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US\$ 1.111 BILLION TRADE SURPLUS IN FIRST WEEK OF JANUARY

Data released on Monday, January 11, by the Foreign Trade Secretariat (SECEX) of the Ministry of Economy show that in the first week of January, with five working days, the Brazilian trade balance registered a surplus of US \$ 1,111 billion due to exports worth US\$ 4.855 billion and imports of US\$ 3.744 billion. Comparing the daily average exports up to the first week of January 2021 (US\$ 971.04 million) with that of January 2020 (US\$ 658.84 million), there was an increase of 47.4% due to increased sales of products from the Extractive Industry (75.0%), Agriculture and Livestock (44.9%), and the Manufacturing Industry (36.8%). The increase in exports was mainly driven by the growth in sales of the following products from the Extractive Industry: Iron ore and concentrates (+ 86.0%); Crude petroleum or bituminous mineral oils, raw (+ 42.0%); Copper ores and concentrates (+ 315.1%); Other base metal ores and concentrates (+ 189.2%), and Other crude minerals (+ 66.0%). In relation to agriculture, growth was driven mainly by the increase in sales of raw cotton (+ 120.0%); Unroasted coffee (+ 93.5%); Unground corn, except sweet corn (+ 74.2%); Wheat and rye, unground (+ 425.8%); and Spices (+ 144.0%). In relation to the Manufacturing Industry, the highlight was the growth in sales of sugars and molasses (+ 94.5%); Soybean meal and other animal feed, excluding unground cereals, meat, and other animal meal (+ 105.6%); Gold, non-monetary, excluding gold ores and concentrates (+ 92.7%); Pig iron, Spiegel iron, sponge iron, iron or steel granules and powder and iron-alloys (+ 108.6%); and Fresh, chilled, or frozen beef (+ 43.5%). In imports, the daily average until the first week of January 2021 (US\$ 748.88 million) was 1.8% above the average of January 2020 (US\$ 735.37 million). In this comparison, expenditures increased, mainly with Agriculture (3.8%) and with products from the Manufacturing Industry (1.7%).

Source: *Datamar News*

BRAZIL 2021: AVERAGE CORN PRICES HIGHER THAN 2020

According to Brandalitze Consulting, Vlamir Brandalitze, corn prices showed strong upward movement in the beginning of 2021, with potential to be even higher and not impacted by the recent declines. The analyst believes that the current environment is positive, with great world demand and shortfalls in global corn supplies. Corn production may not reach the same price peaks of last year, however the average price of the product may be higher in 2021. Regarding market fundamentals, Brandalitze points out to the Chinese demand for corn and the Brazilian domestic demand, also influenced by the animal feed sector. Brazilian summer crop may have losses of 5 million tons for climatic changes in Brazil's South region. The 22 or 24 million tons produced will serve the domestic market until May, when the grain shortage is expected to return until the next off-season.

Source: *Notícias Agrícolas*

SOY EXPORTS REACH 82.273 MILLION TONS IN 2020

According to the National Association of Cereal Exporters (Anec), Brazilian soy exports reached 82.273 million tons in 2020, an increase of 13.56% when compared to 2019. In 2020, Brazil also exported 33.608 million tons of corn, a drop of 18.42% compared to the previous year. In addition, around 16.850 million tons of brans were shipped abroad in 2020, an increase of 6.87% in the annual comparison. The Port of Santos handled the largest volume of soy, corn and bran, with 42.163 million tons in 2020, which represents an increase of 2.10% in comparison with 2019. The Port of Barcarena stood out in Brazil's Northern Arc, with 13.672 million tons exported, 28.10% more than in 2019. China was the largest Brazilian soybean importer in 2020, with 74% of shipments, followed by Spain (4%). Regarding corn, the two main importers were Vietnam and Iran, which accounted for 13% of Brazil's exports. The largest Brazilian bran importer was Thailand, which received 16% of shipments from Brazil in 2020, followed by Indonesia (13%).

