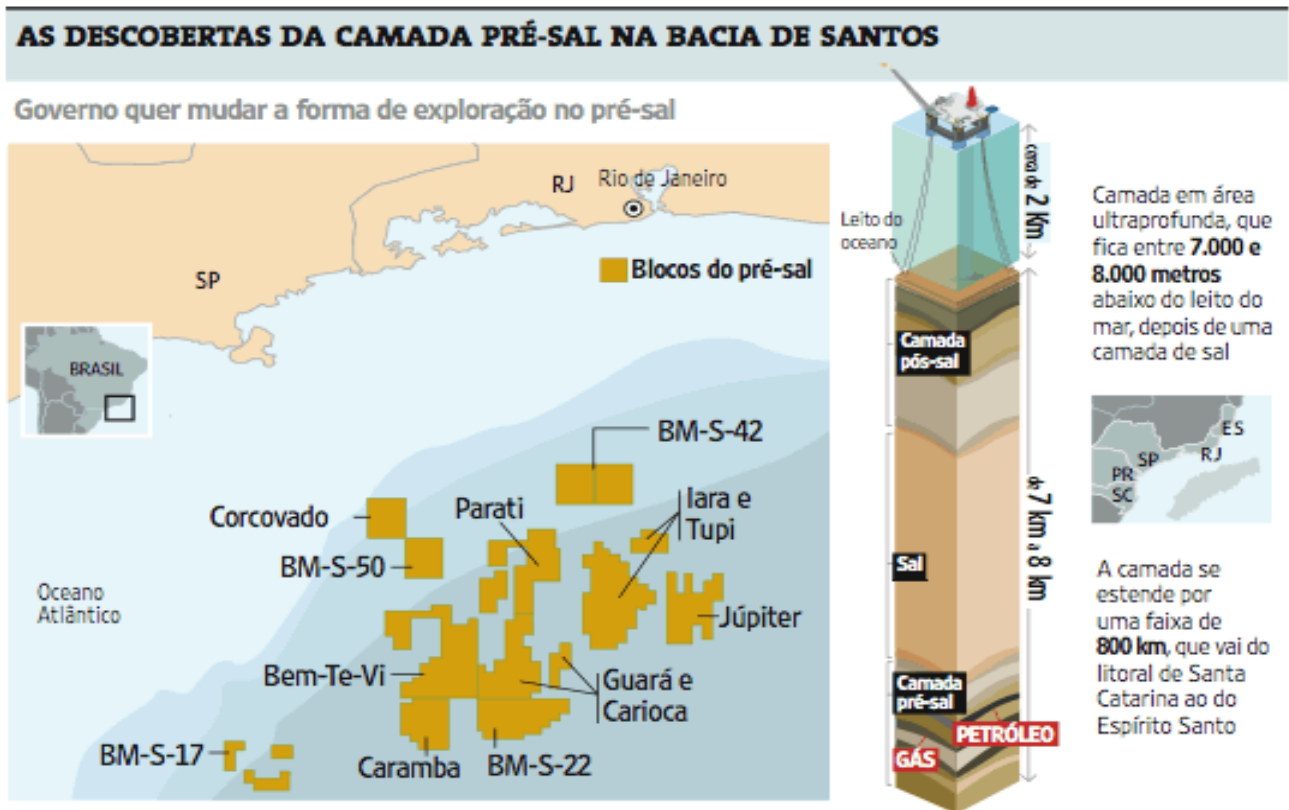


BRAZIL: “A GIANT CONSTRUCTION SITE FOR THE FUTURE OF ITS PEOPLE”

THE MAJOR 32 STRUCTURAL WORKS AND PROJECTS IN PROGRESS TO CHANGE THE BRAZIL, GREATLY REDUCING “THE BRAZIL COST”.

The major 32 works and projects STARTED IN LAST 7 YEARS and current in operation or in rapid construction by the Government those greatly reduce in few years the “COST BRAZIL” and to promote much and fast develop of the country - situation in nov./2014 (based in part on article of the link: <http://leonardoboff.wordpress.com/2014/11/30>).

