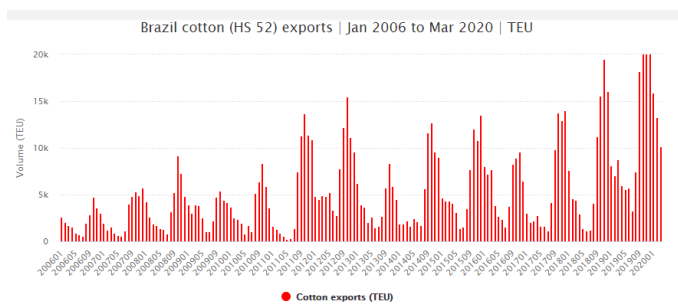


Main news

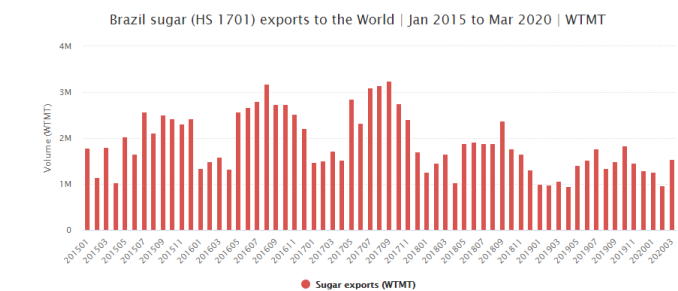
Brazilian agribusiness exports are growing in their share of Brazil's trade balance. Data released by the Agriculture Ministry indicates that exports grew by a daily average of 17.5% in the first four months of this year when compared with the first four months of the previous year. As a result, the percentage share of agriculture in total exports went from 18.7% in 2019 to 22.9% in 2020.

DataLiner data for the first three months of 2020 corroborates data from the Ministry of Agriculture. Exports in the first three months of 2020 in relation to the first three months of 2019 grew, in some cases, more than 50%, as is the case of cotton, exports of which increased by 63.9% year-on-year.



Source: DataLiner

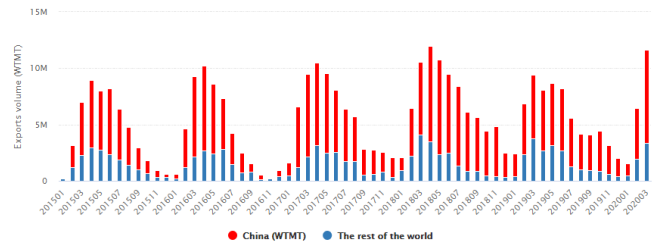
For sugar, DataLiner data shows a 23.4% growth in the first quarter of 2020 compared to year-ago levels. In April the revenue obtained from exports of raw and refined sugar from Brazil totaled US\$475 million, 7.7% higher than the previous month, and 33.8% higher than March 2019, which totaled US\$355 million. Record numbers are expected for the 2020/2021 harvest.



Source: DataLiner

Soy exports grew 4.9% in the first quarter of 2020 year-on-year, but expectations are for an even greater increase when including April data. Information released last Monday by the Ministry of Economics shows that in April 2020, soy broke records for the most exports in volume for the month of April, totaling 16.3 million tons.

Brazilian soybean (HS 1201) exports to China vs. the rest of the world | Jan 2015 to Mar 2020 | WTMT



Source: DataLiner

Meat

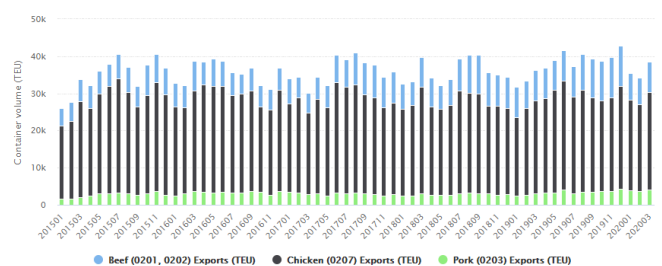
Another major highlight for Brazilian exports in the first quarter of 2020 was animal proteins, mainly pork, which registered a growth of 43.34% in the first quarter of 2020 compared to the first quarter of 2019. This growth was caused by China, since it registered an increase in the African swine flu in its pigs, thus increasing its need for Brazilian exports of the protein.

