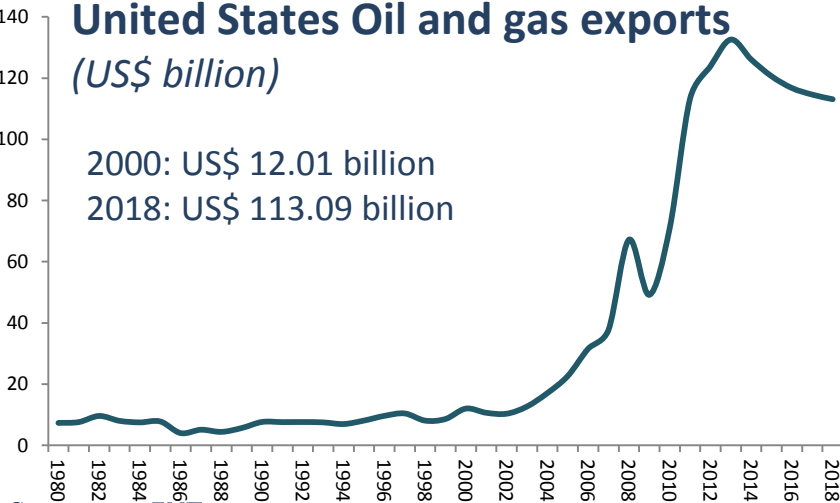
Size of economies of China and the United States

- In the past 30 years, the world was buying from China
- In the next 30 years, the world will be selling to China
- The size of the Chinese economy will reach the United States and 31 years from now will exceed it.
- China will be soon the largest consumer in the World



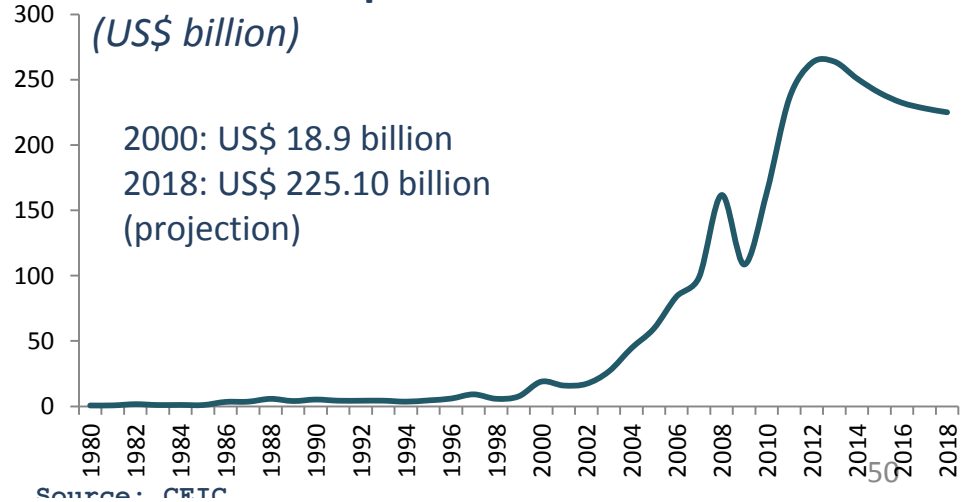
United States Oil and gas exports (US\$ billion)

2000: US\$ 12.01 billion
2018: US\$ 113.09 billion

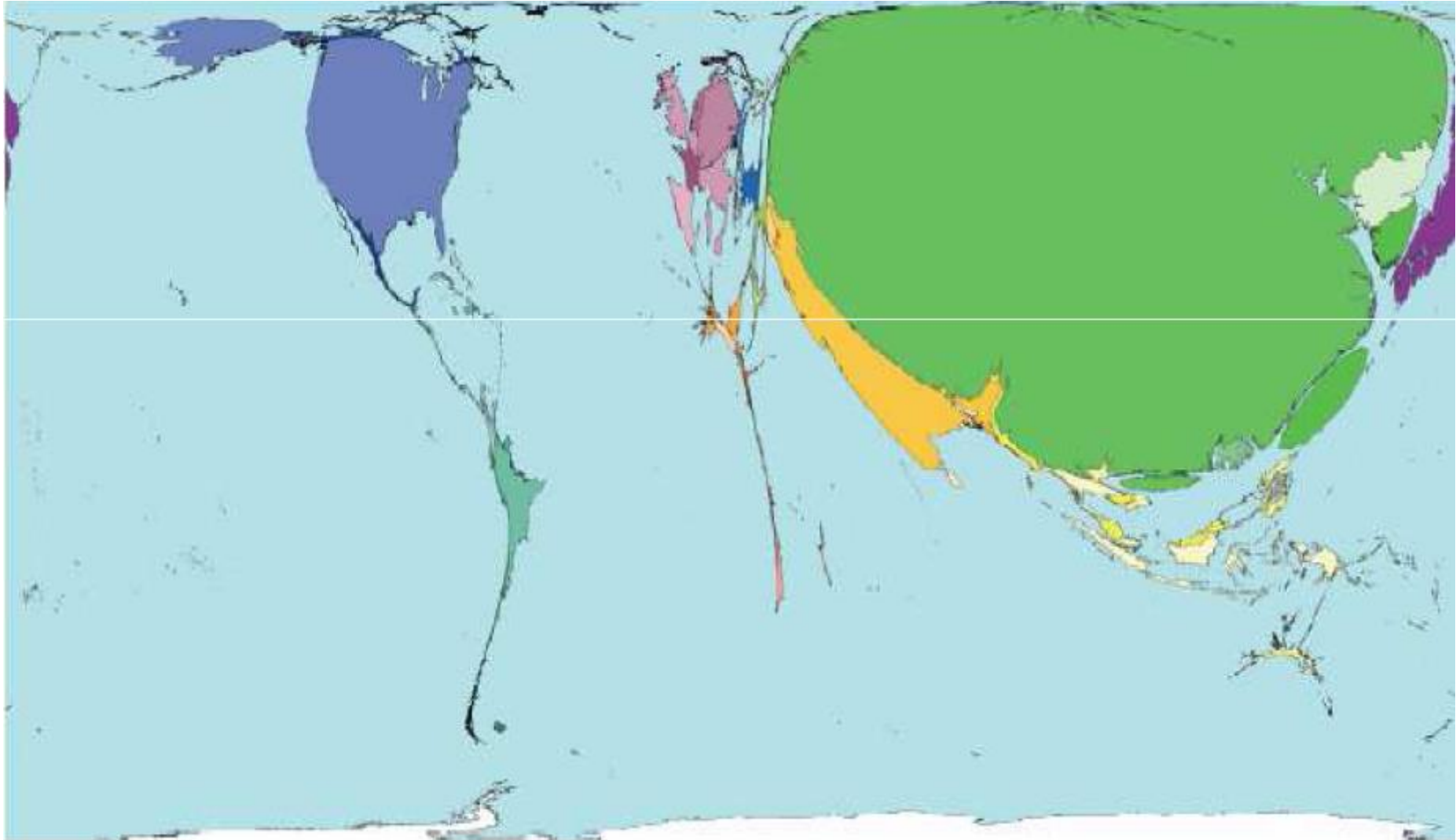


China's Oil imports (US\$ billion)

2000: US\$ 18.9 billion
2018: US\$ 225.10 billion (projection)



Port Throughput by Relative Share (Containers)



Source: Gonzalez Iaxe, Freire & Pais (2011)

Freight Estimated Savings in the main exports to Asia

Considering that the transport of goods in larger vessels reduce the cost of freight by 30% per ton.

