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## DRAFT RESTRICTION - RIO GRANDE PORT (NEW RULES)

Please be informed that as from this month onwards, the restriction for vessels draughting between 12,19 m and 12,80 m only be authorized to sail once 0,50 m were registered over tide "0" at the mareograph, has been dropped by Port and Navy Authority, based on actual soundings done by the Pilots. This has been established even considering that the dredging works are still uncomplete/unfinished, although Pilots have stated that all over the channel the UKC found is in between 1 m and 3 m. It was also established that once dredging works are finished, Port Authority will supply new charts to the Navy Cartographical department, as to allow them update the Nautical Charts of the port.

Source: *Sultrade*

## CABOTAGE PROVISIONAL MEASURE WANT TO EASY THE IMPORT AND SHIPMENT OF VESSELS

The federal government intends to facilitate the importation and chartering of foreign vessels for cabotage, as it is called the transportation of cargo between ports along the coast of the same country. Measures like these are being discussed to shape a specific policy for this type of navigation and was called 'BR do Mar'. According to Diego Piloni, National Secretary of Ports and Airports of the Ministry of Infrastructure, the facilitation of imports aims to meet the demand for a larger fleet of vessels. A short-term need, he said. Today, only Brazilian flagged vessels can operate in this mode. On the other hand, the facilitation of the charter aims to reduce mainly the operational costs of coastal navigation. Port infrastructure and shipping fuel are also on the government agenda.

Source: *Revista Globo Rural*

## ETHANOL CONTINUES TO BE ANTI-COMPETITIVE IN FIVE BRAZILIAN STATES

Average ethanol prices remained advantageous over gasoline prices in five Brazilian states last week - Goiás, Mato Grosso, Minas Gerais, Sao Paulo and Parana - all major biofuel producers. The survey of the National Agency of Petroleum, Natural Gas and Biofuels (ANP) compiled by AE-Fees considers that sugarcane or corn ethanol, because it has lower calorific value, has a limit price of 70% of oil derived at gas stations. be considered advantageous. In Mato Grosso, hydrate is sold, on average, for 60.56% of the price of gasoline, in Goiás at 64.69% and in Minas Gerais at 62.47%. In São Paulo the parity was at 64.36% and in Parana at 68.93%. In the average of the stations surveyed in the country, the parity is 65.96% between the average prices of ethanol and gasoline, also favorable to biofuel. Gasoline remains more advantageous in Roraima, with a parity of 93.52% for the price of ethanol.

Source: *Revista Globo Rural*

## IN PARANÁ, HARVEST OF THE 2<sup>ND</sup> CORN HARVEST IS COMPLETED

Paraná completed the harvest of second crop corn for the 2018/19 cycle, reaching 100% of the estimated area of 2.232 million hectares. Of the harvested cereal, 78% had good condition, 12% average condition and 10% bad condition, according to a survey by Deral. Regarding wheat, 44% of the planted area of 1,024 million hectares has already been harvested, an advance of 14 percentage points in the weekly comparison. Of the crops still to be harvested, 51% had good condition, 38% average condition and 11% poor condition, reported Deral. The crops are in the maturation phase (53%), fruiting (28%), vegetative development (11%) and flowering (8%).

Source: *Revista Globo Rural*

## SUAPE PORT STUDIES ADOPT PARANÁ PORT MANAGEMENT

A technical team from the Port of Suape, Pernambuco, visited this week the Administration of Ports of Paraná with the objective of knowing the integrated port management system adopted in the state. "AppaWeb" is already a reference for other ports in the country. This year alone, this is the third port administration that expresses interest in the Paraná model.

