

Main news

Container handling through the Port of Paranaguá increased 29% in January, compared to the same month last year. According to the company that manages the Paranaguá Container Terminal (TCP), the 84,601 TEUs handled in 31 days is a historic record. In addition to the volume of throughput, the diversity of cargo handled also increased.

On the export side, the product most moved by the port in containers is frozen chicken meat. In January 2020, the volume amounted to 134,142 tons, 11% more year-on-year when 120,733 tons were exported. This was followed by wood (almost 51,000 tons), paper (31,000 tons), cellulose (28,700 tons) and frozen beef (almost 21,000 tons).

Bulk product exports at the port also increased. In January alone, the volume of corn exported exceeded 8,100 tons, 250% more than that in January 2019 (just over 2,300 thousand). Meanwhile, the volume of soybean meal exported in containers in January 2020 grew 207%, totaling 736 tons, compared with 240 tons in the first month of the previous year. Concerning sugar, 6,200 tons were shipped – 3% more than the 6,000 tons exported in the same period last year.

Unusual products also appeared on the list of containerized exports at the Port of Paranaguá, albeit in relatively small amounts. According to the Mercosul Common Nomenclature (NCM), the product exported in containers considered in the port's statistics as 'live animals' was bovine semen. About 2,000 tons of this genetic material were exported in containers, an increase of 20% over the same month in 2019 (1,675 tons). The product occupied 86 containers, 27 more than in the previous year.

According to specialized agencies, the Brazilian bovine genetics market is strong and has continued to expand in recent years. "Brazil is a reference in terms of genetics, both in this market and in insemination, in vitro fertilization. There are well-known professionals who are internationally recognized. There are many breeds that stand out in this export market, including dairy cattle", says the veterinarian from the Department of Rural Economy of the State (Deral), Fábio Mezzadri. The vet explained the semen and embryos are transported in the containers in cryogenic cylinders, with liquid nitrogen that cools the genetic material to -196°C.

Data from the DataLiner database shows that in 2019, 5,489 TEU of this genetic product was exported (NCM 0511). Of this volume, 42% left via the Port of Paranaguá:

Rótulos de Linha	Sum of TEUs
PARANAGUA	42,01%
SANTOS	15,77%
ITAPOA	15,49%
NAVEGANTES	12,46%
RIO GRANDE	7,60%
ITAJAI	2,20%
SALVADOR	1,84%
VILA DO CONDE	1,80%
SUAPE	0,55%
NATAL	0,29%
Total Geral	100,00%

Source: DataLiner

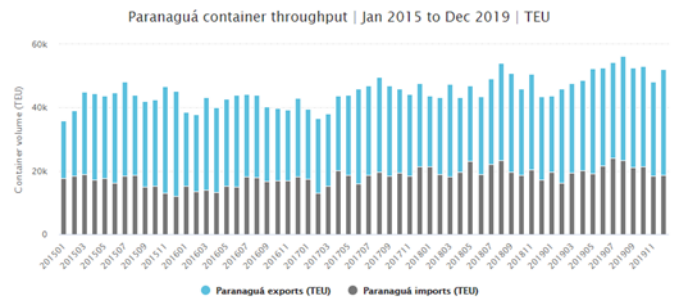
Other products

The list of products exported by the Paranaguá Container Terminal also includes cotton, with around 4,300 tons exported in bales and yarn – a 2,729% rise on January 2019, when only 154 tons were shipped.

Products exported in containers by Paranaguá totaled 354,706 tons in January 2020, 7% higher than the same period last year at 330,795 tons.

On the import side, there was a variety of cargo received including fertilizers (41,450 tons), plastics (24,500 tons), organic chemicals (22,600 tons), machines, electrical equipment and materials (15,300 tons) and steel products (14,400 tons).

The following DataLiner graph shows Paranaguá Port container throughput between 2010 and 2019:



Ports, terminals and infrastructure

Companhia Docas do Rio de Janeiro (CDRJ) is about to lodge a request with the Federal Customs Department for part of its public dock at Rio de Janeiro Port to become a customs clearance area again after five years without this. This is because it has fulfilled the last requirement of the customs agency which was to provide a scanner for non-invasive inspection. On 18/02, the Scan Sharing Agreement was signed with Multi-Rio Operations, leasing one of its container terminals, thus allowing the shared use of the terminal scanner.

