

Main news

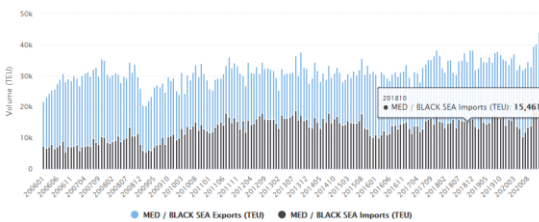
Did the Covid-19 pandemic change Brazilian container handling with other trade lanes?

Data from DataLiner shows that last year Brazilian exports to the main trade lanes grew while imports fell. See below the data by region:

The Mediterranean and the Black Sea

In this trade lane, exports grew 3.01% compared to 2019, while imports fell 1.26%.

Total Export & Import - to & from Mediterranean & Black Sea - Jan 2006 to Dec 2020 (TEU)

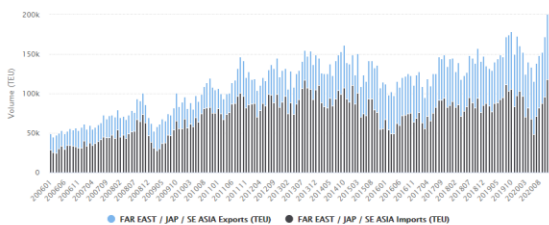


Source: DataLiner

The Far East, Southeast Asia, and Oceania

Here, exports grew by 11.86% in 2020. Imports fell by 6.25%.

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

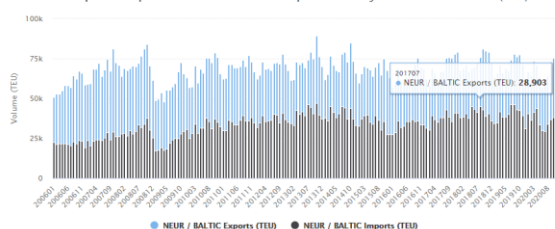


Source: DataLiner

Northern Europe and the Baltic region

For this trade lane, exports rose 3.23%, while imports fell 4.54%.

Total Export & Import - to & from North Europe & Baltic - Jan 2006 to Dec 2020 (TEU)

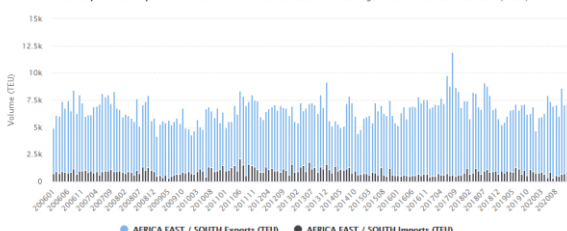


Source: DataLiner

Southeast Africa, Middle East, and Indian subcontinent

In this trade lane, exports grew by 10.45%. Imports fell sharply in 2020, by 29.16%

Total Export & Import - to & from South & East Africa - Jan 2006 to Dec 2020 (TEU)

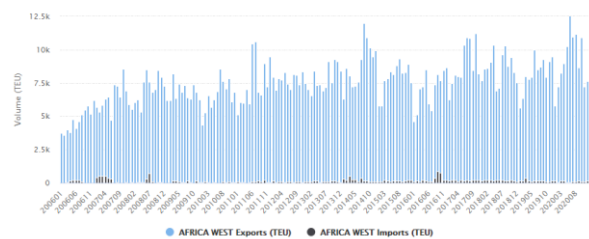


Source: DataLiner

Western Africa

Exports for this trade lane grew by 12.11% in 2020 compared to 2019. Imports fell by 30.16%.

Total Export & Import - to & from Africa West - Jan 2006 to Dec 2020 (TEU)

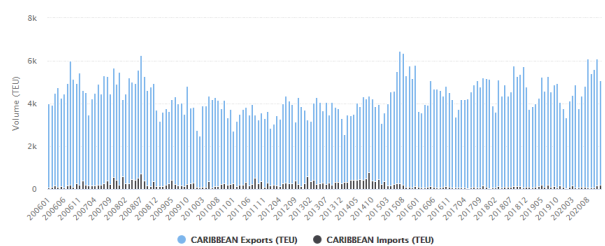


Source: DataLiner

Caribbean

Exports to this trade lane grew 10.03%. Imports, on the other hand, fell 18.66%.

Total Export & Import - to & from Caribbean - Jan 2006 to Dec 2020 (TEU)

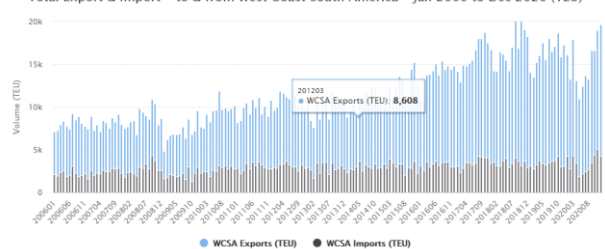


Source: DataLiner

South America West Coast

In this trade lane, exports fell 7.08%. Imports rose by 2.13%.

Total Export & Import - to & from West Coast South America - Jan 2006 to Dec 2020 (TEU)

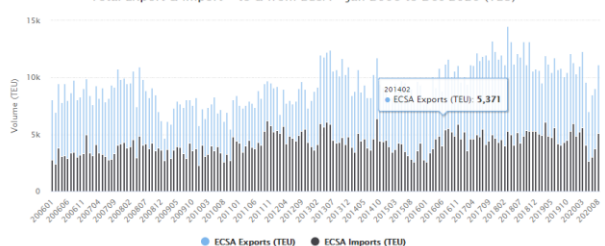


Source: DataLiner

ECSA

In ECSA, exports fell 5.80%. Imports fell sharply: 8.62%.

Total Export & Import - to & from ECSA - Jan 2006 to Dec 2020 (TEU)



Source: DataLiner

The following tables show rankings for the top 50 OTIs (NVO) in Brazil and Plate for container shipping during 2020 compared to 2019, based on Datamar's DataLiner trade database:

