

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)

BRAZILIAN TRADE BALANCE REGISTERS US\$ 1.58 BILLION SURPLUS IN 4TH WEEK OF OCTOBER

The Brazilian trade balance registered a surplus of US\$ 1.58 billion in the fourth week of October. Data released this Monday, October 26, by SECEX, the Foreign Trade Secretariat of the Ministry of Economy, indicates that the Brazilian trade balance registered a surplus of US\$ 1.58 billion and a trade flow of US\$ 7.63 billion in the fourth week of October 2020 as a result of exports worth US\$ 4.60 billion and imports of US\$ 3.03 billion. In exports, there was an increase of 0.4%, due to the increase in sales of products from the Manufacturing Industry (+ 2.7%) and the Extractive Industry (+ 11.9%). The growth in exports was driven mainly by the increase in sales of the following products from the Manufacturing Industry: Sugars and molasses (+ 133.3%); Aircraft and other equipment, including parts (+ 51.4%); Gold, non-monetary, excluding gold ores and concentrates (+ 31.3%); Alcohols, phenols, phenols-alcohols, and their halogenated, sulfonated, nitrated or nitrosated derivatives (+ 83.0%) and Cellulose (+ 15.3%). In the Extractive Industry, the growth in exports is mainly due to the increase in sales of the following products: Iron ore and its concentrates (+ 45.3%); Copper ores and concentrates (+ 41.1%); and Crude fertilizers, except organic fertilizers (+ 41.8%). For imports, the daily average until the fourth week of October 2020 (US\$ 595.22 million) was – 23.1% below the October average of last year (US\$ 773.97 million).

Source: *Datamar News*

BRAZIL BECOMES CHINA'S THIRD LARGEST OIL SUPPLIER IN SEPTEMBER

Data from the Chinese Customs Administration indicates that in September, Brazil advanced to the position of third-largest supplier of crude oil to the Asian country, as independent Chinese refiners obtain cheap and a relatively high-quality supply from the South American exporter. Imports of the Brazilian product reached 4.49 million tons, compared to 2.96 million tons in the same period in 2019. With that, Brazil overtook Iraq, which fell to the fifth-largest supplier. China's imports of Brazilian oil from January to September were 33.69 million tons, an increase of 15.6% over the previous year, according to Reuters calculations based on the released data. In July, according to Petrobras, China accounted for 70% of Brazil's oil exports. Saudi Arabia regained first place in China's oil purchases last month, after losing that rating to Russia for the previous two months. China imported 13% more oil in the first nine months of 2020 than in the same period in 2019, as refiners increased production to meet the rapid recovery in demand and increased stocks of cheap oil at record rates.

Sources: *Reuters / Datamar News*

BRAZIL'S SOY EXPORTS TO CHINA UP 51% IN SEPTEMBER

Data released by Chinese Customs on October 25th indicate that in September, China imported 51.4% more Brazilian soy than in the same month of the previous year. Brazil exported 7.25 million tons of oilseed to China in September compared to 4.79 million tons in the same period in 2019, according to the agency. In total, China imported 9.8 million tons of soy from all sources in September, an increase of 19% over the previous year. The Chinese soybean crushers are in high demand for crushing the grain for feed since the Chinese swine herd is recovering from the impact of an outbreak of African swine fever. China imported 1.17 million tons of soy from the United States in September, down 32.4% from the same month a year ago, when shipments arrived that were negotiated during a truce in the US-China trade dispute. According to analysts and traders, China's general soy imports

are expected to decline in the coming months, as shipments from Brazil decline due to the off-season. Soy reserves in China fell to 7 million tons in the week of October 18, after reaching a peak close to 8 million tons in early September. China's soybean meal reserves dipped to 937,900 tons, down from the record 1.27 million tons reached in early September.

Sources: *Reuters / Datamar News*

BRAZIL TO BECOME FIFTH OIL PRODUCER, SAYS MINISTER

The Minister of Mines and Energy, Bento Albuquerque, said that Brazil should continue to interact with the world's major producers without entering the Organization of Exporting Countries of Petroleum (OPEC), despite the projection of a significant increase in Brazil's oil production in the coming years. Albuquerque also said he has participated in OPEC meetings with energy ministers from the group of the twenty richest countries (G20): "Brazil has been recognized as a country that has overcome difficulties and has been very successful in the actions that are being implemented in the sector," he said. The minister endorsed that Brazil is expected to become the fifth-largest producer globally and the fourth-largest exporter of oil in the world in the next few years. In addition, he has highlighted Petrobras' new oil export record in September, despite the drop in global demand because of the pandemic.