The CDRJ must submit all paperwork required and wait for the agency's analysis and approval, which should happen this semester. "With the recovery of customs at Rio de Janeiro, CDRJ will have more of its own resources to invest in port infrastructure", emphasizes the CDRJ's CEO, Francisco Antonio de Magalhães Laranjeira. A similar contract is due to be signed soon with the other container terminal tenant at Rio de Janeiro – ICTSI (International Container Terminal Services).

Customizing this area of the public dock in the Port of Rio de Janeiro means bringing the area under absolute customs control, with the Customs having to authorize any movement, storage and customs clearance of goods for import or export cargo.

On 19/02 ANTAQ held a public hearing in the capital of Alagoas, to receive thoughts on the technical and legal documents related to leasing terminal MAC10 at the Organized Port of Maceió. The terminal handles and stores liquid bulk, especially sulfuric acid. The public consultation will remain open until February 23. Contributions may be sent to ANTAQ exclusively via their website at www.portal.antaq.gov.br.

The lease is for 25 years, with around 1.15 million tons expected to be handled during this period. The global gross revenue of the contract is forecast to be around R\$100.3 million, with a total investment required of R\$12.7 million.

According to the statistics report recently released by Itajaí Port, in January APM Terminals (leasing company of the Port of Itajaí) and Cais Público handled 426,118 tons of cargo – a 20% year-on-year increase. By TEUs, there was 23% growth over the same period comparison, with 39,302 TEUs handled in January 2020. As a result, the number of vessels moored at berths also increased from 37 to 43 moorings, a 19% rise in January 2020 over January 2019. The Itajaí Port Complex also presented 10% growth during the first month, with 1.1 million tons handled. It grew 8% by TEUs, with 99,226 units handled.

According to Heder Cassiano Moritz, Director General of Logistics Operations at the Port of Itajaí, traditionally in January there is a decrease in movement, however this time the numbers contradict this trend. “There was a change in the profile of cargo handled where in January 2020 exports represented 62% in total cargo handled, against 38% for imports.

Last year exports accounted for 55% and imports 45%. At some points of the year import movement was even greater than exports. The increase in exports is certainly a reflection of the exchange rate, as the devalued real has made us have a more favorable profile for exports”, he said.

In the PORTONAVE Terminal (Porto de Navegantes), 46 port calls were registered in January, a 5% increase over the same period last year. Its total cargo movement registered in January was 670,472 tons, an increase of 5%. The other private terminals registered the following movements of ships and cargo in January:

BRASKARNE did not register a stopover, a 100% drop in cargo handling compared to the same period last year when 3,097 tons were handled.

The TEPORTI terminal recorded 1 vessel call with 2,685 tons, a 37% drop in cargo handling compared to the same period in 2019, when 3 were recorded totaling 8,756 tons.

POLY TERMINAIS registered one vessel call of 4,000 tons, a 20% drop in cargo handling compared to 2019.

At the BARRA DO RIO terminal, 2 vessel calls without cargo handling were registered.

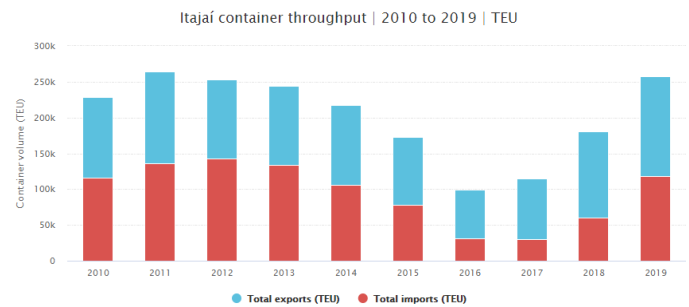
Main products handled:

Exports: the goods with the highest growth in January were Meats (60.2%), Chemical Products (58.2%), Paper and Derivatives (16.5%), and Chicken (13.3%).

Imports: there was an increase in imports of Plastics and Rubber (158.6%), Food in General (14.6%), Mechanics and Electronics (13.5%) and Ceramics and Glass (10%).

