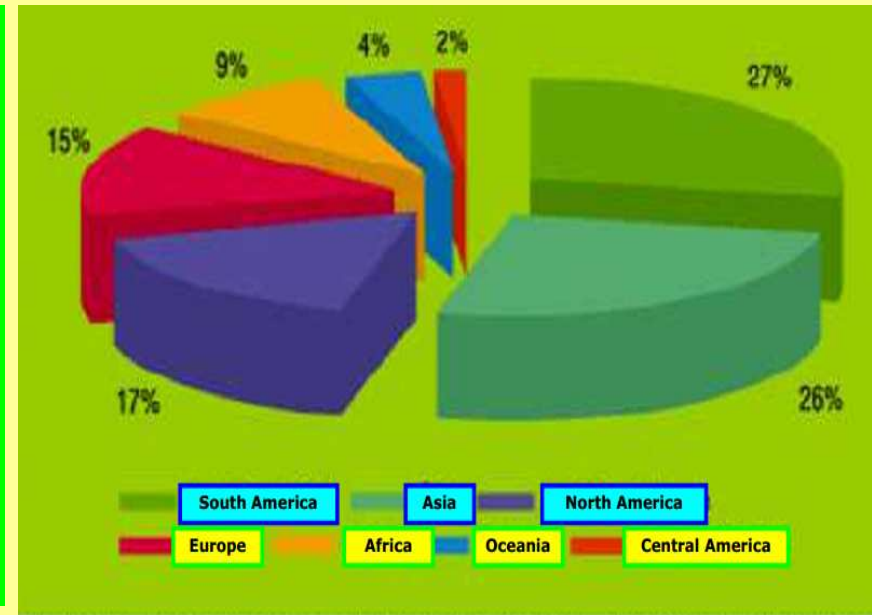




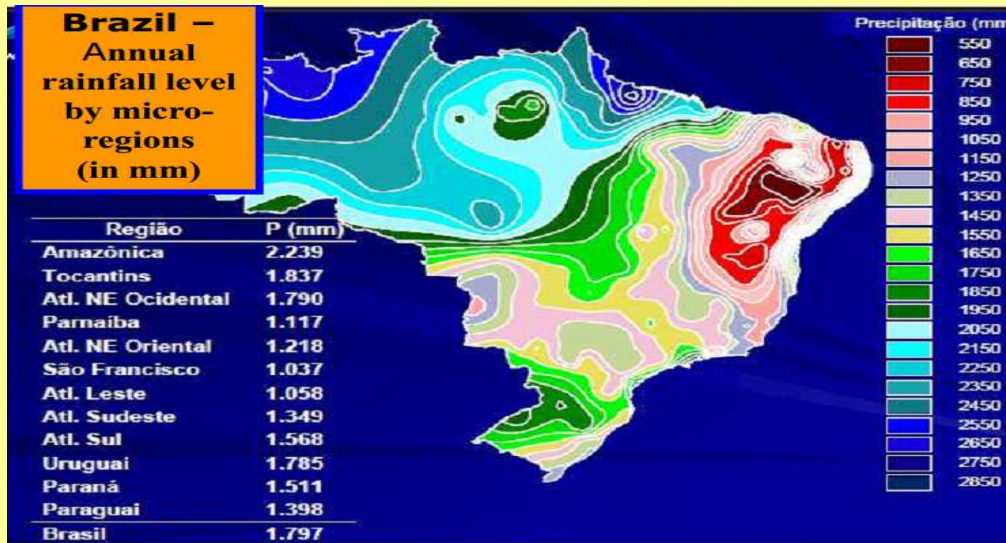
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Brazil – a giant country in rapid construction from small south-east seasid to big center-north inside & north-east regions with many fertile and rainy lands.

It has excellent opportunities for investments in Infrastructure, transports, renewable energies, certified mining and timber, agribusiness, food processors, retailer, shoppings, food services, homes, health cares, nursing homes, waste and sewage treatment, leisure, hotel, resorts, colleges/high school, others services etc..



RELATIVE % DISTRIBUTION OF RENEWABLE WATER RESOURCES IN THE CONTINENTS



The AGROVISION New Brazil 2030 Disclosure Project

**Prof. Clímaco César
AGROVISION – Brasília (DF)
May 2014**



HUMANITY - 10 MAJOR PROBLEMS IN 2050:

- 1) **ENERGY** (Brazil solution);
- 2) **WATER** (Brazil solution);
- 3) **FOOD** (Brazil solution);
- 4) **Urban vehicles, garbage, litter and the environment** (Brazil solution);
- 5) **Poverty**;
- 6) **Education**;
- 7) **Democracy**;
- 8) **Population**;
- 9) **Diseases** (Foods Brazil solution);
- 10) **Terrorism and wars, including for energy, water and food** (Brazil solution).

In June/2013, the world reached 7.2 billion people

WORLD - POPULATION x HUNGRY – Trends Forecasts. (millions of people)

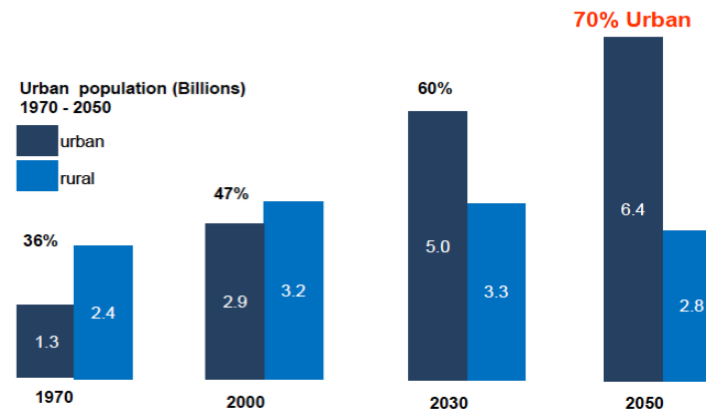
ITEMS / YEARS	1997	2006	2009	2050	Var. %	Var. numerical
Population	5.400,0	6.300,0	6.700,0	9.020,0	67,0	3.620,0
Hungry + poor nourished	825,0	873,0	1.020,0	1.262,8	53,1	437,8
Part. %	15,3	13,9	15,2	14,0	-8,4	--

Fonte: Prof. Clímaco Cezar com dados da ONU e FAO 2009

World - The further development and the income "per capita" growth in some countries still very increase the urbanization and population in many cities expanding enough demands for food & biofuels and reduce the workers and families in rural areas, including Brazil.

Worldwide more than 50% of the population already lives in cities and in 2050 may reach 70%. In Brazil, urbanization is much larger than the world average. Between 1960 to 2010 (50 years), our urban population increased five times with all socioeconomic and environmental consequences of this. So the interior needs to much develop and quickly.

Forecast: 3 billion additional people living in cities

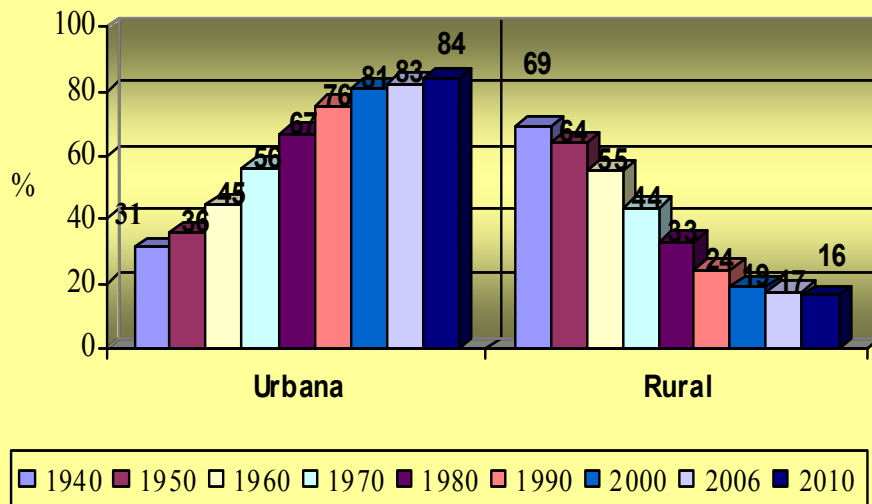


World Business Council for Sustainable Development

Source: United Nations, World Urbanization Prospects: The 2006 & 2007 Revisions

8

Brasil Urban x Brasil Rural (population)



In Brazil, only 20% of people still live in the inside areas (80% live within 200 km from the sea). In India 70% live in the inside; in China 50% and 26% in the U.S.

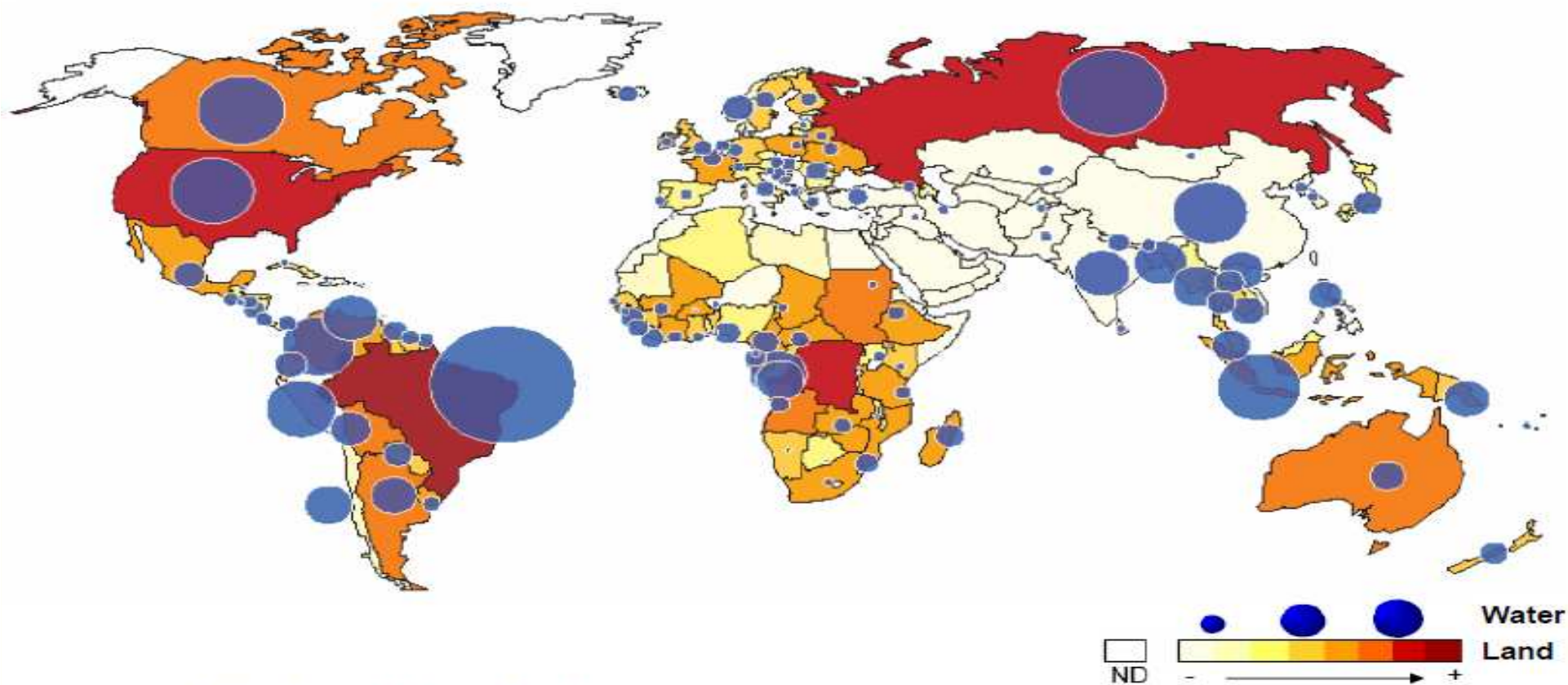
Without adequate and appropriate incentives and no guaranteed net income, who will be in Brazilian rural area to produce grains, foods, water, biofuels, wood etc.?