Source: *Valor Econômico*

BRAZIL IS WELL PREPARED TO INCREASE FOOD TRADES WITH ARABES

Covid-19 is prompting Brazilian and global consumers to demand for quality and cleanliness, said Brazil's Agriculture minister Tereza Cristina on Wednesday (21) at the Brazil-Arab Countries Economic Forum. Cristina said that the growth potential of Brazilian trade with the Arab countries is strong, given their history of cooperation, with Brazil being the largest exporter of halal protein (following the principles of the Muslim religion) in the world. The minister also pointed out to the increase in the exports of products such as sugar, meat and soybeans, and to the potential growth in the supply of products such as cotton, cocoa, fresh and dried fruits. The vice president of foreign trade at the Arab-Brazilian Chamber of Commerce, Ruy Cury, believes that the consolidation of Brazilian-Arab partnership for food security is vital, as Brazil supplies food to the 420 million people living in the 22 countries of the League of Arab States.

Source: *DATAGRO*

ETHANOL IS A SUSTAINABLE OPTION FOR BRICS COUNTRIES, SAYS UNIQUE

Challenges and opportunities of sustainable developments was one of the panels discussing topics of the BRICS Business Forum. The executive director of Unica, Eduardo Leão de Sousa, reviewed the scenario of sugarcane production in Brazil since 1973, when the Proálcool program started and ethanol became the main source of renewable energy in Brazil. "Whether as a fuel or as a source of bioelectricity, sugarcane is the source of almost 20% of the energy consumed in Brazil", he said. Some of the main challenges faced by the countries can be toned down with the use of ethanol, such as air pollution, CO2 emissions, and the need of oil imports. All of this has positive impacts on the local economy. When compared to fossil fuels, ethanol can reduce total emissions by up to 90%. Eduardo Leão explained that, since 2003, ethanol has prevented the emission of 535 million tons of GHGs in Brazil, this is equivalent to the planting of 4 billion native trees. That makes ethanol an important option for the other BRICS countries.

Source: *Agência Safras*



FERTILIZERS IMPORTS STEP UP IN SEPTEMBER

According to a report released by the Brazilian Chemical Industry Association (Abiquim), Brazil imported US\$ 3.7 billion in chemical products in September, an increase of 10.2% compared to August. The most imported chemical products are the fertilizers intermediaries, with foreign trades reaching US\$ 716.7 million, an increase of 11.1% compared to the previous month. On the other hand, exports have slightly increased, up to 1.5%, US \$871.4 million. Thermoplastic resins were the most imported items, with sales of US\$ 103.5 million, a drop of 13.4% compared to August and a dramatic drop of 23.1% compared to September last year. For the president of Abiquim, the recent recovery in economic activity has brought relief to the sector, but the situation is still delicate and requires solutions in critical agendas for the chemical sector.

Sources: *Agrolink/ Global Fert*

BRAZIL TO FOCUS INVESTMENT IN RAIL TRANSPORT FOR THE FIRST TIME IN DECADES

According to Marcello Costa, the National Secretary for Land Transport at the Ministry of Infrastructure, rail transport in Brazil will once again become the focus of investments after decades of stagnation and will gain more priority in the distribution of inputs and goods within the national logistics model. According to figures from the Ministry of Infrastructure, Brazil uses rail to transport only 15% of large volumes of goods and inputs in the country. Highways account for 65%. Marcello explains that for products with low added-value and high volume, rail transport is the most appropriate. The planning that the ministry follows aims to balance the transportation matrix, investing mainly in the modes that best adapt to the country, which in its opinion are the rail and waterways, including coastal shipping. The goals of transforming Brazilian logistics are broad and include long-term strategic measures, says Costa. These objectives are included in the National Logistics Planning (NLP), a document that aims to improve and optimize the way products enter and leave the states and arrive at the export routes at the ports. The current NLP covers the period between 2018 and 2025 and foresees more than doubling the participation of the railway modal. "The goal is to increase the railroad's share of Brazilian logistics to 31-32%," says Costa.

