



ALL REPORTS 1Q10 RESULTS

Curitiba, Brazil, May 11, 2010 – América Latina Logística S.A. – ALL (BM&FBovespa: ALLL11¹; OTCQX: ALLAY), Latin America's largest independent logistics company, announces its results for the first quarter of 2010 (1Q10). ALL operates 21,300 km of rail tracks, 1,095 locomotives, 31,650 rail cars, 650 highway vehicles, distribution centers and warehousing installations. ALL's rail network serves an area that accounts for approximately 65% of Mercosur's GDP. The Company serves seven of the most active ports in Brazil and Argentina through which approximately 78% of all South America's grain exports are shipped annually. We offer a full range of logistics services, including domestic and international rail transportation, intermodal door-to-door transportation, distribution and warehousing. The services are provided in Brazil and Argentina by three business units: agricultural commodities, industrial products and highway services. Comparisons included in this report, unless otherwise stated, refer to the same period of 2009. Financial and operational information, unless otherwise stated, are presented in nominal Reais pursuant to Brazilian Corporate Law. Results for 2009 and 2010, unless otherwise stated, contemplate the changes in Brazilian Accounting Standards occurred in 2008 (Law 11,638). Consolidated results, unless otherwise stated, excludes the results of Santa Fé Vagões.

OPERATING AND FINANCIAL HIGHLIGHTS

Conference Calls:

English
May 12, 2010
Wednesday
10:30 a.m. US EDT

Portuguese
May 12, 2010
Wednesday
9:00 a.m. US EDT

Meeting with Analysts and Investors:

May 18, 2010
Tuesday
11:00 a.m. (Brasília)

JW Marriott Rio de Janeiro
Av. Atlântica, 2600
Rio de Janeiro – RJ

- ✓ **ALL Brazil's EBITDA increased 17.7% in 1Q10 to R\$295.6 million**, mainly driven by higher volumes, yields and margins. In consolidated basis, EBITDA grew 19.0% to R\$296.5 million and EBITDA margin rose from 44.9% in 1Q09 to 47.4%. Net Income improved from a loss of R\$22.6 million in 1Q09 to a profit of R\$17.5 million, reflecting the strong operational performance in Brazil and the reduction in financial expenses during the quarter.
- ✓ **ALL Brazil's volume grew 6.3% in 1Q10 to 8,250 million RTK**, with weak agricultural exports in January, which still reflects the pressured market scenario we confronted in 4Q09, and a strong comparison basis posed by 1Q09, when farmers shipped to the ports the high 2008 inventories. The high volumes in February and March reflects a strong beginning of the harvest season in Brazil and the additional capacity added to our system in preparation for 2010.
- ✓ **Average yield increased 8.8% in Brazil**. The yield recovery, as compared to the pressured prices registered in 2009, reflects real price gains in our take-or-pay contracts, higher freight prices in the spot market and an increase in drayage services volumes. Although spot market prices should come back to normal levels throughout the year, the freight prices in our contracts and a favorable comparison base should sustain real yield increases in 2010.
- ✓ **In Argentina, we continue to face the same market and political environment of last quarters**. In industrial production, we still do not see material changes that could push the country to a real recovery. The positive news is the 2010 grain crop, which starts in April and is estimated to increase more than 40%.
- ✓ **Our long term projects are going well under schedule**, as Rondonópolis project is advancing month by month and Rumo project started to haul its first volumes. Additionally, strategic steps and long term contracts are being developed in the containers, terminal and mining segments with the potential to transform our business.

1 Preferred shares (ALLL4) and common shares (ALLL3) are also listed at BOVESPA but with no significant liquidity

Table 1 - Financial Highlights (R\$ million)	1Q10	1Q09	% Change
ALL Brazil Operations			
Gross Sales	680.7	588.8	15.6%
Net Sales	594.7	517.9	14.8%
EBITDA	295.6	251.1	17.7%
<i>EBITDA Margin*</i>	49.7%	48.5%	1.2%
Net Income	26.1	(11.7)	na
ALL Consolidated**			
Gross Sales	713.0	626.3	13.8%
Net Sales	626.1	554.4	12.9%
EBITDA	296.5	249.1	19.0%
<i>EBITDA Margin*</i>	47.4%	44.9%	2.4%
Net Income***	17.5	(22.6)	na
EPS (R\$/ Share)	0.03	na	na
Consolidated Balance Sheet Indicators			
Total Assets	12,322.8	11,471.3	7.4%
Shareholders Equity	3,849.6	2,519.3	52.8%
EBITDA (Trailing 12 months)	1,148.3	1,247.5	-7.9%
Net Debt	2,266.8	2,571.5	-11.9%
Net Debt / (Trailing 12 months EBITDA)	2.0	2.1	-4.2%
Net Debt/ Equity	0.6	1.0	-42.3%

* For EBITDA margin change means percentage points gained/lost

** Excludes results of Santa Fé Vagões

*** Includes net income from Santa Fé Vagões

Earnings per share calculation based on number of existing shares as of March 31th, 2010

Values may not add up due to rounding

Comments from Bernardo Hees, CEO, and Paulo Basilio, COO

We are announcing 1Q10 results showing a 19.0% consolidated EBITDA growth, an increase of 4.3% in volumes, 13.8% in revenues and a net income improvement from a loss of R\$22.6 million in 1Q09 to a profit of R\$17.5 million. Volumes in Brazil grew 6.3% in 1Q10 to 8,250 million RTK, driven by (i) weak agricultural exports in January, when volumes are traditionally related to last year harvest season, (ii) a strong comparison basis posed by 1Q09, when farmers shipped to the ports the high inventories accumulated and exports increased 23%, and (iii) high volumes in February and March, which reflects a strong beginning of the harvest season in Brazil and the additional capacity added to our system in 2010.

Agricultural commodities volumes increased 4.2% in 1Q10, from 5,369 million RTK in 1Q09 to 5,595 million RTK, in a scenario of lower agricultural exports, particularly in corn and sugar segments. Market share at the ports we serve increased from 59% in 1Q09 to 69% in 1Q10. In industrial segment volumes increased 11.1% in 1Q10, from 2,390 million RTK in 1Q09 to 2,655 million RTK, mainly driven by a 22.9% increase in intermodal flows as we continue to obtain market share gains in major segments.

