

# EGT Development Overview

October 14, 2009



Who is EGT Development?

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The logo for Bunge, featuring a stylized globe icon above the word "BUNGE" in a blue, sans-serif font.

The logo for Itochu, featuring the word "ITOCHU" in a blue, sans-serif font with a stylized arch above it.

The logo for Stx Pan Ocean, featuring the word "stx" in a red, lowercase, sans-serif font followed by "Pan Ocean" in a blue, sans-serif font.

## What is EGT Development?

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- Three partners joined together to build the first Export Grain Terminal (EGT) built in the United States in more than two decades.



## Who is Bunge?

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Founded in 1818 in Amsterdam

Traded on NYSE: BG (IPO: 8/2/2001)

Global Headquarters: White Plains, NY

25,000 employees

Offices in 32 countries

2008 Net Sales: \$52.5 Billion

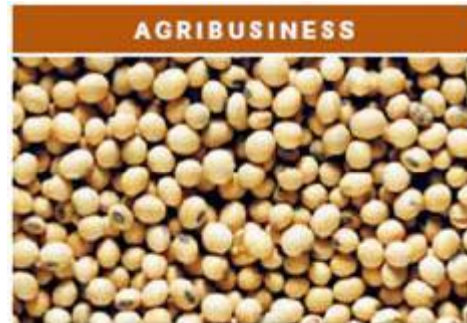


# Bunge's Global Market Segments

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- South America's largest fertilizer producer
- Only completely vertically integrated fertilizer company in Brazil
- Wholesaler of fertilizers in North America

