



## DISTRIBUIÇÃO DE NAVIOS POR LOCAL DE ATRACAÇÃO 2014

APM TERMINALS	Jan	Fev	Mar	Abr	Mai	Jun	Jul	Ago	Set	Out	Nov	Dez	2014	2013	Δ%
	Full Container LC	16	15	18	16	17	14	24	25	25	23			193	163
Full Container CB	2	2	2	3	4	2	5	4	3	5	0	0	32	16	100
Roll-On-Roll-Off	0	0	0	0	0	0	0	0	0	0			0	0	-
Carga Geral	0	0	1	0	0	0	0	0	0	0			1	1	0
Granel Líquido	0	0	0	0	0	0	0	0	0	0			0	0	-
Reefer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Passageiros	0	0	0	0	0	0	0	0	0	0			0	0	-
Outros	0	0	0	0	0	0	0	0	0	0	0	0	0	1	-100
<b>Sub Total</b>	<b>18</b>	<b>17</b>	<b>21</b>	<b>19</b>	<b>21</b>	<b>16</b>	<b>29</b>	<b>29</b>	<b>28</b>	<b>28</b>			<b>226</b>	<b>181</b>	<b>25</b>

CAIS COMERCIAL	Jan	Fev	Mar	Abr	Mai	Jun	Jul	Ago	Set	Out	Nov	Dez	2014	2013	Δ%
	Full Container LC	5	6	3	6	7	4	0	0	0	0			31	46
Full Container CB	1	2	2	0	1	2	0	0	0	0	0	0	8	23	-65
Roll-On-Roll-Off	0	0	0	0	0	0	0	0	0	0			0	0	-
Carga Geral	1	0	0	0	2	0	0	0	0	0	0	1	4	7	-43
Granel Líquido	0	0	0	0	0	0	0	0	0	0			0	0	-
Reefer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Passageiros	8	7	9	0	0	0	0	0	0	0			24	16	50
Outros	2	8	1	1	1	0	1	2	7	2	0	0	25	9	178
<b>Sub Total</b>	<b>17</b>	<b>23</b>	<b>15</b>	<b>7</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>7</b>	<b>2</b>			<b>92</b>	<b>101</b>	<b>-9</b>

PORTONAVE	Jan	Fev	Mar	Abr	Mai	Jun	Jul	Ago	Set	Out	Nov	Dez	2014	2013	Δ%
	Full Container LC	42	39	43	44	44	30	42	41	41	42			408	399
Full Container CB	0	0	0	0	0	0	0	0	0	0	0	0	0	38	-100
Roll-On-Roll-Off	0	0	0	0	0	0	0	0	0	0			0	0	-
Carga Geral	0	0	0	0	0	0	0	1	0	0	0	0	1	0	-
Granel Líquido	0	0	0	0	0	0	0	0	0	0			0	0	-
Reefer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Passageiros	0	0	0	0	0	0	0	0	0	0			0	0	-
Outros	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
<b>Sub Total</b>	<b>42</b>	<b>39</b>	<b>43</b>	<b>44</b>	<b>44</b>	<b>30</b>	<b>42</b>	<b>42</b>	<b>41</b>	<b>42</b>			<b>409</b>	<b>437</b>	<b>-6</b>

BRASKARNE	Jan	Fev	Mar	Abr	Mai	Jun	Jul	Ago	Set	Out	Nov	Dez	2014	2013	Δ%
	Full Container LC	0	0	0	0	0	0	0	0	0	0			0	0
Full Container CB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Roll-On-Roll-Off	0	0	0	0	0	0	0	0	0	0			0	0	-
Carga Geral	2	1	1	1	2	2	3	1	0	1			14	12	17
Granel Líquido	0	0	0	0	0	0	0	0	0	0			0	0	-
Reefer	0	1	0	0	0	0	1	0	0	1	0	0	3	9	-67
Passageiros	0	0	0	0	0	0	0	0	0	0			0	0	-
Outros	0	2	0	0	0	0	0	0	0	0	0	0	2	3	-33
<b>Sub Total</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>2</b>			<b>19</b>	<b>24</b>	<b>-21</b>

POLY TERMINAIS	Jan	Fev	Mar	Abr	Mai	Jun	Jul	Ago	Set	Out	Nov	Dez	2014	2013	Δ%
	Full Container LC	0	0	0	0	0	0	0	0	0	0			0	0
Full Container CB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Roll-On-Roll-Off	0	0	0	0	0	0	0	0	0	0			0	0	-
Carga Geral	0	0	0	0	0	0	0	0	0	0			0	0	-
Granel Líquido	0	0	0	0	0	0	0	0	0	0			0	0	-
Reefer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Passageiros	0	0	0	0	0	0	0	0	0	0			0	0	-
Outros	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
<b>Sub Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>0</b>	<b>0</b>	<b>-</b>

TEPORTI	Jan	Fev	Mar	Abr	Mai	Jun	Jul	Ago	Set	Out	Nov	Dez	2014	2013	Δ%
	Full Container LC	0	0	0	0	0	0	0	0	0	0			0	0
Full Container CB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Roll-On-Roll-Off	0	0	0	0	0	0	0	0	0	0			0	0	-
Carga Geral	3	5	4	3	4	3	5	8	8	4	0	0	47	33	42
Granel Líquido	0	0	0	0	0	0	0	0	0	0			0	0	-
Reefer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Passageiros	0	0	0	0	0	0	0	0	0	0			0	0	-
Outros	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
<b>Sub Total</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>8</b>	<b>4</b>			<b>47</b>	<b>33</b>	<b>42</b>

TROCADEIRO	Jan	Fev	Mar	Abr	Mai	Jun	Jul	Ago	Set	Out	Nov	Dez	2014	2013	Δ%
	Full Container LC	0	0	0	0	0	0	0	0	0	0			0	0
Full Container CB	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Roll-On-Roll-Off	0	0	0	0	0	0	0	0	0	0			0	0	-
Carga Geral	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Granel Líquido	0	0	0	0	0	0	0	0	0	0			0	0	-
Reefer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Passageiros	0	0	0	0	0	0	0	0	0	0			0	0	-
Outros	0	1	0	0	0	0	0	0	0	0	0	0	1	0	-
<b>Sub Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>			<b>1</b>	<b>0</b>	<b>-</b>

TOTAL*	82	89	84	74	82	57	81	82	84	78	0	1	794	776	2
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\* Total de navios operados pelo critério de DESATRACAÇÃO.