Average yields increased 8.8% in Brazil, reflecting real price gains in our take-or-pay contracts, higher freight prices in the spot market as compared to the pressured prices registered in 2009, and an increase in drayage services volumes. Although the increase in drayage services pressures margins due to its costs, it also pushes yields up due to the additional revenues it generates. Moreover, spot market freight prices picked up in 1Q, driven by a strong beginning of the 2010 harvest season which created a powerful demand pressure in a limited logistics supply. Although spot market prices should come back to normal levels throughout the year, the freight prices in our contracts and a favorable comparison base should sustain real yield increases in 2010.

Gross revenues increased 15.6% in Brazil, from R\$588.8 million in 1Q09 to R\$680.7 million in 1Q10. After a year of pressured yields and margins, our EBITDA grew 17.7% to R\$295.6 million and EBITDA margin rose 1.2 p.p. to 49.7% in 1Q10. In agricultural commodities, EBITDA increased 15.2% to R\$217.4 million and EBITDA margin grew 1.5 p.p. to 54.7%. In industrial products, EBITDA increased 24.7% to R\$75.7 million and EBITDA margin grew 1.1 p.p., to 42.9% in 1Q10. In highway services, as we are seeing the automotive segment recovered, volumes increased 8.2% and EBITDA grew 48.9% to R\$ 2.5 million.

In Argentina, we faced the same market and political environment of last year. We cannot anticipate any material changes in political environment or which could drive the country out of the recession in industrial segment. Agricultural production is the positive news for 2010, which is estimated to increase more than 40% this year and should start to be harvested in 2Q. Argentinean operation represents today less than 5% of our revenues and 1% of our EBITDA.

Strategic projects continue to be developed aiming to leverage company's long term growth. Besides the extension of our rail line from Alto Araguaia to Rondonópolis and the agreement with Rumo in sugar segment, we are working strongly in infrastructural projects in container, terminal and iron ore segments. In the container segment, we believe that a model integrating road and railroad, similar to what happens in the US, makes much more economic sense than the current one, which relies largely on the trucks. In an integrated model trucks feed warehousing terminals on the country side creating the scale and regularity that rail needs, and the railway transport the containers to the ports through regular trains. Besides lower transportation costs, an integrated model would take the pressure out of the ports where the land is more scarce and expensive. In the iron ore segment, we are discussing with clients the transportation of volumes from the mines of Corumbá to Port of Sepetiba, with a potential of 15/20 million tons.

The year started promising, with meaningful opportunities for the short and long term profile of our business. Moreover, we keep confident in reaching our volume growth objective for the year, particularly considering the poor comparison basis of the second half 2009.

OPERATING PERFORMANCE BY BUSINESS SEGMENT

Consolidated Results²

Consolidated EBITDA grew 19.0% in 1Q10, from R\$249.1 million in 1Q09 to R\$296.5 million. The increase was mainly driven by higher volumes, yields and margins in Brazil, partially offset by a weak performance in Argentina. EBITDA margin also increased 2.4 percentage points, from the 44.9% of 1Q09 to 47.4% in 1Q10, reflecting higher yields in Brazil, both in contracts and spot market.

Table 2 - EBITDA (R\$ million)	1Q10	1Q09	Change 1Q10	% Change 1Q10
ALL Consolidated	296.5	249.1	47.4	19.0%
ALL Brazil	295.6	251.1	44.5	17.7%
Agricultural Commodities	217.4	188.7	28.7	15.2%
Industrial Products	75.7	60.7	15.0	24.7%
Highway Based Services	2.5	1.7	0.8	48.9%
ALL Argentina	0.9	(2.0)	2.9	na

Consolidated gross revenues increased 13.8%, from R\$626.3 million in 1Q09 to R\$713.0 million in 1Q10, mainly driven by an 8.8% yield increase and a 6.3% volume increase in Brazil, partially offset by a 14% volume reduction in Argentina. Yield growth reflects marginally higher yields in Argentina, pushed by the depreciation of the Peso against the Real and a strong yield increase in Brazil due to (i) real price gains in our take-or-pay contracts, (ii) higher spot freight prices in spot market as compared to the pressured freight prices registered in 2009 and (iii) a favorable transportation cargo mix, with an increase in drayage services volumes.

² Excludes results of Santa Fé Vagões.

Table 3 - EBITDA Margin (%)	First Quarter		
	1Q10	1Q09	Change*
ALL Consolidated	47.4%	44.9%	2.4%
ALL Brazil	49.7%	48.5%	1.2%
Agricultural Commodities	54.7%	53.3%	1.5%
Industrial Products	42.9%	41.8%	1.1%
Highway Based Services	11.9%	9.1%	2.8%
ALL Argentina	2.9%	-5.5%	na

* Indicates percentage points gained / lost

Consolidated volumes in 1Q10 increased 4.3% as compared to 1Q09, from 8,602 million RTK to 8,975 million RTK, as a result of:

- (i) Weak agricultural exports in January 2010, which still reflects the pressured market environment we faced in 4Q09. In Brazil, agricultural volumes in January are traditionally related to the last year harvest season, as crop usually starts at the end of February in Mato Grosso State, in March in Mato Grosso do Sul and Paraná and in April in Rio Grande do Sul.
- (ii) High volumes in February and March, driven by a strong beginning of the harvesting season in Brazil and by the additional capacity added to our system in preparation for 2010. The high rainfall level during 4Q09, led major research institutes to revise their estimates up to a record grain production and anticipated crop season, which started to be harvested in the middle of February in Mato Grosso.
- (iii) The strong comparison basis posed by 1Q09, when farmers shipped to the ports the high inventories accumulated and exports increased 23% as compared to the same period of 2008. In 1Q10 grain exports decreased 5% as compared to 1Q09.
- (iv) A 14.0% volume reduction in Argentina, reflecting a weak market – with a recession in the industrial segment and a crop drop of more than 40% in agriculture in 2009 – and the turbulent political environment in the country.