According to the visitors, the intention is to close a partnership, through a technical cooperation agreement, in which the company from Paraná grants the license to use the AppaWeb system to be applied in the Pernambuco port. In March, a Technical Cooperation Agreement was signed with the Bahia State Dock Company (Codeba). Portos do Paraná has made available the management system that is integrating the Ports of Salvador, Aratu-Candeias and Ilhéus, in Bahia. Data generated by Appa WEB enables management to graphically track port performance through a graphical module, Business Intelligence (BI) tools and management statistics - and to make information available to the port community and society. Among the gains that the Paraná ports had with the implementation of the system in four years, the agility in the operational processes stand out; reduced typing and information errors; the reliability of the data; management and statistical reports; compliance with legal requirements of Customs of the Federal Revenue; and integration into operational processes.

Source: *Portos e Navios*

## RIO GRANDE SHIPYARD WINS NEW OPERATION AS A SUPPORT TO LOAD LARGE VESSELS

The Rio Grande shipyard, on the southern coast of Rio Grande do Sul, gained a new purpose after the cancellation of oil rig constructions. Ecovix, the yard's administrator, which is undergoing judicial recovery, was one of the targets of Operation Lava Jato. The structure now serves as a support base for loading large ships. Vessels often leave Rio Grande Port without being fully loaded due to the depth of the channel, which poses a risk of beaching. Three such operations were authorized by the National Waterway Transportation Agency. The Rio Grande do Sul Port Superintendency wants authorization from regulators to make this more frequent. With a stop at the shipyard, where the depth is greater because the canal has been dredged, boats can be loaded with what was missing. Thanks to the operation, ships can leave the port fully loaded, which contributes to exports and generates income for



the state. In addition, it reduces costs for companies, as it prevents vessels from stopping in Santa Catarina to finish loading, before continuing the voyage.

Source: *Portos e Navios*

### **BALANCE CONFIRMS INCREASING PRODUCTIVITY OF PORT OF PARANAGUÁ**

Figures from the Paranaguá Port Export Corridor show that the productivity of the complex is higher. From January to August this year, for the three exclusive berths, were 500 thousand tons more cargo compared to the same period last year, with practically the same number of ships. From January to August this year, 235 bulk carriers were loaded by the Export Corridor, with a difference of only one shipment compared to 2018. The shipped volume increased from 13.5 million to 14 million. On average, one Export Corridor ship receives 60,000 tons of cargo - soyabean (grain or bran) and corn. That gap of half a million tons that was loaded this year would be enough to fill the holds of more than eight vessels. The average time of berth in the Corridor is 65:55 hours, which is less than three days of operation. Of the 14 million tons of bulk exported by the Corridor this year 7.3 million are soyabeans; 3.8 million corn and 2.9 million sharps. The most productive cradle in the period was 213, where 88 ships docked and almost 5.4 million tons of products were handled.

Source: *Portos e Navios*

### **FERTILIZERS: EXCESS OFFER GENERATES PURCHASE OPPORTUNITY FOR FARMERS**

Oversupply in the global phosphate and potash market could lead to “good fertilizer buying opportunities” for the Brazilian farmer by the end of the year, predicts investment bank Rabobank in a quarterly outlook report for agricultural commodities. According to the bank, producers can take the opportunity to buy the remaining volume for the next crop or to lock the costs of the 2020/21 crop. However, the bank considers that the forecast does not consider exchange rate volatility because the dollar still keeps costs with these inputs high. The appreciation of the currency against the real has sustained domestic fertilizer prices even though prices in the international market have given way in recent months. According to the bank, dollar phosphate prices are now at their lowest levels in the last 12 months and are expected to reach their lowest level in 10 years in the coming weeks. For the fourth quarter, the financial institution expects temporary supply restrictions at some plants, which may balance the market and provide support for price recovery. Excess supply also put pressure on potash prices. According to the bank, the price of KCl (potassium chloride) fell 8% in Brazilian ports this year. Urea (nitrogenous fertilizer feedstock) also retreated this second half, even with the July Indian buying auction reaching 1.7 million tons, according to the bank. The demand from the country, in Rabobank's analysis, should be decisive for the direction of nitrogen prices in the fourth quarter of this year. Earlier this month, the country opened a bid for the product and received about 2 million tons of offer.

Source: *Dinheiro Rural*

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