According to DataLiner, chicken exports registered a growth of 6.64% in the first quarter of 2020 compared to the first quarter of 2019. According to Secex, from January to April 2020, chicken remained the seventh most exported Brazilian product in this period, responsible for 2.89% of the Brazilian foreign exchange revenue, a participation index 6.63% higher than the same four-month period of 2019.

With regard to beef, despite a 5.86% drop in the first quarter of 2020 compared to the first quarter of 2019, when considering March 2020, there was an increase of 2.22% compared to March 2019. Forecasts for the coming months are also positive. Data from the Foreign Trade Secretariat (Secex) compiled by Abiec (the Brazilian Association of Meat Exporting Industries), indicates that Brazil is expected to ship more than 2 million tons of beef in 2020. This would be 130,000 tons more than last year, a period that registered 12.4% growth compared to 2018.

According to the president of the Brazilian Association of Meat Exporting Industries (Abiec), Antônio Jorge Camardelli, Brazilian beef exports should surpass the record set in 2019 and generate US\$8 billion in foreign exchange this year, even in the face of the coronavirus crisis. According to Abiec, the country does not have any paralyzed bovine production units due to Covid-19, which is not the case for the US, which has had to shut down several meatpacking plants due to the disease. This provides an opportunity for Brazil to increase its exports to the North American market, which reopened its doors to Brazilian meat in February.

Brazil beef, chicken, & pork export trends to the world | Jan 2015 to Mar 2020 | TEU



Source: DataLiner

Ports, terminals and infrastructure

On Friday May 8th, the National Waterway Transport Agency (Antaq) published documents for the auctioning of leases for two terminals at the Port of Santos, for the handling and storage of general cargo, especially cellulose.

STS 14 and STS 14A will be put up for auction on August 28, at B3, in São Paulo, and will require minimum investments of approximately R\$400 million. The facilities will be auctioned separately, and for a 25-year lease term, extendable successively for up to a maximum of 70 years.

The areas are located in the Macuco neighborhood, on the right bank of the Port of Santos, and will each have the capacity to handle approximately 2.5 million tons. The facilities are of the brownfield type (reauctioned) and will be served predominantly by rail, a mode suited to pulp operations, in line with the best worldwide port practices.

The STS 14 area totals 44,550 m², and will require a minimum investment of R\$186.9 million. It will have a minimum static capacity of 121,000 tons and will be able to handle 2.45 million tons. STS 14A, with an area of 45,177 m², will have a minimum static capacity of 121,000 tons and will require an estimated investment of R\$193 million over the 25-year lease. It will have the potential to handle a maximum of 2.5 million tons.

In both cases, the minimum investments involve warehouse construction works, acquisitions of overhead cranes with coverage for the railway reception area and equipment for loading and transportation, as well as the removal of equipment already installed at the sites.

The auctions were published in the Federal Official Gazette and can be obtained from the Infrastructure Ministry website (<http://www.infraestrutura.gov.br/>) and Antaq (<http://www.antaq.gov.br>).

Port operator Marimex and the Infrastructure Ministry are having a court battle over the fate of 100,000 square meter area currently occupied by Marimex, which provides terminal customs services for containers at the port of Santos. Since the end of April, Marimex has filed two lawsuits to ask for its lease, expiring now in May, be extended. The company has been trying since 2016 to extend its 20-year concession at the site. The Ministry has denied the request and wants to install an area for maneuvering trains, operated by Rumo, on the site instead.

In the lawsuits, Marimex states that its request, which took almost four years to be considered, was looked upon favorably by the port authority and regulatory bodies such as Antaq (Agência Nacional de Transportes Aquaviários) until the management in charge of the port at the time, changed its opinion in May 2019. The Santos Port Authority, at the time led by Casemiro Tércio Carvalho, argued that the investment plan for the extension would have to be in accordance with port planning, which would be modified by the PDZ (Development and Zoning Plan) of the port under development by the organ.

