



INTERSTATE TRAVELLER COMPANY, LLC



CHURCH'S IMPORT-EXPORT, INC.

***INTERSTATE HIGHWAY
INTEGRATED WITH AGRAPLEX***

PROPOSED CITIES ANALYSIS

SÃO PAULO STATE



EXPLANATION

The Brazilian government, in partnership with other South American countries such as Peru and Bolivia are building a highway (Interoceanic Highway) that will integrate Brazil, Bolivia and Peru, from Santos in Brazil to Arica in Peru, both important Port cities. The Idea is to build an Interstate Hydrogen Highway with the same purpose, and aggregate the Agraplex concept in the major cities along the route or in cities where it makes sense.

This presentation suggests an ITC Highway route cutting through São Paulo state in a first stage, in a slightly different route as the one intended by the Brazilian Government for the state of São Paulo, but still leading (for future considerations) in the same direction as it leaves the state and enters the next, only 60 miles away from the last city in SP state in the Government's route, following all the way to Peru. The proposed route has been chosen according to the old railway route that once cut through the state, being significantly used for transporting passengers and products, but is now practically inactive.

The cities contemplated in this route range from very large to very small, and Agraplex should or should not be implemented after assessing the opportunities in each one of them. BIOEX's Sweet Potato Ethanol technology as well as Micro-algae shall be widely used, serving as an anchor for all or most Agraplexes.

Agriculture, cattle, hog, poultry and fish breeding are very strong in the proposed route, Industrial production is also an important feature, as well as tourism. The presentation shows an overview of each of the cities, including the third biggest city in the world, the city of São Paulo, capital of the state, which would be very interesting to have ITC Highway implemented. Studies can be made for different routes as well.



INTEROCEANIC HIGHWAY

A new highway will cross South America, linking the Atlantic to the Pacific, and will facilitate Brazilian Agribusiness's export to Asia (Information by the Ministry of Agriculture).

A new 1,900 miles highway corridor is Brazil's bet for facilitating the flow of its agricultural production, enabling an increase in the country's grains export. Making its way through Brazil, Bolivia and Peru, the highway will link the east to the west coast and is predicted to cut through red tape by September, 2009. By using the new landway, Brazil's international grain trade is supposed to reach 135 million tons by 2010, most of it is produced in the center-east.

According to the secretary of Agricultural development and Cooperativism of the Ministry of Agriculture, Márcio Portocarrero, the construction of the highway will benefit the Brazilian economy in the

agricultural sector and will allow for a more optimized flow of products to international markets, specially to Asia.

"We can affirm that transportation is currently, one of the biggest holdbacks of the agricultural production. The highway will beneficiate very much the country's producers, which will have easier and faster access to the Asian market, a big consumer of Brazilian goods", he said. Having the ability to flow the production through the Pacific, Portocarrero even believes that there will be a reduction of about 4,400 miles in the maritime rout, as related to the current rout through the Pacific.

According to the Brazilian government, products such as sugarcane, soy beans and cotton will be the major beneficiaries by this initiative. Big scale cattle-raising production and the agroindustry will also enjoy the positive impacts of the highway. The projected cost of freight will be around US\$ 30 per ton.