01- OIL AND GAS EXPLORATION SYSTEMS - RECORDS IN THE EXTRACTION (AND REFINING) ON THE PRE-SALT AND OTHERS GIANT VERY DEEP WELLS -



Brazil have the best and exclusive ultra deep waters oil exploratory technologies of the world. Only in the new PRE-SALT giant fields in the southeast/southern regions (coasts of ES, RJ, SP, PR and SC states), Brazil has the potential to produce 55.0 billion barrels of oil, tripling its current reserves in the coming years (current reserves are of 14.0 billion barrels). With this, the country would change the 14th to 8th place in the list of the largest world reserves, surpassing many Arab countries. Current production in Brazil, about 2.5 million barrels per day, will almost double to 4.0 million barrels per day in 2020. To counteract the named “the dutch oil disease”, it is good to remember that, by law 75% of the annual royalties revenues from the exploitations by any company will necessarily goes to Brazilian education (possibly injecting between Us \$ 160.0 to us \$ 220.0 billion in 30 years in education systems, as probably from 2020) and further 25% of that royalties will go to health System, Returning oil production beyond the giant pre-salt wells, we also have the old large fields in operation in the Campos City Basin, State of Rio de Janeiro. Additionally, in late 2013, were discovered new giant oil and gas wells in the State of Sergipe in ultra deep water too and can be more between 1.0 to 2.0 billion oil barrels, possible turning that State in future the most productive fields of the country.

02- OWN GIANT VESSELS MORE OIL/GAS PLATFORMS BUILDING PROGRAMS -



Since the creation of the PROREFAM PROGRAM - Renewal Program of the Maritime Support Fleet in 2009, Brazil has taken a big leap in own production of high-tech ships and of medium to large oil/gas platforms (mostly ships for oil, minerals and also to load general cargo). In 2003, the federal government also created the PROMEF - Program for Modernization and Expansion of the Fleet of TRANSPETRO (the PETROBRAS logistics arm) and it has already ordered 41 ships and 20 waterway convoys to Brazilian shipyards, with investment of us\$ 10 billion by 2013. Brazil has today nine-pole shipbuilding, the largest being in the state of Rio de Janeiro with 13 yards in operation. Virtually all types of boats are produced or repaired / upgraded in that state, mainly platforms. In mid-2013 had 353 orders in progress and, in all, Brazil has had 29 medium and large yards. The larger ships are made close to the Port of Suape in Pernambuco State, which already manufacture also Suezmax ships type for up to 158 thousand tons to transport iron ore and oil. In Pernambuco, only the EAS shipyard – the Atlântico Sul Shipyard has produced 22 of 49 oil tankers necessary to modernize the TRANSPETRO fleet. Over the next three years, it is estimated to be 6 more new shipyards operating in Brazil.

03- THE AÇU SUPERPORT- STATE OF RIO DE JANEIRO



The Açú Superport is located in the municipality of São João da Barra, north of the State of Rio de Janeiro, specifically in Açú district. Its location is strategic for the iron/steel and mainly for the oil industry, being close to the basins of Campos City and the Espírito Santo with their giant deep oil fields, can be used also as the base for the operation of the Santos basin (the pre-salt giant fields). The Açú also is closer from iron ore mines of Minas Gerais State. In November / 2014, the Anglo American company made its first shipment of iron ore in this port will ship intended China. The Anglo is also concluding an ore duct/pipeline (more water) with 529 km (the largest of world) from its iron ore mines in Minas Gerais to Açú. The Açú port is the largest port going on construction in the world and is it will be the largest port in Latin America. Current, Brazil already is the fourth largest naval constructor in the world.

04- FUTURE MEGA OFF SHORE PORT OF ILHEUS CITY IN BAHIA STATE - THE BRAZIL'S THIRD LARGEST PORT (IN PARTNERSHIP WITH CHINESES FROM THE BAMIN MINER).



Begin the works in 2015 of the third largest port in Brazil in Ilheus, Bahia. The investment will be Us\$ 2.0 billion and this will be one of the most modern ports in the world.

