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)

TRADE BETWEEN BRAZIL AND THE U.S. SETS A RECORD OF US$ 70 BILLION IN 2021

Following a sharp decline in the first year of the pandemic, trade between Brazil and the United States regained momentum in 2021, reaching a historic high of US$ 70.5 billion. The data come from the most recent edition of the Brazil-US Trade Monitor, a quarterly reference publication by Amcham Brasil on the two countries' trade relations. The United States remained Brazil's second most important trading partner of goods in 2021, accounting for 14.1% of total Brazilian trade. Brazil's bilateral trade balance was negative by $8.3 billion, the largest deficit in bilateral trade since 2013. Brazilian exports to the United States grew 45% compared to 2020 and reached a record US$ 31.1 billion, driven by the increased American demand and higher prices in sectors such as steel and oil. "The record seen in imports was the result of current issues, specifically the water crisis and the pandemic," says Abrão Neto, executive vice president of Amcham Brasil.
Source: Datamar News

EXPORTS TO CANADA GREW 16% IN 2021 AND BILATERAL TRADE FLOW TOTALED US$ 4.9 BILLION

Based on data released by the Ministry of Economy's Secretariat of Foreign Trade (Secex), the Chamber of Commerce of Brazil-Canada (CCBC) found that trade relations between Brazilians and Canadians remained heated in 2021, particularly in terms of Brazilian exports to the North American country. According to the organization's report, Brazil's sales to Canada increased in all four quarters of the year. Brazilian sales increased by 15% in the final quarter of last year, totaling US$ 1.4 billion FOB. From January to December 2021, the operation totaled US$ 4.9 billion FOB, representing a 16 percent increase. Calcined alumina ranked first in the overall ranking of Brazilian exports, with a 27 percent increase over the same period the previous year, reaching US$ 1.23 billion. The main item exported among basic products was unroasted, non-decaffeinated coffee beans, which ranked 6th on the list of Brazilian exports to Canada.
Sources: Comex do Brasil/Datamar News

BRAZIL-CHILE TRADE KEEPS BREAKING RECORDS AND MAY GROW EVEN MORE WITH NEW TRADE AGREEMENT

Brazil-Chile trade set new records in 2021, with significant increases in trade flow, Brazilian exports, and surplus. Bilateral trade flow totaled US$ 11.421 billion, the highest in the series' history, driven by US$ 6.999 billion in Brazilian exports, with a US$ 2.547 billion balance in favor of Brazil. Chile, in 2021, was the fifth leading destination for Brazilian exports and the twelfth-largest supplier to Brazil. Moreover, forecasts indicate that the two parties will have an even stronger relationship in 2022, as the free trade agreement entered into force on January 28. In 2021, the business flow between Brazil and Chile had the best since 1997. According to data from the Foreign Trade Secretariat (Secex) of the Ministry of Economy, Brazilian sales to Chile registered an expressive increase of 81.8%, compared to 2020, and totaled US$ 6.999 billion. Chilean exports also showed a relevant increase of 52.7% to US$ 4.422 billion.
Sources: Comex do Brasil/Datamar News

FERTILIZER IMPORTS TO BRAZIL REACH NEW RECORD

Fertilizer imports to Brazil reached a record high last year at 41.6 million tonnes, government crop agency Conab reported. The volume was up 21% from 2020 when the Brazilian market brought in 34.25 million tonnes of fertilizers. The fertilizers arrived in Brazil mainly through the Port of Paranaguá in the state of Paraná, which received 10.98 million tonnes. The Port of Santos ranked second at 10.07 million, followed by Arco do Norte ports at 8.21 million tonnes. The state of Mato Grosso was the one that most imported fertilizers in Brazil, with 8 million tonnes. It's the country's largest cereal producer, and it receives the product via Santos and Paranaguá ports. The second Brazilian state to import the most fertilizers was Rio Grande do Sul, followed by Paraná, São Paulo, and Minas Gerais.
Sources: ANBA/Datamar News

BRAZILIAN STATE GORVENMENTS TO FREEZE TAX ON FUEL

The state finance secretaries said on Thursday (27) they will freeze the Tax on the Circulation of Goods and Services (ICMS) on fuel for the next 60 days. The measure was approved at an extraordinary meeting of the Finance Policy Committee (Confaz), which is made up secretaries and representatives of the Ministry of Economy. The state secretaries said that freezing the ICMS "will not be enough" to avoid price revisions. According to them, the increases are driven by other factors, such as variations of the US dollar, and Petrobras' pricing policy, which has been finding oil price fluctuations in the international market. The market has already been expecting new readjustments because of the increase in the share prices of oil and the high gaps in relation to the foreign market. "Comsefaz supports the creation of the equalization fund as a way to prevent oil price revisions from affecting the final price of fuels," they said in a statement.
Sources: Folha de São Paulo/Nova Cana (*Translated by Ia Niani)

