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AGRICULTURAL PRODUCTS STAND FOR 21% OF BRAZILIAN PORT HANDLING

The share of agricultural products in cargo handling in Brazilian ports went from 16% in 2019 to 21% in 2020, despite measures to combat the COVID-19 pandemic. The circulation of agricultural products reached 175 million tons last month. The study was based on data up to the first ten months of 2020. During this period, the total cargo handling in Brazilian ports was 850 million tons. This amount is 3.7% higher than that registered in the same period last year. Brazil has 34 public ports and 147 private-use terminals (TUP), that are responsible for the maritime and fluvial handling of 80% of daily consumed goods. Of all cargo movement, 65.5% are handled at TUP's, whereas public ports handle 34.5%. According to the Ministry of Economy, in October, Brazilian exports reached US\$ 210.7 billion, with agribusiness reaching half of this total. In the agricultural sector, the soy complex has the highest accumulated value of all chains - 39.2% of the total -, followed by meat with 16.4%.

Source: Conab

ETHANOL EXPORTS INCREASED BY 40.82% IN THE LAST HARVEST

The volume of ethanol sold in the first fifteen days of November 2020 reached 1.32 billion liters. Of this total, exports kept the strong pace, with 139.43 million liters shipped out to the foreign market. In the domestic market, sales of hydrous ethanol reached 790.79 million liters in the first half of November, with a decrease of 17.26% over the amount recorded in the same period of the last harvest (955.73 million liters). The commercialized volume of anhydrous ethanol, in turn, had an increase of 2.18%, with 394.55 million liters sold in 2020, over 386.13 million liters in 2019. For UNICA's technical director, Antonio de Padua Rodrigues, "the retraction in sales of hydrous ethanol fuel in the first fifteen days of November was a reduced amount compared to that seen in the other months of this harvest and, to some extent, it was mitigated by the growth of exports and sales of anhydrous ethanol". In 2020/2021 year-crop, until November 16, ethanol sales in the Center-South decreased by 12.46%, making 19.05 billion liters. Exports had an increase of 40.82%, reaching 1.94 billion liters. Sales in the domestic market registered a reduction of around 16%, reaching 17.10 billion liters.

Source: Jornal Cana

SUGARCANE YIELD IS THE BIGGEST IN HISTORY

Although 2020/2021 harvest is still in progress, sugarcane has already provided the highest yield in history, making 85.03 million tons of Total Recoverable Sugars (ATR) by November 16. The quality of the raw material processed in the first half of November, considering the concentration of ATR, increased by 4.55%, reaching 153.56 kg per ton in 2020, over the 146.88 kg registered in the same period of 2019. The amount of sugarcane processed by the plants in the Center-South reached 20.34 million tons in the first half of November, an increase of 2.24% over the amount recorded in the same period of the 2019/2020 harvest. From the beginning of the 2020/2021 cycle to November 16, the sugarcane crushing reached 585.73 million tons, which represents an increase of 3.69%, compared to the same period of the last agricultural cycle. UNICA's technical director, Antonio de Padua Rodrigues, points out that "in São Paulo, the crushing of 350.06 million tons of sugarcane registered until November 16 has already exceeded the total of 332.13 million tons in comparison to the 2019/2020 harvest".

Sources: ÚNICA/Notícias Agrícolas

BRAZIL'S SOY EXPORTS TO REACH 83 MILLION TONS IN 2021

Brazil's soy exports may reach 83 million tons in 2021, according to Safras & Mercados. If confirmed, the volume will outstrip the amount expected for this year, which is around 82.8 million tons. The survey by Safras & Mercados indicates that there may be a crushing of 45.7 million tons in 2021, over the 44.5 million tons expected for 2020, representing an increase of 3% between seasons. The production of

soybean meal is estimated to reach 34.98 million tons, up 2%. Exports may grow by 2% to 17.5 million tons, while domestic consumption is expected to reach 17.35 million, representing an increase of 2%, as well. The production of soybean oil is expected to grow by 2% to 9.2 million tons. Domestic consumption of the product is expected to rise from 8.31 million to 8.62 million tons. The use for biodiesel may increase by 6% and reach 4.5 million tons. Stocks are forecast to drop by 57% to 97,000 tons.

Source: Canal Rural

BRAZILIAN STEEL PLANTS SET TO GROW IN 2021

According to data released on Friday (30), the Brazilian steel industry has again exceeded its expectations for this year, with a modest growth expected for sales, and a forecast increase of 5.3% for 2021. The sector now expects steel sales in Brazil to grow by 0.5% to 18.9 million tons in 2020, and to reach 19.9 million in 2021, says Instituto Aço Brasil. In September, sales were expected to increase by 3.1% in 2020. Although the civil construction and the machinery and equipment sectors have been reporting problems in the supply of steel in the domestic market, managers from Aço Brasil said that the supply is moving towards normality and that the risk of a product shortage is zero.

Sources: Reuters / Portos e Navios

PORT OF SANTOS IN CYCLE OF WORKS HEADED TO PRIVATIZATION

The Port of Santos is currently experiencing a billion-dollar investment phase. Altogether, according to the Santos Port Authority (SPA), the ongoing works in public and private terminals amount to R\$ 2.6 billion. At short notice, the expectation is an increase of R\$ 1.4 billion, considering the two new cellulose terminals recently purchased by Eldorado and Bracell - which will also invest R\$ 380 million - and the open auctioning of two areas for fuels, scheduled for 2021, with investments in works forecast to reach R\$ 1 billion. Current investments are the result of bids and agreement renewals carried out in the last five years. In addition, an amount of R\$ 700 million is from a cellulose project in the private terminal of DP World, with Suzano. For Fernando Biral, the president of the Santos Port Authority, the current investment phase is due to the long-term planning of the port, launched in 2019, and established in 2020, with the Development and Zoning Plan (PDZ), which had not gone through a review for 14 years.