Operational limits: The largest draft of entry registered in January was 11.70m and 12.30m on exit.

The following DataLiner graph shows Itajaí Port container throughput between 2010 and 2019:



Santos Brasil terminal received today, at Tecon Santos, two new state-of-the-art ship-to-shore cranes from ZPMC. The equipment is 50 meters high, has a boom length of 70 meters and a capacity to work two 20-foot container vessels simultaneously, for a total of up to 100 tons of cargo.

The equipment are the first two new quay cranes out of a total of eight that will be acquired by the Company and are part of the modernization and expansion project of Tecon Santos. The terminal is preparing to meet expected demand for arrivals of each New Panamax vessels. (366 meters long and capable of carrying up to 12,500 TEUs).

The cranes are able to reach the last rows of containers in large container ships. Therefore it will bring gains in productivity, efficiency and operational flexibility to the terminal.

The equipment also adds more safety and precision to the operation, as they are equipped with the TPS (Truck Position System) technology. This precisely defines the place where the trucks stop for loading and discharging stops.

Six new transport infrastructure assets were qualified on 02/19, during the 12th Meeting of the Council of the Investment Partnerships Program (CPPI). In addition to the relicitation of BR-040, which had its qualification approved, the leasing of five port terminals will become part of the portfolio of the Ministry of Infrastructure (MInfra). Minister Tarcísio Gomes de Freitas attended the meeting, chaired by Minister Paulo Guedes (Economy), which was attended by President Jair Bolsonaro. In total, 22 new initiatives by the Government of Brazil were qualified.

The BR-040 highway, which connects Brasília / DF to Juiz de Fora / MG, has a total length of 941.7 km. The estimated investment is R\$ 7.4 billion and the auction should take place in September 2021. The leases involve the following port terminals: Aratu-Candeias / BA (ATU18), dry bulk; Santana / AP (MCP02), handling and storage of vegetable dry bulk; Maceió / AL (MAC10), handling and storage of liquid-sulphuric acid bulk; Paranaguá / PR (PAR50), handling and storage of liquid-fuel bulk; and Vila do Conde / PA (VDC10), handling and storage of liquid bulk. Total investments are estimated at R\$ 723.51 million.

The Port of Suape has released its new Development and Zoning Plan (PDZ). Prepared by the port authority, the document was approved by Brazil's Ministry of Infrastructure.

The PDZ forecasts the projected demand for the Organized Port in the short, medium and long term and what it will take to meet that demand. In the PDZ, demand projections, capacity and

expansion calculations are conducted up to 2035 while at the same time publishing a vision of the future after that. The document is a revision of the previous PDZ, approved in 2010 by the Port Authority.

To meet the demand for future cargo, the PDZ also updated its view of the port area based on planned improvements and investments. The following table shows cargo projections for the Port of Suape:

Cenário Intermediário	Horizonte (t/ano)				
	2016	2020	2025	2030	2035
Carga containerizada	4.732.202	6.564.137	12.170.466	14.731.035	16.996.217
Fertilizantes	602	0	50.000	56.570	64.004
Soja e milho	0	0	500.000	565.704	640.042
Trigo	320.755	383.473	536.841	751.548	1.052.126
Malte e arroz	0	40.060	55.870	77.920	108.672
TOTAL	321.357	423.533	1.142.711	1.451.742	1.864.844
Granéis sólidos					
Minério de ferro	0	0	4.500.000	15.000.000	15.000.000
Coque	0	0	684.375	684.375	684.375
Cinquer e escória	53.536	125.245	175.335	245.460	343.631
TOTAL	53.536	125.245	5.359.710	15.929.835	16.028.006
Carga geral					
Produtos siderúrgicos	68.770	104.131	164.736	212.035	245.534
Veículos	76.738	99.984	139.972	166.768	179.555
Açúcar ensacado	73.636	136.452	215.868	277.848	321.745
TOTAL	219.144	340.566	520.576	656.652	746.835
Granéis líquidos					
Petróleo Bruto	4.465.817	4.552.457	9.662.112	12.873.813	12.886.111
Diesel	3.382.287	3.499.016	5.379.345	7.102.547	7.198.041
Nafta	581.890	605.517	981.394	1.308.525	1.308.525
GLP	1.777.758	1.849.942	2.603.622	3.010.937	3.482.432
Óleo combustível	3.654.739	3.652.517	3.492.068	3.882.977	4.319.482
Gasolina	1.064.150	1.063.503	1.790.690	2.724.999	4.146.793
QAV	1.440.872	1.529.068	1.696.967	2.121.400	2.655.152
GNL	0	0	1.750.000	3.500.000	4.080.000
Bebidas, Liq. Alcoólicos e Vinagres	327.747	410.731	575.001	804.970	1.126.914
Óleo Vegetal	52.625	56.289	78.802	110.318	154.439
Produtos químicos	641.650	614.539	860.321	1.204.403	1.686.098
TOTAL	17.389.535	17.833.579	28.870.321	38.644.889	43.043.986
Somatório das cargas	22.715.774	25.287.059	48.063.785	71.414.153	78.679.889

