

Main news

The following tables show rankings of the top 50 OTIs (NVOs) in Brazil and Plate (Argentina, Paraguay, and Uruguay) for container shipping between January-June 2020, compared to the same period in 2019, based on Dataliner data:

BRAZIL**Exporters****Dataliner Brazil OTI (NVO) Rankings | Jan to Jun 2019-2020 | TEU | Exports**

Rank	Company	2019	2020	% Change
1	KUEHNE & NAGEL	33.073	34.724	4.99%
2	DB SCHENKER	21.953	17.544	-20.08%
3	AMTRANS LOGISTICA & TRANSPORTES INTERNACIONAIS LTDA	12.453	16.348	31.28%
4	AGILITY LOGISTICS	12.211	15.283	25.16%
5	ASIA SHIPPING	4.977	13.254	166.30%
6	CONFIDENCE ASSESSORIA EM COMERCIO EXTERIOR LTDA	8.270	11.849	43.28%
7	DHL GLOBAL FORWARDING	12.019	11.304	-5.95%
8	VMLOG LOGISTICA INTERNATIONAL	12.228	10.803	-11.65%
9	PANALPINA	10.097	7.245	-28.25%
10	CRAFT MULTIMODAL	6.723	6.786	0.94%
11	DC LOGISTICS	4.635	6.292	35.75%
12	INDAIA LOGISTICA INTERNACIONAL	4.806	6.105	27.04%
13	INTERGLOBO INTERNATIONAL FREIGHT FORWARDING	4.876	6.100	25.12%
14	SAFELOG TRANSPORTES & LOGISTICA LTDA EPP	4.748	5.435	14.48%
15	ANDES OPERADOR MULTIMODAL LTDA	6.804	5.302	-22.08%
16	SAVINO DEL BENE	5.961	5.233	-12.21%
17	B&M LOGISTICA INTERNACIONAL	3.153	4.841	53.54%
18	J C ASSESSORIA EM COMERCIO EXTERIOR LTDA	6.953	4.760	-31.54%
19	EURO AMERICA INTERNATIONAL FREIGHT FORWARDERS	5.374	4.629	-13.86%

Rank	Company	2019	2020	% Change
20	EASY SHIPPING GLOBAL LOGISTICA LTDA	4.678	4.421	-5.49%
21	EAST LINE LTD	3.871	4.389	13.38%
22	EASYLOG SERVICOS & LOGISTICA LTDA EPP	5.722	4.164	-27.23%
23	EXPEDITORS INTERNATIONAL	4.590	3.803	-17.14%
24	FR MEYERS SOHN LOGISTICS	4.668	3.507	-24.87%
25	JAS FORWARDING WORLDWIDE	3.221	3.433	6.58%
26	AGL CARGO	2.326	3.383	45.44%
27	INTERMAR AFRETEAMENTO E AGENCIAMENTO LTDA	1.838	3.176	72.80%
28	FESHI SERVICOS ADUANEIROS & TRANSPORTES LTDA	3.482	3.167	-9.05%
29	BLU LOGISTICS BRASIL TRANSPORTES INTERNACIONAIS LTDA	1.186	3.081	159.78%
30	PLENNA ASSESSORIA EM COMERCIO EXTERIOR LTDA EPP	4.274	2.972	-30.46%
31	DSV TRANSPORT & LOGISTICS CO	3.392	2.947	-13.12%
32	JOSE RUBEM TRANSPORTE & EQUIPAMENTO LTDA	1.175	2.710	130.64%
33	CEVA LOGISTICS	1.746	2.412	38.14%
34	BCF COMISSONARIA ADUANEIRA & SERV DE IMP & EXP LTDA	2.458	2.394	-2.60%
35	EASY WAY AGENCIAMENTO DE CARGAS INTERNACIONAIS LTDA EPP	867	2.343	170.24%
36	MASTER SUL COMEX LTDA	3.313	2.307	-30.35%
37	ASLL AIRSEA LAND ASSESSORIA & LOGISTICA LTDA	1.941	2.149	10.72%
38	MANUPORT LOGISTICS	2.160	2.099	-2.82%
39	FEDEX TRADE NETWORKS	5.208	2.092	-59.83%
40	SERVIMEX LOGISTICS LTDA	2.160	2.058	-4.72%
41	SMX INTERNATIONAL	178	1.897	965.73%

Rank	Company	2019	2020	% Change
	LTDA EPP			
42	C FREIGHT AGENCIAMENTOS INTERNACIONAIS LTDA	1.249	1.869	49.64%
43	COMMANDER LOGISTICA LTDA	4.104	1.854	-54.82%
44	GRUPO SATEL	691	1.851	168.07%
45	DACHSER TRANSPORT & LOGISTICS	2.409	1.831	-24.00%
46	CARGO SHIPPING SERVICES	1.711	1.808	5.65%
47	ALLOG TRANSPORTES INTERNACIONAIS	1.017	1.802	77.12%
48	ECU WORLDWIDE LOGISTICS	2.111	1.797	-14.89%
49	BLUE LINE AGENCIAMENTO MARITIMO LTDA	1.303	1.736	33.23%
50	ORGANIZACAO LEON REICH LTDA	1.276	1.728	35.42%
	TOTAL	261.636	275.016	5.11%
	OTHERS	171.378	157.667	-8.00%
	GRAND TOTAL	433.014	432.682	-0.08%

Fonte: DataLiner

Importers**DataLiner Brazil OTI (NVO) Rankings | Jan to May 2019-2020 | TEU | Imports**