**FOB exports from Brazil to Asia (excluding Middle East) January-September 2014.
example: 3 main products (million tons. and US \$ million)**

	Weight (TM.)	US\$	Approximate cost of freight	Estimated Savings
General Total (others included)	250.94	59,320.65	4,449.05	1,334.71
Soy	35.60	18,127.05	1,359.53	407.86
Iron ore	167.72	12,481.26	936.09	280.83
Oil*	7.21	45,45.65	340.92	102.28

*It will grow with offshore fields

Ministry for Development, Industry and Foreign Trade, Brazil

**Venezuela fuel exports to Asia.
2012**

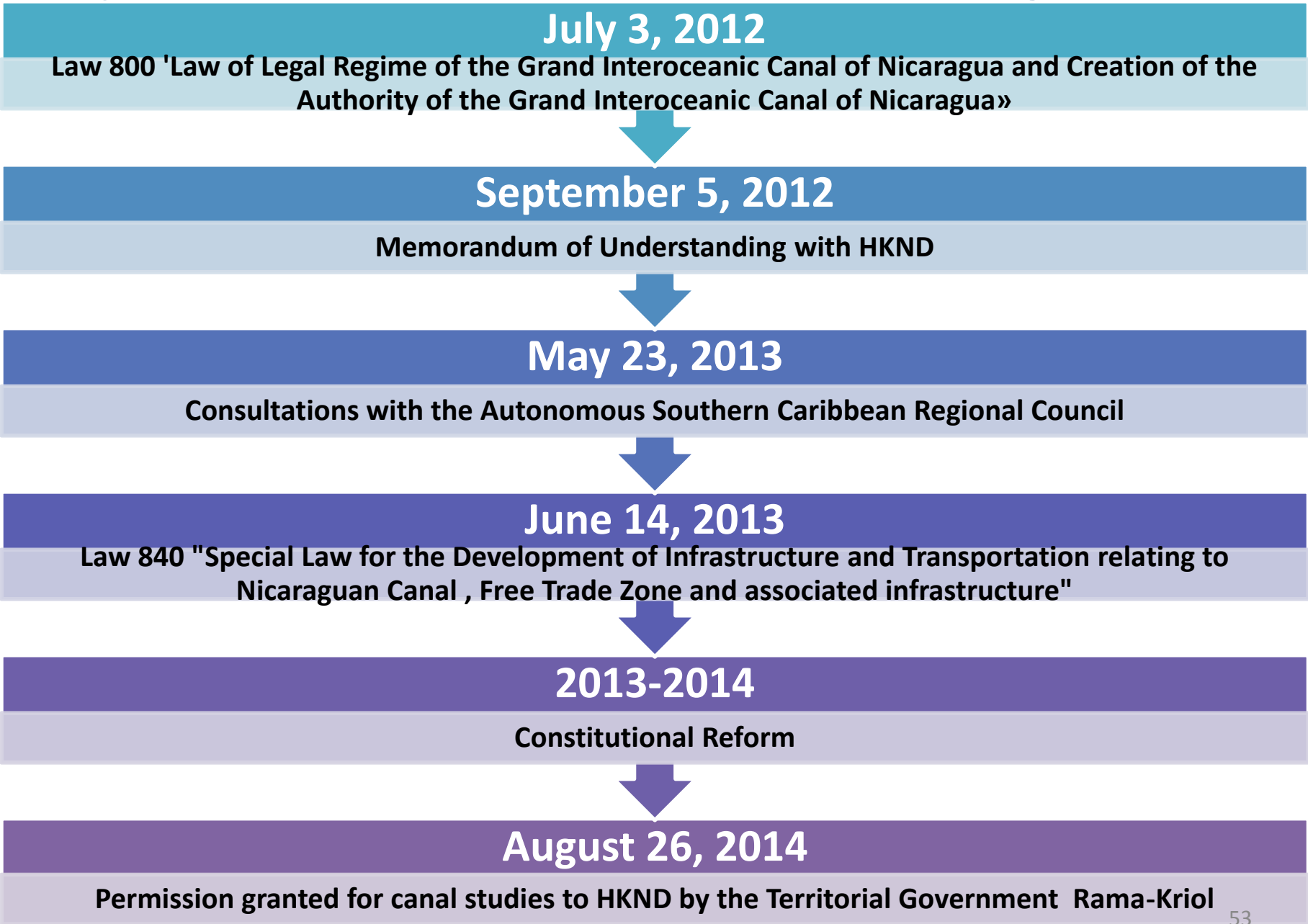
	US\$ millions
Total	38,363.3
Approximate cost of freight	2,877.2
Estimated Savings	863.2

World Trade Organization (WTO)

**Total exports from Argentina to
China. 2012**

	US\$ millions
Total	5,900
Approximate cost of freight	442.5
Estimated Savings	132.8

Development Process of the Gran Interoceanic Canal Legal Framework



Law 840 «Special Law for the Development of Nicaraguan Infrastructure and Transportation related to the Canal, Free Trade Zone & Associated Infrastructures»

- Grants an exclusive concession in favor of The Investor and its concessionaries for the Development and Operation of every Sub- Project, according to the MCA for a term of fifty (50) years, renewable for other 50 years.
- **HKND assumes all costs and risks of the feasibility**
- **HKND commits to mobilize at least US\$40 billion for the construction.**
- **The Nicaraguan Canal Commission approves the plans of the subprojects and monitors their execution, emits environmental and construction permits through a one stop shop window and is in charge of environmental protection.**

