

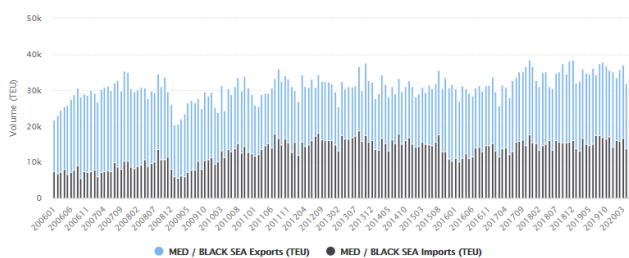
Main news

How has Brazilian container shipping been performing within each trade lane in 2020? What is the impact of the global pandemic on Brazilian foreign trade? A survey carried out by Datamar shows that when looking at the cumulative total for Brazilian container shipping in the first five months of 2020 compared to the same period in 2019, the performance of exports has been varied, with it growing, remaining stable, or falling depending on the trade lane in question. On the import side, on the other hand, most trade lanes saw a decrease in trade. The following is a detailed analysis by trade lane:

Mediterranean and Black Sea

Brazilian exports to the Mediterranean and the Black Sea remained practically stable, with a slight increase of 0.05%, reaching 96,738.32 TEU. On the import side, there was a 3.16% increase in volume, at 75,419.98 TEU during this period.

Total Export & Import – to & from Mediterranean & Black Sea – Jan 2006 to May 2020 (TEU)

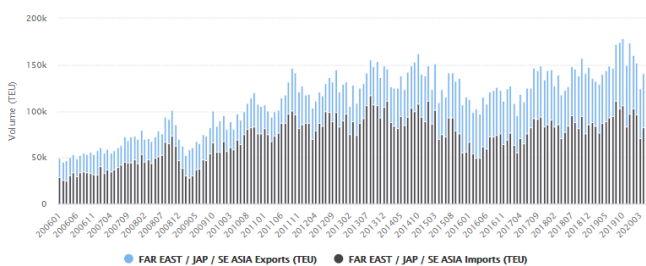


Source: DataLiner

Far East, Southeast Asia, and Oceania

As for the Far East, Southeast Asia, and Oceania, exports grew by a significant 14.01%, with shipments registering 291,974.57 TEU by volume. Imports from this region fell slightly by 0.69%, down to 421,487.34 TEU.

Total Export & Import – to & from Far East, South East Asia – Jan 2006 to May 2020 (TEU)

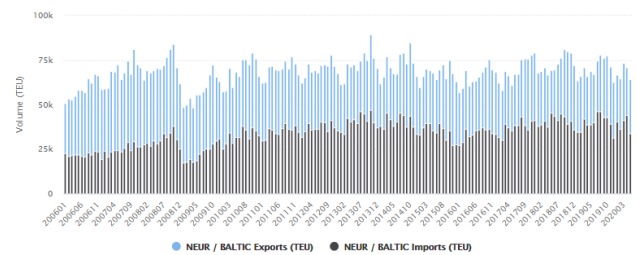


Source: DataLiner

Northern Europe and the Baltic region

This trade lane experienced a modest drop in exports of 1.58%, to 143,732.47 TEU. Imports from this region grew 4.08%, to 196,286.79 TEU.

Total Export & Import – to & from North Europe & Baltic – Jan 2006 to May 2020 (TEU)

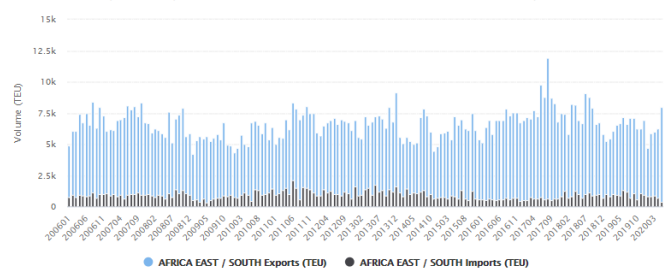


Source: DataLiner

Southeast Africa, Middle East and Indian subcontinent

In this trade lane, there was a growth of 7.25% in exports to 27,267.33 TEU, whilst imports from this region fell 23.63%, to 3,462.50 TEU.