Rank	Company	2019	2020	% Change
1	ASIA SHIPPING	56.204	50.245	-10.60%
2	KUEHNE & NAGEL	30.057	26.911	-10.47%
3	BLU LOGISTICS BRASIL TRANSPORTES INTERNACIONAIS LTDA	23.510	22.957	-2.35%
4	AGILITY LOGISTICS	21.586	16.838	-21.99%
5	PANTOS LOGISTICS	14.737	15.393	4.45%
6	DB SCHENKER	18.361	14.519	-20.92%
7	COMISSARIA PIBERNAT LTDA	11.839	14.444	22.00%
8	PANALPINA	19.659	14.291	-27.31%
9	CRAFT MULTIMODAL	17.128	14.283	-16.61%

Rank	Company	2019	2020	% Change
10	CEVA LOGISTICS	12.429	13.584	9.29%
11	DHL GLOBAL FORWARDING	15.152	13.551	-10.57%
12	DC LOGISTICS	11.411	12.032	5.44%
13	ALLOG TRANSPORTES INTERNACIONAIS	10.770	11.921	10.69%
14	DSV TRANSPORT & LOGISTICS CO	7.218	10.653	47.60%
15	HAND LINE TRANSPORTES INTERNACIONAIS LTDA	10.607	7.994	-24.63%
16	BDP	6.287	7.495	19.21%
17	JAS FORWARDING WORLDWIDE	7.293	7.257	-0.49%
18	EXPEDITORS INTERNATIONAL	6.844	6.845	0.02%
19	ES BRASIL LOGISTICA LTDA	5.908	6.152	4.13%
20	ROYAL AGENCIAMENTOS DE CARGAS LTDA EPP	6.078	6.042	-0.59%
21	INDAIA LOGISTICA INTERNACIONAL	4.912	6.000	22.15%
22	HYUNDAI GLOVIS	8.377	5.854	-30.12%
23	FIORDE LOGISTICA INTERNACIONAL	6.081	5.561	-8.54%
24	HM WAY LOGISTICS	6.863	5.119	-25.41%
25	MAERSK GROUP	5	4.767	99.90%
26	ANX LOGISTICA INTERNACIONAL & AGENCIAMENTO LTDA	6.747	4.670	-30.78%
27	CTI CARGO	3.671	4.542	23.74%
28	SAMSUNG LOGISTICS	4.464	4.477	0.29%
29	HELLMANN WORLDWIDE LOGISTICS	3.960	4.107	3.72%
30	ANDES OPERADOR MULTIMODAL LTDA	3.299	4.074	23.49%
31	RENTAL LOGISTICA & TRANSPORTE LTDA	2.335	3.922	67.97%
32	GEODIS WILSON	3.455	3.886	12.47%
33	ASLL AIRSEA LAND ASSESSORIA & LOGISTICA LTDA	7.720	3.834	-50.34%
34	CHENDA CARGO LOGISTICS BRASIL LTDA	7.603	3.752	-50.65%

Rank	Company	2019	2020	% Change
35	LESCHACO GROUP	3.239	3.540	9.32%
36	NEXT SHIPPING LOGISTICA INTERNACIONAL LTDA ME	3.514	3.495	-0.54%
37	CMA CGM LOGISTICS	1.143	3.490	205.36%
38	MANUPORT LOGISTICS	3.116	3.412	9.50%
39	PLUSCARGO GROUP	4.227	3.373	-20.21%
40	PGL BRASIL LTDA	3.712	3.293	-11.28%
41	ALLINK TRANSPORTES INTERNACIONAIS LTDA	3.739	3.191	-14.67%
42	FIGWAL TRANSPORTES INTERNACIONAIS LTDA	3.285	2.955	-10.03%
43	KPM AGENCIAMENTO DE CARGAS LTDA	2.827	2.905	2.76%
44	DACHSER TRANSPORT & LOGISTICS	3.385	2.892	-14.57%
45	NEW TRAFIC LOGISTICA INTERNACIONAL & TRANSPORTE LTDA	3.249	2.844	-12.47%
46	DELFIN CARGO SERVICE GROUP	3.483	2.834	-18.63%
47	B&M LOGISTICA INTERNACIONAL	3.154	2.767	-12.27%
48	CISA TRADING SA	2.136	2.661	24.58%
49	SEA SKY LOGISTICA DE TRANSPORTE INTERNACIONAL LTDA	3.311	2.607	-21.26%
50	NUNO FERREIRA CARGAS INTERNACIONAIS LTDA	2.195	2.583	17.68%
	TOTAL	432.284	406.816	-5.89%
	OTHERS	251.146	216.955	-13.61%
	GRAND TOTAL	683.430	623.771	-8.73%

Fonte: DataLiner

PLATE**Exporters****DataLiner Plate OTI (NVO) Rankings | Jan to Jun 2019-2020 | TEU | Exports]**

Rank	Company	2019	2020	% Change
1	KUEHNE & NAGEL	5.801	5.467	-5.76%
2	ITL CARGO	1.309	3.036	131.93%
3	BDP	2.520	2.522	0.08%

