



ALL RAIL
OPERATIONS



brado



RITMO



VETRIA

Material Fact

Curitiba, Brazil, February 5th, 2014 – América Latina Logística S.A. – ALL (BM&FBovespa: ALLL3; OTCQX: ALLAY), Latin America's largest independent logistics company, announces the preview of its results for the fourth quarter and full year of 2013 (4Q13 and 2013). ALL Holding comprises four main businesses: (i) ALL Rail Operations, (ii) Brado Logística, (iii) Ritmo Logística and (iv) Vetria Mineração.

The Adjusted EBITDA reported in this notice is in accordance with CVM instruction 527/12 and may differ from previously released numbers. Pursuant to the resolution, public-held companies must standardize its Adjusted EBITDA as of 2013. In compliance with the new accounting standards, ALL's Adjusted EBITDA is constituted of (i) the Operational Profit before financial expenses, added to (ii) Depreciation and Amortization, and (iii) Equity Earnings (Loss) on investments.

On June 5th 2013, the Argentine Government rescinded the concessions of ALL in the country, in which the Company used to hold economic rights. Argentina's figures are part of consolidated results until June 5th, when the concessions were rescinded. However, as the operations in Argentina were discontinued, unless otherwise stated, the figures presented in this notice do not include their results anymore.

ALL HOLDING

Consolidated Adjusted EBITDA increased 8.4% in 2013 against 2012, reaching R\$1,830.2 million. This growth was achieved due to (i) an 8.1% increase in Rail Operations Adjusted EBITDA and (ii) a 30.8% augment in Brado's Adjusted EBITDA, partially offset by a 4.1% decrease in Ritmo's Adjusted EBITDA. In 4Q13, Consolidated EBITDA increased 2.0% year-over-year.

Table 1 (R\$ Million)	ALL Rail Operations			Brado			Ritmo			ALL Consolidated **		
	4Q13	4Q12	Δ	4Q13	4Q12	Δ	4Q13	4Q12	Δ	4Q13	4Q12	Δ
Volume (RTK mm)	11,512	11,963	-3.8%	-	-	-	-	-	-	11,512	11,963	-3.8%
Volume (Thousand Container)	-	-	-	16.4	13.8	18.5%	-	-	-	16.4	13.8	18.5%
Volume (Driven Km mm)	-	-	-	-	-	-	18.0	19.6	-8.4%	18.0	19.6	-8.4%
Adjusted EBITDA *	327.0	324.3	0.8%	17.9	10.0	79.6%	4.6	8.4	-45.1%	349.6	342.6	2.0%

Table 2 (R\$ Million)	ALL Rail Operations			Brado			Ritmo			ALL Consolidated **		
	2013	2012	Δ	2013	2012	Δ	2013	2012	Δ	2013	2012	Δ
Volume (RTK mm)	44,705	45,225	-1.2%	-	-	-	-	-	-	44,705	45,225	-1.2%
Volume (Thousand Container)	-	-	-	63.8	51.6	23.7%	-	-	-	63.8	51.6	23.7%
Volume (Driven Km mm)	-	-	-	-	-	-	78.2	74.0	5.7%	78.2	74.0	5.7%
Adjusted EBITDA *	1,750.1	1,619.6	8.1%	55.0	42.1	30.8%	25.1	26.2	-4.1%	1,830.2	1,687.8	8.4%

*Adjusted EBITDA is presented in accordance with CVM Instruction 527/12 and may differ from previously released figures.

**Excludes Argentina's results in 2012 and 2013, as the Argentine Government rescinded the concessions of ALL in that country on June 5th, in which the company used to hold economic rights.

ALL RAIL OPERATIONS

ALL Rail Operations volumes decreased 1.2% in 2013, from 45,225 million RTK in 2012 to 44,705 million RTK, in a very challenging operational environment. In spite of a 17% increase in Brazilian agricultural crop, the ports we serve became a material bottleneck to ALL's volume growth, particularly in 2Q13 and 3Q13.

