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AGRIBUSINESS EXPORTS TO CONTINUE UPWARD TREND

Brazil's agribusiness exports made US\$ 110.7 billion from January to November 2021, an increase of 18.4% when compared to last year. The growth was driven by the exchange rate, and high prices, as the sales volume decreased by 6.5%. According to CNA, exports are expected to continue increasing in 2022. Nevertheless, the pandemic and its possible effects on the flow of maritime transport should not be forgotten, as well as other challenges, such as logistical bottlenecks, the lower global supply of inputs, and the growing protectionism - mainly those linked to the environment. "Several countries are introducing unilateral norms, but they are not engaging in serious multilateral discussions on issues that impact sustainability, as they are in the WTO [World Trade Organization]," said Ligia Dutra, the director of International Relations at the CNA. One of these discussions involves the reduction of "distorting" agricultural subsidies. According to Dutra, dialogue is needed so that "unilateral measures will be concerned with the environment not barely disguised barriers to trade, which increase protectionism." The president of CNA, João Martins, said that the sector will show the world the "truth" about sustainable production made in Brazil.

*Source: Valor/Portos e Navios (*Translated by la Niani)*

RAW SUGAR LIKELY TO BE IN 18-20 CENTS/POUND RANGE IN 2022, STONEX SAYS

Raw sugar prices ICE will be in a range of 18 to 20 cents per pound in 2022, broker StoneX estimated on Wednesday (8), saying larger production from key countries and a less urgent demand would limit the upside. The brokerage said that higher production in India, Europe and Thailand, and a better outlook for the new Brazilian season, would control prices. The expectation that energy prices will remain high next year, however, should provide support at a price of 18 cents per pound, a level at which Brazilian mills could start shifting part of the cane crop to produce more ethanol and less sugar. Bruno Lima, head of sugar and ethanol at StoneX, expects the market to remain locked next year between Indian sugar exports, which would limit the upside, and ethanol sales in Brazil, which would prevent a drop below US\$ 18 cents. The analyst also said that the Brazil's Center-South region will likely have better production in 2022/23 than initially expected, recovering to around 565 million tons, from 530 million tons in 2021/22.

*Source: Reuters/Nova Cana (*Translated by la Niani)*

BRAZIL HITS RECORD FOR SOYBEAN EXPORTS BEFORE THE END OF THE YEAR

With less than a month to go until the end of 2021, soybean grain exports have already hit a record. From January to November this year, Brazil exported 83.4 million tons, surpassing annual exports for the entire historical series. Moreover, official data from the Ministry of Economy show growth of almost 40% of soybean oil exports from January to November 2021, when compared to the same period of the last year, with more than 1.5 million tons destined for the foreign

market. The Brazilian Association of Vegetable Oil Industries (Abiove) updated monthly statistics of the soy complex by October 2021. The volume of crushed soy grew in comparison with the previous months - August and September 2021. When compared to October 2020, the volume of crushed soy remains smaller. In October 2021, total volume of crushed soy reached 3.4 million tons. Considering the entire Brazilian soybean chain, it comes to 4.0 million tons, down 1.7% over October 2020.

*Source: Canal Rural (*Translated by la Niani)*

ANEC RAISES ESTIMATE OF GRAIN SHIPMENTS FROM BRAZIL IN DECEMBER

Soybean exports from Brazil should reach 2.802 million tons in December, according to an estimate on December 13 by ANEC (the national association of cereal exporters), which raised the projection by just over 200,000 tons compared to the previous week. If the forecast is confirmed, ANEC data shows that shipments in 2021 would add up to a record 86.9 million tons, compared to 82.3 million in 2020. Corn exports for December are estimated at 3.92 million tons, versus 3.47 million in the previous forecast, making it the second-highest monthly volume of the year, behind August (4.2 million), after 2021 was marked by a crop failure due to drought and frosts. From January to December, the estimate is for 21.14 million tons of corn exports compared to 33.4 million tons in 2020.

Sources: Money Times/Datamar News

CHINA BUYS NEARLY 60 MILLION TONS OF SOYBEANS FROM BRAZIL IN 2021

China imported 58.393 million tons of soybeans from Brazil from January to October 2021. According to data from SECEX (the foreign trade secretariat of the Ministry of Economy), the volume is 4% lower than purchased in the same period in 2020. The country is the largest buyer of the Brazilian oilseed. In second place was Spain, purchasing 3.584 million tons, 27% more than in the same period last year. The Netherlands appears in third place, with 2.817 million tons, down 13% YoY. Overall, Brazilian soybean exports totaled 83.394 million tons in 2021, with China importing 70% of this total. In the same period last year, Brazil exported 82.699 million tons.