Rank	Company	2019	2020	% Change
4	JF HILLEBRAND GROUP	1.757	2.418	37.59%
5	ALTERCARGO SRL	1.401	1.887	34.69%
6	MGP LOGISTICS	1.502	1.749	16.44%
7	DB SCHENKER	1.803	1.692	-6.16%
8	AMERICANA SHIPPING GROUP	1.168	1.499	28.34%
9	BLU LOGISTICS	1.175	1.350	14.89%
10	TIBA GROUP	1.300	1.293	-0.54%
11	HELLMANN WORLDWIDE LOGISTICS	872	1.130	29.56%
12	TRANSCARGO	605	1.088	79.83%
13	PANALPINA	1.344	1.073	-20.16%
14	DHL GLOBAL FORWARDING	1.229	1.038	-15.54%
15	PLUSCARGO GROUP	1.188	1.009	-15.07%
16	SUFLENORSA TRANSITARIOS SL	0	1.008	100.00%
17	SEABIRD ARGENTINA SA	909	999	9.90%
18	INTER AMERICAN CARGO GROUP	717	976	36.12%
19	KEEMO SA	914	966	5.69%
20	ALMAR INTERNATIONAL	654	962	47.09%
21	LATCOMEX SA	482	956	98.34%
22	AGROLOG SA	1.031	940	-8.83%
23	MERCATOR TRANSPORT ARGENTINA SA	595	925	55.46%
24	OUTLAND LOGISTCS	146	868	494.52%
25	VINPAC CONTAINER LINE	906	855	-5.63%
26	FRUCOMEX SRL	262	846	222.84%
27	RALESUR SA	880	838	-4.77%
28	SEASIDE LOGISTICS SA	1.004	820	-18.33%
29	JAB COMERCIO EXTERIOR & ADUANA SRL	1.089	790	-27.46%
30	FELPOINT SRL	438	784	79.00%
31	RUCA LOGISTICS SA	774	760	-1.81%
32	LIBRESRIO SRL	639	716	12.05%

Rank	Company	2019	2020	% Change
33	MARALCOR SA	183	674	268.31%
34	CODE LOGISTICS SA	502	672	33.86%
35	MERCOMAR SA	794	625	-21.28%
36	INTERALMAR SA	513	605	18.03%
37	C & M SHIPBROKER ARGENTINA SRL	264	594	125.19%
38	JAS FORWARDING WORLDWIDE	495	588	18.79%
39	MERCOLINE SRL	903	586	-35.11%
40	GIORGIO GORI	406	583	43.60%
41	INTERMODAL TANK TRANSPORT LOGISTICS	142	553	289.44%
42	LOGCARGO	967	552	-42.94%
43	ULSA GROUP	257	542	110.89%
44	OCEAN INTERNATIONAL SERVICES SA	466	535	14.81%
45	GEFCO LOGISTICS	270	534	97.78%
46	SOUTHCROSS LOGISTICS	834	530	-36.45%
47	CH ROBINSON WORLDWIDE ARGENTINA SA	405	503	24.20%
48	SAMLOG SRL	212	502	136.79%
49	GLOBAL DISTRIBUTION & SERVICES SA	385	498	29.35%
50	REPROMAR LOGISTICS	265	462	74.34%
	TOTAL	19.703	53.398	171.01%
	OTHER	30.081	28.221	-6.18%
	GRAN TOTAL	49.785	81.619	63.94%

Fonte: DataLiner

Importers
DataLiner Plate OTI (NVO) Rankings | Jan to Jun 2019 - 2020 | TEU | Imports

Rank	Company	2019	2020	% Change
1	KUEHNE & NAGEL	13.270	11.568	-12.82%
2	LOCKSLEY SRL	6.672	7.054	5.73%
3	CRAFT MULTIMODAL	5.256	6.743	28.29%
4	PLUSCARGO GROUP	7.501	6.666	-11.13%
5	YUSEN LOGISTICS	6.025	4.807	-20.22%

Rank	Company	2019	2020	% Change
6	DHL GLOBAL FORWARDING	4.948	4.739	-4.23%
7	LINER SHIPPING SERVICES SA	3.392	4.602	35.67%
8	DB SCHENKER	3.828	4.451	16.27%
9	PANALPINA	5.923	3.560	-39.90%
10	HB LOGISTICA SRL	3.524	3.508	-0.46%
11	INTERLOG SA	3.530	3.354	-4.99%
12	HELLMANN WORLDWIDE LOGISTICS	2.476	2.927	18.21%
13	TITO GLOBAL TRADE SERVICES	1.799	2.908	61.65%
14	MSL CORPORATE	3.423	2.907	-15.07%
15	TRANSPORTES UNIVERSALES	1.268	2.747	116.65%
16	GEODIS WILSON	4.109	2.591	-36.93%
17	ALMAR INTERNATIONAL	2.958	2.402	-18.80%
18	TRANSCARGO	2.184	2.264	3.64%
19	BDP	2.123	2.255	6.22%
20	NAVICON URUGUAY SA	0	2.047	100.00%
21	ALFA TRADING	1.567	1.798	14.74%
22	SAVINO DEL BENE	1.407	1.786	26.94%
23	BLU LOGISTICS	1.241	1.765	42.22%
24	NAVICON SA	2.177	1.730	-20.53%
25	GEFCO LOGISTICS	2.365	1.590	-32.77%
26	EXPEDITORS INTERNATIONAL	1.579	1.514	-4.13%
27	CONTROL INFORMATICO DE CARGAS SA	1.019	1.474	44.65%
28	JAS FORWARDING DE ARGENTINA SA	1.289	1.389	7.76%
29	SACO SHIPPING	1.527	1.295	-15.18%
30	ORGANIZACION DE SERVICIOS ADUANEROS SA	0	1.265	100.00%
31	DAMCO LOGISTICS	1.024	1.222	19.34%
32	EAFF SA	799	1.158	44.93%
33	JAUSER CARGO	1.745	1.122	-35.70%
34	DSV TRANSPORT & LOGISTICS CO	1.832	1.120	-38.85%

