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BRAZIL TO BOOST PLANTINGS FOR THE 15TH YEAR, SAYS DATAGRO

DATAGRO Consulting's annual survey shows an increase in Brazil planting area for the 15th consecutive year, from 39.05 million hectares to 40.57 million hectares in the 2020/21 cycle, an increase of 4%. "It is important to emphasize that any sharper reaction of quotations in the next 60 days may change this proportion, since there is a natural tendency of producers towards soybeans, in view of 2013, 2014, 2015, 2017, and 2020 crop cycles", says Flávio Roberto de França Junior, coordinator at DATAGRO. Brazil will produce an estimated 144.06 million tons of soybeans. If confirmed, next year's production would be 5% higher than the 136.96 million tons of the estimated output in 2021. According to DATAGRO, the increase in area is expected to take place throughout Brazil, turning out to be stronger in the states of the North, Northeast and Center-West regions. Soybeans should advance over sugarcane areas in the central region, over pasture areas throughout the country and in the open areas of the Cerrado, mainly in the Matopiba region (Maranhão, Tocantins, Piauí and Bahia).

Sources: DATAGRO/Notícias Agrícolas (*Translated by la Niani)

IMPORT VOLUME OF CORN ON TRACK TO BE THE HIGHEST IN 40 YEARS

New estimates for corn crop in Brazil have boosted corn imports. "In 2021, the import volume of corn will reach 4 million tons, and this number may be higher as data on crop failure surge. Brazil is likely to reach the largest volume of imports in the last 40 years", said Carlos Cogo, director of Cogo Inteligência em Agronegócio. According to Cogo, some industries and cooperatives intend to give pace to corn exports in the second half of the year. He points out that from January to June 2021, purchases reached less than 1 million tons. "Corn purchases will reach the peak by July or August. Argentina has already confirmed exports of more than 650 thousand tons to Brazil, not including the imports that are being carried out at this moment. There won't be shortages. Despite some difficulties in finding the product, it will be available for import, mainly from Argentina and Paraguay".

Source: Canal Rural (*Translated by la Niani)

WHEAT CROP IN SANTA CATARINA IS EXPECTED TO REACH 290 THOUSAND TONS IN THE 2021/2022 CYCLE

Farmers in the state of Santa Catarina bet on winter cereal production and are likely to set a record next year. Estimates by the Center for Socioeconomics and Agricultural Planning (Epagri/Cepa) point to a growth of almost 70% in wheat production in the state of Santa Catarina, which is expected to produce 117.9 thousand tons of wheat more than the previous season. The growth in production is due to the increase in the planted area (88.2 thousand hectares) and in the productivity, which surpasses 3 tons per hectare. The state government is one of the most important supporters with the Project to Incentive the Planting of Winter Cereals. According to the Secretary Altair Silva, about R\$ 5 million were invested to increase production of wheat, triticale, rye, oats and barley in Santa Catarina. "The area planted with wheat have grown by 30,000 hectares in Santa Catarina" he said.

Sources: Universe Agro/DATAGRO (*Translated by la Niani)

SUGARCANE CROPS AT RISK AS FROST PERSISTS

Weather phenomena such as drought, water crisis, frosts, and floods, have been affecting crops in Brazil this year. The damage is evident, and the effects of low temperature will be extended to the coming seasons, mainly for perennial plantations such as coffee, sugarcane and oranges. For the director of the Sugarcane Industry Association (Unica), Antonio de Padua Rodrigues, besides affecting current productivity, the frost also poses new problems for the 2022/23 sugarcane crop. Crop management will be more difficult. The sprouts in the harvested area that was affected by the frost will undergo pruning, as a result they will be late compared

to last estimates. The delay affects not only productivity but also planning for the 2022/23 season. If producers anticipate harvest, the output will fall due to the plant cycle. If they delay the harvest, costs and management will get more complicated.

Source: Nova Cana (*Translated by la Niani)

FUTURE MOBILITY SHOULD CONSIDER ELECTRIC CAR AND ETHANOL, SAYS UNICA CEO

The CEO of Sugarcane Industry Union (Unica), Evandro Gussi, said that the "balance" for the future of mobility is not electric car versus ethanol, but the contrary. At a meeting in the Sugarcane Technology Center (CTC), in São Paulo State, Gussi recognizes the advantages of electric motors over combustion engines. Nevertheless, he said it is crucial to turn attention to the source of the electrical energy. According to the CTC report, Gussi claims that ethanol is one of the main options for the decarbonization and sustainability of transport sectors. He also said that, in Brazil, the most basic car can be fueled with ethanol, which has sugarcane as its main raw material, and can also be produced with corn. It has been estimated that replacing gasoline with ethanol, between 2020 and 2035, would reduce about 1 billion tons in carbon dioxide emissions.