INTEROCEANIC HIGHWAY MAP

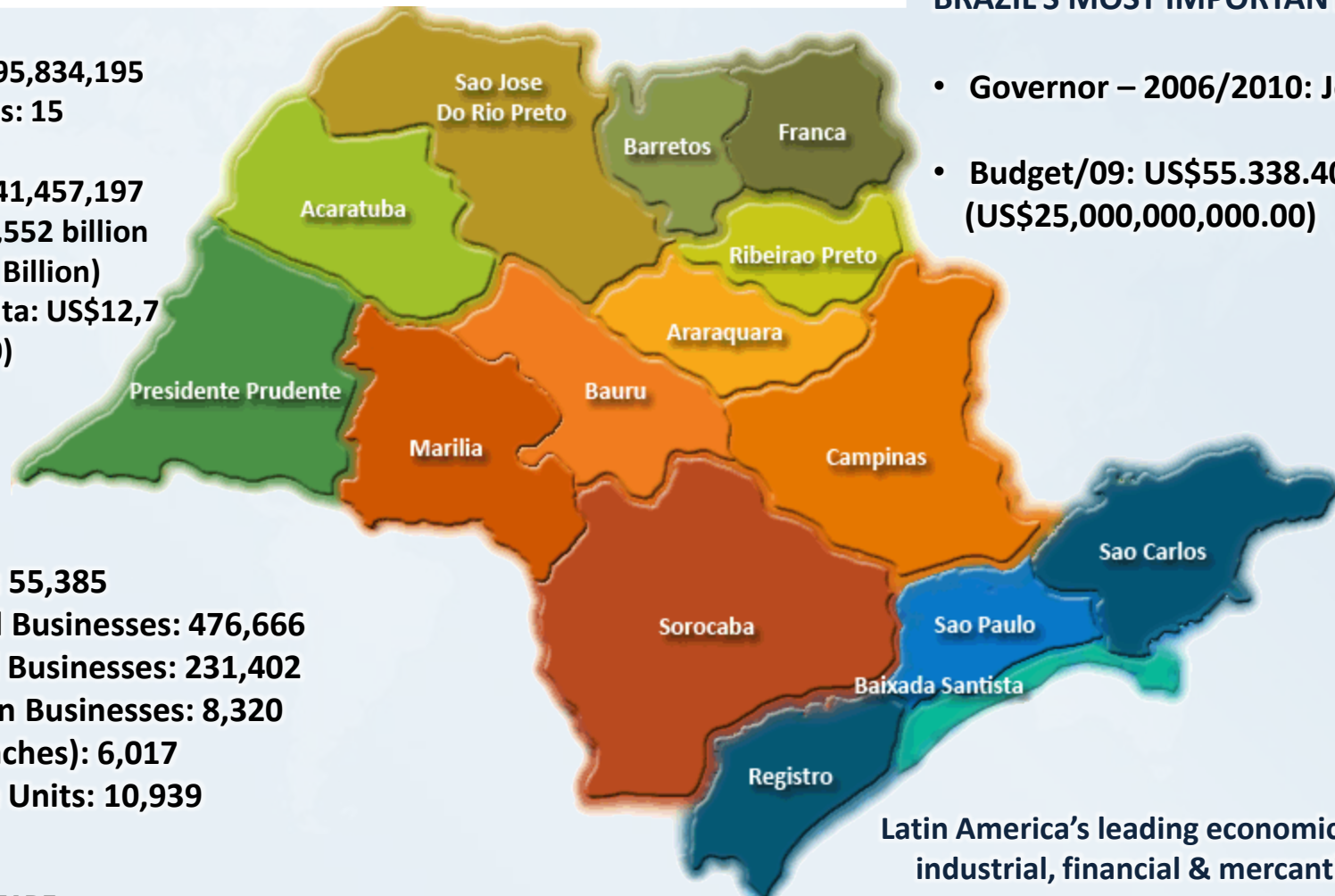




SÃO PAULO STATE: OVERVIEW

BRAZIL'S MOST IMPORTANT STATE!

- Governor – 2006/2010: José Serra
- Budget/09: US\$55.338.401.338,18 (US\$25,000,000,000.00)



Latin America's leading economic, scientific industrial, financial & mercantile pole.

- Area mile² : 95,834,195
- Adm. Regions: 15
- Cities: 645
- Population: 41,457,197
- GDP: R\$ 802,552 billion (US\$348,930 Billion)
- GDP per capita: US\$12,7 (US\$6,000,00)

- Companies: 55,385
- Commercial Businesses: 476,666
- Agricultural Businesses: 231,402
- Construction Businesses: 8,320
- Banks (Branches): 6,017
- Health Care Units: 10,939

Source: IBGE / SEADE



PROPOSED HIGHWAY ROUT: 440 Miles

1. Santos
2. São Paulo
3. Jundiaí
4. Campinas
5. Americana
6. Limeira
7. Rio Claro
8. Jaú
9. Bauru
10. Marília
11. Tupã
12. Adamantina
13. Dracena
14. Panorama





**Important Characteristics
of the 14 cities on the
proposed **ITC-Agraplex** route**



CITY 1: SANTOS

LOCATION WITHIN SÃO PAULO STATE



Source: IBGE / SEADE

MAIN ECONOMIC INDICATORS – 2007

INDICATOR	VALUE
MICROREGION – SANTOS	
Area (mile ²)	108
Population	418,288
Populational Increase 2000-2007	0,07%
GDP (US\$ mi)	7,27 billion
GDP <i>per capita</i> (US\$)	17,522 thousand
Municipal Budget (US\$)	370 million
Municipal Expenditures (US\$)	347 million
Health Units	180
Universities/Colleges	8
Farms	5



1) SANTOS – CHARACTERISTICS

ECONOMY / MAIN BUSINESS ACTIVITIES

Santos holds the biggest Port in the southern hemisphere and is responsible for ¼ of all Brazil's international trade flow.

Santos economy is basically formal. The sector that provides the most employment is services, followed by commerce.

Touristic activities, stimulated by the big flow of tourists from the Capital of São Paulo as well as from every city in the state, boost construction, re-shaping the urban infra-structure, mainly commerce, with the implementation of shopping malls, supermarkets and areas for events and expositions, developing the Tourism Business as an option for expositors and investors from São Paulo Capital.





1) SANTOS – FAMILY INCOME / 2007

	POPULATION	%
Up to 1 minimum wage	20,920	5,7%
From 1 to 2 minimum wages	36,278	9,9%
From 2 to 3 minimum wages	30,465	8,3%
From 3 to 5 minimum wages	43,759	11,9%
From 5 to 10 minimum wages	59,596	16,2%
From 10 to 20 minimum wages	33,027	9%
More than 20 minimum wages	18,633	5%
No income	123,019	33,6%
Total	365,699	100%

Source: IBGE



1) SANTOS – TRANSPORTATION OVERVIEW

TRANSPORTATION INDEX	
AUTOMOBIL	122,796
TRUCK	4,488
TRACTOR TRUCK	2,695
VANS/PICK UPS	6,143
MICROBUS	676
MOTORCYCLE	49,988
BUS	607
TRACTOR	771



CITY 2: SÃO PAULO

LOCATION WITHIN SÃO PAULO STATE



Source: IBGE / SEADE

MAIN ECONOMIC INDICATORS – 2007

INDICATOR	VALUE
MICROREGION – SÃO PAULO	
Area (mile ²)	590
Population	10,886,518
Populational Increase 2000-2007	4,1%
GDP (US\$ mi)	128,5 billion
GDP <i>per capita</i> (US\$)	11,670 thousand
Municipal Budget (US\$)	7,7 billion
Municipal Expenditures (US\$)	6,6 billion
Health Units	1,759
Universities/Colleges	146
Farms	193



2) SÃO PAULO – CHARACTERISTICS

ECONOMY / MAIN BUSINESS ACTIVITIES

The city of São Paulo is the 5th most populated and the 19th richest city in the world and projections point out that it will be the 13th richest by 2020. It is the most important city in the Americas after New York .