Total Export & Import – to & from South & East Africa – Jan 2006 to May 2020 (TEU)

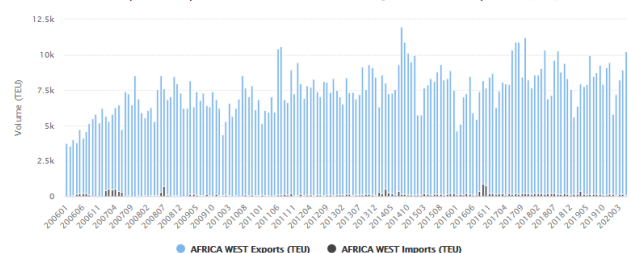


Source: DataLiner

Western Africa

Exports to West Africa shot up by 14.97%, to 39,892.94 TEU. The fall in imports from this region was particularly pronounced at 40.54%, dropping to 563 TEU.

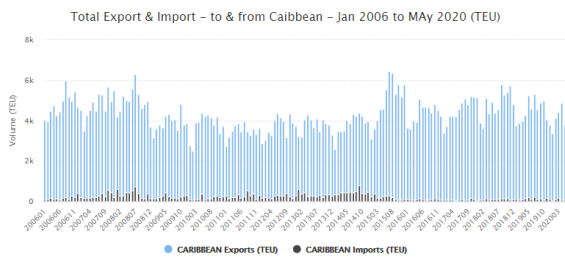
Total Export & Import – to & from Africa West – Jan 2006 to May 2020 (TEU)



Source: DataLiner

Caribbean, NCSA and USA / Gulf of Mexico

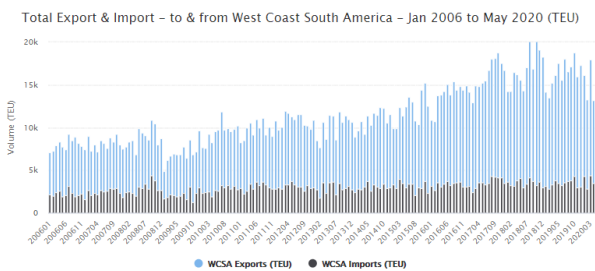
Here there was a slight drop in exports of 1.40%, with the volume registering 20,225 TEU. In this trade lane, the fall in imports was 27.48%, reaching 438 TEU.



Source: DataLiner

South America West Coast

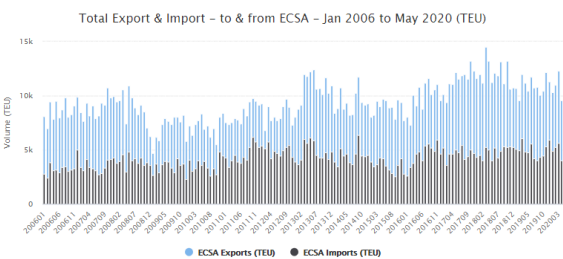
To the West Coast of South America, the fall in exports was 9.06%, with shipments at 54,179.78 TEU. In terms of imports, the fall was more modest at 1.56%, down to 16,127.00 TEU.



Source: DataLiner

ECSA

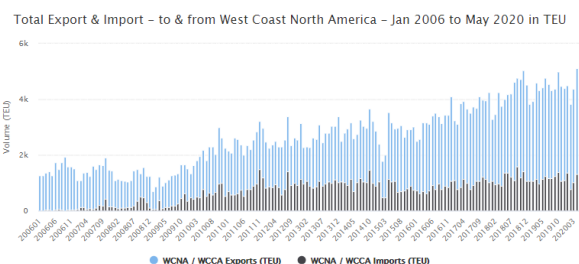
There was also a 9.88% drop in exports to the ECSA region during this period, to 27,832.40 TEU. Imports from the ECSA region also fell by 12.30%, to a volume of 22,471 TEU.



Source: DataLiner

WCNA / WCCA

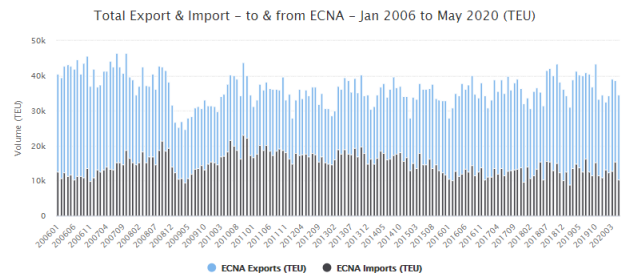
Exports here rose by 6.54%, to 16,728 TEU. Imports rose by 7.23% in volume, to 5,750 TEU.



Source: DataLiner

ECNA

This trade lane had an export volume of 115,887 during the period comparison, representing a 5.87% drop. Imports increased slightly by 0.81%, to 63,922.50 TEU.



Source: DataLiner

Ports, terminals and infrastructure

Paraná Ports was authorized by the National Waterway Transportation Agency (Antaq) to hold an auction for the lease of a new vehicle area. The Paraná port authority is the first in Brazil to obtain this type of authorization.