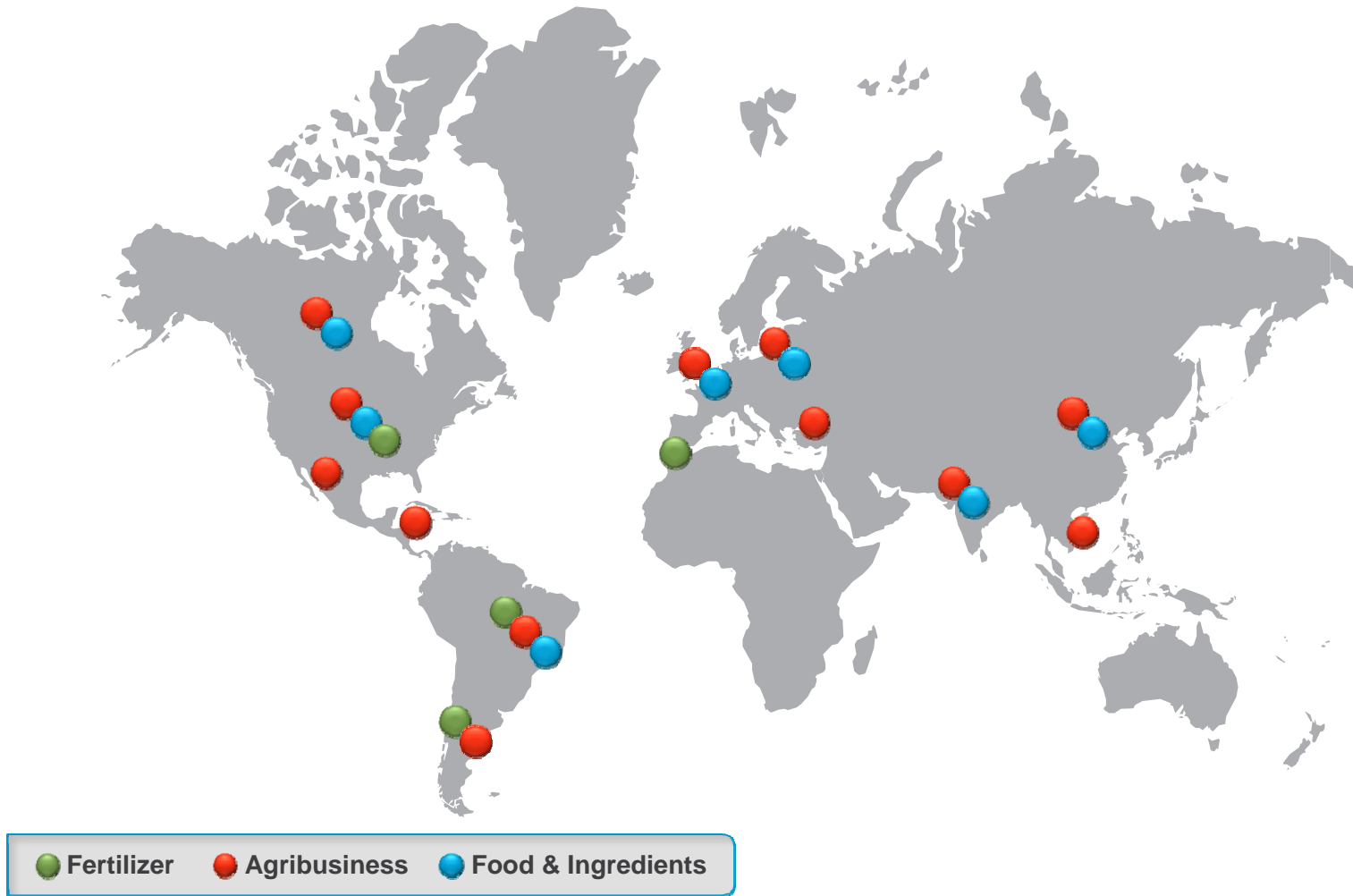


- A leader in oilseed processing
- A leader in global grain and oilseed marketing
- Originate commodities in world's primary growing regions and market them to 75 countries



- Leading corn and wheat miller in the Americas
- Leading supplier to food service companies and food processors in North America
- Leading producer of consumer bottled oil brands in South America, Europe and Asia

# Bunge's Balanced Asset Footprint



# ITOCHU

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Founded: 1858

Headquarters: Tokyo, Japan

Offices: 150 offices in more than 70 countries

Employees : 48,657

Annual revenue: \$28.6 billion in fiscal year ending  
3/31/08

Involved in a wide array of industries including food products, energy, technology, aerospace and logistics services

## STX Pan Ocean (America), Inc.

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Headquarters: New York, NY

Wholly owned subsidiary of STX Pan Ocean, Co., Ltd. based in Seoul, Korea

STX Pan Ocean is Korea's largest bulk carrier and one of the largest worldwide.

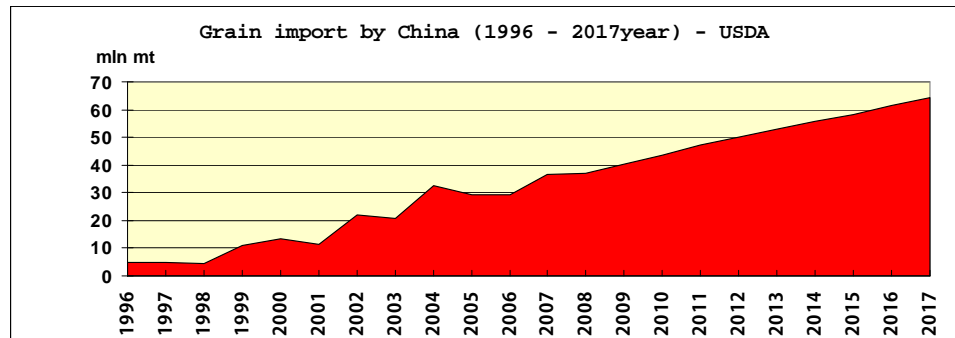
Handles 90 MMT per year, including 20 MMT of grain

Involved in shipbuilding, engine manufacture and plant development

# Why build an Export Grain Terminal?

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- The Pacific Northwest is the second largest export corridor in North America
  - Market access to growing demand in Asia
  - Origination access to agricultural commodities throughout the PNW, as well as the Midwest and Western Corn Belt
- EGT helps upgrade aging U.S infrastructure with improved technology and increased efficiency and speed
  - Last 2 major U.S. Grain Export Facilities were built in 1982/1983
    - ConAgra, Kalama, Wash.
    - Zen Noh Grain, Convent, La.