Source: *Agencia Brasil*

STRONG GROWTH IN VESSEL CALLS AT PORT OF VITÓRIA

The second half of 2020 is encouraging for the Port of Vitória, which has been registering a steady growth in ship moorings. From January to June, 289 vessels accessed the Vitória channel, while in the third quarter (July, August, and September), 184 ships have already been recorded. From June to September, there were 287 moorings, an increase of 54.3% compared to the first five months of 2020, and flags of 34 countries, such as Panama (36 ships) and Liberia (22), in addition to Brazil (90 – shipping) cabotage). The main products handled were solid and liquid bulk, fertilizers, and containers. According to Leonardo Bianchi, CODESA's Planning and Development Coordinator, with the new Atalaia Pier (berth 207) coming onstream, this will allow the Port of Vitória to receive a greater number of vessels without long waits, making it more competitive. "The Port of Vitória will serve a larger number of ships sailing from many countries, without reducing the level of service. Our expectation is for growth in the total number of moorings without any increase in waiting lines; this is an indicator of increased competitiveness vis-à-vis the port sector", he stresses.

Source: *Datamar News*

VESSEL REFUELING AT PARANÁ PORTS RISES 13%

Ship refueling at Paraná ports increased in terms of volume as well as the number of procedures. From January to September this year, 558 vessels had their 'tanks filled' in Paraná waters – 13% more than in the same period in 2019. There were 302,363 tons of bunker, 17.24% more than the 257,896 tons recorded last year. According to Luiz Teixeira da Silva Júnior, Director of Operations for the Ports of Paraná, "This refueling volume is considered an export. This goes into the port statistics as a product that Brazil is selling abroad since it is used to refuel ships from other countries. It is revenue in the global sense. Both for export and for using manual labor in the port by the company that provides the service. It is all a logistics set up to supply the ships". According to him, the increase in supply reflects the growth in productivity and port movement. In addition, it is explained by the strategic geographical location of the Port of Paranaguá and the characteristics of the bay. In the ports of Paraná, Petrobras is the only supplier of fuel for refueling ships. The company that provides this service to the Brazilian state-owned company is Navemestra, of the Bravante Group. The service is performed by two barges capable of carrying up to 1,450 tons of fuel. The ship refueling can happen with vessels moored at the pier or at anchor (in the specific mooring area) and, in some cases, the ships go to Paranaguá just to refuel (bunker only). The operation is safe, carried out with containment barriers to prevent any product from falling into the sea. "Due to the number of mooring areas here in the Port of Paranaguá, it is possible that while they wait, they can already refuel", says Silva. The rules for this service, he adds, include authorization from the port authority for anchoring, payment of port fees, and presentation of detailed work plans. The work is done by seven suitably qualified sailors. With over ten years of experience in this type of activity, they undergo periodic training and qualification. On average, the company refuels 50 to 90 ship supplies per month, and this happens in a limited area with a calmer sea and less vessel traffic. In Paranaguá Bay the limit is close to Ilha das Cobras.

Source: *Datamar News*

NEW PROTOCOL TO PROTECT THE SYSTEM OF BUOYAGE OF COTUNDUBA CANAL

The main access for large vessels at the Port of Rio de Janeiro now has a protocol to reduce the risk of damage of the new and modern buoys articulated submersibles, as to preserve the newly installed nautical signage in the Cotunduba Canal. The measures to be taken by the port authority are the ones that follow: signs warning about the prohibition of access to the buoys; a motion detection mechanism in the Water Access Management (Gerqua) and the Port Security; physical barriers to prevent access to the buoys articulated submersibles lanterns; and awareness raising campaigns to improve the focus on better outcomes with the maritime community. In addition, the protocol provides greater agility of communication with the Captaincy of the Ports of Rio de Janeiro (CPRJ), as to restrain acts of vandalism in system of buoyage.

Source: *Portos e Navios*

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

Please, do not hesitate to contact us for further information through our commercial@williams.com.br and lineup@williams.com.br! Always keeping you duly posted

Please, follow us on Instagram

 [@williamsagents](https://www.instagram.com/williamsagents)