The new plan, which has not yet come into force, foresees an increase in the participation of railway in transportation, in addition to the spatial reorganization of terminals, with groupings by type of cargo. For this, the SPA wants to install a railway maneuvering area for trains in the place now occupied by Marimex.

Marimex's request was officially denied by the National Secretariat of Ports and Waterway Transport on the night of April 28, based on a technical note from the Infrastructure Ministry of April 1 and given by the AGU (Advocacia-Geral da União) on April 20th. Both documents cite the guidelines of the new PDZ and the Porto Master Plan, approved in April 2019, as reasons to deny the company's request. Marimex says that its investment plan had previously been approved by the Port Secretariat itself and that it complies with the PDZ that is currently in effect at the port.

In an interview with Folha de S. Paulo, infrastructure minister, Tarcísio Gomes de Freitas, stated that "Marimex has no right to a contract extension", and that the PDZ held the necessary consultations and hearings to make a decision. "Let's assume that I was not going to change the port logic, I could just reaucton the area, as will be done with the liquid terminals currently operated by Transpetro".

"We formulated public policy thinking about how the port will work in the future. What we will do in the port of Santos is closely linked to the North-South railroad bidding and the extension of the Malha Paulista concession. I have cargo that will arrive via Ferronorte, cargo arriving via the Malha Paulista, and via the North-South rail link. There can be no bottlenecks. I have to optimize the operation," he said.

The minister affirms that there is already idle capacity in the current operation of containers at the port and that in the future there will be new tenders for areas destined for this type of cargo. "We are already preparing a new bid for a container area in the Saboó area". He also said that R\$920 million would be invested by terminals that are yet to be tendered and will benefit from the railway maneuvering yard in the place where Marimex currently operates.

Freitas said, "everywhere in the world has railroad-port integration. In Santos, there will be a maneuvering area with railroad bundles in which it will be possible to have a practically automatic operation. The train will enter the port, board the ship quickly, automatically, which increases efficiency."

The Marimex contract, according to the minister, should be replaced by a transitional one until the works are started, which are scheduled for 2021. This, says Freitas, guarantees the permanence of jobs in the middle of the coronavirus pandemic. "The project will result in heavy investments and many jobs will likely be generated."

As the capital of Maranhão, São Luís, where Itaqui port is located, became the first large Brazilian city to implement a lockdown to combat the new coronavirus, the port's president, Ted Lago, informed that the port's performance has not been affected by the measures. The port was responsible for exporting more than 10% of Brazil's soy in 2019. Now, Itaqui projects a 16% increase in grain exports between January and May, to 4.3 million tons, mainly composed of soy. It also forecasts a 65% increase in fertilizer imports during the same five-month period, to 986,000 tons, with Brazilian farmers

anticipating bringing forward acquisitions for the 2020/21 harvest, according to the executive.

The increase in global demand for N95 masks amid the coronavirus pandemic was accompanied by growth in cellulose exports via Itaqui, said Lago, referring to the raw material used in the production of the equipment. More than 60 companies operate in Itaqui, including multinationals Glencore, Vale, Louis Dreyfus, and Toyota Tsusho.

The Union renewed the delegation agreement for use of the ports at Paranaguá and Antonina together with the Government of the State of Paraná. The document, signed on December 11th, 2001, would have expired in 2026. However, with this early renewal, investors, users, and other partners have legal rights for at least the next 31 years.

This is the first amendment to the Delegation Agreement 037/2001. "In addition to the extended term, this agreement brings some additional changes such as a seat for the Union on the Board of Directors. We also have clearer goals and obligations with the Union," explains Luiz Fernando Garcia, CEO of Paraná Ports.

The document was signed by the National Secretary for Ports and Water Transport, Diogo Piloni (who currently represents the Ministry of Infrastructure); the director-general of the National Waterway Transport Agency (Antaq), Francisval Dias Mendes; Governor Carlos Massa Ratinho Júnior; and the CEO of Paraná Ports.