The PAR12 area is on the east side of the pier, to the rear of the Paranaguá Container Terminal (TCP). Intended for the movement of vehicles, the project involves an area that measures 74,000 m² and the lease is in the Greenfield model.

“The project was revised, after the bidding was abandoned in 2018. The new proposal is for a smaller area, with static capacity for 4,000 vehicles. The investment cost estimate (Capex) is R\$ 22.2 million”, says the CEO of Portos do Paraná, Luiz Fernando Garcia.

The Technical, Economic and Environmental Feasibility Study (EVTEA) was carried out by the Planning and Logistics Company S.A, linked to the Ministry of Infrastructure. Now, Portos do Paraná must follow the rites for publication, with support from the Ministry and Antaq.

According to the national secretary of Ports and Water Transport, Diogo Piloni, authorization is an important step in the decentralization of the port sector. “More management autonomy is essential. The local authority is closer to the companies and knows all the peculiarities of the region”, he says.

The management of the ports of Paraná was granted autonomy to handle development contracts for the organized port areas in August 2019. The delegation of competence agreement 001/2019 was formalized after an extensive process of analysis and validation.

The Port of Suape is forecast to set a new historical record in 2020 for cargo volume handled. The first semester registered growth of 17% year-on-year, with 12.4 million tonnes handled, a record amount for this period. The result is also 8.8% higher than in the first half of 2018, which totaled 11.4 million tonnes. This was also a record at the time. The good performance made Suape jump from sixth position in the public port ranking, to fourth place. The expectation is the port will end 2020 with double-digit growth.

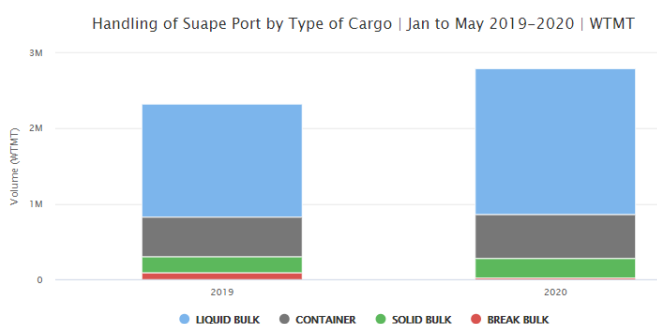
The main reason for the increase is the movement of liquid bulk, and in particular, bunker oil operations produced at the Abreu e Lima Refinery, leading to a 94% increase in exports, mainly to Singapore. Another product that had significant growth was LPG (cooking gas), with an increase of 18% in shipments and 29% in receipts, totaling 1.2 million tonnes. More than 75% of all cargo that passes through the port is liquid bulk and in the first half the total handled was 9.3 million tonnes, representing an increase of 22.2%. Suape is the largest national hub in this cargo group.

The movement of containers registered growth of 2.4% to 230,504 TEU, and 0.5% by weight, totaling 2.5 million tonnes in the period. Meanwhile, solid bulk cargo ended the semester with a 16.4% increase and 276,035 tonnes. Much of the movement was wheat, with a total of 217,187 tonnes and an increase of 48% over the same period last year. Coke shipments also helped this result with 31,348 tonnes, produced at the Abreu e Lima Refinery (Rnest) and exported to the United States. Last year, there was only one pilot operation of the product.

Loose cargo also had good growth in the first half, reaching a 16.4% increase and a total of 198,816 tons in relation to the same period last year. The highlight was sugar in sacks, which had a great percentage growth of 79% and totaled 67,536 tonnes. This group also includes vehicles, blades and wind towers, steel coils and sheets, among other goods.

In cabotage shipping, Suape ended the semester with 8 million tonnes – an increase of 13% in relation to the first six months of 2019. Exports had an even higher percentage growth, reaching 80% and a total of 1.86 million tonnes. Imported cargo totaled 2.5 million tonnes – an increase of 2%.

The following graph shows the movement of cargo through the Port of Suape in the first five months of 2019 and 2020 by product:



Source: DataLiner

On July 14, the Minister of Infrastructure, Tarcísio Freitas, signed an addendum for the expansion of the Port of Imetame, located in Aracruz (ES). The improvements are aimed at increasing the port's cargo capacity, which will have an increase of about 65% in the built-up area at the end of the works. Planned investments will come to around R\$632.4 million and the works are expected to start in October this year.