14-06-13	LA GACETA - DIARIO OFICIAL	110
ASAMBLEA NACIONAL		
El Presidente de la República de Nicaragua		
A sus habitantes, Sabed:		
Que,		
LA ASAMBLEA NACIONAL		
CONSIDERANDO		
I		
Que el artículo 98 de la Constitución Política de la República de Nicaragua establece que es la función principal del Estado en la economía desarrollar el país materialmente, así como promover su desarrollo integral, y que el artículo 105 de la Constitución Política de la República de Nicaragua, explícitamente dispone que "Es obligación del Estado promover, facilitar y regular la prestación de los servicios públicos básicos de energía, comunicación, agua, transporte, infraestructura vial, puertos y aeropuertos a la población, y derecho inalienable de la misma el acceso a ellos. Las inversiones privadas y sus modalidades y las concesiones de explotación a sujetos privados en estas áreas, serán reguladas por la ley en cada caso."		
II		
Que la Ley N° 800, "Ley del Régimen Jurídico de El Gran Canal Interoceánico de Nicaragua y de creación de la Autoridad de El Gran Canal Interoceánico de Nicaragua" que fue publicada en La Gaceta, Diario Oficial, No. 128 del 9 de Julio de 2012, en adelante referida como "Ley N°. 800", declara El Gran Canal Interoceánico de Nicaragua de prioridad e interés supremo nacional.		
III		
Que desde la entrada en vigencia de la Ley No. 800, la Autoridad de El Gran Canal Interoceánico de Nicaragua, ha llevado a cabo actividades de promoción y negociación para obtener la inversión de capital necesaria para la ejecución del proyecto de El Gran Canal Interoceánico de Nicaragua y otros proyectos de transporte e infraestructura relacionados.		
IV		
Que con el propósito de fortalecer el trabajo que la Autoridad de El Gran Canal Interoceánico de Nicaragua ha estado desarrollando, se ha considerado la creación de un instrumento jurídico que contribuya y facilite el		
de Nicaragua y proyectos de infraestructura y transporte relacionados.		
PORTANTO		
En uso de sus facultades		
HA ORDENADO		
La siguiente:		
LEY N°. 840		
LEY ESPECIAL PARA EL DESARROLLO DE INFRAESTRUCTURAYTRANSPORTENICARAGÜENSE ATINGENTE A EL CANAL, ZONAS DE LIBRE COMERCIO E INFRAESTRUCTURAS ASOCIADAS		
Artículo 1 Objeto de la Ley		
La presente Ley tiene por objeto:		
a) Aprobar y autorizar a firmar posteriormente el Acuerdo Marco de Concesión e Implementación, en adelante referido como "El MCA", a suscribirse entre la Autoridad de El Gran Canal Interoceánico de Nicaragua, el Gobierno, la Comisión del Proyecto de Desarrollo del Canal de Nicaragua, la Empresa Desarrolladora de Grandes Infraestructuras S.A., en adelante "El Inversionista" o "El Concesionario" y HK Nicaragua Canal Development Investment Co., Limited, una compañía de responsabilidad limitada constituida en Hong Kong;		
b) Autorizar al Gobierno el cumplimiento y la ejecución de sus obligaciones de conformidad con los términos de El MCA;		
c) El otorgamiento a El Concesionario de los derechos que confiere El Gobierno en virtud a El MCA; y		
d) La definición y establecimiento de las bases y los fundamentos jurídicos necesarios para garantizar el cumplimiento por parte de todas las Entidades del Gobierno de los términos de la presente Ley, incluyendo la creación de la Comisión del Proyecto de Desarrollo del Canal de Nicaragua y el otorgamiento de las concesiones para cada Sub Proyecto, como se dispone en la presente Ley. Una copia de la carta acuerdo junto con el formato convenido de El MCA se adjunta a la presente Ley como Anexo A y ambos forman parte de esta Ley; los términos en mayúsculas de la presente Ley que no están definidos de otra manera, tendrán el significado establecido en el MCA. Para efectos de esta		

THE MASTER CONCESSION AGREEMENT AND IMPLEMENTATION FRAMEWORK WITH NICARAGUA HK INVESTMENT DEVELOPMENT COMPANY, LTD. (HKND)

Law 840 grants to HKND
Concession to conduct studies,
and to promote further
concessions for subprojects.

Fiscal and legal incentives
to attract investments to
the Canal and
subprojects.

Commission of the
Development of the Grand
Canal Project will monitor
financial and physical
execution of each
subproject and will issue
all environmental permits
and construction permits.



Concession of use for a
period of 50 years,
renewable for another
50 years.

Nicaragua will start, 1%
of shares and shall be
increased by 10% its
stake in every 10 years.
Also receive \$ 100 million
in 10 annual payments
for the concession.

Each sub project should have its
feasibility studies and a plan
approved by the Commission of
the Grand Canal Project.

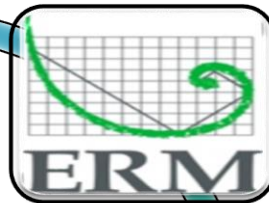
FEASIBILITY STUDIES

2nd largest governmental
construction company of
China

World's most
prestigious
consulting firm



The 5th environmental
and social consultant



5th most prestigious law
firm in the USA



Washington-based
public relations



Communications with
the financial media
(Bloomberg, Financial
Times, among others)



Civil Engineering,
based in Belgium;
Specialized in locks
and canals



MEC Mining.
Australia.
Open pit
mining and
civil
engineering



- Group of Xuzhou Construction Machinery (**XCMG**)
No. 7 construction machinery industry of China



- Shipping company
- China Ocean Shipping (Group) Company (**COSCO**);
- World leader in shipping



- International Marine Shipping Container of China (**CIMC**);
- The world's largest manufacturer of shipping containers



- China National Corporation of Building Materials (**CNBM**)
- Major industry group of building materials of China

INVESTORS:



.. Other investors
when feasibility
studies are concluded

From *Financial Times*:

“Public face of \$40bn project to boost China-Latin America links”

FINANCIAL TIMES
ft.com > world > asia-pacific >
China

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July 1, 2013 12:29 pm
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Public face of \$40bn project to boost China-Latin America links

By Kathrin Hille in Beijing and John Paul Rathbone in London



Wang Jing denies any association with the Chinese government

It is one of the largest proposed infrastructure projects in the world. The feasibility study alone is set to cost \$900m. And when complete, the Nicaragua Canal, should lower transport costs for shipping oil from Latin America to China.

The \$40bn project certainly does not lack for ambition. Neither, it seems, does Wang Jing, the public face of the newly-registered Hong Kong company, HKND Group, which this month won approval from Nicaragua's Congress to build and operate the 50-year concession to link the country's Atlantic and Pacific coasts.

The approval came despite environmentalist opposition

VIDEOS

Army ousts Egypt's Islamist president

FT WORLD

00:00 02:34

Army ousts Egypt's Islamist president
Beijing tries to contain ethnic unrest
Malaysia PM rejects election claims

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"It is one of the largest infrastructure projects in the world. **The feasibility study alone is set to cost \$900 million.** And when complete, the Nicaragua Canal should lower transport costs for shipping oil from Latin America to China. "

"Right now, 4,000 people, including staff McKinsey, British environmental consultancy ERC the law firm from USA, Kirkland, and research institutes belonging to the CRC, are working on the feasibility study. Mr. Wang said that HKND could cover with its own funds, the operating cost even before the start of construction, scheduled for late 2014 "



RSS Print

AA

TRY SHIPPINGWATCH
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significantly lower than
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Maersk Line supports the
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Media: Carriers want to
close EU antitrust case

EU clears the P3 alliance

- ☐ NATO extends mission in the Indian Ocean (05.06)
- ☐ Ardmore betting on second-hand ships (05.06)
- ☐ Wall Street Journal: China to approve P3 in June (05.06)
- ☐ Increasing activity in US container ports (05.06)
- ☐ Herning Shipping negotiating debt with bank (05.06)

Maersk Line apoya el Canal de Nicaragua

CONTAINER: The world's largest container carrier Maersk Line believes it makes good sense to construct an alternative to the Panama Canal that can handle the biggest container ships, the carrier tells ShippingWatch.

