

Main news

Check out the ranking of the top 50 OTI (NVO) in Brazil and the Plate (Argentina, Paraguay and Uruguay) for container shipping in the period from January to August 2020, compared to the same period in 2019, based on data from DataLiner data from Datamar:

DataLiner Brazil OTI (NVO) Rankings | Jan to August 2019-2020 | TEU | Exports

Rank	Company	2019	2020	% Change
1	KUEHNE & NAGEL	42.408	46.350	9.30%
2	AMTRANS LOGISTICA & TRANSPORTES INTERNACIONAIS LTDA	18.016	23.416	29.97%
3	DB SCHENKER	29.600	22.879	-22.71%
4	AGILITY LOGISTICS	16.193	21.145	30.58%
5	ASIA SHIPPING	7.244	19.680	171.67%
6	DHL GLOBAL FORWARDING	16.491	16.110	-2.31%
7	VMLOG LOGISTICA INTERNACIONAL	15.920	15.844	-0.47%
8	CONFIDENCE ASSESSORIA EM COMERCIO EXTERIOR LTDA	12.285	15.143	23.26%
9	CRAFT MULTIMODAL	8.791	9.272	5.47%
10	INTERGLOBO INTERNATIONAL FREIGHT FORWARDING	7.193	8.845	22.96%
11	PANALPINA	12.796	8.742	-31.68%
12	DC LOGISTICS	6.387	8.354	30.79%
13	INDAIA LOGISTICA INTERNACIONAL	6.914	8.265	19.55%
14	SAFELOG TRANSPORTES & LOGISTICA LTDA EPP	6.203	7.869	26.87%
15	SAVINO DEL BENE	8.016	7.749	-3.34%
16	EASY SHIPPING GLOBAL LOGISTICA LTDA	5.849	7.049	20.52%
17	ANDES OPERADOR MULTIMODAL LTDA	9.547	6.979	-26.90%
18	EURO AMERICA INTERNATIONAL FREIGHT FORWARDERS	6.841	6.643	-2.90%
19	B&M LOGISTICA INTERNACIONAL	4.280	6.435	50.35%
20	J C ASSESSORIA EM COMERCIO EXTERIOR LTDA	8.896	6.260	-29.63%
21	EASYLOG SERVICOS & LOGISTICA LTDA EPP	7.784	5.739	-26.27%
22	EAST LINE LTD	5.348	5.637	5.40%
23	AGL CARGO	4.009	5.434	35.55%
24	EXPEDITORS INTERNATIONAL	6.197	5.087	-17.92%
25	INTERMAR AFRETAMENTO E AGENCIAMENTO LTDA	2.110	5.039	138.82%
26	BLU LOGISTICS BRASIL TRANSPORTES INTERNACIONAIS LTDA	1.718	4.687	172.86%
27	FR MEYERS SOHN LOGISTICS	6.383	4.502	-29.47%
28	JAS FORWARDING WORLDWIDE	4.086	4.490	9.90%
29	DSV TRANSPORT & LOGISTICS CO	4.498	4.371	-2.83%
30	FESHU SERVICOS ADUANEIROS & TRANSPORTES LTDA	4.727	4.130	-12.63%
31	BCF COMISSONARIA ADUANEIRA & SERV DE IMP & EXP LTDA	2.724	4.120	51.25%
32	JOSE RUBEM TRANSPORTE & EQUIPAMENTO LTDA	2.081	3.907	87.75%
33	PLENNA ASSESSORIA EM COMERCIO EXTERIOR LTDA EPP	5.128	3.610	-29.60%
34	C FREIGHT AGENCIAMENTOS INTERNACIONAIS LTDA	1.823	3.571	95.93%
35	SMX INTERNATIONAL LTDA EPP	314	3.504	1015.92%
36	CEVA LOGISTICS	2.446	3.484	42.47%
37	MASTER SUL COMEX LTDA	4.263	3.123	-26.75%
38	FEDEX TRADE NETWORKS	6.845	3.056	-55.35%
39	EASY WAY AGENCIAMENTO DE CARGAS INTERNACIONAIS LTDA EPP	1.115	3.036	172.16%
40	MANUPORT LOGISTICS	2.722	2.892	6.25%
41	ALLOG TRANSPORTES INTERNACIONAIS	1.351	2.883	113.41%
42	ASLL AIRSEA LAND ASSESSORIA & LOGISTICA LTDA	2.677	2.810	4.99%
43	SERVIMEX LOGISTICS LTDA	2.893	2.713	-6.22%
44	BLUE LINE AGENCIAMENTO MARITIMO LTDA	1.785	2.699	51.17%
45	ACCESS GLOBAL LOGISTICS	1.859	2.681	44.24%
46	GRUPO SATEL	985	2.674	171.41%
47	ORGANIZACAO LEON REICH LTDA	1.756	2.442	39.07%
48	DMF LOGISTICS	3.343	2.415	-27.76%
49	ECU WORLDWIDE LOGISTICS	2.726	2.412	-11.53%
50	DACHSER TRANSPORT & LOGISTICS	3.185	2.406	-24.47%
	TOTAL	348.752	382.583	9.70%
	OTHERS	230.326	226.518	-1.65%
	GRAND TOTAL	579.078	609.101	5.18%

Source: DataLiner

DataLiner Brazil OTI (NVO) Rankings | Jan to August 2019-2020 | TEU | Imports

Rank	Company	2019	2020	% Change
1	ASIA SHIPPING	81.269	67.083	-17.46%
2	KUEHNE & NAGEL	42.174	33.749	-19.98%
3	BLU LOGISTICS BRASIL TRANSPORTES INTERNACIONAIS LTDA	34.963	30.688	-12.23%
4	AGILITY LOGISTICS	28.053	21.833	-22.17%
5	PANTOS LOGISTICS	19.667	20.076	2.08%
6	DB SCHENKER	25.542	19.550	-23.46%
7	CRAFT MULTIMODAL	22.775	19.149	-15.92%
8	COMISSARIA PIBERNAT LTDA	14.320	19.035	32.93%
9	PANALPINA	27.553	17.851	-35.21%
10	DHL GLOBAL FORWARDING	20.038	17.379	-13.27%
11	CEVA LOGISTICS	17.421	16.750	-3.85%
12	DC LOGISTICS	16.738	16.048	-4.12%
13	ALLOG TRANSPORTES INTERNACIONAIS	14.799	14.302	-3.36%
14	DSV TRANSPORT & LOGISTICS CO	10.290	14.155	37.56%
15	HAND LINE TRANSPORTES INTERNACIONAIS LTDA	14.717	11.140	-24.30%
16	BDP	9.795	9.563	-2.37%
17	JAS FORWARDING WORLDWIDE	9.977	9.137	-8.41%
18	EXPEDITORS INTERNATIONAL	9.699	9.074	-6.44%
19	ES BRASIL LOGISTICA LTDA	8.240	8.830	7.17%
20	INDAIA LOGISTICA INTERNACIONAL	7.206	8.037	11.52%
21	ROYAL AGENCIAMENTOS DE CARGAS LTDA EPP	8.660	7.791	-10.03%
22	CTI CARGO	5.133	7.046	37.28%
23	HYUNDAI GLOVIS	11.521	6.989	-39.34%
24	MAERSK GROUP	0	6.881	0.00%
25	FIORDE LOGISTICA INTERNACIONAL	8.573	6.695	-21.90%
26	HM WAY LOGISTICS	9.732	6.669	-31.47%
27	ANX LOGISTICA INTERNACIONAL & AGENCIAMENTO LTDA	9.103	6.210	-31.78%
28	SAMSUNG LOGISTICS	6.944	5.951	-14.30%
29	CHENDA CARGO LOGISTICS BRASIL LTDA	10.660	5.464	-48.74%
30	RENTAL LOGISTICA & TRANSPORTE LTDA	3.127	5.363	71.51%
31	HELLMANN WORLDWIDE LOGISTICS	5.714	5.289	-7.43%
32	GEODIS WILSON	5.459	5.212	-4.52%
33	ANDES OPERADOR MULTIMODAL LTDA	4.688	4.869	3.86%
34	PLUSCARGO GROUP	5.759	4.746	-17.60%
35	NEXT SHIPPING LOGISTICA INTERNACIONAL LTDA ME	4.559	4.725	3.64%
36	MANUPORT LOGISTICS	4.400	4.535	3.07%
37	LESCHACO GROUP	4.473	4.422	-1.12%
38	ASLL AIRSEA LAND ASSESSORIA & LOGISTICA LTDA	9.040	4.407	-51.25%
39	PGL BRASIL LTDA	5.013	4.317	-13.89%
40	ALLINK TRANSPORTES INTERNACIONAIS LTDA	5.121	4.148	-19.00%
41	FIGWAL TRANSPORTES INTERNACIONAIS LTDA	4.669	3.991	-14.51%
42	ASCENSUS TRADING & LOGISTICA LTDA	1.487	3.762	152.99%
43	NEW TRAFIC LOGISTICA INTERNACIONAL & TRANSPORTE LTDA	4.257	3.736	-12.24%
44	SEA SKY LOGISTICA DE TRANSPORTE INTERNACIONAL LTDA	5.151	3.713	-27.92%
45	DACHSER TRANSPORT & LOGISTICS	4.637	3.694	-20.33%
46	KPM LOGISTICS AGENCIAMENTO DE CARGAS EIRELI	3.700	3.569	-3.54%
47	B&M LOGISTICA INTERNACIONAL	4.132	3.568	-13.65%
48	CMA CGM LOGISTICS	1.340	3.513	162.19%
49	DELFIN CARGO SERVICE GROUP	4.971	3.502	-29.55%
50	CISA TRADING SA	2.954	3.322	12.45%
	TOTAL	600.211	531.531	-11.44%
	OTHERS	347.775	284.179	-18.29%
	GRAND TOTAL	947.986	815.710	-13.95%