Sources: Canal Rural/Datamar News

BRAZIL CORN IMPORTS REACH OVER 2.4 MILLION TONS IN THE 2021/22 SEASON

According to a survey by Safras & Mercado consultancy, Brazil imported 621.1 thousand tons of corn in November. The state of Paraná purchased the largest amount, with 304 thousand tons, followed by the state of Rio Grande do Sul, with 161.04 thousand tons, and Santa Catarina, with 99 thousand tons. Throughout the 2021/22 season, which runs from February 2021 to January 2022, Brazil has already imported 2.48 million tons of corn. Paraná leads purchases, with 1.25 million tons, followed by Rio Grande do Sul, with 663.27 thousand tons. The entity has also released its survey with corn import costs. Corn imports from Argentina are R\$ 113.43 per bag, under the Drawback regime, whereas corn imports from the United States are about R\$ 116.39 per bag.

*Sources: Agencia Safras/Nova Cana (*Translated by la Niani)*

BRAZIL'S GRAIN PRODUCTION TO REACH 291.1 MILLION TONS IN THE 2021/22 SEASON



A survey released by the National Supply Company (Conab) on Thursday (9) shows that grain production in Brazil can reach 291.1 million tons in the 2021/22 season, considering the favorable weather in most grain-producing regions. If the forecast is confirmed, Brazil will harvest 38.3 million tons more grain than the previous season, an increase of 15.1%. Soybeans and corn are the two most important products of the country. The soybean planting area is expected to increase by 3.7%, reaching 40.3 million hectares. Yield tends to be close to that obtained in the previous soybean crop, currently estimated at 3,539 kg/hectares. The volume of 142.8 million tons expected to be harvested retains Brazil's position as the world's largest soybean producer. The total production of corn is expected to increase by 34.6% (117.2 million tons). The high percentage reflects the recovery in yields, especially in the second corn crop.

Source: *Notícias Agrícolas* (*Translated by Ia Niani)

BRAZIL'S SENATE APPROVES DIRECT ETHANOL SALES

The Senate approved a bill of conversion (PLV 27/2021) of the Provisional Measure (MP) 1.063/2021 on December 8. The measure would allow ethanol producers to sell directly to the final resellers. There were 71 votes in favor and no votes against it. The measure goes now to the presidential sanction to be analyzed within 15 working days. The approved text incorporates excerpts from MP 1.069/2021, opening the doors for gas stations and resellers (cooperatives, companies, and importers). Still pending vote, this measure will allow the anticipation of the rules of MP 1,063, which also involves the payment of income tax (PIS/Cofins). The measure is the same approved in Brazil's lower house when deputies withdrew the permission of ethanol sale from several suppliers. Resale of gasoline and hydrous ethanol will be allowed outside the authorized establishment in the city where the reseller is located.

Sources: *Jornal Cana* (*Translated by Ia Niani)

FERTILIZER IMPORTS CONTINUE INCREASING IN PARANÁ PORTS

From January to November 2021, 10.5 million of the 53 million tons moved through the ports of Paranaguá and Antonina were recently unloaded fertilizers. The importation of fertilizers through the ports of Paraná remains on the rise. The volume is 14% greater than the 9.17 million tons registered in the same 11 months in 2020. Considering only the month of November, around 1 million tons of fertilizers arrived in Brazil through Paraná ports this year. In the same period last year, there were 877,159 tons of products received. The increase was 16% in this comparison. "The first in Brazil in importing fertilizers, the ports of Paraná received almost 27% of the entire volume of imported fertilizer from January to November 2021, which was just over 38 million tons", says the CEO of the Ports of Paraná, Luiz Fernando Garcia. Among the main fertilizers imported by the ports of Paranaguá and Antonina are potassium chloride, urea, MAP, products of the NPK complex, and others. Fertilizers come mainly from China, Russia, Canada, Belarus, Morocco, and the United States.

Sources: *Datamar News*

TCU APPROVES FEDERAL PROJECT AND AUTHORIZES CODESA PRIVATIZATION

On December 8th, the federal audit court (TCU) approved the federal government's project to privatize Companhia Docas

do Espírito Santo (CODESA) through the Ministry of Infrastructure, the first port privatization in Brazil's history. With the decision, the expectation is that the invitation to bid will be released in the first half of January. The concession contract will be valid for 35 years, extendable for another five years, and R\$783 million in private investments are planned. The object of the contract encompasses the administration of the port and the indirect exploration of the facilities of the organized ports of Vitória and Barra do Riacho. The resolution prohibits direct exploration of the structures. Before signing the concession contract, the chosen company will have to pay the amount offered in the concession auction to be promoted by the federal government and in which it won. The winner is whoever offers the highest value. The TCU team carried out specific steps to clarify the privatization proposal. Opportunities to improve the modeling were identified.