BRAZIL

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

Rank	Company	2019	2020	% Change
1	KUEHNE & NAGEL	65.677	68.449	4.22%
2	AMTRANS LOGISTICA & TRANSPORTES INTERNACIONAIS LTDA	29.054	38.568	32.75%
3	DB SCHENKER	42.525	32.761	-22.96%
4	AGILITY LOGISTICS	23.698	29.665	25.18%
5	ASIA SHIPPING	12.130	27.556	127.17%
6	DHL GLOBAL FORWARDING	25.011	25.758	2.99%
7	WILCO LOGISTICA INTERNACIONAL	23.967	23.064	-4.01%
8	CONFIDENCE ASSESSORIA EM COMERCIO EXTERIOR LTDA	18.796	21.137	12.45%
9	INTERMAR AFREITAMENTO E AGENCIAMENTO LTDA	6.702	18.072	169.67%
10	INTERGLOBO INTERNATIONAL FREIGHT FORWARDING	10.939	14.749	34.83%
11	CRAFT MULTIMODAL	12.816	14.308	11.64%
12	EASY SHIPPING GLOBAL LOGISTICA LTDA	8.717	14.072	61.43%
13	DC LOGISTICS BRASIL LTDA	10.614	13.341	25.70%
14	BCF COMISSARIA ADUANEIRA & SERV DE IMP & EXP LTDA	6.064	13.278	118.96%
15	INDAIA LOGISTICA INTERNACIONAL	11.680	13.070	11.90%
16	SAVINO DEL BENE	11.946	12.656	5.94%
17	SAFELOG TRANSPORTES & LOGISTICA LTDA EPP	9.829	12.346	25.61%
18	DSV TRANSPORT & LOGISTICS CO	6.437	10.821	68.10%
19	ANDES OPERADOR MULTIMODAL LTDA	14.145	10.641	-24.77%
20	J C ASSESSORIA EM COMERCIO EXTERIOR LTDA	13.217	10.377	-21.49%
21	EURO AMERICA INTERNACIONAL FREIGHT FORWARDERS	10.874	10.372	-4.62%
22	ACL CARGO	7.068	9.971	41.07%
23	PANALPINA	18.129	9.781	-46.05%
24	B&M LOGISTICA INTERNACIONAL	7.450	9.659	28.96%
25	EAST LINE LTD	8.901	9.157	2.88%
26	EASYLOG SERVICOS & LOGISTICA LTDA EPP	11.054	8.821	-20.20%
27	EXPEDITORS INTERNATIONAL	8.837	7.894	-10.67%
28	BLU LOGISTICS BRASIL TRANSPORTES INTERNACIONAIS LTDA	3.466	7.747	123.53%
29	FR MEYERS SOHN LOGISTICS	10.222	7.330	-28.29%
30	C FREIGHT AGENCIAMENTOS INTERNACIONAIS LTDA	3.293	7.002	112.66%
31	CEVA LOGISTICS	5.328	6.730	26.31%
32	SMX INTERNATIONAL LTDA EPP	788	6.543	730.33%
33	JAS FORWARDING WORLDWIDE	6.124	6.428	4.97%
34	FESHI SERVICOS ADUANEIROS & TRANSPORTES LTDA	7.091	6.000	-15.39%
35	JOSE RUBEM TRANSPORTE & EQUIPAMENTO LTDA	3.669	5.863	59.80%
36	PLENNA ASSESSORIA EM COMERCIO EXTERIOR LTDA EPP	6.489	5.332	-17.83%
37	ALLOG TRANSPORTES INTERNACIONAIS	2.574	4.981	93.55%
38	MASTER SUL COMEX LTDA	6.659	4.952	-24.90%
39	REDEX TRADE NETWORKS	8.842	4.937	-44.25%
40	ACCESS GLOBAL LOGISTICS	2.811	4.595	63.48%
41	EASY WAY AGENCIAMENTO DE CARGAS INTERNACIONAIS LTDA	2.128	4.386	106.06%
42	VOX SHIPPING DO BRASIL AGENCIAMENTO LTDA	0	4.274	0.00%
43	MANUPORT LOGISTICS	3.939	4.236	7.54%
44	SERVIMEX LOGISTICA LTDA	4.305	4.192	-2.62%
45	BLUE LINE AGENCIAMENTO MARITIMO LTDA	2.752	4.098	48.89%
46	DMF LOGISTICS	4.713	4.025	-14.60%
47	ASLL AIRSEA LAND ASSESSORIA & LOGISTICA LTDA	3.945	4.022	1.96%
48	ORGANIZACAO LEON REICH LTDA	2.958	3.770	27.45%
49	PLUSCARGO GROUP	3.831	3.759	-1.88%
50	SKYMARINE LOGISTICA LTDA	1.366	3.683	169.62%
TOTAL		532.308	609.531	14.51%
OTHERS		347.898	360.706	3.68%
GRAND TOTAL		880.206	970.237	10.23%

Imports

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

Rank	Company	2019	2020	% Change
1	ASIA SHIPPING	123.272	117.194	-4.93%
2	BLU LOGISTICS BRASIL TRANSPORTES INTERNACIONAIS LTDA	56.480	56.261	-0.39%
3	KUEHNE & NAGEL	63.744	50.258	-21.16%
4	AGILITY LOGISTICS	40.823	34.949	-14.39%
5	CRAFT MULTIMODAL	33.656	32.043	-4.79%
6	PANTOS LOGISTICS	29.172	31.928	9.44%
7	DB SCHENKER	37.605	30.190	-19.72%
8	COMISSARIA PIBERNAT LTDA	23.400	28.388	21.32%
9	DC LOGISTICS BRASIL LTDA	25.699	27.792	8.15%
10	CEVA LOGISTICS	26.398	26.444	0.17%
11	PANALPINA	39.031	25.762	-34.00%
12	DHL GLOBAL FORWARDING	29.397	24.519	-16.59%
13	DSV TRANSPORT & LOGISTICS CO	16.235	20.078	23.69%
14	ALLOG TRANSPORTES INTERNACIONAIS	24.318	21.034	-13.50%
15	HAND LINE TRANSPORTES INTERNACIONAIS LTDA	21.711	20.165	-7.12%
16	BDP	15.600	17.022	9.12%
17	ES BRASIL LOGISTICA LTDA	13.404	16.380	22.21%
18	EXPEDITORS INTERNATIONAL	14.839	14.993	1.04%
19	JAS FORWARDING WORLDWIDE	14.596	14.634	0.26%
20	ROYAL AGENCIAMENTOS DE CARGAS LTDA EPP	13.952	13.119	-5.97%
21	CTI CARGO	7.996	12.488	56.97%
22	INDAIA LOGISTICA INTERNACIONAL	10.699	12.439	16.26%
23	HM WAY LOGISTICS	15.505	11.729	-24.35%
24	HYUNDAI GLOVIS	18.074	11.725	-35.13%
25	CHENDA CARGO LOGISTICS BRASIL LTDA	15.918	10.903	-31.51%
26	ANX LOGISTICA INTERNACIONAL & AGENCIAMENTO LTDA	13.633	10.535	-22.72%
27	MAERSK GROUP	420	9.979	2278.88%
28	SAMSUNG LOGISTICS	9.752	9.752	0.00%
29	RENTAL LOGISTICA & TRANSPORTE LTDA	6.113	9.243	51.20%
30	FORDE LOGISTICA INTERNACIONAL	12.356	8.910	-27.89%
31	NEXT SHIPPING LOGISTICA INTERNACIONAL LTDA ME	7.118	8.650	21.52%
32	HELLMANN WORLDWIDE LOGISTICS	9.028	8.329	-7.75%
33	GEODIS WILSON	8.252	8.262	0.13%
34	PLUSCARGO GROUP	8.284	8.198	-1.04%
35	ASCENSUS TRADING & LOGISTICA LTDA	2.390	7.946	232.47%
36	ANDES OPERADOR MULTIMODAL LTDA	6.741	7.749	14.96%
37	MANUPORT LOGISTICS	6.713	7.466	11.22%
38	PGL BRASIL LTDA	6.193	7.316	-10.70%
39	SEA SKY LOGISTICA DE TRANSPORTE INTERNACIONAL LTDA	6.158	7.299	-10.53%
40	LESCHACO GROUP	6.675	7.230	8.31%
41	KPM LOGISTICS AGENCIAMENTO DE CARGAS EIRELI	5.914	6.965	17.77%
42	ASLL AIRSEA LAND ASSESSORIA & LOGISTICA LTDA	14.623	6.929	-52.62%
43	B&M LOGISTICA INTERNACIONAL	6.610	6.823	3.22%
44	ALLINK TRANSPORTES INTERNACIONAIS LTDA	7.493	6.682	-10.82%
45	NEW TRAFIC LOGISTICA INTERNACIONAL & TRANSPORTE LTDA	6.542	6.470	-1.10%
46	FIGWAL TRANSPORTES INTERNACIONAIS LTDA	6.994	6.095	-12.85%
47	DACHSER TRANSPORT & LOGISTICS	6.983	5.913	-15.32%
48	DEUGRO FREIGHT FORWARDERS	4.372	5.800	32.68%
49	VENTANA SERRA	8.283	5.783	-30.18%
50	CISA TRADING SA	4.982	5.398	8.35%
TOTAL		918.103	874.809	-4.72%
OTHERS		528.913	475.421	-10.11%
GRAND TOTAL		1.447.016	1.350.231	-6.69%