Currently, the port is authorized to handle general cargo, with a focus on vehicles, cellulose, and granite. With the new improvement projects, other types of cargo will be included such as solid bulk, liquid, and gaseous bulk as well as containerized

cargo. With the expansion, the total area of the port will be 841,300 m², allowing the port a capacity to handle around 480,000 tons/year of cellulose alone. The construction schedule includes the dredging of the access channel, construction of the dike and breakwater area, landfill, nautical signage and installation of equipment. The expectation is that 25,000 jobs will be generated as a result of the works.

Located on ES-010, the Port of Imetame is three kilometers from the Vitória-Minas Railway (EFVM), in addition to being close to Vitória airport. The project is also located 45 kilometers from the SUDENE area and close to an area of 5 million available square meters for the establishment of a logistics and industrial platform.

Throughput at the Port of Vitória in June presented the best monthly result of 2020 at 620,000 tons. This is 23.3% higher than in June 2019. According to port authority Codesa, the data shows the beginning of a recovery in cargo flow at the port after the impact of Covid-19 on the global economy.

Two items drove the increase in cargo volume at the Port of Vitória in June: solid bulk (pig iron and fertilizers) and liquid bulk (fuels and caustic soda) with growth of 59.2% (110,2000 tonnes) and 37.9% (17,300 tonnes), respectively, compared to the same month last year.

"June was the best monthly result for 2020 and well above the same month last year. This fact, together with the indicators that Codesa has been tracking, points to a growth trend in cargo handling for the second semester. Thus, we believe that the negative effect caused by the pandemic on cargo handling in Porto Vitória will be less from now on. In other words, the worst is over," said Leonardo Bianchi, head of Codesa's Planning and Development Coordination (COPLAD).

The following graph shows the imports and exports carried out via Port of Vitória month by month:



Graph source: DataLiner (To request a DataLiner demo click here)

Data released by ANTAQ shows that between January-May 2020, the Brazilian port sector (organized ports + terminals for private use) handled 436.4 million tonnes of cargo. The number represents a growth of 3.98% compared to the same period last year. Private terminals were responsible for handling 282.6 million tonnes (64.8% share), whilst organized ports handled 153.8 million tonnes (35.2% share). Also according to ANTAQ's Waterway Statistic, cargo handling at private ports during this time period registered 2.74% growth year-on-year. For organized ports the growth rate was 6.34%.

In the first five months of the year, Santos handled 46.2 million tonnes, an improvement of 10.45% compared to the same period last year. Santos leads the ranking for cargo handling at organized ports. For private use terminals, the Ponta da Madeira (MA)

terminal appears in the first place, with a 64.7 million tonne throughput – an increase of 0.91% in relation to the first five months of 2019.

Cargo - Data released by ANTAQ also showed that iron ore was cargo most handled in volume terms at Brazilian ports in the first five months of the year, at 121.7 million tonnes. Then came oil and oil products, with 103.5 million tonnes, and thirdly soybeans with 62.1 million tonnes. Looking at the month of May in isolation, the port sector handled 94.6 million tonnes, representing a growth of 3.5% compared to May 2019.

Companhia Docas do Rio de Janeiro (CDRJ) released the results of the response it received after its public invitation to present projects for the Ports of Rio de Janeiro and Itaguaí. In total, 22 companies were interested. In addition to these, other companies showed interest in eventual bidding for the areas.

Six notices were published in the Federal Official Gazette in April and all received expressions of interest from investors. According to the company's business development manager, Eduardo Miguez, even with the crisis scenario generated by COVID-19, the number of expressions of interest in the projects reinforces the good prospect of economic recovery. "Our ports are essential to provide this investment environment, increasing company revenues, taxes for the government, generating employment and income for society and enabling the operation of the entire foreign trade logistics chain", he stressed.

For the Port of Itaguaí, the projects refer to the following areas: Solid Bulk Terminal 2 in a greenfield area; Solid Bulk Terminal 3; Liquid Bulk Terminal; Liquid Bulk Transshipment Operation (ship to ship); and support area for port operations. For the Port of Rio de Janeiro, the project is for the preparation and donation of a Technical, Economic, and Environmental Feasibility Study (EVTEA) for a liquid bulk terminal.

At the end of the process, all expressions of interest will be forwarded to the National Secretariat of Ports and Waterway Transport (SNPTA).

The strong growth of Brazil's agricultural commodity exports in the international market made the Port of Santos attain its 5th consecutive monthly record in June with the shipment of 12.3 million tonnes, an increase of 6.2% over the same period in 2019. In this period, shipments increased by 14.6% to 9.4 million tonnes. Imports fell 14.3% during this time.

