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BRAZIL CORN EXPORTS GROW 2.6% IN SEPTEMBER

Brazil shipped 6.608 million tons of corn in September. This represents an increase of 2.6% over the volume exported in September last year, and an increase of 2% than that of August. The data were released by the Brazilian government. In September 2019, Brazil exported 6.442 million tons of corn. Secex's calculation considers unground corn in general, except for sweet corn. The revenue was of US\$ 1.088 billion, which is a growth of 2.13% when compared to last year. In September last year, revenues from exports reached US\$ 1.065 billion. Last month, the average price per ton of corn was US\$ 164.60, down 0.4% from US\$ 165.30 per ton a year ago. In August, the average price was US\$ 161.80. The average daily volume shipped in September was 2.6% above the 306.8 thousand tons shipped daily in September 2019.

Source: *Istoe*

BRAZIL'S NORTHERN ARC HANDLES 30% OF SOYBEANS AND CORN PRODUCTION

Due to the paving of the BR-163 highway and the recent works in port terminals, the flow of the grain harvest in ports of Brazil's Northern Arc has become increasingly important. Figures from the National Waterway Transport Agency (Antaq) show that 31.9% of Brazil's soybeans and corn went to the foreign market through these routes in 2019. In 2010, the volume of both grains shipped by the country was 14.4% of the total. During the eight months of this year, the numbers are 31% of corn and 34% of soybeans. Other important investments were made, such as the expansion of the North-South Railway and the construction of the Grain Terminal in Maranhão (Tegram); to BR-364, known as Rio Madeira; the structuring of the Tapajós River Waterway and the construction of the Port of Barcarena (PA). As a result, the four main ports of the Northern Arc increased their capacity to 37 million tons, about 3.7 million per harvest.

Source: *Revista Globo Rural*

BRAZIL'S ETHANOL ACCOUNTS FOR 47% OF FUEL CONSUMPTION IN 2020

The National Agency of Petroleum, Natural Gas and Biofuels (ANP) and the Union of the Sugarcane Industry (UNICA) announced that the consumption of fuels from January to August reached 30.80 billion liters in 2020, a decrease of 12.3% in relation to the total registered in the same period of 2019. The share of ethanol consumed by the light vehicle fleet reached 47.0%, this is the second highest rate registered in Brazil's history. In August, hydrated ethanol consumption grew for the fourth consecutive month in Brazil. The total sold was 1.56 billion liters, indicating a significant recovery in sales of biofuel, with a 29.50% increase over the volume sold in April, in which there was a strong retraction due to social distance measures. "Despite the falls due to the pandemic, fuel consumption has been re-establishing itself, and the high competitiveness of ethanol has boosted sales in the main consumer centers", said UNICA.

Source: *Universo Agro / DATAGRO*

EXEMPTED FROM IMPORT TARIFF, BRAZIL NEGOTIATES 225 THOUSAND TONS OF RICE

Brazil has already negotiated a total of 225 thousand tons of rice from the United States, India and Guyana, which are expected to enter the country in the second half of October and in November. The federal government took the decision to zero the Common External Tariff (TEC) on rice imports from outside Mercosur, as a measure to contain price increases on the domestic market. The measure was approved in early September, when the Executive Management Committee (GECEX) of the Chamber of Foreign Trade (CAMEX) zeroed the import tax rate for paddy rice until December 31 of this year, on a proposal by the Ministry of Agriculture and Food Supplies (MAPA). The temporary reduction is restricted to a quota of 400 thousand tons of grain. Brazilian rice production in the 2019/2020 harvest, estimated by

the national food supply company CONAB at 11.2 million tons, meets the estimated consumption of 10.8 million tons. For 2021, rice production is expected to grow by 7.2% over the previous harvest. According to a report published by Valor Econômico newspaper, the federal government has not yet given up on the idea of also exempting imports of soy and corn from outside Mercosur due to the persistent rise in grain prices and its impact on the prices of some products on supermarket shelves.