05- PRIVATIZATION OF SMALL AND MEDIUM PORTS (PUT - PRIVATE USE TERMINALS AND OTHER FORMS) -



With the new law 12,815 of 2013, the Government intends to regulate, finance and streamline called Private Use Terminals (PUT) plus Transshipment Cargo point (ETC) more Tourist Facilities Port (IPT) and Small-State Public-Port Facility (IP4). In 2013, 131 main PUT already moved 64% of 931 million tones of total charges of country. Until November 2014, 164 terminals were already authorized by the Government, 33 new and 9 in analysis after the new Law. On the other hand, the prospect of completion of the new Panama Canal (scheduled for 2015) has provoked a rush between Brazilian ports for fast modernization and expansion of their cribs, retro-areas and new containers terminals. No doubts, the Panama Canal - closer only 15,7 thousand km from shanghai port - will change the map of future world trade and it will open part of the Brazilian giant coast to large ships, mega-boats up 400 meters long and 51 meters wide TODAY CAN NOT GET BRAZIL EXCEPT SOME FOR IRON ORE / OIL. THOSE GIANT BRAZILIAN SHIPS NEED TO BROWSE - AT LENGTHY AND FACES FORMS - BY VERY LONG DISTANCES, VIA SOUTH AFRICA (UP TO 25,000 KM), TO REACH THEIR RICH AND VERY POPULATED DESTINATIONS / ORIGINS IN ASIA. Brazil have 8,500 km of coast, but unfortunately the little rich and high demand part (around 30%), mainly in rich Center-South region, is very shallow and less than 15 meters. In addition, the ports of this Center-South are very close to high mountains that always unload a lot of dirt, sand and debris in the berths of ports (when the normal torrential rains and floods on rivers that descend from these mountains), very endearing costs of the constant maintenance required. So, the new Panama will allow access of vessels up to 150 thousand tons (or 8,500 containers) and the future of Nicaragua Canal (opening in 2022) will allow vessels up to 350 thousand tons (or 15,000 containers). So many forecasted competitive future inefficiencies of most ports, warehouses and railways of center-south need to be well diagnosed / equated / overcome by the use of own port and other forms even in shallow PUT.

06- MARITIME AND RIVERS PORTS REVITALIZATION, STIMULATION AND DEBUREUCRATIZATION PROGRAMS -

Brazil – Old major Sea & Rivers Ports pictures

 Aratu Cotegipe BA	 Ilhéus BA	 Itacoatiara AM
 Paranaguá PR	 Ponta da Madeira São Luiz MA	 Rio Grande RS
 Santarém PA	 Santos SP	 São Francisco do Sul SC
 Tubarão Vitória ES	 Porto Alegre RS	 Santa Clara RJ

However, our Ports will need minimum total investment of U.S. \$ 60,0 billion up 2030, because it is estimated that our full ports demand extend of 258.0 million tons of general cargo to 975.0 million in 2030 (+277%). For example, in 2012, our largest port, the Santos, still only operates the equivalent of 22.5% of annual load operated by the Rotterdam.

The Government also needs to require fast modernization of old ports, because the operations are still very slow compared to our competitors. In the modern Port of Itaqui (MA), eg., a ship chinamax with 335 thousand tons takes between 72 and 74 hours (3 days) to dock, load and unberthing. Rather, they have to wait 5 to 10 days in the queue of the Bay of São Marcos. In Ports of the South, the situation is even worse.

In Brazil, 90% of imported and exported goods pass through ports. After the new law on ports (Law 12,815 / 2013), the Federal Government already invests us\$ 3.0 billion in the expansion and modernization of sea more rivers ports, with a focus on maintenance, rehabilitation and expansion of port infrastructure, as well as the expansion of their logistics efficiency. Also, the program involves the introduction of new technologies; upgrading of equipment; the solution of local environmental issues and health of neighboring populations and especially the new forms of management and administration of port services that may result in increased productivity, efficiency and cost reduction.

07- THE FNS NORTH-SOUTH RAILROAD - CROSSING FIVE STATES



The south stretch of 682 km of the North-South Railway, situated between the Ouro Verde city (state of GO and closer Brasilia town) and the Estrela D'Oest city (SP), is 70% completed buildings. In another north path of the work already 100% completed between Goiás state to Tocantins state are 855 km of railway in operation (after, going to the São Luis city is 100% completed too). When completed - possibly in 2020 if not missing investors - this very strategic railway that changes all Brazil inside had 4,155 km and will connect the distant North of Brazil (closer to the new Panamá deep canal starts in 2015 more to the future Nicaragua very deep Canal that starts in 2022) to the South of Brazil, starting at the very deep port of São Luis/Itaqui on Maranhão state and ending in the port of Rio Grande near Porto Alegre capital of Rio Grande do Sul state (near the border with Uruguay and Argentina). At the moment that it arrives in São Paulo State in 2015 is already about 65% complete.

