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)

SUGAR AND ETHANOL SALES CONTINUE TO INCREASE IN JUNE

Sugar sales by mills in the Center-South have kept the pace of the last few weeks and remain heated in the first half of June, according to the Union of the Sugarcane Industry (UNICA). The quantity exported by units in the Center-South totaled 1.02 million tons, up 43.34% in the fortnight. Accumulated since the beginning of the 2020/2021 harvest until June 16, growth reaches 60.56%, with the export of 4.88 million tons. The exits of the sweetener to the domestic market, in turn, accumulate 1.83 million tons sold in this agricultural cycle, with growth of 5.52% over the index registered in the same period of 2019. The volume of ethanol sold by the production units in the first fifteen days of June this year it totaled 1.18 billion liters, with a decrease of 10.50% in comparison with the same period in 2019 (1.31 billion liters). Of this total, 121.99 million liters were destined for the foreign market and 1.05 billion liters sold domestically. In the domestic market, sales of hydrous ethanol reached 735.79 million liters in the first half of June, with a reduction of 19.61% over the amount recorded in the same period of the last harvest (915.23 million liters). The marketed quantity of anhydrous ethanol, in turn, decreased by 10.74%, with 317.71 million liters sold in 2020 against 355.92 million liters in 2019. The maintenance of the attractiveness of ethanol in the main consumer markets has reduced the drop in sales in the fortnight. The pace of retraction, which reached 40.60% in the last half of May, was reduced to 22.97% in the first fifteen days of June. “The drop in fuel ethanol sales observed in the 2020/21 harvest was partially offset by the higher demand for non-fuel ethanol and the higher volume destined for export. In addition, the growing demand for Brazilian sugar, both in the domestic and foreign markets, neutralized part of the negative impact caused by the reduction in the demand for ethanol ”, says Antonio de Padua Rodrigues, technical director of UNICA.
Source: Jornal Cana

DATAGRO FORESEE A RECORD IN GRAIN HARVEST IN 2020

Brazil's grain harvest in 2020 is estimated at a record of 255.01 million tons, according to an estimate by Consultoria Datagro. The volume represents a 2% increase over last year's previous record of 250.12 million tons. This result pointed to the Brazilian grain production follows the tenth consecutive increase in area by producers, in addition to the high technological standard adopted and reasonable climatic behavior. “The country confirmed the tenth consecutive increase in area, reaching 65.68 million hectares and a 4% increase over last year's 63.40 million hectares. And that in turn had grown 2% over the 62.09 million hectares of 2018 ”, said Datagro's Grain coordinator, Flávio Roberto de França Junior, adding that this sector's motivation came due to the positive average prices in most of the crops analyzed during 2019. The production of oilseeds (cottonseed, peanuts, rapeseed / canola, sunflower, linseed, castor, soy, babassu-almond and palm-fruit) has an estimated increase of 2% this year, totaling 128.92 million tons, with 122.06 million tons of soy alone. The cereal harvest (rice, oats, rye, barley, beans, corn, sorghum, wheat) and triticale) is estimated by Datagro to be 126.09 million tons, with a less significant advance compared to the previous year, of 1%. Considering the two corn crops produced by Brazil, the cereal has a share of 102.72 million tons in the total volume. This year, sorghum production should increase by 14%, to 2.40 million tons.
Source: Canal Rural

CABOTAGE GREW 11.3% BETWEEN JANUARY-APRIL 2020

A survey carried out by the Infrastructure Ministry based on statistical data from the National Waterway Transportation Agency (Antaq) pointed out that the coronavirus pandemic did not impact cabotage shipping, which registered an increase of 11.3% between January and April of 2020, compared to the same four-month period last year. In total, the sector transported 60.8 million tons during this period. According to the survey, the growth in cabotage handling was driven by transportation of liquid and gaseous bulk (10.1%) – with emphasis on the oil and oil products sector -, as well as a 58.1% increase in the transportation of solid bulk in the first four months of the year.
Source: Datamar News