Considering the commodities exported, soy complex and sugar were highlights, displaying 54.8% and 58.6% growth respectively, with exports reaching 3.9 million tonnes of soy and 2 million tonnes of sugar. Another cargo that performed well in June was cellulose, with an increase of 26.2% year-on-year, to 492,700 tonnes.

The shipment of containers decreased by 13.5% in June, to 309,000 TEU. Even so, in the accumulated result for the year, 2 million TEU were shipped, representing a 4.3% rise over year-ago levels

The port also broke a record in the first semester when considering general cargo, reaching 70.3 million tonnes handled – an increase of 10.6% over the same period in 2019, as a result of the 13.9% increase in exports and 2.6% of imports. Among the *+ highlights are the 40% increase in sugar shipments to 8.7

million tonnes; 27% rise in the soy complex to 22.8 million tonnes; and 17.7% growth in cellulose to 2.8 million tonnes. On the import side, fertilizers grew 30.2% to 2.7 million tonnes, and diesel was up 30.1% to 1.4 million tonnes.

In June, the number of ships at the berths totaled 398, slightly lower (-1%) in the annual comparison. In the semester, it reached 2,300 vessels, an increase of 1.4%.

Shipping

To encourage cabotage navigation, São Paulo Pilotage and the Brazilian Association of Cabotage Shipowners (Abac) signed an agreement in which piloting services and conditions will be in force for five years without adjustments and will only be monetarily corrected. "At this time when the government is promoting and attaching greater importance to coastal shipping and sent the BR do Mar project to Congress, and the Senate itself presented a project led by Senator Kátia Abreu, making this agreement is a way of showing our support", said the president of Pilotage, Carlos Alberto de Souza Filho.

Santos Pilotage is the one that serves the largest flow of cabotage vessels in Brazil. According to Souza Filho, the company decided to forgo part of the revenue, with discounts on operations over the prices that were practiced before. "We are making our contribution to this national effort to promote cabotage, especially in this pandemic moment. As it is an agreement signed for five years, it provides greater predictability and legal certainty". More than 15 years ago, there was no formal agreement between the Pilotage of Santos and the cabotage shipowners.

Companies that signed the agreement were:

Aliança Navegação e Logística Ltda

Flumar Transp. de Químicos e Gases Ltda

Waterways of Brazil – Cabotagem Ltda

Log-In Group: Log-In Logística Intermodal S.A.; Log-In Navegação Ltda. Log-In Marítima Cabotagem Ltda.

Mercosul-Line Navegação e Logística Ltda

Norsul Group:

- Norsul Navigation Company
- NorsulCargo Navegação S.A.
- Norsulmax Navegação S.A.

Waterway transportation is gaining more and more popularity among the big industries in Rio Grande do Sul. In the first five months of 2020, Braskem, the largest petrochemical company in the Americas, transported 2,087 containers carrying plastic resins, destined for export via Tecon Santa Clara, the waterway terminal owned by Wilson Sons. This value is equivalent to 28% of the total containers used by the company for foreign trade. The highlight was in April, when 41% of the containers exported by Braskem were transported via the waterway terminal.

The cargo route originates in the Triunfo Petrochemical Complex and follows the Jacuí River in barges to Tecon Rio Grande, where they are loaded on long-haul vessels. The main destinations are Europe, North America and South America. In 2016, the

partnership between Wilson Sons and Braskem reactivated Pier IV of the Santa Clara Terminal and marked the resumption of cargo transportation by river in the region. The initiative continues to be seen by the market as an alternative to reduce logistical and operational costs and a more sustainable alternative for the environment.

The Louis Dreyfus Company (LDC) began operating a new vessel this week to transport juices and its derivatives. According to the company, there will be two new vessels that are more modern, efficient, and sustainable, which together have 20% more capacity than the three vessels of the previous fleet, reducing fuel consumption by 40% and sulfur emission levels by 85% per ton of product.

The fleet, 100% dedicated to the transportation of juices, will give LDC more autonomy to operate the preferred export routes even more efficiently. Being 180 meters long and 30 meters wide, the ships together have the static capacity to transport 50,000 tonnes of juice and have tanks for customized products. The first ship starts operating this week, and the second is scheduled to start operating in August.

To reinforce the distribution of fresh orange juice (NFC) in Europe, the United States, and Asia, LDC also increased its storage capacity by more than 50% and blending capacity by more than 20% at the port terminal and in the Ghent processing unit in Belgium in 2019.

