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)

BRAZIL SUSPENDS CONCESSIONS ON COSTA RICAN IMPORTS IN PROTEST AGAINST SURCHARGE ON ITS SUGAR EXPORTS

The Brazilian government suspended concessions on imports of certain products from Costa Rica on November 17. The measure will represent a 27.68% surcharge on imports of Costa Rican products such as chocolates and teas. The decision is supported by the WTO Safeguards Agreement. The measure was taken through a CAMEX (chamber of foreign trade) resolution in retaliation to Costa Rica's decision to apply unjustified safeguards to sugar it imports from Brazil that results in a surcharge of 27.68% on the Brazilian product. In a joint note signed by the Ministry of Foreign Affairs, Ministry of Economy, and Ministry of Agriculture and Food Supplies, the authoritative bodies state that "before the measure was applied, the Brazilian government sought to negotiate an agreement with Costa Rica that would avoid restrictions on bilateral trade, which has not yet been possible." Costa Rica's safeguards affect Brazilian exports are valued at US$ 3.7 million per year, according to the latest data (August 2019 to July 2020). The Brazilian measure, implemented in the form of an increase in import tariffs identical to that applied by Costa Rica for Brazilian sugar, will fall on exports from that country in the amount of approximately 950 thousand dollars and may be withdrawn or supplemented in light of the progress of the negotiations between the two countries. The note also states that "the Brazilian government will remain committed to seeking a negotiated solution that will go towards strengthening and expanding commercial ties with Costa Rica".

Sources: Agência Estado / Datamar News

BRAZIL ALLOWS IMPORTED RAW MATERIAL IN BIODIESEL PRODUCTION

President Jair Bolsonaro approved a resolution by Brazil's National Energy Policy Council (CNPE) that allows imported raw material in the production of biodiesel. The new measure establishes that the National Petroleum Agency (ANP) may allow the use of imported raw material in public bids, previously considered "of interest to national energy policy". The government's move takes place while the biodiesel sector in Brazil, the largest global producer and exporter of soy, deals with higher oil prices after strong exports and domestic consumption. The ANP has temporarily reduced the percentage of mandatory biodiesel blending to ease the price hike on the fuel. At the end of October, the Brazilian Association of Vegetable Oils (Abiove) projected that biodiesel production in Brazil should reach a record level for one year, 6.4 billion liters until the end of 2020, up 8.5% over 2019.

Source: Reuters

IMPORTS OF SOY OIL INCREASES MORE THAN 500% BEFORE GORVENMENT'S AUTHORIZATION FOR BIODIESEL PRODUCTION

At a time of soy shortage, Brazilian industry should count on imports of soy oil, which increased more than 500% in October, even before the government authorizes the use of the imported raw material for biofuel production. The authorization was published in November 18, in order to keep soy oil imports steady, because the sector needs the product to participate in the December public bid, which will offer biodiesel for the first two months of 2021, said Ubrabio, the association of Brazilian biodiesel producers. When the Brazilian soybean crop begins to be harvested in January, the expectation is that imports will decline, since domestic supply is expected to increase. Soybean oil account for about 70% of the raw material for biodiesel, and Brazilian imports had already increased to 67.3 thousand tons in October, compared to 10.6 thousand tons in the same period last year.

Sources: Reuters / Notícias Agrícolas

CAMEX RENEWS QUOTA ON TARIFF-EXEMPT WHEAT IMPORTS FOR 2020/21

The Brazilian Chamber of Foreign Trade (Camex) renewed the quota for importing 750,000 tons of wheat from outside Mercosur that is exempt from the Common External Tariff (TEC) – which, in this case, is 10%. Purchases can be made from November 18 this year to November 17, 2021. The quota was established in a commitment made by the country to the World Trade Organization (WTO) in 2019. This July, due to the shortage of wheat in the national market and the high prices, CAMEX allowed the importation of an extra quota of 450,000 tons, TEC-free, from outside Mercosur until November 17 of this year. Brazil is one of the main wheat importers in the world. About 60% of domestic consumption comes from abroad, mainly from Argentina (2.068.906), then from the United States (28.078), Martinica (4.011) and Suriname (3.508).

