Due to this situation with Coronavirus, most businesses are operating from home-office. In case of need, please contact us through our Key Personnel mobile phones on our website (williams.com.br)

CHINA REMAINS THE MAIN DESTINATION FOR BRAZILIAN AGRIBUSINESS EXPORTS

Brazilian agribusiness exports have been landing records throughout the year. According to Cogo Consulting, the good results stem from the high average price of commodities. “Evaluating the volume exported between January and November, exports generated a record-worthy result of U$ 110.7 billion, indicating a growth of 18.4%. Agribusiness ended up accounting for 43.2% of all Brazilian exports in the year,” says Cogo. The most relevant exports were fertilizers, pesticides, wheat and corn. “Brazil exports almost U$ 120 billion in agribusiness products, and spends almost U$ 16 billion in imports, resulting in a balance of U$ 104 billion. We consolidated Brazil as the largest net exporter in the world this year”, adds Cogo. China was once again confirmed as the main destination for Brazilian agribusiness products. Between January and November, the Asian country imported a sum worth US$ 38.9 billion in products, being 67% of those, soybeans grains alone. The oilseed is the main factor leading up to a bigger Brazilian presence in the Chinese market, totaling a balance worth US$ 5.3 billion in addition to the same period last year.
Source: Datamar News

AUSTRALIA AND BRAZIL RECLAIM CONTROL OVER THE IRON ORE MARKET

Brazil and Australia are expected to reassert their dominance over the iron ore market in the next two years as new mines have begun operating following the lifting of COVID restrictions. Australia’s iron ore export rates should increase by almost 6% next year. Currently, the Australian government is hinting that total exports will reach the figure of 874 million tons in 2021, 923 million in 2022 and 948 million tons in 2033. This situation coincides with a simultaneous increase in Brazil’s exports, as the country reached levels prior to the Brumadinho dam disaster. The Australian government, which closely follows its closest competitor’s production forecasts, estimates that Brazil’s mineral exports could grow by nearly 9% in 2022 now that Vale has increased production capacity at its Vargem Grande complex and the pelletizing operations resumed once again. The Australian government predicts that Brazil’s total exports will reach 362 million tonnes by 2021, increasing to 394 tonnes in 2022 and 412 million in 2023.
Sources: Mundo Marítimo/Datamar News

DRY WEATHER IN BRAZIL AND ARGENTINA RAISES CORN AND SOY HARVEST LEVELS

Soybean prices are at their four-month peak. Similarly, the price of corn too rose to its highest level since early July regardless of the hot, dry weather in parts of South America that is raising concerns about the scenario for both crops. Soybean trade prices have grown for nine consecutive terms, the longest period of appreciation seen since April. The southern regions of Brazil and Argentina will remain dry and hot in the coming weeks, putting “a lot of stress” on plants in those areas, Donald Keeney, senior meteorologist at Maxar, said in an email last week. Analysts predict that Brazil, the largest producer of soybeans, will yield a record harvest in early 2022, although increased arid conditions could reduce productivity. Meteorologists in Argentina also warn of impending drought as the La Niña weather phenomenon is expected to cause drought in many crop areas.
Source: Money Times/Datamar News

BRAZIL EXPECTED TO SHIP 2.768 MILLION TONS OF SOYBEAN IN DECEMBER 2021

Brazil’s soybean exports can reach 2.768 million tons in December 2021, according to a weekly survey by the National Association of Cereal Exporters (Anec). Soybean exports reached 161.024 thousand tons in December 2020. The country shipped 2.149 million tons of the oilseed in November this year. In the third week of December 2021, Brazil shipped 497.106 thousand tons of the product. According to Anec, exports totaled 727.158 thousand tons between December 19 to December 25 this year. For the year-to-date, the entity forecasts shipments of up to 86.872 million by the end of December. In addition, soybean meal exports are expected to reach 1.604 million tons in December. In the same month last year, the total volume exported was 1.111 million tons. In November 2021, the volume was 1.242 million tons. Last week, soybean meal exports totaled 434.002 million tons. About 437.351 thousand tons of the product are expected to be exported next week. For the year-to-date, soybean meal exports can reach 16.939 million tons.
Sources: Agencia Safras/Canal Rural (*Translated by Ia Niani)