## Why Longview, Wash.?

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- Longview advantages

- Deep water port capable of handling Panamax vessels
- Access to major railroads and barges via the Columbia River
- Highway flyover provides unimpeded rail access to site
- Acreage to build rail loop capable of supporting unit trains
- Very supportive Port Commissioners and community leaders

## Project Scope

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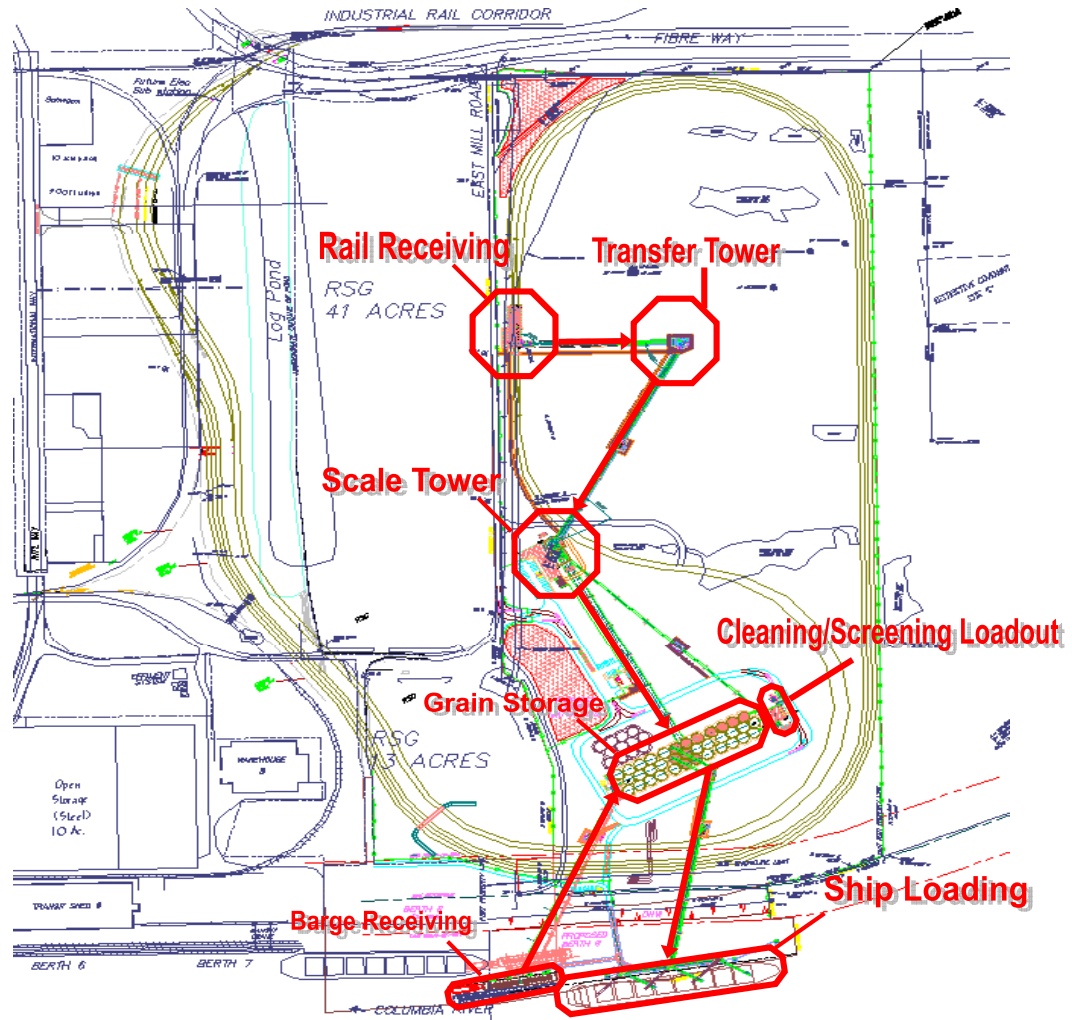
- EGT will handle grain, oilseeds and their by-products (DDGS and meal)
  - 8 MMT per year
  - 200 vessels per year
  - 650 barges per year
- \$200 million project
- 200 jobs on average during the construction phase
- 50 permanent jobs at the elevator; approximately 35 additional jobs for river pilots, tug assists, barge services and rail operations



# Project Scope



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## Project Scope

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- Groundbreaking on August 4, 2009