Sources: Valor / Portos e Navios

PORT OF PARANAGUÁ RECEIVES FIRST SOY SHIPMENT IN OVER 10 YEARS

On November 27, a ship with 30,500 tons of soy from the United States arrived in the area of the port of Paranaguá (PR). According to Portos do Paraná, the vessel, which is already moored off the port, will bring the first soybean import via Paranaguá in at least a decade. The vessel must dock between December 7-15 and will be inspected before unloading at a rate of 6 thousand tons per day. Imports of American soybeans is an unusual situation, however this year Brazil sold large volumes of soybeans to China, the largest global importer of the oilseed, which meant that there was little leftover for domestic consumption. The situation resulted in a record value in reais of the raw material for feed, causing food inflation in the country. Although it is a small amount by global commercial standards, the 30,500 tons are the largest volume of US soybeans purchased by Brazil since 1997. On October 16, Brazil had temporarily suspended import tariffs for soybeans from suppliers outside Mercosur. The country should import 1 million tons in 2020, according to ABIOVE, the Brazilian association of vegetable oil industries, the highest volume since at least 2008. Most of them have already arrived in the country, since imports from January to October totaled 625,500 tons of soy, according to government data, with Mercosur countries dominating the supply - Paraguay supplied 589,000 tons, followed by Uruguay (36,300 tons). The total volume imported is much greater than the 125,000 tons imported in the same period last year. Although this is the first soy shipment received in 10 years, the Port of Paranaguá is known for exporting the oilseed.

Source: Datamar News

PORT OF CABEDELLO TO EXPORT SEA SALT

Companhia Docas da Paraíba will begin to export sea salt. The product comes from Rio Grande do Norte and it is set to be exported from the Port of Cabedelo to Europe in December. Sea salt is a new cargo of Docas, which returned to operate in 2020. The storage of the sea salt cargo will take place in Warehouse 7. The packing type for sea salt exports will be the big bag one. Moreover, Companhia Docas has restarted handling clinker, as well as intensified the petcoke operation. The clinker cargo landed in November at the Port of Cabedelo through the bulk carrier Orient Trail, with 28,650 tons of products. The vessel with the cargo came from the United States to the Port of Cabedelo. Clinker is a kind of cement in a primary manufacturing stage. For the Port of Cabedelo, petcoke is a more familiar cargo as it has been being handled for more than ten years in berths 103/105 and 107. In 2020 alone, until November, more than 295 thousand tons of petcoke were handled at the Port of Cabedelo.

Source: www.paraibaonline.com.br

PARANA PORTS SET NEW ANNUAL RECORD AFTER JUST 11 MONTHS

On November 30, the Ports of Paranaguá and Antonina set a record of 53.382 million tons of cargo handled so far this year. The volume is the largest on record. During the month of November alone, 4,459,487 tons were handled. With 5,716,477 tons registered, May also became the best monthly result in the history of the ports. "Despite the pandemic, the year was a lot of work. Grain and food exports grew, with a favorable exchange rate, and dry weather favored shipments. In addition, the harvest was a record for Paraná, a combination of factors that increases our responsibility in search of new records", explains the CEO of Portos do Paraná, Luiz Fernando Garcia Garcia. He recalled that six records were set this year. Record movements were set in March, April, May, September, and October. About 65% of the movement between January and October this year were export products: 38.1 million tons of cargo. The export volume is 13% higher than that registered in the same period of 2019 (28.2 million tons). Imports totaled 17.1 million tons, about 4% more than last year when 16.4 million tons were handled. More than 66% of exports and imports were solid bulk. There were almost 32.5 million tons of grain handled between January and October 2020. In 2019, there were 29.6 million tons (up 10%). In this segment, we highlight the 78% increase in the volume of sugar shipped. There have already been 3.67 million tons exported, compared to 2 million in 2019. In the last month alone, there were 566,617 tons, more than double that recorded in October last year. In the coming years, the public company should invest R\$ 609 million in land and sea infrastructure works. In the continuous dredging program alone, there will be R\$ 403.3 million invested over the next five years. Other investments include the executive project for the new Export Corridor, the refurbishment of the Flammable Pier (R\$ 28.5 million), and the demolition of Pedra da Palangana (R\$ 23.2 million), among others.

Source: *Datamar News*

MINISTRY OF INFRASTRUCTURE RECEIVES STUDIES FOR LEASE OF TWO PORT TERMINALS AT MACEIÓ

Last week, the Ministry of Infrastructure received the studies prepared by Empresa de Planejamento e Logística (EPL) for the lease of two port terminals in the Port of Maceió (AL). The areas called MAC11 and MAC12 are intended for the handling and storage of liquid bulk, especially fuel. The lease auction for both terminals is expected to take place by the end of 2021. It is estimated that the lease of the two terminals for a period of 25 years will generate investments of more than R\$ 240 million. The amount will be applied to the replacement and installation of new equipment and structures, structural recuperation, and reinforcement of the waterway system, and paving and drainage work in the terminal access areas. The objective is that at the end of the contract, the two terminals will be able to handle at least approximately 600,000 tons of fuel and 230,000 tons of LPG per year, consolidating the future prospects for a resumption of growth with a significant increase in fuel demand in the country, especially in the northeast region. The Port of Maceió is in an area known as the

"Pernambuco cluster". The Ministry of Infrastructure's national plan for port logistics predicts that by 2060, the region will have average annual growth rates of 1.87% for handling oil products and 2.35% for ethanol. After the analysis of the studies by the Ministry, the project goes to a public hearing, which is conducted by ANTAQ, the national waterway transport agency.

Source: *Datamar News*

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