

A subsidiary of



BRAZORE



Brazilian Iron Ore Port Overview

Brazore has secured a strategic land position on the coast of Brazil for development of an iron ore port facility.

The land position covers three contiguous parcels of shoreline covering 857,575 square metres of land with direct access to the extensive railway and transportation network that joins the vast mineral resources of Brazil.

Brazore is developing a deepwater port (the "Port") located in Sepetiba Bay, approximately 70 kilometres west of Rio de Janeiro in the state of Rio de Janeiro, Brazil. The development consists of railcar receiving, stockpiling, stacker-reclaimers, a tunnel under the strait and island and a load out facility.

The design has been developed with environmental concerns in mind and the underground conveyor minimizes environmental impact. **The IT technical instruction for an environmental permit was granted September 2010.**

The facility will deliver ore directly to the deep water loadout and will be able to accommodate capesize vessels. The port will facilitate access to the sea born market for a number of independent mining operations in the Minas Gerais area.

The port has received a permit to handle 45 million tonnes per annum and has the potential to increase the throughput should volumes require it. The port will provide a significant economic stimulus to the local area.

Management Team

Brazore has established a world-class team for planning, managing and developing the iron ore port facility and related mine acquisitions.

Allen Palmiere, President and CEO of Adriana, has 35+ years of extensive experience in senior executive and leadership roles in the resource sector in a wide range of capacities such as Chairman & President and CEO of HudBay Minerals, President and CEO of Silk Road Resources, CEO & CFO of Breakwater Resources Ltd., and Executive Chairman of Barplats Investments Limited.

Norman L. Calder, Vice President of Finance, has 30+ years of extensive financial experience. Positions include Director of Finance of TriNorth Capital Inc., Chief Financial Officer and Director of Finance of Centiva Capital, Inc., Chief Financial Officer of Silk Road Resources Ltd., and Treasurer of Breakwater Resources Ltd. Mr. Calder is a Member of Institute of Chartered Accountants of Ontario.

Guilherme de Andrade, Director of Port Development for Brazore, is based in Rio de Janeiro. Mr. Andrade is responsible for overseeing the implementation of Brazore's port development business plan. Mr. Andrade brings to the team approximately 25 years of port development, operations, logistics, and commercial and administration expertise, most recently with Companhia Siderúrgica Nacional ("CSN") as the Terminal Operations Manager at the Port of Itaguaí, located in Sepetiba Bay in the State of Rio de Janeiro, Brazil. Mr. Andrade also spent 17 years with VALE (previously known as Cia Vale do Rio Doce - CVRD) where he worked as the Terminal Manager for Alumina do Norte S.A., a subsidiary of VALE, and also in various engineering and maintenance roles at the Port Complex of Tubarão, located in Vitória in the State of Espírito Santo, Brazil. Mr. Andrade holds a Mechanical Engineering Degree from Universidade de Brasília, a Business Management Master Degree from Fundação Getúlio Vargas, and has completed specializations in Maintenance Engineering and Business Negotiation.

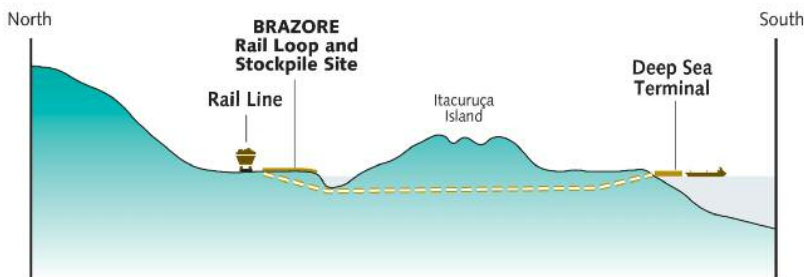
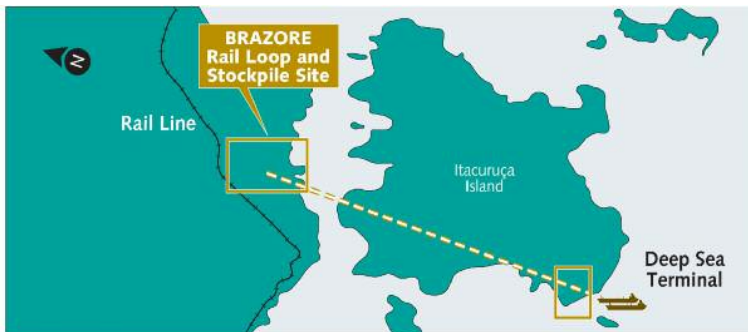
Port site. Large flat area on the north side of Itacuruçá Channel.





The Site

The property consists of 857,575 square metres of low lying land at the east end of the Itacuruçá Channel. The MRS Logística Railway passes through the northern edge of the property. There are no permanent habitations on the property. Highway BR-101 runs parallel to the railway, with Highway RJ-14 splitting off near the western end of the property. Rio Ingussu forms the eastern boundary of the property and a smaller river Rio do Papai runs through the site near the western boundary.