Agricultural Commodities

Agricultural commodities volumes increased 4.2% in 1Q10, from 5,369 million RTK to 5,595 million RTK, mainly driven by increases in transport of soy meal (18.9%), soy beans (13.4%) and fertilizers (12.5%). The volume growth reflects the additional capacity added to our system and the anticipation of the harvesting season in Brazil, partially offset by the weak grain exports in January, which still reflected last quarter's weak market environment, and the strong comparison basis posed by the 1Q09.

Table 4 - Agricultural Commodities			
Products (million RTK)	1Q10	1Q09	% Change
Soy	3,302.1	2,910.7	13.4%
Soy Meal	830.2	698.1	18.9%
Fertilizers	262.5	233.4	12.5%
Sugar	373.9	457.7	-18.3%
Corn	438.3	669.3	-34.5%
Wheat	250.0	260.7	-4.1%
Rice	133.1	135.0	-1.4%
Others	4.8	3.9	23.7%
Total	5,594.9	5,368.8	4.2%

Total market share at the ports we serve increased sharply, from 59% in 1Q09 to 69% in 1Q10. The market share growth reflects an increase in front haul cargo transported volumes by ALL in a weak agricultural exports environment at the beginning of the year, particularly in corn and sugar segments. In 1Q09, corn exports boomed with pressures by the shipments of large corn inventories accumulated during 2008.

Gross revenues increased 13.8%, from R\$394.7 million in 1Q09 to R\$449.2 million in 1Q10, and gross yield, measured in R\$/000 RTK, increased 9.2% reaching R\$80.3 per thousand RTK. The strong yield increase reflects real price gains in take-or-pay contracts, higher volumes of drayage services, and the inflated freight prices in the spot market. Spot market freight prices picked up in 1Q, driven by a very strong beginning of the 2010 harvest season which created a powerful demand pressure in a limited logistics supply. Although spot market prices should come back to normal levels throughout the year, the freight prices in our contracts and a favorable comparison base should sustain real yield increases in 2010.

Agricultural Commodities - Market Share by Port

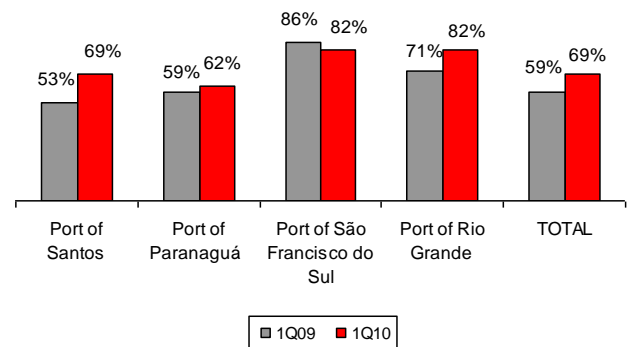


Table 5 - Agricultural Commodities (R\$ million)	First Quarter		
	1Q10	1Q09	Change*
Volume (million RTK)	5,595	5,369	4.2%
Gross Revenues	449.2	394.7	13.8%
Gross Yield (R\$/000 RTK)	80.3	73.5	9.2%
Net Revenues	397.3	354.4	12.1%
EBITDA	217.4	188.7	15.2%
EBITDA Margin	54.7%	53.3%	1.5%

* For EBITDA Margin indicates percentage points gained / lost

Agricultural commodities EBITDA increased 15.2%, from R\$188.7 million in 1Q09 to R\$217.4 million, pushed by a 4.2% volume increase and a 9.2% yield increase. EBITDA margins rose 1.5%, from 53.3% to 54.7%, mainly reflecting the increase in yields and higher return cargo volumes in the period.

Industrial Products

Industrial products volumes increased 11.1% in 1Q10, from 2,390 million RTK in 1Q09 to 2,655 million RTK, reflecting the recovery in industrial production activity in Brazil and market share gains in intermodal industrial volumes.

Table 6 - Intermodal Industrial Products (million RTK)	1Q10	1Q09	% Change
Steel Products	263.6	189.9	38.8%
Wood Products	294.2	156.4	88.0%
Food Products	159.9	165.5	-3.4%
Containers	247.2	238.8	3.5%
Others	201.0	197.8	1.6%
Total	1,165.9	948.3	22.9%

In Intermodal flows, volume increased 22.9% in 1Q10, with significant growth in wood products and steel products and a modest growth in containerized cargo. In the long term we should see intermodal flows outperforming pure rail industrial products and the former accounting for an increasingly larger portion of total industrial flows.

Table 7 - Pure Rail Industrial Products (million RTK)	1Q10	1Q09	% Change
Fuel Products	1,120.0	1,074.8	4.2%
Vegetal Oil	48.0	53.1	-9.6%
Construction	321.2	313.9	2.3%
Total	1,489.2	1,441.8	3.3%

In the fuel products, construction and vegetal oil segments - which are shipped almost exclusively by rail in our area of operation - we see volumes growing 3.3% in 1Q10 on a slower growth rate when compared to the Intermodal segment, mainly impacted by a decrease in vegetal oil transportation and the high market share we have in the southern portion of our rail network, which makes us dependent of the respective industry growth in the region. However a low market share level in the northern portion of our network still leaves us with significant room to grow regardless of the market growth in the region.

Table 8 - Industrial Products (R\$ million)	1Q10	First Quarter 1Q09	Change*
Volume (million RTK)	2,655	2,390	11.1%
Gross Revenues	207.5	172.8	20.1%
<i>Gross Yield (R\$/000 RTK)</i>	<i>78.1</i>	<i>72.3</i>	<i>8.1%</i>
Net Revenues	176.5	145.2	21.6%
EBITDA	75.7	60.7	24.7%
<i>EBITDA Margin</i>	<i>42.9%</i>	<i>41.8%</i>	<i>1.1%</i>

* For EBITDA Margin indicates percentage points gain / lost

Industrial products gross revenues increased 20.1% in 1Q10, from R\$172.8 million in 1Q09 to R\$207.5 million, with an average yield increase of 8.1%, pushed by the increase in drayage services in the period. EBITDA increased 24.7%, from R\$60.7 million in 1Q09 to R\$75.7 million in 1Q10, and EBITDA margin increased 1.1 percentage point.