Source: *Datamar News*

PARANÁ PORTS DREDGE FOUR AREAS SIMULTANEOUSLY

Paraná ports are dredging four areas simultaneously using seven pieces of equipment: four dredgers, two barges, and a leveler. The combined work of the fleet speeds up the works to maintain depth at the ports of Paranaguá and Antonina. With R\$ 403 million of public funds invested in Portos da Paraná, the Paraná public company, the dredging is fundamental for navigation safety, its purpose being to remove sediment that accumulates on the seabed. The contract began in 2019 and activity will continue until 2023. According to Luiz Fernando Garcia, CEO of Portos do Paraná, the simultaneous dredging allows the services to be completed faster, reducing the impacts on operations. "When the works are completed, the Port of Paranaguá will be able to receive larger ships. This has a direct impact on the amount of cargo handled, jobs generated, and our population's income". The current stage must maintain a depth of 16.5 meters in the external area of the channel (Alpha); 15.5 meters in the internal area of the channel, closest to Ilha do Mel (Bravo 1); 14.5 meters in the inner area, closest to Ilha das Cobras (Bravo 2) and Evolution Basin (Charlie I and III); in addition to the 12.5 meters of draft in the berths at the Port of Paranaguá. Since 2019, 5.4 million cubic meters of sediment have been dredged in the ports of Paraná. The dredged sediment dump area is located more than 20 kilometers from Ilha da Galheta and Ilha do Mel. Regulated by the Brazilian Institute of the Environment and Renewable Natural Resources (IBAMA), the disposal area was defined using studies of currents and other climatic aspects and was found to be the most suitable area to dispose of the dredged material without causing environmental damage.

Source: *Datamar News*

RAÍZEN PROVIDING ALCOHOL IN SUPPORT OF 2020 MUNICIPAL ELECTIONS

Raízen has been pursuing all its activities and solidarity actions since the beginning of the pandemic, now the collaborative companies and entities aim at guaranteeing a safe performance in electoral zones. Raízen will donate 2.2 million bottles of hand sanitizer to be used by voters all over Brazil, and 420,000 bottles of 70% isopropyl alcohol sanitizing for decontamination of the polling place. Brazil will hold municipal elections on November 15 and 29 (1st and 2nd rounds). The donation will count on the support of important partners, such as UNICA (Union of the Sugarcane Industry) and the National Alcohol Company (CNA), which will provide raw materials, as well as contribute to the mass production of alcohol-based hand sanitizer, and 70% isopropyl alcohol. The operation that will deliver the product to Regional Electoral Courts (TREs) will be organized by the supporter companies. Raízen has already donated more than 1.5 million liters of 70% isopropyl alcohol to 98 hospitals in 119 cities of 9 Brazilian states, such as São Paulo, Goiás, Paraná and Minas Gerais.

Source: *Jornal Cana*

CARGO HANDLING AT VITÓRIA PORT UP 75% DUE TO NEW PIER

On October 5th, the new Atalaia pier was inaugurated in Port of Vitória. The forecast is that its operation will increase berth loading by 75%. The first docking will take place October 7th with the unloading of 30,000 tons of fertilizers from the ship Anya. The Atalaia multi-purpose terminal is located in Vila Velha, and will handle several types of cargo (liquid and solid bulk) such as wheat, malt, fertilizers, general cargo, and others. The new Atalaia pier replaced two old mooring dolphins. Work began in October 2015 and was completed in the second half of last year. R\$ 190 million from the Growth Acceleration Program (PAC)



was invested in the project. Stages included: elaboration and approval of the project, manufacture of precast, manufacture of metal shells for pilings, reinforcement of the retro area wall, removal of loose stones, and dismantling of the rock mass. Berth number 207 offers a wide, 270m-long pier and a total area of 20,000 m². It has 14 mooring bollards, 12 fenders, and a draft depth of 11.40m. A 75% increase in cargo handling at the new pier is expected. In the future at Atalaia, fuels will be drained through pipelines to be stored at the Liquid Bulk Terminal (TGL), a project under implementation in Capuaba.