Source: DataLiner

Plate Region

In addition to Brazil, see the ranking of the top 50 OTIs in Argentina, Paraguay, and Uruguay (Plate region) from January to August 2020, compared with the same period in 2019 based on DataLiner data from Datamar:

DataLiner Plate OTI (NVO) Rankings | Jan to August 2019-2020 | TEU | Exports

Rank	Company	2019	2020	% Change
1	KUEHNE & NAGEL	7.948	8.072	1.57%
2	ITL CARGO	2.168	4.355	100.88%
3	JF HILLEBRAND GROUP	2.339	3.964	69.49%
4	BDP	2.658	3.309	24.47%
5	ALTERCARGO SRL	2.126	2.576	21.17%
6	MGP LOGISTICS	2.173	2.510	15.51%
7	DB SCHENKER	2.440	2.233	-8.48%
8	AMERICANA SHIPPING GROUP	1.492	1.976	32.40%
9	BLU LOGISTICS	1.589	1.843	15.98%
10	ALMAR INTERNATIONAL	939	1.619	72.41%
11	TRANSCARGO	787	1.610	104.64%
12	PANALPINA	1.774	1.580	-10.91%
13	TIBA GROUP	1.664	1.561	-6.19%
14	PLUSCARGO GROUP	1.698	1.544	-9.10%
15	SUFLENORSA TRANSITARIOS SL	0	1.454	0.00%
16	HELLMANN WORLDWIDE LOGISTICS	1.273	1.444	13.46%
17	DHL GLOBAL FORWARDING	1.638	1.416	-13.56%
18	INTER AMERICAN CARGO GROUP	1.069	1.412	32.09%
19	SEABIRD ARGENTINA SA	1.206	1.376	14.14%
20	MERCATOR TRANSPORT ARGENTINA SA	734	1.367	86.24%
21	LATCOMEX SA	949	1.343	41.52%
22	AGROLOG SA	1.301	1.294	-0.54%
23	KEEMO SA	1.407	1.268	-9.85%
24	OUTLAND LOGISTICS	154	1.212	687.01%
25	LOGISTICA INTEGRAL SRL	0	1.180	0.00%
26	FELPOINT SRL	705	1.150	63.12%
27	RALESUR SA	1.078	1.112	3.15%
28	SEASIDE LOGISTICS SA	1.335	1.110	-16.85%
29	VINPAC CONTAINER LINE	1.245	1.078	-13.41%
30	RUCA LOGISTICS SA	1.059	1.024	-3.31%
31	CODE LOGISTICS SA	791	964	21.87%
32	INTERALMAR SA	662	949	43.43%
33	LIBRESRIO SRL	901	945	4.88%
34	SOUTHCROSS LOGISTICS	1.101	892	-18.98%
35	FRUCOMEX SRL	444	880	98.16%
36	MERCOMAR SA	992	867	-12.60%
37	MERCOLINE SRL	1.314	854	-35.01%
38	GIORGIO GORI	647	840	29.83%
39	GEFCO LOGISTICS	407	837	105.40%
40	PORTLAND LOGISTIC SRL	155	816	426.45%
41	JAB COMERCIO EXTERIOR & ADUANA SRL	1.096	807	-26.37%
42	C & M SHIPBROKER ARGENTINA SRL	312	790	153.04%
43	ULSA GROUP	427	785	83.84%
44	JAS FORWARDING WORLDWIDE	711	782	10.06%
45	INTERMODAL TANK TRANSPORT LOGISTICS	230	779	238.70%
46	TERRAMAR LOGISTICA SRL	498	776	55.82%
47	GLOBAL DISTRIBUTION & SERVICES SA	423	762	80.14%
48	MARALCOR SA	240	756	214.67%
49	LOGCARGO	1.375	721	-47.58%
50	OCEAN INTERNATIONAL SERVICES SA	633	667	5.37%
	TOTAL	60.307	75.461	25.13%
	OTHER	42.061	40.436	-3.86%
	GRAN TOTAL	102.368	115.897	13.22%

DataLiner Plate OTI (NVO) Rankings | Jan a Agosto 2019 - 2020 | TEU | Importações

