

Brazil - Transport and Logistics: Investments to drive growth (Strategy, Performance and Risk Analysis)

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Abstracts

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SUMMARY

Brazil is a strong federal republic in South and Central America. However, due to inflation and the prevalence of political corruption, the economy contracted. GDP recorded a CAGR of -3.0%, falling from US\$2.5tn in 2012 to US\$2.1tn in 2017. Measures to curb corruption, encourage large-scale private sector investment, and friendly relations for neighboring countries are expected to drive economic growth. GDP is anticipated to post a CAGR of 2.1%, from US\$2.2 trillion in 2018 to US\$2.4 trillion in 2022.

MarketLine's Premium industry reports provide a comprehensive overview of the market and include sections on: risk and reward, key industry trends and drivers, SWOT analysis, competitive landscape, innovation, deals, key developments, and industry benchmarking to compare key performance indicators with regional and global markets.

Key highlights

Government investments to drive road transport GVA

Brazil's road transport GVA registered a CAGR of -2.9%, falling from US\$41.4bn in 2012 to US\$35.8bn in 2017, but is anticipated to post a CAGR of 2.1%, from US\$37.8bn in 2018 to US\$41.1bn in 2022. The increase can be primarily attributed to the government's Logistics Investment Program. In June 2015, it announced the

delegation of 7,000km of highways and roadways to the private sector for an investment of US\$22bn. The program include Highways - BR-116/RJ/SP, Highways - BR-153/GO/TO, Highways - BR-116/RJ and Highways - BR-040/MG/RJ.

Rail freight to drive rail transport GVA growth

In Brazil, rail transport GVA registered a CAGR of -0.04%, falling from US\$3,959.6m in 2012 to US\$3,951.0m in 2017, but is anticipated to post a CAGR of 4.0%, from US\$4.3bn in 2018 to US\$5.0bn in 2022. The increase can primarily be attributed to a demand for rail freight.

New contracts to drive warehousing and storage GVA

Warehousing and storage GVA in Brazil registered a CAGR of -2.8%, falling from US\$20.3bn in 2012 to US\$17.7bn in 2017, but is anticipated to post a CAGR of 2.1%, from US\$18.7bn in 2018 to US\$20.3bn in 2022 due to the increasing volume of contracts. In April 2017, DHL Supply Chain secured a contract to provide in-house logistics services for Jaguar Land Rover's new manufacturing facility in Brazil, while in February 2017, Ceva Logistics expanded its business partnership with Mercedes-Benz to provide in-plant logistics services at a plant in Minas Gerais.

SCOPE

Risk & Reward Index: The Risk & Reward index compares the position of the Brazilian transport and logistics industry with other countries in the region in terms of specific risk and reward parameters.

Industry Snapshot and Industry View: Key transport and logistics industry statistics include freight traffic, freight volume, fleet size, passengers, import and export gross value added, FDI and trends driving market performance.

Industry SWOT Analysis: Discover the strengths, weaknesses, opportunities and threats impacting market performance and investment in the Brazilian transport and logistics market.

Industry Benchmarking: Benchmark how Brazil's transport and logistics market is performing compared to regional and global markets in terms of GVA, fleet size and freight traffic by mode.

Competitive Landscape: Overview of industry players compared with their peers across a set of indicators.

REASONS TO BUY

How is the market performing in terms of indicators such as freight traffic, freight volume, fleet size, passengers, import and export, gross value added and FDI?

How risky is it to invest in the Brazilian transport and logistics industry compared to other countries in South and Central America?

What is driving the performance of key industry segments such as land, air, water and rail?

Who are the leading players in the Brazilian transport and logistics industry and their presence in respective segment?

What trends are being witnessed within the Brazilian transport and logistics industry?

What are the Brazilian transport and logistics industry's strengths and weaknesses and what opportunities and threats does it face?

What are the recent developments and innovations in the Brazilian transport and logistics industry?

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