

BRAZIL'S MOST AUTOMATED LIQUID TERMINAL STARTS OPERATING IN PARANAGUÁ

The most automated liquid terminal in Brazil begins operating in Paranaguá in June. Built by Companhia Brasileira de Logística (CBL), a company of the Interalli Group, the entire operation of the project to receive, dispatch and store petroleum products, biofuels and chemical products is done by computers and equipment that allow the programming of the cargo from the origin to the destination. The new CBL terminal has the capacity to store 93,715 m³ of cargo, divided into 18 tanks. Already the capacity of monthly movement will be 200 million liters. Interalli Group manager Fabricio Fumagalli explains that the terminal's process line - from unloading the product from ships to tanks, as well as tanks to wagons and trucks - is done automatically. With the inauguration, the total liquid storage capacity of the Port of Paranaguá will increase by about 20%. The terminal will use the public jet of Paranaguá in two berth berths and is licensed to receive diesel, biodiesel, ethanol, methanol, gasoline, naphtha, among others. The cradle of the crib allows the mooring of ships up to 48K m³, 210 meters long in the outer cradle and 190 meters in length in the internal cradle. Paranaguá has become an increasingly frequent destination for the entry of liquid derivatives in Brazil. Between 2011 and 2017, movement of liquids through the Port of Paranaguá increased 81%, jumping from 4.2 million tons in 2011 to 7.7 million tons in 2017. From January to April 2017, for example, the movement of liquid assets increased strongly, from 15% in 2.6 million tons. The new CBL terminal was built in its own area, the project took 24 months to complete and approximately 350 direct and indirect jobs are being generated in the municipality. The terminal has two stainless steel lines interconnected to the public pier of liquids of the Port of Paranaguá for receiving and shipping products from tankers. These lines are coupled to three pumps with nominal capacity of 600 m³ per hour (m³/ h) each. Therefore, it is possible to carry out ship loading operations with 1,200 m³ / h. The new terminal of CBL has eight road platforms and four highways, with capacity to receive up to 12 trucks simultaneously of all sizes. As for the railroad mode, the CBL system allows the operation of 32 wagons simultaneously, being the terminal with greater capacity for railroad traffic in the Port of Paranaguá. The railway branch has 16 operating points that together offer a capacity of receiving and dispatching 960 m³ per hour.

Src.: *Portos e Navios*

PARANAGUÁ HAS DOZENS OF SHIPS WAITING FOR THE END OF THE STRIKE

Since the strike of the truck drivers began eight days ago, the Port of Paranaguá stopped exporting 200K tons of grain. In all, five ships loaded with soyabean meal and a ship with soyabeans in grain should have left the terminal. In relation to the arrival of trucks, there are 14,400 vehicles that did not unload during the period. The information is from the Port Administration of Paranaguá and Antonina (APPA). The estimate is that, at the moment, 36 ships are waiting in the bay of Paranaguá to unload or load cargoes, 19 of them destined to the Export Corridor. In the general cargo segment (which involves bagged sugar, cellulose and rolling loads, for example), three vessels had impacts on their shipments, totaling approximately 47K tons of merchandise. In

relation to imports, in the movement of fertilizers and cereals, 140K tons have been discharged up to now. In the Container Terminal of Paranaguá (TCP), there was a reduction in the logistics of operation of 17.3%. For liquid bulk, a segment that, at the beginning of the shutdown, did not suffer significant impacts, is already approximately 200K tons, which are no longer operated by ships. In the strike period, in all, 450K tons of products were not moved. Tugs had a 40% reduction in their maneuvers with ships, considering their averages.

Src.: *Portos e Navios*

PORT OF SANTOS ALREADY HAS LOSSES OF US \$ 100 MILLION WITH STRIKE

The truckers' strike, which lasted more than a week, made exports to the Port of Santos unfeasible and caused losses of US \$ 100 million, equivalent to R \$ 375 million, to the shipping sector, according to a survey by the Union of Maritime Navigation Agencies State of São Paulo (Sindamar). A bulk carrier waits five days before the arrival of the cargo to complete the loading towards the exterior and several others are anchored waiting for cargo. The problem is also faced in the container terminals, which prioritize import operations due to the lack of metallic boxes destined to the international market. The situation is further aggravated by the paralysis of four other categories on the Santos quay. In a strike since last Monday (21th), freelancers working in Porto do not intend to return to work, even with the proposals of the Federal Government, released on Sunday (27th). On Monday (28th), they maintained the protests in the road accesses to the two shores of the marine complex. With this, it is still impossible to transport export cargo to the terminals of the Santos dock. The problem is further aggravated by the compromise of terminal storage capacity. This is due to the damming of import cargoes that have been landed in recent weeks but are not being cleared or removed by truckers. According to the executive director of Sindamar, José Roque, only 20% of the normally loaded export cargoes are being shipped through the Santos quay. These are goods in transit or already deposited in the terminals. There was also a ship that left the Port of Santos with 80% of its idle transportation capacity. In addition, some freighters are already stockpiled of drinking water, drugs, and severely compromised food. "We estimate that some 250K tons stopped shipping until Friday, which is equivalent to approximately 17,860 containers, with the largest destination being Europe and the rest of the United States, the Caribbean and Asia," he explained. According to Roque, due to lack of cargo, the cabotage vessels will be stopped for a week, based in the ports. This further increases the losses with the stoppage, given the cost of standing vessels.

