

## RAILROAD SECTOR

### Pacific Train

Pacific Train Project			
<b>Thematic focus</b>	Railroad	<b>Entity/Area</b>	Agencia Nacional de Infraestructura ANI – VICEPRESIDENCIA DE ESTRUCTURACIÓN
<b>Sector</b>	Transportation	<b>Location</b>	Valle del Cauca, Quindío, Tolima and Caldas
<b>Budget</b>	\$18 billones COP	<b>Investment</b>	Prefeasibility: \$24.997.140.000 COP Feasibility: \$40.000.000.000 COP
<b>Contributory partner</b>	Consult with the entity in charge		
<b>Project Name</b>	Pacific Train		
<b>Project Description</b>	<p>The aim is to connect the Port of Buenaventura with the Central Rail Corridor to optimise the transport of goods, in line with the objectives of the Multiannual Investment Plan (PPI). The National Infrastructure Agency (ANI) is promoting this vision, recognising the strategic importance of Colombia having access to two oceans. The Railway Master Plan (PMF-2020) highlights the need to strengthen connections between production centres and ports.</p> <p>The integration of the Port of Buenaventura with the central corridor is crucial to optimise trade flows, and this connection is a key initiative. The National Government has initiated actions to reactivate rail transport, including studies and designs for the Pacific Rail Corridor, with a contract signed on 23 December 2022 for COP \$24,997,140,000.</p>		
<b>Investment Opportunity</b>	Given that the project is at the pre-feasibility stage, it is proposed to develop it through a Public-Private Partnership (PPP) to enable a partnership with the private sector. At this stage, data on investment (CAPEX) and operating (OPEX) costs are not yet available, so various technical alternatives for its development are being evaluated.		
<b>Market Analysis</b>	These projects are aimed at builders and operators with experience and financial strength in the rail sector. The market is looking to partner with experienced and financially sound companies to execute these investments.		
<b>Financial Projections</b>	The project is at the pre-feasibility stage and there are no estimates in this regard.		



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<b>Sustainability and ESG considerations</b>	<p>The reactivation of the Pacific rail corridor offers Colombia a unique opportunity for sustainable development:</p> <ol style="list-style-type: none"> <li>1. Environmental Justice and Multi-Criteria Selection: The decision to reactivate the rail corridor prioritises environmental criteria through a multi-criteria analysis. This ensures an equitable distribution of benefits and costs, protecting local communities and ecosystems</li> <li>2. Measurement and Analysis of Environmental Impacts: Focuses on assessing impacts on flora, fauna, water, air and soil to ensure that the corridor operates in harmony with the environment, avoiding irreparable damage.</li> <li>3. Incorporation of Environmental Constraints: The corridor design considers protected areas and ecologically sensitive areas to preserve its integrity and function.</li> <li>4. Climate Change Resilience: The design of the corridor is adapted to the challenges of climate change, protecting communities and ecosystems from potential natural disasters.</li> <li>5. Negative Impact Management Measures: Measures are proposed to manage and mitigate negative impacts, minimising damage and restoring them where necessary.</li> <li>6. Biodiversity Protection: Specific mechanisms are implemented to protect endemic and endangered species, ensuring the conservation of regional biodiversity.</li> </ol>
<b>Risk Assessment and Mitigation</b>	<p>The project is at the pre-feasibility stage and there are no estimates in this regard, however, risk assessment and mitigation is carried out in accordance with CONPES policy documents and the methodologies of the MHCP and DNP.</p>
<b>Project Team and Experience</b>	<p>EGIS DB PACIFIC Consortium:</p> <p>Deutsche Bahn (DB), the European rail leader, and Egis Group, a global engineering and operations specialist, are joining forces to form a renowned consortium.</p> <p>DB, an iconic German state-owned company with transport expertise since 1994, stands out for its efficient and sustainable network, including passenger services such as ICE and freight. Committed to innovation and sustainability, its approach aims for continuous modernisation to offer reliable and eco-friendly services.</p> <p>Egis, recognised for its expertise in railway engineering and operations worldwide, contributes comprehensive solutions for complex projects, such as high-speed lines and urban systems, promoting connectivity and transport sustainability.</p> <p>Together, the EGIS DB PACIFIC consortium combines technical expertise, innovation and adaptability to drive efficient and environmentally friendly rail systems around the world.</p>
<b>Additional Information</b>	<p>Preliminary studies and designs are underway to reactivate the Pacific Rail Corridor, connecting the Port of Buenaventura with the Central Rail Corridor. These studies are divided into three components:</p> <ol style="list-style-type: none"> <li>1. Technical Component: Includes the diagnosis of the current infrastructure, update of the market and demand study, analysis of three connection options, application of BIM methodology and development of technical specifications</li> <li>2. Legal and Risk Component: Involves a legal review of existing brokers and an analysis of risks, including pending legal proceedings against the broker, for the selected alternative.</li> </ol>



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3. **Financial Component:** Comprises economic and risk studies, analysis of financing sources and a preliminary financial analysis for the chosen option.