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WORLD: Combined availability of land and water in 2007

Only Brazil, China and the U.S. still have good quality land and plenty of water available both. However, only Brazil still has many areas still unused, non-degraded or without glaciers / lots of snow

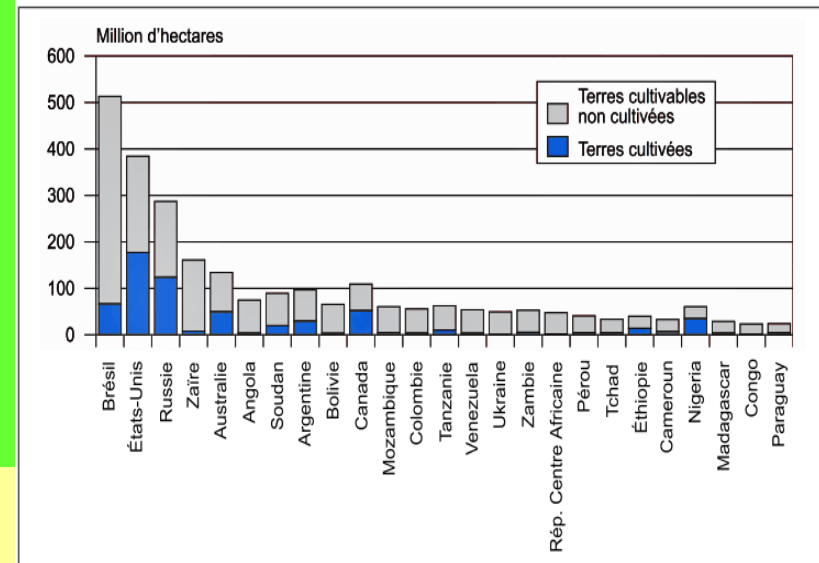


Source: FAO (2000); FAO (2007). Elaboration: ICONE

“Brazil is one of the few countries of world that still can greatly enhance the sustainable production of grains, foods, woods, biofuels, ores, essences, juices and other rural itens”

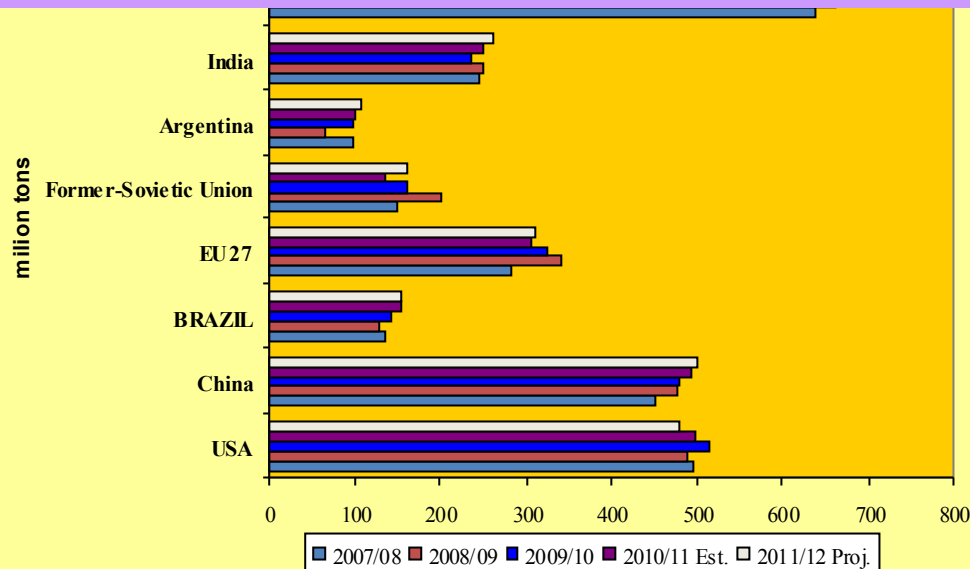
Brazil has a lot of conditions to expand rapid food more ag. biofuels production and offerings to the world, since, really, leveraged buyouts, encouraged and empowered. Our rural net income must be guaranteed by comprehensive insurance income or per ag. contracts as in the U.S. and EU. In Brazil still only poultry and pigs companies sign contracts with farmers and even without ensuring good net income.

Superficies des terres cultivables et des terres cultivées en 2005 dans les 25 pays ayant les plus grandes disponibilités en terres cultivables non cultivées



Sources : d'après GAEZ, SAGE

Evolution of the Brazilian and others countries participations in world volume production of grains and oilseeds



Even with agribusiness being our socioeconomic and exporter engine, our participation in world grains and foods productions is still timid and distant from other competing countries (EUA, EU, China). However, our production could expand much more, with more extensive resources and futures Income Guarantee Programs .



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Without considering the bioenergies crops (ethanol, biodiesel, eucalyptus) and others (coffee, fruit, vegetables, forestry, livestock etc.), Brazil has **POTENTIAL TO PRODUCE MORE THAN 1.0 MILLION T. OF GRAINS /YEAR** with better exploitation of the area and increasing productivity. Everything would occurs in a socially, environmentally sustainable and fair sistem (outside the Amazon rainforest). HOWEVER, FAST WE NEED MUCH MORE CHEAPER AND RELIABLE TRANSPORTS/OTHERS SERVICES MORE APROPRIATE FERTILIZERS SUPPLIERS AND FOOD PROCESSORS TOO.

2050 - Brazil Land Occupations forecast		Million hectares	
		Milhões de Hectares	
		2005	2050
Temporary crops			
Permanent crops			
areas still available for agriculture		47	250
Natural Pasture areas (in use+degraded)		15	30
TOTAL AG. AREAS		220	102
Grains Area and Production forecast		382	382

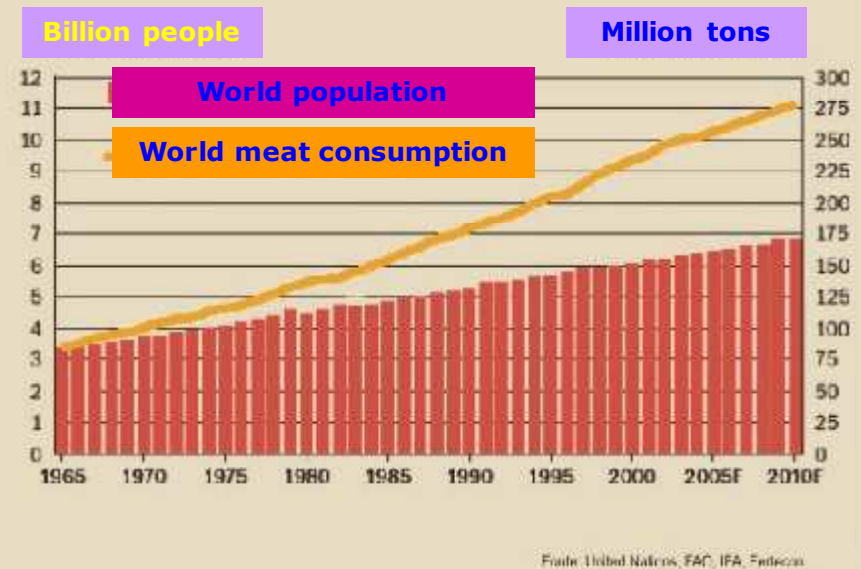


Source: Studies of Consórtium Valmont

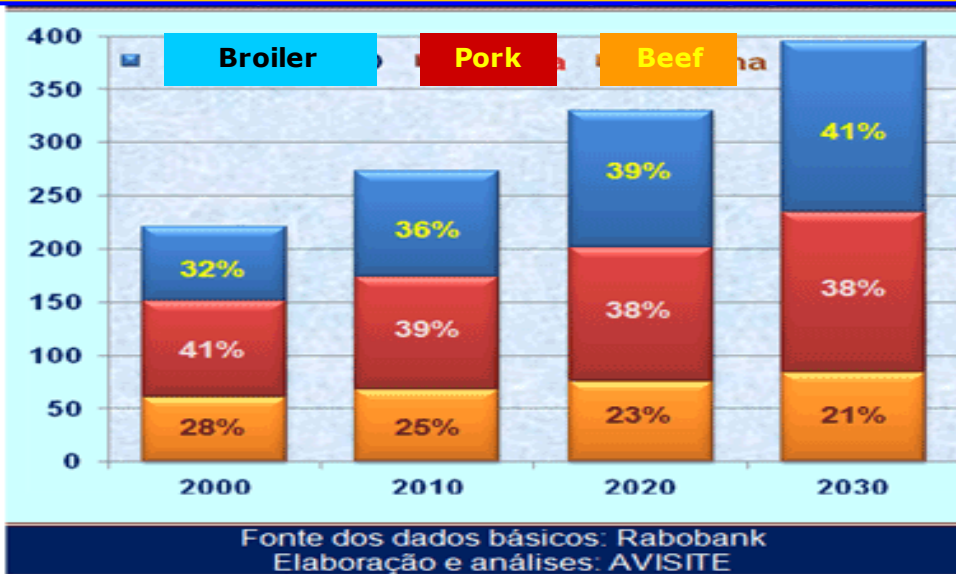
“World - The increase in population and personal income in some countries also increase meat consumption that must extend a lot. In China's case, the possibilities are immense for many agricultural items beyond foods and brazilian meat “

CHINA IN LARGE NUMBERS - Today there are only 36 cars for every 1.0 million people, compared to 487 in Europe. In next 05 years, China should be to build more 50.0 million new homes. In 2020, only the Chinese middle class is expected to reach 240 million people, twice the current. In 2025, China should have 221 cities with more than 1.0 million persons (compared to 35 current in Europe). In 2013, China positively surprised the World growing 7.7% in a difficult world situation and indicating resumption.

**World Consumption of meat
Evolution compared to the population**



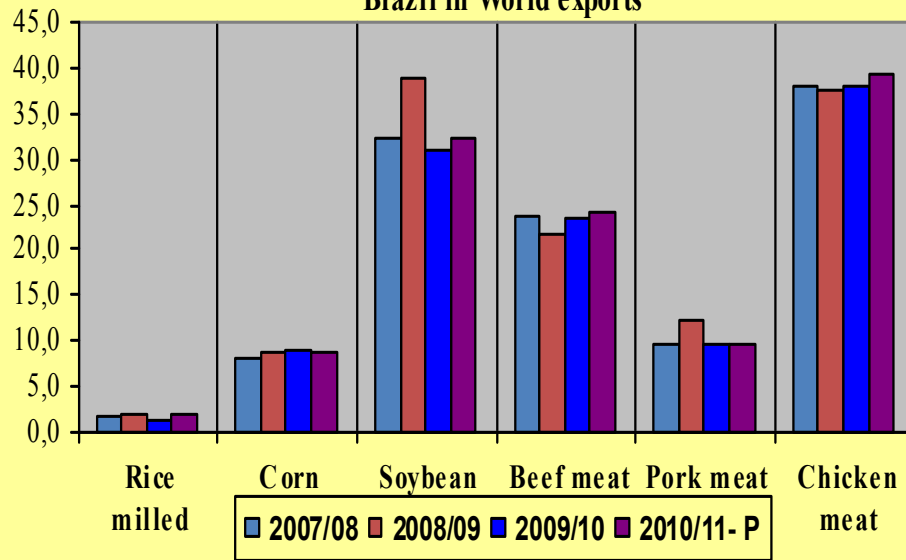
MEAT - World Trends in demand by 2030 - volumes (million tonnes) and % share in each year



For Brazil, produce and export meat is a smart way to add value to grain and to generate more income, jobs, foreign exchange and development of small towns and of country. OUR MEAT IS ONE OF THE CHEAPEST AND HEALTHIEST IN THE WORLD, being most typically family production, especially of calves, chickens and pigs

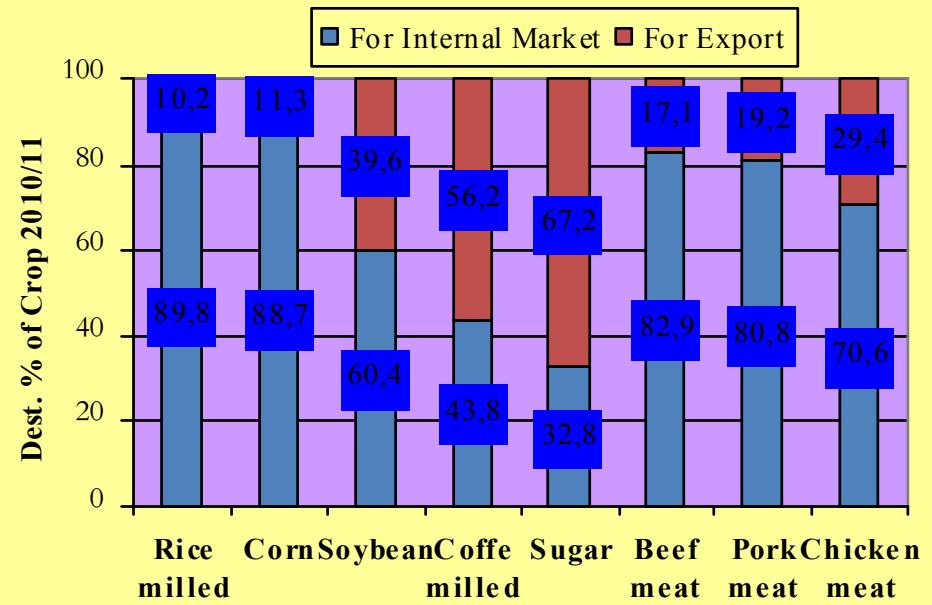
“Brazil - In 2011, Brazil only sold 1.5% of world total value, worse being 70.0% of commodities (only five of them represent 47% of sales em 2011 and they represented 28% in 2006. Present only iron ore represents 16% of total, being 6% in 2006). With our very high costs of energies + transports (all will very drop soon) and high level of taxes more our exchange difference, our industry can no longer compete externally and are left to produce and sell olny to the domestic market (thankfully large and constantly growing). Many companies also do not want to export because for them has much of the internal market to explore”

Some Grains and Food - Evolution of Part. % of Brazil in World exports



Even exporting more each year, our participation in the global food market is still very low, except at sugar, coffee, soy and chicken meat. RAISING MUCH MORE, WE COULD EXPORT MORE AND DEVELOP MUCH FASTER.

