

**Due to this situation with Coronavirus, most of business are operating from home-office. In case of need, please contact us through our Key Personnel mobile phones in our website ([williams.com.br](http://williams.com.br))**

## HIGH FOOD PRICES, CHINESE DEMAND, AND EXCHANGE RATES BOOST SALES IN THE AGRICULTURAL SECTOR

According to an estimate released on Wednesday by CNA (Brazilian Confederation of Agriculture and Livestock), farm income is forecast to increase 13.7% this year when compared to 2019, reaching a record figure of R\$ 823.3 billion. The main factors of the Gross Value increase are the high food prices, the high Chinese demand, and the exchange rate (USD to BRL). The level of revenues achieved this year will provide a growth of 3.5% in the Brazilian agribusiness Gross Domestic Product (GDP). This percentage should be revised upwards by the end of this week. CNA also expects an 18% increase in farmers' revenues, over R\$ 531.6 billion. Soybean revenue should be 23.8% higher in 2020, up 4.3% in production and 18.7% in prices.

Source: *Globo*

## BRAZIL'S EXPORTABLE SOYBEANS SURPLUS IS ALMOST OVER

Brazil's soybean exports continue to be strong this year. From January to August, 75.1 million tons of soybean were exported, an increase of 34% when compared to the same period last year. However, for oversea investor and domestic producers, the positive moment may be coming to an end. For that reason, global importers rush to buy what is still left on the domestic market, says Matheus Pereira, director of ARC Mercosul. On Thursday (17), due to high dollar rates in the morning, prices per bag of soybeans reached high levels in the Port of Paranaguá (PR), R\$ 145 per bag. "It was a one-off increase restricted to some businesses; however, prices remain high in general, ranging from R\$ 138 to R\$ 140 per bag", says Pereira.

Source: *Canal Rural*

## BRAZIL BUYS 30,000 TONS OF RICE FROM THE USA

A few days after the Executive Management Committee (Gecex) of the Chamber of Foreign Trade (Camex) zeroed the import duty on rice in an attempt to lower the price of the product to the final consumer, the United States reported the sale of 30,000 tons of the product to Brazil on Friday, September 18, according to information published by Reuters. The quota establishes that until December this year, 400,000 tons of rice may be imported from countries outside Mercosur. The purchase made on Sept. 18th is similar to the volume of 35,500 tons registered for sale by the USA to Brazil throughout 2010. In May of this year, however, Brazil imported 40,000 tons of rice, with tariff, from the US. According to data from the US Department of Agriculture (USDA), the largest annual volume of purchases of American rice made by Brazil occurred in 2003 (486,000 tons).

Source: *Valor Econômico / Datamar News*

## BRAZIL DOUBLES SOY EXPORTS TO HOLLAND IN JAN-AUG 2020

Statistics from the Secretariat of Foreign Trade (SECEX) indicate that Holland became the third-largest destination for Brazilian exports in the first eight months of 2020 by doubling its soy imports and by significantly increasing purchases of oil and fuels. From January to August, soybean producers in Brazil shipped soy valued at more than US\$ 1 billion to Dutch ports, double the amount recorded in the same period last year (US\$ 532 million). Another US\$ 834 million of oil and fuel was exported to Holland, the gateway to other EU countries, from January to August, three times more than the same period last year. According to Welber Barral, foreign trade strategist at Ourinvest bank, the competitiveness of Dutch logistics means that the country is chosen as the point of clearance for products distributed to the rest of Europe. "The correct thing is to say 'European Union'. Holland is just the gateway. It is the port, it is the logistics, it is the financial issue. Therefore, we analyze Europe", observes the specialist, adding that the exports from Holland reach the equivalent of 130% of Dutch GDP

since they are products that enter and then leave. Although shipments to Holland have fallen by 7.5% in the last eight months, the decline is less than that of exports to Argentina which decreased by 25.4%, mainly due to the stronger impact of the pandemic on the trade of Mercosur partners.