Rank	Company	2019	2020	% Change
35	SEASIDE LOGISTICS SA	930	1.048	12.69%
36	REPREMAR LOGISTICS	1.226	1.047	-14.60%
37	NIP CARGO SRL	548	1.013	84.85%
38	NAVICON INTERNATIONAL TRANSPORT	3.735	1.009	-72.99%
39	OVERSEAS	1.178	1.006	-14.60%
40	ROHLIG ARGENTINA SRL	733	907	23.74%
41	OUTLAND LOGISTICS	744	839	12.77%
42	ANDES LOGISTICS	299	813	171.91%
43	UNIVERSAL SHIPPING AGENCY SA	1.291	804	-37.72%
44	SOUTHCROSS LOGISTICS	851	779	-8.52%
45	BOLLORE LOGISTICS	691	767	11.00%
46	ECU WORLDWIDE LOGISTICS	843	766	-9.13%
47	LK GLOBAL SA	306	759	148.04%
48	RALESUR SA	899	754	-16.13%
49	MASTERLINE LOGISTICS	795	745	-6.29%
50	NEW TIME LOGISTICS SA	558	743	33.15%
	TOTAL	21.027	118.127	461.79%
	OTHERS	68.231	54.884	-19.56%
	GRAND TOTAL	89.258	173.011	93.83%

Fonte: DataLiner

Ports, terminals and infrastructure

Ports Ranking

Brazil Exports (TEU by port)

Ports	2019	2020	% Change
SANTOS	485.260	507.235	4.53%
PARANAGUA	174.866	187.405	7.17%
NAVEGANTES	134.814	147.332	9.29%
RIO GRANDE	112.242	106.878	-4.78%
ITAPOA	92.204	81.910	-11.16%
ITAJAI	66.846	77.947	16.61%
SALVADOR	45.540	45.512	-0.06%
RIO DE JANEIRO	47.462	44.465	-6.32%
VITORIA	34.300	33.084	-3.54%
VILA DO CONDE	26.851	25.137	-6.38%
PORTO DE ITAGUI	16.945	12.696	-25.08%
SUAPE	10.544	11.832	12.22%
PECEM	8.033	11.000	36.94%
FORTALEZA	9.987	8.972	-10.16%
NATAL	7.631	8.177	7.16%
MANAUS	8.548	6.744	-21.10%
OUTROS	946	422	-55.39%

Brazil Imports (TEU by port)

Ports	2019	2020	% Change
SANTOS	463.298	418.272	-9.72%
PARANAGUA	117.067	115.605	-1.25%
NAVEGANTES	111.868	94.369	-15.64%
MANAUS	76.659	80.586	5.12%
ITAPOA	83.294	79.367	-4.71%
ITAJAI	49.009	65.743	34.15%
RIO DE JANEIRO	64.598	53.864	-16.62%
SUAPE	38.865	36.089	-7.14%
RIO GRANDE	38.024	33.734	-11.28%
SALVADOR	31.799	31.855	0.18%
VITORIA	29.412	24.934	-15.23%
PECEM	13.727	15.917	15.95%
PORTO DE ITAGUI	18.343	11.371	-38.01%
VILA DO CONDE	3.812	4.200	10.18%
FORTALEZA	916	737	-19.54%
IMBITUBA	739	282	-61.84%
OTHERS	533	652	22.42%

Plate Exports (TEU per port)

Ports	2019	2020	% Change
BUENOS AIRES	183.835	196.298	6.78%
MONTEVIDEO	92.474	98.921	6.97%
ZARATE	15.007	15.636	4.19%
SAN ANTONIO ESTE	10.756	13.334	23.97%
ROSARIO	9.124	9.561	4.79%
BAHIA BLANCA	8.419	4.964	-41.04%
PUERTO MADRYN	4.721	3.696	-21.70%
MAR DEL PLATA	0	716	100.00%
PUERTO DESEADO	252	708	180.95%
LA PLATA	489	571	16.77%

Plate imports (TEU per port)

Ports	2019	2020	% Change
BUENOS AIRES	251.528	232.547	-7.55%
MONTEVIDEO	75.946	68.146	-10.27%
ZARATE	24.951	22.222	-10.94%
ROSARIO	9.458	9.456	-0.02%
USHUAIA	5.720	7.743	35.37%
PUERTO MADRYN	1.328	1.262	-4.97%
PUERTO DESEADO	444	234	-47.30%
BAHIA BLANCA	679	103	-84.83%
MAR DEL PLATA	174	67	-61.49%
LAS PALMAS +AR	1.572	17	-98.92%
SANTA FE	11	17	54.55%

This week, the Federal Audit Court (TCU) approved the lease projects for the ATU12 and ATU18 terminals, located in the Port of Aratu, in Bahia. The first will be for the handling of bulk minerals and will have a 25-year contract. The second will be dedicated to the transport of grain bulk and will have a 15-year contract. The expectation is that the auctions, which will be won based on the highest grant value, will take place in 2020.

It is estimated that R\$294.5 million will be invested in the ATU 12 terminal, with works such as the construction of a new warehouse; implementation of a system to treat liquid effluents from the pier, including drainage; dredging to deepen the mooring berth; acquisition of equipment for unloading ships; and expansion of the conveyor system, among other improvements.

For the ATU 18 terminal, investments are expected to amount to R\$119.8 million. Among the works to be invested in is the construction of five new storage silos; expansion and extension of the platform; dredging to deepen the mooring berth; acquisition of equipment for ship loading and acquisition of the conveyor system. In total, more than 2,000 jobs will be created, including direct, indirect, and income effects.