Beneficially, most of our production goes to the internal market, well feeding many of the poor people, reducing imports and generating millions of jobs and incomes in the processing, transport, distribution, etc.

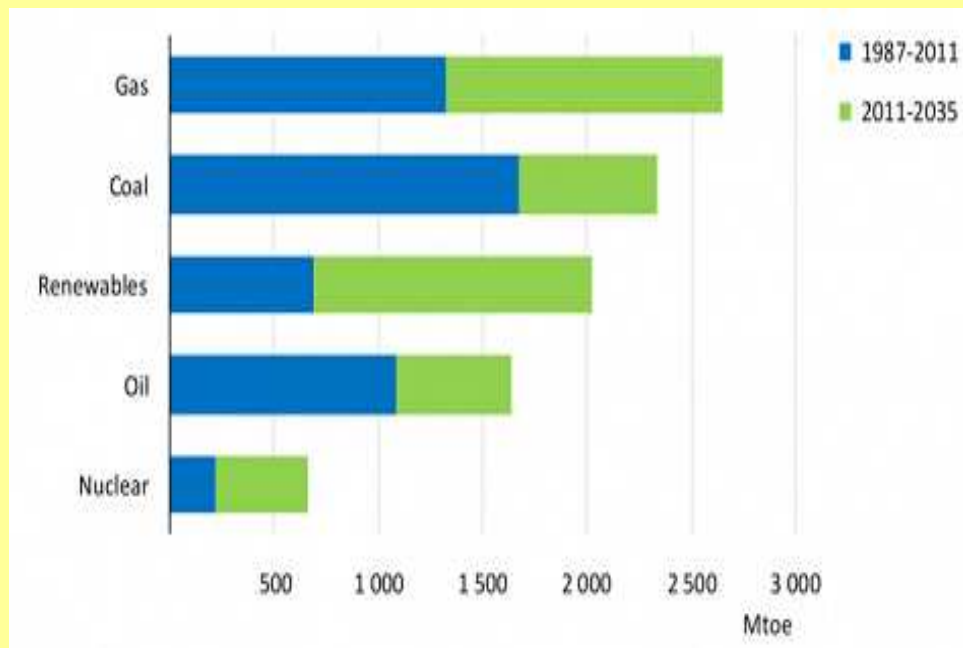




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**World demand and need for renewable, reliable
and environmentally clean energy.
Brazil is already an example and may
be a great supplier.**

Growth in total primary energy demand



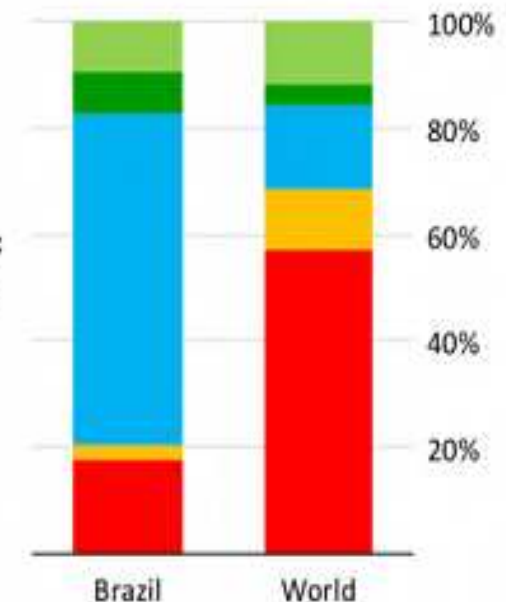
Electricity mix by fuel, 2035

Oil production:

- Other
- Deepwater

Electricity generation:

- Other renewables
- Bioenergy
- Hydropower
- Nuclear
- Fossil fuels



The Center-West and Mid-North regions - The sustentable palm oil cultivate



In 2030, the world potential demand for ethanol and biodiesel may be between 242.0 and 556.0 millions tons / year, to replace only between 10% and 24% of demand for gasoline and diesel, respectively.

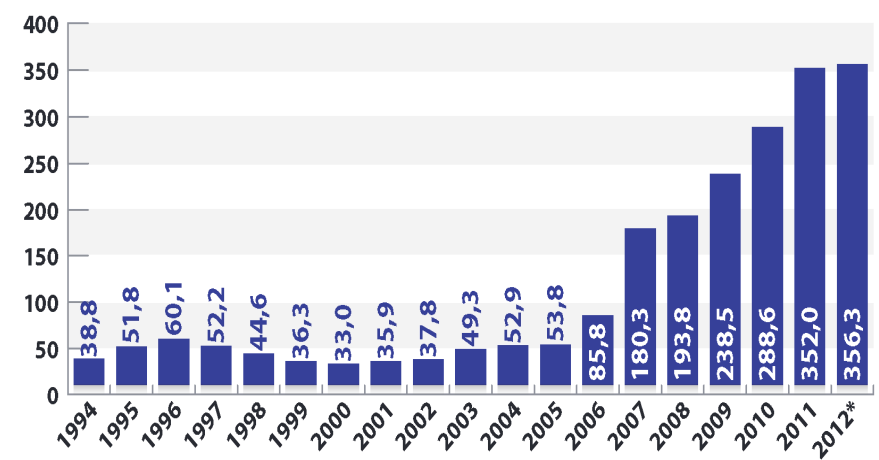
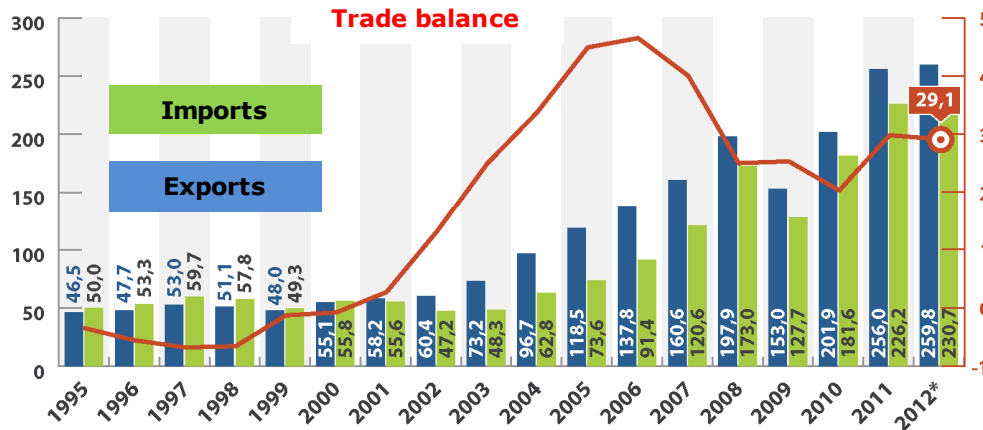
The U.S. wants to replace 15% of the consumption of petrol by biofuels in the next 10 years (= 99.8 million tons / year)



BRAZIL- THE SOCIO-ECONOMICS AND THE DEVELOPMENTAL RESULTS AFTER LAST GOVERNMENTS ALREADY ARE VERY POSITIVE AND UNTIL AMAZING BUT STILL THERE IS MUCH THAT DEVELOP

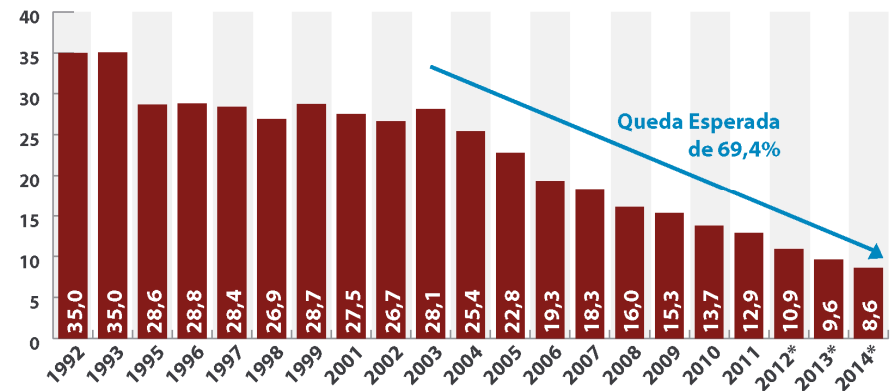
Our growing exports (already most of Agribusiness items) allow increasing TRADE BALANCES. However, Brazil still only export 1,5% of the total world in 2011.
(in U.S. \$ billion)

With larger trade balances and much more Foreign Investments (trusting in our country), our INTERNATIONAL RESERVES are increasing and they are crucial to finance our better development (in U.S. \$ billion)

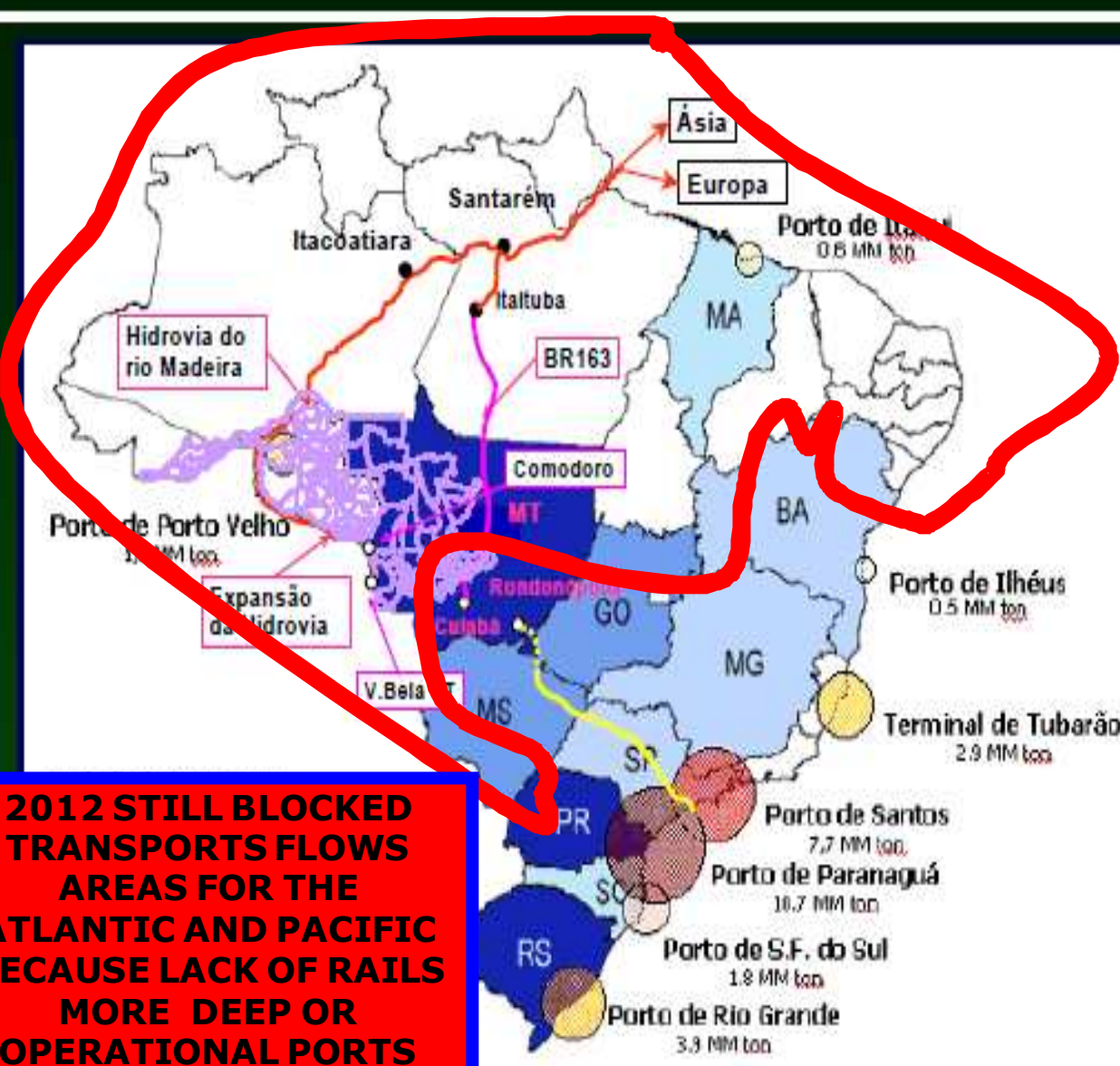


Our UNEMPLOYMENT RATE is falling steadily and is one of the lowest in the world (% of population)

Our POVERTY RATE also reduces each year. (% of population)



Brazilian Grains, Foods, Timbers & Bioenergies Flows at 2012 (soy, corn, meats, dairy, ethanol, timbers, sugar etc..) are STILL VERY EXPENSIVE AND DIFFICULT, VERY REDUCING OUR INTERNATIONAL COMPETITIVENESS AND INCREASING VERY MUCH OUR PRODUCTIONS & PROCESSING COSTS



Our area STILL with logistics locks represents about two thirds of the country and needs serious investors in transport, energy, mines, and especially in processing agroindustries which want to earn much money and to ensure their provisions (on DIRECT Investments or on PARTNERSHIPS WITH FARMERS)

Due to logistical STILL lock, the cost of transporting soybeans from Sorriso (MT) to the Port of Santos in 2011 stood at \$ 120 / t, compared with U.S. \$ 20 / t cost of the field to the port in Argentina.