WITH THE CLIMATE CRISIS, ETHANOL MIGHT BE AN IMPORTANT KEY

Brazilian government has reaffirmed its commitment to reduce greenhouse gas emissions, achieving a 50% reduction in 2030 and offsetting carbon emissions by 2050. The country has a great advantage and is at the forefront of building the new era of sustainable mobility. While many countries discuss the best alternatives to effectively reduce carbo emissions, Brazil's ethanol is an effective and economically viable solution to this global agenda. In recent decades, the presence of renewable biofuel has avoided the emission of more than 600 million tons of CO_2 in the country. Ethanol places the city of São Paulo, the fourth most populous city in the world, as one of the world's least polluted metropolises. The country continues to advance in its targets with the world's largest program to replace fossil fuels with renewable energy. With this, Renovabio avoided the emission of almost 31 million tons of CO_2 in 2021.
Source: Revista Globo Rural (*Translated by Ia Niani)

BRAZILIAN SOYBEAN TRADING SHOWED POSITIVE RESULTS IN 2021

According to DATAGRO, Brazilian soybean producers had a satisfactory performance in 2021. The indicator 'behavior of prices' played a significant role in the sector's result last year, as the Brazilian soybean average closed 2021 at R$ 160.92/60 kg, up 42% from the R$ 113, 00 in 2020. For now, average prices in 2022 are expected to reach close or even above the average prices in 2021. The Gross profitability indicator also showed positive results for producers' income. "For 2022, forecasts point to profitability again positive on average, but with a chance of being below last year, due to strong increases in production costs. In addition, productivity is likely to decrease. With that, income could be saved by the much higher prices", said Flávio Roberto de França Junior, grain coordinator at DATAGRO. Regarding the profitability of soybeans as a financial asset, the accumulated variation of 2021 was positive.
Source: Datagro (*Translated by Ia Niani)

CANADIAN VITERRA TO ACQUIRE GAVILON

Canadian Viterra Ltd., a company owned by commodities firm Glencore, has entered into a stock purchase agreement with Marubeni to acquire the American competitor Gavilon, for US$ 1.125 billion, plus working capital. Marubeni said it expected to gain a total of US$ 3.5 billion, according to Reuters. Viterra reached a US$ 28 billion revenue in 2020, and is expanding its agricultural products negotiations, mainly in the United States, but also in Mexico, South America, Europe and Asia. In Brazil, Gavilon's net revenue was close to R$13 billion in 2020; globally, it has earned more than US$ 20 billion. Gavilon is currently

focused on the business of grain, oilseeds, and ingredients for human and animal food products, in addition to ethanol. "The addition of Gavilon supports our long-term strategy of significantly increasing our presence in the United States, one of the major producing and exporting regions, which will further strengthen our global network, said David Mattiske, CEO of Viterra.
Source: Valor Econômico (*Translated by Ia Niani)

SUGARCANE BIOMASS REACHES AN INSTALLED CAPACITY OF 12 THOUSAND MW

In January 2022, 413 thermoelectric plants (UTEs) using sugarcane bagasse reached and installed capacity of 12,021 MW. In addition, there are two biogas UTEs in the sugar-energy sector, representing over 32 MW in operation, resulting in a total of 12,053 MW installed capacity, according to a survey by the Sugarcane Industry Association (UNICA) based on data from the National Electric Energy Agency (ANEEL). These 12,053 MW of sugarcane biomass represent 6.6% of the power granted in Brazil. These figures make sugarcane biomass the 4th most important source in the Brazilian power matrix, only behind hydropower, fossil, and wind energy sources. For UNICA's bioelectricity manager, Zilmar Souza, this represents a milestone for the sugar-energy sector. Only five states hold 90% of the installed capacity for biomass in the sugar-energy sector. “This milestone shows the potential that biomass as well as biogas have in the sugar-energy sector. This is one more pride reason”, Souza says.
Source: Jornal Cana (*Translated by Ia Niani)

PORT OF RECIFE STARTS DREDGING WORK

The port of Recife has started dredging work, handling sand removal services as well as clearing of berths, access channels, and evolution basins. The goal of this work is to establish an adequate depth for larger ships. The Dutch dredger "Lelystad" started operating last Saturday (22). The dredger is expected to finish sand removal services in 40 days. Berths 00 to 01 will be extended to a depth of 10 meters; from berth 02 to 06, to 11 meters, and from berth 07 to 09, to 8 meters. The berths will reach the maximum depths at high tide of 12.70 m, 13.70 m, and 10.7 m, respectively. Nearly 832,200 thousand cubic meters of sediments will be dredged from the berths, inner channel, and evolution basin. “The growth in operations at the Port of Recife is now feasible. Currently, we are not able to meet the demands because of the depth of our berths. This new phase of the Port of Recife will make our terminal even more attractive to new investors”, says José Lindoso, president of the harbor.
Source: Portos e Navios (*Translated by Ia Niani)

