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

SUEZ CANAL FREED UP AS EVER GIVEN IS REFLOATED

The Ever Given, Evergreen's gigantic container ship which blocked the Suez Canal for almost a week, was freed and resumed sailing at around 10:30 am on Monday, March 29, after a series of removal methods were employed by the Egyptian government teams that manage the channel. The Suez Canal Authority (SCA) also stated that "navigation will resume immediately after the vessel has fully restored its direction" and that Ever Given will be routed to the Bitter Lakes waiting area "for technical inspection". 400 meters in length and weighing in at 220,000 tons, the mega-ship operated by the company Evergreen ran aground at km 151 of the channel on March 23rd amid strong winds and a sandstorm, thus blocking the passage of all other ships. Companies specializing in maritime trade estimate that the economic losses directly or indirectly linked to the stranding exceed R$ 300 billion, according to the BBC. There are more than 400 vessels in line waiting for the channel to be unblocked. According to the president of SCA, Osama Rabie, it will take three and a half days for all ships waiting in line to be able to cross the channel after they are cleared to continue. But Maersk, the largest container transport company in the world, estimates it will take longer. "Assessing the current accumulation of ships, it may take six days or more for the entire group to pass," the company said in a statement. Maersk currently has three vessels stuck in the channel and 29 waiting to enter, in addition to 15 that have already been re-routed around the southern tip of Africa.
Source: Datamar News

SOYBEAN COMPLEX EXPORTS TO SET A RECORD

According to DATAGRO Consultancy, exports of the so-called "soy complex (soybeans, soybean meal, and oil) may hit a record in Brazil. The total estimate for shipments in 2021 is 104.3 million tons, which represents an increase of 2.8% when compared to the 101.4m/t last year. These numbers support the growth trend of the sector in Brazil's foreign trade: "To set the record, we have to take into consideration the shipments forecast of 85.5mt of soybeans (up 2,5%), 18 million tons of soybean meal (up 6.1%) and the volume of 850 thousand tons of soybean oil (down 23.4%) in 2020". Due to the forecast in the total volume, DATAGRO points out that the total revenue from the soy complex exports in 2021 will be expressive again, and may well surpass the record of 2018, reaching US$ 43.115 million, 21.8% higher than 2020. DATAGRO also says that the soy complex may increase its participation in Brazil's general export agenda.
*Source: Agrolink (*Translated by Ia Niani)*

HIGH PRICES TO BOOST CORN PRODUCTION IN THE COMING YEARS

On March 15, the price of corn reached the historic growth of R$ 93.85 in Campinas. In the year-to-date period, Cepea indicator has already registered a growth of 19.33%. In 12 months, prices have risen 61.91%. The analyst of Tf Agroecômica, Luiz Pacheco, explains that the Chinese demand is the main reason for high prices of corn. "Prices have risen as all grain commodities and that is because of the great Chinese demand for meat" he says. Although prices have reached unprecedented levels, the analyst believes that there is room to increase even more. "The price of corn went up earlier than we expected, so we still have 3 months for a further growth", he says. And it is not just prices that tend to remain high. According to Pacheco, corn production is also expected to increase. "Certainly, these prices will increase production in the next 4 years. Brazil has enough money, technology, structure and ports to increase production", he explains.
*Source: Canal Rural (*Translated by Ia Niani)*

ETHANOL PRODUCTION TO DECLINE AND CONSUMPTION TO INCREASE IN BRAZIL'S CENTER-SOUTH REGION IN THE 21/22 SEASON

Agroconsult consultancy showed on Wednesday that ethanol production in Brazil's Center-South region was estimated at 28.1 billion liters in 2021/22, compared to 30 billion liters in the previous season. According to the consultancy, drought periods and less processed sugarcane are estimated to have caused the decline. The season will officially begin in April. The consultancy estimates, in turn, that the country's ethanol consumption is expected to increase to 88 million liters per day in 2021/22, compared to 85 million liters in 2020/21. The analyst Fabio Meneghin explains that the demand for the ethanol fuel will depend on the effects of the pandemic. Sugarcane crush operation in the Center-South region, the main Brazilian producing region, was estimated at 585 million tons in 2021/22, compared to 605 million in the previous cycle. This will also result in lower sugar production, which was estimated at 35.8 million tons in 2021/22, compared to 38.4 million in the previous cycle. Consequently, sugar exports Brazil's Center-South region in 2021/22 are expected to reach 26.5 million tons, compared to 29.5 million tons produced in the last cycle.
*Source: Reuters (*Translated by Ia Niani)*

