GLOBAL RESOURCES
América Latina

Freight Tendency for South America (updated on Aug 03, 2026)

1. Freight Tendency

- **Latest SCFI for South America (Santos) updated on July 10: $5730/TEU↑, increased by 5.1% VS previous week**

- **Aug 1 to Aug 14, 2026**
  - **WCSA: Sharp Rebound / Space Tight (Colombia, Chile, Peru e Equador)**
  - **Reference rate for WCSA: at $5,400~5,600/20'GP and $6,150~6,350/40'GP. (for Non-DG)**

    - Carriers launched heavy blank sailings at the start of August and enforced a round of GRI, tightening space sharply.
    - Ningbo space is particularly tight on selected carriers. The second-week sailings are expected to remain firm, with further rate increases possible.
    - Reported appliance, EV and project cargo from major Chinese exporters is supporting vessel utilization.
  - **ECSA: Firm Uptrend (Brazil. Argentina, Uruguay e Paraguay)**
  - **Reference rate for ECSA: at $6,200~6,550/20'GP and$6,600~6,950/40'GP. (for Non-DG)**

    - Auto parts, machinery, appliances and general replenishment cargo have improved bookings to Brazil and Argentina.
    - Brazil's economy remains relatively resilient, with the IMF forecasting 2.4% growth in 2026. However, high interest rates and inflation are expected to slow activity during the 2nd half of the year.
    - The increase will probably be more orderly than on WCSA because ECSA has a broader service network and less severe space shortages.

- **Aug 15 to Aug 31, 2026**
  - **WCSA: Relatively stable after increase / Fluctuate (Colombia, Chile, Peru e Equador)**
  - **Reference rate for WCSA: at $5,600-5800/20'GP and $6,350~6,550/40'GP.. (for Non-DG)**

    - The effect of early-August blank sailings and GRIs should gradually weaken once delayed cargo has been cleared.
    - Chile, Peru and Ecuador provide a stable cargo base, but their economic growth remains moderate.
    - The Panama Canal's Neopanamax draft limit will be reduced from 49.0 feet to 48.5 feet on August 15. This may affect some transshipment and connecting services, limiting the downside for WCSA rates.
  - **ECSA: Relatively stable after increase / Fluctuate (Brazil. Argentina, Uruguay e Paraguay)**
  - **Reference rate for ECSA: at $6,550-6750/20'GP and$6,950~7,150/40'GP. (for Non-DG)**

    - Cargo from the early-August increase should start to normalize, reducing the immediate space pressure.
    - Brazil's import duty on fully built electric and hybrid vehicles reached 35% from July 1, 2026. The earlier front-loading window has therefore closed, and follow-up vehicle shipments are likely to be lower.
    - Auto parts, chemicals, machinery and industrial inputs will continue to provide base volume, but may not be enough to support another sharp increase.

- **Sep 1 to Sep 14, 2026**
  - **WCSA: Fluctuate with slight downward pressure (Colombia, Chile, Peru e Equador)**

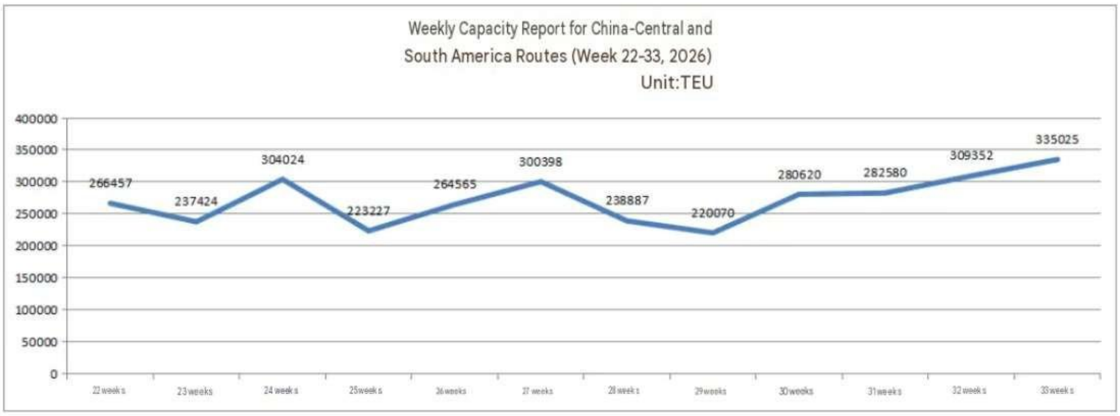
    - The booking lull is expected to emerge after Aug peak, with consumers turning more cautious on high freight costs.
    - Unless a new geopolitical shock hits, carriers will find it hard to sustain high-rate levels, and discounts may return.
    - Underlying mining and infrastructure volumes are steady, and the Cape routing keeps structural cost support.
  - **ECSA: Fluctuate with slight downward pressure (Brazil. Argentina, Uruguay e Paraguay)**