In late 2012, the cost of road freight inside the MT to the Port of Santos was so high that represented 40% of the sale value of the standard load with 37 tons of corn. The trucks were charging \$ 3,800 for shipping, before \$ 10,200 of the value of the cargo.

2012 STILL BLOCKED TRANSPORTS FLOWS AREAS FOR THE ATLANTIC AND PACIFIC BECAUSE LACK OF RAILS MORE DEEP OR OPERATIONAL PORTS

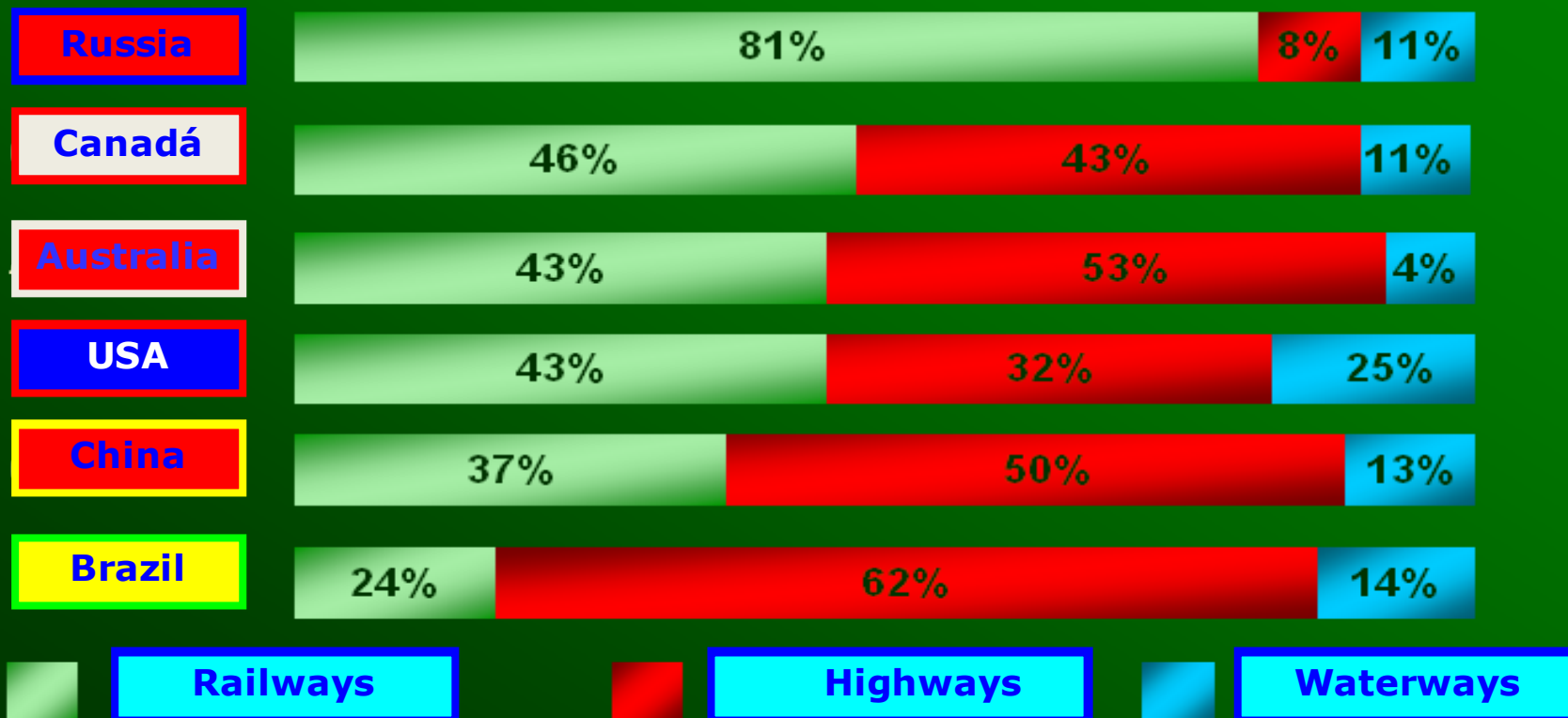
**THE NEW SOUTH AMERICA 2030 – LOGISTICS ALREADY UNDER CONSTRUCTION -
 Projects already underway to integrate socioeconomic and infrastructure in South America since 2009 by IIRSA Agreement - TOTAL AXIS (initial US\$ 100 billion of joint investments in 520 NEW works of logistics and infrastructure)**





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International transports matrix - Comparatives

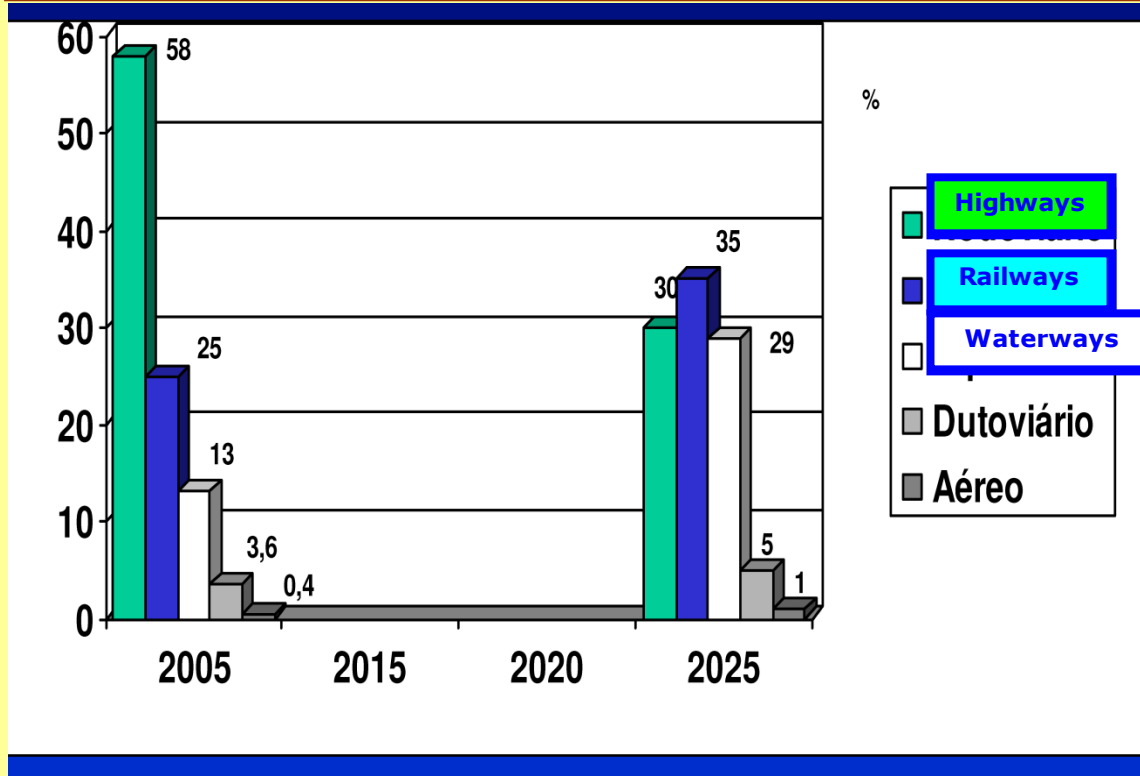




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THE NEW BRAZIL 2030 PROJECT - If kept the high current private and public supports, in 2025, 35.0% of Brazilian cargo has to be transported by railways and 9.0% by waterways.

**Brazil: Transports Matrix at 2005
and forecasts to 2025**



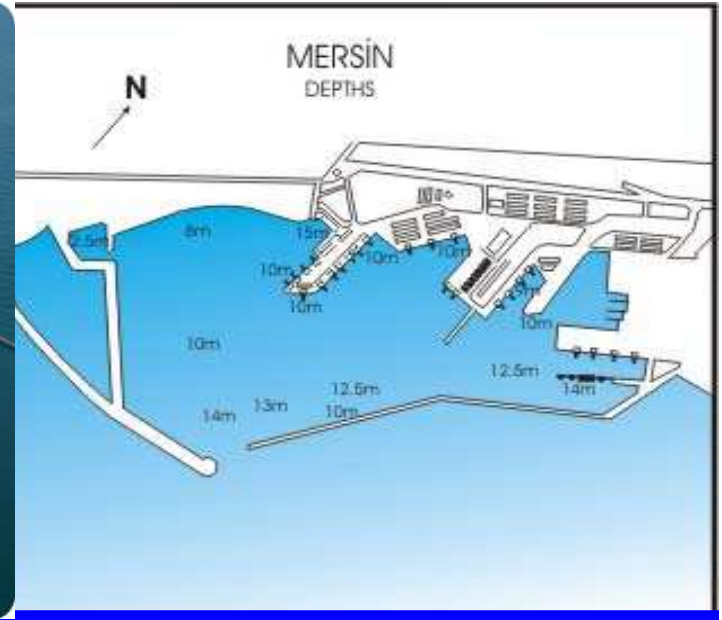
In addition to the much cheaper freight costs and to promote the full development in remote and even very poor regions (also very expanding domestic and local demands), the change in the transport matrix for railways and waterways can provides:

- 1) 38.0% increase in energy efficiency;**
- 2) 41.0% reduction in fuel consumption;**
- 3) 32.0% reduction in CO2 emissions;**
- 4) 39.0% reduction in NO emission.**

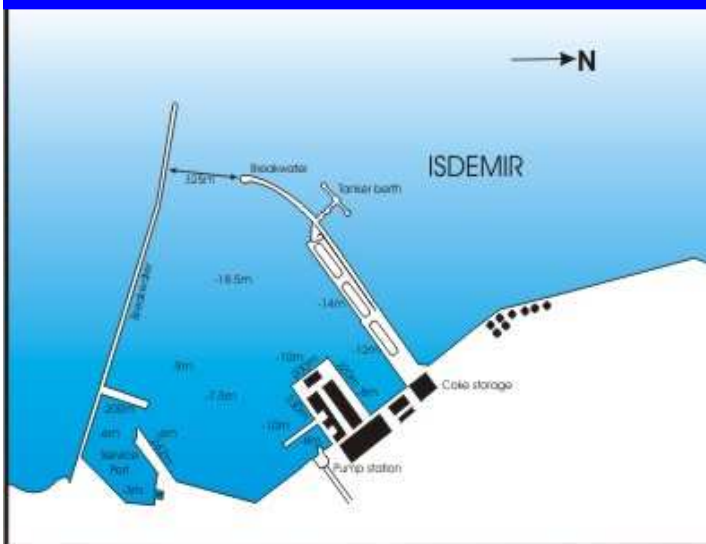
China and its neighbors in Asia prioritize at the moment construction of the Trans-Asian Railway with 14,000 km, from Bangkok to Istanbul and will benefit 28 countries, getting loads of 114,000 km of highways. WORKS IN INTENSE PACE to inaugurate THE END OF 2016. BENEFITING BRAZIL BIG CARGO, as this railway arrives to the ports of Turkey, our modern ships with large volumes (ores, grains, foods etc..) to be delivered in such ports, shortening at 3,000 km current trip (by South of Africa) reducing transportation costs and arising our production of grains, food, machines, housing etc.. (more very cheaper inputs, raw materials and equipments)



The new Asia railroad + highways system meet Region with 26.0% of world GDP; 3.9 billion people; 30.0% of world exports and with 12 of the 20 largest cities in the world.



TURKEY – Mineral / steel Ports of Mersin (birth to 14 meters depth) and Isdemir / Iskenderun (mineral cradle 18 meters) - At the end of Transasiatic Railway and straight with Minerals / Bulk Ports deep in the Northeast and North Brazil, reducing by 3,000 kilometers into the interior of India and China and 4,000 kilometers to the east coast of China.