Currently, there is only one terminal specialized in the handling of solid vegetable bulk in the port complex, which operates at the limit of its dynamic capacity. Thus, the project aims to fill this deficit, meeting the need for storage and disposal of the grain harvest in the western region of Bahia.

According to data from the Master Plan of the Port of Aratu-Candeias, 1.8 million tonnes of solid bulk were handled in 2014, with emphasis on fertilizer and copper concentrate landings. The projection is that by 2030 these cargoes will become the third main product handled in the port, increasing its market share to 14%. The port complex serves as a route for the flow of production and imports from the Camaçari Industrial Pole, the largest integrated industrial complex in the Southern Hemisphere, and its area of influence includes the states of Bahia, Sergipe, Alagoas and Pernambuco.

Between January and July, Paranaguá port's export corridor exported almost 13 million tonnes of grain and bran. The volume is 10% higher than that handled in the same period last year. More than 97% of the complex's exports (about 12.5 million tonnes) are soybeans in the form of grain and bran. Hence, the product remains by far the largest in volume loaded for export.

Gradually, however, corn is reappearing in the line-ups and schedules, both for loading and unloading. "Corn, historically, is handled more intensively in the second half. We hope to continue with the good negotiations, both due to the high demand from the international market, as well as the good harvest and positive exchange rate for exports", says the CEO of Portos do Paraná, Luiz Fernando Garcia.

The next vessel exports of grain are scheduled to dock in the port's export corridor on the 11th. The Achile is expected to carry 60,000 tonnes of grain. In addition to this, another seven ships are already scheduled for later this month, totaling a volume of just over 432,000 tonnes of corn. By September, operators of the complex expect to move more than one million tonnes of grain.

According to the Department of Rural Economy (Deral), of the State Secretariat of Agriculture and Supply, in Paraná's second harvest they should collect about 11.5 million tonnes of corn. "The drought, despite being historic, had its impact mitigated by greater investment by producers in technology, and this contributed to curbing the loss in harvest", the department reports in the latest cyclical bulletin.

So far, the harvest totals about 26% of the planted area, from a total of 2.3 million hectares. According to experts from the Secretariat of Agriculture, with the advance of the harvest in the state, the corn market has heated up and more than 40% of the expected production has already been sold, as compared with 28% of it last month.

On Friday night, August 7, Rio de Janeiro port will carry out its fourth experimental nocturnal maneuver in its second "ramp up" phase, which comprises a total of six maneuvers with vessels that are between 286-306 meters in length, in the Canal de Cotunduba, the main access to the Port of Rio de Janeiro. As the channel has gained a new and modern nautical signaling, which will allow the safe navigation of large ships at night, it is necessary to carry out this transition process, which will still have a third phase of testing.

According to the Companhia Docas do Rio de Janeiro (CDRJ), it was necessary to alert fishermen, sailors and other navigators of small boats in Guanabara Bay to leave this navigation route, popularly known as “Canal Varrido”, free, and to redouble attention to the entry and exit of large ships, in order to avoid accidents. For everyone’s safety and efficiency of maneuvers, boats from the CDRJ scan the channel before the maneuvers of the ships, with the help of boats from the Captaincy of the Port of Rio de Janeiro (CPRJ) and from Pilotage RJ.

The Port of Aratu-Candeias is to receive approximately R\$280,000 in infrastructure improvements. The investments will be made by one of its lessees – Magnesita Refratários S / A. According to the Bahia State Dock Company (Codeba), the work will be carried out at the solid bulk terminal, specifically at the transfer house and the ship’s loader.

The company received authorization from the National Secretariat of Ports and Waterway Transportation, in accordance with Ordinance No. 1408, of June 26, 2020, to carry out the investments on an urgent basis. The Port of Aratu-Candeias consists of four terminals that handle solid, liquid, and gaseous bulk. So far this year, the port has already handled 2.8 million tonnes.

On July 31, the shipyard, port and industrial complex at Estaleiro Enseada, in Bahia, started its first iron ore export operation. The Star Athena docked at the shipyard terminal for the first iron ore shipment from Brazil which is produced in the municipality of Piañã.

As a result, the Enseada Shipyard, which was suspended for six years due to project cancellations, and since October 2019 is under judicial reorganization, begins the operation of the specialized terminal for iron ore exports and begins the company’s logistical operations, which will become one of its main sources for economic recovery.

The other lines are: the construction of ships that already have contracted projects and the industrial area. The logistics operation also provides for the export of iron ore from Bamin, a company with which the shipyard is already negotiating a contract to become the export terminal.

In early July, the naval company Petrocity Portos S.A announced that it signed a partnership with Estaleiro Enseada for the construction of two container ships, with financing in the amount of R\$340 million, approved by the National Merchant Marine Fund. The two ships will be used for coastal shipping in 2021.

The Port of Paranaguá is carrying out an operation this week that is not so common. The Penguin Arrow docked at berth 215, is undergoing two different cargo operations simultaneously – at the same time that it unloads malt, 45,758 tonnes of cellulose are being loaded – the second largest quantity of the product handled in the port of Paraná.

The ship docked on Sunday night (August 2), and the operation started on Monday (August 3), but to complete the loading it will take about three days. The director of operations for Portos do Paraná, Luiz Teixeira da Silva Júnior, said the operation requires a lot of coordination. “This type of operation is not common, but it is provided for in the port regulations for programming, mooring, and operations,” he said. “Its effectiveness depends on the loading

and unloading plan made by the shipowner and executed by the cargo operator. The biggest challenge is to synchronize the loading and unloading movements. Good planning is necessary”.