Its GDP corresponds to 12,26% of Brazil's GDP. It is a multi-racial, global metropolis, being home for several huge transinternational companies and is directly linked to the most important airway routes in the world, as well as to the main information grids.

Sao Paulo's BMF&Bovespa is the biggest stock exchange market in Latin America, the second in the Americas and the third biggest in the world.

It is the financial heart of Brazil and the most significant financial center in Latin America.





2) SÃO PAULO – FAMILY INCOME / 2007

	POPULATION	%
Up to 1 minimum wage	510,498	5,8%
From 1 to 2 minimum wages	909,290	10,4%
From 2 to 3 minimum wages	863,224	9,8%
From 3 to 5 minimum wages	1,054,122	12%
From 5 to 10 minimum wages	1,116,318	12,7%
From 10 to 20 minimum wages	558,277	6,3%
More than 20 minimum wages	386,938	4,4%
No income	3,328,650	38,1%
Total	8,727,317	100%

Source: IBGE



2) SÃO PAULO – TRANSPORTATION OVERVIEW

TRANSPORTATION INDEX	
AUTOMOBIL	4,009,301
TRUCK	128,955
TRACTOR TRUCK	15,853
VANS/PICK UPS	225,454
MICROBUS	27,343
MOTORCYCLE	118,085
BUS	37,550
TRACTOR	1,818



CITY 3: JUNDIAÍ

LOCATION WITHIN SÃO PAULO STATE



Source: IBGE / SEADE

MAIN ECONOMIC INDICATORS – 2007

INDICATOR	VALUE
MICROREGION – JUNDIAÍ	
Area (mile ²)	166
Population	342,983
Populational Increase 2000-2007	5,7%
GDP (US\$ mi)	4,5 billion
GDP <i>per capita</i> (US\$)	13,181 thousand
Municipal Budget (US\$)	292 million
Municipal Expenditures (US\$)	221,5 million
Health Units	107
Universities/Colleges	9
Farms	747



3) JUNDIAÍ – CHARACTERISTICS

ECONOMY / MAIN BUSINESS ACTIVITIES

The City of Jundiaí has been having a significant populational increase in the past few years. It figures 8th in the country's GDP.

Jundiaí is known as the land of Grapes and Strawberries due to its big production and expertise, but besides having a significant agricultural production, the city has become a pole for logistics companies as it is home for an Industrial Park holding over 500 companies.

it stands out in the foods and beverages sector, ceramics, (producing half of the nation's production), auto-parts, metal-mechanics, rubber, plastics, packaging and durable goods.

The city has the 5th agricultural population in Brazil, and it's average agricultural GDP is about US\$40 million.





3) JUNDIAÍ – FAMILY INCOME / 2007

	POPULATION	%
Up to 1 minimum wage	17,649	6,6%
From 1 to 2 minimum wages	30,453	11,4%
From 2 to 3 minimum wages	27,074	10,2%
From 3 to 5 minimum wages	34,680	13%
From 5 to 10 minimum wages	38,464	14,4%
From 10 to 20 minimum wages	16,751	6,3%
More than 20 minimum wages	9,371	3,5%
No income	100,848	30%
Total	265,290	100%

Source: IBGE



3) JUNDIAÍ – TRANSPORTATION OVERVIEW

TRANSPORTATION INDEX	
AUTOMOBIL	131,554
TRUCK	5,819
TRACTOR TRUCK	809
VANS/PICK UPS	9,850
MICROBUS	681
MOTORCYCLE	32,522
BUS	878
TRACTOR	47



CITY 4: CAMPINAS

LOCATION WITHIN SÃO PAULO STATE



Source: IBGE / SEADE

MAIN ECONOMIC INDICATORS – 2007

INDICATOR	VALUE
MICROREGION – CAMPINAS	
Area (mile ²)	306
Population	1,039,297
Populational Increase 2000-2007	8,2%
GDP (US\$ mi)	10,7 billion
GDP <i>per capita</i> (US\$)	10,013 thousand
Municipal Budget (US\$)	696,5 million
Municipal Expenditures (US\$)	653,8 million
Health Units	325
Universities/Colleges	13
Farms	632



4) CAMPINAS – CHARACTERISTICS

ECONOMY / MAIN BUSINESS ACTIVITIES

Campinas is the 11th richest city in Brazil and participates in about 1% of all Brazil's GDP, \$20 Billion for Campinas alone. It concentrates about one third of all industrial production in Sao Paulo state.

It is home for important high-tech companies and also a big metallurgical park. Campinas has become a significant and diversified commercial center, with two of the biggest shopping malls in Brazil.