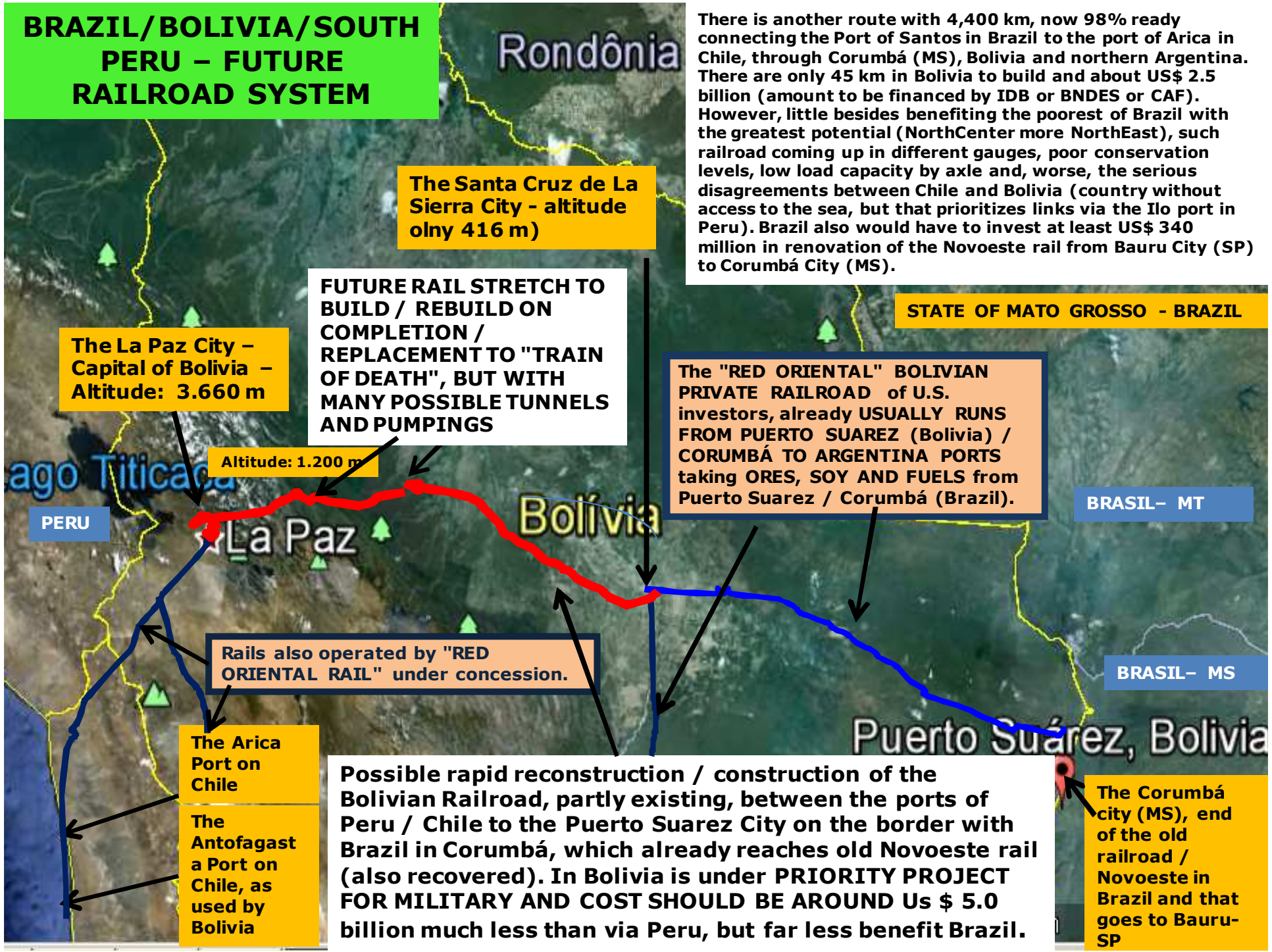
The PANAMÁ New Channel - While not directly benefiting the heavy loads coming from Brazil - for not allowing large ships, just for cape sizes with 150.000 ton (and because our better future access to the Pacific by ports of Peru, Bolivia and Chile) - The New channel GREATLY BENEFIT OUR CONTAINER CARGO COMING FROM THE NORTHERN REGION (Manaus, Belem, etc.). Expected to be completed in 2014. It has 81 km of route, with up to 18 m deep water for up to 50 ships / day (now 35, but with long lines) with widths up to 48 m. The expectation is to triple the current charge (from 4 to 12 thousand containers by ship/year), But Also Expected To Be Very Expensive Toll.



With the start of construction is scheduled for the end of 2014 and period of 10 years (between 2019 and 2024), the future NICARAGUA CANAL will length of 286 km (three times higher than Panama), width of 83 meters and depth of 27 meters, allowing spending huge ships, including Brazil Valemax to 450 million tons of ores, and giant PETROBRAS oil vessels or/ up giant ships to 30,000 containers (against maximum of 13,000 on the new Panama Canal). There will be a port on the Pacific Ocean coast and the other on the Atlantic coast. For the builder / operator, the HKND Group (chinese), international trade will double by 2020, which will require much larger vessels and which today does not pass through any existing channel. The estimated total value of U.S. \$ 40,0 billions includes a pipeline, a transcontinental railroad, two airports, a new big "free zone" and more several industries, the majority Chinese more.



BRAZIL/BOLIVIA/SOUTH PERU – FUTURE RAILROAD SYSTEM



There is another route with 4,400 km, now 98% ready connecting the Port of Santos in Brazil to the port of Arica in Chile, through Corumbá (MS), Bolivia and northern Argentina. There are only 45 km in Bolivia to build and about US\$ 2.5 billion (amount to be financed by IDB or BNDES or CAF). However, little besides benefiting the poorest of Brazil with the greatest potential (NorthCenter more NorthEast), such railroad coming up in different gauges, poor conservation levels, low load capacity by axle and, worse, the serious disagreements between Chile and Bolivia (country without access to the sea, but that prioritizes links via the Ilo port in Peru). Brazil also would have to invest at least US\$ 340 million in renovation of the Novoeste rail from Bauru City (SP) to Corumbá City (MS).

The Santa Cruz de La Sierra City - altitude only 416 m

FUTURE RAIL STRETCH TO BUILD / REBUILD ON COMPLETION / REPLACEMENT TO "TRAIN OF DEATH", BUT WITH MANY POSSIBLE TUNNELS AND PUMPINGS

The La Paz City – Capital of Bolivia – Altitude: 3.660 m

Altitude: 1.200 m

STATE OF MATO GROSSO - BRAZIL

The "RED ORIENTAL" BOLIVIAN PRIVATE RAILROAD of U.S. investors, already USUALLY RUNS FROM PUERTO SUAREZ (Bolivia) / CORUMBÁ TO ARGENTINA PORTS taking ORES, SOY AND FUELS from Puerto Suarez / Corumbá (Brazil).

BRASIL- MT

Rails also operated by "RED ORIENTAL RAIL" under concession.

BRASIL- MS

The Arica Port on Chile

The Antofagasta Port on Chile, as used by Bolivia

Possible rapid reconstruction / construction of the Bolivian Railroad, partly existing, between the ports of Peru / Chile to the Puerto Suarez City on the border with Brazil in Corumbá, which already reaches old Novoeste rail (also recovered). In Bolivia is under PRIORITY PROJECT FOR MILITARY AND COST SHOULD BE AROUND Us \$ 5.0 billion much less than via Peru, but far less benefit Brazil.

The Corumbá city (MS), end of the old railroad / Novoeste in Brazil and that goes to Bauru-SP

BRAZIL/NORTH PERU – FUTURE RAILROAD SYSTEM

Altitude : 750 m

Maximum altitude forecast: 2.200 m in the strategic porcupilla canyon (passo/abra de porcupilla) already with one highway (to a lower railway needs for some short tunnels and elevators)

Altitude : 1.200 m same of Brasília (Brazil)

Altitude : 750 m

Altitude : 154 m

Future Transcontinental FICO Railway - Brazil

ACRE

The Boqueirão da Esperança City (AC) - Brazil - altitude: 290 m

Altitude : 664 m

Altitude: 4.300 m

PERU

Railroad already working to the port of Callao








The current Bayovar Peru Port, belonging to Vale's Peru, deep, offshore, 3,357 km closer to the Shangai Port than the Tubarão Brazil Port and near large deposits of phosphate (own of Vale do Rio Doce - the giant Brazilian ore company), copper and most other minerals.

Route already defined of the future PERUVIAN/BRAZIL Railroad with 1.500 km from the ports of Bayovar / Sechura / Paíta to Pucallpa - Peru, where it joins in The Boqueirão da Esperança (State of AC - Brazil) with the Brazilian Transcontinental / FICO Railroad with 4.400 km (first part already bidding and other in project or in environmental release). The future new Peruvian railroad so is UNDER PROJECT, with an estimated cost of \$ 10.5 billion and investors will have 60 years to operate freely. It would benefit more poor and to develop areas of Brazil. Also by economic results, especially with ores and fertilizers, the return for investors would be much faster and profitable.



BRAZIL – CHEAP AND RAPID LOGISTICS FROM INSIDE AND AT PORTS IS OUR PRESENT MAIN WEAKNESS, INCLUDING FUNDAMENTAL LOOKING OUT FOR THE PACIFIC (TO HAPPEN UNTIL 2030). THIS LOT WILL MUCH CHANGE ALL OUR COMPETITIVENESS AND SOCIO-ECONOMIC GEOGRAPHIC (MAJOR PRODUCTION BY LOWER COSTS IN CENTER-NORTH, GREATER REGIONAL DOMESTIC CONSUMPTION, MORE EXPORTS). THE RICH AMAZON HAS TO BE ISOLATED AND NOT INVADED BY LIVESTOCK OR GRAINS.

Infrastructure Works running - Budgeted Amounts

SECTORS	R\$ bilhões *	Current Target
LOGISTIC - TOTAL	242,0	
Roads 	42,0	7.500 km
Rails 	91,1	10.000 km
Ports 	54,6	159
HST 	35,6	511 km
Airports 	18,7	2 international + regional
Electricity 	148,1	32.971MW e 23.200 km
Oil & gas 	80,0	3 concession auctions performing
Total	470,1	



* Actual currency: R\$ 2,21= US\$ 1,00

NOTE: To compete well, some analyst estimates that Brazil will need to invest a total of U.S. \$ 500.0 billion in infrastructure in the next five years, with about US\$ 300,0 billions only in transports. In next 20 year we need total of US\$ 800 billions.

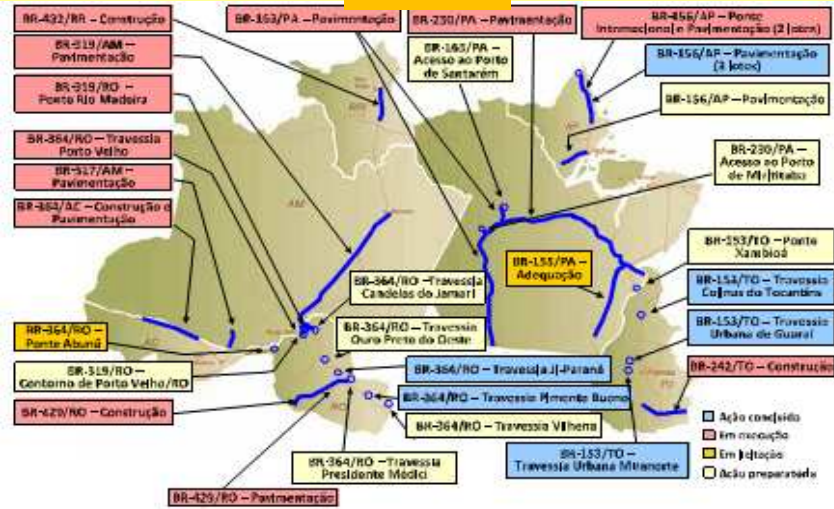
Sources: EPL, EPE e MME

Elaboration: Ministério da Fazenda

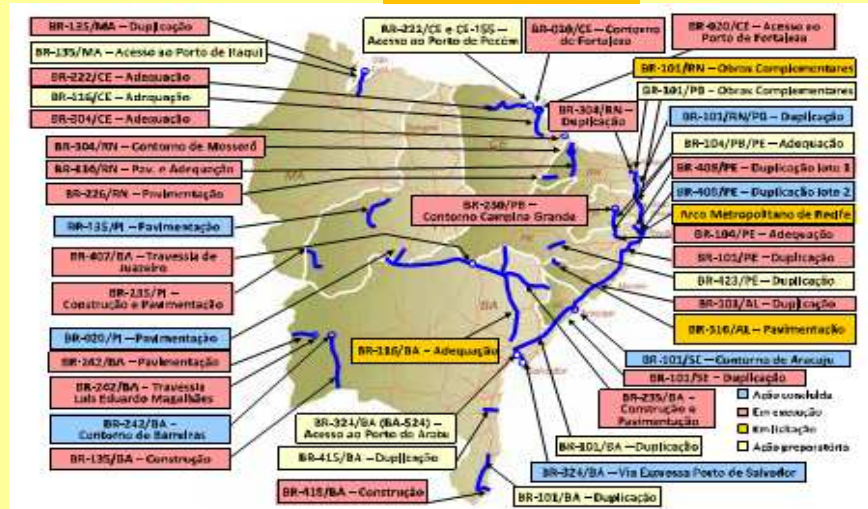
BRAZIL- FUTURE REGIONAL HIGHWAYS (blue line)

(11,000 km under construction/renovation at feb./ 2014, including 2,500 km on duplication)