PARANAGUA EXPECT AN INCREASE OF 8.5% IN BULK SHIPMENT IN THE THIRD QUARTER

Operators of solid bulk in the port of Paranaguá foresee an increase of 8.5% in exports in the third quarter of the year, with an increase in shipments of soy, soy meal and sugar compared to the same period last year, while corn should fall, informed the port administration on Thursday. The port of Paraná, one of the main exporters of agricultural products in Brazil, should ship around 7.6 million tons in the period, considering the four products, according to a note citing port operators. Port operators estimate that soy will continue to be the busiest product, with 3.67 million tons, while soy bran will have shipments of 1.3 million tons, an annual increase of approximately 30%, adding the two products. Strong demand from China is one of the factors that boost soy exports this year, said the director of the Paranaguá Export Corridor Terminals Association (ATEXP) and manager of Cargill's terminal, André Maragliano, in a note released by the port. In addition to Chinese demand, the exchange rate has also helped, he added. "We expect a very positive third quarter, following the first two quarters of the year," said Maragliano. In bulk sugar, the expected volume for the next three months is 1.45 million tons, up about 75%, with Brazil producing more sweetener, in the face of better prices compared to ethanol and greater external demand while others countries had crop failure. The port expects to handle around 1.2 million tons of corn in the next quarter, compared to 2.42 million tons exported in the same period last year. Operators recall that the product export scenario was atypical in 2019, when the country started the year with more stocks and exported record volumes after harvesting a large harvest.
Source: Reuters

NEW COSTS FOR MOORING/UNMOORING AT SANTOS PORT AS FROM JUNE 24TH

Considering the recent changes in some obligations imposed by Santos Port Authority (SPA), the service of mooring and unmooring will no longer be their responsibility. Some marine terminals are taking this responsibility and will charge the agency of the vessel. This will be passed to the party in charge of PDA payment as “port expense”. This new cost will be compulsory for vessels moored/unmoored as from June 24th 2020. At Copersucar Terminal (Shed 20/21), the cost that will be applied is R$ 1.800,00 per maneuver (about USD 345,00) being R$ 3.600,00 for in and out maneuvers. Rumo Terminal has announced that the mooring/unmooring services will be performed by their own personnel as from June 24th to attend the demand of Port Authorities. The cost to be applied is R$ 2,100, per maneuver (about Usd 408,00 at today´s roe) totalling R$ 4.200,00 for in/out maneuvers (about USD 816,00). This cost will be inserted onto vessel´s PDA sent to disponent owners or to responsible part to settle the port expenses. Terminal TES (Dreyfus/Cargill) will charge for mooring/unmooring R$ 2.925,00 (about USD 560,34) and for shifting by ropes alongside R$ 2.625,00 (about USD 502,87). Tiplam Terminal and Terminals TEG

and TEAG will continue NOT charging for mooring/unmooring.
Source: Santos Port Authority (SPA)

PORT OF SÃO SEBASTIÃO COMES BACK TO OPERATE SUGAR SHIPMENTS AFTER 15 YEARS

After 15 years, the Port of São Sebastião, located on the north coast of São Paulo, has resumed its sugar transporting operations. According to the State Secretary for Logistics and Transport, João Octaviano Machado Neto, a partnership was established with Raízen to enable this type of operation. Operations began again in May with a shipment of 15,000 tons of sugar to Gambia, Africa. Another 75,000 tons of bagged sugar is also scheduled to be shipped to Africa and the Mediterranean through a partnership with Raízen. Expectations for 2020 are that the port will handle 250,000 tons of bagged sugar and 250,000 tons of bulk sugar. It is worth remembering that in the last few months the average waiting time for loading ships with sugar at the Port of Santos has been up to 45 days, which may have led companies to seek new alternatives to export their goods. In the past three months, most of the global sugar market has turned to Brazil, which is producing record volumes of the commodity. Mills have given priority to sugar over ethanol after the Brazilian fuel market had a drop in demand due to social isolation measures related to the coronavirus pandemic. The following graph shows Brazilian sugar exports on a monthly basis, with emphasis on the ports with the greatest movement of the commodity: In the Port of São Sebastião, the general cargo movement grew 3.6% during the pandemic. From March to May this year, 144,000 tons of cargo were transported, whereas during the same period last year 139,000 tons were shipped.
Source: Valor Econômico