BY TOMAS KRISTIANSEN
Published 04.06.14 at 13:40

Maersk Line now steps onto the field with support for the Nicaragua Canal, a project that has till now been surrounded by distrust from the

«The world's largest container carrier Maersk Line believes it, makes good sense to construct an alternative to the Panama Canal that can handle the biggest container ship.»

"Building a Nicaragua Canal seems to make sense. The Canal is projected to have room for the biggest ships, while also saving 800 kilometers on a journey from New York to Los Angeles. We generally support infrastructure improvements. It brings opportunities for transport, and therefore trade. When we built container ships 20 years ago were scaled according to the Panama Canal, but, ships today are larger than 4,500 TEU that could fit into the larger ships then. Even after the Panama Canal expansion, larger ships can not fit there," Keith Svendsen, Head of Operations at Maersk Line daily.



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unido@unido.org

DIRECTOR GENERAL

Viena, 1 de diciembre de 2014

Excelentísimo Señor:

Tengo el honor de referirme a su comunicación del día 12 de noviembre de 2014 solicitando, en nombre del Presidente de la Republica de Nicaragua, Excelentísimo Señor Daniel Ortega Saavedra, el apoyo técnico a la Comisión Nacional Interinstitucional del Gran Canal en las áreas de medio ambiente sostenible, eficiencia de recursos, calidad y certificación de producto, creación de empleo y monitoreo y evaluación de proyectos. La ONUDI estaría otorgando asesoría técnica a este gran proyecto nacional en el marco de su mandato de promover el Desarrollo Industrial Sostenible e Inclusivo (ISID).

Agradeciéndole la confianza en nuestra Organización, es un placer para mí confirmarle el apoyo de la ONUDI a este proyecto. En las próximas semanas la Oficina para América Latina en cooperación con la Oficina Regional de la ONUDI en México y nuestra representante en Nicaragua, Señor Juan Fernando Ramírez, estarán trabajando para la preparación de una propuesta de proyecto de cooperación 2015-2020 para ser sometido en forma conjunta a la consideración de posibles países donantes para su financiamiento.

Aprovecho la oportunidad para reiterar a Vuestra Excelencia las seguridades de mi más distinguida consideración.

LI Yong

ONUDI is going to provide technical advice to the Commission of the Grand Canal, in environmental issues, resource efficiency, quality and certification, employment generation and monitoring and evaluation of projects

CEMEX CONSTRUCTS A NEW PLANT

Construction of a new cement grinding plant in Nicaragua

- ✓ Announced in Monterrey on May 5, 2014
- ✓ cost of US \$ 55 million.
- *First pahse:*
 - *First half of 2015*
 - *US \$ 30 million in the installation of a cement factory in Ciudad Sandino*
 - *Production capacity of 220,000 tons.*
- *Second phase*
 - *End of 2017*
 - *The installation includes a second grinding mill*
 - *Capacity of 220,000 tons.*



Positioning for Central American development pole of the century in Nicaragua.

PUBLIC OPINION ON THE CANAL

Monitoring System of Public Opinion(SISMO XLII)



Aprobación o desaprobación al proyecto del posible Canal Interoceánico en estudio actualmente



Aprobación o desaprobación al proyecto del posible Canal Interoceánico en estudio actualmente

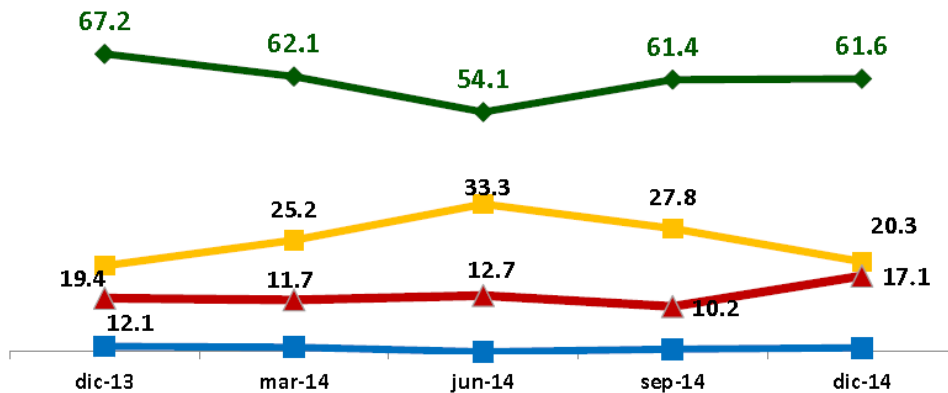
TENDENCIA



de Monitoreo de Opinión Pública (SISMO), Edición XIII; Realizada del 13 al 29 de Diciembre 2014; M&R Consultores

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Aprueba totalmente Aprueba parcial Desaprueba totalmente No sabe/Ninguno



M&R Consultores
Diciembre 2014



**WHAT ARE THE CHALLENGES AND
OPPORTUNITIES FOR NICARAGUA?**

CANAL AREA CHALLENGE

All construction projects have an environmental and social cost.

The route has been chosen, engineering choices have been made and the necessary adjustments that minimize environmental and social impact have been decided.

Mitigation and compensation measures, improving the environment to cause a net positive environmental impact

THE GOAL IS A POSITIVE NET ENVIRONMENTAL IMPACT, WHETHER IN THE AREA OF CANAL OR AT THE NATIONAL LEVEL. WITH THE RESOURCES FOR MASSIVE REFORESTATION, WHICH CAN INCREASE THE RESILIENCE OF THE ECOSYSTEMS.

Commitment to increasing the ecosystems resilience



A road linking the port with Tola.

A rock wall will be designed to allow a good mix of fresh and salt water for the mangroves.



Most of the Río Brito and healthy mangroves NOT be affected.

Brto's Mangroves, southward of Canal, remain intact.



West Entrance into Lake (avoid populated areas).

Canal alignment and Airport location will change to avoid impacting Rivas.



Small-scale dredging of the lake by suction (hydraulic)I.

THERE WILL BE NO BLASTING IN THE LAKE

The sand and hard materials will be arranged at along the south side of Route Canal.

Commitment to increasing the ecosystems resilience



The alignment has been changed to the output from the Lake to the east of the Canal, in order to avoid environmentally sensitive areas.



Protection of Indio Maíz. The Canal acts as a barrier to the intrusions of people in the area.



The impact on palm forest in the Caribbean will be minimized.