Source: *Revista Dinheiro Rural*

COVID-19 LIKELY TO AFFECT ETHANOL PRICES IN BRAZIL

Itaú BBA's monthly report showed that the effects of a new wave of Covid-19 were felt by Brazil's ethanol market. According to the document, the second wave of the new coronavirus disease, as well as significant uncertainties about national immunization programs may well reduce fuel demand in Brazil. Also, over concerns of lockdown in other countries, oil prices should be hit hard in the international market. Itaú BBA's report also highlights the factors that affected biofuel prices over the past year. The sales of hydrated ethanol totaled 1.7 billion liters, down 8.9% compared to October 2020, according to data from the National Agency of Petroleum, Natural Gas and Biofuels (ANP). In November, biofuel prices were at levels close to the fossil fuel equivalents in São Paulo, Brazil's largest biofuel consumer (and producer) state. Even with high demand during Brazil's year-end holidays, the uncertainties and restrictive measures of the governments took distributors to be more cautious. This decision has reduced prices at the plants, despite increases in prices of ethanol at the pump.

Source: *Canal Rural*

BRAZILIAN CABOTAGE: HOUSE APPROVES BILL TO ALLOW THE USE OF FOREIGN VESSELS IN BRAZILIAN PORTS

The Brazilian House of Representatives approved Bill No. 4199/20, which allows foreign vessels in coastal shipping (movement of cargo along the coast). That means companies will no longer need to own a Brazilian made vessel to operate. The Bill has been submitted to the Senate, allowing companies to charter a naked-hull ship for coastal shipping. The number of vessels allowed to be admitted by Brazilian shipping companies will gradually increase (i.e. one in 2020, two in 2021, and three in 2022) until 2023 when these criteria will end, and admission will be free. That is, after the third year, the number of vessels will be unrestricted in the years to come and may be subject to the security conditions defined in the regulation. The employment contracts of crews may be subject to the labor regime of the foreign flag. Operating companies must also follow foreign rules, such as those established by the International Labor Organization (ILO) and by the Brazilian Federal Constitution, which grants rights such as 13th-month salary, an additional 1/3 vacation bonus, FGTS, and maternity leave.

Source: *DATAGRO*

RICE LOGISTICS PLAYS A KEY ROLE IN THE INTERNATIONAL TRADE

With the sharp growth of Brazilian rice in the international trade, logistics system has been vital to make rice even more profitable, says Federarroz. One of the great achievements of rice production was the implementation of the Rice Logistics Terminal (TLA) in the Port of Rio Grande, signed at the Opening of the Rice Harvest in 2020. According to the superintendent of Portos RS, Fernando Estima, through the logistics distribution system, agribusiness has been sustaining the economic balance in Rio Grande do Sul. "This means all production, harvesting and storage. Terminals have improved the logistics system with the first rice logistics terminal made up in 2020. This pioneering terminal has modern conveyor belts and shiploader. It is on a pier that was recently dredged. It is undoubtedly the first rice logistics terminal with technology made via private partnership through concession", he highlights.

Sources: *Universo Agro / DATAGRO*

USINA CORURIBE STANDS OUT FOR EFFICIENT MANAGEMENT AND ENVIRONMENTAL RESPONSIBILITY

The environmental responsibility and the efficient management of Usina Coruribe led the company to stand out in the MasterCana Brasil 2020 Award. The company was elected "Mill of the year" in the categories "Environmental Preservation" and "Occupational Safety and Health". MasterCana Brasil is a traditional award held since 1988, which recognizes the merit of professionals and organizations that stand out for the human, technological and socioeconomic development of Brazilian agribusiness. Environmental issues are linked to the company's business. "Coruribe has in its DNA a concern for the sustainable development goals", says the president of Usina Coruribe, Mario Lorencatto. In the category "Environmental Preservation", the



company stood out for the conservation of fauna and flora in more than 17 thousand hectares of protected forest in the states of Alagoas and Minas Gerais, as well as for the maintenance of its Private Natural Heritage Reserves.

