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SUGAR: MOVEMENT IN PORTS IN MAY EXCEEDS ALMOST FIVE TIMES COMPARING TO MAY 2019

Until last Wednesday 27th, the line of vessels waiting to load at the various terminals along the coast totaled 72 ships, almost five times more than the 15 that were in line in the same period in 2019. The data, obtained by Broadcast Agro, are from the Williams Brazil agency and consider the movement of the companies Rumo, Teag, Tiplam and Copersucar. From the beginning of the year until May 27, the volumes of Brazilian sweetener shipments to the foreign market also almost quintupled in the annual comparison. During the period, according to Williams, 3.58 million tons of sugar were shipped, against 667,758 thousand tons in the first five months of 2019. The movement reflects the increase in sugar production, due to low ethanol prices and lower demand for sugar. biofuel, hampered by social isolation during the new coronavirus pandemic. In addition, the sharp appreciation of the dollar against the real makes Brazilian sugar more competitive in the international market. The commercial manager of Williams Brazil, José Evaldo Williams, predicts that the movement in the sugar terminals will remain heated until the end of the year. Product shipments are concentrated in the Port of Santos, in São Paulo, Port of Paranaguá, in Paraná, and, to a lesser extent, in Suape, in Pernambuco. In the latter, there is no queue for boats. Even so, the Port Management Department reported atypical shipment in April - the volume exported in the month corresponded to about 76% of the total exported since the beginning of the year. The cargo was destined for the port of Buffalo, in the United States. Williams rules out the possibility that greater sugar movement could jeopardize grain exports. Some companies, however, are making logistical adjustments to take advantage of the positive moment for the external marketing of the sweetener.

Source: Broadcast Agro

BRAZIL HITS NEW RECORDS AND EXPORTS 36% MORE SOYA IN GRAIN IN 2020

Brazil continues to break all records when it comes to soy exports. From January to May this year, the country has already shipped 49.725 million tons of oilseed grain, up 36.1% compared to the same period in 2019. The data consolidated by the National Association of Cereal Exporters (Anec), also show that the The year's result is a historic record. The country's best result in soybean grain exports, from January to May, was in 2018, when 40.336 million tons were shipped. This year's volume exceeds the previous record by 23.3% and crowns the year 2020. Of the 49 million tons sold this year, 73% was only for the Chinese who purchased 36.356 million tons of soybeans. That is, they bought more than the same accumulated period of 2019, confirming a new record between January and May. In second place for Brazilian soy destinations comes Spain, with 1.978 million tons, followed by: Holland (1.808 million tons), Turkey (1.466 million tons) and Pakistan (861 thousand tons). For some analysts starting in May, Brazil would already feel an impact (reduction in sales) in soy exports, since in the previous months sales exceeded expectations. In fact, May closed with sales (13.915 million tons) lower than those recorded in April (14.259 million tons), but nothing that would take from May 2020 the absolute record for the month in history. Until then, the best May in history had been in 2018, with the sale of 10.888 million tons of soybeans. Last month's result was so good that it became the second best monthly mark in history, second only to April 2020, as already mentioned above. If the results so far have

been excellent for the country's soy exports, Anec's prospects for June should not escape the rule. According to the organization, which uses real-time data on shipments abroad, the country should sell 10.799 million tons of soybeans in June. If this is confirmed, the amount will be 22.4% lower than May, but almost 24% above the volumes shipped in

| Year | Volume (million tons) |
|------|-----------------------|
| 2019 | 8.716 |
| 2020 | 10.799 |

Source: Canal Rural

WEST OF BAHIA RECORDS ONE OF THE BEST HARVEST OF SOYBEANS IN HISTORY

With the soybean harvest completed in western Bahia, the region reached one of the best levels of production and productivity. With the second best result in history, behind only the 2017/18 harvest, the West harvested 6,026,400 tons of soy, 194,400 tons more than in the previous cycle. The expected productivity of 60 bags / ha, in the first survey carried out in March, increased by 3.33%, reaching 62 bags / ha. The numbers were already expected, as disclosed by Aiba's Technical Council, in its first survey. However, to be cautious, the agency avoided making new estimates, fearing negative impacts caused by the drought in the months of November and December, a factor that delayed the planting of the oilseed. Due to this climatic event, there was replanting in about 5% of the area. It is known that low humidity causes problems with seed germination and, depending on the vigor, can affect the stage of development of plants. With the normalization of the rain cycle in the region, starting in January, the scenario was again favorable for soybean farmers.