Rank	Company	2019	2020	% Change
1	KUEHNE & NAGEL	18.288	14.467	-20.90%
2	CRAFT MULTIMODAL	7.356	9.518	29.39%
3	PLUSCARGO GROUP	10.824	9.328	-13.82%
4	LOCKSLEY SRL	9.992	8.997	-9.96%
5	DHL GLOBAL FORWARDING	7.273	6.325	-13.03%
6	DB SCHENKER	5.339	5.622	5.31%
7	LINER SHIPPING SERVICES SA	4.659	5.598	20.15%
8	YUSEN LOGISTICS	8.045	5.361	-33.36%
9	HB LOGISTICA SRL	4.958	4.690	-5.41%
10	INTERLOG SA	5.124	4.583	-10.56%
11	PANALPINA	8.415	4.571	-45.68%
12	HELLMANN WORLDWIDE LOGISTICS	3.394	4.490	32.29%
13	MSL CORPORATE	4.710	3.879	-17.65%
14	GEODIS WILSON	6.118	3.721	-39.18%
15	TITO GLOBAL TRADE SERVICES	2.276	3.248	42.71%
16	ALMAR INTERNATIONAL	4.107	3.208	-21.89%
17	TRANSPORTES UNIVERSALES	1.745	3.047	74.62%
18	BDP	2.868	3.001	4.64%
19	TRANSCARGO	3.113	2.962	-4.86%
20	NAVICON URUGUAY SA	0	2.776	0.00%
21	BLU LOGISTICS	1.868	2.460	31.69%
22	ALFA TRADING	2.373	2.207	-7.00%
23	GEFCO LOGISTICS	3.053	2.159	-29.28%
24	SAVINO DEL BENE	2.020	2.102	4.06%
25	EXPEDITORS INTERNATIONAL	2.189	2.036	-7.00%
26	NAVICON SA	2.882	1.959	-32.03%
27	CONTROL INFORMATICO DE CARGAS SA	1.539	1.867	21.31%
28	ORGANIZACION DE SERVICIOS ADUANEROS SA	0	1.832	0.00%
29	SACO SHIPPING	2.094	1.825	-12.84%
30	NAVICON INTERNATIONAL TRANSPORT	5.099	1.751	-65.66%
31	JAS FORWARDING DE ARGENTINA SA	1.783	1.720	-3.53%
32	SEASIDE LOGISTICS SA	1.152	1.529	32.73%
33	DSV TRANSPORT & LOGISTICS CO	2.359	1.523	-35.42%
34	JAUSER CARGO	2.397	1.513	-36.88%
35	EAFF SA	1.145	1.512	32.05%
36	NIP CARGO SRL	914	1.381	51.09%
37	OVERSEAS	1.657	1.377	-16.92%
38	REPREMAR LOGISTICS	1.601	1.339	-16.36%
39	OUTLAND LOGISTICS	1.116	1.308	17.20%
40	DAMCO LOGISTICS	1.468	1.256	-14.44%
41	ROHLIG ARGENTINA SRL	1.200	1.115	-7.08%
42	SOUTHCROSS LOGISTICS	1.251	1.112	-11.15%
43	UNIVERSAL SHIPPING AGENCY SA	1.668	1.108	-33.57%
44	ALL IN SHIPPING	895	1.050	17.32%
45	ECU WORLDWIDE LOGISTICS	1.186	1.041	-12.23%
46	DACHSER TRANSPORT & LOGISTICS	1.428	1.032	-27.73%
47	FRACHT LOGISTICS	1.573	995	-36.74%
48	VINPAC CONTAINER LINE	1.231	993	-19.35%
49	MERCOMAR SA	1.100	962	-12.55%
50	NEW TIME LOGISTICS SA	720	959	33.19%
	TOTAL	169.565	154.414	-8.94%
	OTHERS	91.917	71.895	-21.78%
	GRAND TOTAL	261.482	226.308	-13.45%

Fonte: DataLiner

Ports, terminals and infrastructure

On October 15th, Afrânio de Paiva Moreira Junior assumed the position of infrastructure manager at Santos Port Authority (SPA). He assumes a position held by the Director of Business Development and Regulation, Bruno Stupello, who has held the two positions since April.

Afrânio de Paiva Moreira Junior is Vice-Admiral of the Brazilian Navy and was Captain of the Ports of São Paulo between 2007 and 2009. He is 63 years old and holds a Ph.D. in Naval Sciences from the Escola de Guerra Naval and an MBA in Relationship Management.

On October 14, the Paraguayan Executive Branch authorized the country's Ministry of Public Works and Communications (MOPC) to license and regulate private port operations.

Decree No. 4,143 was signed by the President of the Republic of Paraguay, Mario Abdo Benítez. The Department of Ports was created as a division of the Directorate of the Merchant Navy, which approved the regulation that authorizes the operation of private ports.

Previously, all authorization requests meeting the established requirements and approved by the merchant navy were forwarded to the MOPC. From there, they went to the Economic and Financial Development Council, and finally, their approval would depend on executive decree.

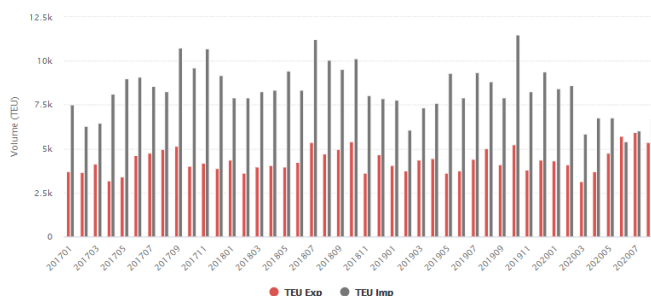
With this modification and expansion agreed upon, the final decision will depend on a ministerial resolution.

According to the head of the merchant navy, Patricio Ortega, the objective is to shorten the deadlines and create a new type of private port, such as for tourism, in addition to general bulk cargo and containerized cargo.

See the graph below for the monthly history of container handling in Paraguay since January 2017:

Container handling in Paraguay | Jan 2017 to Aug 2020 | TEU

Movimentação de contêineres no Paraguai | Jan 2017 a Ago 2020 | TEU



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

Fonte de movimento: Canal DataLiner - Assinatura

In Brasilia (DF) on October 13, SCPAR Port of Imbituba filed the Technical, Economic and Environmental Feasibility Study (EVTEA) of the liquid bulk terminal (TGL) of the Port of Imbituba.

According to Brazilian port management standards, EVTEA is the initial stage of bidding processes for the lease of areas within organized (public) ports. The study presents a series of

information on movement forecast, investments, cost estimates, and other factors to leverage the port enterprise.

The Imbituba TGL is between Pier 1 and 3. Currently, it is composed of three storage tanks, two of which are out of operation. The operating tank has a capacity of 4,826 m³. The terminal also has 806 meters of supply ducts that connect the Pier to the TGL, and equipment for loading road-transport vehicles. The transitional lease – for a period of up to 180 days or until the bidding process for a 25-year long-term lease is completed – is in the bidding phase.

“The next step after the delivery of EVTEA is to wait for a statement from the National Ports Secretariat about the study. We are confident that the signed document will make it possible for us to take an important step in the qualification process and better manage the port’s infrastructure, taking advantage of its full potential,” says the director of the port authority, Fábio Riera. The last long-term lease signed by the Port of Imbituba was in 2008, for the Container Terminal (TECON).

The TGL study was produced by NCA Engenharia, Arquitetura e Meio Ambiente and given by the company Fertilizante.

Paraguá Port will expand movements through the Western Export Corridor. Next month, a new terminal will join the West Export Corridor, in the new berth 201. Conveyors for bulk transportation will link the warehouse of the company Cavalca Administração Portuária (CAP) to ship loaders. The private investment is valued at R\$ 100 million.

“The modernization carried out by Portos do Paraná, with its new shiploaders and pier extension has made it possible for more export terminals to enter. They will connect to the public common axis, along the lines of the Eastern Export Corridor”, explains the port authority’s Director of Operations, Luiz Teixeira da Silva Júnior.

According to him, the Western Corridor will bring greater shipping productivity potential. “The pooled system used in Paraná gives us the highest shipping efficiency, reinforcing the position of Paraná’s ports as major exporters of solid bulk,” he explains.

The installation of the new conveyor belts has already been completed, with tests carried out without the product. The company is waiting for the customs process to start the operation. CAP’s warehouse has a static capacity of 55 thousand tons and the shipping capacity using the conveyor belt is 2 thousand tons/hour.

The dala from the terminal to the zero point, or connection point with berth 201, measures 1275 meters. The straps that run this route are completely closed, up to the port.

Two tippers are available for the trucks, with a discharge capacity of up to 350 tons per hour. Both have a dust suction system, guaranteeing 100% use of the goods when the truck is tipped. All lifting and transfer towers also have a dedusting system.

According to Eulisses Zagonel Machado, the terminal’s general manager, the project should generate 60 direct jobs, with the possibility of expansion. “It is a project that has been going on since 2015. With that, we will serve the entire chain. The

enterprise is good for the city, for the population, it brings benefits and job creation for those who live here”, he highlights.

