

Bagged Sugar Guideline:

In 2025, sugar was the 11th most exported product from Brazil. Algeria, Bangladesh, Nigeria, Saudi Arabia and China are among the principal importers of Brazilian sugar.

The Port of Paranagua, as well as the Port of Antonina located in its vicinity, stands out as one of Brazil's leading ports in terms of sugar export.

Bagged sugar cargoes are susceptible to caking and stickiness, conditions typically associated with excessive temperature and moisture content during bagging operations, as well as handling damage such as tears and cuts that may lead to cargo spillage.

Sugar bags are also extremely slippery, and particular care must be taken during stowage on board to prevent stack collapse and personal injury.

Bulk sugar transported by sea is particularly susceptible to condensation related damage, which constitutes a well-known risk in this trade. This is especially the case when cargoes are shipped from relatively warm regions, such as Paranagua, to destinations with colder climatic conditions.

Due to its hygroscopic nature, sugar readily absorbs moisture from the surrounding environment, including moisture generated by cargo sweating, and may consequently suffer significant deterioration if exposed to excessive humidity.

Where a vessel is equipped with inadequate ventilation arrangements or where the cargo holds are not fully weathertight, there is an increased likelihood that the cargo will arrive at the discharge port in a damaged condition.

Regarding the Sugar Charter Party, the Master is responsible for rejecting any bags that would otherwise require the Mate's Receipts and Bills of Lading to be issued with remarks.

The carrier remains liable towards the cargo interests for delivering the same number of bags as stated in these documents, even though only the shore tally is officially recognized.



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Given the port's high operational turnover and the intensive nature of cargo handling, special attention must be taken to cargo care and loss prevention procedures during loading operations.

Sugar Operation at the Paranagua Port:

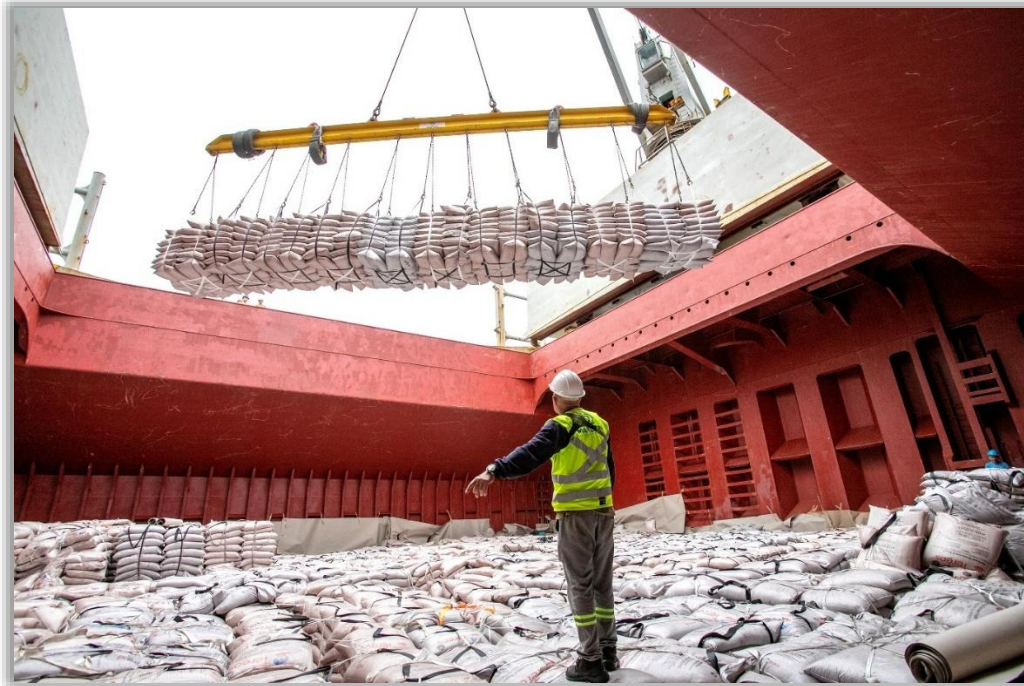


Photo: Claudio Neves/Portos do Paraná

Recently, Brazilian exporters commenced to also ship Bagged Corn Flour at Paranagua and Antonina, usually along with Bagged Sugar shipments. In this respect, the same procedures detailed above are to be carried out, however, it must also be taken into consideration that Corn Flour cargoes are subject to insect infestation, and fumigation of the cargo holds stowed with such cargoes is carried out by the local shippers.

In some cases, the Corn Flour bags are stowed on board along with sugar in bags, which are not contaminated by the fumigation products.

There are several preventive measures that Shipowners and Masters can adopt to mitigate the risks of cargo damage. It is recommended that the vessel's crew:

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- A.** Prior to loading, ensure that the vessel's holds are clean, dry and free from any noticeable smell.
- B.** Ensure that the sugar bags are always dry and avoid handling the cargo during rainy or periods of excessive atmospheric humidity. Be aware of potential problems with the vessel's hatch covers, that must always remain closed during precipitation.
- C.** Instruct the crew members to monitor the loading operation to ensure that the cargo is in apparently good condition, dry and without any adverse characteristics such as presence of dirt/mold, cargo caking and bags in torn condition.