Highway Services Business Unit

In the Highway Services Business Unit volumes measured in remunerated kilometers (RK) increased 8.2% mainly driven by the recovery of automotive volumes both in the internal and mercosur flows, as the economic recession seems to be left behind. Gross revenues increased 12.7% in 1Q10, to R\$24.1 million against the R\$21.3 million in 1Q09, and average yield, measured in R\$/Km, increased 4.2% to R\$3.13 in the quarter. EBITDA increased 48.9% in 1Q10, to R\$ 2.5 million, and EBITDA margin increased 2.8 percentage points, reflecting higher yields and volumes.

Argentina Operations

In Argentina the scenario has not changed much, and it is hard to anticipate the political and economical trends of the country. The positive news is the grain crop, which is expected to increase more than 40% this year and the harvest season started in April.

ALL Argentina's gross revenues increased 9.1% in 1Q10, from P\$63.0 million to P\$68.7 million, due to a 26.9% increase in yields in pesos in the period. EBITDA increased from a negative P\$3.2 million in 1Q09 to a positive P\$2.0 million in 1Q10. The increase in gross revenues in Argentina was completely offset by the strong depreciation of the Peso against the Real in the period leading gross revenues to a decrease of 14% in Real basis.

CONSOLIDATED RESULTS³
 For First Quarter 2010 Compared to First Quarter 2009

Table 9 - Operational Indicators	Brasil			Argentina		
	1Q10	1Q09	% Change	1Q10	1Q09	% Change
Volumes						
RTK (million)	8,250	7,759	6.3%	725	843	-14.0%
GTK (million)	14,123	13,375	5.6%	1,290	1,715	-24.8%
Total RK (million)	7.7	7.1	8.2%			
RK of Owned Fleet (million)	3.0	2.9	3.4%			
Diesel Consumption						
Rail (liters per 000 GTK)	5.61	5.44	3.1%	3.77	3.48	8.4%
Trucking (liters per RK)	0.40	0.38	5.3%			

Consolidated Gross Revenue from Services

Consolidated gross revenues increased from R\$626.3 million in 1Q09 to R\$713.0 million in 1Q10, or 13.8%, due to a 15.6% increase in Brazilian operations' gross revenues, from R\$588.8 million to R\$680.7 million partially offset by a 14.0% decrease in Argentina operations' gross revenues, from R\$37.5 million to R\$32.3 million.

Table 10 - Gross Revenues (R\$ million)	1Q10	1Q09	Change	% Change
ALL Consolidated*	713.0	626.3	86.7	13.8%
ALL Brazil	680.7	588.8	91.9	15.6%
Agricultural Commodities	449.2	394.7	54.5	13.8%
Industrial Products	207.5	172.8	34.7	20.1%
Highway Based Services	24.1	21.3	2.7	12.7%
ALL Argentina	32.3	37.5	(5.2)	-14.0%

* Excludes results of Santa Fé Vagões.

Brazilian operations gross revenues rose R\$91.9 million in 1Q10, when compared to the same period of last year, reflecting a 6.3% increase in transported volume and an 8.8% increase in average yield, from R\$73.1 per thousand RTK in 1Q09 to R\$79.6 per thousand RTK in 1Q10. The yield recovery reflects real price gains in our take-or-pay contracts, higher freight prices in spot market as compared to the pressured freight prices registered in 2009 and an increase in drayage services volumes.

Agricultural commodities' gross revenues increased R\$54.5 million, or 13.8%, as transported volume grew 4.2% and gross yield rose 9.2%, from R\$73.5 per thousand RTK in the 1Q09 to R\$80.3 per thousand RTK in the 1Q10. In industrial products, gross revenues increased R\$34.7 million, or 20.1%, mainly driven by an 11.1% increase in transported volume and an 8.1% increase in average yield. In highway-based services unit, gross revenues went up by 12.7%, reaching R\$24.1 million, when compared to the R\$21.3 million in 1Q09.

In Argentina, gross revenues went up 9.1% in Pesos as a result of a 26.9% increase in average yield, from P\$74.7 per thousand RTK in 1Q09 to P\$94.7 per thousand RTK in 1Q10, partially offset by a decrease of 14.0% in transported volumes to 725 million RTK in the period. In Argentina, volumes still tend to be influenced by the economic problems and political environment in the country, although good news may come from 2010 grain crop which should increase 40% when compared to 2009. In Reais, gross revenues decreased 14.0% in 1Q10, from R\$37.5 million in 1Q09 to R\$32.3 million in 1Q10, driven by a depreciation of 21.1% of the Argentine Peso against the Brazilian Real.

³ Excludes Results of Santa Fé Vagões.

Taxes on Consolidated Gross Operating Revenue

Taxes on consolidated operating revenue increased 21.0% from R\$71.8 million in 1Q09 to R\$86.9 million in 1Q10. The tax increase resulted from a 21.4% increase in Brazilian operations' taxes - from R\$70.9 million in 1Q09 to R\$86.1 million in 1Q10, partially offset by a 13.0% decrease in Argentine operations' taxes.

Consolidated Cost of Sales

Consolidated costs of sales increased from R\$343.4 million in 1Q09 to R\$378.9 million in the 1Q10, or 10.4%, due to a 14.1% increase in Brazilian operations' cost of sales from R\$305.3 million in 1Q09 to R\$348.2 million in 1Q10, partially offset by a decrease in Argentine operations' cost of sales from R\$38.1 million to R\$30.7 million.