Its airport, Viracopos, is the second largest and most important in Brazil, also serving international trade. Campinas is a cutting-edge technology pole, being known as Brazil's Silicon Valley, being the third largest pole of research and development in Brazil, which makes it an alternative for investors.





4) CAMPINAS – FAMILY INCOME / 2007

	POPULATION	%
Up to 1 minimum wage	52,169	6,3%
From 1 to 2 minimum wages	85,798	10,4%
From 2 to 3 minimum wages	78,955	9,6%
From 3 to 5 minimum wages	99,084	12,1%
From 5 to 10 minimum wages	109,677	13,3%
From 10 to 20 minimum wages	55,840	6,8%
More than 20 minimum wages	37,498	4,5%
No income	299,855	36,6%
Total	818,876	100%

Source: IBGE



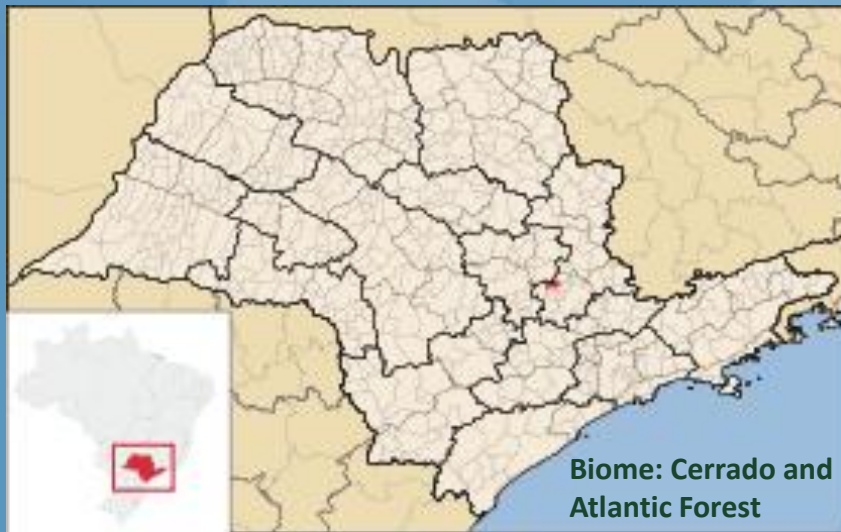
4) CAMPINAS – TRANSPORTATION OVERVIEW

TRANSPORTATION INDEX	
AUTOMOBIL	409,364
TRUCK	14,205
TRACTOR TRUCK	1,885
VANS/PICK UPS	27,661
MICROBUS	2,604
MOTORCYCLE	76,322
BUS	3,920
TRACTOR	101



CITY 5: AMERICANA

LOCATION WITHIN SÃO PAULO STATE



Source: IBGE / SEADE

MAIN ECONOMIC INDICATORS – 2007

INDICATOR	VALUE
MICROREGION – CAMPINAS	
Area (mile ²)	51
Population	199,094
Populational Increase 2000-2007	8,2%
GDP (US\$ mi)	2,13 billion
GDP <i>per capita</i> (US\$)	7,645 thousand
Municipal Budget (US\$)	127,2 million
Municipal Expenditures (US\$)	111,4 million
Health Units	77
Universities/Colleges	4
Farms	64



5) AMERICANA – CHARACTERISTICS

ECONOMY / MAIN BUSINESS ACTIVITIES

In 1866, the region of what is today the city of Americana started receiving hundreds of American immigrants, from the southern states, running from the civil war.

Today, Americana is an important center of national and international investment. With qualified labor in the most varied segments, the city stands out as one of the main poles in manufactured fabrics and artificial and synthetic fibers in Latin America.

Americana is the 72nd richest Brazilian city and the 4th richest in the Campinas region, with a GDP of US 2,1 Billion.





5) AMERICANA – FAMILY INCOME / 2007

	POPULATION	%
Up to 1 minimum wage	11,826	7,6%
From 1 to 2 minimum wages	18,645	12%
From 2 to 3 minimum wages	18,704	12%
From 3 to 5 minimum wages	20,285	13%
From 5 to 10 minimum wages	19,466	12,5%
From 10 to 20 minimum wages	7,890	5%
More than 20 minimum wages	4,001	2,5%
No income	54,528	35,1%
Total	155,345	100%

Source: IBGE



5) AMERICANA – TRANSPORTATION OVERVIEW

TRANSPORTATION INDEX	
AUTOMOBIL	69,430
TRUCK	2,814
TRACTOR TRUCK	471
VANS/PICK UPS	6,148
MICROBUS	360
MOTORCYCLE	21,779
BUS	748
TRACTOR	19



CITY 6: LIMEIRA

LOCATION WITHIN SÃO PAULO STATE



Source: IBGE / SEADE

MAIN ECONOMIC INDICATORS – 2007

INDICATOR	VALUE
MICROREGION – LIMEIRA	
Area (mile ²)	223
Population	272,734
Populational Increase 2000-2007	8,6%
GDP (US\$ mi)	2,13 billion
GDP <i>per capita</i> (US\$)	7,645 thousand
Municipal Budget (US\$)	148,7 million
Municipal Expenditures (US\$)	113,6 million
Health Units	67
Universities/Colleges	3
Farms	1,408



6) LIMEIRA – CHARACTERISTICS

ECONOMY / MAIN BUSINESS ACTIVITIES

Limeira is located in the Campinas region, which holds a high industrial concentration and has a GDP higher than some important states in the federation, such as Minas Gerais or Rio Grande do Sul, for example.