Source: Revista Globo Rural (*Translated by la Niani)

BRAZIL: NATURAL GAS ATTRACTS WORLD'S TOP INVESTORS

Three investors are betting on pre-salt natural gas to generate thermal electricity at a price similar to that of the hydroelectric plants: Shell, Mitsubishi Hitachi Power Systems Americas (MHPS), and Pátria Investimentos. This R\$ 2.5 billion project takes place in the municipality of Macaé, in the north of Rio de Janeiro, and the "ace in hole" is in the price of gas used as an input, investors said. With operation scheduled for the beginning of 2023, the plant will be the first to add value to the pre-salt gas. Shell is going to supply the raw material, which is extracted from the Santos Basin at a more competitive price, as it will not be pegged to the dollar and international quotations. Once completed, the plant will have the capacity to generate 565 megawatts (MW), which is enough to supply a city of 2.5 million inhabitants. Half the construction has been completed so far.

Sources: Estadão/Portos e Navios (*Translated by la Niani)

PETROBRAS SIGNS CONTRACT FOR THE SALE OF GASPETRO

On Wednesday, Petrobras signed the contract for the sale of all its stake (51%) in Petrobras Gás S.A. (Gaspetro). The sale value is R\$ 2.03 billion to be paid at the closing, subjected to the adjustments provided for in the contract. The closing of the transaction is subject to approval by the Administrative Council for Economic Defense (Cade). Gaspetro is a holding company with equity interests in 19 natural gas distribution companies, located in all regions of Brazil. Its distribution networks total about 10 thousand kilometers, serving more than 500 thousand customers, with a distributed volume of around 29 million cubic meters per day. Compass is a Cosan Group company, created in 2020 to operate in the gas and energy segment. It currently controls Comgás, the country's largest gas distributor with more than 19,000 kilometers of installed network and 2.1 million customers, present in 94 municipalities in the state of São Paulo.

Source: Agência Brasil (*Translated by la Niani)

PORT OF ITAQUI BEGINS SHIPPING THE CORN CROP

July marks the beginning of the flow of corn production through the Port of Itaquí, which handled around 600,000 tons in nine ships. This month's volume is equal to the same period last year and is 15% above the total handled from January to July 2020. Corn produced in the Matopiba region (which comprises the states of Maranhão, Tocantins, Piauí, and Bahia) and Mato Grosso, through the Maranhão public port, goes mainly to Egypt, which is responsible for 32% of the exported volume. Among the main destinations, below the African market, are Spain and Japan. In addition to soybeans and corn, at the end of this second semester, there will be an increase in the total volume of grains. "The expectation is that Tegram will operate soybean bran ships from October to December",



announced the president of the Tegram Consortium, Marcos Pepe Bertoni. The movement of grains was 16% above the volume registered in the period from January to July of last year, reaching a total of 8.6 million tons, considering the operations of Tegram and VLI.

Source: *Datamar News*

INVESTMENT PARTNERSHIP PROGRAM APPROVES CONCESSION OF PARANAGUÁ AND ANTONINA ACCESS CHANNEL

The concession of the Waterway Access Channel of the Paranaguá and Antonina Port Complex, in Paraná, was qualified by the Investment Partnership Program (PPI) on July 26th. EPL, the planning and logistics company, is already carrying out the studies that will make it possible for the private sector to operate the stretch that connects the open sea to the port's pier. The work is expected to be completed and delivered to the Ministry of Infrastructure next year. This is the first concession project for waterway access infrastructure for Organized Ports in Brazil. The objective is for the winner of the auction to carry out the expansion, maintenance, and operation of the access channel to the Ports of Paranaguá and Antonina. The improvements in the access channel will allow navigation and berthing times to be reduced, increasing efficiency in the region's port terminals. The expansion of the operational draft will also allow the terminals to receive larger ships, with more cargo capacity. Currently, the service throughout Brazil is provided by the port authorities and charged directly to shipowners through the Inframare tariff.

Source: *Datamar News*

POLIMIX TO BEGIN CONSTRUCTION OF A US\$ 650-MILLION PORT IN ESPIRITO SANTO

The Polimix group hopes to start the construction of its multipurpose port terminal, called Porto Central, between February and March 2022. The location chosen is in the municipality of Presidente Kennedy, on the coast of Espírito Santo, 150 km south of Vitória. The project is under the responsibility of TPK Logística, which is 70% controlled by Polimix. Other investors hold 30%. The plan is to start with a liquid bulk terminal for handling crude oil and oil products. At this stage, an investment of US\$ 650 million is planned. The deadline to complete the first phase of the liquid bulk terminal, with four berths to receive ships, is three years. The ship-to-ship handling capacity will be 1.2 million barrels of oil per day. Four contracts for transshipment operations of oil and oil products at the terminal have already been signed with oil companies operating in the country. The last one was with Petrobras. The terminal will have a 25-meter-deep draft and four berths capable of receiving ships of the Very Large Crude Carrier (VLCC) class, with a capacity of 2 million barrels of oil.