08- THE PRIVATE TRANSNORDESTINA RAILWAY (WITH 1.728 KM BEING AROUND 30% READY) – CROSSING MINERALS AND FOOD REGIONS OF CEARA, PERNAMBUCO AND PIAUI STATES -



Integrated into the North-South Railway (see item above), but in crosswise, the future Transnordestina will connect the Port of Pecem in Ceará State to the Port of Suape in Pernambuco State more to the savannah region (iron ore, bauxite, gypsum, other minerals, grains and biofuels) in the city of Eliseu Martins inside of Piauí State. It has in future a total of 1,728 km.

09- THE FIOL LESTE/OESTE RAILWAY – FROM THE FUTURE PORT OF ILHEUS TO THE FNS NORTH-SOUTH RAILROAD, CROSSING GIANT AREAS WITH GRAIN, COTTON AND COFFEE BIG PRODUCTIONS MORE GIANT UNEXPLORED IRON ORE MINES MORE GOLD, NICKEL, URANIUM, THORIUM AND OTHER RARE MINERALS AREAS -



Really this future railroad is very strategic for Brazil fast and high development, because it will be the first large and quick railway connecting the East of the country (from the Ilheus off shore deep harbor) to the Center-West region (the largest producer of grains and energy and with very high demand potential of thousand items), in future going to the Peruvian ports (about to 2025). The FIOL initial stretch to meet the all FNS giant new Rail (65% ready) will have 1,527 km and currently FIOL is about 20% complete and the remaining sections is in progress. The current forecast is for completion by 2017.

10- AROUND 7,500 KM OF FEDERAL PAVED HIGHWAYS PRIVATIZATION PROGRAM (CONCESSION BY 30 YEARS) WITH REQUIREMENTS OF MODERNIZATION AND SOME OF DUPLICATION TOO -



In August 2012, the Government launched a program that plans to pass control for private sector (under concession) a total of 7,500 km of old paved public roads and more than 10,000 km of old public railways. Currently, several highways in most states are in rapid modernization and / or duplication works, but all including the payment of toll fees for users as occurs in some developed countries.

11- EXPANSION AND REFORM OF 13 BIG AIRPORTS (concluded most)



For games of the World football Cup 2014, 13 big airports have been renovated and expanded in cities of Salvador, Sao Paulo, Brasilia, Rio de Janeiro, Natal, Belo Horizonte, Porto Alegre, Manaus, Fortaleza, Maceio, Cuiabá and Curitiba. The airport capacity tripled and all tracks were renovated, expanded parking and expanded and modernized terminal. However, in some works still in progress.

12- 180 MEDIUM SIZE REGIONAL AIRPORTS EXPANSION AND MODERNIZATION PROGRAM –



In 2014, the Government launched the program with us\$ 4.0 billion to expand and fast renovate more 270 midsize regional airports, including cargo terminal.

13 - THE BELO MONTE FUTURE POWER PLANT (DAM) - PARA STATE



Third largest dam in the world, the future Belo Monte Plant will have electric energy capacity to serve 60 million people.

14 - THE JIRAU MORE THE SANTO ANTONIO FUTURE MEGA POWER PLANT - BOTH ON THE MADEIRA RIVER IN THE RONDONIA STATE -



With investments added of US \$ 15.0 billion, the two plants are in nearing completion to joint production of 6.9 GW, enough to meet almost 80 million people. In June / 2014, Brazil reached record of 129 GW installed capacity for electricity generation

15- THE ESTREITO POWER PLANT (DAM) – MARANHÃO STATE



With a capacity of 1,077 MW of power generation, the Estreito Power plant was inaugurated in may/2014 by Dilma Rousseff.

16- HIGH INCENTIVES FOR AGRIBUSINESS, ENLARGING THE AG-INDUSTRIALIZATIONS/PROCESSING AND MUCH MORE THE PRODUCTIONS OF GRAINS, FOODS, TIMBER, AG. ENERGIES AND OTHERS BY ENTREPRENEURIAL RANCHERS MORE FAMILY FARMERS -