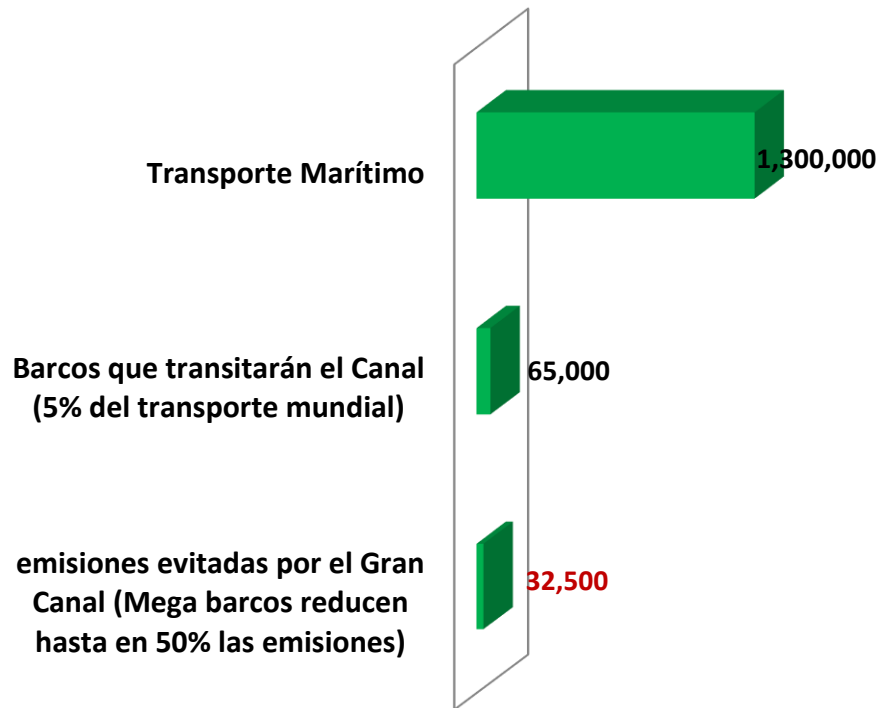


Puerto Águila will be filled with dredged to minimize the impact on Indigenous Peoples. Canal Route avoids the impact on Booby Cay.

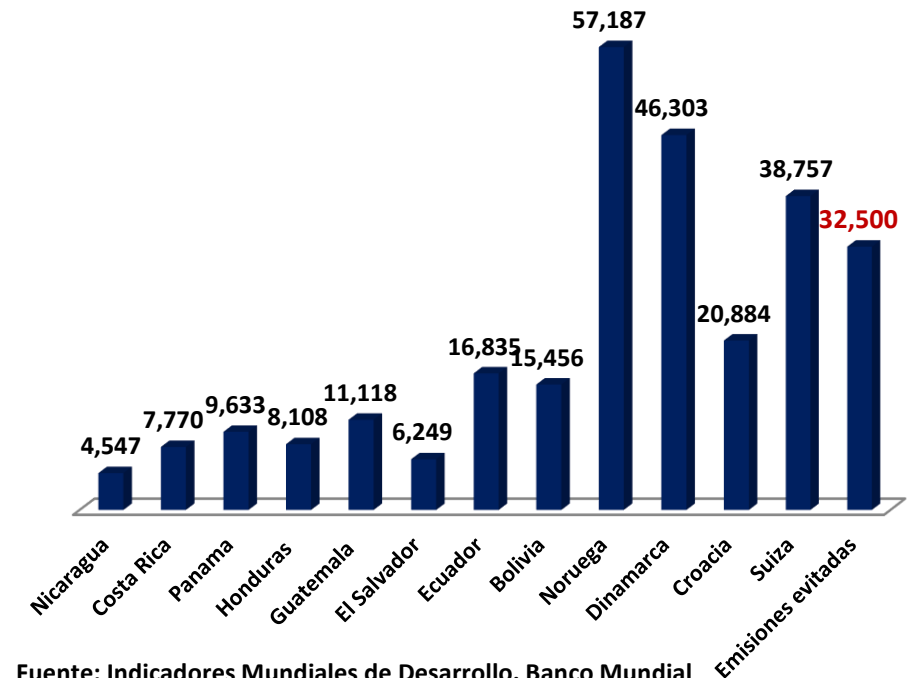


Globally, the construction of the Grand Canal will reduce 32.5 million tons in annual CO2 emissions made by maritime trade worldwide

CO2 emissions (thousand metric tons)



Comparison of CO2 emissions in some countries and the emissions avoided by the transit of Mega Boats through the Canal (thousands of metric tons)



The avoided emissions are greater than the emissions of the countries of Central America and comparable with those produced by countries like Switzerland

NET POSITIVE ENVIRONMENTAL IMPACT:

On the site of the Canal



Prevent further penetration
into Reserves Indian Corn
and Punta Gorda

Provide compensation and
funding to improve
RAMSAR site of San
Miguelito.

**Reverse
deforestation
trends**

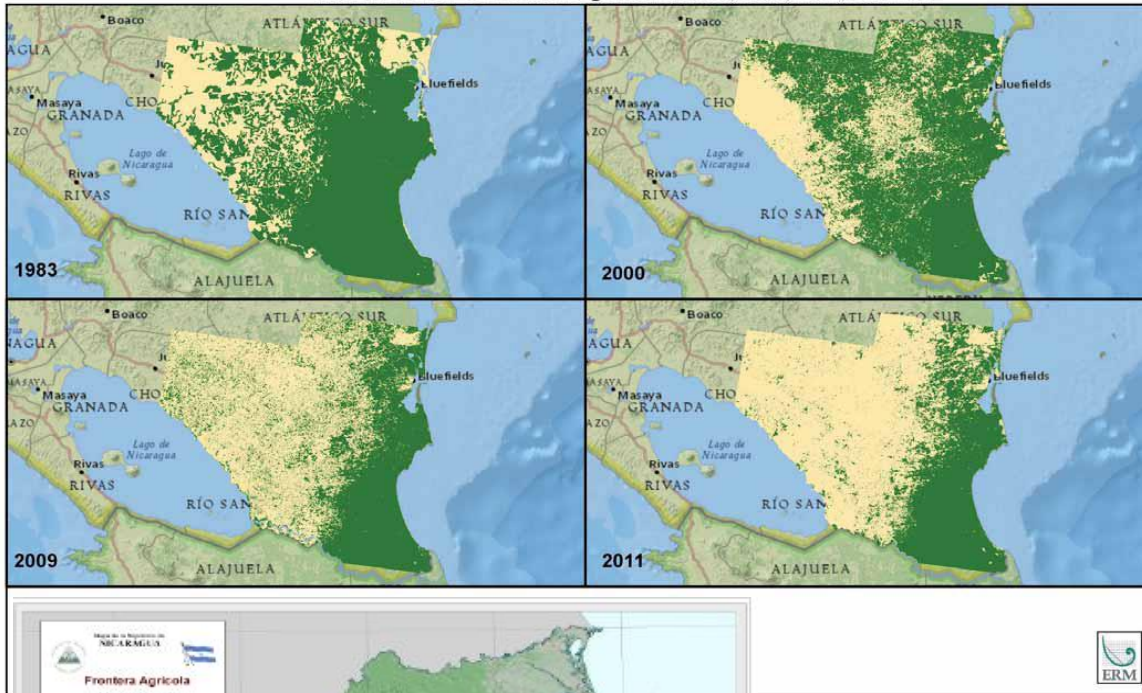
Rehabilitation of degraded areas
in Indio Maiz Reservations and
Punta Gorda and improve
watershed management