Sources: Antaq / Valor Econômico / Datamar News

BRAZILIAN FERTILIZERS SALES FOR 2021 IS SOARING, SAYS STONEX

Fertilizers sales are experiencing a very rapid growth. According to StoneX, Brazilian producers have already negotiated 48% of fertilizers for the first half of 2021. Purchases for the second half of 2021 are also well-advanced, reaching 24%. Analyst Marcelo Mello says that the rural producer is anticipating sales since December 2019, when the MAP price was extremely attractive. According to Mello, on account of the high price of grain, agriculturalists are interested in hastening the barter (reciprocal exchange of goods or services) and physical purchases, even though the latter is not so advantageous, now that the price of MAP has gone up by $100 since December 2019. Mello says that the producer needs 5% more soy to purchase the same amount of fertilizers purchased in the last five years. "It shows perhaps that the producer should wait for better moments in the coming months".

Source: Canal Rural

BRAZILIAN RICE HARVEST IS IN FULL SWING THIS YEAR, SAYS CONAB

Brazilian rice harvest in 2020/21 is well-advanced in comparison to the last cycle, considering the five producing states of Brazil (Tocantins, Maranhão, Goiás, Santa Catarina and Rio Grande do Sul), which represent 79% of the cultivated land area in the country. Until November 13, the percentage reached 73.6%, compared to 66.8% in the previous week and 58.7% in the same period of 2019. Data were published on Friday (20) by the National Supply Company (Conab). Two main producing states show a substantial increase in work this year, when compared to the previous season. "In Santa Catarina, the planted area has already exceeded 95%, whereas Rio Grande do Sul has reached about 85%", said Conab. Conab has also estimated for the 2020/21 harvest an area of 1.72 million hectares planted, in both rainfed (396,500 ha) and irrigated (1.32 million ha) agriculture, compared to 1.66 million hectares in the previous season.

Source: Notícias Agrícolas

CORN ETHANOL IN SPOTLIGHT FOR DECABORNIZATION GOALS IN BRAZIL

Corn ethanol is likely to play a strategic role for mid-term decarbonization goals in Brazil. "Much more than a making of choices, fueling with ethanol is environmental education. Ethanol is a clean fuel that can boost several other economic activities", said Guilherme Nolasco, president of Unem. Brazil uses second crop corn to produce ethanol, which means reutilization of the agricultural area reducing carbon footprint. The plants use biomass co-generation systems, which provide two positive effects: the first relates to self-sufficient industries that produce surpluses to be traded to the national energy distribution system; the second concerns the impact on the planted forests sector, which now has new commercial partners.

Source: Universo Agro / DATAGRO

PARANÁ PORTS BEGINS WORK OF REMOVING ROCKS OBSTRUCTING BAY ENTRANCE

Portos do Paraná began elaborating the executive project for the removal of part of the rock complex known as Pedra da Palangana. The formation, which is submerged in the Paranaguá Port region, is located in the maneuvering area, limiting ship capacity and traffic at the entrance to the bay. The estimated investment for the project and work is around R$ 23.28 million, to be paid for with the public company's own

resources. Technically called an 'overthrow', the work has been anxiously awaited by the entire port community for years. "These rocks limit the depth at the entrance to the bay. With their removal, together with the investments in permanent dredging, we will have effective operational gains. When the work is finished, the Port of Paranaguá will have an unprecedented condition to receive larger ships. This will have a direct impact on both our movement volume and the economy as a whole", says the CEO of the public company, Luiz Fernando Garcia. The expectation is that in 12 months the stone will no longer be a navigation obstacle in the port. The execution of this work will allow the deepening of the main access channel in the region of the Palanganas rock mass, making it compatible with the depths obtained in the deepening dredging – around 14 meters. "It will be possible to obtain an operational draft gain with greater security for navigation, ensuring that the dimensions of the waterway access channel meet the demand of larger ships, which will make Portos do Paraná more commercially competitive", says Bruna Calloni, from the Marine Engineering Department (GMAR), Coordinator of Bathymetry and Dredging, According to the engineer, the demolition will reduce the waiting time for mooring and unberthing maneuvers and will therefore increase operational time, which is the period when the ships are able to maneuver.
Sources: www.portosdoparana.pr.gov.br / Datamar News