Strategic Relationships

WorldLink Resources Ltd. is a successful and major Chinese based integrated trading and shipping company, engaged in the import and export business of iron ore, coal and other dry bulk commodities.

WorldLink has been marketing North and South American products to China since 2000 which currently includes joint ventures with two Chinese steel mills. By providing Chinese steel companies with access to long term mineral resources, WorldLink has been able to build consolidated marketing channels and relationships with major steelmakers in China, some of which are among the top ten producers in China.

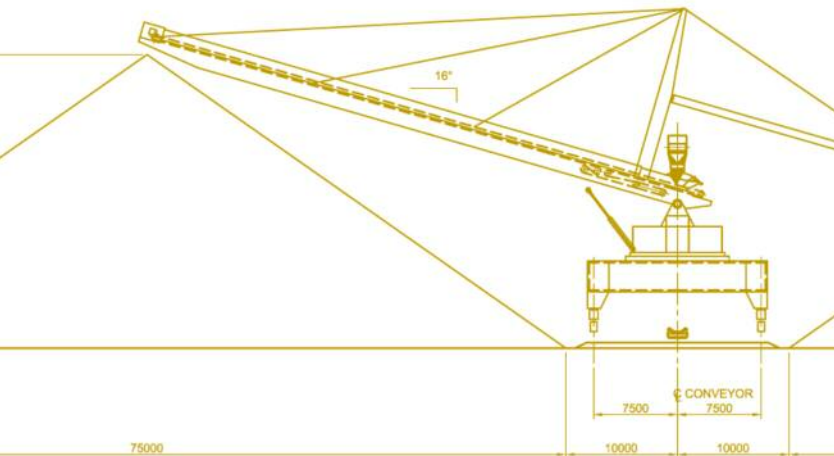
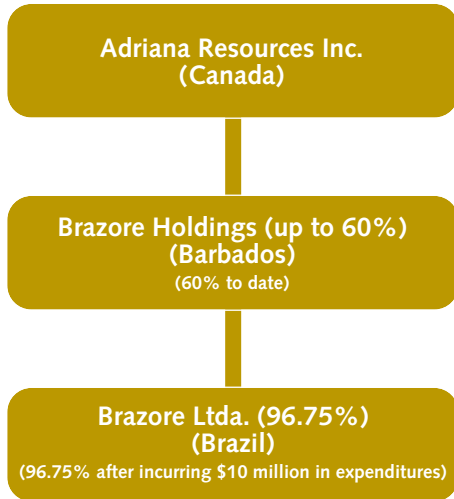
WorldLink is building one of the three largest privately owned dry bulk commodities port terminals in China, located in Zhoushan. Phase one will be completed in the second quarter of 2008 with 30 million ton throughput, ramping up to a total of 60 million ton throughput upon completion of the second phase.

Seabulk Systems Inc. and Brazore have signed an engineering proposal for the design of the barge loading terminal, including the site work, railcar receiving, ore storage and reclamation and barge loading. In addition, Seabulk has offered to design and procure the lighters and later the transshipper. They have been involved exclusively in the Marine Bulk Transportation industry since 1989. Seabulk undertakes turn-key projects by developing unique solutions to improve the logistics chain for improved delivery of bulk materials. Seabulk has received awards for engineering excellence, including the Governor General's award for the 'Semi-submersible Transshipper'. The Company's principal fields of activity are: Ports/Marine Terminals, Marine Transportation, Bulk Handling Equipment and Systems, Open-Sea Transshippers, Self-unloading Barges and Ships. Seabulk Systems are the designers of the very successful iron ore transshipper Goan Pride currently operating off the west coast of India.



Forward Looking Statement

Certain statements herein may contain forward-looking information within the meaning of applicable securities laws. Forward-looking information appears in a number of places and can be identified by the use of words such as "intends" or variations of such words and phrases or statements that certain actions, events or results "may", "could", "would", "might" or "will" be taken, occur or be achieved. Forward-looking information includes statements regarding Brazore's development plans with respect to the acquisition of the port lands and the permitting and construction of the port facility and are subject to such forward-looking risks, uncertainties and other factors which may cause Brazore's actual results, performance or achievements, or industry results, to be materially different from any future results, performance or achievements expressed or implied by such forward-looking information. Such risks include change in equity markets, commodity prices, the uncertainties involved in permitting and environmental, political risks, increase in costs and exchange rate fluctuations and other risks involved in the port development industry. There can be no assurance that forward-looking information referenced herein will prove to be accurate, as actual results and future events could differ materially from those anticipated in such statements or information. Also, many of the factors are beyond the control of Brazore. Accordingly, readers should not place undue reliance on forward-looking information. Brazore does not undertake to update such forward-looking information except in accordance with applicable securities laws.



South side of Itacuruçá Island. Proposed Anchorage Site for Transshipper.

BRAZORE

Adriana Resources Inc.

Corporate Office

15 Toronto Street, Suite 1000
Toronto, ON Canada M5C 2E3
Tel: 416-363-2200 Fax: 416-363-2202

Email: info@adrianaresources.com
www.adrianaresources.com

Investor Relations

Connie Dos Santos
cdossantos@adrianaresources.com or 416-363-2200