The emergency operation to remove water from inside the hull of the oceanographic vessel Prof. W. Besnard, moored at the Port of Santos, and which was in danger of sinking, was concluded on June 14th by the Port Authority. The historic vessel was in danger of sinking, although this operation has averted that danger for now.

The operation to remove water from the ship's engine room started at the beginning of last week after a joint survey was carried out by the Port Authority and the Brazilian Institute of Environment and Renewable Resources (Ibama). The Port Authority ordered the Instituto do Mar (Imar), the vessel's owner, to take urgent measures. As Imar claimed to have no financial resources for the adoption of the necessary measures, the Port Authority mobilized its emergency response resources.

Approximately 130,000 liters of water, accumulated due to the vessel's abandonment status, were removed. The service was carried out to safeguard the estuarine environment and navigation safety at the Port of Santos, which would be affected if the vessel were to sink. In addition, there would be the loss of the historic ship, which was one of the resources used by Brazil in its operations in Antarctica.

The service, which had the support of Ibama and the Brazilian Navy, will be complemented in the coming days when attempts will be made to remove the thin layer of oil left inside the engine room. The amount spent on the operation, as well as the removal of the vessel from the pier, will be collected from the Instituto do Mar. The entity should also be responsible for the proper disposal of all the waste generated.

Ship construction - In 1959, the project began for the ship Prof. W. Besnard, the first in the Naval Construction course at the Polytechnic School of the University of São Paulo (USP), done at the request of USP's Oceanographic Institute and designed by

Professor Wladimir Besnard, researcher, first director of the Institute and honored with the name of the vessel. Manufactured at the A / S Mjellem Karlsen shipyard in Bergen, Norway, the ship arrived in Brazil in 1967, years after the death of its creator. During the first 23 years, the ship sailed without interruption, totaling hundreds of scientific trips.

Grain

A study published by Science magazine on July 16 indicated that a fifth of Brazilian soy imports received by the European Union may come from land that has been illegally deforested.

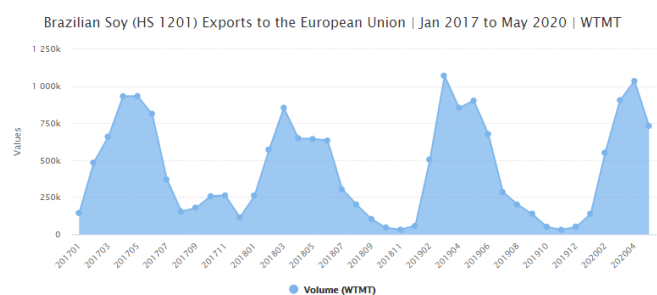
According to the study's co-author, Raoni Rajão, an environmental specialist at the Federal University of Minas Gerais (UFMG), the research also opens the way for both international companies and Brazilian authorities to identify agricultural areas that violate deforestation rules in the Amazon.

"Brazil has the means to develop a large government-led monitoring system, capable of freeing supply chains from deforestation," said Rajão. "Before, technical means were not available, but now we have developed those means."

In their work, Rajão and other researchers analyzed deforestation in the Amazon and the Cerrado from 2008, when the current forest law came into force, before which farmers who respected certain conditions received amnesty for the previous cutting of trees. The team also found that 17% of beef exports from Brazil to Europe are related to deforestation.

However, there are only a few "rotten apples" in the meat and soy supply chains, with only 2% of farms causing 62% of illegal deforestation in the analyzed area. The study did not specify the companies or farms involved in the deforestation activities.

The work considered only Brazilian exports to the European Union. Check out the Brazilian soy exports to the European Union month after month from 2017:



Source: DataLiner

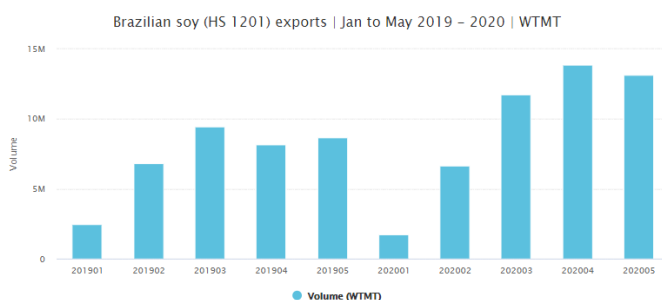
Rajão said the researchers focused on the EU in part because of the recent trade agreement made between the European trading bloc and Mercosur which, if ratified, would expand agricultural trade in both directions.

It is worth noting that deforestation in the Amazon reached its highest level in 11 years in 2019, with the destruction of an area the size of Lebanon, according to government data. In the first six months of 2020, there was an increase of 25% over the previous year, according to preliminary information.