Source: Universo Agro / Datagro

CONSUMPTION OF HYDRATED ETHANOL RETURNS 33.6% IN APRIL IN THE ANNUAL COMPARISON

Data published by the National Agency of Petroleum, Natural Gas and Biofuels (ANP) and compiled by the Union of the Sugarcane Industry (UNICA) point to a reduction of 30.2% in fuel consumption, in equivalent gasoline, by the fleet of light vehicles in April when compared to the same period of the previous year. The registered volume of 3.12 billion liters represents the lowest monthly value since February 2010. In the accumulated from January to April, the consumption of fuels in the national market reached 15.66 billion liters, in equivalent gasoline, which represents a decrease of 10.0% in comparison with the same period of 2019. Due to the economic impacts caused by the pandemic of the new coronavirus, both the consumption of hydrated ethanol and gasoline presented a strong retraction in April, 33.6% and 28, 8% respectively. The volume of biofuel consumed amounted to just 1.2 billion liters and 2.27 billion liters related to fossil. In the evaluation by State, with the exception of Santa Catarina, which presented a 20% growth in hydrous consumption, all other federal units registered significant decreases in the volume of biofuel demanded. The data indicate that in the main states that consume renewable energy, the retraction in demand was 31.1%, varying from 23.2% in Mato Grosso to 34.8% in Paraná. With regard to C gasoline consumption, the retraction ranged from 8.4% in Mato Grosso to 38.4% in Amazonas. "The ANP data are aligned with the ethanol sales reported by the production units and reported by UNICA", evaluates Antonio de Padua Rodrigues, technical director of the institution. In April, companies in the Center-South region sold 1.1 billion liters of hydrous fuel ethanol to distributors, a 37.8% drop in volume compared to April 2019.

Source: Universo Agro / Datagro

BRAZILIAN POSTAL SERVICE TO USE MARITIME TRANSPORT FOR CARGO FROM CHINA

The Brazilian postal service has said it will start using maritime transport to receive postal cargo from China as an alternative to



reduce dependence on commercial flights that have been affected by the Covid-19 pandemic. The Port of Paranaguá was chosen to receive the first major lot of such cargo, with 34 containers expected to arrive between June and July. "The reduction in international flights has had a direct impact on imports, since many products arrive from abroad in the cargo compartment of passenger aircraft. Maritime transport was maintained during the pandemic and is an efficient alternative", explains the president of Portos do Paraná, Luiz Fernando Garcia. Two containers arrived on May 30 and are awaiting customs clearance to continue their journey to the International Post Sorting Center, in Pinhais, in the Metropolitan Region of Curitiba. The postal service informed that "the Brazilian and Chinese post offices signed an agreement to make it possible to transport parcels and documents from China by sea. The decision meets the request of the Universal Postal Union (UPU) – a specialized UN agency that coordinates the international postal system – to make the routing modalities more flexible and to reduce bureaucracy for postal cargo to go through world customs".

