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SOYBEAN EXPORTS FROM BRAZIL IN JULY REACH 10.37 MILLION TONS, SAYS SECEX

Soybean exports from Brazil in July reached 10.37 million tons, according to the Foreign Trade Secretariat (Secex), of the Ministry of Economy. A drop of 24.58% over the previous month (13.75 million t), but well above the 7.44 million t in July 2019. Revenue exceeded \$ 3.61 billion. In the accumulated result for the year, from January to July, shipments totaled 70.72 million tons, according to Secex, surpassing the same period of the previous year (51.17 million tons) due to the Chinese demand heated by the Brazilian oilseed in this year of 2020. Taking into account the 2020/21 season, 69.32 million tons have been exported so far. Maize exports to Brazil in July totaled 4.15 million tons, the highest volume this year, according to Secex, compared to 348 thousand tons in the previous month and 5.93 million tons in July 2019. Revenue totaled US \$ 666.09 million. In the year, there are 7.48 million tons.

Source: DATAGRO

BRAZILIAN OIL EXPORTS MORE THAN DOUBLE IN JULY

Data released by the Secretariat of Foreign Trade (Secex) on August 3rd indicates that Brazilian oil exports more than doubled in July to 8.19 million tonnes, compared to 3.76 million tonnes shipped in July 2019. The volume was the second-highest in 2020, behind the 8.4 million tonnes shipped in May, and it also approaches the monthly record registered in December 2019, when the country exported 8.5 million tons of oil. In the first half of 2020, Brazil had already expanded oil exports to Asia. Petrobras managed to increase fuel shipments by 65.4% during the second quarter, compared to the same period in 2019, as disclosed in July. Revenues from oil exports last month, however, rose by only 14.7% to US\$1.78 billion, limited by oil prices on the international market. The price of the commodity dropped 47.2% in July, to US\$218 per tonne, according to Secex, from US\$413.5 per tonne a year earlier.

Source: Reuters

ETHANOL PRODUCTION OF MAIZE HAS THE POTENTIAL TO REACH 2.5 THOUSANDS OF LITERS IN THE 2020/2021 SEASON

The president of the National Maize Ethanol Union (UNEM), Guilherme Nolasco, said, on Thursday 6th, that Brazilian production of maize ethanol, mainly in the Midwest, has the potential to reach 2.5 billion liters in the 2020/21 harvest, against 1.6 billion liters in the 2019/20 season. The leader was one of the participants in the webinar "DATAGRO Opening of Harvest, Soy, Corn and Cotton 2020/21", moderated by the president of DATAGRO, Plinio Nastari, and which runs until Friday 7th. In his presentation, Nolasco also highlighted the advancement of DDG, the maize residue used to make ethanol, as an ingredient for animal feed, due to its high protein value. Also a speaker, Erasmo Battistela, president of Aprobio, highlighted the measure that advances or percentage mixture of biodiesel mixture in diesel, or the volume of soy destined for the manufacture of biofuel in the form of jumping from the current 22 million tons to about 100 million in 2030, quadrupling the demand for oilseeds. Sérgio Bortolozzo, president of the Maize and Sorghum Sectorial Chamber of the Ministry of Agriculture and former president of ABRAMILHO, pointed out that the advent of maize ethanol is only expanded as opportunities for the production of grain, which can benefit so much from the production of food, animal feed and energy generation.

Source: Universo Agro / DATAGRO

BRAZIL EXCHANGES OIL IMPORTS FROM ARAB COUNTRIES FOR FERTILIZER IMPORTS

Brazil imported 15% less oil from Arab countries in the first half of 2020 compared to the same period last year as an effect of social isolation measures, and a consequent reduction in mobility due to the pandemic caused by the new coronavirus. On the other hand, sales of fertilizers imported from these countries grew. Between January and May, exports of Arab oil (US\$690 million) was surpassed by that of fertilizers (US \$ 778 million). A large portion of fertilizer imports has been fueled by the demand generated from Brazil's agriculture industry since even in the pandemic the demand for food does not fall. In addition, the devaluation of the real against the dollar benefits agricultural exports, thus leading to the increasing consumption of fertilizers. See the chart below for Brazilian fertilizer imports in the first half of 2020. In addition to fertilizer imports continuing to have good prospects for the coming months, specialists in the fuel sector are also optimistic. "Although the pandemic still represents a significant impact on fuel demand, there are perspectives for improvements in the coming months. In June, it was possible to see a recovery in the processing volumes of national refineries to normal levels. We estimate that the impact of the pandemic on the refining segment will be less than on the demand for fuels and that in 2021 it will be possible to observe a return of oil processing in refineries to 2019 levels", concludes the director of Studies of Petroleum, Gas and Biofuels from the Energy Research Company (EPE), Heloisa Borges Bastos Esteves.