Src.: *Portos e Navios*

AGRURAL CUTS MORE 3.9 MILLION TONS OF CORN CROP

Despite rains in the second half of May in important producing areas, consultancy AgRural reported a further cut in the estimate of corn production in the second half of the year. Estimated at 57.2 million tons at the beginning of May, after a reduction of 2.7 million tons of tons in relation to April, the production of the Center-South of Brazil is projected now at 53.3 million tons. The drop in projection was 3.9 million tons compared to the previous estimate. In relation to the 63.5



million tons produced last year, the reduction was 16. The productivity in the Center-South region is estimated at 85.9 bags per hectare, compared to 92.2 bags in the previous estimate and 96.9 bags in 2017. Analysts explain that as the area remained practically stable compared to the numbers at the beginning of May (annual decline of 5.2%, to 10.3 million hectares), the cut in South-Central productivity. The largest reductions in expected crop yields were in Paraná (-14.9% in relation to the beginning of May), Mato Grosso do Sul (-14.6%) and São Paulo (-14.3%). There were also cuts in Minas Gerais (-10.6%) and Goiás (-6.7%). According to analysts, the rains recorded in the second half of May put a stop to losses in some areas, but did not reverse the damage of crops that pollinated with low humidity. Combining the 53.3 million tons calculated by AgRural to the Center-South to the Conab number for the North / Northeast, Brazil's 2018 crop output is now estimated at 57 million tons, down 15.4% on the compared to 67.4 million tons in the 2014 crop year. AgRural will revise the estimate for the Center-South from June to July.
Src.: Globo Rural

RIBEIRÃO PRETO MILLS MAY BE RESTOCKED AT THE BEGINNING OF THE WEEK.

The sugarcane mills of Ribeirão Preto (SP) can resume activities as of Tuesday (29th). With the lowest adhesion of the truckers' strike, the region's industry is expected to receive diesel oil by the end of the day. According to fuel distributors in the city, the supply of the product tends to normalize gradually, but still needs police escort. The Ribeirão Preto region plays an important role in the production of sugarcane by-products from the State, with 26% of São Paulo's production, 15.6% from Central-South and 14.4% from the national level. The activities in the municipal power plants were impacted by the demonstration of the truck drivers since last Friday (25th) and were totally paralyzed Monday (28th).
Src.: Universo Agro

TUBARÃO PORT RECEIVES SECOND SHIP OF THE NEW GENERATION OF VALEMAMX

The Port of Tubarão received, on May 20, the ship Ore Tianjin, which at the time was making its maiden voyage. This is the second copy of the new generation of Very Large Ore Carriers (VLOCs), vessels with a loading capacity of up to 400K tons built from an initiative of Vale. The expectation is that the loading operation of the 388K tons of iron ore lasts about 35 hours. The complete fleet consists of 32 ships that will serve the trans-oceanic transportation of iron ore, mainly covering the Brazil-China route. More efficient and sustainable, new VLOCs emit between 15% and 20% less carbon dioxide than the first-generation Valemaxes, whose operations began in 2011. These, which are part of a pioneering Vale project, have already emitted 35% less CO2 than ships of the so-called capesize class, whose cargo capacity is 180K tons and that were considered until then standard vessels for the transportation of ore. The other 30 ships of 400K tons will be delivered to the shipowners by the end of 2019. In addition, Vale negotiates contracts that will result in the construction of new vessels of 325K tons, the so-called Guaibamax. "Guaibamax, for example, will also be equipped with a flushing gas cleaning system that will allow the removal of sulfur emissions by up to 99%." We believe that these ships incorporate the state of the art in terms of efficiency and

environmental innovation in the area. in the atmosphere, "explains Vale's director of Navigation, Renata Costa. Between 70% and 74% of the large vessels that carry Vale cargo - that is, with a capacity above 180K tons - make the Brazil-China route.

Src.: Portos e Navios

*Please, do not hesitate to contact us for further information!
Always keeping you duly posted.*