Source: *Estadão / Datamar News*

## FIRST HARVEST OF WHEAT IN CEARÁ GIVES SURPRISING RESULTS

The private sector and the Brazilian Agricultural Research Corporation (Embrapa) made an alliance to grow wheat for the first time in the state of Ceará. The crop growing is still in its experimental phase, having produced around 9 tons of wheat so far, which represents 1.6 tons per hectare yielded. The project has given surprising results for the state's agribusiness in record time. One of the most important benefits is the short growing season of 75 days, whereas the period between planting and harvesting in other Brazilian regions is around 140 and 180 days. Likewise, Ceará's productivity was superior in comparison to the South region of Brazil, which was around 2.4 tons per hectare, and slightly below that in the Midwest region, of about 5.5 tons per hectare. Currently, the Northeast of Brazil imports around 100% of the wheat that is consumed in the region, from Argentina, Uruguay, the United States, Canada and Russia, as well as from other regions of Brazil.

Source: *DATAGRO*

## ETHANOL CONSUMPTION REDUCES CO2 EMISSION PER CAPITA IN SÃO PAULO

São Paulo recorded in 2019 the lowest carbon dioxide emission per capita in history, according to the Energy Balance (2020) released by SIMA on Wednesday (16). For the first time in history, gas emissions per capita corresponded to 1.614 tons of CO2/year. From 2009 to 2019, São Paulo also had greater production and consumption of hydrated ethanol, with 10.8 and 11.6 billion liters of the ethanol fuel, respectively. The total energy supply had an increase of 2.3%, and the total final consumption increased 1.5%, both in comparison to the previous year. The document also points out the average electricity consumption in São Paulo, 151 GWh, as well as it indicates the consumption by sector: industry (42%), transport (34%) and residential (8%). The energy sufficiency (supply excluding imports and losses) was of 58.2%. The share of energy consumption by fuel shows that oil products represent 34%; cane bagasse (24%); water (19%); ethyl alcohol (10%); natural gas (7%) and the remaining (6%).

Source: *Universo Agro/DATAGRO*

## RIO DE JANEIRO PORTS HAVE THEIR BEST 2020 PERFORMANCE IN AUGUST

Companhia Docas do Rio de Janeiro (CDRJ) handled 5.16 million tons in August. This was the highest volume recorded for the year 2020, and it is also the highest monthly volume since December 2018. The volume surpassed August 2019's cargo handling by 921 thousand tons, which represents a growth of 21.7%. The two main ports of the port authority (Port of Rio de Janeiro and Port of Itaguaí) have contributed to the positive result. The Port of Itaguaí handled 743 thousand tons more than that handled in 2019, an increase of 20.1% in the volume of cargo. In the Port of Rio de Janeiro, the increase was even greater, up 31.4%, a gain of 171 thousand tons when compared to August 2019. The positive result is mainly due to the strong increase in iron ore exports through CBPS terminal at the Port of Itaguaí, and due to the pig iron exports through Triunfo Logística terminal at the Port of Rio de Janeiro.

Source: *Portos e Navios*



## CARGO HANDLING AT THE PORT OF RIO GRANDE GREW 4% UP TO AUGUST

Public ports managed by the Superintendence of Ports of Rio Grande do Sul (Rio Grande, Porto Alegre and Pelotas) handled 3.44% more cargoes from January to August, compared to the same period last year. The Port of Rio Grande increased by 4.35%, with 28.9 million tons handled. The Port of Rio Grande had an increase of more than 1,155,561 tons. From January to August 2020, 27.6 million tons were handled at the port, 17 million of which for export. The Port of Pelotas lost 0.98% of cargo in the period, with 666 thousand tons. The port of Porto Alegre continues with draft restrictions on the Feitoria Channel which undergoes a dredging process, yet 585.5 thousand tons were handled at the port.

