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)

SUGAR SALES FROM BRAZIL HIT RECORDS IN THE FIRST HALF OF THE YEAR

Foreign sales broke records in 2020, reaching 30.8 million tons. Exports kept the upward trend in 2021, reaching 12.79 million tons for the year-to-date, up 15.2% from the same period last year. The volume surpassed the mark of 2017 and is the largest in the historical series, which started in 2010. Data from the Foreign Trade Secretariat (Secex) showed Brazil sold 11,1 million tons of the gross product (+15.5%) and 1.69 million of the refined product (+13.4%). In the first half of 2021, the average price of sugar was US$ 323.43 per ton, up 13.4% from the same period of 2020 (US$ 285.10/t). As a result, the total revenue generated was R$4.14 billion, an annual growth of 30.7%. Among the main destinations for Brazilian sugar in the period are: China (1.49mt), Algeria (1.26mt) and Bangladesh (1.01mt).
*Source: Nova Cana (*Translated by Ia Niani)*

ETHANOL EXPORT SURPASSES AGAIN 300 MILLION LITERS

In June, ethanol foreign sales were greater than before. According to figures from the Foreign Trade Secretariat (Secex) of the Ministry of Economy, about 310.26 million liters were exported, which represents an increase of 10.5% in the annual comparison. This is the highest volume since October 2020. In the first half of 2021, 1.07 billion liters of ethanol were exported, an annual increase of 32.7%. The result for the period is the best since 2017. In addition, the largest trading countries were South Korea (380.71 mln L), the United States (277.40 mln L), China (64.99 mln L), India (57.19 mln L), and the Netherlands (51.35 mln L). In June, the largest trading countries were South Korea (104.98m L), the United States (98.44 mln L), and India (57.10 mln L). According to Secex, Brazilian ethanol was sold, on average, at US$ 499.96 per cubic meter throughout the first half of the year, making a profit of US$ 535.07 million.
*Source: Nova Cana (*Translated by Ia Niani)*

GLOBAL SUGAR SUPPLY ABOUT TO GET WORSE AMID HIGH SUGAR TRANSPORT COSTS

Sugar factory that have been facing high transport costs to purchase the commodity may face tighter supplies by the end of the year, with mills processing more sugarcane into ethanol, rather than into sweetener, according to BP-Bunge Bioenergia. Transport costs are at their highest level in at least a decade, making sugar factories to delay the purchase of raw sugar to be refined. The volume to be shipped in Brazilian ports fell 60% year-on-year. Some mills in Brazil are taking advantage of high ethanol prices, processing more cane into the biofuel. That means a smaller amount of sugar will be available when the demand returns, said Ricardo Carvalho, the commercial director at Joint Venture between BP and Bunge. “We are very optimistic. From the fourth quarter, the world will have no sugar left”. BP-Bunge Bioenergia estimates sugar production in Brazil’s Center-South region will drop to 34 million tons in the current season, of 35.5mt that mills would produce if they process all sugarcane into sweetener. The company forecasts sugarcane crush in the region between 545 million and 550 million tons in this harvest.
*Sources: Bloomberg/Notícias Agrícolas (*Translated by Ia Niani)*

RECORD IMPORTS FOR AGRIBUSINESS IN THE 1ST HALF OF 2021

The agricultural sector experienced record imports in this first semester. In addition to the traditional products that the country has to import from abroad annually, others were added to this list. From January to June, soybean imports increased 92%; corn, 102%; soy oil, 315%. Usually, external purchases of these products are occasional, but this year they gained importance. Purchases of soy and soy oil occur due to the intense flow of Brazilian exports. On the other hand, corn purchases are verified because of low internal supply after the bad weather in the off-season. Wheat imports – the most important food imported by the country – remained stable. There were 3.3 million tons imported this year, slightly below the 3.4 million in the same period in 2020. The country’s main spending on imports in the agribusiness sector, however, is spent on fertilizers and agrochemicals. Both reached record highs this year. From January to June, imported fertilizer totaled 16.6 million tons, 15% more. Expenses rose to US$ 4.6 billion, 31% more.
Sources: Visão Agro/Datamar News