Sources: *Datamar News*

COVID-19: ANVISA APPROVED SANITARY MEASURES FOR CARGO SHIPS

The collegiate board of Anvisa (Brazil's health inspection agency) unanimously approved on Wednesday (8) a proposal that deals with sanitary measures for the operation and for the loading and unloading of platforms and cargo vessels in Brazilian ports. Anvisa's proposal aims to reinforce actions to fight Covid-19 in the country, mainly because of the Omicron variant, with special attention to the embarking and disembarking of crew members in Brazilian ports. The proposal says that before giving access to vessels and platforms, legal representatives must require crew, suppliers and professionals from the port community to comply with various health requirements, including the presentation of proof of complete vaccination against Covid-19. Proof of the performance of a laboratory test such as RT-PCR or RT-LAMP (molecular tests used for diagnosis) with a negative result, performed 72 hours before the time of shipment, must also be required. Non-reactive results may be accepted by rapid antigen test (IgG and IgM) carried out 24 hours before the trip. After identifying a case on the vessels, everyone on board will be considered contacts of the confirmed case and will be monitored.

Sources: *Agência Brasil/Canal Rural* (*Translated by Ia Niani)

WORK ADVANCES ON THE NEW PORT IN ESPÍRITO SANTO

The new Port of Imetame is already under construction in Aracruz in the state of Espírito Santo. The work began in July this year, after the last environmental license was obtained, and continues at an accelerated pace: half of the north breakwater has been completed. With a depth of 17 meters, the port will allow the state to receive large ships with drafts of up to 16.5 m, both for containers (ships 366 m in length) and for bulk vegetables, the Capesize ships that, when used, operate with limitations in the ports on the Brazilian coast. It is worth remembering that the maximum operational draft at the Port of Santos is 14.5 m and at the Port of Itaguaí (RJ), it is 15.4 m. Based on the operation of the Port of Imetame, Espírito Santo will be a competitive alternative for production flows to the area of influence of the Center-East corridor. "In the case of soybeans and agricultural bulk in general, it will enable a more competitive logistics chain for producers in Minas Gerais and Goiás, mainly with large ships, the Capesizes, serving the route to Asia. For fueling, the dredging to 25 meters will permit a safe terminal for the transshipment



of oil to very large crude carriers (VLCC) that export”, explains the CEO of Imetame Porto Aracruz, Cristiane Marsillac.
Sources: A Gazeta/Datamar News

COAMO OPENS NEW TERMINAL IN PARANAGUÁ

In Paranaguá on December 6, Coamo Agroindustrial Cooperativa inaugurated Port Terminal II. With an investment of R\$ 200 million, the new storage structure will streamline the cooperative’s product flow. According to Coamo CEO Airton Galinari “with the inauguration of three new 80,000-ton silos, the cooperative now has 150,000 tons of private static capacity, added to the leased part of 100,000 tons. It means an advance for our co-op members who will receive better service for the export of their products”, stressed the director. In order to supply grain and bran exports, the structure has a total storage capacity of 150,000 tons, with three silos and a grain warehouse. The terminal has five hoppers with the operational capacity to receive 1,380 tons/hour, and dumpers for trucks that facilitate the export corridor flow. Added to the other existing terminal, the cooperative has a shipping capacity of up to 7,000 tons/day.

Sources: Agora Litoral/Datamar News

FEDERAL GOVERNMENT COMPLETES ANNUAL DREDGING CYCLE ON 620 KILOMETERS OF THE MADEIRA WATERWAY

One of the main logistical axes in the north of the country, the Madeira Waterway, between Porto Velho (RO) and Manicoré (AM), will have its trafficability improved as of this week. Through its Ministry of Infrastructure, the federal government concluded the dredging services along 620 kilometers of the Madeira River. The route is responsible for transporting agricultural production from Mato Grosso and Rondônia such as fuel and fertilizer inputs destined for Porto Velho (RO) and Manaus (AM), and transported food and products from the Manaus Free Trade Zone. In 2020 alone, 10.4 million tons of cargo were moved by the waterway, an increase of 10% over the previous year (9.5 million tons). The region comprises the states of Acre, Rondônia, Amazonas, Amapá, Pará, Mato Grosso, and Tocantins, and allows the flow of crops along the Amazon River and its tributaries on the right bank – which flow in a south-north direction. Signed in June for dredging the waterway, the contract is estimated to last for another four years. For four months of the year, maintenance is carried out through suction and settlement – a method that has been used over the years – and, for another two months starting in 2022, a dredger with a self-conveyor is also planned to guarantee greater productivity; it needs to be operated during the highest river levels.

Source: Datamar News

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