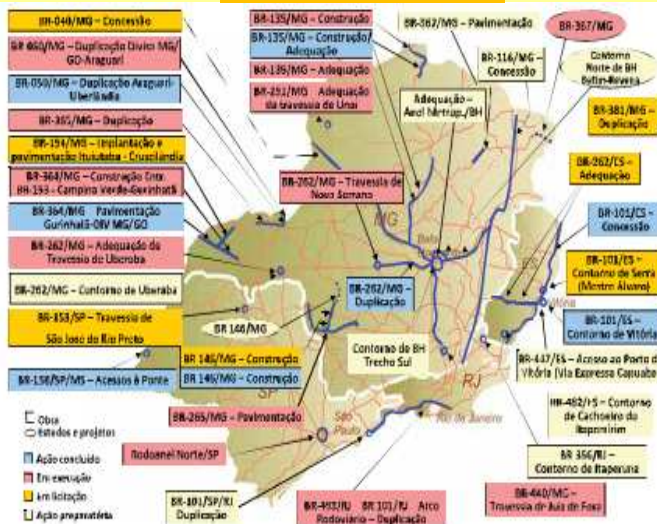
North



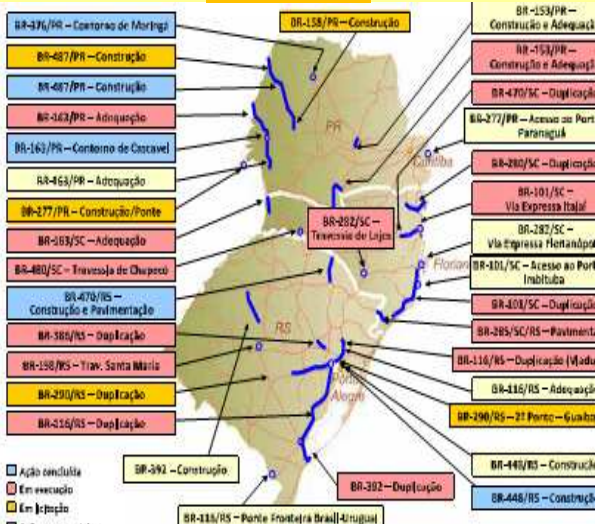
Northeast



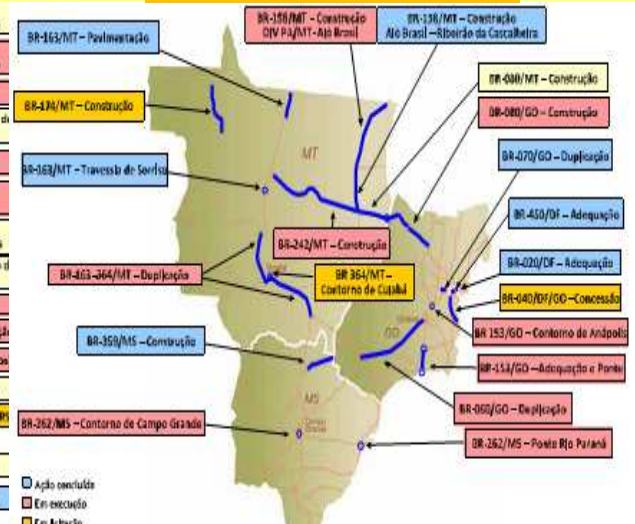
Southeast



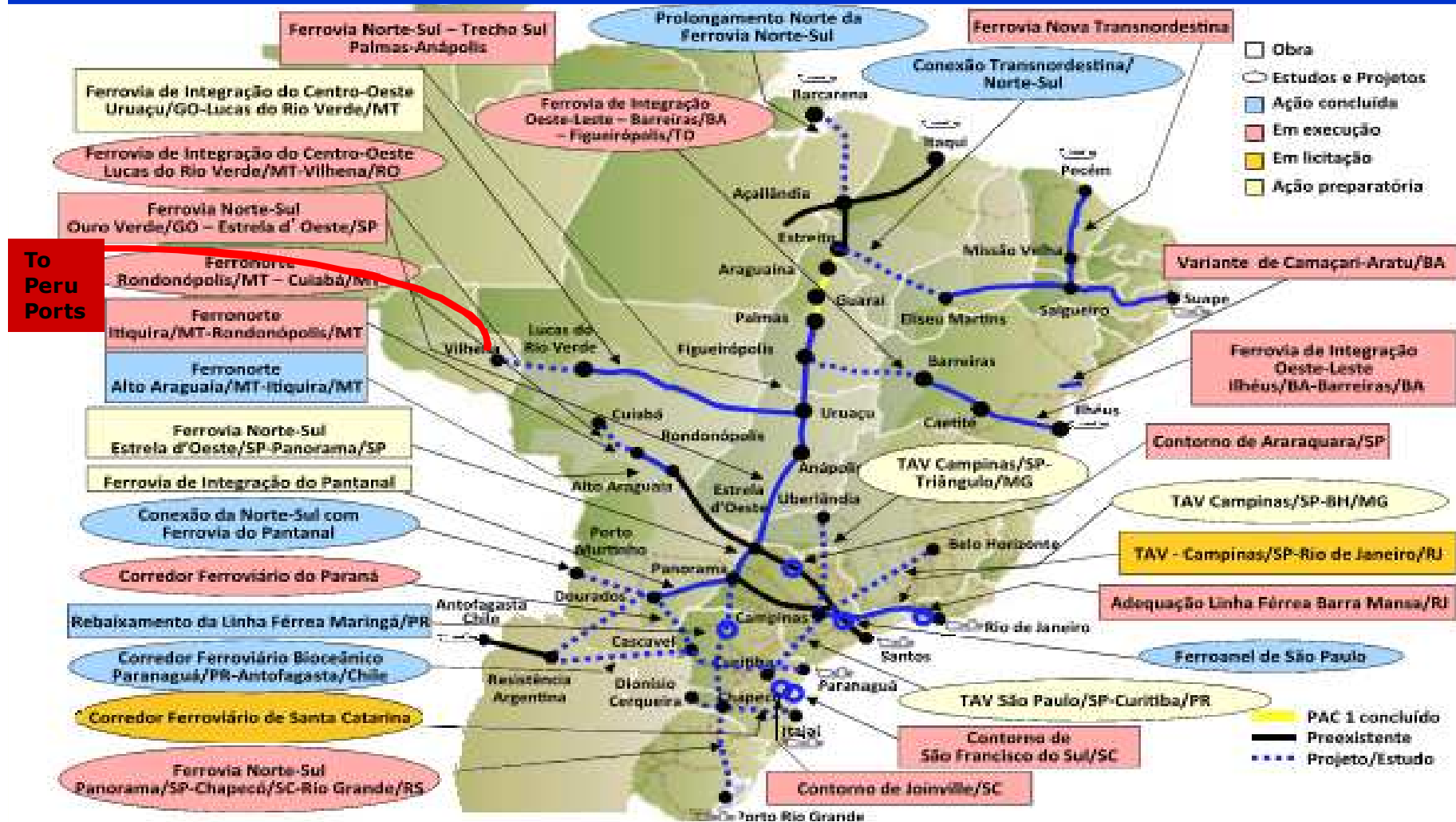
South



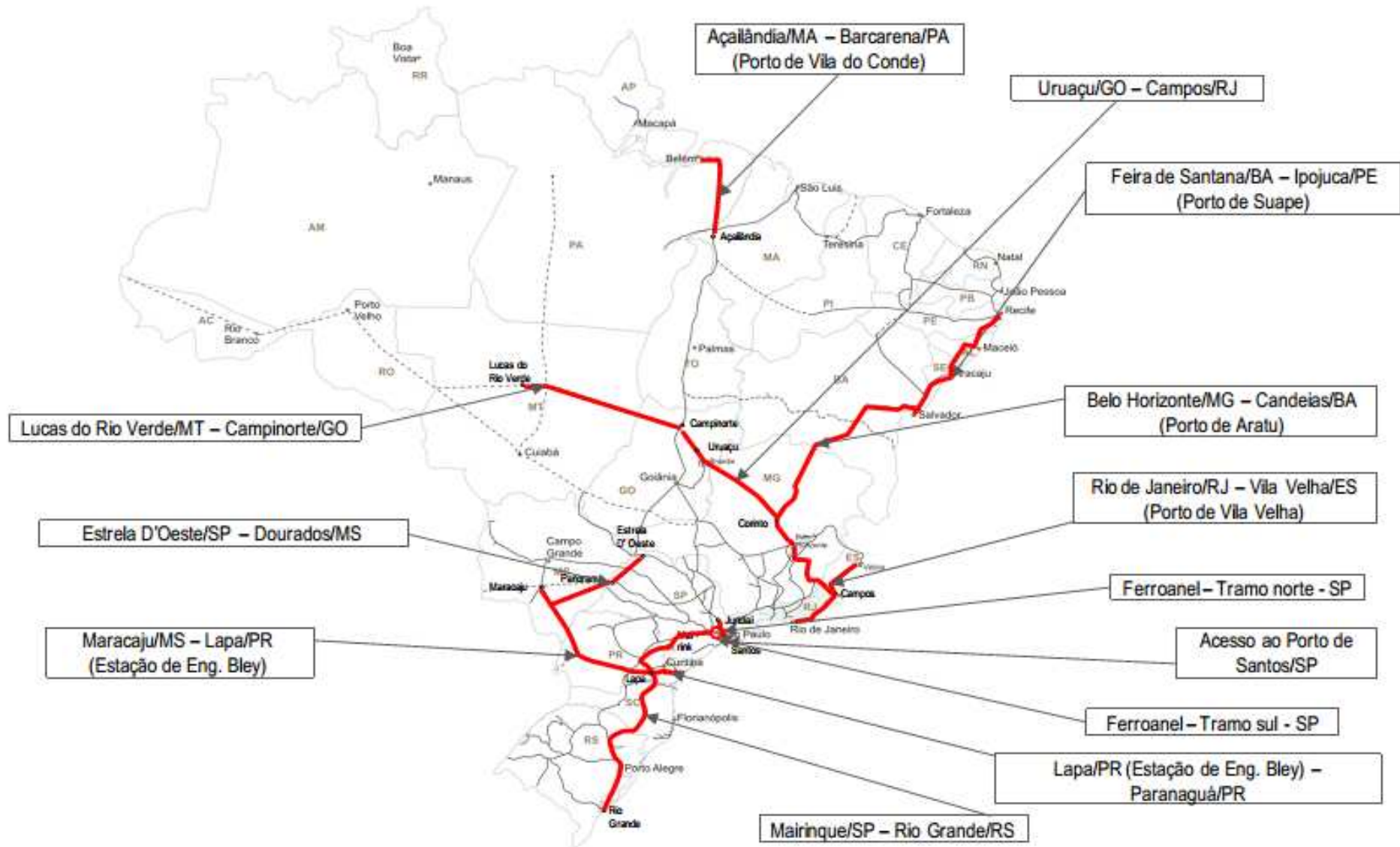
Center-west



BRAZIL- FUTURE RAILS INTO THE PACIFIC MORE NORTH ATLANTIC AND MEDITERRANEAN DIRECTIONS - Initial Programs PAC 1 and PAC 2 to rapidly implementation - around 60% of tracks already implemented (except HST=TAV) but missing environmental or regulatory bodies liberations. The first part of main railway (FNS North-South Rail) is 100% ready from Brasilia (DF) to the port of Itaqui (MA). Other works must be completed by 2020. Besides these programs the Sector needs more US\$ 100,0 bi of new investments



NEW RAIL PIL PROGRAM: The PIL Investment Programme in Logistics - With only private format and to expanding 10,000 km of new railways (with guaranteed up to 80% financing + buy loads of Government by 35 years and subsequent Gov. resale to anyone interested in good + IRR minimum returns guaranteed of 8.5% at 35 years to the investor/builder) – New rails on offer to build nearly



With new transports technologies and processes, aiming to fast service, reduce costs, decrease risks, minimize manufacturing time more for increase security / monitoring of cargos etc., many ports, port equipments, ships, trains and trucks and others are born with obsolete or less competitive.

Roll on/Roll off ship travel



Roll on/Roll off ship load



double stack train



double stack truck load



double stack truck



Brazil - Majors Future Seaports

Here will be the future Espadarte/Curuçá offshore Port, one of the deepest on the world and 100 km from Belém City. With 25 meters deep, it will receive ships of up to 500.000 tons, have not yet manufactured

In July/2011, VALE received its first giant ship type Valemax to 400 thousand tons., 01 of 19 orders to Korea. Today it has 14 large.