PORT OF PARANAGUÁ IS THE NATIONAL LEADER OF SOYBEAN OIL EXPORTS

The Port of Paranaguá is the main outlet for Brazilian soybean oil. More than 70% of Brazil’s 1.7 million tons left the port located in the state of Paraná last year. Shipments increased by 34% in one year, from 904 thousand tons in 2020 to 1.2 million tons in 2021. The data are from the Brazilian Association of Vegetable Oil Industries (Abiove). Cattalini is the company that manages the Private Use Terminal (TUP) and operates the cargo in two berths on its own pier, in Paranaguá. The soybean oil originates from the states of Paraná, Rio Grande do Sul, Santa Catarina, São Paulo, Mato Grosso, Mato Grosso do Sul, Minas Gerais, and Goiás, and the main destinations for the product are India and China. Acording to the company's commercial manager, Lucas Guzen, the safety and agility of the Port of Paranaguá reduce logistics costs and offset the transport freight. “Today, we have two exclusive pipelines to carry soybean oil, with a flow rate that has gone from 500 to 850 tons/hour,” he says.
Source: Canal Rural Paraná (*Translated by Ia Niani)

VLI RECORDS FIRST SHIPMENTS OF THE 2022 SOYBEAN CROP IN JANUARY

VLI dispatched soybean loads at the São Luís Port Terminal (TPSL), in Maranhão, and at Tiplam, in the Santos region (SP) throughout January, symbolizing the start of the 2022 soybean harvest. At the beginning of February, the Araguari Integrator Terminal (MG) will conduct the first shipment to the Miscellaneous Products Terminal (TPD), located in Vitória (ES). Once that happens, VLI will have initiated grain handling operations at all three export corridors operated by the company. The Centro-Atlântica Railroad (FCA) and the North-South Railroad (FNS), in Arco Norte, act as flow routes for Brazilian soybeans and other grains destined for export. The multimodal system managed by VLI allows the soybeans harvested, mainly in the states of Minas Gerais, Goiás, Tocantins, Maranhão, and Mato Grosso, to be exported via three different port complexes: São Luís (MA), Vitória (ES), and Santos (SP).
Fonte: Datamar News

THE PORT OF SANTOS SETS NEW ANNUAL RECORD IN 2021 DRIVEN BY THE INCREASED FLOW OF CONTAINERS, SOYBEANS AND FERTILIZERS

The Port of Santos finished 2021 with a new cargo handling record of 47.0 million tons, 0.3 percent more than in 2020. Increases in container, soybean, and fertilizer handling were critical to achieving this result. Import cargoes stood out with an increase of 10.4%, totaling 43.9 million tons. Export cargoes, on the other hand, fell by 3.5%, reaching 103.1 million tons. Soybean transportation in bulk has stood out, with a 10.5 percent increase in handling rate over the previous year, reaching 23.3 million tons. Fertilizers, on the other hand, led the list of imported loads, increasing 21.5 % and totaling 8 million tons. Shipments of fuel oil, which totaled 2.9 million tons (+32.4%), and citrus juices, with 2.3 million tons (+11.9%), as well as wheat landings, 1 .3 million tons (+21.4%), were among the highlights noted among 2021 handling. Sugar and corn presented a reduction of, respectively, 14.6%, reaching 20.6 million tons, and 37.9%, reaching 9.0 million tons. Last year, a total of 4,856 ships docked at the Port of Santos.
Source: Datamar News

TERMINALS AT THE PORT OF SANTOS ARE EXPECTED TO GROW 65% BY 2040

The current 147 million tons of cargo handled per year at the port complex located at the Santos Bay, in the state of São Paulo, will increase to 240 million by 2040, estimates the Santos Port Authority (SPA). The terminals at the Port of Santos are preparing to nearly double this capacity in less than 20 years by investing in strategic management, technology, and qualified labor. According to Régis Prunzel, director of the Teg/Teag terminals, a twofold increase in handling rates is practically a reality. However, it will necessarily entail specific capabilities such as careful planning. Prunzel believes that it is critical to be more efficient and offer attractive investment rates to meet the goals set. Adriano Alves Moraes, general manager of the Guarujá Bulk Terminal (TGG), recalls the critical role of logistics in times such as the covid-19 pandemic in maintaining the supply of products and food. Marcos Khalil, manager of the Guarujá Maritime Terminal (Termag), explains that in 2021, the company installed a new ship unloader to increase fertilizer handling capacity.
Sources: Santa Portal/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

Please, do not hesitate to contact us for further information through our commercial@williams.com.br and lineup@williams.com.br .

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