In its strong agricultural sector, Limeira has a vast production of citrus (mainly orange) closely followed by sugarcane, among others, and according to studies, it is home today for over 2,000 agricultural properties, including small farms.

The city holds about 3,500 commercial businesses and over 3,000 services businesses.

It has a strongly developed industrial district, it has around 1,000 industrial companies that employ 50% of the city's working population.





6) LIMEIRA – FAMILY INCOME / 2007

	POPULATION	%
Up to 1 minimum wage	20,227	9,7%
From 1 to 2 minimum wages	29,254	14%
From 2 to 3 minimum wages	23,066	11,1%
From 3 to 5 minimum wages	23,592	11,3%
From 5 to 10 minimum wages	21,055	10,1%
From 10 to 20 minimum wages	7,317	3,5%
More than 20 minimum wages	3,211	1,5%
No income	79,933	38,4%
Total	207,655	100%

Source: IBGE



6) LIMEIRA – TRANSPORTATION OVERVIEW

TRANSPORTATION INDEX	
AUTOMOBIL	76,330
TRUCK	3,971
TRACTOR TRUCK	1,053
VANS/PICK UPS	6,575
MICROBUS	527
MOTORCYCLE	24,430
BUS	532
TRACTOR	9



CITY 7: RIO CLARO

LOCATION WITHIN SÃO PAULO STATE



Source: IBGE / SEADE

MAIN ECONOMIC INDICATORS – 2007

INDICATOR	VALUE
MICROREGION – RIO CLARO	
Area (mile ²)	192
Population	185,421
Populational Increase 2000-2007	9,2%
GDP (US\$ mi)	1,49 billion
GDP <i>per capita</i> (US\$)	7,829 thousand
Municipal Budget (US\$)	111,6 million
Municipal Expenditures (US\$)	92,6 million
Health Units	75
Universities/Colleges	3
Farms	579



7) RIO CLARO – CHARACTERISTICS

ECONOMY / MAIN BUSINESS ACTIVITIES

Rio Claro is located in region of Campinas, 150 miles from the port of Santos, 52 miles from the Viracopos International Airport in Campinas, 120 miles from the Guarulhos International Airport and 107 miles from São Paulo capital.

Rio Claro, along with other small towns in its surroundings, is considered the most important pole of ceramics manufacturing in the Americas, with its 48 companies.

It also stands out as for other industrialized products, such as: fiber glass; plastic tubes, electro domestics, light chemicals, metallurgies, industrial cables, candies and caramels, auto parts, animal feed, poultry and special rubber artifacts.

Sugarcane dominates the agriculture in the region





7) RIO CLARO – FAMILY INCOME / 2007

	POPULATION	%
Up to 1 minimum wage	12,034	8,4%
From 1 to 2 minimum wages	18,752	13,2%
From 2 to 3 minimum wages	16,048	11,3%
From 3 to 5 minimum wages	18,386	12,9%
From 5 to 10 minimum wages	16,890	11,9%
From 10 to 20 minimum wages	6,512	4,5%
More than 20 minimum wages	3,575	2,5%
No income	49,484	34,9%
Total	141,681	100%

Source: IBGE



7) RIO CLARO – TRANSPORTATION OVERVIEW

TRANSPORTATION INDEX	
AUTOMOBIL	54,208
TRUCK	2,620
TRACTOR TRUCK	582
VANS/PICK UPS	3,924
MICROBUS	229
MOTORCYCLE	30,576
BUS	392
TRACTOR	2



CITY 8: JAÚ

LOCATION WITHIN SÃO PAULO STATE



Source: IBGE / SEADE

MAIN ECONOMIC INDICATORS – 2007

INDICATOR	VALUE
MICROREGION - JAÚ	
Area (mile ²)	265
Population	125,469
Populational Increase 2000-2007	10,6%
GDP (US\$ mi)	617 million
GDP <i>per capita</i> (US\$)	4,922 thousand
Municipal Budget (US\$)	61,2 million
Municipal Expenditures (US\$)	51,2 million
Health Units	39
Universities/Colleges	2
Farms	348



8) JAÚ - CHARACTERISTICS

ECONOMY / MAIN BUSINESS ACTIVITIES

Jaú's main economic activities are: the shoes manufacturing industry; agro-industry (sugar/alcohol). Agriculture: sugarcane; coffee; fruits and cotton.

Jaú is known as the capital of women's shoes, as it is home for some 220 shoes manufacturing company that produces annually 14 million pairs of shoes. Heavy mechanics is also a feature in Jaú's industrial scenario, as well as graphic precision mechanics . The textile and food industries are also strong.

Jaú's commerce is a regional reference, for it supplies over 10 neighboring towns.