Table 11 - Cost of Sales *	Brazil			Argentina			Consolidated		
(R\$ million)	1Q10	1Q09	% Change	1Q10	1Q09	% Change	1Q10	1Q09	% Change
Fuel Expenses	(109.4)	(110.0)	-0.5%	(5.8)	(7.1)	-18.3%	(115.2)	(117.1)	-1.6%
Rail portion	(101.9)	(102.9)	-0.9%	(5.8)	(7.1)	-18.3%	(107.7)	(110.0)	-2.0%
Trucking portion	(7.5)	(7.1)	5.3%	0.0	0.0	na	(7.5)	(7.1)	5.3%
Outsourced and Contracted Trucking Expenses	(27.3)	(12.1)	124.9%	(2.6)	(3.3)	-20.1%	(29.9)	(15.4)	94.3%
Drayage Services	(24.3)	(9.3)	160.0%	(2.6)	(3.3)	-20.1%	(26.9)	(12.6)	113.5%
Other than Drayage Services	(3.0)	(2.8)	8.0%	0.0	0.0	na	(3.0)	(2.8)	8.0%
Labor Expenses	(52.6)	(48.0)	9.5%	(14.1)	(16.1)	-12.5%	(66.7)	(64.2)	3.9%
Maintenance Expenses	(21.7)	(19.8)	9.4%	(2.5)	(3.7)	-33.2%	(24.2)	(23.6)	2.6%
Depreciation and Amortization Expenses	(97.0)	(81.2)	19.4%	(3.2)	(3.6)	-11.0%	(100.2)	(84.8)	18.1%
Concession and Lease Expense	(8.3)	(8.3)	0.1%	(0.9)	(1.4)	-31.2%	(9.2)	(9.7)	-4.3%
Other Costs	(26.5)	(22.5)	18.1%	(1.6)	(2.9)	-45.6%	(28.1)	(25.4)	10.8%
Railcar Rentals	(5.4)	(3.4)	61.5%	0.0	0.0	na	(5.4)	(3.4)	61.5%
Total Cost of Sales	(348.2)	(305.3)	14.1%	(30.7)	(38.1)	-19.3%	(378.9)	(343.4)	10.4%

* Excludes results of Santa Fé Vagões

Brazilian operations' cost of sales growth in 1Q10 compared to the same period of 2009 was mainly driven by increases in (i) drayage services and other costs, due to higher intermodal volumes, (ii) depreciation and amortization, reflecting expansion capex in our network and (iii) costs with labor and maintenance, due to the volume increase in the period, with the total cost of sales being partially offset by lower diesel prices.

In Argentina, the decrease in cost of sales denominated in Reais in the period mainly reflects the Peso depreciation against the Real as well as the drop in transported volume.

Gross Profit

Consolidated gross profit increased 17.1%, from R\$211.1 million in 1Q09 to R\$247.2 million in 1Q10. The increase was due to a R\$71.6 million increase in net revenues, partially offset by the increase of R\$35.6 million in the cost of sales.

Operating Expenses

Consolidated operating expenses increased from R\$29.7 million in 1Q09 to R\$32.4 million in 1Q10, or 8.9%, due to a increase of 19.2% in Brazil, from R\$24.0 million to R\$28.6 million, offset by a 34.6% decrease in Argentina, from R\$5.7 million to R\$3.7 million, mainly due to the volume decrease and the depreciation of the Argentine currency against the Real.

Net Financial Expense

Consolidated net financial expenses decreased 14.0% from R\$217.4 million in 1Q09 compared to R\$187.1 million in 1Q10 mainly driven by (i) a net debt decrease and (ii) a decrease in the interest rate in the period, partially offset by higher interest expenses related to new rail car leasing agreements in 2009. Brazilian operations' net financial expenses decreased from R\$210.5 million in 1Q09 to R\$180.6 million in 1Q10 and Argentinean operations' net financial expenses improved in 1Q10, from an expense of R\$6.9 million in 1Q09, to an expense of R\$6.4 million.

Other Costs and Expenses

Consolidated other costs and expenses - which includes equity earnings and gains on investments and adjustments related with minority stakes – worsened from a gain of R\$1.6 million in 1Q09 to a loss of R\$8.9 million in 1Q10, mainly driven by the account of the Brazilian goodwill amortization, which hasn't been amortized in the 1Q09 being accumulated to the 2Q09.

	Brazil			Argentina			Consolidated		
(R\$ million)	1Q10	1Q09	% Change	1Q10	1Q09	% Change	1Q10	1Q09	% Change
Equity Earnings and Gain on Investments	(7.9)	(0.9)	775.4%	(0.3)	0.0	na	(8.2)	(0.9)	811.9%
Minority Stakes	(1.5)	0.0	na	0.8	2.4	-66.9%	(0.7)	2.5	na
Other Costs	(9.4)	(0.9)	979.4%	0.5	2.4	-80.4%	(8.9)	1.6	na

Income Taxes

Consolidated income taxes worsened from a gain of R\$13.5 million in the 1Q09 to a loss of R\$0.1 million in 1Q10, driven by a higher EBT (earnings before taxes) and lower deferred taxes. Brazilian income taxes worsened from a gain of R\$11.0 million in 1Q09 to a loss of R\$1.7 million in 1Q10. In Argentina income tax worsened from a gain of R\$2.5 million in 1Q09 to a gain of R\$1.6 million in 1Q10.

Net Income

As an effect of the results discussed above, consolidated net income improved from a loss of R\$20.9 million in 1Q09 to a positive R\$18.7 million in 1Q10. Including results coming from Santa Fé Vagões, net income grew from a loss of R\$22.6 million in 1Q09 to a gain of R\$17.5 million in 1Q10.

CAPEX

Consolidated investments increased 56.5%, from R\$146.5 million in 1Q09 to R\$229.3 million in 1Q10. In 2010, we expect a total CAPEX of approximately R\$1.0 billion, including investments in Rondonópolis project.

In ALL Brazil expansion investments it is worth mentioning: (i) refurbishment of railcars and locomotives in the amount of R\$32.2 million and (ii) rail track investments of R\$113.2 million, including Rondonópolis. Investments in Argentina increased 9.8%, from R\$8.1 million in 1Q09 to R\$8.9 million in 1Q10.

	Brazil			Argentina			Consolidated		
(R\$ million)	1Q10	1Q09	% Change	1Q10	1Q09	% Change	1Q10	1Q09	% Change
Maintenance	64.2	59.0	8.7%	3.6	3.3	11.2%	67.8	62.3	8.8%
Expansion	156.3	79.4	96.8%	5.2	4.8	8.8%	161.5	84.2	91.7%
Total Investments	220.4	138.5	59.2%	8.9	8.1	9.8%	229.3	146.5	56.5%

* Excludes commercial leasing agreements

Cash Flow

Consolidated cash flow from operational activities increased from an outflow of R\$183.9 million in 1Q09 to an inflow of R\$25.3 million in 1Q10 mainly caused by the operational performance in the quarter. Cash outflow from investments worsened from an outflow of R\$144.8 million to an outflow of R\$229.1 million. Cash flow from financing activities changed from an outflow of R\$61.2 million in 1Q09, to an outflow of R\$121.1 million in 1Q10. The overall cash variation changed from a negative variation of R\$389.9 in 1Q09 to a negative variation of R\$325.0 million in 1Q10.