PLATE

The following tables show rankings of the top 50 OTIs in Argentina, Paraguay, and Uruguay (Plate region) for 2020 compared to 2019, based on Datamar's DataLiner trade database:

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

Rank	Company	Forwarder/Forwarder Name	2019	2020	% Change
1	KUEHNE & NAGEL		11.078	11.873	7.18%
2	JF HILLEBRAND GROUP		3.808	6.313	65.77%
3	ITL CARGO		3.894	6.043	55.19%
4	BDP		3.730	4.926	32.06%
5	MGF LOGISTICS		3.602	3.717	3.19%
6	DB SCHENKER		3.803	3.280	-13.75%
7	ALTERCARGO SRL		3.438	2.854	-14.08%
8	BLU LOGISTICS		2.472	2.776	12.30%
9	AMERICANA SHIPPING GROUP		2.016	2.674	32.64%
10	TRANSCARGO		1.346	2.591	92.53%
11	ALMAR INTERNATIONAL		2.178	2.456	12.75%
12	DHL GLOBAL FORWARDING		2.581	2.341	-9.32%
13	MERCATOR TRANSPORT ARGENTINA SA		1.283	2.248	74.21%
14	SUFLENORSA TRANSITARIOS SL		0	2.209	100.00%
15	PANALPINA		2.529	2.162	-14.53%
16	PLUSCARGO GROUP		2.462	2.123	-13.77%
17	HELLMANN WORLDWIDE LOGISTICS		2.047	1.981	-3.23%
18	TBA GROUP		2.714	1.980	-27.04%
19	AGROLOG SA		1.940	1.972	1.65%
20	KEEMO SA		2.355	1.959	-16.80%
21	FELPONT SRL		1.404	1.939	38.11%
22	INTER AMERICAN CARGO GROUP		1.788	1.933	8.11%
23	SEABIRD ARGENTINA SA		1.674	1.898	13.41%
24	MERCOLINE SRL		2.316	1.848	-20.21%
25	CENTRAL CARGO SAS		0	1.819	100.00%
26	SOUTHCROSS LOGISTICS		1.618	1.813	11.01%
27	RUCA LOGISTICS SA		1.524	1.793	17.65%
28	OUTLAND LOGISTICS		400	1.742	335.50%
29	LANDCOMEX SA		1.294	1.683	30.06%
30	SEASIDE LOGISTICS SA		2.123	1.641	-22.70%
31	RALESUR SA		1.657	1.612	-2.72%
32	JAUSER CARGO		450	1.559	246.44%
33	TERRAMAR LOGISTICA SRL		1.223	1.436	17.44%
34	LOGISTICA INTEGRAL SRL		0	1.481	100.00%
35	CODE LOGISTICS SA		1.340	1.478	10.30%
36	VINPAC CONTAINER LINE		1.847	1.432	-22.47%
37	INTERALMAR SA		1.126	1.412	25.44%
38	PORTLAND LOGISTIC SRL		212	1.346	534.75%
39	GORGIO GORI		1.069	1.287	20.39%
40	JAS FORWARDING WORLDWIDE		1.164	1.115	-4.19%
41	INTERMODAL TANK TRANSPORT LOGISTICS		599	1.258	110.02%
42	GEFCO LOGISTICS		723	1.251	73.15%
43	MERCOSAR SA		1.519	1.185	-21.99%
44	FCL PARAGUAY SA		541	1.171	116.48%
45	C & M SHIPBROKER ARGENTINA SRL		730	1.128	54.59%
46	ULSA SA		914	1.115	21.99%
47	SERLOG SERVICIOS LOGISTICOS SA		980	1.078	10.00%
48	DSV TRANSPORT & LOGISTICS CO		1.452	1.057	-27.20%
49	LOGCARGO		1.659	1.034	-37.69%
50	TERRAMAR LOGISTICA		1.743	1.032	-40.79%
TOTAL		94.365	112.365	19.07%	
OTHER		66.037	64.591	-2.19%	
GRAND TOTAL		160.403	176.957	10.32%	

Imports

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

Rank	Company	Notify/Notify Name	2019	2020	% Change
1	KUEHNE & NAGEL		27.749	21.121	-23.89%
2	LOCKSLEY SRL		14.460	16.310	12.79%
3	PLUSCARGO GROUP		17.687	16.023	-9.41%
4	CRAFT MULTIMODAL		13.263	15.819	19.27%
5	DHL GLOBAL FORWARDING		11.834	14.865	25.61%
6	LINER SHIPPING SERVICES SA		8.068	9.108	10.44%
7	YUSEN LOGISTICS		12.180	8.895	-26.97%
8	HLB LOGISTICA SRL		8.256	8.039	-2.62%
9	DB SCHENKER		8.232	7.963	-3.27%
10	HELLMANN WORLDWIDE LOGISTICS		5.165	7.689	48.87%
11	INTERLOG SA		8.296	7.504	-9.55%
12	PANALPINA LOGISTICA		12.062	6.741	-44.14%
13	MSL CORPORATE		7.105	6.506	-8.44%
14	GEODIS WILSON		8.412	6.418	-23.71%
15	ALMAR INTERNATIONAL		5.715	5.483	-4.07%
16	NAVCON URUGUAY SA		13	5.477	42030.77%
17	TRANSCARGO		5.334	5.299	-0.65%
18	BLU LOGISTICS		3.267	4.669	42.91%
19	NAVCON INTERNATIONAL TRANSPORT		7.634	4.453	-41.92%
20	BDP		5.273	4.383	-16.88%
21	TITO GLOBAL TRADE SERVICES		3.320	4.053	22.08%
22	ALFA TRADING		3.901	3.981	2.05%
23	GEFCO LOGISTICS		3.889	3.668	-5.68%
24	TRANSPORTES UNIVERSALES		2.754	3.544	28.68%
25	CONTROL INFORMATICO DE CARGAS SA		2.537	3.506	38.18%
26	EXPEDITORS INTERNATIONAL		3.244	3.104	-4.31%
27	JAUSER CARGO		3.587	2.844	-20.71%
28	SACO SHIPPING		3.016	2.809	-6.87%
29	NIP CARGO SRL		1.780	2.754	54.72%
30	OUTLAND LOGISTICS		1.929	2.728	41.42%
31	JAS FORWARDING DE ARGENTINA SA		2.616	2.642	0.99%
32	SAVINO DEL BENE		3.229	2.615	-19.02%
33	OVERSEAS		2.566	2.502	-2.49%
34	ORGANIZACION DE SERVICIOS ADUANEROS SA		2.460	2.490	937.50%
35	SEASIDE LOGISTICS SA		1.784	2.466	38.23%
36	NAVICON SA		4.399	2.370	-46.12%
37	REPREAM LOGISTICS		2.611	2.328	-10.84%
38	DSV TRANSPORT & LOGISTICS CO		3.351	2.325	-30.61%
39	EAFF SA		1.759	2.316	31.67%
40	SOUTH CROSS LOGISTICS		1.989	2.161	8.62%
41	VINPAC CONTAINER LINE		1.933	2.102	8.74%
42	CEVA DE ARGENTINA SRL		0	1.948	100.00%
43	ROHLIG ARGENTINA SRL		2.536	1.799	-29.06%
44	UNIVERSAL SHIPPING AGENCY SA		2.167	1.746	-19.43%
45	DACHSER TRANSPORT & LOGISTICS		2.134	1.685	