On October 6, MultiRio’s new super-post-Panamax portainer left the Shanghai factory in China, bound for the company’s terminal in the Port of Rio de Janeiro. The equipment is expected to arrive on November 20.

Upon its arrival, MultiRio will have five portainers, in addition to the current three mobile harbor cranes (MHCs). The new equipment was designed to serve the largest ships that frequent the East coast of South America, as well as the next generations of vessels. It has a capacity of 65 tons and can lift containers 49 meters high for a horizontal distance of 67 meters.

The investment aims to increase the productivity and security of the terminal.

On October 8, the Brazilian Institute of the Environment and Renewable Natural Resources (IBAMA) presented the conclusions of Operation Relíquia, which inspected dangerous cargo of more than 50 companies in the Port of Santos and in the industrial hub of Cubatão during approximately three weeks. IBAMA concluded that the dangerous cargo operations in the Port of Santos are safe, as it has performed preventive and inspection actions regarding the handling and storage of this type of cargo.

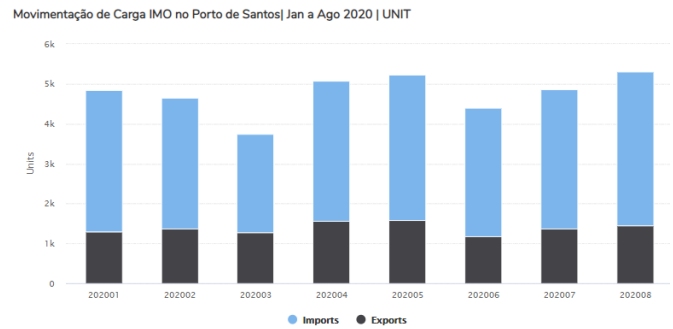
The purpose of the operation was to verify the security conditions and preparedness to fight emergencies in the Port of Santos region, mainly due to the tragic explosion that occurred in the port of Beirut, Lebanon, on August 4.

The Director of Business Development and Regulation, Bruno Stupello, represented the Board of Santos Port Authority (SPA) at the meeting, which aimed to evaluate the work carried out. “Port handling is often of a risk nature, and accident prevention, through strict controls and inspection, is imperative at the Port of Santos. For this reason, SPA gave full support to Operation Relíquia and acts strictly to guarantee the safety of cargo and people in the Port of Santos”, said Stupello.

IBAMA, in its closing presentation, praised the control and inspection work that is carried out continuously by SPA, the National Waterway Transport Agency (ANTAQ) and by the Army on the dangerous cargo handling operations at the Port of Santos.

Some points of improvement were indicated that will be implemented by port terminals to further increase preventive measures, with no serious or imminent risk situations found. In addition to the SPA, IBAMA, and ANTAQ, the Army, the Navy, the National Land Transport Agency (ANTT), Civil Defense, the Municipal Environment Secretariat (Santos) and the Union of Port Operators of the State of São Paulo (SOPESP) also participated in the meeting.

See the following graph for movement of dangerous cargo at the Port of Santos between January and August 2020:



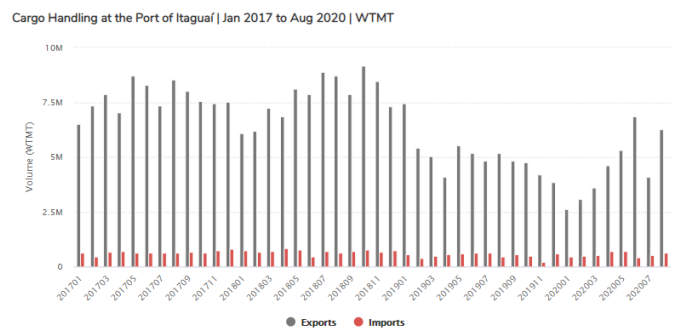
Fonte: DataLiner (Para solicitar um demo do DataLiner clique aqui)

With the Maritime Authority, Companhia Docas do Rio de Janeiro (CDRJ) ratified, the Normative Instrument for Operational Parameters nº 14.001.03, in force since September 11th. The standard establishes container ships with LOA of 340m, breadth of 50m, and draft of 14.70m – which can reach 15.40m with the use of tide – as a regular maneuver of the Sepetiba Tecon Terminal, in the Port of Itaguaí. In addition, as a special maneuver, the terminal is also able to receive mega-ships with an LOA of 367m.

According to Alexandre Neves, Superintendent of Port Management of Itaguaí and Angra dos Reis of CDRJ, “with this, the Sepetiba Tecon Terminal in the Port of Itaguaí, now has the best draft conditions on the east coast of South America and the forecast is that new lines will use the terminal and, consequently, container handling will increase”.

Also according to information from the superintendent, the operational parameters were changed as a result of investments made by the Sepetiba Tecon Terminal – CSN in dredging works in the evolution basin, maneuver área, and mooring berths at the terminal.

See the graph below for the history of cargo handling at the Port of Itaguaí:



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

Last Thursday, September 8, Companhia Docas do Rio Grande do Norte (CODERN) received a container scanner rented by companies operating at the terminal. Already being installed, the equipment aims to increase the security of the port operation and prevent international drug trafficking.

“Talks and negotiations with public agents (Federal Police, Internal Revenue Service, the National Health Surveillance Agency ANVISA, and the Ministry of Agriculture), shipowners (CMA CGM), and port operators (Progeco) operating in the port have been underway since 2019 in order to increase security”, stated CODERN.

According to the company, the equipment was rented through a partnership between the owner CMA CGM, the port operator Progeco, and fruit growers in the state, the main customers of the terminal, at a cost of R\$ 350,000 to R\$ 400,000 per month. The contract runs until September 2021. The company says it will try to have its own equipment by then.

From the start of the scanner's operation, CODERN states that the Internal Revenue Service will begin to directly receive the images generated by the equipment. Thus, drugs that may be in the cargo may be detected.

International drug trafficking

Discussions about the need for the scanner intensified after the Federal Police and the Internal Revenue Service seized cocaine inside several containers of fruit that were going to Europe. In 2019, the Federal Police stated that Natal, and specifically, the terminal, had become a starting point for drugs destined for the Netherlands.

After an operation that seized about 3.3 tons of cocaine in the port, the company CMA CGM – the only carrier of the fruits produced in the state destined for Europe – temporarily suspended travel from the Port of Natal and demanded urgent security measures so they could continue working in the state.

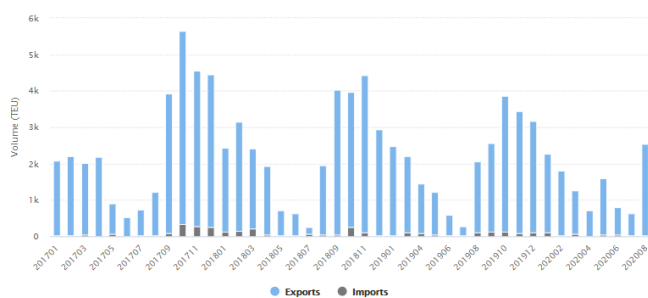
Even after operations resumed, the terminal continued to be used by criminals to carry out international drug trafficking. On October 3, the Federal Police arrested four people red-handed and seized more than 238 kilos of cocaine arriving at the terminal in a truck to be placed inside a container full of fruit.

Record movement in September

Also at the Port of Natal, CODERN announced that in September, the site broke its cargo handling record, reaching the historic mark of 107,643 tons, compared to a monthly average of around 35 to 40 thousand tons.

Cargo Handling at the Port of Natal | Jan 2017 to Aug 2020 | TEU

Cargo Handling at the Port of Natal | Jan 2017 to Aug 2020 | TEU



The Government of Uruguay has announced that it intends to start dredging the Port of Montevideo to 14 meters to increase the depth and permit the arrival of ships with larger drafts.