New Terminals: Although the Master Plan does not conclude there is a need for new infrastructure, the updated cargo projection signals the need to adjust, or adapt, five areas of the port in order to implement new terminals over the next 15 years.

The adaptation works required in the port were analyzed, keepign in mind what would enable the installation of new terminals. This will potentially require the opening of new channels, deepening and widening of existing channels, and contracting of landfill services.

The plan also concluded that there is a need to build new berths and to implement infrastructure that will enable the terminal to function. One example is the necessary expansion of transport systems to meet the new demand and the increase in the movement of cargo and people.

Container handling: The need for new infrastructure was identified to meet demand for growing container throughput in the short term. Currently the second container terminal (TECON II – SUA05) is already being implemented. Expected container throughput at the Port of Suape is expected to reach approximately 1.8 million TEUs in 2035, meaning there is a need to implement the second terminal with sufficient capacity to meet excess demand.

Dry bulk mineral terminal: In order to meet the increased demand for dry bulk mineral, a cargo currently not massively moved through the port, the plan foresees the construction of a specialized terminal. The construction of the Transnordestina means the port will receive cargo from a mining company located south of Piauí.

Multipurpose terminal I: In order not to restrict possible future demand for general cargo handling, the study found it was important to build a multi-use terminal. The proposal is to build a

linear expansion of the waterfront in contiguity with the second container terminal.

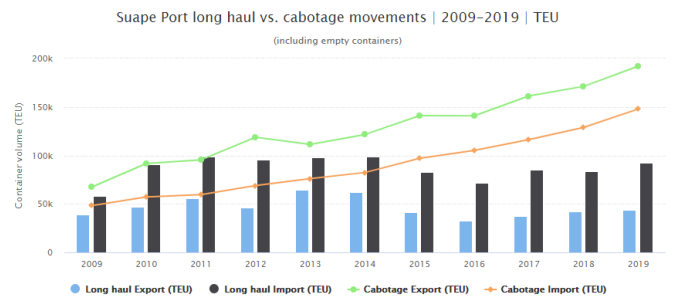
Multipurpose terminal II: In order to meet demand for new cargo from the Transnordestina railway the plan calls for the construction of a new terminal. New cargoes may include fertilizers, soybeans and corn, all of which are not currently handled at the port. The proposal is for warehousing to be located inside a railway reverse loop to optimize cargo handling.

Liquid Bulk Terminal: The revision of liquid bulk projections was possible by using more robust data from 2017, which enabled analysis of the real impact of the Abreu e Lima Refinery on liquid bulk cargoes. The plan foresees the implementation of new terminals in the cluster area south of the port in the short term.