At the Port of Santos, the expansion works on the main sugar terminals will increase capacity when completed, but reduced about 40% of the existing capacity when compared to 2012. In the grain segment, two accidents in

our most important rail unloading terminals, TGG (Terminal de Granéis do Guarujá) and Terminal XXXIX (right border), reduced capacity during the harvest transportation season. TGG represents almost 50% of total ALL's rail unloads on the grain segment at the Port of Santos and Terminal XXXIX is the second most important grain unloading terminal for ALL at the port. Moreover, excessive rainfalls in July also restrained terminals unloading capacity at Port of Santos and Paranaguá for about 15 consecutive days.

Part of the problems at ports were addressed during the 4Q13, specially in the grain segment. However, the port capacity decreased even more in the sugar segment, as a fire completely destroyed one of the main sugar terminals in Port of Santos in October and interrupted the rail unloading operation for 5 days at the sugar complex.

Moreover, a rail accident on November 24th interrupted the most important corridor that we operate for nearly 9 days and impacted 4Q13 volumes, which decreased 3.8% as compared to 4Q12. The Wide Gauge corridor connects the state of Mato Grosso to the Port of Santos and accounts for an average of 60% and 65% of Rail Operation's volumes and Adjusted EBITDA, respectively. The interruption caused by the accident disturbed the cadency of trains in the Wide Gauge corridor, as it created a long line of compositions waiting for the operation to be restored. Rail transportation on the stretch was afterwards released on a trial basis and under supervision, but still imposing restrictions to productivity and capacity during December. Operations were gradually normalizing as we regained cadency of trains along time, and by the end of the quarter the stretch was operating at a much more regular condition.

Despite the tough operational scenario, some important developments have been achieved in 2013. We started the operations of the Rondonópolis project, which contemplates the construction of a 260 km rail line extension from Alto Araguaia (MT) to Rondonópolis (MT) and goes further into the Brazilian agricultural frontier. Operations from Rondonópolis went trough a ramp-up since August 2013 and are running regularly now, being able to load around 1 million tons per month.

In the Port of Santos, we concluded the duplication of the right border in a project with MRS, and CODESP inaugurated a viaduct that segregates rail and road operations in a large extension on the left border, creating an environment for a better asset turn over and productivity as soon as conditions in the port normalize.

Rail Operations Adjusted EBITDA increased 0.8% in 4Q12, reaching R\$327.0 million, and 8.1% in 2013, totalling R\$1,750.1 million. The EBITDA growth was mainly driven by higher yields, pushed by the inflation and diesel price increases pass through, partially offset by lower transported volumes. Adjusted EBITDA margins went down as compared to 2012, specially in 4Q13, as the São José do Rio Preto accident interrupted the main rail corridor of ALL and increased 4Q operational costs.

The outlook for 2014 is favorable. Agricultural crop is expected to grow 4% when compared to a strong 2013 and the operational scenario conditions should improve materialy. At the Port of Santos, the problems at the grain terminals were already solved and investments on the recovery and expansion of sugar terminals are planned. Moreover, the new Alto Araguaia – Rondonópolis rail line will operate at full capacity during the whole year. In 2013, more than 10 million tons of agricultural commodities were loaded from Alto Araguaia or Rondonópolis, and most of this volume will be only loaded from Rondonópolis in 2014, increasing average transported distance.

BRADO LOGÍSTICA

Brado Logística volumes grew 18.5% in 4Q13 and 23.7% in 2013, continuing its operational ramp-up. The volume growth was mainly driven by Paraná and Wide Gauge corridors, where we added locomotives and rail cars during 2013 and where major part of Brado's investments for 2014 are concentrated. The volume growth in Paraná corridor was mainly driven by grains, refrigerated products and wood cargo transportation. In Wide Gauge corridor, grains and automotive parts are the main source of volume growth.