There will be 3,000 tonnes of malt, of French origin, being unloaded, and 45,758 tonnes of pulp being loaded, to be shipped to China. Both operations will be carried out by operator Rocha. The cellulose belongs to Klabin. According to the company, this second largest shipment is justified by the volume destined for China, the main buyer of the product. “In this case, specifically, as the large volume goes to China and we had two ships scheduled to load on dates close to each other, we managed to send the entire volume concentrated in one ship”, explains Gerson Ferreira, coordinator of International Logistics at Klabin.

One ship would carry 20,000 tonnes in late July, and another 25,000 tonnes now in early August. According to the company’s representative, in addition to Asia (China), Europe is also a destination for pulp shipped through the Port of Paranaguá. The largest batch of pulp ever shipped by Klabin, in the port of Paraná, was 46,000 tonnes. The volume was loaded last November on the Norwegian ship Star Lindesnes, which also went to China.

The Penguin Arrow is a “multi-purpose” cargo ship with the Bahamas flag. The vessel is 199.7 meters long (loa) and 32.2 meters wide (mouth). The ship’s design is different, as it has gantry cranes on the deck. These cranes are operated in places where there is no ground equipment available quickly as it allows the operator a complete vision of the cargo.

A new mooring berth came onstream at Pecém Port on August 1st. The Log-In Polaris docked to become the first vessel to use the facilities of berth 10 – located in the Multiple Utility Terminal (TMUT), which has the capacity to receive vessels up to 330 meters in length with a draft of up to 15.3 meters. The docking of the Log-In Polaris at berth 10 also marks the first simultaneous operation at berths 10 and 9, where the Hayling Island was already docked.

Berth 10 became active shortly after ANTAQ published the Operation Release Term (ORT) that authorizes the operation in the expanded area of the Pecém Port Terminal, with the full operation of activities which comprise the handling of general and containerized cargo, solid and liquid bulk, in compliance with ANTAQ rules and regulations, specifically, the Adhesion Contract (adaptation) No. 113/2016 and its additives. The document is in the Federal Official Gazette (DOU), page 38, section 1.

With the completion of these works, the second expansion phase of Pecém is complete, which included a series of investments to increase the operational capacity of the port terminal. Among them are mainly: the expansion and paving of the breakwater; the construction of three new berths (berths 8, 9 and 10); and the acquisition of the Ore Conveyor Belt and the Ore offloader.

Investments reached R\$1.3 billion and included other works and equipment, such as plate loaders and the construction of the fire department building. As part of the modernization of the terminal, works were also carried out to expand the administrative building; recovery and modernization of the lighting towers; construction of the energy substation, and paving of the area for the cargo scanner operations.

Shipping

Correios, Brazil's postal service, intends to use cabotage to deliver textbooks in 2021. For this reason, in June the agency announced it would hire companies interested in providing this service. It will be the first time that Correios uses this modal. For this reason, on August 12th, it will hold a video conference with companies in the navigation sector to discuss the best strategies for this operation.

The goal is to use cabotage to deliver 17,200 tonnes of textbooks for the next school year (2021). There will be five lots, taken by the publishers to the Port of Santos, which will go to some distribution centers on the North and Northeast axis, destined for public schools. The Correios' intention with this experiment, is to expand the use of maritime transport for other products and contracts.

On the 4th of August, the International Maritime Organization released its fourth study on Greenhouse Gases. The study was commissioned by the IMO and was carried out by an international consortium composed of ten consultancies, research institutes, and universities from four continents, led by CE Delft.

According to the study, emissions of greenhouse gases due to maritime transport increased from 977 million tonnes in 2012 to 1.07 billion tonnes in 2018 (an increase of 9.6%). The carbon intensity of maritime transport improved by 11% in this period, but the growth in activity was greater than the efficiency gains.

In the coming decades, emissions are projected to increase 50% by 2050 compared to 2018, despite more efficiency gains, as the demand for transport is expected to continue growing. While the impact of the Covid-19 pandemic is likely to cause a decline in emissions in 2020, they are not expected to significantly affect projections for the coming decades.

Grain

According to data from the US Department of Agriculture (USDA), Brazil's imports of red winter wheat from the United States in 2020 are already at 419,800 tonnes. In the last week alone, 63,500 tonnes of the cereal were imported. The volume is Brazil's second-largest wheat acquisition from the US in 2020, just below the import of 69,000 tonnes in late April.

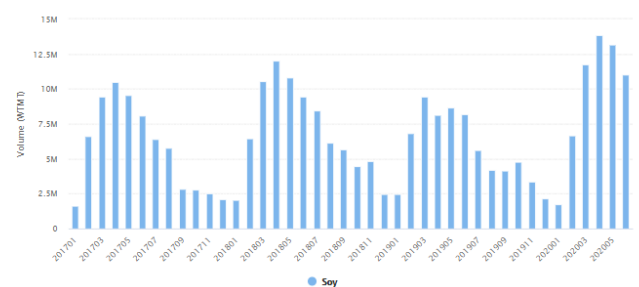
The National Supply Company (Conab) estimates that Brazil will import a record 7.3 million tonnes of wheat this year from all sources, given the steady consumption of cereal derivatives (such as breads and pasta) amid the pandemic of coronavirus. Brazil has already imported around 3.5 million tonnes of wheat in the first half, up just over 150,000 tonnes on 2019 volumes, with Argentina as the main source, supplying 3.12 million tonnes, compared to 2.96 million tonnes in the first half of last year. The United States appears in second, with 172,000 tonnes (versus 72,000 tonnes in the first half of 2019), according to import data from the Brazilian government.