APM TERMINALS SET RECORDS IN SANTA CATARINA AND CEARA

APM Terminals Pecém, in Ceará, set two consecutive records this year, with a best-ever September performance of more than 41 thousand TEUs, surpassed by October, with 46,705 thousand TEUs handled. For the first ten months, the Pecém Terminal reports 309,051 thousand TEUs, a 7.9% increase in 2019. In the South of Brazil, the Itajaí Terminal's volumes grew by double digits in 2020, maintaining the pattern of the last three years. Until October, the terminal had handled more than 457 thousand TEUs, up 13.4% over the 403 thousand TEUs handled in the same period of 2019. The growth in the Northeast of Brazil is due to the following factors: strategic location of the port within the supply chain of shipowners and end clients; the lines with bigger ships with larger load capacity; the rising US Dollar; and the economic recovery ahead of special dates. The port of Pécem inaugurated Berth 10, increasing the terminal's operational capacity. APMT Itajaí is among the 10 biggest ports in Brazil and was the only one to see imports growth. Meanwhile, in terms of exports, Itajaí was among four of the 10 biggest terminals that saw an increase, registering its largest growth of 21%.
Source: Portos e Navios

BNDES TO START STUDIES ON PRIVATIZATION OF COMPANHIA DOCAS DA BAHIA

During a webinar on Thursday 19, The Minister of Infrastructure, Tarcísio de Freitas, said that the National Bank for Economic and Social Development (BNDES) will start studies on the privatization of Companhia Docas da Bahia (Codeba). The Minister said that the bank has agreed to organize the company's privatization project, without giving any details about the process. The expectation is that the first privatization of a port in Brazil will take place next year, along with a series of massive infrastructure development. The government expects to invest nearly R$ 100 billion, including funds to airports, highways and railways. Freitas said he met foreign investors who were interested in the Ferrogrão construction project, giving no further details, except that the conversation was "excellent". The 900-kilometer railway project, designed to carry agricultural products from the Central-West to the North region of Brazil, faces questions from the Federal Public Ministry and civil society organizations.
Source: G1

PORT OF SUAPE INVITES STUDIES FOCUSED ON INSTALLATION OF LPG

The Port of Suape opened a public call for bids for individuals or companies to donate necessary studies for the implementation of a new Liquefied Petroleum Gas (LPG) terminal. The process was published in the Official Gazette of the state and on the Suape website (www.suape.pe.gov.br), on the 18th. Studies must be received within 30 calendar days, counting from the publication. The terminal will be deployed in an 82,000 m2 area in Porto Organizado, served by a pipeline, where operators are already handling liquid bulk derived from oil. The growing demand for the product and the characteristics that make Suape a hub for liquid bulk, including LPG, justify the need for a new terminal. According to data from the National Union of Liquefied Petroleum Gas Distribution Companies (Sindigás), about 30% of the LPG consumed in the country is imported, and most of it enters the Port of Suape which supplies the Northeast (with the exception of Bahia), part of the North, and Southeast. From January to September 2020, LPG grew by 2.4% compared to the same period last year, with 1,633,606 tons handled, and a 4.71% increase in the number of landings. According to the National Agency of Petroleum, Natural Gas and Biofuel (ANP), in the same period, Brazil consumed more than 5 million tons of the product, with the Northeast responsible for 25% of this demand. "The new terminal will receive, store and distribute LPG by road to meet the demand of consumers in the Northeast, and will send it to other regions of the country by cabotage. In addition to its location and infrastructure, Suape is one of the country's main distribution centers, specializing in liquids and gases. These studies are necessary to define the best modeling for the lease of the area ", explains the president of Suape, Leonardo Cerquinho.
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**

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