HIGH PRICES PREVENT SUGARCANE BREAKDOWN IN THE 2021/2022 SEASON

Despite the historical drop in production, the 2021/22 sugarcane season is likely to be positive because of the soaring prices, said Pedro Mizutani, the president of the Council of the Sugarcane Industry Union (UNICA). With an estimated crushing number of 525 million tons of sugarcane, the lowest in the last ten years, in addition to bad weather (intense drought and frost), Brazilian farmers had to face high prices. “This crop had losses due to the drought, which was partially offset by prices. The sector felt mostly because of costs. However, we can consider that it was a good crop and that it would have been better if we had better production”, Mizutani said. Pedro Mizutani is also a member of the Cosan and Raízen staff and was one of the winners of the most influential prize of the year, the 2021 edition of the MasterCana Brasil Award.
Source: Jornal Cana (*Translated by Ia Niani)

RICE: "EXPORTS ARE VITAL FOR MARKET REGULATION"

The state of Rio Grande do Sul had a bumper rice crop in 2021, with an output of 9,000 kg per hectare, bringing calm to the market in Brazil. The Federation of Rice Associations of Rio Grande do Sul (Federarroz) continues to defend the expansion of the soybean planted area, as well as considering exports a genuine investment for 2022. The president of Federarroz, Alexandre Velho, says that foreign sales are essential to better regulate market, bringing a price reference and making the industry have a stronger position in relation to larger amounts of the product. He emphasizes that with the drop in the North American crop of around 15%, and with the dollar trading above R$ 5.50, Brazilian rice becomes able to compete and enter Mexico. "We will have a good opportunity in the first half of next year to export a considerable volume of rice again, taking the surplus from the domestic market and, as a result, have a better reference price for producers", he said.
Source: Canal Rural (*Translated by Ia Niani)

EUROCHEM PURCHASES MORE THAN 50% OF HERINGER'S CAPITAL

EuroChem, a global fertilizer producer, announced the agreement to purchase a controlling 51.48% share of the Brazilian fertilizer distributor Fertilizantes Heringer, which will expand opportunities in one of the most important markets. With a total of 14 storages, blending and distribution units in the southeast, center-west, south and northeast regions, Fertilizantes Heringer is considered a significant contributor to Brazilian agriculture, as the country’s fourth largest distributor in terms of installed capacity at more than 4 million tons per year. “This deal, once approved by the antimonopoly authorities, will allow EuroChem to better serve the total market of Brazil, from north to south, while providing more outlets for its full product line of standard and premium fertilizers,” said Charles Bendaña, head of sales and distribution at EuroChem. “This will also help us achieve higher efficiency in our shipping and logistics programs to provide reduced costs to our customers in Brazil, as well as increased netbacks to our global production facilities” he said.
Sources: Global Fert/Fertilizerdaily (*Translated by Ia Niani)

BRAZIL: BIODIESEL TO BE TESTED ON MARINE ENGINES

For the first time in Brazil, biodiesel will be tested in marine engines. A Danish fuel group in partnership with Universidade Federal do Rio

Grande do Norte (UFRN) will test the adding of 7% biodiesel to marine diesel oil. The results are expected to be presented within eight months as to confirm the potential of the biodiesel and its contribution to a sustainable public policy for the shipping industry. The project aims at reducing greenhouse gas (GHG) emissions, taking advantage of the potential of this renewable energy source in Brazil, which ranks second among the leading biofuel producing countries. “By enabling biodiesel in fuels for maritime engines, seeking the global approval of this product, biodiesel producers will be able to increase production and the possibility of exporting this input to the international bunker industry. As Brazil has vast potential for producing renewable raw materials, agribusiness segments also tend to be positively impacted. An example is the soybean meal, which is the main ingredient in animal feed and could have its price reduced due to the increase in soy crushing for biodiesel production”, explains Flavio Ribeiro, the president of Bunker One.
Source: Agrolink (*Translated by Ia Niani)

PORT OF ITAQUI REDUCES TARIFF FOR SHIPS WITH GOOD ENVIRONMENTAL PERFORMANCE

The ships that dock at the Port of Itaqui and show better environmental performance, especially in terms of reducing the emission of greenhouse gases, will be granted a discount in port tariffs. The measure is part of a sustainability plan by Emap – a Port Administration Company in the state of Maranhão. The new tariff will come into effect on December 29. All ships that either present the voluntary certification of environmental performance or enroll in the Environmental Ship Index (ESI) program, are eligible for the discount. The ESI globally identifies and classifies vessels that have better performance in reducing atmospheric emissions than those required by standards of the IMO (International Maritime Organization). This initiative is supported by the Kyoto Protocol guidelines, aimed at reducing greenhouse gas emissions and using clean technologies in the maritime sector. The port of Itaqui is the only public port in Brazil with ties to the ESI program.
Source: Portos e Navios (*Translated by Ia Niani)