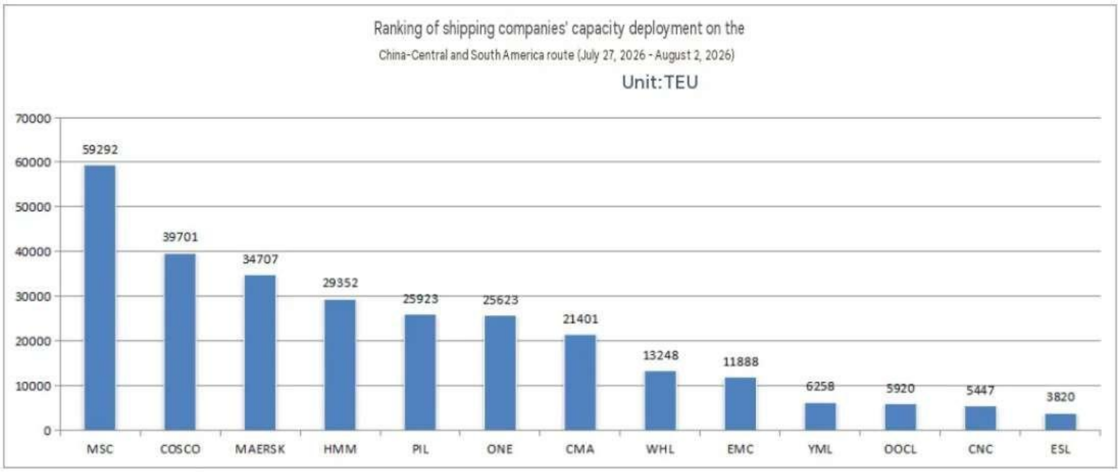
    - After a period of strong auto-parts-driven demand, volumes may ease into Sep. as seasonal restocking winds down.
    - Carriers are expected to manage capacity with scheduled void sailings, preventing a sharp drop.
    - Brazil's broader import sentiment remains mixed, with high local interest rates still limiting a strong consumer recovery.

2. Supply & Demand:

- **Capacity:** according to the capacity report from China Shipping Weekly, shipping capacity for South Central &

America route increases gradually in week 30-33.





➢ Demand:

- **Regional Economic:**

WCSA (Colombia, Chile, Peru e Equador): Mining, infrastructure and industrial cargo from Chile and Peru provide steady base volumes. Consumer goods demand is uneven, with Ecuador still cost-driven. White goods and EV-related electronics are lending temporary strength.

ECSA – Brazil: Auto parts and components are the near-term backbone. The pull-forward of fully-built EVs has ended, but local assembly demand keeps cargo moving. Broader industrial and retail orders remain cautious.

ECSA – Argentina: High inflation continues to squeeze household purchasing power, limiting broad retail imports. Machinery and agricultural inputs show modest improvement.

➢ Risk Alerts

- **US/Iran/Israel War:** Tensions near the Strait of Hormuz persist. While full-scale conflict has not erupted, the threat is keeping bunker prices elevated and war-risk surcharges active on long-haul contracts.
- **Suez/Red Sea:** Houthi attacks on commercial shipping continue. Virtually all mainline carriers still avoid the Suez Canal, routing via the Cape of Good Hope, which adds ton-miles and underpins freight rates.
- **Panama Canal:** Draft restrictions and the Balboa/Cristobal concession dispute are causing intermittent transshipment delays. Some WCSA cargo is shifting to direct services, tightening effective capacity on those strings and supporting direct-call rate premiums.