Source: ANBA

BRAZIL IMPORTS ABOUT 1 MILLION TONS OF AMMONIUM NITRATE PER YEAR

Ammonium nitrate, a product identified as possibly responsible for the explosion at a port terminal in Lebanon, is the raw material for a common fertilizer in Brazilian agriculture, used for at least 50 years, especially in the production of sugarcane. Despite this, it is far from being the most widely used fertilizer by farmers. Brazil is one of the leaders in the world production of food, and the demand from farmers is much greater than the country can produce nitrate (about 500 thousand tons per year) and other chemical fertilizers. As a result, most fertilizers need to be imported. According to a survey done at G1's request by the agribusiness consultancy StoneX, Brazil imported about 1.2 million tons of ammonium nitrate in 2019, about 3% of what the country uses fertilizers. In the past 10 years, the volume has varied above 1 million tonnes, and the main supplier has been Russia. Because of its explosive potential, the control of the arrival of ammonium nitrate in Brazil is done by the Army, which defines the conditions for transportation, handling and storage of the product. The Ministry of Agriculture is responsible for supervising the sale of fertilizers and checking the quality criteria and standardization of the input. Experts say that Brazil is very strict in the inspection of ammonium nitrate and that it has increased the rigor even more after the explosion of a port terminal in Tianjin (China), in 2015, and in a factory in Cubatão (SP), in 2017. In 2013, there was also an explosion at a terminal in the port of São Francisco do Sul (SC). In Brazil, the input arrives by ships, which can carry up to 30 thousand tons, and travels around the country in trucks that can load up to 40 tons of the product. All of this is subject to inspection.

Source: GazetaWeb

PARANAGUÁ PORT INCREASES 10% IN GRAIN HANDLING

Almost 13 million tons of grains and hipro were exported through the Export Corridor of the Port of Paranaguá, from January to July this year. The volume is 10% higher than the volume handled in the same seven months of 2019. More than 97% of the complex's exports, about 12.5 million tons, are soy. The product, in grain and hipro, remains the main demand of the terminals and operators of the Corridor. In the schedule, the products still represent the largest volumes to be loaded. Gradually, however, the corn appears again in the line-up and in the schedules,



both for loading and unloading. "Corn, historically, is handled more intensively in the second half. We hope to continue with the good negotiations, both due to the high demand from the international market, as well as the good harvest and positive exchange rate for exports", says the CEO of Portos do Paraná, Luiz Fernando Garcia. By September, operators of the complex expect to move more than one million tons of grains. According to the Department of Rural Economy (Deral), of the State Secretariat of Agriculture and Supply, Paraná should harvest, in this second harvest, about 11.5 million tons of corn. So far, the harvest totals about 26% of the planted area, of 2.3 million hectares.

Source: DATAGRO

PORT OF ITAQUI HANDLED ITS 500TH VESSEL IN JUST OVER SIX MONTHS

Last week, the Port of Itaquí handled its 500th vessel in just over six months. Despite the pandemic, the public port of Maranhão has been operating and providing essential services to the entire north-central region of Brazil. "All this is the result of a rigorous safety protocol. The first half of this year proved that our efforts to keep the port operating has been effective. In this atypical year, our resistance and quick response to the crisis has made possible the maintenance of jobs, assuring fundamental aspects as the exports collections, besides we have safeguarded supplies to the cities in our area of influence", said the president of the Port, Ted Lago. 830 ships have passed through the Port of Itaquí throughout 2019. It represents over 69 moorings per month. In 2020, these numbers are around 80. The Liberian flagged vessel number 500 was the SBI Hyperion. She sailed from the Port of Itaquí on September 27th after loading 65,000 tons of corn. The vessel came from the Port of Conakry, Republic of Guinea, bound for the Port of Haifa in Israel. For the second semester, as the operation of the second phase of Tegram starts in August, the expectation is for more growth in cargo handling. That will increase the grain handling capacity in the port of Itaquí to 19 million tons per year. The fertilizer volume is also expected to grow this year when the new fertilizer terminal of Companhia Operadora Portuária do Itaquí (Copi) opens. The projection is to jump from a capacity of 2 million to 3.5 million tons of fertilizer imports per year. The projects of Ultracargo, Granel and Raízen are also expanding bulk infrastructure at Itaquí, besides the possible bidding for the lease of four areas for terminals, planned for this second semester, which means an investment of R\$ 478.1 million from the private sector in the public port of Maranhão.