Provide alternatives and
better living conditions



THE CHALLENGE OF AN ONGOING DEFORESTATION

Historic Forest Cover and Degradation 1983, 2000, 2009, and 2011

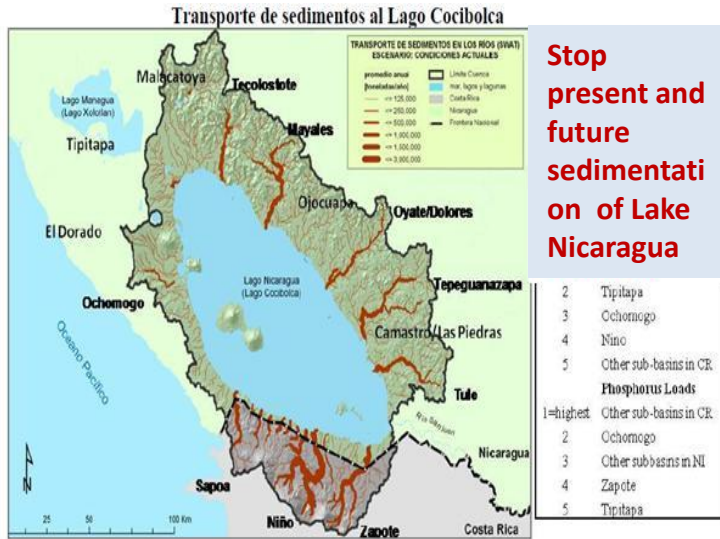


- 25% of the total land area is forested.
- **Current rate of deforestation is 70 thousand hectares annually.**
- The estimated reforestation of **20 thousand hectares per year.**

It is necessary to contain the advance of the agricultural frontier

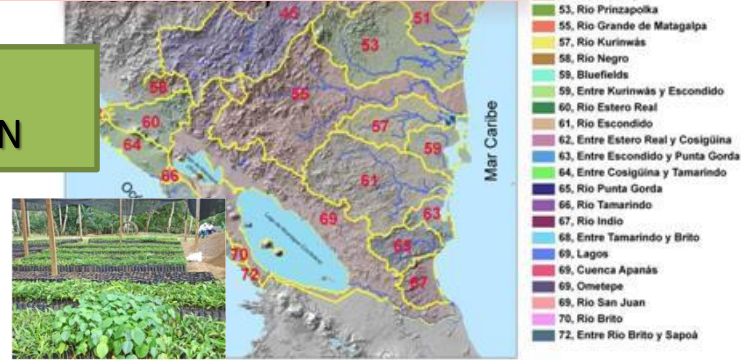
THE ROUTE OF GRAND INTEROCEANIC CANAL, RUNS THROUGH AREAS WITH DEGRADED SOILS BY THE AGRICULTURE FRONTIER

NET POSITIVE ENVIRONMENTAL IMPACT: NATIONAL LEVEL

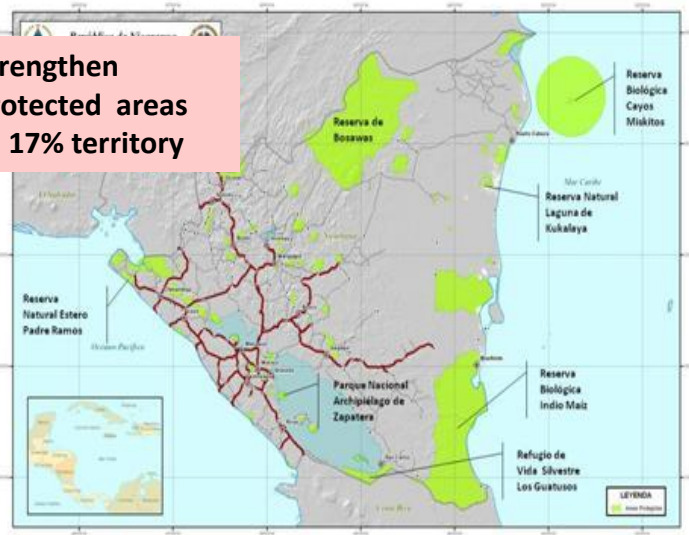


**Integrated watershed management
(massive reforestation, reinjection
of water, biodiversity protection)**

MASSIVE REFORESTATION



**Strengthen
protected areas
— 17% territory**



- **Protection of local populations from flood or drought.**
- **Environmental monitoring, climate and integrated health.**



ECLAC estimate that in 2011 Nicaragua had adaptation needs over US\$ 1,900 Millions

The Canal is a water project whose viability depends on water and this on massive reforestation and watershed management.



**CUÁLES SON LAS OPORTUNIDADES
LABORALES Y DE NEGOCIOS?**

OPPORTUNITIES

- Opportunities for young Nicaraguans and Central Americans for professional, technical, and skilled formal sector employment in new fields, including:
 - Example 1: Maritime industry
 - Example 2: Regional and world multimodal logistical center

