

- Hub of the Americas for air transportation
- Modern port infrastructure
- Inter-oceanic railway

Port System

Manzanillo International (MIT):
Caribbean busiest port in Latin America with an annual movement of 1.6 million TEUs



Colon Container Terminal (CCT):
Caribbean port with installed capacity of approximately 1 million TEUs

Hutchinson Wampoa's Balboa Terminal (PPC):
The port with largest movement of merchandise on the Pacific in Latin America

Megaport in the Pacific

Currently, the Government of Panama is carrying an international bidding for the Megaport construction, which will be built on the Pacific side of the Panama Canal in order to increase the container handling capacity from the actual 2.1 million to 5 million containers.



- Container Port Development
- Some 16 million m³ of material must be dredged to provide navigation access from the Canal to the project site
- Infrastructure assessment: 200 hectares for berths and yard for container storage

PANAMA PACIFIC ECONOMIC AREA

AAEEPP or Howard



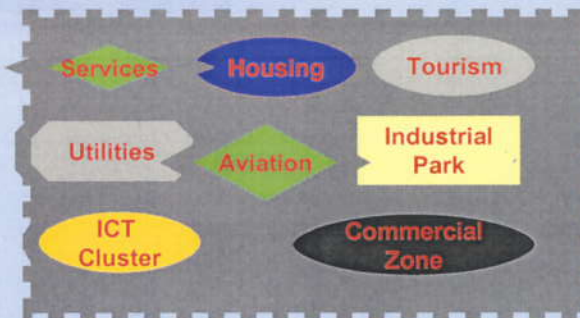
The main purpose of AAEEPP is to combine our logistic platform and telecommunications system with our commercial, financial and services expertise. Combination that will make Howard an important trade hub for international commerce.

Infrastructure

- 5000 acres
- 728 Residential Units
- 40 Buildings (for commercial & industrial activities)
- 4 Hangars of 90,000 sq. Ft.
- 1 Airport (2.5 Km.)
- Community Facilities (swimming pool, tennis courts, theatre, hospital, church, school or training facilities)
- Total assets valuation = US\$1.5 billion

Special Legal Incentives

- Fiscal
- Labor, customs & migratory
- One stop office to expedite procedures



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Why



Why Panama Registry?



General Advantages

- Any individual, natural or juridical person, regardless to nationality and place of origin, is eligible to register vessels under the Panamanian pavilion.
- Friendly and fast registration process. A vessel could be registered in approximately 8 hours.
- A reliable naval mortgage system, fully backed up by the national and international banking system.
- Round-the-clock customer service rendered through our headquarters in Panama, awaiting to assist regardless to the difference in hours.
- Strategic representation through sixty merchant marine consulates, carefully distributed around the globe.
- Adoption of a quality system.
- Strict compliance with international agreements over maritime security, such as IGS, STCW 78/ 95, and others.
- Tax exemptions and discounts.
- Ship owners and vessel operators under the Panamanian pavilion have access to the benefits of the Corporate Law.
- No stipulations over minimum tonnage exists; nonetheless, vessels more than 20 years old are required to undergo a special inspection.



1. The security inspection system is prompt.
2. Freedom to choose seamen and officers.
3. Tax advantages.
4. There is a limit of US\$6,500 in the rights of registry in Panama.
5. Panamanian vessel income from the international maritime commerce is tax exempt.
6. Prompt and efficient service from Japan through the Consulate for:
 - a. The issuance of vessel navigation (patents and radio licenses).
 - b. The issuance of certificates and registry in the Public Registry of Panama of titles of ownership and mortgages (in the purchase or sale of vessel).
7. Vessels inspections and statutory certificates can be coordinated from and be undertaken in Japan, by means of Recognized Organizations authorized by AMP, which include Nippon Kaiyi Kyokai (member of IACS) and others RO with commercial presence in Japan.
8. Worldwide bank trust in Panamanian maritime mortgage.
9. Efficient and recognized preliminary registration systems of discharge of mortgages, title of ownership, and mortgages through the Consulate, which allows for immediate registration.