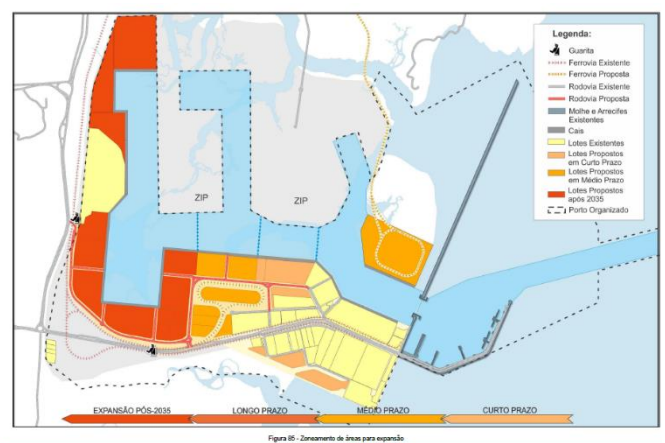
Post-2035 expansion: In order not to restrict the growth of the port, the plan also foresees new terminals must be built until the entire operational area of the port is occupied. This means the construction of 10 terminals along the edge of the pier.

Currently however cargo projections do not justify this construction, therefore it is proposed that this will happen only after 2035. It was proposed that berths be built to meet the needs of Newpanamax and Panamax ships measuring 366 meters and 227 meters respectively.

Current volume of Suape Port: The below chart, made with data from Dataliner, plots deep-sea and cabotage operations at the Port of Suape since 2015:



See below the general development plan for the Port of Suape:



Posidonia, a shipping company that specializes in cargo transportation along the Brazilian coast, is presenting its newly built multi-purpose ship Posidonia Bravo. The vessel will operate in special ocean mining operations. It can transport 3 thousand tons, has a sustainable disposal system and dredging pumps with a capacity of 55 thousand m3 per day.

“Posidonia Bravo is a special vessel. In view of the flexibility of the project on which it was conceived, it was easily adjusted for use in the extraction, storage and transportation of marine fertilizers. Proof of this is that she is already employed on a five-year contract”, said Abrahão Salomão, partner at Posidonia.

In addition to the multi-purpose vessel, the company also has the Santa Maria general cargo vessel, which has undergone extensive classification work to transport umbilical spools (metal reel-shaped structures for storing umbilicals – flexible connections for oil transfer between vessels) via cabotage.

The company’s projects range from supplying and supporting offshore platforms to the transportation of automobiles and special cargo between ports in Brazil and Argentina. It also performs STS (ship to ship) operations in Brazil and abroad. The volume of cargo transported by the company reached around 1 million tons, including iron ore, fertilizers, biofuels and oil as well as oil products.

Posidonia Bravo

Year of Construction: 2019
 TPB: 3 thousand tons
 Total length: 93.40 meters
 Beam: 15.50 meters
 Draft: 4 meters
 Classifier: RINA

Facilities: accommodation for 10 crew members, automated ballast system, 4 point-mooring, diesel-powered generator, dredging pumps with a capacity of 55,000 m3 per day, sifting capacity for the dredged material, two conveyor belts for loading stowage.

Throughout January 2020, 4,025 TEUs were handled between Pecém and other ports in the world. The number is 109% higher compared to the same month last year, when 1,923 TEUs passed through the port terminal in Ceará. “This growth of more than 100% shows just how much Pecém is increasingly noticed in the international stage. Our equidistant and strategic location in relation to North American and European ports is a differential for players of all sizes. This way our global participation increases and the market recognizes that”, says Danilo Serpa, president of the Pecém port complex.

Jan / 2019

Export: 1,665
 Import: 258
 Total: 1,923

Jan / 2020

Export: 2,607
 Import: 1,418
 Total: 4,025

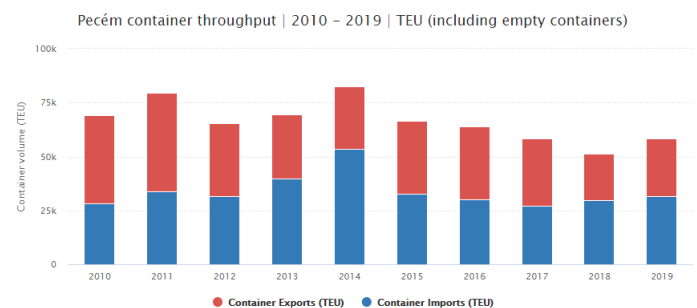
According to the Port Business Manager at the Pecém Complex, Raul Viana, the increase in container movement on long-haul routes is also the result of the new line, which started in September last year, between the Port of Pecém and some Spanish ports and Italians.