Juan Curbelo, President of ANP (the National Port Administration of Uruguay) met with the country's President Luis Lacalle Pou, and Chancellor Francisco Bustillo, to study the situation of the main navigation channels.

Curbelo explained to the press that the government decided that before the end of the year it will start the procedures to increase the depth of the capital's port to 14 meters. "It is a resolution that the government has already taken" and that will be formally announced in the coming weeks, he said.

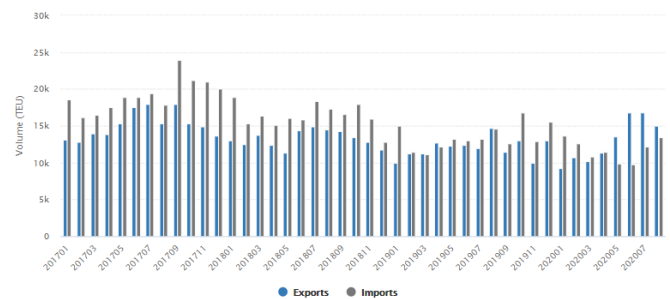
The ANP president explained that all possibilities are open to take on the works, not only in the port of Montevideo, but also in the dredging of other port terminals that will involve an investment of around 100 million dollars.

"We believe that the works should start at the beginning of next year so that in 2023 the port has a defined draft," said Curbelo.

Regarding how this would be done, he said that all ideas are being studied and it may perfectly well be achieved through bidding, private initiative or ANP dredgers. Although in this last possibility, he recalled that other ports in the country must also be dredged.

See the graph below for the monthly history of container handling at the Port of Montevideo since January 2017

Container Handling at the Port of Montevideo | Jan 2017 to Aug 2020 | TEU



Source: DataLiner (To request a Dataliner demo click here)

Shipping

CMA CGM announced the launch of BRAZEX Loop 2, a weekly CMA CGM service between Brazil and North America, the Caribbean, Asia, and Europe, using Kingston as a hub for full coverage (see map below). Brazex 2 is operated fully by CMA CGM using a fleet of five vessels. The service is direct weekly to/from the north and south of Brazil with competitive transit times from USEC/Florida, the US Gulf, and Mexico to Brazil.

The weekly service will link Vila Do Conde, Vitória, Santos, and Navegantes to/from the Caribbean, Asia, Europe, and North America, thanks to the Kingston Hub

It will also allow a direct connection from Vila Do Conde, Vitória and southern Brazil to Caucedo (Dominican Republic), San Juan (Puerto Rico), and Port of Spain (Trinidad).

First trips:

First NB trip: ETD Santos on October 21, 2020

First SB trip: ETD Kingston on November 10, 2020

On October 15th, Datamar CEO Andrew Lorimer took part in the 12th Cool Logistics Global conference, where he

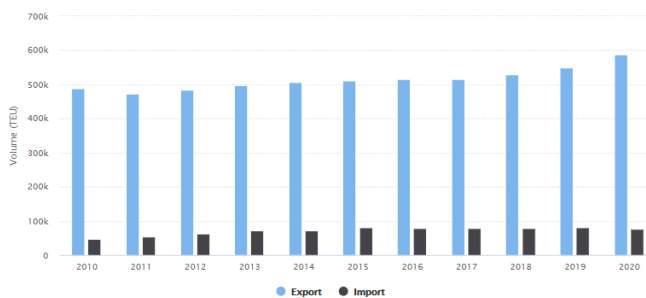
highlighted the lack of reefer containers on the East Coast of South America, due to the imbalance between imports and exports.

In the first eight months of this year, almost seven times more reefer containers were exported through the ECSA region than imported. But this situation did not occur only in 2020. In recent years, the proportion of exports vs. imports has been approximately 6 to 1, which has created challenges in supplying reefers and, consequently, the adoption of solutions such as a non-operating reefer (NOR), the import of empty containers, and others.

See the chart below for imports and exports of reefer containers on the East Coast of South America from January to August since 2010:

Imbalance in the Reefer Container Market | Jan to Aug 2010-2020 | TEU

Desequilíbrio do mercado de contêineres reefer | Jan a Ago 2010-2020 | TEU



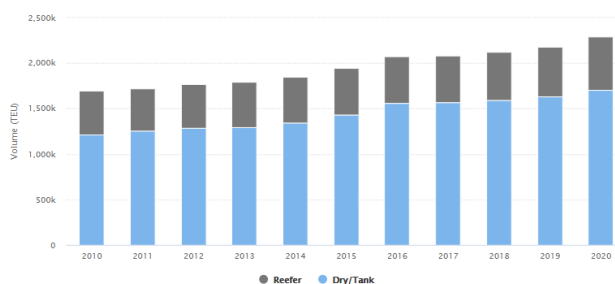
Fonte: DataLiner

DataLiner data show that Brazil accounted for 75% of ECSA reefer container exports between 2017 and 2019, followed by Argentina (17%), Paraguay (6%), and Uruguay (2%). Despite this, Brazil has the lowest percentage of exports (23%) via reefer container compared to other types of container exports, followed by Paraguay and Argentina, both with 30%, and Uruguay, with 38%. Regarding reefer container imports, Brazil also holds first place with 86% of the region's reefer containers imported by the country. Argentina represents 7% of the total, Uruguay 6%, and Paraguay 1%.

Steady growth

In the average of the last ten years, reefer container exports have registered a steady growth of 1.9% year-on-year, currently representing 25% of the total volume exported. However, Chinese demand for animal protein has meant that in the last three years, exports in this category registered above-average growth, thus growing the proportion of reefer exports.

Exportações da região do ECSA por tipo de contêiner | Jan a Ago 2010-2020 | TEU

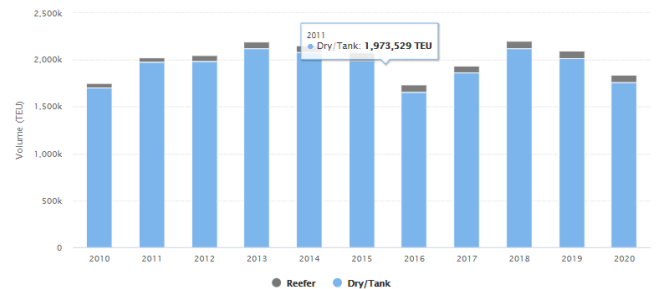


Fonte: DataLiner

China is now the main destination for exports via the reefer container in the ECSA region, representing 31% of the total. China's share of reefer exports has been growing steadily every year, going from 10% in 2010, to 28% in 2019.

Imports of reefer containers on the East Coast of South America have remained relatively stable since 2016. Despite this, in the accumulated period from January to August 2020, they fell by 4%. The yearly trend is shown in the chart below:

Importações da região do ECSA por tipo de contêiner | Jan a Ago 2010-2020 | TEU



Fonte: DataLiner

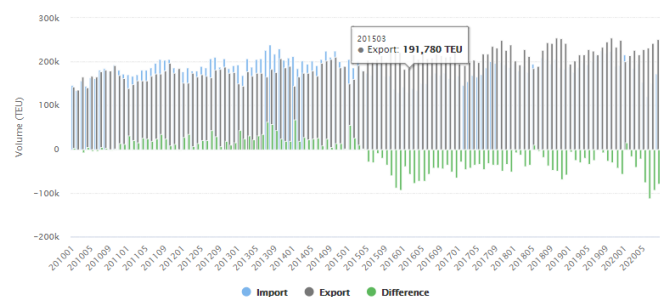
Main products exported via reefer container

Meat is the main product exported via reefer containers according to DataLiner, representing 68% of total exports, followed by fruits with 14%, fish with 6%, and juices with 4%. The other products correspond to 9% of the total.