Other suppliers in the semester included Paraguay and Uruguay, with 97,000 and 80,000 tonnes, respectively. Russia should also appear as an exporter to the country this year, taking advantage of the fact that Brazil set an additional quota of 450,000 tonnes in June to import wheat from outside Mercosur without a Common External Tariff (TEC) until November, which increased the annual fee-free volume to 1.2 million tonnes.

According to the chief economist of the Brazilian Association of Vegetable Oil Industries (Abiove), Daniel Amaral, Brazil may increase soybean production by 5 million tonnes in 2021, to a record of 130.5 million tonnes. According to him, Brazilian oilseed exports may reach 80 million tonnes in 2021, while domestic crushing could reach a new annual record of 45 million tonnes.

For this year, the executive revised the projection of Brazil's soybean crop up to 500.5 million tonnes, to 125.5 million tonnes. According to his analysis, soybean exports in 2020 are expected to reach 80 million tonnes, compared to 79.5 million tonnes projected in July. It also slightly raised the forecast for soybean processing in Brazil this year, to 44.6 million tonnes, versus 44.5 million in the previous projection.

The following chart illustrates Brazilian soy exports:



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

Meat

According to the Brazilian Slaughterhouse Association (Abrafrigo), beef exports from Brazil, considering fresh and processed products, reached a monthly record of 194,093 tonnes in July, up 17% over the same period in 2019.

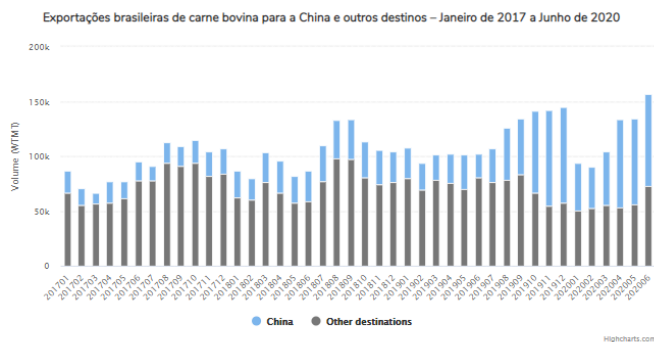
Previously, a record was set in May this year, when the country shipped 183,018 tonnes of the protein. According to the entity, revenue increased 22% in July, to US\$776.3 million.

According to Abrafrigo, "Chinese purchases have more than compensated for the drop in sales to the European Union and to the Arab countries, caused mainly by the Covid-19 epidemic that drastically reduced consumption away from home". China currently accounts for 57.5% of Brazilian exports in the sector. In July, the Chinese market reached the highest level of the year in purchases from Brazil, at 115,180 tonnes. So far, the biggest acquisitions had been seen in May, when the Chinese imported 83,900 tonnes of beef.

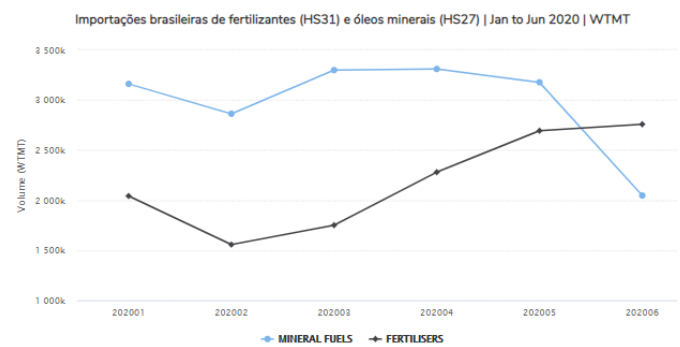
The cumulative total until July 2020, shows total Chinese imports (including Hong Kong) reached 634,624 tonnes – almost double the 381,325 imported in the same period in 2019.

The chart below shows Brazilian beef exports to China and other destinations month by month:

Brazilian beef exports to China and other destinations – January 2017 to June 2020



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

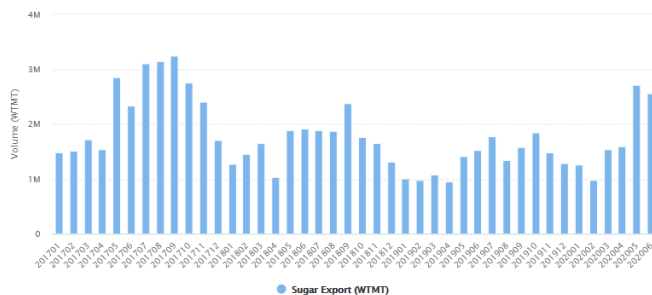


Fonte: DataLiner (Para solicitar um demo do DataLiner clique aqui)

Sugar & Ethanol

In July, Brazilian sugar exports increased by 91.5% year-on-year to 3.487 million tonnes, reaching a record level for monthly shipments, according to data from the federal government released on August 3. According to the Foreign Trade Secretariat (Secex), the record so far was in September 2017, when 3.5 million tonnes of sugar were exported.

The commodity's exports have benefited from the exchange rate and the wide availability of exports. As with other commodities, China is the main destination for Brazilian sugar. The following chart shows Brazilian sugar exports on a monthly basis since 2017:



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

Oil & Gas

Brazil imported 15% less oil from Arab countries in the first half of 2020 compared to the same period last year as an effect of social isolation measures, and a consequent reduction in mobility due to the pandemic caused by the new coronavirus. On the other hand, sales of fertilizers imported from these countries grew. Between January and May, exports of Arab oil (US\$690 million) was surpassed by that of fertilizers (US \$ 778 million).