Brazil imported soy in significant amounts in June to supply domestic demand after breaking export records. According to the Center for Advanced Studies in Applied Economics at USP (Cepea), in June industries in southern Brazil purchased 89,760 tonnes of soybeans, all from Paraguay. The number is more than double what was imported in May. In addition, it is the highest value of soy imported since June 2016, according to data from the federal government.

Brazil is the world's largest producer and exporter of soybeans and harvested more than 120 million tonnes of the bean last season. Brazilian farmers traded 61.87 million tonnes in the first half of this year, up 41.5% over the same period in 2019.

The following graph shows Brazilian exports of soy in the first five months of 2019 and 2020:



Source: DataLiner (To request a demo click here)

According to the Agricensus consultancy, data from the Central Bank of Paraguay points out that Brazilian imports of Paraguayan soy increased almost five times in the first half compared to the same period last year. From January to June this year, Brazil purchased 379,100 tons of soy from the neighboring country, an increase of 370% in relation to the 80,600 tonnes during the same period last year.

According to the Foreign Trade Secretariat (Secex), Brazil imported a total of 45,700 tons of soy in the first eight working days of July. When adding the total imported between May, June, and the first working days of July, Brazilian soy imports already total 178,500 tonnes, a volume much higher than in the same period of 2019.

In June, Chinese soy imports were at a record high, up 71% year-on-year, according to Chinese customs data released on July 14. The biggest origin of growth are shipments sourced from Brazil.

China, which is the largest global importer of the oilseed, imported 11.16 million tonnes in June, compared to 6.51 million in the same period last year. In addition, there was a 19% increase compared to the 9.38 million tonnes imported in May, according to figures from the General Administration of Customs.

According to the analyst at the agricultural consultancy Cofeed, Xie Hullian, Brazil was the country that most exported soybeans to China in this period for several reasons: "The main reason is that Brazilian grains were cheap and the processing margins in June were really good, so processors scheduled a lot of loads," he said. According to industry analysts, Chinese soy processors, who earlier this year had to stop operations due to a lack of grain supply, are now suffering from excess stocks.

Still, Chinese soy imports this month are expected to remain above normal levels, meaning above 9 million tonnes. "Imports in July are expected to reach 10 million tonnes, with most of the shipments coming from Brazil," said analyst Monica Tu of Shanghai JC Intelligence.

According to the Council of Coffee Exporters (Cecafé), Brazil's coffee exports (green and industrialized) in 2019/20 reached 39.9 million 60-kg bags, down 3.6% compared to the previous cycle, reflecting a smaller crop. Despite the annual decline, the result represents the second-largest volume shipped during a single harvest in history, behind only the 2018/19 season, which reached 41.4 million bags.

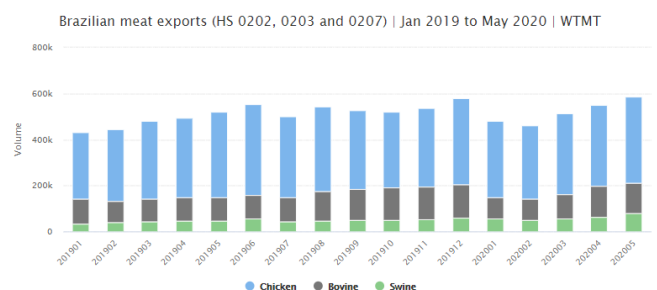
The export of Arabica coffee from Brazil in June totaled 1.85 million bags, down 21.3% compared to the same period last year, while in the harvest it reached 35.9 million bags, down 4% in the annual comparison. Amid the low supply of arabica, the highlight in coffee exports in the 2019/20 season was the robust variety, whose shipments increased almost 23% to 4.4 million bags in the year, according to data from Cecafé.

Meat

Brazil's demand for health certificates to export animal products increased 11% in June, according to a report by the Federal Inspection Service (SIF). The report, released on July 15th, is the fourth edition reporting on the impact of the coronavirus pandemic (Covid-19) on economic activities. The total number of International Health Certificates issued in June was 32,153.

There are 3,318 animal product handling establishments registered in the SIF, including the handling of meat and meat products, milk and dairy products, honey and bee products, eggs and fish, and their derived products. According to the document, the SIF received requests for permission to work 132 additional shifts in May at slaughterhouses. These requests were made on an emergency basis by slaughterhouses handling poultry, cattle, and pigs.