The conclusion of Datamar's talk at the Cool Logistics Global conference was that the fall in imports and increase in exports has aggravated the problem of the reefer container imbalance. This implies an increase in the import of NORs and empty reefer containers. See the graph below:

Container Imbalance | 2010 to 2020 per month | TEU

Desequilíbrio de contêineres | 2010 a 2020 por mês | TEU



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

CMA CGM and MSC announced that they are now integrated with the TradeLens platform. The digital platform runs on the IBM Cloud and IBM Blockchain and was jointly developed by IBM and AP Moller – Maersk.

The digital transformation promoted by the platform lasted more than a year and required considerable investment in new API features. A milestone in the process was the completion of a pilot project with 15 customers involving more than 3,000 exclusive shipments, 100,000 events, and 6,000 containers to ensure that the platform distributes and shares shipment data across multiple supply chains.

TradeLens members use the platform to connect to the ecosystem and share information needed for their shipments based on permissions, without sharing confidential data. TradeLens allows near-real-time access to source data, increases the quality of information, provides a comprehensive view of the data as cargo moves around the world, and helps to create a more secure transaction record.

Launched in 2018, the TradeLens ecosystem now includes more than 175 organizations, covering more than 10 sea carriers and covering data from more than 600 ports and terminals. It has tracked 30 million container shipments, 1.5 billion events, and approximately 13 million published documents.

Recently, new ports and terminals have been added, such as the commercial port of Vladivostok, DP World, PT Salam Pacific Indonesia Lines (SPIL), Port base, QTerminals and Hamad Port, SSA Marine's Manzanillo International Terminal – Panama (MIT-Panama), Shipwaves, South Asia Gateway Terminals, and Yilport Holding.

Maersk is changing its position in 2020 based on the preliminary figures for the third quarter and the current outlook for the fourth quarter. "AP Moller – Maersk is on track to deliver a strong third quarter with solid profit growth in all of our businesses, particularly in Ocean and Logistics & Services. The volumes have recovered more rapidly than expected, our costs remained well under control, and freight rates increased due to strong demand", said Søren Skou, CEO of A.P. Moller – Maersk.

The outlook for 2021 remains uncertain due to the ongoing pandemic. The positive impact of stimulus packages may be weaker in 2021, potential new blockages may impact demand, and the timing and effectiveness of a potential vaccine will also be a factor in 2021".

The company now reports unaudited revenue of \$ 9.9 billion and an EBITDA (before restructuring and integration costs) of \$ 2.4 billion for the third quarter of 2020, driven by a continued recovery in demand and cost-improvement initiatives. Ocean volumes decreased by approximately 3 percent in the third quarter of 2020 compared to the previous year, which is slightly better than the anticipated contraction which was greater.

A.P.Moller – Maersk expects to assume a restructuring cost of around US\$ 100 million in the third quarter of 2020 related to the layoffs of approximately 2,000 employees due to the changes in the organization of Ocean and Logistics & Services announced on September 1, 2020.

Given the third-quarter results and the current momentum of gains that we see in all businesses, EBITDA for the year 2020 should be close to US \$ 7.5-8.0 billion, before the restructuring and integration costs (previously US\$ 6.0-7.0 billion). All other guidance parameters released on August 19 remain unchanged.

Trading conditions for the coming quarters remain subject to greater-than-normal uncertainty, given the interruptions caused, or potentially caused, by COVID-19.

Brazil and Uruguay plan to sign an agreement to develop navigation through the Mirim Lagoon, shared by both countries. According to the Undersecretary of Transport and Public Works of Uruguay, Juan José Olaizola, the binational

waterway will allow Uruguayan agricultural producers to improve their export costs.

The governments of Uruguay and Brazil, which have jurisdiction over the project, are in contact to finalize it. This involves the installation of a terminal near the mouth of the Tacuarí River.

"We initiated contact with the Brazilian government and they expressed their support for the development of the Mirim lagoon waterway," said Olaizola. According to him, the project meets the need for the Uruguayan agricultural producer to move his cargo in better economic conditions, and for the Brazilian to be able to receive this commodity.

The project "is part of a general policy by Uruguay and the Ministry of Transport to promote different waterways to optimize Uruguayan production logistics costs in different regions of the country," said the Undersecretary of Transport, referring to the Paraguay, Paraná, and Uruguay rivers, in addition to the Merín lagoon.

The matter was analyzed in a recent videoconference in which Olaizola participated together with the Minister of Transport and Public Works of Uruguay, Luis Alberto Heber, and the Minister of Infrastructure of Brazil, Tarcísio Gomes de Freitas.

"Both countries agree on the importance of promoting this waterway," noted Olaizola, adding that Uruguay's diplomatic representation in Brasília is working very actively to bring the initiative to fruition.

According to the Presidency of the Republic of Uruguay, agricultural producers in the east and northeast of the country raised the need to build a port terminal at the mouth of the Merín lagoon for the transportation of rice cargo. From there, the cargo would be shipped towards the Port of Rio Grande, in Brazil, on a circuit that would also include navigation through the Merín and Los Patos lagoons. Such a possibility would improve the costs associated with exporting this and other cereals

In addition to the construction of the port, the project involves the dredging of an eight-kilometer area in the Brazilian jurisdiction of the Merín lagoon to facilitate navigation of the barges going abroad.

South Korean company Daewoo Shipbuilding & Marine Engineering Co. said it had received approval from Lloyd's Register to design an ammonia-powered vessel for the company. The 23,000-TEU container vessel powered by ammonia is expected to be operational by 2025, according to a statement released by the company.

According to Daewoo Shipbuilding, the project has been advancing since June in conjunction with Lloyd's Register and global engine manufacturer MAN Energy Solutions.

South Korea's other two shipbuilders, Hyundai Mipo Dockyard Co. and Samsung Heavy Industries Co. and Daewoo Shipbuilding also invest in the construction of environmentally friendly ships. Hyundai Mipo obtained approval for its 50,000-DWT ammonia-powered tanker from Lloyd's Register in July, while Samsung Heavy Industries obtained approval from the British company for its ammonia tanker A-Max in September.

Samsung Heavy and Hyundai Mipo plan to market their ammonia-powered ships by 2024 and 2025, respectively.

MAN Energy Solutions is responsible for developing the engines of these environmentally friendly ships.

Ammonia has attracted the attention of global shipbuilders as an environmentally friendly ship fuel as it does not emit carbon dioxide when burned. The International Energy Agency expects ammonia to be one of the main ship fuels in 2060, according to a report released by the organ.

The International Maritime Organization (IMO) has taken mandatory measures to reduce carbon dioxide emissions from ships by more than 30% by 2025 compared to 2008 and by 70% by 2050.

This year, IMO reduced the sulfur limit for marine fuels from 3.5% to 0.5%.

On the evening of October 8, Log-In Logística Intermodal announced that it will expand its coastal shipping service by serving the port of Asunción, in Paraguay.

The line will connect the main Brazilian ports to Mercosur, from Manaus to Asunción, using regular maritime services already in operation.

To reach Asunción, Log-In's vessels will connect in Buenos Aires, from where the cargo in containers will be transferred to smaller vessels belonging to Independencia Shipping Lines (ISL), with whom Log-In signed a partnership.

Three ISL ships will make the crossing from Buenos Aires to Asunción via the Paraná River, initially on a fortnightly scale.

According to the statement from Log-In, the stretch between Buenos Aires and Asunción has great potential for navigation, since 92% of everything that is transported from Paraguay to Brazil is done by truck, and only 8% uses maritime transportation.