PORT OF SANTOS ENACT TARIFF READJUSTMENT OF 13%

The Santos Port Authority (SPA), the company responsible for managing Brazil’s largest port, has been granted permission by the Brazilian National Transportation Waterway Agency (Antaq) to enact a tariff readjustment of 13.2%. The adjustment will come into force between February and April 2022, depending on the tariff. The readjustment in prices charged to shipowners and port terminal operators was authorized by Antaq this month. Waterway access tariffs, which represent almost 70% of the port authority’s revenues as of right now, will increase 15% starting from February 1st. Other prices will change on April 1st. Fees for the use of terrestrial infrastructure, which is equivalent to around 20% of total revenues, will rise by 27%. Two other tables refer to berthing rates (1% readjustment) and general services (a 16% reduction). The resolution changed the way tariffs are collected. Previously, tariffs were determined based on the actual tonnage carried by ships. Now, the amount charged will be determined based on the vessel’s total capacity – regardless of whether empty or full. The new reasoning is that the port infrastructure is equally used in both circumstances.
Sources: Valor Econômico/Datamar News

PORTOS DO PARANÁ INVESTED NEARLY R$ 162.6 MILLION IN PROJECTS IN 2021

Portos do Paraná invested nearly R$ 162.6 million in refurbishing projects that were highly anticipated by the port community in 2021. In addition to the dredging, which is almost 75% complete, other projects focused on improving maritime, land, and access infrastructure. Among projects aimed at improving maritime infrastructure, maintenance dredging is a highlight, receiving an investment of BRL 32.13 million, as well as the construction of the mooring structure of berth 219, which is used for rolling cargo ships – Ro-Ro/PCC (R$28.2 million, 45% completed). On the pier, the drainage effort, which received a total investment of R$ 17.4 million, was carried out in five lots. The work included the adaptation and recovery of the rainwater drainage system by installing organic matter retention mechanisms and minimizing the load dumped in the galleries of the Port of Paranaguá. As of now, the projects that were concluded are the improvement of the nautic signaling at the maritime acesses (R$2.8 million) and the renewal of the structure of the Public Flammable Pier at the Port of Paranaguá, with an investment of R$28.25 million.
Source: Datamar News

TOTAL CARGO VOLUME HANDLED IN COASTAL SHIPPING RISES 38.7% IN PARANÁ

The total volume of cabotage-derived cargoes has significantly risen in 2021 in the ports of Paraná compared to the previous year. This year, accounting for the period between January and November, 2,498,473 tons of cargo were handled – 38.7% more than the 1,801,366 tons in 2020. “Maritime transportation between same-country ports is important for the national economy and logistics, as it contributes to the balance of the modal freight transport matrix”, says the CEO of Portos do Paraná, Luiz Fernando Garcia. According to the executive, cabotage is one of the best logistical alternatives to reduce transportation costs and to relieve the overuse of roads. “In the ports of Paranaguá and Antonina, as an incentive for cabotage, the fees charged are nearly 50% lower in relation to other places”, he completes. Discounts are applied to waterway access infrastructure rates; berthing infrastructure and land infrastructure fees; among other variables, depending on the goods transported and the type of vessel.
Source: Datamar News

DOCAS DO RIO ENDS 2021 WITH A TURNOVER EXCEEDING R$1 BILLION

The Docas do Rio (CDRJ) company, which manages the ports of Rio de Janeiro, Itaguaí, Niterói, and Angra dos Reis, handled a total of 57.18 million tons of cargo this year, outnumbering – by November – the entirety of volumes in 2019 and 2020. With such results, the Port Authority fulfilled the expectation of invoicing R$1 billion in 2021 even before December numbers are taken into consideration. Year-to-date sales – from January to November – have shown an increase of 71.3% over the same period last year. In November alone, cargo handling at the four ports totaled 3.96 million tons. On the other hand, the YTD that corresponds from January to November 2021 was 57.18 million tons, which was already an increase of 16.1% over the same period in 2020. The two main cargoes handled by these ports – iron ore and containerized cargo – represent 85.2% of the total handling and, respectively, have shown an increase of 17.6% and 12% in the 2021 x 2020 comparison.
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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