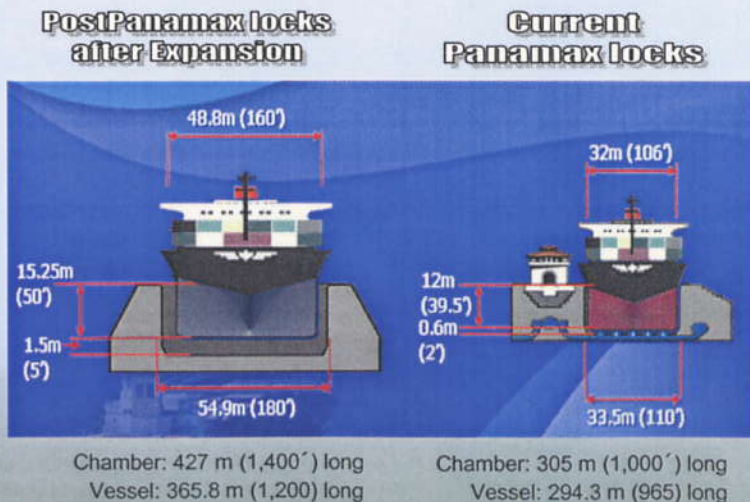
PANAMA

At a glance

Construction Time:	10 years, from 1904 to 1914
Construction Cost:	US\$ 375 million
Length:	80 Km.
Budget:	US\$ 2,028.1 million (FY 2008)
Maritime Operations Revenues (2007):	US\$ 1,760 million
Canal Waters Time:	24-25 hours (average time it takes a vessel to navigate the Canal)
Average Annual Transit of Vessels:	13,000 to 14,000 vessels
Average Daily Transits:	35 to 40 vessels
Total Transits (2007):	14,721 transits (6,230 Panamax)
Number of Accidents (2007):	10 accidents out of 14,721 transits
Total Cargo (2007):	312.7 million PC/UMS tons (Panama Canal/Universal Measurement System)
Number of Locks:	Three
Pacific Side:	Miraflores Locks (2 chambers) Pedro Miguel Locks (1 chamber)
Atlantic Side:	Gatun Locks (3 chambers)
Amount of Water Used for Large Ships Passage:	196.82 million liters (52 million gallons rain water, which are not recoverable and are not subject to charges)

Participates directly in 5% of world trade
 Provides access to 120 maritime routes with destinations to +80 countries
 Passengers and crew movement of 700,000

MAXIMUM DIMENSIONS AT THE PANAMA CANAL



CANAL

A short route for Japan's International Commerce

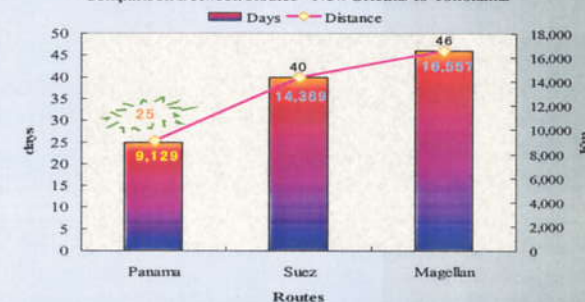
Why should you care?

The Panama Canal route is not only shorter but cheaper than the Suez and Magallanes routes. A ship crossing the Panama Canal saves 57.6 percent of the fuel consumption costs of traveling through the Suez route and 81.4 percent if it traveled through the Magallanes route (Cape Horn route), in addition to other costs.

It takes 21 additional days for a vessel (depending upon the kind and speed of the ship) to pass from the Pacific Ocean to the Atlantic using the Magallanes route, instead of the Panama Canal.

Transshipment allows shipping companies to provide a greater variety of destinations for their clients as well as optimize the usage of their resources. The results are better options and competitive prices.

Comparison Between Routes - New Orleans to Yokohama



PANAMA CANAL EXPANSION

Objectives

- Increase capacity to meet demand growth
- Maintain the Canal's competitiveness
- Enhance Canal productivity, reliability, security and efficiency

General Description

- Construction of two, three-step lock complexes
- Construction of access channels to the new locks, and widening and deepening of existing navigational channels
- Elevation of Gatun Lake to reach its maximum operational level

Timeline & Costs

Construction time: 2007 - 2014
 Operating since: beginning 2015
 Costs: Approx. US\$ 5.25 billion

Location

One lock complex on the Pacific side to the southwest of the existing Miraflores Locks. The other complex will be located to the east of the existing Gatun Locks.

How It Will Work

- Each lock complex will have 3 levels of chambers, with similar configuration as the existing Gatun Locks. The project will create a new lane with one lock on each side.
- Each lock chamber will have 3 water-saving basins, which will reuse 60% of the water in each transit.