Due to the high and progressive incentives by the federal government, agribusiness is currently the main engine of the Brazilian economy and is responsible for most of the exports. Only funding provided annually to corporate farmers more to rural families in the three major forms (annual costs/expenses more investment for expansions more trade facilities/guarantees) for all rural products increased from R \$ 11.8 billion in 1999 (about us \$ 6.52 billion by average annual exchange of R\$ 1.81= us \$ 1, 00) to possible R \$ 160.1 billion in 2014 (about \$ 68.24 billion by the average annual exchange of R \$ 2.36). With this, only grains production increased from 83.0 million tons in 2000 (equal to world crop 1999/00) to 194.7 million tons in 2014 (estimates). Also, the production of processed foods (meat, eggs, milk etc.), biodiesel, ethanol, sugar, wood, pulp, coffee, fruit, horticultural and other items greatly amplified in the same period, reaching double in some cases. The Brazilian food exports grew 478.0% in one decade (2003-2014). By 2003, Brazil exported grain and food to 120 nations and now sells to 210 countries. Brazil is already the world's largest exporter of sugar, chicken, beef, coffee, orange juice and soybeans. To the respected Financial Times newspaper in 2025, Brazil will be the world's largest food producer, surpassing the China, the USA and the European Union.

17- THE SAN FRANCISCO RIVER TRANSPOSITION - BENEFITING 390 VERY POOR MUNICIPALITIES IN 4 SEMI-ARID STATES -



Begun in 2007 and completion scheduled for 2015, the giant project will take sufficient water quality for human and animal use from 4 states of the Brazilian semi-arid region (benefiting up to 390 very poor and very dry counties). With intense works in 02 axes, currently, 68% of the works have been completed. The cost will reach US \$ 8.5 billion, most with 27 large reservoirs; more 37.0 km of water tunnels; 591.0 km of channels; 4.8 km of aqueducts and 4.4 km of pipelines. Right now according to KPMG is one of the 100 most important infrastructure works in World.

18- THE NILO COELHO IRRIGATION PERIMETER – Pernambuco State



The irrigated area of the Nilo Coelho, located in Petrolina region, State of Pernambuco in the semi-arid region is the largest in production in Brazil (mainly fruits for export). In 2013, the gross value of production was more than us\$ 300 million, mainly for fruit trees. With irrigable area of 18,563 hectares, the Nilo Coelho benefits about 2,200 small farm families. The perimeter also provides for the generation of 20,000 direct jobs and 30,000 indirect jobs.

19- ONE MILLION SHALLOW WATER WELL (TANKS) TO PROVIDE WATER FOR HUMAN AND ANIMAL CONSUMPTION MORE LITTLE IRRIGATION IN THE NORTHEAST REGION (semi-arid and very poor region)



Throughout the semi-arid, were delivered 545,700 wells/tanks and 54,700 technologies packages to support agricultural subsistence production. The government has set a goal of distributing, by the end of 2014, 750,000 units for household consumption more 76,000 for ag. production support. With 350,000 wells delivered by President Lula, they will be more than one million wells/tanks helping to direct combat regional drought.

20- THE “ARIZONA” GIANT WIND PLANT, IN THE RIO GRANDE DO NORTE STATE



With it the RN State reaches 1163.39 MW of installed power through 42 wind farms in operation and leads the wind ranking in Brazil. But is only a little start considering our very high potential.

21- THE BRT TRANSCARIOCA (LVT - LIGHT VEHICLES ON TIRES OR FAST TROLLEYBUSES) – THE RIO DE JANEIRO CITY.



The TransCarioca has 39 km long and 45 stations between the Alvorada Terminal to the Rio International Airport (the Galeão). It serves 450,000 people a day.

22- THE METRO OF SALVADOR CITY - BAHIA



The President Dilma inaugurated in June 2014 the first section of the first line of the Salvador Metro. With 7.4 km long and 5 seasons. The all project includes 41.0 km and 22 stations completed by 2017.

23- THE BLACK RIVER BRIDGE – AMAZON STATE



The Black River Bridge in the state of Amazonas with 3.6 km long it is the second largest river bridge in the world and the largest cable-stayed bridge in Brazil. It connects the city of Manaus (Free Zone of Manaus) to Iranduba city and took three years and 10 months to complete. The concrete and steel used in the work would be enough to build three Maracanã Stadium.

24- THE ANITA GARIBALDI BRIDGE – State of Santa Catarina



The bridge Anita Garibaldi in Laguna (SC) will be the first curve cable-stayed bridge in the world and the third largest bridge in Brazil, with 2830 meters long. The work is part of the PAC-2 and impresses with its magnitude and beauty.

25- THE WOOD RIVER BRIDGE -



Final works on the Wood River Bridge in 2014, on the border of Amazonas and Rondonia states, on finished the BR 319 highway (going to Bolivia and Peru on the Pacific Ocean).