“Today Pecém is connected weekly to the terminals of Valencia and Barcelona, in Spain, in addition to the ports of Genova, Livorno and Gioia Tauro, in Italy. We have been operating this new line for just five months, but in a short time we are already reaping satisfactory results, mainly due to the fruit export service”, says Raul Viana.

Main Products Exported / Imported via the port of Pecém:

Sulphur; earth and stones; plaster, lime and cement; fruits, peels of citrus fruits and melons; plastics and articles thereof; cast iron, iron and steel; paper and cardboard; cellulose pulp and paper works; footwear, gaiters and similar articles; cast iron, iron or steel works; drinks, alcoholic liquids and vinegars.

The following graph, made with DataLiner data, shows the movement of containers in the Port of Pecém in the period from 2010 to 2019:



The Portonave terminal, in the Port of Itajai, has said it is investing in technology and process improvements to optimize and reduce carriers’ dwell time inside the Terminal.

This time considers arrival at the gate as well as loading or discharging in the container stack and then leaving the terminal. In 2015, the average time was 33 minutes. In 2020 it fell to 21 minutes – 36% less than five years earlier.

Another novelty is what is known as a double cycle. Through this tool, the customer can schedule two containers (incoming and outgoing) at the same scheduling time, that is, in the same window, the driver deposits one container and removes another without leaving the Terminal. The benefit brings operational agility; less time to deliver and remove two containers from the Terminal; and, of course, cost reduction for the customer – he will be able to work two loads with the same truck driver.

It is worth remembering that the Navegantes Port Terminal has an area of 400 thousand m², static capacity for 30 thousand TEUs and 900 meters of pier.

Brazilian logistics operator Localfrío is implementing an ambitious restructuring plan for its operations. The company changed management, brought in Thomas Rittscher, former director of Wilson Sons Logística, and has raised R\$ 100 million in Real Estate Receivables Certificates (CRI), which will be used to lengthen its short-term debt.

The company, which originally focused in refrigerated and bonded warehouses, now plans to expand its activities. It has signalled it will act as a complete logistics operator, offering integrated solutions for large and medium-sized companies.

The CRI was issued in an operation coordinated by BR Partners and involved two warehouses owned by Localfrio. The assets will form part of a portfolio of rents receivable over a period of 12 years, with securities traded at B3 stock exchange. At the end of the contract, the assets will be returned to Localfrio. The funds raised will be used to transfer and extend the company's short-term debt of R\$ 65 million and to support new investments.

Localfrio's operations are located in São Paulo, Santa Catarina and Pernambuco. There are 6 operational units, 4 of which are bonded warehouses, covering a total of 430 thousand square meters. These locations are some of the main foreign trade maritime hubs in the country. In São Paulo, the company owns and operates the only refrigerated customs terminal, located in the Port of Santos.

Thanks to its history of cold chain storage, 35% of the cargoes stored by Localfrio are refrigerated foods, medicines and chemicals. Another 31% are consumer goods.

Localfrio now aims to reach R\$ 1 billion in revenues over 5 years. The company closed 2019 with revenues of R\$ 313.4 million, slightly higher than the R\$ 312.6 million received in 2018.

Today, customs terminal services account for 70% of revenues and 30% come from transport and integrated logistics. "With the focus on more complex projects, we will increase the participation of integrated logistics and transport operations to 50% in 5 years", said Rittscher.

Localfrio's strategic changes began to take shape in late 2017 with the hiring of a consultancy specializing in company restructuring. In 2018, with the arrival of Rittscher, 70% of Localfrio's management staff was replaced and the company began its plans to compete in the integrated logistics sector.

Early results have been good. After announcing Ebitda (earnings before taxes, interest and amortization) close to zero in 2017, it grew to R\$ 29.8 million in 2018. This year, it is expected to reach R\$ 31.5 million.

The Debt / Ebitda ratio also improved significantly, dropping from 2.56% in 2018 to 0.73% this year. "We are ready to start a growth cycle and complete the company's repositioning", says Rittscher.

IBAMA, Brazil's Environmental Agency, authorized CODEBA, the Bahia state port authority, to carry out maintenance dredging of the Port of Ilhéus. The license was issued on February 14th. Maintenance dredging is essential to allow ships carrying a greater load to call at the port, making it competitive.