According to the Ministry of Agriculture, the agency, together with companies and representatives of the productive sector, has monitored the situation of Covid-19 cases in industrial units and the measures adopted to protect industrial workers and civil servants. On July 3, a total of nine slaughterhouses stopped their activities for reasons related to Covid-19. The continued operation of slaughterhouses is essential to maintaining Brazil's momentum in animal protein exports, which have been breaking records, as can be seen in the graph below:



Fonte do gráfico: DataLiner (Para solicitar um demo do DataLiner clique aqui)

Suspended qualifications - Despite the growth in meat exports, Covid-19 has hampered shipments to China. An article published on Thursday, July 16, by Valor Econômico states that China has

asked the Ministry of Agriculture to suspend the export license for a further two Brazilian slaughterhouses due to coronavirus cases amongst employees. Brazil's agricultural attachés in Beijing today received a letter from the Chinese General Customs Administration (GACC) suggesting that establishments be blocked by the Ministry of Agriculture to prevent Asians from removing them from the list, which would lead to a more time-consuming process later for the resumption of sales. China is the main destination for Brazilian exports of beef, pork, and chicken. The order is directed to a beef and poultry slaughterhouse.

According to a source heard by Valor, China also asked for information on the situation of a further 15 slaughterhouses. Until now, six slaughterhouses have had their export licenses to China suspended. Five were blocked by the Chinese and one by Brazil's Ministry of Agriculture. China has been imposing similar restrictions on meat suppliers from other countries such as the United States, Germany, Holland, the United Kingdom, and Argentina.

Fruits

Brazilian orange juice exports (FCOJ Equivalent to 66° Brix) registered a total volume of 1.07 million tonnes during the 2019/2020 harvest – an increase of 17% compared to the previous harvest, when 920,029 tons were shipped. Sales reached US\$1.751 billion, up 3% compared to the US\$1.707 billion generated in the previous harvest. This information is according to data from the Foreign Trade Secretariat (Secex) compiled by CitrusBR.

According to the executive director of CitrusBR, Ibiapaba Netto, although it is a positive fact, the increase occurs over a small base. "When we look at the historical basis, we are back to the level recorded in the 2015/2016 harvest". The advance, according to him, is also explained by the greater amount of juice on the market. The sector processed more than 325 million boxes, totaling 1.2 million tons of juice in the 2019/20 harvest, about 37% more than in the previous period.

The following chart shows Brazilian exports of orange juice on a monthly basis as of January 2017:

Brazilian Exports of Orange Juice (HS 200910, 200911, 200912 and 200919) | Jan 2017 to May 2020 | WTMT

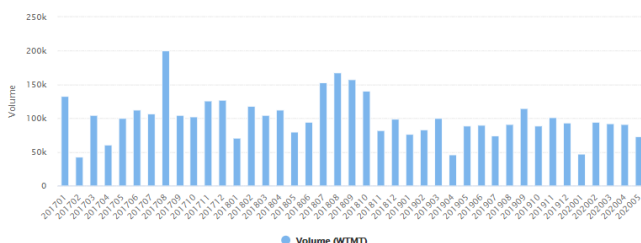


Chart source: DataLiner

Top destinations

Among the markets, Europe remains the main destination for Brazilian orange juice exports, followed by the USA, Japan, Asian countries. The countries that most imported Brazilian orange juice between January-May 2020 is shown in the chart below:

Main Destinations of Brazilian Exports of Orange Juice (HS 200910, 200911, 200912 and 200919) | Jan to May 2020 | WTMT

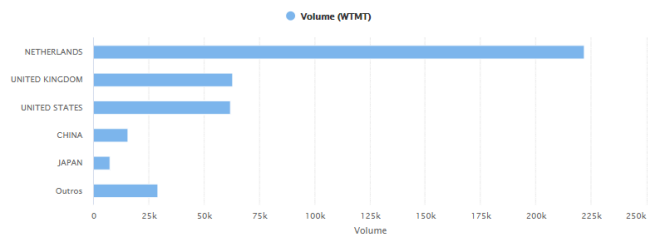


Chart source: DataLiner

Economy

The World Trade Organization (WTO) issued a statement informing that Peru has filed a complaint against Brazil for tariffs imposed on imports of Polyethylene terephthalate (PET).

According to the note, the Peruvian complaint alleges the Brazilian tax as equivalent to anti-dumping measures, applied to this polymer used in weaving and packaging and the tax treatment of products in general. The note was circulated to entity members on July 15.

DatamarWeek is our weekly newsletter. Previous editions can be downloaded at www.datamarnews.com

Your contributions, criticisms, suggestions and, if you do them, press releases, will be welcome. Contact: datamarweek@datamar.com.br

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