Sources: *Valor Econômico/Datamar News*

SANTOS SIGNS TRAFFIC STUDY PROTOCOL FOR THE CONSTRUCTION OF A NEW PORT ACCESS VIADUCT

The Municipality of Santos, on the coast of São Paulo, signed a protocol of intentions to construct a new viaduct to access the Port of Santos. The agreement was signed on Monday, August 2, with ABTTC (the Brazilian association of retro port terminals and container-transporting companies). The new viaduct should connect the Alemoa Industrial District, in the port area, to Avenida Bandeirantes. According to the municipal administration, a functional project and a traffic study in that region – referring to the road structure – will be carried out by ABTTC. The initial investment in the study and elaboration of the project must be up to R\$ 200,000, the amount being paid by the member companies. The expected delivery of the studies and the project is 90 days. The city's proposal consists of implementing an exit route from the terminals area, departing from Rua Doutor Alberto Schweitzer, and arriving at Avenida Bandeirantes to access Via Anchieta. The objective is to reduce the concentration of trucks entering the Alemoa Viaduct. The investment should be between R\$ 30 million and R\$ 40 million.

Sources: *G1/Datamar News*

PARANAGUÁ INFRASTRUCTURE ALLOWS SIMULTANEOUS UNLOADING OF FERTILIZERS

A different kind of operation is drawing attention at the Port of Paranaguá this week. In berth 209, the vessel is unloading fertilizer in a simultaneous operation, using two land cranes. One of the MHC equipment (acronym in English for mobile dock cranes) unloads onto the conveyor belt, which takes the products to bonded warehouses, while the other unloads directly onto trucks, which go to the interior or rear warehouses. The unloading began on Monday, August 2, and should take about four days to complete. Altogether, almost 34,300 tons of products will be received, including urea, ammonium nitrate, and NPK complex (nitrogen, phosphorus, and potassium). The unloading is handled by the port operator Rocha. According to the company's operations manager, Leonardo Pontin da Rós, in addition to the benefit of being connected to the pier, unloading simultaneously via the conveyor belt ensures that part of the operation takes place without truck traffic. "This reduces the emission of pollutants, in addition to bringing cost advantages to customers. Using two simultaneous cranes brings greater flexibility and operational dynamism. We gain in productivity, in addition to being able to work with different loads at the same time", says the manager.

Source: *Datamar News*

TUBARÃO RECEIVES FIRST ORE VESSEL WITH CARBON-EMISSIONS-REDUCING TECHNOLOGY

At dawn on July 28th, the Port of Tubarão, in Vitória, received the first ship in the world equipped with a rotating sail system that reduces carbon emissions into the atmosphere. The Sea Zhoushan left China and has a transport capacity of 325,000 tons of iron ore and pellets. There are five sails installed along the vessel that will allow an efficiency gain of up to 8% and a consequent reduction of up to 3.4 thousand tons of CO2 equivalent per ship per year. If the technology proves to be efficient, it is estimated that at least 40% of the fleet will be able to use this type of sail, which would impact a reduction of almost 1.5% in annual emissions from Vale's iron ore maritime transport. This will be the first operation of the ship, which left a shipyard in China and will return to the same country loaded with iron ore. Throughout the project, 3D modeling of the loading ports operated by the company Vale was carried out to analyze the ship's mooring.

Sources: *Maritime Portal/Datamar News*

CODEBA'S RECORD-BREAKING FIRST SIX MONTHS

CODEBA recorded an increase of 28.54% year-on-year in the first half of 2021. The sum of imports and exports, i.e., cumulative cargo, was 6,578,923 tons, a record for cargo handled in the first half of the year. In 2020, 5,118,187 tons were handled. The Port of Salvador presented an increase of 10.65%, emphasizing the handling of containers, and a total of 2,688,591 tons of accumulated cargo, against 2,429,866 tons in the same period of 2020. Aratu-Candeias also presented a significant increase in handling: 48.94%, emphasizing liquid bulk and solid bulk. The Port reached 3,665,817 tons of accumulated cargo, a difference of 1,204,583 tons compared to the same period of the previous year, especially for solid bulk handling. The number of cumulative import cargoes increased by 112.08% compared to the previous year's first half, with 49,075 tons handled.

Fonte: *Datamar News*

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