Source: EMAP / Promare

NEW BERTH COMES ON STREAM AT PECÉM PORT

A new mooring berth came onstream at Pecém Port on August 1st. The Log-In Polaris docked to become the first vessel to use the facilities of berth 10 – located in the Multiple Utility Terminal (TMUT), which has the capacity to receive vessels up to 330 meters in length with a draft of up to 15.3 meters. The docking of the Log-In Polaris at berth 10 also marks the first simultaneous operation at berths 10 and 9, where the Hayling Island was already docked. Berth 10 became active shortly after ANTAQ published the Operation Release Term (ORT) that authorizes the operation in the expanded area of the Pecém Port Terminal, with the full operation of activities which comprise the handling of general and containerized cargo, solid and liquid bulk, in compliance with ANTAQ rules and regulations, specifically, the Adhesion Contract (adaptation) No. 113/2016 and its additives. The document is in the Federal Official Gazette (DOU), page 38, section 1. With the completion of these works, the second expansion phase of Pecém is complete, which included a series of investments to increase the operational capacity of the port terminal. Among them are mainly: the expansion and paving of the

breakwater; the construction of three new berths (berths 8, 9 and 10); and the acquisition of the Ore Conveyor Belt and the Ore offloader.

Source: Datamar News

ARATU-CANDEIAS PORT TO RECEIVE INVESTMENTS FOR INFRASTRUCTURE IMPROVEMENTS TO SOLID BULK TERMINAL

The Port of Aratu-Candeias is to receive approximately R\$280,000 in infrastructure improvements. The investments will be made by one of its lessees – Magnesita Refratários S / A. According to the Bahia State Dock Company (Codeba), the work will be carried out at the solid bulk terminal, specifically at the transfer house and the ship's loader. The company received authorization from the National Secretariat of Ports and Waterway Transportation, in accordance with Ordinance No. 1408, of June 26, 2020, to carry out the investments on an urgent basis. The Port of Aratu-Candeias consists of four terminals that handle solid, liquid, and gaseous bulk. So far this year, the port has already handled 2.8 million tonnes.

Fonte: Datamar News

SANTOS PORT WILL HAVE NO MORE DRAFT PROBLEMS, SAYS DTA

Already in Porto de Santos, on the coast of São Paulo, the most modern dredger in the country and one of the most modern in its class in the world, the hopper Afonso de Albuquerque. The mission of the equipment with 3,500 cubic meters of cistern capacity is very noble, as emphasized by engineer João Acácio Gomes de Oliveira Neto, president of DTA - Engenharia Portuária & Ambiental. "The Port of Santos has the privilege of being the first in the country to receive one of the most modern equipment in the world in the hopper dredger class", he observes, proudly, adding that the vessel is newly built, in 2018, in The Netherlands, "And it is the only equipment in Brazil with the ULE system (Ultra Low Emission)". According to João Acácio, it is a high performance equipment, with great mobility capacity to dredge the channel and basins, in addition to the berths. He also explains that the dredging train contracted with Companhia Docas do Estado de São Paulo (Codesp), port authority of the Santos port complex, is 7 thousand cubic meters of cistern on one or more dredgers. The engineer, who has a specialization in ports from the University of Delft (The Netherlands), informs that the programming is, initially, to unseat sections 1 (external channel) and 4 (Barnabé-Alema Island). "The de-silting of the Port of Santos is one of the most important tasks for its full operation in the harvest periods, keeping agribusiness active as the most relevant vector in our trade chain."

Source: Porto gente / Jornal Portuario

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