Ports and Terminals

Exports through the ports of Paraná in 2020 exceeded imports by 60.65%. The positive trade balance was US\$ 6.52 billion. The revenue generated by the products shipped by the Paraná terminals totaled US\$ 17.27 billion. Goods that arrived in the country through Paranaguá and Antonina totaled US\$ 10.75 billion.

“This trade surplus generated through the ports of Paranaguá and Antonina is fundamental for the national economy, and it generates profits, not only for the country but also for the state and the coastal cities”, highlights Luiz Fernando Garcia, CEO of Portos do Paraná.

More than 90% of exports were from agribusiness products. “The activity sustained the country’s economy and cushioned the negative impacts of the pandemic. The agribusiness sector creates a virtuous cycle, generating jobs in the fields, in transport, in storage, and in port activities”, recalls Garcia. “Even imports are impacted by rural production since the main product that comes from abroad is fertilizer”, he adds.

Products – The general movement of Paraná’s ports in 2020 was 57.34 million tons – 8% more than in 2019 when 53.2 million tons were handled. Exports totaled a record 36.33 million tons, or 63.36% of the total. Imports, on the other hand, accounted for 36.64% of the total movement of 21 million tons.

According to data released by the Ministry of Economy, the product that generated the most revenue in exports from the Port of Paranaguá was soy, registering almost US\$ 5.12 billion in revenue. 14.26 million tons were exported through the port.

Among imports, the most valuable groups of goods that arrived in Brazil through the ports of Paranaguá and Antonina were fertilizers, which totaled US\$ 2.46 billion; oil products (US\$ 1.27 billion); and nuclear reactors, boilers, machines, devices, and mechanical instruments (US\$ 1.17 billion).

According to data from the Ministry of Economy, Brazilian exports generated revenues of almost US\$ 209.82 billion. Paraná ports generated a third of the country’s revenues among 74 ports and airports and accounted for 8.23% of the total volume.

Brazilian imports, on the other hand, totaled US\$ 158.93 billion. The ports of Paraná are in the third position out of 94 ports and entry airports and account for 6.76% of the total volume.

See below the ten products that generated the most export revenue through the ports of Paraná:

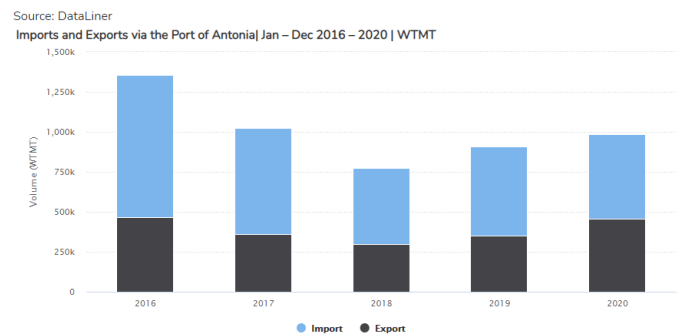
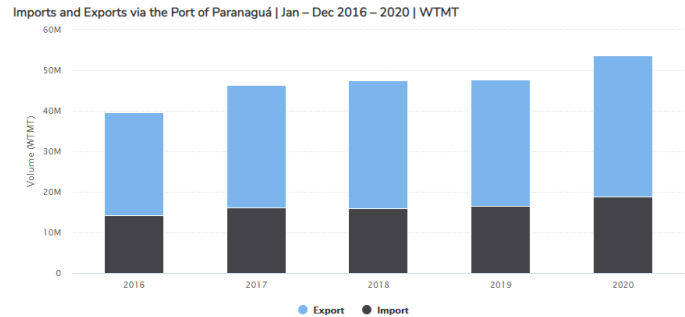
- Soy – US\$ 5,118,068,216
- Chicken – US\$ 2,349,099,340
- Soybean Meal – US\$ 1,934,199,450
- Sugar – US\$ 1,346,885,271
- Beef – US\$ 1,297,583,446
- Soybean oil – US\$ 507,561,715
- Automobiles – US\$ 482,292,092

Corn – US\$ 453,140,321

Pulp – US\$ 433,468,278

Paper – US\$ 210,746,879

The graphs below show the comparison between imports and exports via the Ports of Paranaguá and Antonia since 2016.



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

On February 4, a virtual public hearing was held on the privatization of CODESA and the concession of the Ports of Vitória and Barra do Riacho, under the coordination of ANTAQ (the national waterway transport agency). The hearing lasted six hours and received dozens of contributions. The proposed concession model was the landlord or partnership between the public and the private sector. This will have more freedom flexibility in port administration with a focus on management efficiency and effectiveness, enabling more productivity, more coordination, and more investment. The event started at 9 am and ended at 3 pm.

The model proposed by the BNDES suggests a concession period of 35 years, with an additional 5 years if necessary. The concessionaire will not carry out cargo operations (handling and direct exploration of terminals) but will be streamlining the business, attracting new cargo, and offering advantageous rates and operational infrastructure. This flexibility, however, will be limited: for example, the Development and Zoning Plan (PDZ) will have to be updated every four years and approved by the inspection authorities.

Other points highlighted were: fixed grant payment (cash) plus a variable payment (7.5% over revenue); mandatory investments of R\$ 55 million in structural recovery and another R\$ 300 million for segmenting access to Capuaba, in Vila Velha; investments of R\$ 1.3 billion to maintain the infrastructure over the 35 concession years. As for the current contracts (4 in the Port of Vitória and 1 in Barra do Riacho) for the exploration of the port area, the concessionaire may agree on these and other new contracts.

Schedule - The public hearing started on Dec. 28, 2020, and will end on Feb. 10, 2021. The documents are available for consultation and contributions on the ANTAQ website. Another hearing will be scheduled to specifically address the sale of CODESA and issues related to employees. According to the schedule, the new phases are: March- approval of the privatization model; April- the opening of the Data Room with available information on the concession model; August- evaluation by the control bodies (TCU); September- publication of the notice; November- auction.