According to Marcio Arany, CEO of Log-In, this is an opportunity to win business over from the road modal. "We believe that this is the first step towards the development of new businesses in the region," he stated.

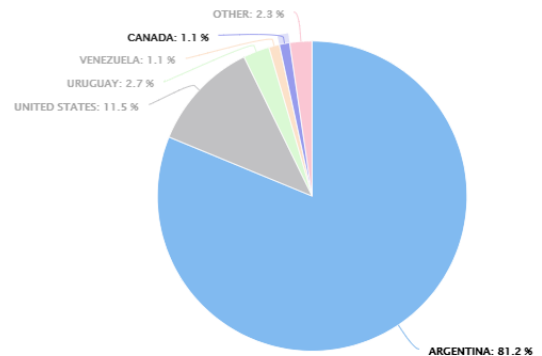
Grain

According to the agency, the reduction is due to the prolonged drought in some of the main cultivation regions in the country.

The Exchange pointed out that the north of Argentina has had no relevant rain for eight months, while in the west and center of the agricultural area, the drought has lasted six months. "The lack of rain is aggravated at a time when the area is going through its most critical stages," said the Exchange in a statement.

The yield projection is 2,880 kilos per hectare, well below the 3,250 kilos per hectare projected at the beginning of the harvest. Argentina is one of the main suppliers of wheat to Brazil, with 81.2%. See the graph below:

Importação Brasileira de Trigo com as principais origens | Jan a Ago 2020 | WTMT



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

Fruits

At the end of the second quarter of the year, Argentine apple exports to Brazil increased by 120% and registered the highest sales volume of the last five harvests, totaling 22,770 tons, according to data from the National Service for Quality and Agrifood Health (SENASA) in Argentina.

Brazil has become Argentina's most important destination for apples, followed by Russia, importing just over 10,000 tons, Bolivia, importing almost 9,000 tons, and Paraguay and the United States, importing almost 5,000 tons each. These five destinations accounted for 65% of the region's total apple exports.

Despite the higher demand for apples in the Brazilian market, the FOB prices that exporters declared to customs show a significant drop. According to customs data, the average FOB value of apples destined for Brazil was US\$ 0.74 per kilo in this harvest, that is, almost 10% less than in the same period last year and about 25% less than in the same period 2018.

Slight drop in pear exports

According to SENASA, at the end of the second quarter of the year, Argentina had exported a total of 72,600 tons of pears to Brazil, a volume that reflects a 1% drop YoY and a 5% drop in relation to the same period of 2018.

The average FOB price for pears was US\$ 0.68 per kilo, 8% below the previous year and 24% lower than in 2018.

Sugar & Ethanol

According to the Secretariat of Trade and International Relations of the Ministry of Agriculture, Livestock, and Supply (MAPA), the strong pace of shipments from the sugar and alcohol sector boosted Brazilian agribusiness exports in September. The sector's foreign sales rose 89.8%, bringing the sector's sales to US\$ 1.14 billion.

Exports of raw cane sugar more than doubled, from US\$ 420.4 million (September / 2019) to US \$ 888.4 million, an increase of 111.3%. The largest Brazilian sugar importers were China (US \$ 159.9 million; + 230.3%), India (US \$ 73.8 million; + 474.0%), Bangladesh (US \$ 72 million; +207 , 4%), and Indonesia (from \$ 0 in September 2019 to \$ 64.1 million in September 2020).

According to the agency, the drop in sugar production in India and Thailand in this 2020 harvest allowed for an increase in Brazilian exports. Also in the sugar and alcohol sector, alcohol exports also rose, from US\$ 112.2 million to US \$ 124.4 million (+ 10.9%).

Total sector sales abroad in September totaled US \$ 8.56 billion, 4.8% more than in the same month last year. The share of agribusiness in Brazil's total exports was 40.2% in September 2019; it rose to 46.3% in September 2020.

Imports of agribusiness products in September were practically the same as in September 2019, with records of US \$ 1.1 billion (0.3%). Thus, the trade balance accounted for US\$ 7.5 billion.

Shipments from the soy complex cooled down, increasing by 3.5% to reach US\$ 2.22 billion. The amount of soybeans exported was 4.47 million tons (-2.9%), equivalent to US\$ 1.6 billion. After successive records in the quantities of soybeans exported in the last months, there was a fall in the September exports. This drop already reflects the reduction in grain stocks in the country. Still in the sector, soy bran exports attained US\$ 550 million (21.7%) and soy oil reached US\$ 27.77 billion (-48.3%).

Another outstanding product in Brazilian foreign sales was pork, which rose 34.3%, from US\$ 139.36 million (September / 2019) to US\$ 187.18 million in September this year. Fresh pork exports to China grew from US\$ 65.99 million (September 2019) to US\$ 103.04 million (+ 56.1%).

China remains the main destination for shipments of Brazilian agribusiness products, with 27.5% in September this year, totaling US\$ 2.56 billion. Second, the United States imported US\$ 658 million, with a 7.7% share of Brazilian products in the month surveyed. The Netherlands is third, importing US\$ 341.8 million of products, with a 4% share.

Between January and September 2020, Brazilian agribusiness exports totaled US\$ 77.89 billion, which represented a growth of 7.5% in relation to the same period in 2019. Imports in the sector reached US\$ 9.2 billion, 10.7% lower than in 2019.

Ores

Hidroviás do Brasil has announced that Mineração Corumbaense Reunida, a subsidiary of Vale International, informed its subsidiary Girocantex, that in 2021 it will handle the maximum contractual volume provided for in the contract between the parties.

As a result, the company will have to dedicate 8 trains to meet Vale's request, which means 6 more trains than will be used in 2020.

Hidroviás do Brasil explains that the contract, signed in 2012, was made in the take or pay" modality and refers to the transportation of up to 3,250 thousand tons of iron ore per year on the Paraguay-Paraná Waterway, for a period of 25 years.

Meat

Almost two months after China said it found residues of COVID-19 in a batch of chicken wings imported from Brazil, the Chinese authorities repeated the announcement, but this time in relation to Brazilian beef.

According to Chinese authorities, traces of COVID-19 were detected in beef packaging during an inspection carried out at the Port of Dalian, one of the largest in the country.

The meat was produced by the Barretos (SP) unit of the Minerva meatpacker. Barretos is the city where the company was founded 96 years ago. Minerva is the third-largest beef producer in Brazil, behind JBS and Marfrig.

The Brazilian embassy in Beijing has already been officially notified of the case.

From January to July, Brazil exported 1.1 million tons of beef. This means a turnover of US\$ 4.7 billion. Of this total, 60% of the revenue comes directly from China.

In the case of the chicken announcement that occurred two months ago, in which the municipal authorities of Shenzhen also stated that they found the presence of COVID-19 in the product packaging exported by Brazil, it was never clear exactly what happened, because Brazilian authorities were never shown any evidence.

Coffee

In September of this year, Brazil exported 3.8 million bags of green, instant, and roasted & ground coffee. The volume represents the largest quantity of Brazilian coffee exported for the month and an increase of 8.6% in relation to September 2019. The foreign exchange revenue generated by exports reached US\$ 458 million, also representing an increase, of 3.6 %, compared to the same period last year. When converting into reais, revenue was equivalent to R\$ 2.5 billion, up 35.7% in relation to September 2019. The average price of a sack of coffee was US\$ 120.7 / bag. The data is are from CECAFÉ – Council of Coffee Exporters in Brazil.

In terms of varieties, in September, arabica coffee corresponded to 74.8% of the total volume exported, or 2.8 million bags. Conilon coffee accounted for 17.7% of the exports, or 672,500 which was 93.8% more than the volume exported in September 2019. Instant coffee represented 7.5% of exports, equivalent to 283,100 bags.