According to the Technical Opinion issued by the agency, "it is understood that execution of the maintenance dredging requested is pertinent", since it was found that there is no sediment contamination in the port area, there is a low volume of sediment to be dredged and, after maintenance dredging, there will be new monitoring of sedimentation. The last maintenance dredging in the Port of Ilhéus took place between February and May 2014.

The volume of sediment to be dredged in this new maintenance is estimated to be 327,187 cubic meters. Dredging services must be performed with suction and repression dredgers. The material will be disposed of in the existing landfill within the port of Ilhéus'.

IBAMA also suggested that CODEBA should carry out a series of measures to control and reduce environmental impact during the operation. These include removal and transplantation of vegetation cover, campaigns to drive away and remove fish that could be affected, removal of solid residues and permanent monitoring of sedimentation.

CODEBA is now taking the necessary steps to start the bidding process to select the company that be contracted to conduct the maintenance dredging.

Other cargo

Brazilian shipments of egg (considering all products, from fresh to processed) reached 821 tons in January, 48% less than the 1,579 tons shipped in the same period last year, according to the Brazilian Association of Animal Protein (ABPA). Revenues from the exports totaled US\$ 863 thousand, 48% less than the US\$ 1,659 thousand obtained in January 2019.

According to the executive director of ABPA, Ricardo Santin, this downward movement in egg exports is a reflection of increased domestic demand. "The domestic market has absorbed practically all production. It is a historic moment – Brazil reached the world average of 230 units consumed per person in 2019. This demonstrates confidence in egg protein, a healthy alternative", said the director.

The United Arab Emirates (UAE) stood out as a destination purchasing 602 tons in January, for a total of US\$ 621 thousand. Other Asian destinations, such as Bahrain and Saudi Arabia, also contributed to sales in the period.

Trade

The January trade balance registered a deficit of US\$1.7 billion, after consecutive surpluses in the same month since 2016. According to a bulletin released on February 20 by the Brazilian Institute of Economics (Ibre / FGV) Foreign Trade Indicator (Icomex), it is premature to make projections based on the result of a single month. However, new events in January signal and reinforce the trend of a reduction in the trade balance surplus for 2020.

The first is related to the agreement between China and the United States. The projection is that there will be losses in soy exports, but the main risk is the potential losses in meat exports, due to the measures of the US-China trade facilitation agreement with the United States (Brazil's competitor in this segment) associated with the phytosanitary barriers.

The truce in the trade war was seen as a positive factor for world trade by several analysts. However, for the institute, the "managed trade" agreement by targets sets a risk precedent for the balance of world trade, linked to the difference in power between countries.

A new factor is the coronavirus epidemic in China. Projections of Chinese growth this year under the effect of this epidemic range

from 5% to 6%. The coronavirus, along with the effects of the agreement between China and the United States, points to a drop in commodity prices for the next few months, and a decline in the volume imported by China.

Estimates of losses for Brazilian exports are uncertain, as it is not yet known how long it will take for the control of the coronavirus epidemic to be guaranteed. In any case, optimistic forecasts are for Brazilian exports to China to fall by around 10-15%.

Another issue is the Argentina effect. It is unlikely that the Argentine economy will contribute to the increase in Brazilian exports in 2020. According to estimates by Luana Miranda, an economic analyst at IBRE / FGV, the Argentine effect may reduce Brazilian growth this year from 2.5% to 2.2% (IBRE Blog, 02/14/2020).

For China, a deficit of US\$1,566 million was registered, driven by an 8.8% drop in exports – 2.5% drop by volume and 6.4% by value. Imports increased 3.4%, but prices fell 3.8%.

The trade balance with the United States was also in deficit (US\$847 million) with a drop in exports of 28.8% in value, 23.2% by volume and 7.3% in prices. For imports there was a positive change in value (+ 8.7%), volume (+ 8.4%) and prices (+ 0.4%).