UNCTAD SEES BRAZIL MORE DEPENDENT ON COMMODITIES

Brazil has clearly become more dependent on commodity exports. This is what a report by the United Nations Agency for Trade and Development (UNCTAD) to be released in September will show. According to the UN agency’s concept, a country is “commodity dependent” when at least 60% of its merchandise export revenue comes from these products. In the case of Brazil, the report will point out that exports of basic products by the country represented 56.5% of total exports in 2008-2009. Ten years later, the share rose to 66.6%. Unctad released another study in which Brazil does not yet appear as dependent on commodities, but Argentina does (about 70% of export revenue). But technicians say the situation is dynamic and needs to be monitored frequently. According to that study, 64% of developing economies depend on commodity exports, compared with 60% a decade ago. The survey calculates that without changes in the current situation, it would take 190 years for a commodity-dependent country to halve the gap between its current share of commodities in total exports compared to non-dependent countries, on average.
Sources: Valor Econômico/Datamar News

IBGE HARVEST FORECAST IS 258.5 MILLION TONS IN 2021

The Brazilian harvest of grains, cereals and oilseeds is expected to hit a record 258.5 million tons in 2021, according to the Systematic Survey of Agricultural Production (LSPA) released on Thursday (8) by the Brazilian Institute of Geography and Statistics (IBGE). According to the entity, there was a decrease of 1.6% in relation to previous data (down 4.2 million tons). The decrease is mainly due to the decline in the second corn crop. According to the survey analyst Carlos Barradas, the retraction is due to the lack of rain in some producing states, such as Goiás, Minas Gerais, Paraná and Mato Grosso do Sul. The second crop represents 72.8% of corn production. This grain is expected to amount to 95 million tons in 2021. Corn, rice and soy are the three main products in the group of grains, cereals and oilseeds. Together, they represent 92.6% of the estimated production and account for 87.9% of the area to be harvested.
*Source: Canal Rural (*Translated by Ia Niani)*

BRAZIL’S JULY SOYBEAN EXPORTS LIKELY TO REACH 8 MILLION TONS, ANEC SAYS

Brazilian soybean exports are expected to be around 7.64 or else 8 million tons, according to a weekly survey by the National Association of Cereal Exporters (ANEC). In July last year, exports totaled 8.03 million tons. In June, the country shipped 10.13 million tons. Year-to-date, Brazil is expected to ship up to 68.5 million by the end of July. For soybean meal, the forecast is for shipments of 1.62 million tons. In the same month last year, the total volume exported was 1.73 million tons. In June, volume was 1.84 million tons. The first seven months of the year is likely to end with 9.89 million tons shipped. ANEC estimates corn shipments at 2.38 million tons for July. In July 2020, Brazil exported 5.1 million tons of corn. In June, corn shipments totaled 89.2 thousand tons. Exports are expected to reach 5.28 million tons by the end of this month.
*Source: Agência SAFRAS (*Translated by Ia Niani)*

BRAZIL TO INCREASE GRAIN PRODUCTION BY 27% IN 10 YEARS

Brazil’s grains and oilseeds output should grow to an estimated 333 million tons in 10 years’ time, a 27% rise, said the Ministry of Agriculture. Agricultural production growth in the country should be due to gains in planted area and productivity, with a boost in domestic consumption and exports, said José Garcia Gasques, general coordinator of Policy Assessment and Information at the Ministry. Brazil will grow the area planted with the grains and oilseeds to almost 80.8 million hectares in

2030/31, up from 68.7 million hectares, an increase of 17.6%. Soybean, corn and cotton are the main products. The area planted with soybean is expected to increase from 38.5 million to 48.85 million hectares in ten years. Corn first crop is expected to be increased by 2 million hectares to around 22 million hectares.
*Source: Reuters (*Translated by Ia Niani)*

FERTILIZER PRICES REMAIN HIGH IN 2021

Fertilizer prices climbed in 2021, particularly Potassium Chloride, driven by strong demand. "In the last week there was an increase of 22.5% in the international market. China exported large volumes to India and Bangladesh, reducing the availability of the product. According to Globalfert, Brazil is discussing with Canada and Russia, seeking to supply the high demand. "The CFR Brazil price reached the highest level since April 2020, US$ 258/t, up 5% from the same period last year". Brazilian imports of Potassium Chloride in May totaled 826 thousand tons, down 3% from the average of the last three years. Canada is the top exporter (34%), followed by Russia and Belarus, with 33% and 21%, respectively. Israel (4.2%) proved to have the most competitive average price, with the highest average price coming from Russia. In this scenario, the main ports of entry in Brazil were Paranaguá, with 34% of total imports, and Santos, with 27%.
*Source: Agrolink (*Translated by Ia Niani)*