Source: *Portos e Navios*

## PETROBRAS PLANS TO RAISE RIO'S LNG CAPACITY BY 50%

Petrobras has successfully concluded tests that will allow for a 50% capacity expansion at its liquefied natural gas (LNG) terminal in Rio de Janeiro to 30 million cubic meters per day, said the Company. The company's Guanabara bay terminal in Rio de Janeiro said it is in the process of obtaining licenses and authorization from the government to expand terminal's capacity. The terminal is used to convert the natural gas imported by Brazil in a liquefied version back to its gaseous form, a process known as regasification. Brazil is expanding its LNG facilities to take advantage of low international prices. The tests concluded by Petrobras were part of the requirements by Rio's environmental agency (Inea) and by the National Agency of Petroleum, Natural Gas and Biofuels (ANP). The company's terminal currently has capacity to process 20 million cubic meters of gas per day through a floating storage and regasification unit (FSRU) The terminal consists of an island-type pier with two berths for moorings and anchoring, and an FSRU supply vessel, the company said.

Source: *Reuters*

## SUAPE PORT INAUGURATES NEW ENVIRONMENTAL READINESS CENTER

On Tuesday, September 15th, Suape Port inaugurated a land-based Environmental Readiness Center, Base Terra. The emergency-assistance unit will operate on a 24-hour standby basis. The base will operate as first responders for land-based emergency scenarios such as fire and leakage of dangerous products that may compromise people, the environment, or port businesses, especially public areas of the port. The expected accidental hypotheses or process accidents include fire, explosion, leakage of dangerous products, tipping over, and vehicle collision. The Base Terra Environmental Readiness Center, which complies with Port Regulatory Standard No. 29, was installed in the access to Pier 4 of Suape Port. Emergency vehicles are also available. In June of last year, the Suape Port also opened a sea-based Environmental Readiness Center, Base Mar, at Pier 0, within the area known as the internal port, close to the control tower. The center's objective is to carry out preventive and response actions in the event of sea-based accidents involving oil, derivatives, and other alien and/or harmful substances in the sea and other water bodies, according to scenarios foreseen in Suape Port's Individual Emergency Plan (PEI). The Base Mar team also works on prevention and inspections.

Source: *Datamar News*

## PORT OF VITÓRIA TO INSTALL MODERN NAVIGATION SYSTEM

Companhia Docas do Espírito Santo (CODESA) will implement a new control and monitoring system for vessel traffic in the Port of Vitória: Navi-Harbor 4.6 3D, a cutting-edge software used in more than 300 ports worldwide. Designed to ensure maritime safety and navigation efficiency in addition to protecting the marine environment and coastal areas from adverse effects of maritime traffic, Navi-Harbor is being installed at the operations control center of the vessel traffic management information system (VTMIS) at the Port of Vitória, and

will begin functioning by December. One of the most advanced features of Navi-Harbor is VTS/3D, which permits a full-scale, three-dimensional view of the navigation situation. Based on real-time data, the tool allows the operator to observe the navigation situation from a variety of different angles. Currently, the Port of Vitória uses Indra's Imare software, which from now on will only be used in cases of operating system emergencies. Implemented in 2017, CODESA's VTMIS covers the Port of Vitória, the Port Complex of Tubarão and Praia Mole, access channels, anchorage areas, and adjacent areas. The management coordinator of CODESA's VTS is Agostinho Sobral Sampaio.

Source: *Datamar News*

**IMPORTANT NOTICE:** In order to facilitate the documents issuance all messages related to Documentation (Documentary Instructions / BsL / Mate's Receipt / Others) for the vessels in Santos Port, should be sent to the new e-mail [DOC.SANTOS@WILLIAMS.COM.BR](mailto:DOC.SANTOS@WILLIAMS.COM.BR)

Please, do not hesitate to contact us for further information through our [commercial@williams.com.br](mailto:commercial@williams.com.br) and [lineup@williams.com.br](mailto:lineup@williams.com.br)! Always keeping you duly posted