A large portion of fertilizer imports has been fueled by the demand generated from Brazil's agriculture industry since even in the pandemic the demand for food does not fall. In addition, the devaluation of the real against the dollar benefits agricultural exports, thus leading to the increasing consumption of fertilizers.

See the chart below for Brazilian fertilizer imports in the first half of 2020:

Brazilian imports of fertilizers (HS31) and mineral oils (HS27) | Jan to Jun 2020 | WTMT

Outlook for the coming months

In addition to fertilizer imports continuing to have good prospects for the coming months, specialists in the fuel sector are also optimistic.

"Although the pandemic still represents a significant impact on fuel demand, there are perspectives for improvements in the coming months. In June, it was possible to see a recovery in the processing volumes of national refineries to normal levels. We estimate that the impact of the pandemic on the refining segment will be less than on the demand for fuels and that in 2021 it will be possible to observe a return of oil processing in refineries to 2019 levels", concludes the director of Studies of Petroleum, Gas and Biofuels from the Energy Research Company (EPE), Heloisa Borges Bastos Esteves.

On Monday, August 3, Petrobras released a bidding notice for the lease of the Bahia LNG regasification terminal (TR-BA) and its associated facilities. The bidding will be restricted to companies accepted in the prequalification call which will follow pre-established criteria. "The lease is in line with the company's strategy of improving its capital allocation and building an environment favorable to the entry of new investors in the natural gas sector," said Petrobras.

According to the company, the TR-BA has an island-type pier with all the necessary facilities for mooring a Floating Storage and Regasification Unit (FSRU) and a supply vessel under contract with the FSRU. The gas transfer is done directly between the FSRU and the supplier in the side-by-side configuration. The terminal's gas pipeline is 45 kilometers long and 28 inches in diameter, connecting the TR-BA to two delivery points.

Data released by the Secretariat of Foreign Trade (Secex) on August 3 indicates that Brazilian oil exports more than doubled in July to 8.19 million tonnes, compared to 3.76 million tonnes shipped in July 2019. The volume was the second-highest in 2020, behind the 8.4 million tonnes shipped in May, and it also approaches the monthly record registered in December 2019, when the country exported 8.5 million tons of oil.

In the first half of 2020, Brazil had already expanded oil exports to Asia. Petrobras managed to increase fuel shipments by 65.4% during the second quarter, compared to the same period in 2019, as disclosed in July. Revenues from oil exports last month, however, rose by only 14.7% to US\$1.78 billion, limited by oil prices on the international market. The price of the commodity dropped 47.2% in July, to US\$218 per tonne, according to Secex, from US\$413.5 per tonne a year earlier.

Other cargo

Numbers released by the National Association of Automotive Vehicle Manufacturers (Anfavea) this Friday, July 7, points out that the first month of the second semester presented more positive numbers for the automotive sector, in comparison with the fall of the previous three months. In July, production reached 170,300 units, an increase of 73% over June, but still 36.2% lower than the same month last year. Despite the increase, it was still the worst July since 2003.

Vehicle license plates (174,500) grew 31.4% over June, but fell 28.4% compared to July 2019, the worst volume since 2006. In the same comparisons, exports rose 49.7% month-on-month, but decreased 30.8% year-on-year. In the accumulated result for the year, the most dramatic fall was in production (48.3%), the lowest of this century, followed by exports (43.7%) and licensing (36.6%).

“In addition to a greater number of working days, July was a month in which the automakers and dealerships made a great effort to recover the cash handicapped by the long quarantine. But the pace of daily sales was only 20% higher than in June, which required caution in analyzing how the recovery will be in the second half. We still have a pandemic that has not stopped, with increasing cases of Covid-19 in important states of the country. It is as if we were on a winding road and with heavy fog, with great difficulty in seeing the horizon clearly”, says Luiz Carlos Moraes, President of Anfavea.

As has been happening since the beginning of the pandemic in Brazil, the truck and machinery segments are able to maintain sales and production rhythm above light vehicles, although this does not imply any growth on the previous year. The only positive indicator in the accumulated result for the year is the sales of agricultural and road machinery which are 1.3% higher than in 2019.

Economy

According to the assessment of the director-general of the World Trade Organization (WTO), Roberto Azevêdo, international trade is expected to suffer an inevitable drop of 13% in 2020 as a result of the Covid-19 pandemic that affected economies around the world. The declaration was made on August 4th in a webinar promoted by the International Chamber of Commerce (ICC) and the National Confederation of Industry (CNI).

According to the ambassador, at the beginning of the pandemic, the WTO worked with two scenarios – one pessimistic and the other even more negative. The first predicted a 12% contraction in world trade and the other bet on a much worse retraction of 32%. Roberto Azevêdo stated that the least worst scenario should prevail and reiterated that “this is worse than in the crisis of 2008/2009 and that only the Great Depression of the 1930s was worse”.

According to Roberto Azevêdo, Covid-19 will not end globalization, but it should bring about profound changes not only for relations between countries but also cause profound transformations in international trade.

According to the director-general of the WTO, the globalization that will be created after the pandemic will have, amongst other

things, the reconfiguration of global value chains, in a scenario in which corporations seek to reduce dependence on a single input, region or supplier.

In Roberto Azevêdo's assessment, “the pandemic exposed the risk of concentration of production. The production chains will be expanded and Brazil can take advantage of the opportunity. But you have to be competitive”.

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