**Between now and then...**



## Site Preparation

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- Relocated over 730,000 yd<sup>3</sup> of sand
- Grading and drainage
- Installed two settling ponds
- Excavation of foundations
- Establishing roadways and railbeds

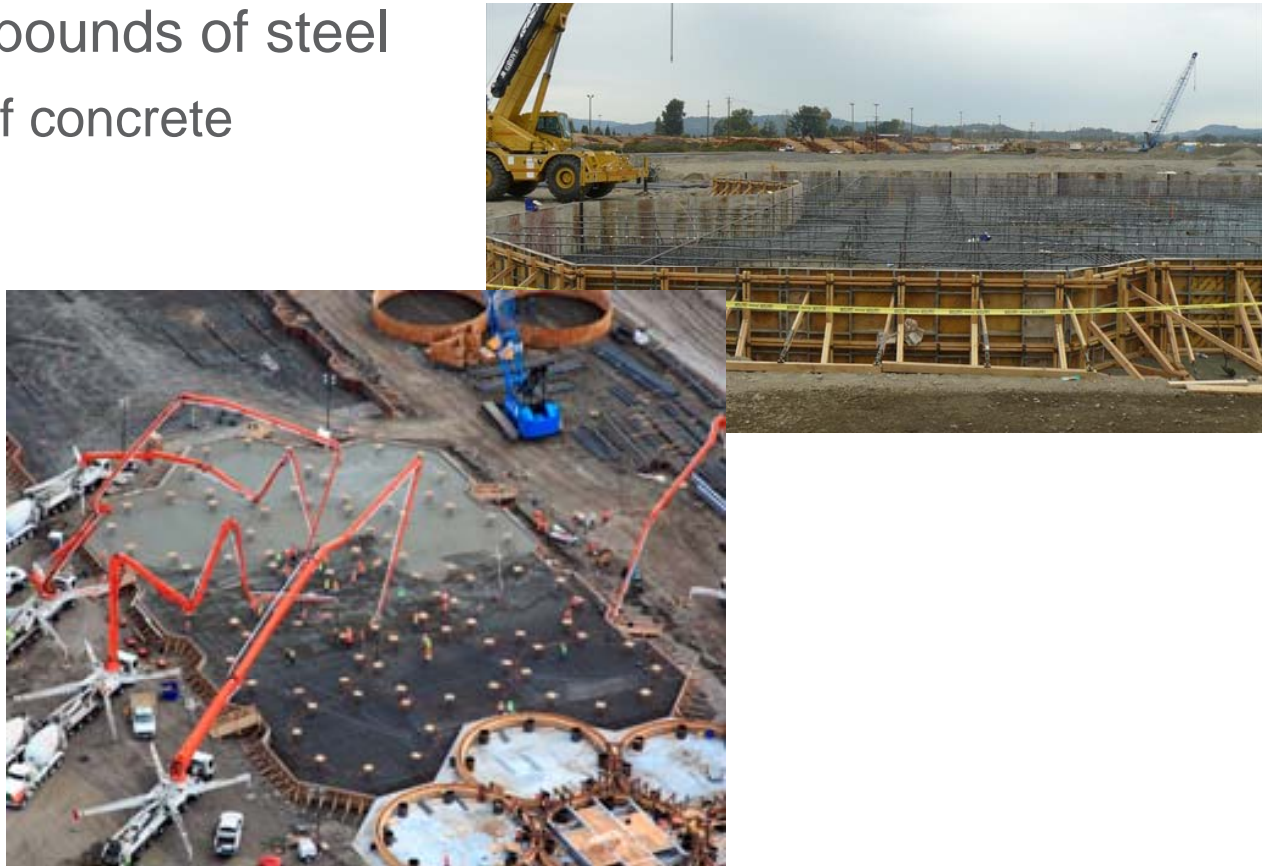


# Silo Mat Form Construction

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## Three weeks from start to ready-to-pour

- Two million pounds of steel
- 4,000 yd<sup>3</sup> of concrete
- ~600 trucks
- ~18 hours



# Dewatering Operations

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14 Wells @ 700 GPM = 9800 GPM

- Equivalent of filling one Olympic-size swimming pool every 1:07



Two year project

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Scheduled to be ready to handle fall harvest 2011.