Covid-19 is impacting the world economy and this has been reflected in the number of container vessel calls at Brazilian ports, as many shipping companies are resorting to blank sailings. In order to help maintain the logistics sector informed during the pandemic, Datamar has divulged a weekly tracker of vessel call data which can be viewed on its website (www.datamar.com.br).

Whilst container vessel calls had been fallen significantly year-on-year in previous weeks, the most recent data shows only a slight decline of 1.15% over the last four weeks in relation to the same period in 2019.



The Infrastructure Ministry signed a contract with BNDES (Banco Nacional de Desenvolvimento Econômico Social) to carry out studies on the new management and development models for the Port of Santos (SP) and the Port of São

Sebastião (SP). The contract was published on April 4, in the Official Federal Gazette. The results of the studies are expected to be released in the first quarter of 2021 and the auction is expected to take place in 2022.

These studies will define the best development models for the two ports, as the state could transfer an activity or asset to the private investor via a sale, concession or authorization. The expectations are that incorporating the private sector in the management of ports will generate a greater flow of investments, more dynamic port activity, modernization and improvement of services, increased efficiency, more competitiveness (both internal and external), as well as incorporating the best international practices.

"The search for a more efficient, flexible, model that can increase potential investments for the Brazilian port management, through private resources, is our next goal. And studies, like the one for the Port of Santos, which is responsible for 28% of Brazilian trade, is a definite milestone in this process," evaluates the minister of infrastructure, Tarcísio Gomes de Freitas.

Last year the first stage of this process was started: making sure the studies were qualified for privatization with the Investment Partnership Program (PPI). Now, after signing the contract with the BNDES, the bank is responsible not only for modeling the privatization of port developments and supervising the studies but also for supporting public hearings and auctions. The bank will also follow the process until the contract has been signed by the public sector and the eventual private partner.

MSC has formed a partnership with TCP, the company that manages the Paranaguá Container Terminal, so that the service that connects Paranaguá with the East Coast of the United States, can be resumed after a 13-year stoppage.

The MSC Carolina was the first to dock along the new route in early April. The service will have regular weekly stopovers.

The new service for the East Coast of the United States includes the rotation of the following ports: Buenos Aires – Montevideo – Rio Grande – Navegantes – Paranaguá – Santos – Rio de Janeiro – Salvador – Suape – Cristobal – Philadelphia – New York – Norfolk – Baltimore – Charleston – Savannah – Caucedo – Santos.

Log-In Logística Intermodal invested approximately R\$60 million in the acquisition of a new container carrier. The Log-In Endurance will serve the South Atlantic Service (SAS) line, which connects several Brazilian ports to the port of Buenos Aires (Argentina).

The acquisition of the Log-In Endurance is part of a business plan and fleet adaptation started in 2016 with the aim of supporting the company's growth strategy. The vessel has a nominal capacity of 2,800 TEUs, holds both refrigerated and common containers, and will have a completely Brazilian crew. As a result, 76 new crew members were hired, who will be on board not only Log-In Endurance, but also Log-In Polaris (2017), which went into operation in late 2019.

The purchase of these two container carriers (Log-In Endurance and Log-In Polaris) are part of an acquisition plan, which began with the Log-In Resiliente vessel in 2017. Currently, Log-In Logística Intermodal has a fleet of six vessels, which adds up to a

capacity of 15,500 TEUs. Furthermore, they work as chartered vessels.

Maersk has told its customers that due to the reduction in market demand in the Far East and Latin America, caused by the COVID-19 pandemic, and the challenges faced in supply chain management, it will make the following adjustments to its services:

Blank sailing program for exports:

Service	Vessel	Voyage	First port of loading	First date of loading	Last port of loading	Last date of loading
Asas	Maersk Skastind	026E	Buenos Aires, AR	23-Jun-20	Santos, BR	01-Jul-20
Ipanema	Croatia	019E	Montevideo, UY	22-Jun-20	Santos, BR	04-Jul-20

Blank sailing program for imports:

Service	Voyage	First port of loading	First date of loading	Last port of loading	Last date of loading
Asas	017W	Busan, KR	22 abril 2020	Singapura, SG	05 maio 2020
Ipanema	017A	Busan, KR	26 abril 2020	Singapura, SG	11 maio 2020
Asas	019W	Busan, KR	6 maio 2020	Singapura, SG	19 maio 2020
Ipanema	019W	Busan, KR	10 maio 2020	Singapura, SG	25 maio 2020
Asas	021W	Busan, KR	20 maio 2020	Singapura, SG	02 junho 2020
Ipanema	021W	Busan, KR	24 maio 2020	Singapura, SG	08 junho 2020

Another change announced by the company is that as of May 2020, the Samba service – between Northern Europe and the East Coast of South America – will call at the ECT Euromax terminal at the port of Rotterdam. The first ship/voyage to leave the ECT Euromax terminal will be CAP SAN MALEAS / 021S with an ETD of 21 May 21 2020.

Service	North Europe to/from East Coast South America	First Sailing (ECT Euromax)
Samba	Rotterdam (ECT Euromax) – London Gateway – Hamburg – Antwerp – Le Havre – Algeciras – Santos – Paranaguá – Buenos Aires – Montevideo – Itapoa – Paranaguá – Santos – Algeciras – Rotterdam (ECT Euromax)	CAP SAN MALEAS v-021S, ETD Rotterdam May 21st. 2020

Surcharges

Maersk also informed that it is implementing two new surcharges: Drop off (for container delivery on imports) and Pick up (on container removal on exports) – DRP and PIC, respectively, with immediate effect. Fees will be applied based on the inland location, rather than on the coast (not applicable to Santos, Guarujá and Cubatão).

Meat

According to the president of the Brazilian Association of Meat Exporting Industries (Abiec), Antônio Jorge Camardelli, Brazilian beef exports should surpass the record set in 2019 and generate US\$8 billion in foreign exchange this year, even in the face of the coronavirus induced crisis.

In 2020, Brazil will be able to ship more than 2 million tons, 130,000 more than last year, when the volume had already grown 12.4% compared to 2018, according to data from the Foreign Trade Secretariat (Secex) compiled by Abiec. According to Camardelli, when the pandemic ends, countries that have the most organized chains, such as Brazil, will have the chance to increase their participation in global markets. According to him, the country does not have any production units out of action in the bovine meat area, due to Covid-19.

The executive pointed out that China remains the main destination for beef shipments. In 2019, the Chinese accounted for 26.7% of purchases (494,000 tons) and revenues of US\$2.67 billion, according to Abiec data. He also pointed out that the North American market was reopened for Brazilian exporters of fresh protein in February this year and improves the chain's competitiveness. "Brazilian meatpackers that do not currently have access to China can export to the United States," he said.

Despite Brazil's sanitary conditions that favor exports, Camardelli admitted that the country still does not reach around 40% of the markets that import meat, composed mainly of countries that consume gourmet meat and pay the best prices. "We want to participate in countries like Japan, South Korea, Mexico, and Canada, so as to continuously expand our participation in world markets," he said.

DataLiner data shows that Brazilian pork exports have increased by 43.34% in the first quarter of 2020 compared to the first quarter of 2019, with 11,660 tons. In the month of March alone, there was a 37.9% increase compared to March of 2019 when only 4,131 tons were shipped.

When analyzing the data on chicken, however, the growth in the first quarter of 2020 compared to that of 2019 was more modest, with only a 6.64% increase, totalling 74,080 tons. When comparing March 2020 with the same month of the previous year, the growth was 4.1%, with a total of 26,137 tons shipped.

Beef exports were the only major protein to decline. When comparing the first quarters of 2020 with 2019, there was a 5.86% drop, with a total of 22,496 tons. When comparing the months of March, however, there was a 2.2% increase in beef exports in 2020 compared to 2019, with a total of 8,350 tons.

In the coming months, the expectations are that there will be an increase in Brazil's exports. This is due to the coronavirus pandemic, which has paralyzed several large American slaughterhouses in the last month. Hence, American producers will be forced to prioritize domestic supply and reduce exports to China and other Asian countries, favoring Brazil.

The Brazilian production structure, which is less concentrated and contains smaller plants than the USA, would have the advantage of having fewer workers per plant who could potentially be exposed to the disease.