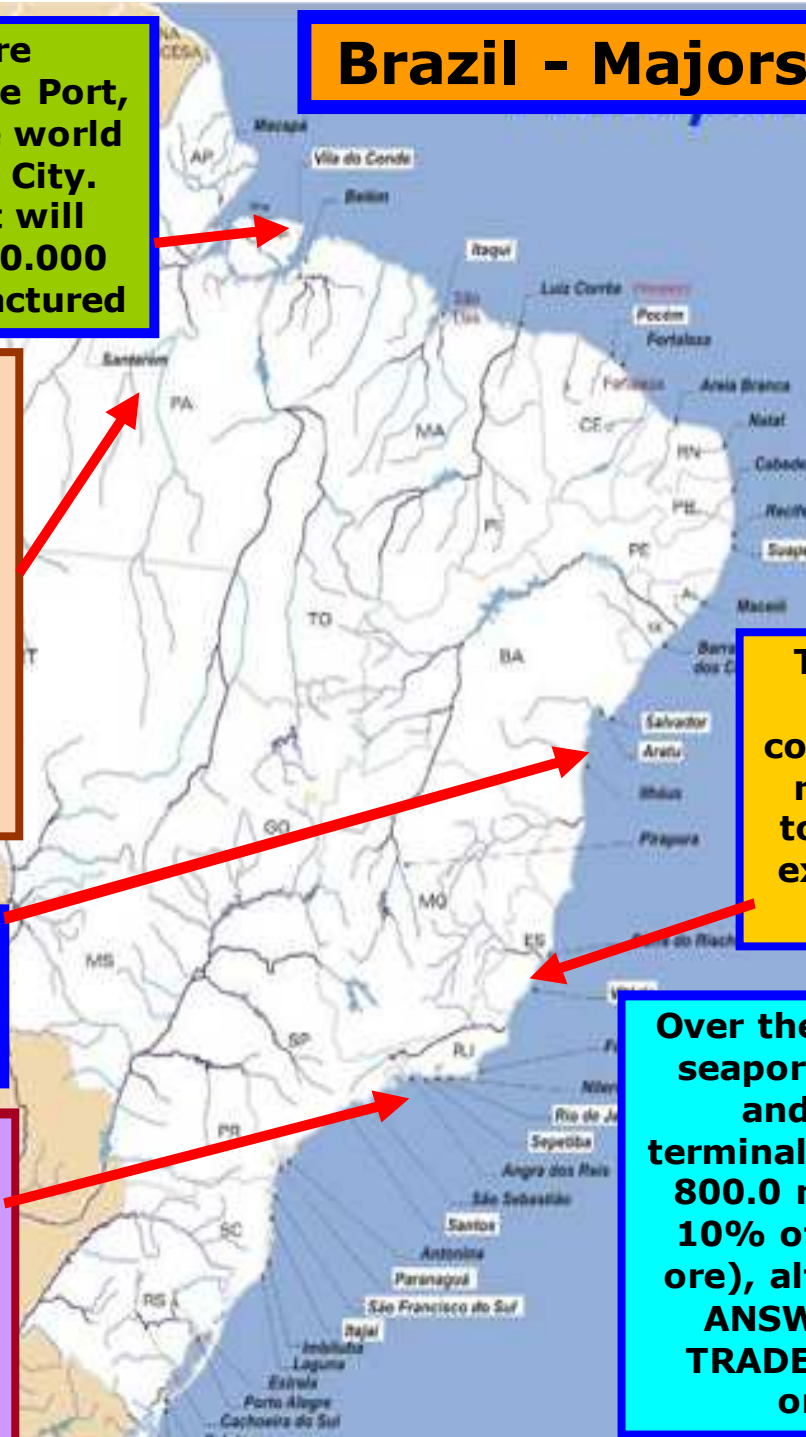
The Miritituba River Port (PA) - Future Port on the Tapajós River for barges with 30 thousand tons.(it has 13 m deep after dredging underway); without environmental problems and with very good access - only 900 km from Lucas Rio Verde (MT) or 300 km from the Santarém river/sea Port.

The Açú (RJ) PRUMO future big offshore Port on final construction (start in 2014) to receive ships of up 350.000 tons. The LLX also intends to expand the Southeast Port in Itaguaí City (RJ)

The future Ilheus/Aritaguá (BA) offshore Port to start in August/2014 to receive ships above 350.000 tons.

Over the past 40 years Brazil public seaports expanded from 28 to 49 and have more 130 private terminals. Today, they move total of 800.0 million tons / year equal to 10% of world total (included iron ore), although BRAZIL STILL ONLY ANSWER FOR 1.5% OF WORLD TRADE. But, in 1970 they moved only 100.0 million tons

The Guaíba Island Offshore Port in Mangaratiba City (RJ) - It's a private port of VALE, being the third largest iron ore Port of the country (mainly to China), but with a depth but of only 13 m in the access channel



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.

NEW PORTS of Northeast and North Regions: Between 2.000 km to 3.000 km closer to the U.S. more the New Panama Canal and Europe than the Ports of the South / Southeast, and much deeper (15 to 23 meters)



BARCARENA/VILA DO CONDE (PA) - Already with 07 large companies, including Norsk Hydro and Votorantim



ITAQUI-SÃO LUIS (MA)



PECÉM (CE) - While idle, but should be a major exporter of minerals and fruits. Is already building yard for iron ore and other

PECÉM and SUAPE are almost 3.000 km closer Rotterdam than Santos / Paranagua / Victoria that still export 60.0% of the Country



SUAPE (PE) - It is the fastest growing port in Brazil and already installed with 100 companies (with 01 refineries and 03 shipyards) and 50 deploying (01 car and 01 steel). In 10 years to quintuple the current load, reaching 1.0 million containers, and reach 20 m depth

NORTH DEEP PORTS IN EXPANSION TOO

Another photo of the Santarem River Port (PA)



Another photo of the Vila do Conde / Barcarena Port (PA)



The Outeiro/ Belém Port (PA)



AREA OF THE NEW TEGRAN (TERMINAL for GRAINS) IN PORT OF ITAQUI / SAO LUIS OF THE VALE DO RIO DOCE COMPANY ALREADY INAUGURATED (great área for investment in processing meat, eggs, fish, timber, biodiesel, juices, fertilizers, pesticides, machinery etc...)

The iron ore docks



area of the new tegrans

The future export corridor

The 103 old grains and containers dock

With this new TEGRAN, the Vale do Rio Doce company very expand its storage capacity only in this Port of only 2.5 million tons. to 15.0 million tonnes per year in 2020 (equal today to 8.0% of the total harvest grains 2013/14 forecasted to a record 195.0 million tons). The Midwest Region will be the biggest beneficiary, with the grains coming through the port by the new FNS North-South Railway (to be inaugurated in 2014). Currently, much of the grain production in the Midwest is drained by the ports of Santos and of Paranagua, paying expensive freight by trucks. Also, the region neighboring of the new frontier of grain in the Northeast and North, containing the states of Maranhão, Piauí, Tocantins and Bahia, will be major beneficiary.

The future Port of Açu in São João da Barra City (RJ)- a offshore Port in construction by PRUMO/LLX since 2007 and to conclude in 2014.



The Future Port of Acu (PRUMO/LLX) - Situation in dez./2013 and graphic design. Estimated to be the third largest in the world, moving 350 million tons of cargo / year in its 42 blocks, capable of receiving 14.200 vessels per year and to conclude in 2014. Already in 2014, the Port will operate partially, receiving machinery and equipments.



The PRUMO also builds in same local the largest shipyard in Latin America and recent struck a deal with the giant General Electric that will build a large factory there.



Future oil-chemical-ore Port of President Kennedy (ES), with a future depth of 25 meters and to be complete in 2017 and operated by the same group of the port of Rotterdam (note: must receive a ore pipeline coming from State of MG mines



Future Southeast Port, offshore and private, in Itaguaí-RJ (LLX) under construction since 2010 and to be complete in 2014 too, with 21 meters of deep sea and 765 meters extension



The Açú PRUMO offshore Port (Rio)

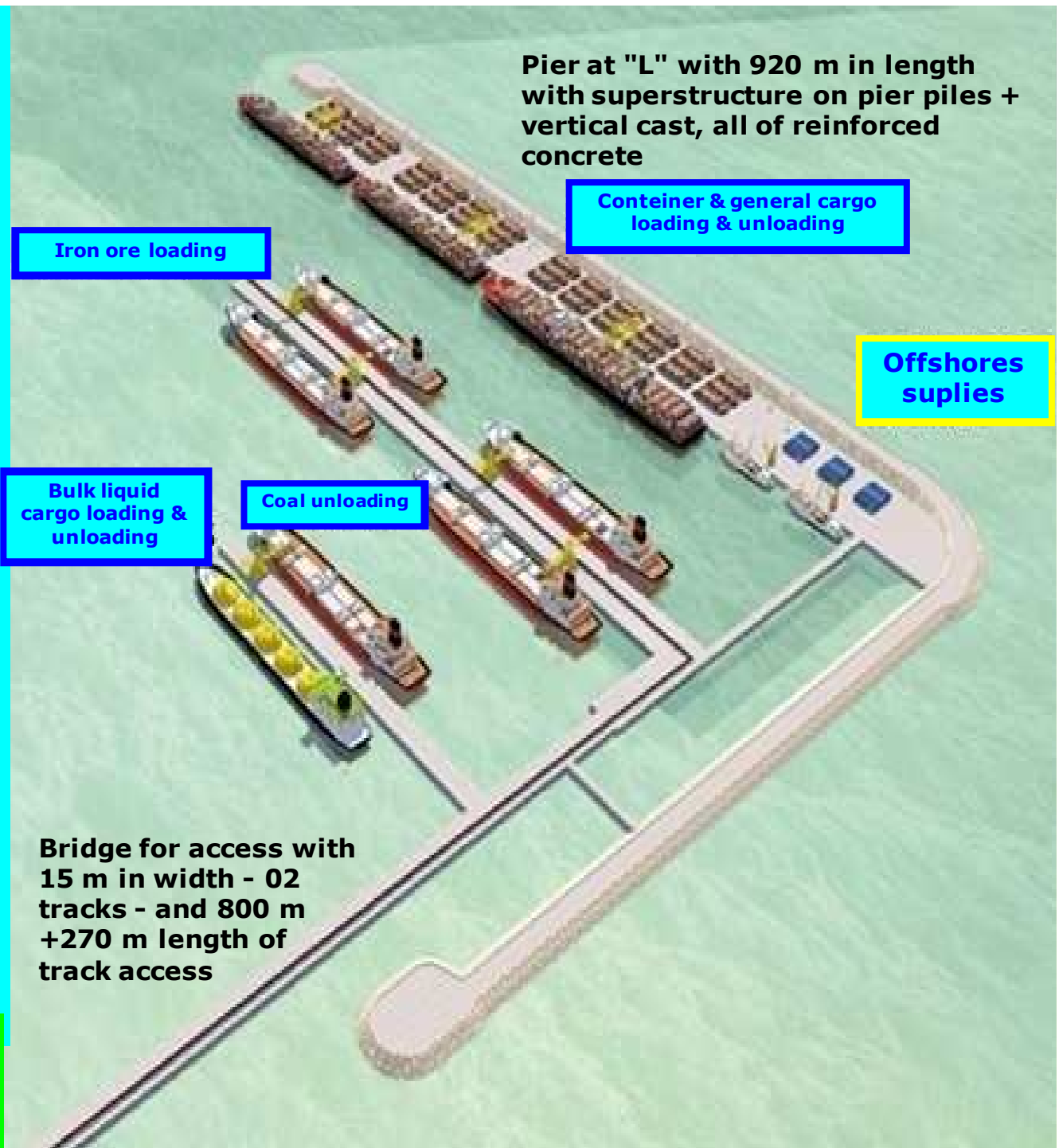
(to conclude in 2014)

The new private Port is under accelerated construction and it has 6 cots bulk carriers terminals and 4 cradles for pos-panamax cargo, and vessels to support offshore activities.

With a final depth of 25 meters, the Port of Açú is closer to Cabo Frio-RJ and near the MRS Rail (private) coming from MG iron ore minning regiones.

It will allow the chinamax or valemex vessels with a capacity of up to 350.000 tonnes, and the new generation of ships with capacity of up to super containers Thy 11.000 (standard container of 20 feet)

The offshore technique allows to built deep ports into any local in addition some may even be cheap.





The future private Offshore Port the Ilheus-Aritaguá in state of Bahia - Graphic design and forecasts dates for -- to start in Aug./2014 on public private form -- at the end of the FICO rail more the FIOLE rail -- with depth of 19.0 meters for giant ships up to 300.000 t. (minerals, containers, general cargo and grain)

This port can export up to 66 million tons / year of various products, but require minimum investments of US\$ 3.5 billion. Some Miners as the Rongxin Capital-Bahari Still, more the Bohai Steel Group and the Bio Gold already announced they intend to invest in steel or processor in the Port area.

Item N°	Ship types	length	DWT	Deep	Nº Berço	Boca (m)
1					2	48,5
2	Soja, grão, farelo	290	160.000	17,5	1	44,0
3	Etanol	170	160.000	17,5	1	23,5
4	Fertilizantes	240	70.000	14,0	1	36,5
5	Carvão	315	70.500	14,0	1	48,5
6	Prod.Siderúrgico	290	160.000	17,5	1	44,0
7	Clinquer	290	160.000	17,5	1	44,0
8	Outros Minérios	290	180.000	17,5	1	44,0
9	Containers	237	40.000	14,0	1	32,2
10	Carga Geral	209	40.000	12,0	1	30,0

Item	Fase 1	Fase 2
Minério de Ferro	2 Berços tipo 1	2 tipo 1
Soja	1 Berço tipo 2	1 tipo 2
Etanol	1 Berço tipo 3	1 tipo 3
Carvão	1 Berço tipo 4	1 tipo 5
Clinquer	1 Berço tipo 5	1 tipo 7
Fertilizantes	-----	1 tipo 4
Containers	-----	1 tipo 9
Total Berços	6 Berços	8 berços

Fonte: Projeto conceitual preliminar – Ilhéus/BA



The Emma Features: Currently, is the largest container ship operating in the world; Operates on the route between Rotterdam (Netherlands) and ports in Asia, taking 63 days (round trip); Make calls at ports in China, Japan, England, Sweden and Netherlands; The silicone paint and the hull below the waterline reduces the resistance to the advance of the ship and save 1.1 million liters of fuel per year. The paint is environmentally safe.