This is the first public-port-privatization project implemented in Brazil. It received many contributions during the hearing and proposals may be sent to ANTAQ exclusively via the electronic form available on the agency's website (<http://portal.antaq.gov.br>), until 11:59 pm on the 10th of this month. CODESA will be the first dock company to be privatized in the country. Digital images, such as maps, plans, and photos may be submitted exclusively by e-mail (to attachment_audiencia192020@antaq.gov.br) upon identification of the taxpayer and within the period stipulated in this notice, and contributions in writing must be completed in the appropriate fields of the electronic form.

Cargo handling at the Port of Imbituba registered an increase of approximately 18.9% in January when compared to the same period last year. Altogether, 407,500 tons were transported in Porto Público, the best volume since January 2016, when 414,900 tons were handled.

Imbituba received 19 vessels in the first month of the year, transporting 12 products. Solid bulk accounted for approximately 78% of the movement. In this group, the largest volumes were mainly petroleum coke (176,200 tons), which grew 128.3% in relation to January 2020, followed by salt (35,600 tons), bituminous coal (33,500 tons), and iron ore (31,500 tons). The weekly container cabotage line also handled 58,000 tons.

Among general cargo, Porto Público maintained its monthly pulp shipment stable at December's level: 15,000 tons. The highlight of the month was the completion of the first stage of the transshipment of electric cables, a material that will be destined for the new power transmission line in Greater Florianópolis.

Other products that passed through the Port of Imbituba include sodium sulfate (20,200 tons), malt (15,300 tons), MAP fertilizer (6,600 tons), soda ash (8,800 tons), and caustic soda (5,000 tons).

The Port of Santos is undergoing a major environmental inspection action this week. It is the "Operation Disposal" inspection coordinated by IBAMA (the Brazilian Institute of Environment and Renewable Natural Resources), with the participation of the Santos Port Authority (SPA) and other institutions. The objective is to curb the illegal dumping of residues and substances at sea by cargo ships.

SPA's Environmental division and the Port Guard have been participating in inspection actions as intervening authorities, in addition to assisting in planning operations by identifying potential targets. The Brazilian Navy, the Federal Revenue Service, Federal Police, Environmental Police, National Health Surveillance Agency (ANVISA), and National Waterway Transportation Agency (ANTAQ) are also helping in the Operation.

The action includes speedboats and even an aircraft to carry out surveys at sea and on boats. The Poseidon, a plane from IBAMA, flew over the Porto estuary and mooring areas to ascertain possible signs of waste being thrown into the water. The action was confidential to ensure the identification of suspected irregular disposers.

"The 'Operation Disposal' inspection demonstrates the unity and joint effort of the authorities working in the Port of Santos to combat environmental irregularities committed by ships and support service providers. In this sense, it is important that agencies and shipowners always hire services from companies accredited with SPA and duly qualified by the control bodies", explains SPA's Infrastructure Director, Afrânio Moreira.

This is the second time that the "Operation Disposal" inspection takes place as a coordinated action of broad inspection. On the first occasion, in July 2019, 15 vessels were inspected in the Port of Santos.

At the judgment session on February 3, CADE (the administrative council for economic defense) imposed a preventive measure against 2 companies that operate the Itajaí Port Complex in Santa Catarina: Portonave Terminais Portuários de Navegantes and APM Terminais Itajaí. As a result of this decision, operators are prevented from charging Terminal Handling Charge 2 (THC2) fees, also called the Segregation and Delivery Service ("SSE") – an additional fee to the basic tariff – or any other amounts by way of segregation and delivery of containers to independent bonded premises, until the merits of the cases are judged.

By a majority, the council granted two voluntary appeals filed by Localfrio Armazéns Gerais Frigoríficos, a customs storage service provider in the Itajaí Port Complex. The decision was made in cases that determine the collection of THC2 or SSE by port operators for the handling of containers with cargo originating from imports on the ground.

"The investigated conduct has a high harmful potential, and may hinder the performance of independent bonded warehouses in the bonded warehousing market by artificially raising their costs, distorting competition and generating irrecoverable damage to social well-being if there is no intervention by the antitrust authority", concluded counselor Luiz Hoffmann, rapporteur for one of the resources.

THC2 explained - When importing goods, THC (Terminal Handling Charge) is the basic tariff that the shipowner pays to the port operator. The tariff includes the costs of horizontal handling of containers on land, from the moment the ship is unloaded until delivery to the customs area contracted by the importer.

Usually, port operators, such as Portonave and APM Terminals, also provide storage services, competing in this market with independent bonded warehouses. THC2, or SSE, consists of the charging by the port operator of another tariff, in addition to the basic tariff, for "container segregation" of the independent customs areas.

Localfrio, however, claims that the charge would be undue since the "container segregation" service would be included in the basic tariff paid by the shipowner, the agent that effectively contracts the services of the port operator.

Furthermore, it states that since Portonave and APM have market power in the Itajaí Port Complex and have a storage area, an increase in the cost imposed on independent bonded premises ends up diverting demand to the operator himself, who does not bear the same cost. Thus, charging THC2 or SSE would make bonded areas a less competitive option for importers.

Administrative procedures - The voluntary appeals judged on Wednesday were filed by Localfrio against a decision by CADE's General Superintendence (SG/Cade) last October, which denied the request for a preventive measure against Portonave and APM Terminals, within the scope of the proceedings investigating alleged improper charging of the THC2 or SSE fee by port operators.

With the council's decision, the preventive measure prevails until the investigation conducted by SG / Cade is completed. At the end of the investigation, the Superintendence will issue an opinion on the condemnation or closing of the case, forwarding it for judgment by CADE's Court, responsible for the final decision.

On February 1st, DP World Santos announced a change in the organization's structure: Fábio Medrano Siccherino, current Commercial and Institutional Relations Director, will assume the position of Chief Executive Officer as of April 1, 2021.

In his seven years of experience at DP World Santos, Siccherino was at the forefront of the terminal's commercial agenda, achieving outstanding performance with the partnership signed with Suzano in 2017 which led to the construction and operation of the largest pulp complex in the country.

Over the years, he has also played a fundamental role in the process of positioning DP World Santos as a multi-purpose terminal, seeking alternative solutions to container handling. This proved to be a wise move and significantly increased the company's revenue.

Since 2020, Siccherino has also been responsible for the terminal's Institutional Relations agenda. With a degree in Chemical Engineering from Faculty of Industrial Engineering (FEI), an MBA in Logistics from Coppead Institute, and a Masters in Supply Chain from Fundação Getúlio Vargas (FGV), the executive has gleaned over 24 years of experience in Supply Chain and in the development of multimodal projects in Brazil and abroad.

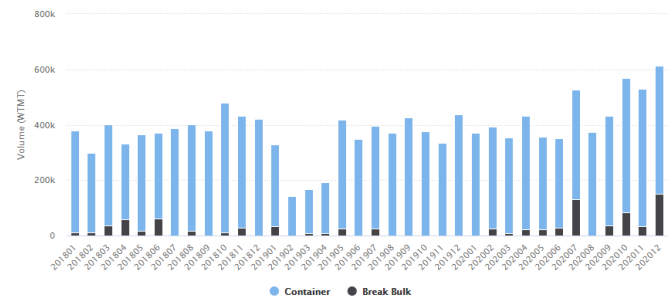
His predecessor, Australian Dallas Hampton, held the position of CEO of the terminal for just over three years. He will leave his position at the end of this month – also ending his professional activities – after more than 30 years dedicated to the port sector gained in several countries around the world.