	Brazil			Argentina			Consolidated		
(R\$ million)	1Q10	1Q09	% Change	1Q10	1Q09	% Change	1Q10	1Q09	% Change
Operating Activities	13.8	(176.1)	na	11.4	(7.8)	na	25.3	(183.9)	na
Investing Activities	(220.2)	(136.8)	61.0%	(8.9)	(8.1)	9.8%	(229.1)	(144.8)	58.2%
Financing Activities	(122.3)	(70.6)	73.2%	1.2	9.4	-87.4%	(121.1)	(61.2)	97.9%
Increase in Cash	(328.7)	(383.5)	-14.3%	3.8	(6.4)	na	(325.0)	(389.9)	-16.7%

Balance Sheet and Capital Structure

Consolidated net financial debt reached R\$2,266.8 million in 1Q10 compared to R\$2,026.2 million in 4Q09. Net Debt to EBITDA ratio reached 2.0x in 1Q10, and net debt to equity reached 0.6X.

EVENTS TO DISCUSS 1Q09 RESULTS

1Q10 Results Conference Calls:

[ENGLISH]
May 12, 2010 – Wednesday
10:30 a.m. US EDT (11:30 a.m. Brazil)
Phone: +1 (973) 935-8854
Code: 67882025

Replay: +1 (706) 645-9291
Code: 67882025

[PORTUGUESE]
May 12, 2010 – Wednesday
9:00 a.m. US EDT (10:00 a.m. Brazil)
Phone: +55 (11) 2188-0155
Code: ALL

Replay: +55 (11) 2188-0188
Code: ALL

1Q10 Results Investors Meeting:

May 18, 2010 – Tuesday
11:00 a.m. Brazil (followed by lunch)

JW Marriott Rio de Janeiro
Av. Atlântica, 2600
Rio de Janeiro – RJ

RSVP: www.all-logistica.com/ir or (11) 3529-3777

For additional information, please access the Company's website – www.all-logistica.com/ir, or contact our Investor Relations Area:

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We make forward-looking statements that are subject to risks and uncertainties. These statements are based on the beliefs and assumptions of our management, and on information currently available to us. Forward-looking statements include statements regarding our intent, belief or current expectations or that of our directors or executive officers.

Forward-looking statements also include information concerning our possible or assumed future results of operations, as well as statements preceded by, followed by, or that include the words "believes," "may," "will," "continues," "expects," "anticipates," "intends," "plans," "estimates" or similar expressions.

Forward-looking statements are not guarantees of performance. They involve risks, uncertainties and assumptions because they relate to future events and therefore depend on circumstances that may or may not occur. Our future results and shareholder values may differ materially from those expressed in or suggested by these forward-looking statements. Many of the factors that will determine these results and values are beyond our ability to control or predict.

APPENDIX

Table 15 - Financial Results (R\$ million)	Brazil			Argentina			Consolidated*		
	1Q10	1Q09	% Change	1Q10	1Q09	% Change	1Q10	1Q09	% Change
Gross revenues	680.7	588.8	15.6%	32.3	37.5	-14.0%	713.0	626.3	13.8%
Deduction from gross revenues	(86.1)	(70.9)	21.4%	(0.8)	(0.9)	-13.0%	(86.9)	(71.8)	21.0%
Net revenues	594.7	517.9	14.8%	31.5	36.5	-13.9%	626.1	554.5	12.9%
Cost of sales	(348.2)	(305.3)	14.1%	(30.7)	(38.1)	-19.3%	(378.9)	(343.4)	10.4%
Fuel	(109.4)	(110.0)	-0.5%	(5.8)	(7.1)	-18.3%	(115.2)	(117.1)	-1.6%
Outsourced and contracted fleet	(27.3)	(12.1)	124.9%	(2.6)	(3.3)	-20.1%	(29.9)	(15.4)	94.3%
Labor	(52.6)	(48.0)	9.5%	(14.1)	(16.1)	-12.5%	(66.7)	(64.2)	3.9%
Maintenance	(21.7)	(19.8)	9.4%	(2.5)	(3.7)	-33.2%	(24.2)	(23.6)	2.6%
Depreciation and Amortization	(97.0)	(81.2)	19.4%	(3.2)	(3.6)	-11.0%	(100.2)	(84.8)	18.1%
Lease and Concession	(8.3)	(8.3)	0.1%	(0.9)	(1.4)	-31.2%	(9.2)	(9.7)	-4.3%
Other	(26.5)	(22.5)	18.1%	(1.6)	(2.9)	-45.6%	(28.1)	(25.4)	10.8%
Railcar Rental	(5.4)	(3.4)	61.5%	0.0	0.0	na	(5.4)	(3.4)	61.5%
Gross profit	246.5	212.7	15.9%	0.7	(1.6)	na	247.2	211.1	17.1%
Operating income (expenses)	(28.6)	(24.0)	19.2%	(3.7)	(5.7)	-34.6%	(32.4)	(29.7)	8.9%
Selling, General and Administrative	(30.7)	(26.7)	15.2%	(5.1)	(4.5)	13.5%	(35.8)	(31.1)	14.9%
Other	2.1	2.6	-21.9%	1.4	(1.2)	na	3.4	1.4	138.9%
Equity earnings and gain (loss) on investments	(7.9)	(0.9)	775.4%	(0.3)	0.0	na	(8.2)	(0.9)	811.9%
Operating profit (loss) before net financial expenses	209.9	187.7	11.8%	(3.3)	(7.2)	-54.1%	206.6	180.5	14.5%
Net financial expenses	(180.6)	(210.5)	-14.2%	(6.4)	(6.9)	-7.3%	(187.1)	(217.4)	-14.0%
Operating profit (loss)	29.3	(22.8)	na	(9.7)	(14.1)	-31.2%	19.5	(36.9)	na
Minority Stakes	(1.5)	0.0	na	0.8	2.4	-66.9%	(0.7)	2.5	na
Income tax benefit (expense)	(1.7)	11.0	na	1.6	2.5	-36.8%	(0.1)	13.5	na
Net income (loss)	26.1	(11.7)	na	(7.3)	(9.2)	-20.2%	18.7	(20.9)	na

* Excludes results of Santa Fé Vagões.