GRAIN EXPORTS GROW 12% IN THE PORT OF ITAQUI

The Port of Itaqui should ship, by the end of this month, about 5.5 million tons of corn, soybeans and soybean meal, and the forecast is to close this first half of 2020 with a 12% growth in grain handling. Of this total, 3.7 million tonnes are for Tegram operations and the remainder represents the volume handled by the VLI terminal. Following the record grain harvest, fertilizer imports are expected to exceed 50% growth over the same period last year, with 1.2 million tons imported. “Based on our productivity indexes and the start-up of the second phase of Tegram in August, we are working with the expectation of a new historical record this year, surpassing the 11.2 million movements in 2019. And as of August, we have to a new level, with the capacity to move 19 million tons of grain per year ”, informs the President of Porto do Itaqui, Ted Lago. “The original Tegram project envisaged 5 million tons / year in each phase, but in 2019 we surpassed the 7 million mark, the majority of which is made up of soy. In the first months of this year our growth is almost 40% and in May 2020 alone we shipped almost 1 million in 14 ships ”, highlights Marcos Pepe Bertoni, head of operations at CGG Trading (one of the companies that make up the consortium) and a member of TEGRAM board.
Source: Porto do Itaqui

SUAPE BEGINS USE OF NEW TECHNOLOGY TO INCREASE SAFETY WITH VESSEL MANEUVERS

The Industrial Port Complex of Suape is implementing a new technology that will increase the safety of vessel mooring maneuvers and improve their efficiency when docked. The Platform for Supporting Safety and Management of Ship Maneuvers (SMA), monitors everything from the predictability of the vessel’s arrival at the port and then the dock, to navigation for mooring and approaching the Liquid Bulk Piers (PGLs)), which is the most critical moment of the maneuver. The installation started two months ago and is in operation at PGL 3B. Laser sensors installed on the berths, specifically in PGLs 2A, 2B, 3A, and 3B, will be responsible for indicating the speed of approach to the pier accurately, informing pilots of the status in real-time of the vessel’s bow and stern speeds in a numeric and colored LED display. The platform – whose operation will be carried out by Transpetro Suape – also monitors the port’s meteorological conditions, through environmental instrumentation. Monitoring takes place in accordance with Petrobras’ safety, efficiency, and communication rules. The project was developed by startup NavalPort, a company owned by Porto Digital that specializes in generating knowledge and solving complex problems, especially in the areas of port operation.
Source: Datamar News

PETROBRAS AND AÇU PETRÓLEO PLAN TO DOUBLE OIL HANDLING AT AÇU PORT

Petrobras and Açu Petróleo signed an agreement that aims to increase the volume of oil handled by the state-owned terminal at Açu port. The initial goal is to handle up to 100 million barrels by 2021. The cooperation between the two companies started in 2019 and currently, Porto do Açu operates 15% of the state-owned oil company’s exports. The Açu Petróleo Terminal is located near the Santos and Campos basins. A partnership between Prumo Logística and German Oiltanking, the Açu Petróleo terminal at Açu port in São João da Barra (RJ), carries out oil transshipment operations in an area sheltered by a breakwater, has a 25-meter draft and is licensed to handle up to 1.2 million barrels a day. The private terminal is capable of receiving VLCCs, which have a storage capacity of up to 2 million barrels of crude oil. Today, Porto do Açu is responsible for 25% of all Brazilian oil exported under contracts with companies such as Rapsol, Equinor, Total, Petrogal, and Shell, in addition to Petrobras itself. The following chart shows the main oil-exporting terminals in Brazil. The company has plans to build a tank park and two 40 km pipelines that will interconnect the Barra de Furado terminal in the city of Quissama, RJ, and also other Petrobras pipeline networks to Açu, supplying raw material (crude oil) for the Reduc and Regap refineries.
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**

Please, do not hesitate to contact us for futher information through our commercial@williams.com.br and lineup@williams.comb.br! Always keeping you duly posted