MINISTRY OF INFRASTRUCTURE SIGNS NEW AUTHORIZATIONS FOR PRIVATE TERMINALS

With 11 contracts signed, the Ministry of Infrastructure has guaranteed R$ 1.4 billion in investments in private use terminals (TUP) in eight Brazilian states. The amounts will be destined to the exploration of nine areas, with the foreseen use of resources to improve the infrastructure and purchase new equipment, among other improvements. The terminals with contracts signed by the minister of Infrastructure, Tarcísio Gomes de Freitas, and the general director of the National Waterway Transport Agency (Antaq), Eduardo Nery, are located in the cities of Aracruz (ES), Barcarena (PA), Itaguaí (RJ), Itaituba (PA), Jaguarão (RS), Manaus (AM), Maragogipe (BA), Santana (AP), and São Luís (MA). Each year, more than 60 million tons of solid cargo must circulate through these TUPs. In total, the investment reaches R$1,433,545,349 for the duration of the contracts, which were signed with the companies WSAM, Edlog & Zport, Imetame, Porto São Luiz, Rio Amazonas, Hidrovias do Brasil, PLA, Chibatão, Enseada, Porto Sudeste, and Amapá Logistics Platform. In addition to Tarcisio and Nery, others who participated in the ceremony included the Minister of Citizenship, João Roma; the Secretary of Ports and Waterway Transport at MINFRA, Diogo Piloni; and the Ministry of Development, Planning, and Partnerships at MInfra, Natália Marcassa.
Source: Datamar News

RECORD-BREAKING FIRST 6 MONTHS FOR PORTS OF PARANÁ

The ports of Paraná reached its best semester ever, with 29,081,691 tons of cargo handled. The volume of imported and exported products between January and June 2021 was 3% higher than that recorded in the same period in 2020, which had also broken records, with 28,177,335 tons handled. According to the Ministry of Finance, exports via the ports of Paranaguá and Antonina generated revenues of US$9.6 billion, an increase of 11% compared to the same six months last year (US$8.6 billion). In imports, the value growth was 35%, reaching US$7.5 billion (in 2020, it was US$5.5 billion). The figures for the first half of 2021 already exceed by almost 10 million tons the movement registered 10 years ago, from January to June 2011. According to the CEO of Portos do Paraná, Luiz Fernando Garcia, the growth is accelerated. "If we maintain this pace, the projection of the national plan for port logistics – to move 60 million tons via Paranaguá and Antonina – will be achieved long before 2030", Garcia evaluated. Last year, 57,338,001 tons of products passed through Paraná terminals. "In 2021, growth continues to be driven mainly by increases in the general cargo and liquid bulk segments, but also with significant growth in solid bulk, our primary export", completed the president.
Source: Datamar News

IMBITUBA CARGO HANDLING REACHES BEST FIRST HALF IN A DECADE

From January to June 2021, the Port of Imbituba recorded its best operating result in 10 years for the first semester. With 2.9 million tons handled, the volume of cargo transported grew by 11.5% compared to the same period last year. The number of unloadings also registered an increase of 33.3%, with 128 ships between the three berths. Imports led operations, followed by exports, cabotage transport, and transshipment of goods between ships. In relation to the port authority's net operating revenue, there was an increase of 25.5% compared to the same half of 2020. The amount is used for the maintenance of infrastructure and investments. The cargoes most transported by the Port this year were petroleum coke, containers, soy, bituminous coal, salt, and iron ore. Together, bulk minerals represented about 50% of the total handled, with an emphasis on coke and hard coal, which practically doubled their volumes in the 1st half of last year. For the year, the port authority estimates to register a volume of 6.2 million tons which, if confirmed, will go down in the history of Santa Catarina's public port as its best year on record.
Source: Datamar News

LARGER SHIPS CAN NOW ENTER PORT OF VITÓRIA AT NIGHT

Vessels between 206 m and 220.99 m long and a draft of up to 10.67 m are authorized to enter the Port of Vitória at night. The request by CODESA was approved by the port authority and will represent operational gains for the port. According to João Augusto da Cunhalima, Director of Infrastructure and Operations at the Port of Vitória, larger vessels had to wait for daylight to enter the site to make the operation safer. "We carried out works to improve nautical signaling and reposition alignment beacons, which we call the Delta Alignment. This work made it possible for these larger ships to enter at night safely. All clients and partners of the port are entitled to take advantage of this operational gain. The access channel to the Port of Vitória is all signposted with buoys and lighthouses. In all, there are 33 signs. These are the light signs that guarantee safe maneuvers," he explains. For the executive, there will be an increase in operations at the port thanks to this authorization". Another example is cabotage lines passing along the Espírito Santo coast at night without stopping precisely because they would have to wait. With this restriction removed, they can call at the Port of Vitória to dock at night.
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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