Table 16 - Financial Results (R\$ million)	Brazil			Argentina			Santa Fé			Consolidated		
	1Q10	1Q09	% Change	1Q10	1Q09	% Change	1Q10	1Q09	% Change	1Q10	1Q09	% Change
Gross revenues	680.7	588.8	15.6%	32.3	37.5	-14.0%	0.0	4.5	-99.0%	713.0	630.8	13.0%
Deduction from gross revenues	(86.1)	(70.9)	21.4%	(0.8)	(0.9)	-13.0%	(0.0)	(0.8)	-99.2%	(86.9)	(72.6)	19.7%
Net revenues	594.7	517.9	14.8%	31.5	36.5	-13.9%	0.0	3.7	-98.9%	626.1	558.2	12.2%
Cost of sales	(348.2)	(305.3)	14.1%	(30.7)	(38.1)	-19.3%	(1.0)	(4.4)	-76.4%	(380.0)	(347.8)	9.3%
Fuel	(109.4)	(110.0)	-0.5%	(5.8)	(7.1)	-18.3%	0.0	0.0	na	(115.2)	(117.1)	-1.6%
Outsourced and contracted fleet	(27.3)	(12.1)	124.9%	(2.6)	(3.3)	-20.1%	0.0	0.0	na	(29.9)	(15.4)	94.3%
Labor	(52.6)	(48.0)	9.5%	(14.1)	(16.1)	-12.5%	0.0	0.0	na	(66.7)	(64.2)	3.9%
Maintenance	(21.7)	(19.8)	9.4%	(2.5)	(3.7)	-33.2%	0.0	0.0	na	(24.2)	(23.6)	2.6%
Depreciation and Amortization	(97.0)	(81.2)	19.4%	(3.2)	(3.6)	-11.0%	0.0	0.0	na	(100.2)	(84.8)	18.1%
Lease and Concession	(8.3)	(8.3)	0.1%	(0.9)	(1.4)	-31.2%	0.0	0.0	na	(9.2)	(9.7)	-4.3%
Other	(26.5)	(22.5)	18.1%	(1.6)	(2.9)	-45.6%	(1.0)	(4.4)	-76.4%	(29.1)	(29.8)	-2.1%
Railcar Rental	(5.4)	(3.4)	61.5%	0.0	0.0	na	0.0	0.0	na	(5.4)	(3.4)	61.5%
Gross profit	246.5	212.7	15.9%	0.7	(1.6)	na	(1.0)	(0.7)	45.8%	246.2	210.4	17.0%
Operating income (expenses)	(28.6)	(24.0)	19.2%	(3.7)	(5.7)	-34.6%	(0.2)	(0.6)	-63.6%	(32.6)	(30.3)	7.5%
Selling, General and Administrative	(30.7)	(26.7)	15.2%	(5.1)	(4.5)	13.5%	(0.2)	(0.6)	-75.7%	(35.9)	(31.8)	13.1%
Other	2.1	2.6	-21.9%	1.4	(1.2)	na	(0.1)	0.0	na	3.4	1.5	128.9%
Equity earnings and gain (loss) on investments	(7.9)	(0.9)	775.4%	(0.3)	0.0	na	0.0	0.0	na	(8.2)	(0.9)	811.9%
Operating profit (loss) before net financial expenses	209.9	187.7	11.8%	(3.3)	(7.2)	-54.1%	(1.2)	(1.3)	-5.3%	205.4	179.2	14.6%
Net financial expenses	(180.6)	(210.5)	-14.2%	(6.4)	(6.9)	-7.3%	(0.0)	(0.5)	-92.8%	(187.1)	(217.9)	-14.1%
Operating profit (loss)	29.3	(22.8)	na	(9.7)	(14.1)	-31.2%	(1.3)	(1.8)	-28.6%	18.3	(38.7)	na
Minority Stakes	(1.5)	0.0	na	0.8	2.4	-66.9%	0.0	0.0	na	(0.7)	2.5	na
Income tax benefit (expense)	(1.7)	11.0	na	1.6	2.5	-36.8%	0.0	0.0	na	(0.1)	13.5	na
Net income (loss)	26.1	(11.7)	na	(7.3)	(9.2)	-20.2%	(1.3)	(1.8)	-28.6%	17.5	(22.6)	na

Table 17 - Financial Highlights per business unit (R\$ million)	Agricultural Commodities		Industrial	Products	Highway Based Services		ALL Argentina		Total*	
	1Q10	1Q09	1Q10	1Q09	1Q10	1Q09	1Q10	1Q09	1Q10	1Q09
Gross Revenues	449.2	394.7	207.5	172.8	24.1	21.3	32.3	37.5	713.0	626.3
Net Revenues	397.3	354.4	176.5	145.2	20.9	18.4	31.5	36.5	626.1	554.4
Cost of Sales	(213.0)	(190.1)	(116.0)	(97.7)	(19.2)	(17.4)	(30.7)	(38.1)	(378.9)	(343.4)
Gross Profit	184.2	164.2	60.5	47.5	1.7	0.9	0.7	(1.6)	247.2	211.1
EBIT	158.9	147.7	49.3	39.1	1.7	0.9	(3.3)	(7.2)	206.6	180.5
EBITDA	217.4	188.7	75.7	60.7	2.5	1.7	0.9	(2.0)	296.5	249.1
% Net Revenues										
Net Revenues	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Cost of Sales	-54%	-54%	-66%	-67%	-92%	-95%	-98%	-104%	-61%	-62%
Gross Profit	46%	46%	34%	33%	8%	5%	2%	-4%	39%	38%
EBIT	40%	37%	12%	10%	0%	0%	-1%	-2%	52%	46%
EBITDA	55%	53%	43%	42%	12%	9%	3%	-5%	47%	45%
Volume										
RTK million	5,595	5,369	2,655	2,390			725	843	8,975	8,602
RK million					7.7	7.1			7.7	7.1
R\$ / Volume unit	R\$ / thousand RTK	R\$ / thousand RTK	R\$ / thousand RTK	R\$ / thousand RTK	R\$ / RK	R\$ / RK	R\$ / thousand RTK	R\$ / thousand RTK	R\$ / thousand RTK	R\$ / thousand RTK
Net Revenues	71.0	66.0	66.5	60.8	2.7	2.6	43.4	43.3	67.4	62.3
Cost of Sales	(38.1)	(35.4)	(43.7)	(40.9)	(2.5)	(2.5)	(42.4)	(45.2)	(40.1)	(37.9)
Gross Profit	32.9	30.6	22.8	19.9	0.2	0.1	1.0	(1.9)	27.4	24.4
EBIT	28.4	27.5	18.6	16.3	0.2	0.1	(4.6)	(8.6)	22.8	20.9
EBITDA	38.9	35.2	28.5	25.4	0.3	0.2	1.2	(2.4)	32.8	28.8

* Excludes results of Santa Fé Vagões.