Table 3 - Brado Logística (Thousand Containers)	4Q13	4Q12	Δ	2013	2012	Δ
Wide Gauge	4.6	3.5	29.0%	18.7	13.5	38.5%
Mercosur	3.1	2.8	8.8%	11.3	10.8	5.0%
Paraná	5.8	3.8	53.3%	20.9	15.0	39.5%
Rio Grande	2.9	3.6	-20.3%	12.9	12.3	4.6%
Brado Total Volume	16.4	13.8	18.5%	63.8	51.6	23.7%

In Mercosur Corridor – which connects Brazil and Argentina - Brado volumes recovered from the problems we faced in 2012 in Argentina, and volumes increased 8.8% in the 4Q13 and 5.0% in 2013. In Rio Grande corridor, volume decreased 20.3% year-over-year in 4Q13, impacted by the end of a polyethylene operation and from a flood in September at the logistic complex in Esteio (RS), but increased 4.6% in 2013 as compared to 2012. The works of repairment of the logistic complex in Esteio were concluded by the end of 4Q13.

In terms of RTK, Brado's volumes grew 30.1% in 4Q13, from 361.8 million RTK in 4Q12 to 470.7 million RTK. The growth in RTK was a result of the (i) increase in number of containers handled and (ii) improvement in average transportation distance, mainly pushed by the Wide Gauge corridor with the start of operations in Rondonópolis.

Brado's Adjusted EBITDA increased 79.6% in 4Q13, comparing to 4Q12. This significant growth was reached mainly due to the (i) increase in RTK, and (ii) expansions of Brado's logistic complexes in Cambé (PR) and Cubatão (SP). In 2013, Adjusted EBITDA increased 30.8%, reaching R\$55.0 million, compared to 2012.

With Brado's capitalization of R\$400 million completed in August 2013, the Company has its capital structure prepared to carry on its investment plan and accelerate capacity and volume growth in 2014. Moreover, Brado's terminal in Rondonópolis complex should boost volume growth in Wide Gauge Corridor, as it increases Brado's handling capacity, allows the company to access different cargo and increases the average transported distance.

RITMO LOGÍSTICA

Ritmo Logística did not have a good quarter, as volumes decreased 8.4% in the 4Q13 when compared to the same period of 2012.

Table 4 - Ritmo Logística (million Driven km)	4Q13	4Q12	Δ	2013	2012	Δ
Dedicated Solutions	12.7	13.3	-4.5%	52.9	56.1	-5.7%
Automotive	1.1	1.3	-13.5%	5.1	8.3	-38.1%
General Cargo	5.1	4.9	4.5%	21.8	20.2	8.2%
Specialized Assets	6.4	7.1	-9.1%	26.0	27.6	-6.1%
Intermodal	5.3	6.3	-16.5%	25.3	17.9	41.1%
Ritmo Total Volume	18.0	19.6	-8.4%	78.2	74.0	5.7%

Dedicated Solutions volumes went down 4.5% as compared to 4Q12, mainly driven by the decrease of (i) the Automotive segment, due to the discontinuation of low profitability operations in this segment and customs restrictions in Argentina, and (ii) the Specialized Assets volumes, driven by the discontinuation of a chemical volume in 3Q13.

Intermodal Business Unit volumes decreased 16.5% in 4Q13 against 4Q12, once an important client redesigned its logistic and incorporated the road operation. The fire in October at the terminal in Santos also impacted Intermodal sugar volumes, as the sugar complex at the port was closed for 5 days and operated with restrictions until late November.

Adjusted EBITDA decreased 45.1% in the quarter, reaching R\$ 4.6 million in 4Q13, driven by (i) the lower volume in the quarter and (ii) an R\$1.6 million of contingencies and provision for doubtful accounts, as Ritmo

had some receivable amounts in discussion with clients that were past due for more than 180 days by the end of the quarter.

In 2013, Ritmo's volume increased 5.7% in 2013 against 2012, from 74.0 million to 78.2 million driven kilometers, mainly driven by an increase in the Intermodal Business Unit. Adjusted EBITDA decreased 4.1% against 2012 to R\$25.1 million.

Ritmo will keep focused in ramping-up its Intermodal Business Unit in 2014, providing trucking connections to feed ALL's rail network. The company still have a very small market share in the segment, which should benefit from a favorable crop scenario for 2014.