Hampton arrived in Brazil in November 2017, during the transition from the old Embraport to DP World Santos, with the challenge of consolidating a new organizational culture and making internal processes more solid and aligned with the DP World Group's vision and purpose.

Hampton achieved good financial results and operating records for the company, leaving behind the consolidation of DP World Santos as a multi-purpose terminal, an alternative option to container handling, which has added important additional revenues for the company.

See the graph below for monthly handling by cargo type at DP World Santos:

Monthly Cargo Handling by Type at DP World Santos | Jan 2018 – Dec 2020 | WTMT



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

Since February 1st, the Complexo Industrial Portuário Governador Eraldo Gueiros (Suape) has a new president: Roberto Gusmão, engineer and ex-Secretary of Infrastructure of Recife. Jorge Vieira, the new director of Administration and Finance, and João Alberto Faria, the director of Land and Property Management, will work together with him as he takes over. Due to the pandemic, no inauguration ceremony was held.

"We have the great challenge not only of continuing the structuring projects in progress but of expanding these projects and consolidating Pernambuco's vocation as a logistics center for cargo handling in the Northeast," says Gusmão. "Suape Port already has a very relevant role on the national scene and we want it to become increasingly competitive". In 2020, Suape reached a record 25.6 million tons handled in 2020, an increase of 7.53% in relation to 2019, when the port handled 23.8 million tons.

Gusmão succeeds Leonardo Cerquinho, who oversaw the presidency of the state-owned company for 2 years.

Entrepreneur and agronomist, Gusmão holds a master's degree in Production Engineering from the Federal University of Pernambuco (UFPE) and was president of EMLURB (maintenance and urban cleaning of Recife), as well as being the Secretary of Infrastructure in Recife.

In the early hours of February 2, an anonymous tip passed on to the police resulted in the arrest of two men and the seizure of 170 kilos of cocaine at the Port of Paranaguá container terminal. The pair were caught in the act while they were loading the bags of drugs into a container.

After receiving the tip, the police began watching a truck that would carry a container at the port terminal. Inside the courtyard, the driver's assistant stepped out of the cabin carrying five travel bags loaded with cocaine bricks. At that moment, the police who were monitoring the pair caught the suspects as they were placing the bags in a container; both were arrested on the spot.

In addition to the two arrests, the five travel bags with the cocaine bricks were also seized; together, they weighed about 170 kg.

The two prisoners and the seized drugs were sent to the police station in Paranaguá.

The arrest carried out at dawn on Tuesday was the first arrest this year. Last year, joint actions carried out by the police and federal

revenue service seized more than 7 tons of cocaine at the Port of Paranaguá container terminal.

The volume of rain recorded in January this year in Paranaguá was 356.4% higher than in the same month of 2020. The water, crucial to the crops during the year, ended up paralyzing part of the operations port facilities.

According to a survey by Portos do Paraná, the stoppages amounted to 12.6 days (more than 302 hours) in the month which is 82% longer than the 6.9 days (just over 165 hours) recorded in January last year. The numbers affect the shipment of bulk goods such as soy, corn, and soybean meal.

“In ports around the world, it is not possible to operate grains in wet weather. The nature of the cargo won’t permit it; at any sign of rain, the ships at berth completely stop operations. The holds will only open again when the ship’s captain is sure that the cargo will not be wet because he does not run the risk of damaging it”, explains the operations director of the public company, Luiz Teixeira da Silva Junior.

It is not just the shipment of solid bulk that is impacted by rain; some imported bulk shipments were also paralyzed. In the case of fertilizers, for example, only shipments of urea can be unloaded during a drizzle.

The operations that continue despite the rain are those involving containers, vehicles, general cargo (except for paper and bags), salt, and bulk liquids (carried out in closed pipes and tanks).

According to André Maragliano, director of ATEXP (the association of terminals of the Paranaguá export corridor), the rain impacts but impacts are not significant in this off-season moment, when soybean shipment is not yet intense. “We took advantage of this period to finish corrective and preventive maintenance so that our equipment is fully functional this year. Soy shipments are expected to start in the second week of February; during the rest of the year, the rain does not impact us as much. This is because the rain statistics in Paranaguá are no different from the rain in the other ports close by, such as São Francisco do Sul and Santos”, adds the operator.

VOLUME – According to SIMEPAR (Paraná’s technology and environmental monitoring system), in January of this year, 563 mm of rain was recorded in Paranaguá. In the 31 days of January 2020, only 123 mm of rain was recorded.

Export Corridor shutdowns due to rain in 2020:

January – 6.9 days

February – 12 days

March – 4.3 days

April – 3.1 days

May – 2.7 days

June – 11.7 days

July – 6.1 days

August – 8 days

September – 6.7 days

October – 9.7 days

November – 6.8 days

December – 6.1 days

Shipping

Mediterranean Shipping Company (MSC) continues to buy pre-used vessels to expand its fleet and meet the increased demand for container shipping. Alphaliner reports indicate that in the past three weeks, the shipowner has purchased eight ships.

According to Alphaliner, MSC purchased the 2,764 TEU Westermoor, built in 2001, from German owner Hans Peterson, which is currently leased to Hapag-Lloyd. The company also acquired the 2,546 TEU BF Osprey and BF Mahia ships built in 2008, from German owner Foroohari. The boats are leased to ONE and MSC itself, respectively, according to Splash 24/7.

MSC also acquired Bomar Vanquish and Bomar Valor, 1,683 TEU, controlled by Borealis and manufactured in 2003. Bomar Vanquish is already leased by MSC, while Bomar Valor is operated by Maersk.

The shipowner has also purchased the Miro (1730 TEU and manufactured in 1998), the Spero (built in 2002, by Atlantica Shipping, based in Oslo), and the Boundary (1122 TEU, built in 1996 and belonging to Jebsen Shipping Partners).

VesselsValue data shows that MSC acquired a total of 20 vessels in 2020, and analysts at Sea-Intelligence suggested in a recent report that MSC may soon overtake Maersk as the largest company in the world in its sector.

A.P.Moller-Maersk announced the arrival of Ricardo Rocha as the new Director of Logistics and Services for Latin America and the Caribbean. He brings to the company his 20+ years of experience managing high-performance teams at multinational companies such as CEVA Logistics, Kuehne + Nagel, DHL Global Forwarding, and UPS Supply Chain Solutions.

“I am honored to join Maersk in Latin America during a significant transformation in our Logistics and Services solutions, where our customers play a decisive role. With a focus on growth, the company has a clear roadmap for the region, and I am looking forward to working with my colleagues to make Maersk the number one integrator or container-logistics provider in all the countries where we operate”, said Rocha.

Maersk’s new director began his career in operations and finance. Since 2015, he has developed supply chain solutions for air, sea, land, customs clearance, warehousing, and distribution. Rocha also has extensive experience in sales and marketing, business development, general management, and financial management, including experience in markets in Colombia, Argentina, Chile, Panama, and Peru.