8) JAÚ – FAMILY INCOME / 2007

	POPULATION	%
Up to 1 minimum wage	8,888	9,3%
From 1 to 2 minimum wages	15,262	16%
From 2 to 3 minimum wages	11,746	12,3%
From 3 to 5 minimum wages	12,430	13%
From 5 to 10 minimum wages	10,243	10,7%
From 10 to 20 minimum wages	3,322	3,4%
More than 20 minimum wages	1,593	1,6%
No income	31,465	33,1%
Total	94,949	100%

Source: IBGE



8) JAÚ – TRANSPORTATION OVERVIEW

TRANSPORTATION INDEX	
AUTOMOBIL	36,879
TRUCK	1,838
TRACTOR TRUCK	145
VANS/PICK UPS	3,029
MICROBUS	203
MOTORCYCLE	14,918
BUS	259
TRACTOR	0



CITY 9: BAURU

LOCATION WITHIN SÃO PAULO STATE



Source: IBGE / SEADE

MAIN ECONOMIC INDICATORS – 2007

INDICATOR	VALUE
MICROREGION - BAURU	
Area (mile ²)	259
Population	347,601
Populational Increase 2000-2007	9%
GDP (US\$ mi)	2,1 billion
GDP <i>per capita</i> (US\$)	6,000 thousand
Municipal Budget (US\$)	152,3 million
Municipal Expenditures (US\$)	116,5 million
Health Units	128
Universities/Colleges	10
Farms	474



9) BAURU – CHARACTERISTICS

ECONOMY / MAIN BUSINESS ACTIVITIES

Bauru is the most important economic center and the largest city in the west of SP state.

The city's main economic activities lie primarily on commerce and services.

Pineapple and tropical fruits are predominant in its agriculture. Cattle ranching has always been strong in the region, but sugarcane cultivating has grown very rapidly.

The industrial sector is represented by the transformation industries, such as metal-mechanics and foods. The city's foods industries, as well as the graphics industries are leaders in their segments in Brazil, exporting large volumes and also supplying the national markets.





9) BAURU – FAMILY INCOME / 2007

	POPULATION	%
Up to 1 minimum wage	26,553	10%
From 1 to 2 minimum wages	33,725	12,7%
From 2 to 3 minimum wages	27,542	10,3%
From 3 to 5 minimum wages	31,103	11,7%
From 5 to 10 minimum wages	30,892	11,6%
From 10 to 20 minimum wages	13,648	5,14%
More than 20 minimum wages	7,361	2,7%
No income	94,399	35,5%
Total	265,223	100%

Source: IBGE



9) BAURU – TRANSPORTATION OVERVIEW

TRANSPORTATION INDEX	
AUTOMOBIL	103,234
TRUCK	4,178
TRACTOR TRUCK	449
VANS/PICK UPS	7,721
MICROBUS	389
MOTORCYCLE	34,611
BUS	953
TRACTOR	12



CITY 10: MARÍLIA

LOCATION WITHIN SÃO PAULO STATE



Source: IBGE / SEADE

MAIN ECONOMIC INDICATORS – 2007

INDICATOR	VALUE
MICROREGION - MARÍLIA	
Area (mile ²)	451
Population	218,113
Populational Increase 2000-2007	9,5
GDP (US\$ mi)	1,1 billion
GDP <i>per capita</i> (US\$)	5,000 thousand
Municipal Budget (US\$)	133,8 million
Municipal Expenditures (US\$)	117,2
Health Units	94
Universities/Colleges	4
Farms	920



10) MARÍLIA – CHARACTERISTICS

ECONOMY / MAIN BUSINESS ACTIVITIES

With a vast Japanese population, that immigrated to the region by the time of the second world war, Marília is today the fastest growing city in western São Paulo.

It's economy is strongly influenced by some major food companies, which gives the city the title of "National Foods' Capital". Coca-Cola has a big plant in the city. Its industrial district is home for some major exporting companies, mainly manufactures of metal doors and windows. The region is leader in exporting tractors, caterpillars, treadmills, sprayers, etc.

Marília's agriculture is based on coffee, sugarcane, fruits and vegetables. Cattle ranching is also very strong. The city also holds important higher education institutions, that welcomes thousands of students from all over the country every year.





10) MARÍLIA – FAMILY INCOME / 2007

	POPULATION	%
Up to 1 minimum wage	18,937	11,4%
From 1 to 2 minimum wages	23,507	14,2%
From 2 to 3 minimum wages	18,436	11,1%
From 3 to 5 minimum wages	18,176	11%
From 5 to 10 minimum wages	16,295	9,8%
From 10 to 20 minimum wages	6,366	3,8%
More than 20 minimum wages	3,752	2,2%
No income	59,520	36%
Total	164,989	100%

Source: IBGE



10) MARÍLIA – TRANSPORTATION OVERVIEW

TRANSPORTATION INDEX	
AUTOMOBIL	53,998
TRUCK	2,530
TRACTOR TRUCK	281
VANS/PICK UPS	3,659
MICROBUS	184
MOTORCYCLE	22,368
BUS	377
TRACTOR	2



CITY 11: TUPÃ

LOCATION WITHIN SÃO PAULO STATE



Source: IBGE / SEADE

MAIN ECONOMIC INDICATORS – 2007

INDICATOR	VALUE
MICROREGION - TUPÃ	
Area (mile ²)	242
Population	62,256
Populational Increase 2000-2007	-1,7
GDP (US\$ mi)	315 million
GDP <i>per capita</i> (US\$)	4,753 thousand
Municipal Budget (US\$)	25 million
Municipal Expenditures (US\$)	20,3 million
Health Units	39
Universities/Colleges	4
Farms	1,048



11) TUPÃ – CHARACTERISTICS

ECONOMY / MAIN BUSINESS ACTIVITIES

Tupã is one of the 29 cities in São Paulo state that are considered “Touristic Instances”, which grants the city many federal and state benefits.