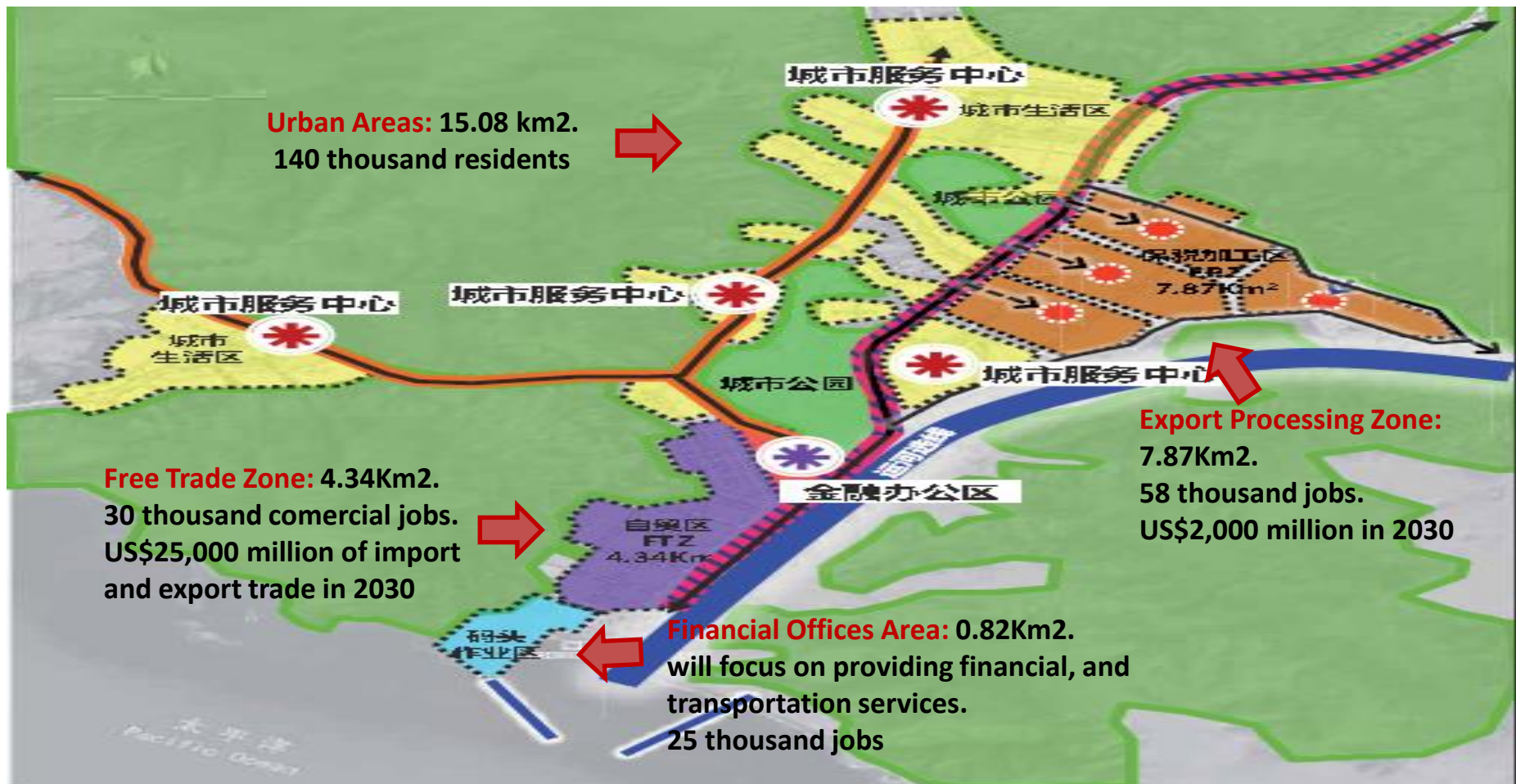




A Free Trade Zone on the Pacific coast (Rivas)

Location: 20 km from the Pan American Highway and Rivas in the east, 120km from Managua in the north, 8km from the tourist complex planned in the south, and 17km from San Juan del Sur, and 16 km from the new airport near Rivas.

4 functional areas: 29.2Km², 113 thousand jobs





滨海休闲度假村
Coast Relaxing Resort
Complejo Turístico Costero

Ometepe火山观光度假村
Volcano Sightseeing Resort
Complejo Turístico de Ometepe

高尔夫主题度假村
Golf Theme Resort
Complejo Turístico de Golf

自然公园度假村
Natural Park Resort
Complejo Turístico de Reserva Natural

Tourist Complex

- 6.94km²
- 377,600 m² of built area
- 761 villages
- Hotel with 1,400 rooms, and from 1.800 to 2.200 beds
- 3,000 jobs

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- Superior Field Service lodging during project implementation
- Tourism destination for Nicaraguans
- 1st world level themed coastal resort in Nicaragua

Tourist Complex

- 6.94km²
- 377,600 m² of built area
- 761 villages
- Hotel with 1,400 rooms, and from 1.800 to 2.200 beds
- 3,000 jobs

Power plants, steel and cement, etc.

Sub projects needed to ensure the supply of materials and energy during implementation and operation of the project

It is currently undergoing the feasibility studies

Requirement of building materials

MATERIAL	AÑO 1	AÑO 2	AÑO 3	AÑO 4	AÑO 5	AÑO 6	TOTAL
Cement (10,000 ton)	4.3	25.5	178.2	174.4	112.3	1.2	495.9
Explosives (10,000 ton)	4.2	25.5	35.8	36.2	34.0	2.5	138.2
Steal and corrugated (10,000 ton)	10.4	6.4	22.2	27.0	27.6	1.9	95.5
Coal Ash	0.2	1.5	30.7	30.2	18.0	0.1	80.8
Lubricants	10.4	6.4	22.2	27.0	27.6	1.9	95.4

GREATER OPPORTUNITIES FOR INTEGRATION

- Construction of a Multimodal Logistics Centre for Regional and Global Trade
- Reduction of time and costs of distribution (compared to Miami and Colon Free Zone)

Increased trade flows of Central America



Great need for skilled and unskilled labor



- Professionals
- Skilled and unskilled workers
- Middle and senior technicians
- Specialists

- Improvement and modernization of ports
- Reduction of costs of maritime transport for TM (20-30%) due to EEE ships