26- COVENANTS BY FEDERAL GOVERNMENT DONATION OF HEAVY MACHINES (FOR MECHANIZED PATROL) MORE MEDICAL AMBULANCES FOR MOST POOR MUNICIPALITIES MAINLY IN THE INSIDE –



In 2014, the Federal Government plans to invest US \$ 2.2 billion in the purchase of 18,073 heavy machinery to deliver to 5,061 poorest municipalities. Each city with up to 50 thousand inhabitants will receive one backhoe machine more one motor grader more one truck-bucket. For cities of the semi-arid region (northeast) or in an emergency situation because of drought, the kit also includes one water distribution truck more one loader machine. With this, the government also encourages domestic production of machinery and guarantees employment and income of workers in larger cities.

27- ABOUT 2.75 MILLION POPULAR HOMES DELIVERED BY “THE MY HOUSE MY LIFE PROGRAM” (for employers and his families with low proven income and with all the children studying)



The President Lula gave 1 million homes in the first stage of the “Minha Casa Minha Vida Program” (“My house my life Program”). In the second stage, Dilma already has shipped 2.75 million homes and the third stage project includes 3.0 million from 2015. In the photo the “Living Better Residential” in the Manaus City.

28- IMPLEMENTATION OF PROGRAM “MAIS MEDICOS” (MORE DOCTORS) FOR FULL COMPLIANCE IN THE MOST REMOTE AND POOR COMMUNITIES, ESPECIALLY BY PHYSICIANS FROM OTHER COUNTRIES –



Launched in June 2013, the MAIS MÉDICOS Program (More Doctors) already hired so far 14,462 doctors, mostly foreigners, who were displaced to the places where the vacancy has not attracted the Brazilian doctors. In January 2014, there were still more than 2,000 municipalities (of 5,570 existing) without having a single doctor, but until July 2014, the program has had answered, cumulatively, more than 50.0 million Brazilians people, most very poor. The total costs for 2014 were estimated at only US \$ 0.9 billion.

29. CREATION OF 23 COMPLETE NEW FEDERAL UNIVERSITIES MORE 152 NEW CAMPUS ON OLD UNIVERSITIES (ALL WITH HIGH QUALITY EDUCATION AND 100% FREE FOR STUDENTS)



In the photo, the Federal University of the ABC (São Paulo), created by Lula and expanded by Dilma.

30- INCENTIVES PROGRAMS FOR STUDENTS ACCESS TO PUBLIC AND PRIVATE DOMESTIC UNIVERSITIES AND FOR RECENT GRADUATES AND PROFESSIONALS TO IMPROVEMENT IN ABROAD UNIVERSITIES –



The main programs that are running are the FIES, the PROUNI and the CIENCIA SEM FRONTEIRAS. FIES is the Financial Aid Fund to finance in long-term and low interest of 3.4% a. a. the study on college of students in non-free Brazilian institutions (private and other). PROUNI is the University for all students interested Program and it granting full or partial scholarships (50%), according to the monthly income of his family, for study in undergraduate college or postgraduate courses in private institutions of college education. Already the CIENCIA SEM FRONTEIRAS program (SCIENCE WITHOUT BORDERS) wants to consolidate, to expand and to internationalize science and technology innovations and Brazilian competitiveness. This program will provide for the use of up to 101,000 scholarships in four years (until 2018) to promote exchanges, so that undergraduates and graduate of Brazil do internship abroad in order to connect with competitive educational systems, in relation technology and innovation. It also seeks to attract researchers from abroad who want to settle in Brazil or establish partnerships with Brazilian researchers in the priority areas outlined in the program, as well as create opportunities for researchers of companies to receive intensive and specialized training abroad.