Source: *Datamar News*

PARANAGUA PORT EMBARKED 2.4 MILLION TONS OF SOYA IN MAY

Exports of soybean grain and bran through the Port of Paranaguá (PR) doubled in May, reaching 2.4 million tons, compared to 1.2 million in the same month of 2019. Shipments this year surpassed the 2 million mark. tons for the third consecutive month. The volume loaded in the first five months of the year already totals 9.6 million tons, 33% above that shipped in 2019. "Despite the coronavirus crisis, the market remained very strong. The appreciated dollar favored and dry weather guaranteed the pace of shipments", explains the CEO of Portos do Paraná, Luiz Fernando Garcia. Soybeans grew by almost 70% in the comparison between the first five months of 2019 and 2020. It rose from 4.29 million to 7.28 million tons. In May alone, around 1.95 million tonnes were exported, almost four times more than the 561,284 tonnes loaded in the same month of the previous year. In May 2019, 22 ships docked in the berths of the export corridor of the Port of Paranaguá. This year, there were 39. The number was only possible, according to the company, because the waiting time of the vessels reduced and the productivity of the berths increased. The time it took a ship to load dropped from an average of 2.9 days to 2.2 days. The volume handled jumped from 801 tons / hour to 1,138 tons / hour.

Source: *Revista Globo Rural*

GRAIN FLOW THROUGH THE NORTH ARCH OF BRAZIL SHOULD GROW 13% IN 2020, PRO-LOGISTICA SAYS

The flow of grains through the country's North Arc ports is expected to grow 13% this year, to 42 million tonnes, estimated on Wednesday the executive director of the Pro-Logistics Movement, Edeon Vaz Ferreira. According to the movement's executive, who is linked to the Association of Mato Grosso Soy and Corn Producers (Aprosoja-MT), last year the North Arc was an export route of 37.2 million tons. "The advance is the result of many investments in the ports in the region and contributes to reduce the country's logistical bottleneck, which is still large," he said during participation in a videoconference. He said that the Brazilian export of the soy complex is estimated at 104 million tons this year. For Ferreira, Brazil has achieved expressive results in shipments to the international market, but it still loses competitiveness to its competitors who also export grains due to the cost of displacing the harvest, which is mainly via road. "Our total cost to take a soya from Sorriso (MT) to Shanghai, China, is \$ 101 per ton; the American (farmer) spends 56 dollars", he compared. Based on this calculation, he defended greater investments in the country's rail network. In the same vein, the institutional director of the Joint

Parliamentary Front for Logistics and Infrastructure (Frenlogi), Edinho Bez, stated that, after the coronavirus pandemic, infrastructure and logistics are segments that should be treated by the government as essential. "Only then will we have the confidence and motivation of entrepreneurs, producers and investors (in the country)," he said. Source: *Reuters*

ITAJÁI PORT COMPLEX RECEIVES FIRST MEGA-VESSEL

Last weekend, the Port of Itajaí received a mega-ship for the first time. The vessel EVER LAUREL, which was 334.98 meters long and 48.80 meters wide, bears the Singapore flag and has the capacity to transport up to 8452 TEU. It came from Paranaguá Port and docked at Portonave' berth 2 on May 31st. On June 1, the vessel's exit maneuver was performed, which is the first turn maneuver in the new evolution basin area. The maneuver began at 10 am, with the ship towed from the stern (aft) to the Afonso Wippel Bay (Saco da Fazenda), where the new basin is located. After being positioned, it completed a 180 ° turn and followed on towards the Port of Montevideo. To ensure safety, access to the Itajaí Port Complex was prohibited during the ship's entry and exit. As a result, the ferry boat service, Marina Itajaí, and fishing vessel activity all had to be paused. The maneuver was coordinated and monitored by the Superintendency of the Port of Itajaí, by the Brazilian Navy (Police Station of the Captaincy of the Ports of Itajaí), by Pilotage, by the Port Terminals (APMT and Portonave) and by the tugboat company. Technical studies and engineering projects for the new Evolution Basin of the Itajaí Port Complex began in 2012. As it was located between the berths of the Port of Itajaí (APM Terminals) and Portonave, the old basin area was limited and did not allow larger ships to maneuver. The Afonso Wippel bay was suggested by one of the oldest pilots in Itajaí, and among all the locations presented, it was, according to technical studies, the most suitable for the new maneuvering area.

Source: *Datamar News*

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