Of Brazil's three main trade partners, only Argentina was favorable where Brazil managed a small surplus of US\$17.8 million. Exports fell 0.9% by value, 0.2% by volume and 0.7% in prices. The lower drop in exports compared to previous months is explained by sales of more than US\$100 million in alcohol and tractors. Imports decreased in value terms (-17%), volume (-13.6%) and prices (-3.7%). Brazil's deficit with the European Union was US\$575 million, with a decrease in export value of 25%, in volume of 24.6% and in prices of 0.6%.

Brazil's trade balance registered a US\$ 684 million surplus and reached US\$ 6.941 billion in total trade during the second week of February. Exports reached US\$ 3.812 billion while imports registered US\$ 3.129 billion. The data, released on Monday February 17th, was published by the Foreign Trade Secretariat of Brazil's Ministry of the Economy (Secex / ME). So far in February exports totaled US\$ 8.411 billion and imports US\$ 6.624 billion, meaning that currently there is a surplus of US\$ 1.787 billion and total traded goods at US\$ 15.035 billion.

Analysis of the week

Exports' daily averages during the second week reached US\$ 762.4 million, 17.1% below the daily average registered in the first week, which reached US\$ 919.7 million. The drop is a result of decreases in all three product categories: basic goods, manufactured goods and semi-manufactured goods. Basic goods saw a -5.9% drop, from US\$ 464.5 million to US\$ 437.3 million, driven by lower iron ore, chicken, beef and pork meat, copper ore, tobacco and raw coffee beans. Manufactured goods fell 22.6%, from US\$ 326.7 million to US\$ 252.8 million, mainly due to fuel oils, flexible iron or steel tubes, gasoline, centrifuges and devices for filtering or purifying, pumps, compressors and fans. Semi-manufactured products fell the most proportionately, down 43.8%, from US\$ 128.6 million to US\$ 72.3 million, on account of semi-manufactured iron / steel, ferro-alloys, cellulose, gold in semi-manufactured forms and raw sugar.

On imports, there was a 10.5% fall in the same comparison. The second week average reached US\$ 625.7 million, compared to the first week's daily average of US\$ 699.1 million. The decrease is mainly explained by the drop in spending on electrical and electronic equipment, pharmaceuticals, motor vehicles and parts, fuels and lubricants, filaments and synthetic and artificial fibers.

Check out:

Periodo	Dias Úteis	EXPORTAÇÃO		IMPORTAÇÃO		CORR. COMERCIO		SALDO	
		Valor	Média p/dia útil	Valor	Média p/dia útil	Valor	Média p/dia útil	Valor	Média p/dia útil
Fevereiro (até a 2ª semana)	10	8.411	841,1	6.624	662,4	15.035	1.503,5	1.787	178,7
1a. semana (01 a 09)	5	4.599	919,7	3.495	699,1	8.094	1.618,8	1.103	220,6
2a. semana (10 a 16)	5	3.812	762,4	3.129	625,7	6.941	1.388,1	684	136,7
Acumulado no ano	32	22.850	714,1	22.799	712,5	45.649	1.426,5	52	1,6
Janeiro	22	14.440	656,4	16.175	735,2	30.615	1.391,6	-1.735	-78,9
Fevereiro	10	8.411	841,1	6.624	662,4	15.035	1.503,5	1.787	178,7
Fevereiro/2019	20	15.737	786,9	12.622	631,1	28.359	1.418,0	3.116	155,8
Jan-Fev-2020	22	14.440	656,4	16.175	735,2	30.615	1.391,6	-1.735	-78,9
Var. % Fev-2020/Jan-2020			6,9		5,0		6,0	-42,7	14,7
Var. % Fev-2020/Jan-2020			28,1		-9,9		8,0	-203,0	-326,5
Jan-Fevereiro/2020(até a 2ª semana)	32	22.850	714,1	22.799	712,5	45.649	1.426,5	52	1,6
Jan-Fevereiro/2019(até a 2ª semana)	28	22.797	814,2	20.183	720,8	42.980	1.535,0	2.613	93,3
Var. % Jan/Fev-2020/2019			-12,3		-1,2		-7,1	-98,0	-98,3

Fonte: Secretaria de Comércio Exterior / Ministério da Economia
Fevereiro/2020: 08 dias úteis; Fevereiro/2019: 20 dias úteis; Janeiro/2020: 22 dias úteis

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