Emma Maersk giant Ship

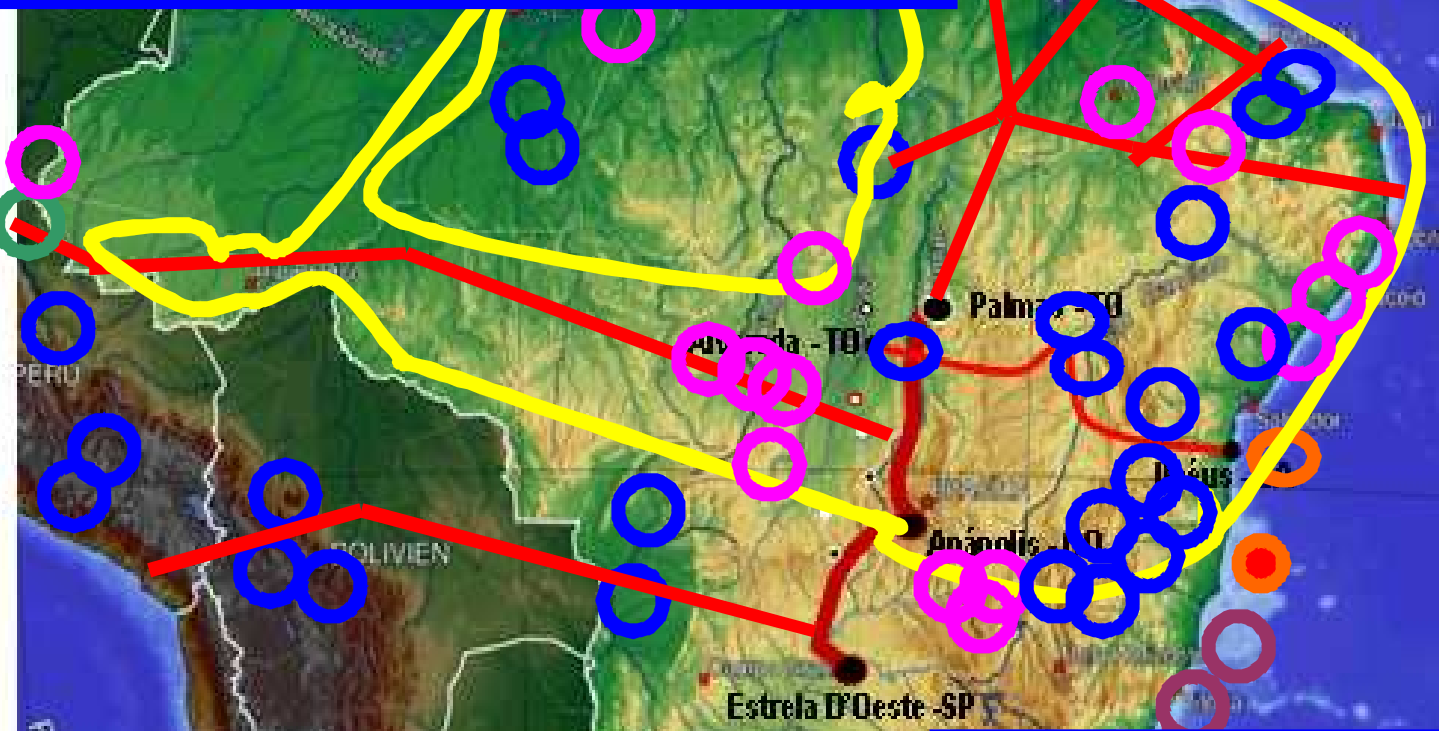


GENERAL FEATURES

Type	Container Ship
Tonnes Capacity	170.974
Length	397 meters
Width	56 meters
Draft	15,5 meters
Heigth	30 meters (from the deck to the keel)
Propulsion	01 diesel engine with 80 MW (109.000 HP)
Speed	50 km/ per hour (31 miles per hour)
Container Capacity	11.000 TEU'S (156.900 tonnes)

"INFLUENCE AREA of the AMAZON FOREST in 2030 with more minerals, wood production on sustainable & Legal management forests Opportunités and legal Projects for biodiesel of palm tree and others palm oil plants; rubber; medicinal plants and herbs extraction and exotic fruits pulp & juices, handicraft etc.."

Future rails under construction or under licenses releases



Access to fertilizer more several ores of Peru + to Pacific Sea by Peru Ports closer 3,000 km from Asean ports Than our current Tubarão Port

Current and future Fertilizer giant mines (self-sufficiency in more 9 year even for exports)

Giant mines of FE, MN, AL, AU, NI, ZN, TA, U e graphite + oil more gas in Brazil, Peru and Bolívia

The Future offshore Port Ilhéus/Aritaguá + steels (starting)

The future Pres. Kennedy offshore private Port (oper. by the Rotterdam Port) + oreduct from the MG State

The Açú offshore private port (start in 2013)+ future Southwest Port, more steels (all of the EBX Group

THE NEW BRAZIL 2030 AREA: for sustainable and high profitable agribusiness Projects + ores + future great all consumption //obs: excluding Amazon Forest

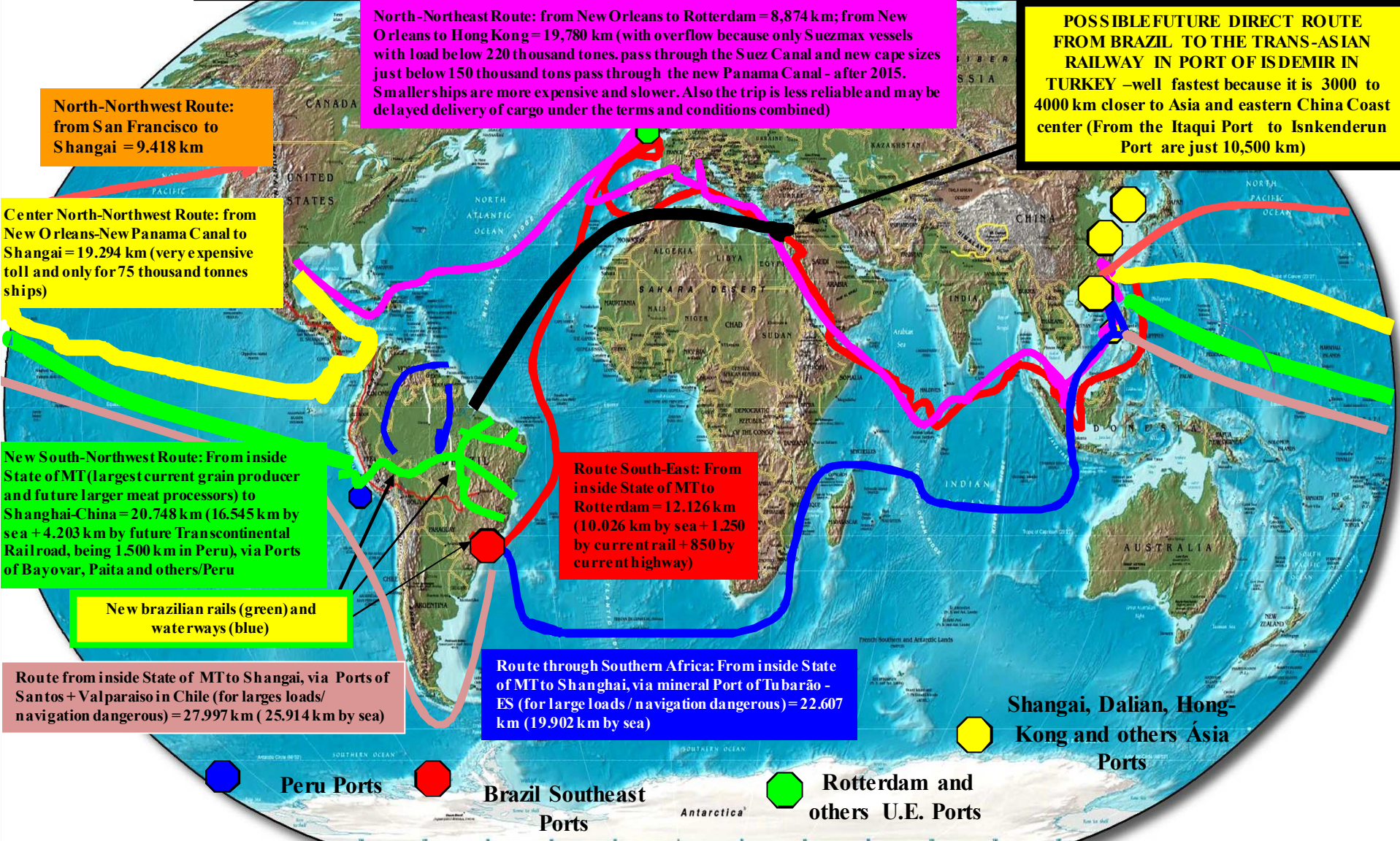
"THE MANY AND NEW OPPORTUNITIES FOR PROGRESSIVE MUCH MORE HIGH PROFITS IN THE CENTRAL NORTH AND THE NORTHEAST REGIONS (higher revenues and very lower costs)" with the continued increase in local demand - by the progressive migration and development - and much more exports, following the conclusions of the various railroads, offshore ports and hydro, all giants, under construction from 2005 to 2029. From inside the State of MT via Transcontinental Railroad more ports of Peru (some deep) we will be about 1.859 kilometers closer to Shanghai Port than port of Tubarão-ES (ores and grains) via South Africa in large ships or 7.249 km more closer than via Santos + Valparaiso (Chile).

"SCOPE AREA of THE AGROVISION NEW BRAZIL 2030 DISCLOSURE PROJECT" (excluding the Amazon Forest) with very much sustenable productions of foods, meats, grains, bioenergies, minerals, timber products etc. and more consumers, fast and easy access to Latin American & Pacific, cheap fertilizers etc."



AMERICAS - CURRENT AND FUTURE SHIPPING ROUTES

Brazil, possibly, will have greater competitiveness in the Pacific to Shanghai-China and other Asia than the East Coast of the U.S. (if by the new PANAMA CANAL) with the new Transcontinental Railroad until some deep Ports of Peru and Chile, through Bolivia, and embarking / disembarking giant ships with ore, grain, ethanol, sugar, meat, general cargo and giant containers ships as the giant Emma Maersk



North-Northwest Route:
from San Francisco to Shanghai = 9.418 km

Center North-Northwest Route: from New Orleans-New Panama Canal to Shanghai = 19.294 km (very expensive toll and only for 75 thousand tonnes ships)

New South-Northwest Route: From inside State of MT (largest current grain producer and future larger meat processors) to Shanghai-China = 20.748 km (16.545 km by sea + 4.203 km by future Transcontinental Railroad, being 1.500 km in Peru), via Ports of Bayovar, Paíta and others/Peru

New Brazilian rails (green) and waterways (blue)

Route from inside State of MT to Shanghai, via Ports of Santos + Valparaiso in Chile (for large loads / navigation dangerous) = 27.997 km (25.914 km by sea)

North-Northeast Route: from New Orleans to Rotterdam = 8,874 km; from New Orleans to Hong Kong = 19,780 km (with overflow because only Suezmax vessels with load below 220 thousand tons, pass through the Suez Canal and new cape sizes just below 150 thousand tons pass through the new Panama Canal - after 2015. Smaller ships are more expensive and slower. Also the trip is less reliable and may be delayed delivery of cargo under the terms and conditions combined)

Route South-East: From inside State of MT to Rotterdam = 12.126 km (10.026 km by sea + 1.250 by current rail + 850 by current highway)

Route through Southern Africa: From inside State of MT to Shanghai, via mineral Port of Tubarão - ES (for large loads / navigation dangerous) = 22.607 km (19.902 km by sea)

POSSIBLE FUTURE DIRECT ROUTE FROM BRAZIL TO THE TRANS-ASIAN RAILWAY IN PORT OF ISDEMIR IN TURKEY –well fastest because it is 3000 to 4000 km closer to Asia and eastern China Coast center (From the Itaqui Port to Isknenderun Port are just 10,500 km)

Shanghai, Dalian, Hong-Kong and others Asia Ports

Peru Ports

Brazil Southeast Ports

Rotterdam and others U.E. Ports

Antarctica

BRAZIL - BEST OPPORTUNITIES FOR DIRECT OR PARTNERSHIP INVESTMENTS based on the expected rapid expansion and improvement of logistics and infrastructure, MORE ON RETURN MIGRATION OF APPROXIMATELY 20% OF THE CURRENT POPULATION IN MAJOR SOUTH-EAST COASTAL CITIES TO THE INTERIOR OF THE CENTER-NORTH MORE NORTHEAST REGIONS (which is already happening and should extend far). WITH MUCH MORE JOBS AND DEVELOPMENT, many inner cities should double or even triple its population – more local demands - over the next 30 years.



Ports



Regional Airports



Rails



Roads



Wind + Solar + biofuels



Mining certificate



Timber certificate



**grains+coffee+
cotton+fruits+essence**



Food processors



Shopping/mall/outlet



Food service/fast food



Simple houses/building



College/School



Health cares



Resorts/Spas



AGROVISION - Business Advisory, Intermediation and Projects Ltd. – Brasilia - BRAZIL

THREATS ??



OPPORTUNITIES ??

**"If you can not beat them, join them"-
(British secular saying)**

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