Brazil's energy imports

US$ 23.72bn of fuels in the first ten months of 2026, up 27% on the same period of 2025. The United States supplies 37% and Russia 20%. Solar equipment moved the other way, down 34%.

US$ 23.72 bn
Fuels, Jan-Oct 2026

+27%
against 2025

37% / 20%
US / Russia

-34%
solar equipment

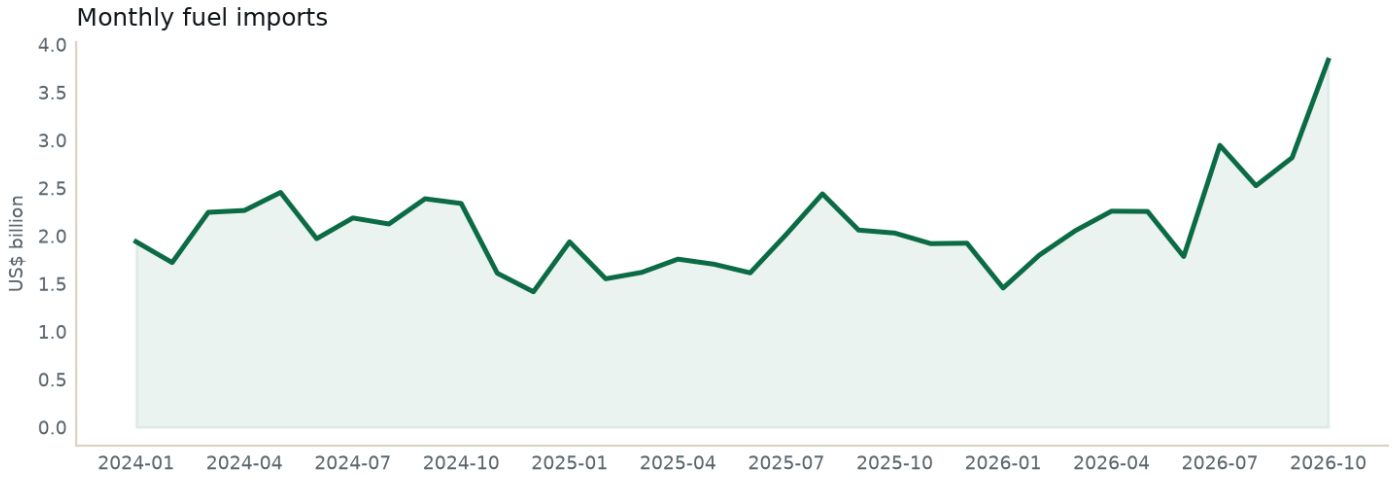
The fuel bill

NCM	Product	2026	Growth	Top origin
2710.19.21	Gasóleo (óleo diesel)	US$ 11.43 bn	+45%	United States 48%
2709.00.10	Óleos brutos de petróleo	US$ 6.22 bn	+9%	Saudi Arabia 27%
2710.12.59	Outras gasolinas, exceto para aviação	US$ 2.41 bn	+145%	Netherlands 38%
2711.11.00	Gás natural liquefeito	US$ 999 m	-32%	United States 46%
2711.21.00	Gás natural no estado gasoso	US$ 716 m	-17%	Bolivia 99%
2701.12.00	Hulha betuminosa, não aglomerada	US$ 1.95 bn	+6%	United States 49%

Origins, 2026

United States	US$ 8.82 bn	37.2%
Russia	US$ 4.73 bn	19.9%
Saudi Arabia	US$ 1.94 bn	8.2%
Netherlands	US$ 910 m	3.8%
India	US$ 824 m	3.5%
Algeria	US$ 795 m	3.4%

Monthly flow



The fuel bill moves with contract timing. Diesel, crude and gasoline dominate; LNG and pipeline gas are smaller and both fell.

Solar went the other way

Solar cells and modules fell from US$ 1.32 bn to US$ 870 m, -34%, with China supplying 98% of it. The code only starts in the data in 2022, so this is the first real reversal in the green-energy basket.

What it means

Fuel imports are a two-supplier market at the top: the US at 37% and Russia at 20%, with Saudi Arabia, the Netherlands, India and Algeria covering the rest.

Gasoline grew 145%, led by the Netherlands at 38%. That is large enough to move the bill on its own and is not explained by demand, so it deserves a direct check.

Solar falling 34% while EV imports grew 121% means the two green transitions are moving in opposite directions in the import data.

Source: Comex Stat, MDIC. Values US$ FOB. 2026 covers January to October. Full data at brazilimportdata.com.