In addition, China has again reported cases of Spanish swine flu in the country's pig farms, a disease that in 2019 decimated most of their pigs and increased their need to import the protein.

Grain

According to the National Association of Cereal Exporters (Anec), this week China started to accept electronic signatures of phytosanitary certificates from Brazil for the export of agricultural products.

The temporary procedure, which was implemented by the Agriculture Ministry to deal with restrictions on circulation amid the coronavirus pandemic, should also be accepted by Vietnam, according to the organization.

“Some importers are still reticent, but conversations between the Brazilian government and Vietnamese phytosanitary authorities indicate that acceptance is a fact,” Anec said in a statement.

According to the measure, the ministry sends copies of the certificates to the authorities of the importing countries, which then verify the authenticity and forward the terms to the ports.

Brazilian agriculture exports grew 17.5% in the first four months of the year, compared to the same period last year. Despite the new coronavirus pandemic, there was an increase in exports to Asia, especially China. Agribusiness' share of total exports went from 18.7% in 2019 to 22.9% in 2020.

The products that increased in the period were soybeans (up 29.9%), raw cotton (up 69.5%), raw wood (up 28.9%), natural honey (up 17.2%), and spices (up 3.2%). According to data released on Monday (May 4) by the Ministry of Economy, in April Brazilian exports totaled US\$18.3 billion and imports, US\$11.6 billion, with a positive balance of US\$6.7 billion, and current trade volume of US\$29.9 billion. In the year so far, exports totaled US\$67.8 billion and imports, US\$55.6 billion, with a positive balance of US\$12.3 billion and a trade flow of US\$123.4 billion. Unlike the scenario in much of the world, Brazil kept its trade balance quite stable.

Some agribusiness products broke monthly historical records for exports in April, such as soybeans with 16.3 million tons; soybean meal with 1.7 million tons; fresh, chilled, or frozen beef, with 116,000 tons; pork meat with 63,000 tons and raw cotton, with 91,000 tons. On the other hand, there was a fall in exports of wheat, rye, and unground corn, except sweet corn, unroasted coffee, live animals, fruits, and nuts.

Asia

Brazilian exports (from all sectors) to Asia rose 15.5% in the first quarter of the year, compared to the same period in 2019. The Asian market now represents 47.2% of our total exports. Despite the impact of the pandemic on the Chinese economy, Brazilian exports to China grew 11.3% in the period, with emphasis on soy (+ 28.5%), fresh, chilled or frozen beef (+ 85.9%), fresh, chilled or frozen pork (+ 153.5%) and raw cotton (+ 79%).

The figures for the first four months show that, in dollars, China bought from Brazil three times the amount imported by the United States and twice as much demanded by the European Union.

Fruit

Companies from Linhares, in Espírito Santo, are discarding tons of papaya that were due to be exported. This is due to the new coronavirus pandemic, export demand to decline, and the fruit to have spoiled in factories. Entrepreneurs reported that part of the fruit that is good for consumption, has been donated to institutions, such as the city's elderly home.

The president of the Brazilian Association of Papaya Producers and Exporters (Brapex), Bruno Pessoti, explained that the sector was taken by surprise and, in addition to the drop in consumption, there are also difficulties with air transport of the fruit to other countries.

Brazil has opened its market to receive citrus fruits from Egypt. The Ministry of Agriculture, Livestock and Supply (Mapa) published a normative instruction on April 27 in the Official Gazette (DOU), which was what was missing for the market opening process to be completed. With that, the Egyptians were authorized, as of Monday, May 4th, to export to Brazil, following the requirements agreed by their authorities with the Ministry of Agriculture.

The requirements are that the exported fruits have a phytosanitary certificate issued by the National Phytosanitary Protection Organization (ONPF) in Egypt, declaring that they are free from 11 types of pests. They must also have been cold treated at 1.7 degrees celsius or less for 18 days to control Bactrocera Zonata. The instruction says that shipments will be subject to inspections at the point of entry into Brazil.