Source: *Jornal Cana*

SUAPE PORT SETS NEW HANDLING RECORD IN 2020

Annual figures for the Port of Suape shows that in 2020, 25.6 million tons were handled, an increase of 7.53% in relation to 2019 when the port handled 23.8 million tons. In absolute numbers, there are 1.8 million tons more. It is the largest volume ever recorded in Suape's 42 years and above the target set for the year, marked by a pandemic that hit the world economy. According to the port, Suape remains the national leader in the handling of liquid bulk (fuels, LPG, mineral oils, etc.), which also makes it the main coastal port in Brazil for the distribution of products to other terminals on smaller ships. This type of cargo, which represents 74% of handling in Suape, grew by 8.4%, from 17.6 million tons in 2019 to 19.1 million last year, an increase of 1.4 million tons. Containerized cargo grew by 3.6% in tons, from 5.3 million tons to 5.5 million tons. In TEU, this increase was 1.6% (from 476,304 TEU to 483,919 TEU). Driven by the growth in demand for wheat, solid bulk had the highest percentage increase, having ended the year with 588,200 tons, 19.8% more than in the previous year at 490,800 tons. The general loose cargo accounted for an increase of 4.4%, from 386,500 tons in 2019 to 403,400 tons in 2020.

Source: *Datamar News*

PORTS OF PARANA BREAK RECORD IN CARGO HANDLING IN 2020

The ports of Paraná handled 57.3 million tons in 2020, increasing by 8% in comparison with 2019 (53.2 million tons handled). These numbers establish a landmark for exports, as the balance sheet confirms 2020 as the best year in the history of Paraná. According to Luiz Fernando Garcia, CEO of Ports of Paraná, the historic mark is due to the good moment of Brazilian agribusiness. Data show that more than half of all cargo handled in 2020 (around 65%) was of dry bulk, about 37.3 million tons, representing an increase of 7% in relation to 2019. The largest volume exported was of soy, with 14.2 million tons handled in 2020, an increase of 26% when compared to the previous year. The highlight was fertilizers. In 2020, 10 million tons were imported, an increase of 6% compared to 2019. General cargo and liquid bulk represented the highest growth in the overall balance for the year.

Sources: *Portos do Paranaguá / Global Fert*

PORTS OF BAHIA REGISTER RECORD YEAR IN 2020

December 2020 was a very good month for Companhia das Docas do Estado da Bahia (CODEBA). The ports of Salvador, Aratu-Candeias, and Ilhéus registered a 31.5% increase in the volume of cargo handled in relation to the same period in 2019. The port registered 1,095,054 tons handled, the best December ever recorded in the company's history. The cumulative volume handled in 2020, released in a company report, proves the economic stability of the Ports of Bahia despite the adverse international pandemic scenario. The Port of Salvador closed the 2020 trade balance at 5,197,659 tons; an increase of 1.28%, compared to 2019. Contributing to the result was the 23.53% increase in general cargo (oversized cargo, rice, wheat, and rubber), and the 4.81% increase in solid bulk. Also worthy of mention is the export of pulp (40,202 tons). The Port of Aratu-Candeias, predominantly an import port, imported 6,118,026 tons in 2020. The report with the consolidated data, released by CODEBA, shows that more than half of the imports of liquid bulk, about 70%, were from NAFTA, an important input for the Petrochemical Complex of Camaçari. In exports, the highlights were EBTE (22,537 tons) and Butadiene (20,551 tons). Throughout 2020, the Port of Ilhéus maintained its sustainable upward trend, registering an increase of 118.46% in the movement of general cargo and solid bulk. The handling of soybeans and nickel accounts for the 291.59% increase in the handling of solid bulk.

Source: *Datamar News*

2020 REVENUE UP 42% AT PORT OF SÃO FRANCISCO DO SUL

SCPar Porto de São Francisco do Sul grew 5.87% in general handling in 2020, compared to the same period in 2019. In 2020, 11,924,787 tons were handled in comparison with 11,263,902 tons in 2019. Soy was the main product handled, with a growth of 33.13%; this is well above the national growth, which was 12.10%. This result had a significant impact on the port's revenue, closing the year 2020 with total revenue of R\$ 100,627,474, which represents an increase of 41.92% over the 2019 revenue, which was R \$ 70,901,782. "The results obtained in 2020 reflect SCPar Porto de São Francisco do Sul S.A.'s commitment to operational improvement, with evident gains in efficiency and productivity", states the CEO of SCPar PSFS, Fabiano Ramalho.

Source: *Datamar News*

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