31- YOUTH TECHNOLOGY CONTINUING TRAINING FEDERAL PROGRAMS – IMPLEMENTATION OF THE PRONATEC MORE OF THE ETF AND OTHER TECHNOLOGICAL CENTERS IN PUBLIC-PRIVATE PARTNERSHIPS -



According external consultants, those are the largest technology young training and continued recycling programs underway in the World. In the last 12 years were created 282 new ETF - Escolas Técnicas Federais (the Federal Technical Schools), three times more than it was built almost a century of Brazil history. By 2002, Brazil had only 140 Federal Technical Schools. Between 2003 and 2010, came to 214 and between 2011 and 2013 was inaugurated over 116 ETF and estimated to settle 92 more by the end of 2014. Thus, in early 2015, will have 422 ETF and all with free education for poor students; most also giving uniform, foods, transports, school supplies and some giving up small monthly income for poor students and their families (most low-income). Also, since 2011, the Federal Government deploys PRONATEC – The National Program for Access to Technical Education and Employment, created in the form of PPP Public-Private Partnership to train young brazilians. The PRONATEC has received investments of us\$ 6.0 billion by 2014, reaching 6.8 million students registrations. It is the largest vocational training program in Brazil's history with 864 types of courses - 220 technicians and 644 of initial and continuing education - made up the up ETF more private units / labor of the S System (Senai, Senac, Sennar and Senat).

OTHER WORKS COMPLETED OR IN PROGRESS -

About the future supply of electrical energy sufficient for the full and rapid development, current Brazil has works in progress to provide more 33,000 MW in the next 5 years for the rapid development of the Country. At the time, additionally, Brazil had more 14 thermal plants (3,871 MW) more 95 wind farms (2,472 MW) more 6 small power plants (118 MW) in buildings.

In addition to these works we have long-term more 23 new giant Amazon hydroelectric at moment in project. They together are capable of generating more 38.3 GW almost half of the 78.9 GW produced by 201 power plants in operation today in the country.

OTHER STRATEGIC INFORMATION -

- 1) On the social side, only the “Bolsa Familia Federal Government Program” (the Federal Family Allowance”) already serves more than 14.5 million very poor families per month. The average monthly benefit granted to help in buying food and other is around us \$ 70 / family (any family), but it is required that all children are studying;
- 2) In addition, Federal Government (and other locals) more companies and public or private entities rely upon the poor with monthly food donations; cheap meal programs in community restaurants (US\$ 0,40 per one complete meal); power stamps; gas stamps; transports stamps for all workers; public study free or scholarship for young people and many others social programs;
- 3) The average cost of a simple meal, but complete and healthy, for low-income workers in Brazil is very cheap and is in the range of us\$ 2.50 / meal in the most expensive cities. In addition, in November / 2014, the average cost of one full monthly food basket (including 13 items like cereals more cassava or wheat flour, bread, one meat, milk, butter, edible oil, coffee, sugar, tomato, potato, fruit etc.) sufficient for a monthly good nutrition of 4 people (2 adults +2 children) in Brazil was only us\$ 125 / basket for family workers (or one gift basket);
- 4) The average cost of the monthly rent of a small house with 5 small rooms (for up to 5 people family who for some reason, still does not access the “Minha Casa Minha Vida housing Program” or do not want to access) is around us\$ 270.00 / property in the most expensive cities;
- 5) The minimum wage each worker or retired must receive per month (excluding benefits, on-site meals and transports, stamps, gift basket etc.) is around us\$ 320 per person per month in all municipalities. By law all Brazilian companies besides wages have to pay food, uniforms, protective equipments and transport their employees. For the larger companies need to have medical ambulatory in all factories and even local nurseries for the children of its employees. Thus, Brazil has a giant potential of domestic demand and with progressive growth will as family income increases with much more and better jobs with better level of preparedness of workers. In October / 2014, Brazil had the lowest unemployment rate in the world and with only 4.7% of workers working age on the unemployment situation;
- 6) In Brazil, according to our recent published article (link below), fuel prices were among the cheapest in the world in feb./2013 (gasoline) and jun./2014 (diesel oil). In the case of gasoline, the price in Brazil was only the 39th most expensive in the world and, Diesel, Brazil was the cheapest in the world (as the Bloomberg and the UHY consulting data). In Brazil, the federal government increases the price of gasoline to reduce the price of diesel oil which is much used in agriculture and transportation of workers and families in medium and large cities. Also, our fuel taxes were among the lowest in the world, according to the same diagnosis;
- 7) Obviously, with the intensive exploitation of new oil wells in Brazil (especially the giant pre-salt), the prices of our fuels try to fall enough in the medium term. The same should happen with the price of our electricity.

About, see my last article in Portuguese:

COMBUSTÍVEIS: Preços no Brasil estão entre os menores do Mundo /

“FUEL: Prices in Brazil are among the lowest in the world”

<http://www.agrolink.com.br/colunistas/ColunaDetalhe.aspx?CodColuna=6625>

Thanks

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