PARANÁ TO PRODUCE 42 MILLION TONS OF GRAINS

The 2020/2021 grain harvest in Paraná could reach 42 million tons, a volume 3% higher than the previous cycle. The total area (10.2 million hectares) is 2% larger this season. Data are from the Department of Rural Economy (Deral), the State Secretariat for Agriculture and Supply. The first estimate of the winter harvest released on Thursday (25) points out that production could reach 4.5 million tons and 1.4 million hectares. Of the total, 3.8 million tons correspond to the wheat crop, up 21% when compared to the previous harvest. The growth of the soybean harvest (75%) and the first corn harvest (74%) have also stood out in the monthly report. Both harvests have been impacted by the drought and later excessive rainfall. "Despite the difficulties due to climate changes, soybean producers have been well paid", says the head of Deral, Salatiel Turra. The delay in the beginning of the corn harvest came to worry the producers regarding the supply and the animal protein sector, since corn is the main input of this chain.
*Sources: Sec.de Agricultura de SP/Noticias Agrícolas (*Translated by Ia Niani)*

SOYBEAN AND SUGAR TRADERS FIGHT FOR SPACE IN THE PORT OF SANTOS

Soybean and sugar traders are struggling for space in Latin America's largest port, rushing to secure loading slots at terminals as the slowest Brazilian soy harvest in ten years pushes the grain export window into the sugar season. Congestion is hitting the port of Santos just as consumers worldwide have been turning to Brazil for sugar and soybean supplies. The glut of shipments is boosting transport costs and is expected to delay arrivals at destinations. Sugar prices hit a four-year high late last month, boosted by the supply tightness. Soybean prices, already near seven-year highs, could rise even further at a time when Brazil is effectively the world's main supplier. Market players expect increasing delays in the coming months, with ships likely to wait several weeks before being able to dock in Santos.
*Source: Nova Cana (*Translated by Ia Niani)*

PORTO DO PECEM RESUMES FUEL TRANSSHIPMENT OPERATIONS

On March 25, the Porto of Pecém resumed the transshipments of fuels, an operation called ship-to-ship. In the morning, the STI Osceola tanker docked at Berth 8 of the Multiple Use Terminal (TMUT) at the Port of Pecém. This is the first time that the vessel that flies under the Marshall Island flag has docked at the Ceará terminal. Transhipment occurs when a ship receives fuel from one or more ships, or when the ship arrives loaded and unloads onto two or more ships to transport the liquid bulk via cabotage (to Brazilian ports) or long haul (to other countries). Lates fuel transhipment movements at the Port of Pecém

had taken place in 2014, handling about 707,612 tons. A few hours after docking, the tanker STI Osceola received 38,879 m³ of fuel from the tanker Sérgio Buarque de Holanda. The destination of the fuel will be the Port of New York, in the United States, where the ship should arrive in approximately 10 days. The transshipment of fuels in Porto do Pecém is becoming steady and constant, with another operation scheduled to be carried out.
*Source: Diário do Nordeste (*Translated by Ia Niani)*

ORDINANCE AUTHORIZES PORTS TO DEVELOP IDLE AREAS

On March 24, the Ministry of Infrastructure published an ordinance in the Official Federal Gazette which should attract more investment from the private sector and reduce bureaucracy in the port sector. According to Ordinance 51 of March 23, 2021, the authorization for commercial use of areas that are not affected by port operations may be granted directly by the sector authorities. The areas not linked to the port operation are the empty areas located inside the ports that are not related to the movement of passengers or cargo. With this new ordinance, port authorities will have more freedom to free up these areas for various services in order to raise their income, through companies that want to set up commercial activities. "The measure even meets the observations of the Federal Accounting Court which recommends that ports have more autonomy in generating new revenues, reducing idle areas, contributing to their sustainable growth, reducing bureaucracy, and consolidating ordinances", evaluates MINFRA's National Secretary of Ports and Water Transport, Diogo Piloni. The new ordinance consolidates Ordinance No. 409 of November 27, 2014, and Ordinance No. 114 of March 23, 2016, both from the extinct Secretariat of Ports of the Presidency of the Republic.
Source: Datamar News