Source: *Datamar News*

THE PORT OF AÇU HANDLES FERTILIZERS FOR THE FIRST TIME IN RIO

The port of Açú has put Rio on the Brazilian fertilizer trade map. The state of Rio de Janeiro was the only one that had not yet handled this type of bulk. The first cargo handling was through the Multicargas Terminal (T-MULT), with 25 thousand tons of potassium chloride (KCL) traded into the interior of the state of Minas Gerais. The vessel "MV Palekh" from Saint Petersburg, Russia, docked at the port of Açú on 23 September. The expectation is that 150 thousand tons of fertilizers will pass through this terminal in the first year of the contract. Brazil imports about 80% of the fertilizers it consumes locally. This project is considered the embryo for the industrialization phase of the Port of Açú in the petrochemical sector, which will be consolidated with the attraction of industries.

Source: *Portos e Navios*

THE PORT OF IMBITUBA SETS HISTORICAL RECORD IN SEPTEMBER

The Port of Imbituba (SC) maintained the growth curve of the last few months and set another operating record in September: 602,737 tons handled, which is the highest monthly result in its history. This is a growth of 42.7% in relation to September 2019. The previous record of 602,370 tons was in June this year. There were 26 berths in Imbituba last month. Soybeans, non-calcined coke, salt, containers and corn were the leading products handled, representing 78% of the total. Cellulose, urea, bituminous coal, malt, soda, fertilizer and food in big bags were also handled, in addition to the launch of a catamaran. From January to September, the Port of Imbituba has already handled more than 4.3 million tons. The forecast for the end of this year is to reach 6 million tons. The positive performance is mainly due to the port's capacity to handle different types of cargo simultaneously.

Source: *Portos e Navios*

THE PORT OF CABEDELLO SETS RECORD IN SEPTEMBER

According to the detailed operational report, September had the largest cargo handling operation in 2020 at the Port of Cabedelo, with 122,295 tons of products handled. This represents a growth of 25% compared to August. In the accumulated balances of 2020, cargo handling has already grown 9.3% up. This year, 822,639 tons have already been handled. The volume is almost 70 thousand tons higher than that registered in the same period of 2019, when 752 thousand tons were handled by Companhia Docas da Paraíba (Docas-PB). Petroleum coke (or petcoke) was the leading product in September, with 3 vessels and 67,861 tons handled. In addition, 4 fuel cargo operations (38,600 tons handled) and 15,747 tons of wheat imported from Argentina. Also 289,838 tons of liquid bulk have already passed through the Port of Cabedelo. The 19 cargo operations of gasoline (216.4 thousand tons), and 16 cargo operations of diesel represented 25% of the fuel cargo handling operations in 2020 (more than 73 thousand tons).

Source: *Porto de Cabedelo*

ITAGUAÍ PORT HANDLED THE MOST IRON ORE IN THE 2ND SEMESTER

The Port of Itaguaí was the public port that handled the most iron ore in the 2nd semester. Data from the Waterway Information Bulletin released by the National Waterway Transport Agency (ANTAQ), on September 30, points out that the Port of Itaguaí was the busiest public port in terms of iron ore operations in the second quarter of 2020, handling 12.5% of the total cargo from public ports and Private Use Terminals (TUPs) in Brazil. The survey also highlights the fact that Itaguaí handled 10.3 million tons of this product in the second quarter of this year, an increase of 14.8% when compared to the second quarter of 2019. The other three facilities that handled more iron ore were the Ponta da Madeira, Tubarão Terminal and Porto do Açú TUPs. The four ports together accounted for 84.8% of the total iron ore handled in the country. The survey also reveals that iron ore makes up 46.4% of the main solid bulk transported in Brazil, followed by soybeans (28.3%), bauxite (4.6%), and fertilizers (4.4%). The increased Chinese demand and the favorable exchange rate justify the positive performance of these loads. The data also point out that solid bulk was responsible for 62.3% of the total gross weight handled in the second quarter (286.4 million tons). 178.5 million tons of solid bulk were loaded and unloaded at public and private ports, an increase of 9.4% when compared to the same period last year.

Source: *Datamar News*

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