Busiest Central American Ports

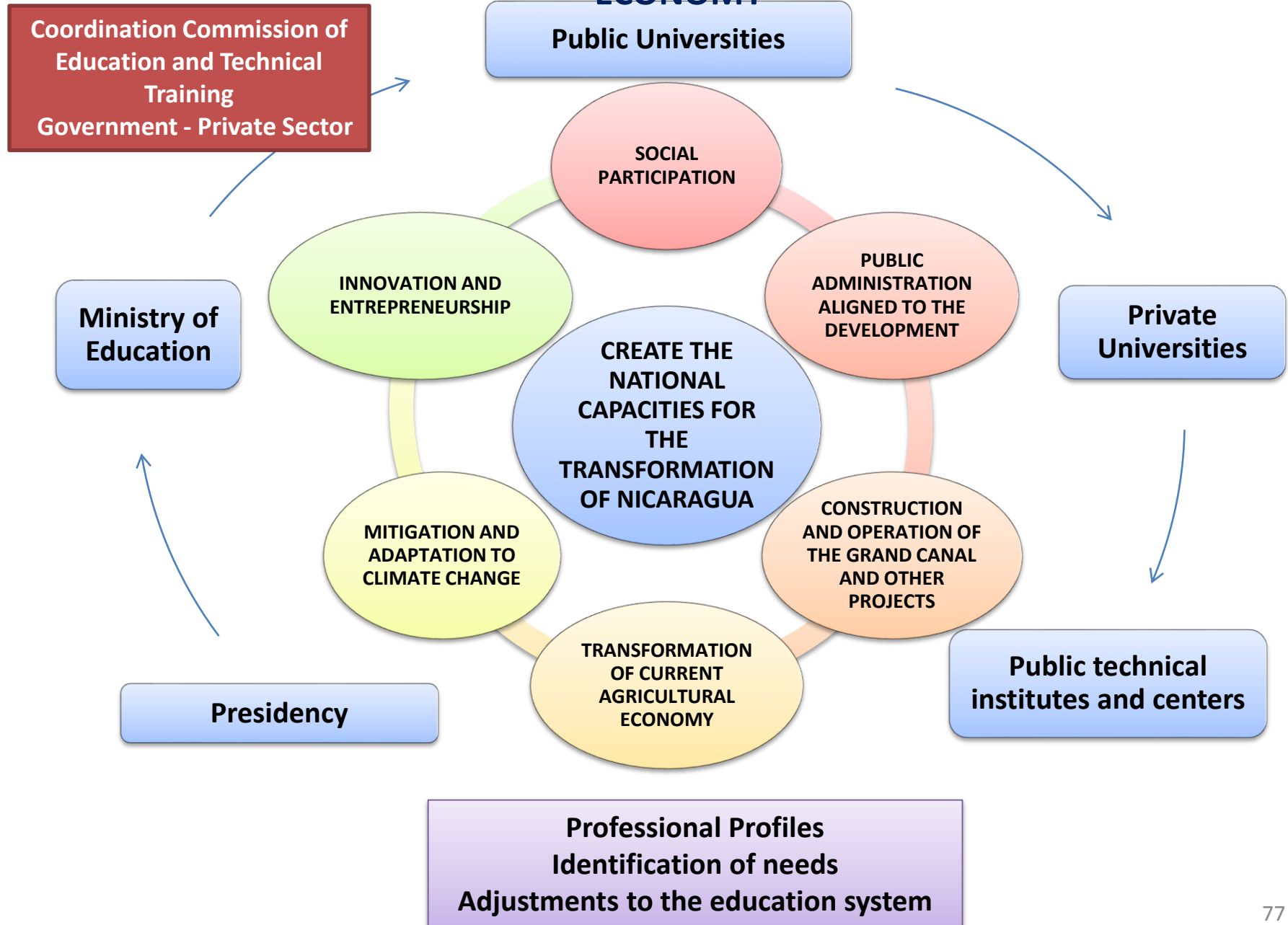


Great boost to the construction

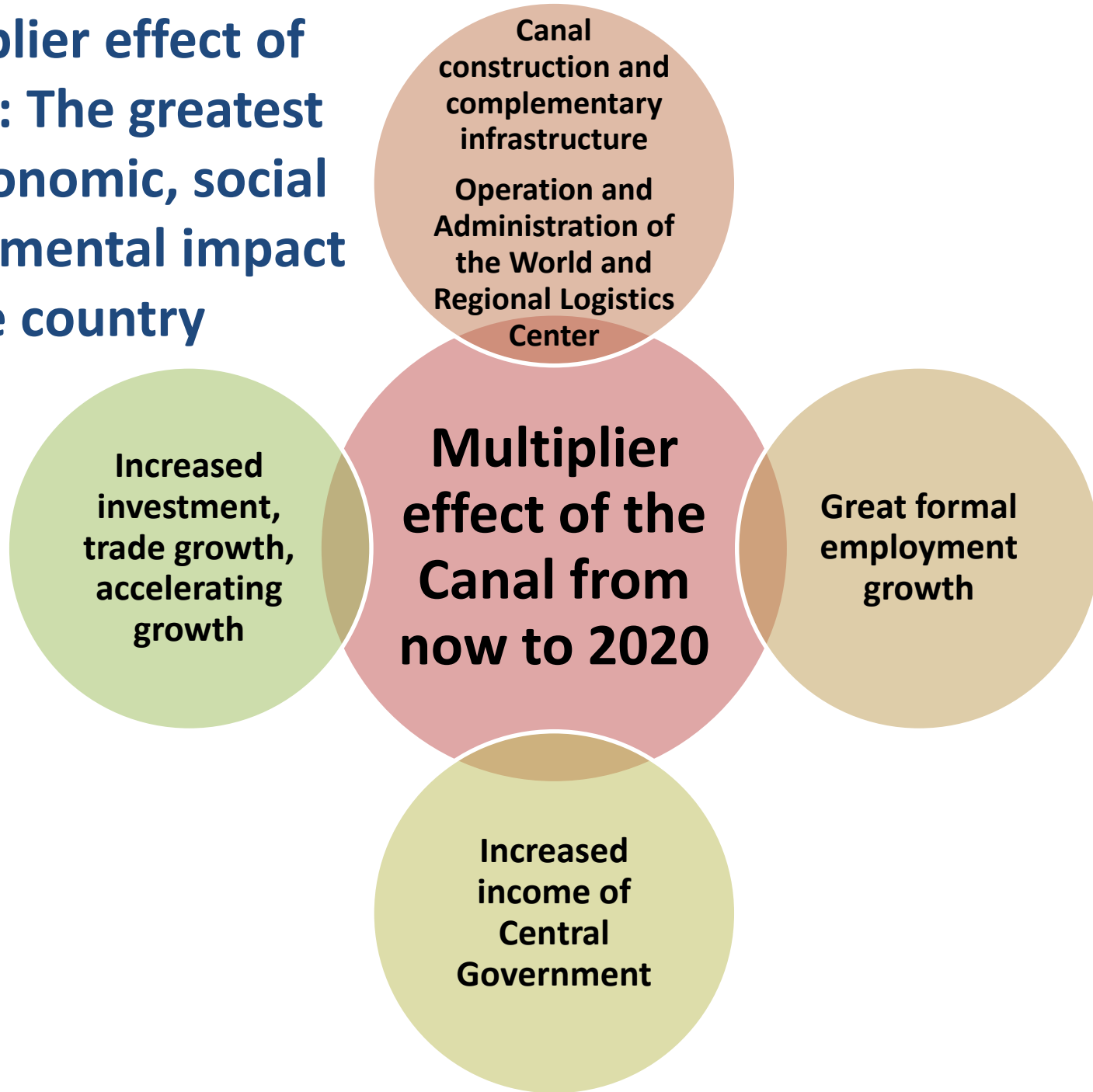
- Opportunities for companies in construction and construction equipment and materials
- Opportunities for land and sea transport companies

GREAT MULTIPLIER EFFECT IN CENTRAL AMERICA

THE CHALLENGE OF TECHNICAL EDUCATION AND TRAINING FOR THE NEW ECONOMY



The multiplier effect of the project: The greatest positive economic, social and environmental impact on the country



The Grand Canal: historic opportunity for Nicaragua

The Grand Canal will generate the resources to build the desired development to achieve a prosperous and fairer Nicaragua

Increasing resilience of ecosystems

- Climate change adaptation
- massive reforestation
- Recovery of soil and water sources
- Habitat and biodiversity restoration

- Combining economic Independence with political independence already achieved by the FSLN

Construction of economic independence

Overcoming of Extreme Poverty

- Formal Employment
- Growth of resources for social programs

Dr. Paul Oquist Kelley
paul.oquist@sppn.gob.ni

- **Executive Secretary of the Commission of the Grand Interoceanic Canal of Nicaragua**
- **Minister, Private Secretary for National Policies of the Presidency of the Republic**



THANK YOU