Holding a degree in Sales and Marketing from Universidade Anhembi Morumbi, Rocha also participated in the Senior Management Program developed by Cranfield School of

Management and recently completed a course in Global Business and Politics at Yale School of Management.

Ricardo Rocha is Brazilian and has traveled to different countries in Latin America during his career, where his leadership has been well recognized due to the deep understanding of the business culture in the logistics sector. Rocha will be headquartered at the regional office in Panama, where he will oversee the region at a time when Maersk is consolidating its value proposition as an end-to-end container logistics integrator.

Grain

According to Reuters, protests by truck drivers in Argentina continue to hinder operations in the port areas of Rosario and Buenos Aires.

Truck drivers are blocking roads on the grounds that they are being hit by inflation in the country. They are asking for a reduction in the taxes they pay and a reduction in tolls and fuel prices.

“The protests will be strengthened. Roadblocks will increase nationally,” said Santiago Carlucci, head of the drivers’ organization TUDA (Transportistas Unidos de Argentina) for an Argentine radio program, according to Reuters.

On February 3rd, about 2,000 trucks arrived at the grain terminals in Rosario and Buenos Aires, only half the number normally recorded at this time. Some cargo workers in the country have stopped working for fear of being stopped at roadblocks.

It is worth remembering that in December 2020, processor workers in Argentina went on strike to protest low wages, but they reached a compromise with the companies and the strike was ended.

A study carried out by the Market Intelligence sector at the Arab Brazilian Chamber of Commerce pointed out that there is an expectation of growth in shipments of Brazilian soy to the Arab countries, motivated by the increased price in the international market over the next few years. According to the study, there are indications that export growth will also occur at a global level.

According to the agency, the market potential for the product is due to the production of animal feed and for human consumption. The tariff tax on soybean sales from Brazil to the Arabs is considered low, which also favors trade.

This is what already occurs in Brazilian exports to Saudi Arabia, Tunisia, Algeria, and Egypt. These countries have zero tariffs for imports from Brazil. From 2018 to 2020, product shipments were concentrated in these four countries.

To go beyond these borders, the Arab Brazilian Chamber of Commerce highlights Bahrain, Iraq, Jordan, Lebanon, Palestine, and Sudan as potential markets. The trends that make these markets stand out are the changes in consumption habits linked to the prospect of increased income.

“Soy consumption has grown very sharply in the face of increased income, especially in developing countries. The International Monetary Fund estimates income growth in most Arab countries

between 2020 and 2025, countries in which population growth must also be observed,” cites the study.

Another point is that because of the use of soy as a livestock feed, opportunities emerge in the Arab countries that have advanced in the production of animal protein. This is the case observed in cattle breeding in Saudi Arabia, Qatar, Oman, and Tunisia.

Brazilian Soy Exports (HS 1201) to Arab Countries | Jan – Dec 2016-2020 | WTMT

Brazilian Soy Exports (HS 1201) to Arab Countries | Jan – Dec 2016-2020 | WTMT



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

Among the strengths of this trade is the contribution of soy and its by-products to the Gross Domestic Product (GDP) and agricultural exports in Brazil. There is also the fact that soy is used as a milk substitute in products such as soy milk, soy cheese, or added to items such as soy bread, pasta, and flour, and vegetable meat itself, which is aligned with consumption among young Arabs.

Despite being identified as a product with the potential to reduce food insecurity, the study points out that the possibility of introducing or expanding soy production in developing countries in Africa is low. Among the market challenges is production concentrated in only a few countries, including the United States, Brazil, China, and Argentina, which account for almost 90% of world production. Monoculture is also the target of emerging criticism due to the expansion of the cultivated area.

Meat

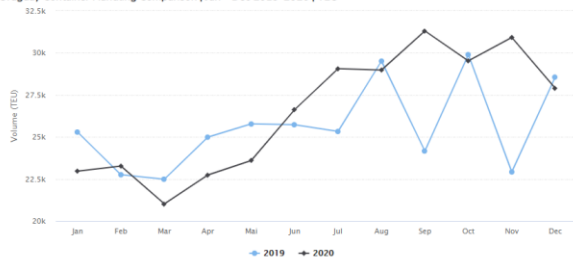
Uruguayan exports increased by 7.6% in January this year in comparison with the same month in 2020. Exports (including a free zone) reached US\$ 674 million in January according to data that was released on Monday this week by Uruguay XXI, the body responsible for promoting exports, investments, and the country’s image.

What happened in the first month of the year? Some products had a positive impact. Among them are wheat, wood, beef, electricity, and dairy products. But some products had a negative effect, such as pulp, rice, and wool.

Looking at exports by destination, China is once again the main market for Uruguayan products. The Asian market imported products valued at US\$ 130 million, which was 47% more than in January 2020. Part of the increased exports was also due to higher exports of meat by-products – mainly frozen meats – exported to the USA valued at US\$ 71 million in January 2021, much more than the US\$ 54 million exported in January 2020.”

See the graph below for Uruguay container handling in 2019 and 2020:

Uruguay Container Handling Comparison | Jan - Dec 2019-2020 | TEU



Fonte: DataLiner

Paraguay begins the year with increased beef exports

The National Service for Animal Quality and Health (SENACSA) of Paraguay reported that the country started the year with the export of 21,363 tons of beef exported, which means an increase of 2.7%. The president of SENACSA, José Carlos Martin Camperchioli, pointed out that this was the best start of the last decade for foreign sales of Paraguayan beef. "In 2021, we are starting out the year on the right foot, just like we finished 2020. The projections are very good", expressed Camperchioli in an interview with Radio 1000.

Chile remains the largest buyer, importing 7,842 tons valued at US\$ 35.6 million. Russia and Israel were in second and third place, importing 4,957 and 2,601 tons, respectively. In turn, Brazil recorded a slight drop in imports, importing 1,655 tons.

The rest of the exports correspond to 21 other destinations that imported less volume yet still had an increased share in the first month of 2021. With 2,850 tons, a 32.9% growth was registered in purchases.

See the graph below for Paraguay beef exports since 2017:

Paraguay Beef Exports (HS 0202) | Jan 2017 - Dec 2020 | TEU



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

Oil and gas

Petroleum exports by Petrobras broke a record in 2020. In total, the company sold an average of 713,000 barrels per day abroad. This volume represents a 33% increase compared to 2019 levels.

In the Production and Sales report for 2020 that was released by the company on February 2, the oil company pointed out that it continued to record "excellent performance" in exports of the commodity in January. In this sense, the state-owned company mentions that the Angra dos Reis Terminal (RJ) broke an operations record last month of 19.3 million barrels exported compared to the 18.7 million barrels exported in May 2020.

Petrobras highlighted that exports played a fundamental role in generating cash and preventing production losses during the worst moments of demand contraction. In April, at the height of the economic crisis triggered by the Covid-19 pandemic, the state-

owned company exported 1 million barrels/day. The oil company reported that the oil from the Búzios field in the pre-salt Santos Basin is now the main oil in the company's export basket, and the company gained 14 new customers in 2020.