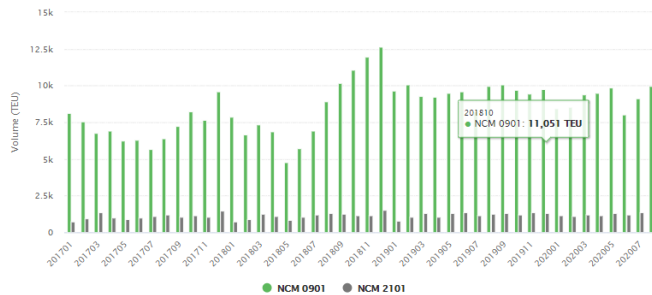
"We are very satisfied with the results of coffee exports in September. We set a sales record in relation to the same month in previous years and we also had a significant increase in total revenue in reais. We also observed that the results could have been even better, in the order of 10 to 15%, had it not been for the logistical problems of lack of containers and free space on the vessels. The month of September also marks the effective entry of the 2020/2021 harvest, registering an excellent performance in both quantity and quality", says Nelson Carvalhaes, president of CecaFé.

DataLiner data shows a container imbalance of almost 80,000 units in August. There were almost 251,000 containers leaving the country and only 172,000 containers arriving. In January, 216,000 containers were registered entering and 201,000 leaving. This container imbalance had a negative effect on coffee exports.

See the following graph for the history of monthly Brazilian coffee exports since 2017:

Monthly Brazilian Coffee Exports (HS 0901 and 2101) | Jan 2017 to Aug 2020 | TEU

Monthly Brazilian Coffee Exports (HS 0901 and 2101) | Jan 2017 to Aug 2020 | TEU



Source: DataLiner (To request a DataLiner demo, click here)

Calendar Year

The total coffee exported in the calendar year (January to September 2020) was 30.5 million bags, with foreign exchange revenue of US\$ 3.9 billion, or R\$ 19.6 billion. Revenue in reais grew 31.7% compared to the period from January to September 2019 and the average price in the period was US \$ 126.8, an increase of 1.4% in relation to the period from January to September and 2019.

Among the varieties shipped in the calendar year, robusta coffee also was highlighted due to its 22.3% increase in exports when compared to the volume of the variety exported from January to September last year. Conilon coffees corresponded to 12.2% of the total volume exported in the period, with 3.7 million bags. Arabica coffee had a 77.9% share in exports, with 23.8 million bags, while soluble coffee accounted for 9.8% of shipments, with 3 million bags.

Top destinations

The main destinations for Brazilian coffee in 2020 were, respectively: United States, which imported 5.6 million bags of coffee (18.5% of the total shipped in the period); Germany, importing 5.1 million bags (16.9%); Belgium, importing 2.4 million bags (7.8%); Italy, importing 2.3 million bags (7.4%); Japan, with 1.5 million bags (5.1%); Turkey, with 960,800 bags (3.2%); the Russian Federation, with 940,500 bags (3.1%); Mexico, with 782,200 bags (2.6%); Spain, with 700,000 bags (2.3%); and Canada, with 624,200 bags (2%).

Among them, Mexico, the Russian Federation and Belgium stood out, increasing by 19% their imports of the Brazilian product.

Among the continents and economic blocs, exports to South American countries increased by 24.1%; exports to African countries increased by 53.9%; exports to Central America increased by 90.6%; exports to BRICS countries increased by 25.7%, exports to Eastern Europe increased by 24.1%, and there was a 37.6% increase in shipments to coffee-producing countries. There was also a 60.7% increase in Brazilian green coffee exports to producer countries during the period, equivalent to 1.5 million bags.

Differentiated Coffees

In the calendar year, Brazil exported 5.1 million bags of differentiated coffees (which are coffees that have superior

quality or some type of sustainable practices certificate), the second largest volume shipped for the period in the last five years. The volume represents a 16.8% share of the total coffee exported this year and the foreign exchange revenue generated from the export of differentiated coffees from Brazil was US\$ 834.6 million, or 21.6% of the total value of exports in the year 2020.

The main destinations for differentiated coffees were, respectively: the USA, which imported 1 million bags (20.1% of the total volume shipped in the calendar year); Germany, with 726,800 bags (14.2% share); Belgium, with 625,600 bags (12.2%); Japan, with 420,000 bags (8.2%); Italy, with 354,400 bags (6.9%); Spain, with 196,400 bags (3.8%); United Kingdom, with 194,600 bags (3.8%); and Sweden, with 168,800 bags.

Economy

On October 14, the American Chamber of Commerce (AmCham Brasil) released the 'Brazil-United States Trade Monitor', which pointed out that bilateral trade in 2020 registered the worst result of the last 11 years. According to a study by Amcham Brasil, the value of trade between January and September 2020 was UD\$ 33.4 billion, a reduction of 25.1% compared to the same period in 2019.

“The contraction of ¼ of the trade flow between Brazil and the United States is a severe blow to bilateral trade, and is the worst result for the period since the economic crisis of 2009”, says Abrão Neto, executive vice president of Amcham Brasil, an entity representing around five thousand Brazilian and American multinationals.

The report points to three main factors to explain the sharp reduction in bilateral trade. “The combination of the serious effects of the economic crisis caused by the pandemic, the fall in the international price of oil, and trade restrictions in specific sectors, such as the steel industry, account for a large part of the contraction in bilateral trade”, explained Abrão Neto.

Low exports and imports

According to an analysis by Amcham Brasil, Brazilian year-to-date exports to the USA fell 31.5% compared to the same interval in 2019, reaching a total of US \$ 15.2 billion. It is the lowest value for the period since 2010. In relative terms, of Brazil's 10 largest export destinations in 2020, the USA was the most affected.

“There were seven billion dollars less in exports. As the profile of bilateral trade is composed mainly of products with higher added value, the current economic crisis has hit our exports to the United States hard. The rate of decline was four times greater than the reduction of total exports from Brazil to the rest of the world”, explains Abrão Neto.

On the other hand, Brazilian imports from the United States plunged in this third quarter, down 41.6% compared to 2019.

Between January and September 2020, imports totaled US \$ 18.3 billion, down 18, 8%.

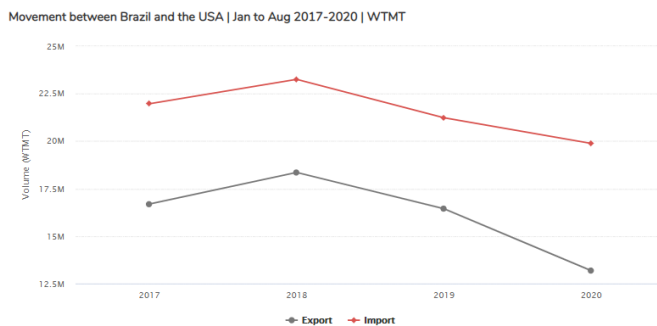
Deficit scenario

As a result of the shrinking of exports and imports, the trend is for Brazil to register the largest trade deficit with the United States in the last five or six years, according to the projection made by Amcham Brasil. To date, the negative balance has been US \$ 3.1 billion against Brazil.

Despite the sharp reduction in bilateral trade, the United States remains Brazil's second main trading partner (12.3% of its total trade with the world). China remains in 1st place, having increased its share to 28.8%, according to data from the study.

Check the chart below for the monthly history of cargo handling between Brazil and the United States since 2017:

Movement between Brazil and the USA | Jan to Aug 2017-2020 | WTMT



Source: DataLiner (To request a DataLiner demo click here)

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
Tel + 5511-3588-3033

Datamar Consultores Associados Ltda.

Rua Fuchal 203, 4th floor

Vila Olímpia, São Paulo – 04551-904 – SP