SANTOS CARGO HANDLING CONTINUES GROWTH TREND IN FEBRUARY

In February, the total cargo handling at the Port of Santos set a new record for the period, with 10.9 million tons handled. As a result, it maintained the growth trend seen in the last months of 2020 and in January of this year. The result is 2.5% above the same period last year when just over 10.6 million tons were handled. Shipments grew 2.3%, totaling 7.5 million tons. Contributing to this result was Sugar (with an increase of 26.6%); diesel oil and diesel (195.9%); citrus juices (20.3%); and coffee beans (12.3%). Imports registered a growth of 3.1%, totaling 3.4 million tons. Fertilizer (82.2%) and caustic soda (66.2%) led imports. The strong results in February increased YTD cargo to 20.1 million tons, also a record for the period, at 5.4% above the highest result registered in 2019 (19.1 million tons) for the period, and 6.0% above 2020 (19.0 million tons). Exports reached 13.2 million tons in the first two months, 5.1% above the same period in 2020. Imports during this period reached 6.8 million tons, 7.9% above the first two months of 2020.
Source: Datamar News

PORT OF ARATU REGISTERS AN INCREASE OF 56.57% IN THE FIRST TWO MONTHS OF 2021

In the first two months of 2021, the Bahian port of Aratu-Candeias handled 1,144,283 tons. In February, liquid bulk (+49.27%), and solid bulk (138.18%) grew considerably since the same period in 2020. The main products handled in February were naphtha (205,166 tons), phosphate rock (32,999 tons), and copper concentrate (22,739 tons). It is worth mentioning that after the reactivation of the import line at the Aratu-Candeias Port in the solid-bulk terminal in January, the resumption of activities was decisive for the very positive growth during the period.
Source: Datamar News

CASCAVEL TO BE LOGISTICS HUB FOR NOVA FERROESTE

Cascavel, Paraná's main soybean producer in the west of Brazil, will be the logistics hub for Nova Ferroeste. According to preliminary layout and demand studies, the expectation is that more than 8 million tons of grain will pass annually through the transshipment terminal already installed in the city. The railway that will connect Maracaju (MS) to the Port of Paranaguá will be 1,285 kilometers long. "Because of its geographic location, Cascavel will be the major pole for attracting cargo in Paraná. Not to mention that the municipality already has a structure established with the Cotriguaçu terminal, which handles about 4000 to 5000 containers per month", highlighted the coordinator of the Railway Work Group of the State of Paraná, Luiz Henrique Fagundes. "For all these reasons, Cascavel is without a doubt the logistics hub of Nova Ferroeste". The preliminary study assessed the existence of five terminals along the railroad. In addition to Cascavel, the other 4 terminals are: Aracaju (the project's ground zero) with the potential for transshipment of approximately 6.5 million tons/year of grains; Amambai (MS), handling 4.5 million tons/year; Guaíra, handling just over 4 million tons/year; and Foz do Iguaçu, handling approximately 2.5 million tons/year.
Source: Datamar News

PORTS OF PARANÁ INCREASE HEALTH CONTROL DURING THE PANDEMIC

On March 25, the healthcare facility to fight coronavirus in the terminals of the Ports of Paraná completed its first year. About R$ 11 million have been invested in the facility, as 1.6 million workers have been treated. In the last 365 days, teams of doctors and nurses have incessantly worked at the triage center at the Port of Paranaguá. The port of Paraná was the first in Brazil to adopt the measures to control the new Coronavirus. "Port activity is essential for the transport of food, inputs and machinery. The State Government have quickly offered basic conditions and security for thousands of people who depend on the port", said the director-president of the public company Ports of Paraná, Luiz Fernando Garcia. In one year, the investment was R$ 10,259,047.06 as to purchase tools, equipment, and hire teams of doctors and nurses who are able to early identify patients with suspected or confirmed Covid-19. The healthcare facility will last until the end of the public health crisis.
*Fonte: DATAGRO (*Translated by Ia Niani)*

Please, do not hesitate to contact us for further information through our commercial@williams.com.br and lineup@williams.com.br! Always keeping you duly posted

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