The state-owned company stated that in a year marked by excess supply worldwide, the company managed to reduce oil stocks by 8 million barrels in 2020. The record export level parallels the records also broken on the production side last year. In all, the state-owned company produced an average of 2.266 million barrels/day of oil in 2020, an increase of 4.3% over 2019.

While the company's pre-salt production rose by 21.1% in 2020, to 1.546 million barrels/day, there was a drop in operating data in the other areas in which the company operates. Production decreased by 15.3% in the onshore fields (to 105 million barrels/day); by 51.5% in shallow water (to 32,000 barrels/day) amid divestments and platform hibernation; and by 17.3% in the post-salt in deep waters (to 582,000 barrels/day).

Pre-salt accounted for 66% of the company's oil and gas. In all, the company produced a record level of 2.836 million barrels of oil equivalent (BOE) per day, up 2.4% compared to 2019.

The increase in the company's exports also accompanies the retraction of the domestic market. In 2020, the company recorded a 5.1% drop in total sales of oil products in Brazil, to an average of 1.66 million barrels/day due to the impacts of the Covid-19 pandemic, mainly in the second quarter.

Despite this, Petrobras increased the production of oil products in the country by 2.8%. In all, the company produced an average of 1.828 million barrels/day. Refineries operated with a utilization factor of 79% on average for the year, slightly above that recorded in 2019, which was 77%.

Part of this production went abroad. Spurred by the growing demand for low-sulfur derivatives in the international market, Petrobras increased the volume of fuel oil sold abroad by 46%, to 194,000 barrels/day.

The company announced that fuel oil exports remained stable in the last two quarters of 2020, at the level of 204,000 barrels/day, and attributed the growth in shipments of the derivative in 2020 to the market opportunities provided by the IMO 2020 regulation which established new emission limits for maritime transport.

Other cargo

Data released by IBRAM (the Brazilian mining institute) show that in 2020, Brazil increased the volume of mineral products exported by 2% compared to 2019. The sector's business in the international market generated 11% more for Brazil in foreign exchange in the comparison, reaching US\$ 37 billion. China strengthened its position as the main destination for Brazilian iron ore. The Asian country accounted for 62% of exports in 2019. In 2020, this percentage rose to 72%.

According to IBRAM, although the 2020 production was not much higher than 2019, the financial results of last year were benefited by the price variations in the international market and the appreciation of the dollar. After Australia, Brazil is the world's largest producer of iron ore, which appreciated over 60% during the past year. A ton of iron ore ended the year 2020 at US\$ 155.84.

Among all mineral products, the largest variations were registered with iron ore and gold. Last year, iron ore production generated revenues of R\$ 138.7 billion, 39% higher than 2019. Gold increased 76%, with revenues of R\$ 23.2 billion. Despite the high sales, the commercialized mineral production was almost stable. In 2019, 985 million tons were traded and in 2020, a total of 1.009 billion tons were traded.

ANFAVEA (the national association of automotive vehicle manufacturers) released the figures for the auto industry in January. According to the entity, production was 199,700 units, an increase of 4.2% over January 2020, but a 4.6% decrease compared to December.

Exports have also followed the same path: with 25,000 units shipped, growth was 21.9% over January 2020 but with a drop of 34.8% compared to December.

The total licensing of 171,100 vehicles represented a negative performance, even taking into consideration the 2 business days less this January than the same month last year. The fall was 11.5% compared to January 2020 and 29.8% in comparison with December.

According to the entity's president, Luiz Carlos Moraes, there are still worrying factors on the horizon, such as the lack of some inputs (especially semiconductors), the low stock of vehicles, and the worsening of the Coronavirus pandemic which continues to harm industrial and commercial activities in some regions of the country.

In 2020, the categories surveyed by ABIMAPI (the Brazilian association of cookies, pasta, and industrialized bread & cakes) were responsible for exports worth US\$ 196.3 million, an increase of 15% in relation to the total exported in 2019, which was in the order of US\$ 171 million. In volume, the increase was even more significant: 52%, totaling 158,000 tons of products sold abroad.

"In 2020, the crisis caused a high demand for first-rate food products such as flour, mixes, pasta, instant pasta, bread, and frozen foods. Loaves of bread alone tripled the export turnover in 2020, with the main destination being South American countries", contextualizes Claudio Zanão, chief executive of ABIMAPI.

For 2021, the association expects to sustain the growth of these categories, projecting an average increase of at least 10% compared to 2020, in view of the permanence of the pandemic period and eventual financial crisis due to Covid-19.

"We will keep a careful eye on China among the target markets of our sector abroad. We must follow the growth forecast by the Chinese GDP of 8.2% in 2021, sustaining a substantial increase in Brazilian exports to the country in 2020", concludes Zanão.

In 2020, Brazilian the value of exports to China grew 120% compared to 2019 – the destination rose 13 positions and became one of the top 30 in the sector abroad, the second in Asia after Japan.

Industrialized Breads & Cake - The Industrialized Breads and Cakes categories moved a total of US \$ 77.8 million in exported products – revenue 34% higher than in 2019 – resulting from the sale of 71,000 tons of products, an increase of 83%.

"These categories are gaining space in the market due to their practicality and longer useful life, with emphasis on mixes for breads and cakes. The category is also driven by the isolation caused by the pandemic and the increase in meals eaten at home. In addition, factors such as quality in the composition of products and packaging, in addition to a good price, determine the good export levels for loaves of bread and toast", highlights Claudio Zanão.

Pasta - Pasta was the category that stood out the most, with an expressive increase of 159% in revenues, totaling US\$ 24.3 million in sales and 29,000 tons in volume, 247% more than in the same period of 2019.

"Pasta was one of the most consumed foods during the pandemic. Its growing popularity in different cultures around the world can be attributed not only to its delicious versatility but also because it is "easy on the pocket" of most families," says Zanão.

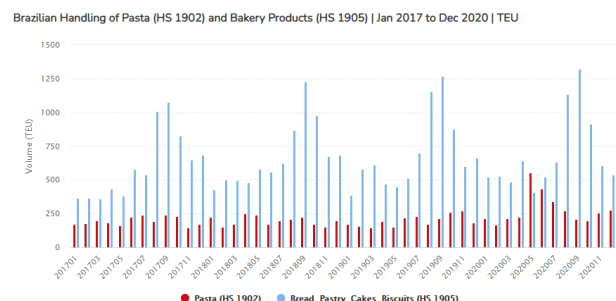
Brazil strengthened its exports of hard pasta in 2020. Sales to El Salvador, Chile, Venezuela, and the United States, the main export destinations for the category in the last year, alone totaled US\$ 15.7 million and 22,700 tons.

Cookies - Cookies totaled US\$ 94 million in sales and 57,000 tons of exported products, indicating stability in volume when compared to the same period in 2019.

"The lack of confidence in the economy did not allow for large investments or long-term purchases, which led to the rationalization of consumption in the category", explains Zanão.

Despite this panorama, it is reinforced that this is the strongest category in the ABIMAPI sector, and accounted for 43.5% of total Brazilian exports. In 2020, Brazilian cookie exports grew exponentially to important markets in South America, such as Bolivia, Chile, Colombia, and Peru, as well as destinations in the Middle East, such as Yemen and Oman.

See the graph below for the Brazilian handling of the NCMs for dough and bakery products:



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

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