Agriculture is the strongest feature of the city’s economical activity. With over 1,000 agricultural businesses.

Cattle ranching include some 40,100 beef cattle units, 7,100 dairy cattle units, and 19,200 multiple aptitude (mixed beef and dairy) cattle units.

Pushed by its 380 industrial businesses, in the so called transformation industry, the city stands out in meat, milk, coffee, peanut, soy beans, corn and animal feed production. Shoes manufacturing is also a feature, as well as travel bags, agricultural machinery, furniture, chemical products, etc.





11) TUPÃ – FAMILY INCOME / 2007

	POPULATION	%
Up to 1 minimum wage	9,800	18%
From 1 to 2 minimum wages	9,175	16,9%
From 2 to 3 minimum wages	5,291	9,7%
From 3 to 5 minimum wages	4,317	7,9%
From 5 to 10 minimum wages	4,073	7,5%
From 10 to 20 minimum wages	1,658	3%
More than 20 minimum wages	994	1,8
No income	18,961	34,9%
Total	54,269	100%

Source: IBGE



11) TUPÃ – TRANSPORTATION OVERVIEW

TRANSPORTATION INDEX	
AUTOMOBIL	16,540
TRUCK	1,209
TRACTOR TRUCK	109
VANS/PICK UPS	1,452
MICROBUS	39
MOTORCYCLE	8,532
BUS	171
TRACTOR	2



CITY 12: ADAMANTINA

LOCATION WITHIN SÃO PAULO STATE



Source: IBGE / SEADE

MAIN ECONOMIC INDICATORS – 2007

INDICATOR	VALUE
MICROREGION - ADAMANTINA	
Area (mile ²)	158
Population	33,289
Populational Increase 2000-2007	-0,63
GDP (US\$ mi)	190,5 million
GDP <i>per capita</i> (US\$)	5,518 thousand
Municipal Budget (US\$)	25,5 million
Municipal Expenditures (US\$)	21,7 million
Health Units	21
Universities/Colleges	1
Farms	713



12) ADAMANTINA - CHARACTERISTICS

ECONOMY / MAIN BUSINESS ACTIVITIES

Adamantina is a small city in the west of Sao Paulo state.

Its economy is mainly dependent on agriculture. Cattle ranching and sugarcane are the most important activities in the region, followed by coffee, orange, peanut, soy beans and fruits and vegetables.

Other sources of employment are:

Banks/Branches: 9

Industries: 5

Commercial Businesses: 389

Services: 502





12) ADAMANTINA – FAMILY INCOME / 2007

	POPULATION	%
Up to 1 minimum wage	5,407	18,7%
From 1 to 2 minimum wages	4,787	16,6%
From 2 to 3 minimum wages	3,073	10,6%
From 3 to 5 minimum wages	2,145	7,4%
From 5 to 10 minimum wages	2,260	7,8%
From 10 to 20 minimum wages	885	3%
More than 20 minimum wages	506	1,7%
No income	9,746	33,8%
Total	28,809	100%

Source: IBGE



12) ADAMANTINA- TRANSPORTATION OVERVIEW

TRANSPORTATION INDEX	
AUTOMOBIL	9,239
TRUCK	643
TRACTOR TRUCK	126
VANS/PICK UPS	906
MICROBUS	46
MOTORCYCLE	3,272
BUS	61
TRACTOR	4



CITY 13: DRACENA

LOCATION WITHIN SÃO PAULO STATE



Source: IBGE / SEADE

MAIN ECONOMIC INDICATORS – 2007

INDICATOR	VALUE
MICROREGION - DRACENA	
Area (mile ²)	188
Population	42,107
Populational Increase 2000-2007	3,8
GDP (US\$ mi)	184,7 million
GDP <i>per capita</i> (US\$)	4,500 thousand
Municipal Budget (US\$)	18,706 million
Municipal Expenditures (US\$)	15 million
Health Units	17
Universities/Colleges	2
Farms	660



13) DRACENA – CHARACTERISTICS

ECONOMY / MAIN BUSINESS ACTIVITIES

Dracena's economy, like most cities in the region, is primarily based on agriculture and cattle ranching.

Sugarcane is also very strong, followed by Orange, tropical fruits, soy beans and fish breeding for commercial sale.

Dracena has also a vocation for ecological, rural and cultural tourism.

Handicraft is well organized in the region.





13) DRACENA – FAMILY INCOME / 2007

	POPULATION	%
Up to 1 minimum wage	6,871	19,7%
From 1 to 2 minimum wages	5,667	16,2%
From 2 to 3 minimum wages	3,211	9,2%
From 3 to 5 minimum wages	3,177	9,1%
From 5 to 10 minimum wages	2,589	7,43%
From 10 to 20 minimum wages	977	2,8%
More than 20 minimum wages	490	1,4%
No income	11,843	34%
Total	34,825	100%

Source: IBGE



13) DRACENA – TRANSPORTATION OVERVIEW

TRANSPORTATION INDEX	
AUTOMOBIL	11,156
TRUCK	916
TRACTOR TRUCK	192
VANS/PICK UPS	1,239
MICROBUS	27
MOTORCYCLE	4,428
BUS	120
TRACTOR	0



CITY 14: PANORAMA

LOCATION WITHIN SÃO PAULO STATE



Source: IBGE / SEADE

MAIN ECONOMIC INDICATORS – 2007

INDICATOR	VALUE
MICROREGION - DRACENA	
Area (mile ²)	136
Population	13,944
Populational Increase 2000-2007	2,1
GDP (US\$ mi)	41,4 million
GDP <i>per capita</i> (US\$)	2,840 thousand
Municipal Budget (US\$)	6,7 million
Municipal Expenditures (US\$)	6 million
Health Units	4
Universities/Colleges	0
Farms	240



14) PANORAMA – CHARACTERISTICS

ECONOMY / MAIN BUSINESS ACTIVITIES

Panorama sits on the west of São Paulo state, bordering the state of Mato Grosso do Sul.