Table 18 - EBITDA Reconciliation (R\$ million)	1Q10			1Q09		
	Brazil	Argentina	Consolidated	Brazil	Argentina	Consolidated
Operating Profit before net financial expenses	209.9	(3.3)	206.6	187.7	(7.2)	180.5
Depreciation e amortization.....	107.0	3.7	110.7	81.6	4.9	86.5
Lease and concession.....	8.3	0.0	8.3	8.3	1.4	9.7
Payment of lease and concession.....	(32.6)	0.0	(32.6)	(32.7)	(1.4)	(34.1)
Stock Options (1).....	5.1	0.0	5.1	5.1	0.0	5.1
Accidents / compensations (2)	(2.2)	0.0	(2.2)	0.0	0.0	0.0
Non-cash items*	0.0	0.0	0.0	1.1	0.3	1.4
Non-recurring items (3).....	0.0	0.5	0.5	0.0	0.0	0.0
EBITDA	295.6	0.9	296.5	251.1	(2.0)	249.1

(1) Stock Options in Brazil: R\$5.1 million in 1Q09 and R\$5.1 million in 1Q10.

(2) Accidents/compensation: Brazil – amounts relating to compensation for accidents that occurred in previous periods.

(3) Non-recurring items: In Argentina, in 1Q10 R\$0.5 million related to labor provisions.

Table 19 - ALL Consolidated Balance Sheet*

(R\$ million)	1Q10	4Q09	(R\$ million)	1Q10	4Q09
Current Assets	3,066.5	3,308.7	Current Liabilities	1,606.5	1,663.5
Cash and banks	19.2	33.5	Loans and financing	425.5	418.9
Financial Investments	2,229.6	2,540.2	Debentures	39.2	71.2
Trade accounts receivable	251.9	186.4	Suppliers	521.6	552.3
Inventories	76.0	80.2	Taxes, charges and contributions	156.4	160.3
Lease and concession	6.5	6.5	Lease and concession payable	25.9	24.6
Taxes Recoverable	288.7	277.9	Dividends and Interest on own capital	8.0	8.0
Differed Income Taxes	92.6	86.4	Salaries and payroll charges	45.8	35.0
Advances and Other receivables	17.5	5.9	Advances from customers	57.0	67.6
Prepaid expenses	77.7	86.2	Commercial Leasings	156.8	143.3
Other receivables	6.8	5.5	Other payables	170.2	182.2
Long-Term Assets	1,054.3	1,042.5	Long-Term Liabilities	6,846.9	6,875.9
Related Parties	3.0	0.8	Loans and financing	2,396.1	2,455.9
Lease and Concession	103.7	105.3	Debentures	1,654.7	1,653.9
Judicial deposits	309.5	294.4	Provision for contingencies	194.7	208.6
Taxes recoverable	615.7	618.9	Lease and concession payable	987.0	959.9
Other receivable	13.3	13.8	Commercial Leasings	941.6	931.3
Long term investments	0.4	0.5	Real estate credit advances	502.9	499.3
Prepaid expenses	8.8	8.9	Other payables	169.9	167.0
Permanent Assets	8,202.0	8,023.7	Minority Stakes	19.8	19.4
Investments	6.0	5.3	Shareholders' equity	3,849.6	3,816.2
Intangible	2,552.6	2,561.9	Capital stock	3,433.9	3,433.9
Property, plant and equipment	5,437.9	5,250.2	Surplus reserves	412.0	396.0
Deferred charges	205.5	206.4	Accumulated Net Income	16.5	(1.0)
			Equity Adjustments	(12.7)	(12.6)
Total Assets	12,322.8	12,375.0	Total Liabilities and shareholders' equity	12,322.8	12,375.0

* Includes Santa Fé Vagões.

Table 20 - Cash Flow (R\$ million)	1Q10	1Q09	Change
Net Income (in cash basis)	128.8	17.9	110.9
Net Income	17.5	(22.6)	40.1
Depreciation and amortization	111.2	86.5	24.7
Lease and Concession	28.4	30.7	(2.3)
Stock Options	5.1	5.1	0.0
Interest Expenses (IS-CASH)	(24.5)	(62.8)	38.2
Deferred / Taxes	(8.9)	(19.0)	10.1
Working Capital	(81.2)	(157.8)	76.6
Clients	(65.5)	(41.7)	(23.8)
Inventory	4.2	12.0	(7.7)
Suppliers	(30.7)	(102.6)	72.0
Labor	10.8	(25.4)	36.2
Other Accounts Variation	(22.4)	(44.0)	21.6
Operating Activities	25.3	(183.9)	209.1
Capex	(229.3)	(146.5)	(82.8)
Inventory	0.2	1.7	(1.5)
Investing Activities	(229.1)	(144.8)	(84.3)
Capital increase / Share buyback	13.1	14.8	(1.7)
Dividends and Interest on own capital	0.0	0.0	0.0
New loans	0.0	47.6	(47.6)
Share buyback	0.0	0.4	(0.4)
Debt Payments / Prepayments	(134.2)	(123.9)	(10.3)
Financing Activities	(121.1)	(61.2)	(59.9)
Change in Cash	(325.0)	(389.9)	65.0
Opening Balance of Cash	2,573.7	2,642.7	(69.0)
Closing Balance of Cash	2,248.8	2,252.8	(4.1)