América Latina Logística
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Notice to the Market

Curitiba, Brazil, October 19, 2010 – América Latina Logística S.A. – ALL (BM&FBovespa: ALLL11; OTCQX: ALLAY)[1], Latin America's largest independent logistics company, announces its unaudited preview of volume and EBITDA for third quarter and nine months of 2010 (3Q10 and 9M10). These results are still subject to auditors review.

Table 1 (R$ Million)	ALL Brazil 3Q10	3Q09	∆	ALL Argentina 3Q10	3Q09	∆	TOTAL 3Q10	3Q09	∆
Volume (RTK million)	11,034	10,065	9.6%	968	952	1.7%	12,002	11,017	8.9%
EBITDA	360.7	338.6	6.5%	8.1	2.6	210.4%	368.8	341.2	8.1%

Table 2 (R$ Million)	ALL Brasil 9M10	9M09	∆	ALL Argentina 9M10	9M09	∆	TOTAL 9M10	9M09	∆
Volume (RTK million)	29,353	27,593	6.4%	2,609	2,585	1.0%	31,963	30,177	5.9%
EBITDA	1,080.9	975.6	10.8%	17.3	3.6	386.1%	1,098.2	979.2	12.2%

In Brazil, volumes increased 9.6% in 3Q10, from 10,065 million RTK in 3Q09 to 11,034 million RTK, mainly due to:

(i) A 14.8% growth in agricultural commodities segment, with a 19.4% increase in front haul flows. Agricultural exports increased 37% in the period, with a 143% year-over-year expansion in corn exports, driven by high inventory levels, good price conditions and a strong mid-year crop in Brazil.

(ii) An unfavorable mix of transported cargo in corn and soy segments, with a 5.1% volume growth in flows from Alto Araguaia to Port of Santos – our longest, most productive and highest margin route – as compared to a 32.0% increase in volumes to Paranaguá and São Francisco do Sul Ports. Our volumes to Santos were adversely affected by problems in ship loadings at the Port in August and September, which created a long ship waiting line, reduced terminal´s available capacity and impacted dwell times and rail car productivity at the Port.

(iii) A 2.9% decrease in industrial products volumes, with a 15.9% reduction in pure rail flows negatively impacted by fuel and construction segments, partially offset by a 16.1% increase in intermodal flows. REPAR (Refinaria Presidente Getúlio Vargas – Araucária/PR) and REFAP (Refinaria Alberto Pasqualini – Canoas/RS), two of the most important refineries in Brazil and responsible for 50% of fuel volumes we haul, interrupted their activities for two months for purposes of periodic equipment maintenance, driving fuel products transported volumes down 19.3% in the period. The Refineries

[1] Preferred shares (ALLL4) and common shares (ALLL3) are also listed at BM&FBOVESPA but with no significant liquidity

scheduled equipment maintenance happens every six years. In construction segment, where we have a high penetration, volumes were down 10.4% following the drop in the main inbound flow we operate, from Parana state to Rio Grande do Sul.

EBITDA grew 6.5% in Brazil, from R$338.6 million in 3Q09 to R$360.7 million in 3Q10, mainly driven by an increase in transported volumes, partially offset by lower average margins. The average margin reduction was due to (i) a change in the transported cargo mix in corn and soybean segments, with a lower portion of volume growth coming from Alto-Araguaia to Santos, the longest and most profitable route we have, (ii) lower return cargo volumes and (iii) lower margins in our industrial products business, driven by a drop in pure rail volumes.

In Argentina, volumes were weaker than expected, but EBITDA increased 210.4% pushed by higher yields and margins. Volumes increased 1.7%, from 952 million RTK in 3Q09 to 968 million RTK in 3Q10, as blockages in our railroads were again a problem in the country, and EBITDA grew from R$2.6 million in 3Q09 to R$8.1 million in 3Q10.

In 9M10, consolidated EBITDA increased 12.2%, from R$979.2 million to R$1,098.2 million, driven by a 5.9% volume growth and an increase in yields and margins. EBITDA increased 10.8% in Brazil and more than quadrupled in Argentina in 9M10.

Perspectives for 4Q10

Perspectives for 4Q10 are positive and we should benefit from a weak comparison base when compared to the same period of last year. Agricultural exports should be sustained by a strong mid-year corn crop and by high inventory levels in most of soybean crushing plants, indicating stable volumes of soy meal throughout 4Q10. In industrial segment, fuel products transported volumes - which represent around 70% of pure rail volumes - are normalized. REPAR and REFAP scheduled maintenance, which occurs every six years, ended in September. The Rondonópolis construction continues well under schedule and Rumo project’s first additional fleet is starting its operation. Finally, the long term projects in the containers, terminal and mining segments are developing well.