Its economy is primarily based on eco-tourism, since the city is an important touristic pole in the region, where the large Paraná river provides ground for the city's resort.

Panorama is well known for its many annual events, welcoming thousands of people year round from other cities and states. Fishing is also an important contributor in the cities economy.





14) PANORAMA – FAMILY INCOME / 2007

	POPULATION	%
Up to 1 minimum wage	1,983	18%
From 1 to 2 minimum wages	1,714	15,6%
From 2 to 3 minimum wages	1,232	11,2%
From 3 to 5 minimum wages	769	7%
From 5 to 10 minimum wages	479	4,37%
From 10 to 20 minimum wages	218	1,9%
More than 20 minimum wages	99	0,9%
No income	4,478	40,8%
Total	10,972	100%

Source: IBGE



14) PANORAMA – TRANSPORTATION OVERVIEW

TRANSPORTATION INDEX	
AUTOMOBIL	1,864
TRUCK	217
TRACTOR TRUCK	42
VANS/PICK UPS	212
MICROBUS	6
MOTORCYCLE	848
BUS	12
TRACTOR	0



20 BIGGEST CITIES IN SAO PAULO STATE

POSITION	CITY	POPULATON	POSITION	CITY	POPULATON
1	São Paulo	10.990.249	11	São José do Rio Preto	414.272
2	Guarulhos	1.279.202	12	Mauá	412.753
3	Campinas	1.056.644	13	Diadema	394.266
4	São Bernardo do Campo	801.580	14	Carapicuíba	388.532
5	Osasco	713.066	15	Mogi das Cruzes	371.372
6	Santo André	671.696	16	Piracicaba	358.108
7	São José dos Campos	609.229	17	Bauru	347.601
8	Sorocaba	576.312	18	Jundiaí	347.601
9	Ribeirão Preto	558.136	19	Itaquaquecetuba	334.914
10	Santos	417.518	20	São Vicente	323.599

Fonte:^[7]

Carapicuíba, Diadema, Guarulhos, Itaquaquecetuba, Mauá, Mogi das Cruzes, Osasco, Santo André e São Bernardo do Campo fazem parte da Região Metropolitana de São Paulo.



MORE FACTS ABOUT SÃO PAULO STATE

- São Paulo's interior (cities other than the capital) is responsible for 15% of the Brazilian GDP, compared to countries such as Venezuela;
- if it were a country, São Paulo's interior would be the 37th biggest economy in the world;
- 950 thousand operating companies (Industry, Commerce, Services e Agro-Business);
- In 2007, for each US\$ 100 spent in the country, US\$ 14 was spent in the Interior of São Paulo;
- Its US\$348,930 Billion GDP is bigger than some countries' such as The Arab Emirates, Czech Republic, Chile and Colombia;
- The Interior of SP state is the biggest orange producer in the planet, with 80% of the national production;
- Consumption rate in the Interior of São Paulo has grown 234% in the last 5 years, reaching US\$ 146,79 billion in 2008.
- South America's Aquífero Guarani, the largest subterranean **fresh water reserve** in the world covers over 65% of Sao Paulo state.

SOURCES: FUNDAÇÃO SEADE JUN/2008/ IBGE JUN/2008/ CATI JUN/2008/ BANCO MUNDIAL- JUN/2008/ ATLAS DE CONSUMO - BASE 2008



The proposed ITC-Agraplex rout presented is only a strip, a corridor leading westwards, as a foundation for a possible future integration with other Latin American countries in the same fashion as the Interoceanic Highway.

It begins in a very economically strong area and stretches all the way to smaller, less populated and less developed cities, but with big agricultural potential and big exporting companies along the way that could use the Interstate to flow their production to the Capital or to the Port of Santos.

Although this presentation is only an overview, further assessment should be made regarding the Agraplex application and opportunities in the whole SP state.

Other things to consider regarding an ITC-Agraplex project in Brazil and in Sao Paulo state include:

- ❑ Brazil's Federal Government is establishing a federal railway agency for developing an US\$11 billion project for technology developers to build the bullet-train (Brazilian Shinkansen), linking São Paulo to Rio de Janeiro; Government will open a public bid for contractors;
- ❑ The Brazilian government is implementing a huge economic development program to boost the country's production, consumption and social and economic development (It's called PAC, or translating to "Plan for the Acceleration of Growth");
- ❑ Brazilian agricultural and cattle ranching expertise is one of the world's best. Climate is perfect for most crops;
- ❑ One of Brazil's biggest holdbacks for growth is its expensive, inefficient transportation system, due to its deficient roads' and highways' conditions.



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