The Egyptians intend to supply Brazil with oranges, tangerines, and lemons. Egypt has a free trade agreement with Mercosur and so the tariff that the Arab country currently pays for its citrus fruits to enter Brazil is 2.5%. According to the scheduled plans to eliminate the agreement, this will be zeroed in September this year.

Other cargo

Since records began of the automotive industry's performance in 1957, production in April 2020 reached the lowest level yet, according to figures released today by the National Motor Vehicle Manufacturers Association (Anfavea). With almost all factories stopped during the month, only 1,847 vehicles were produced, including automobiles, light commercial vehicles, trucks and buses, a fall of 99% over the previous month, and 99.4% over April last year.

In addition, 1,752 self-propelled machines were produced, 59% less than in March. The agricultural machinery sector is considered essential by the federal government even in a pandemic period, as it helps to maintain the level of harvest in the rural sector.

The sharp drop in production was accompanied by dramatic declines in sales to the domestic market and exports. Vehicle licensing was at 55,700 units – 76% lower than in April 2019, the worst result in 20 years.

The truck segment decreased 53.5% in the same period, and the machinery segment dropped 23.9%. Exports, meanwhile, plunged 79.3% for vehicles (the worst volume since January 1997) and 62.1% for machines, compared to the same month last year.

Inventories at the turn of the month were 237,000 units between factories and dealerships, sufficient for four months of sales at the current slow pace, which explains the difficulty in resuming production at all factories.

Trade

Recent tensions in US-China relations surrounding the origins of the new coronavirus have prompted trade negotiators from both countries to make a call next week so as to discuss their trade agreements. Among the participants will be Chinese Vice Premier Liu He and US Commercial Representative Robert Lighthizer.

The subject will be the implementation of Phase 1 of the trade agreement since US President Donald Trump threatened to cancel the pact if China was failing to comply with its terms.

The United States had previously pledged to start negotiations with China concerning Phase 2 of the trade agreement, so as to deal with more sensitive government subsidies and technology transfer issues, but there has been no effort to start those negotiations since the coronavirus outbreak, which has disturbed much of the American economy.

China's exports and imports are expected to drop by double digits in April, after making a recovery in March. That's because the pandemic caused by the new coronavirus has damaged global demand and disrupted industrial supply chains.

Chinese exports fell 15.7% in April year-on-year, according to the average of estimates from 28 economists captured in a survey, which is much worse than the 6.6% contraction in March. Exports shrank 17.2% in the first two months of the year. Meanwhile, imports dropped 11.2% in the first two months compared to the same period last year, the sharpest drop since July 2016. April's trade surplus was about \$ 6.35 billion, down from \$ 19.9 billion in March.

Recent surveys also point out that export orders at China's factories collapsed in April, with many foreign customers canceling a large number of orders as the coronavirus health crisis closed much of the world economy.

According to the China Ports Association, the second quarter is generally a busy period in Chinese ports, but as Covid-19 respiratory disease spreads globally, growth in container traffic has been contained by a slowdown in global logistics activity and capacity cuts at shipping companies. The association estimates that container transport could fall by 10% to 15% in the second quarter.

Brazil's Inland Revenue Service has expanded the list of products that will have priority status for import to help fight the coronavirus pandemic. Rule RFB No. 1,944, published on May 4, in an extra edition of the Federal Official Gazette, provides for priority dispatch for raw materials for the manufacture of medicines, in addition to consolidating the list of products that already had priority status.

As provided for in RFB Normative Instruction No. 1,927, published on March 17, products that help combat the pandemic are fast-tracked through the customs procedure, with delivery of the goods to the importer allowed before customs procedures are concluded. In addition, import declarations involving these goods must have priority treatment, both by the Federal Revenue, and by the depositary responsible for storage.

The measures are in line with the pandemic response plan prepared by the Ministry of Health in Ordinance No. 188, of February 3, 2020, which declares Public Health Emergency of National Importance (ESPIN) due to Human Infection by the new Coronavirus (2019-nCoV) and also Ordinance No. 356, of March 11, 2020, which provides for the regulation and

operationalization of the provisions of Law No. 11979, of February 6, 2020, which establishes the measures to face such an emergency.

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