

Fertilizer Imports Guideline:

The Ports of Paranagua and Antonina are the main entry points for fertilizer imports into Brazil.

In Brazil, fertilizer imports typically increase following the soya bean harvest, as the planting of the crops for the next agricultural cycle begins immediately after the soya bean harvest is completed.

Fertilizers are hygroscopic cargo, meaning they tend to absorb moisture from the surrounding environment, which can lead to various problems during carriage, including caking, hardening, and deterioration of quality.

Another frequent issue involves discrepancies in cargo figures. When different measurement methods are employed, inherent inaccuracies may occur.

Therefore, a draft survey is the only means those on board have to check the cargo figures.

The latter figures are generally based on measurements carried out ashore by shore scales which are considered as the official discharge figures, over which the Master has no direct control or means of verification

For this reason, Shipowners are strongly advised to arrange draft surveys both after loading and before discharge whenever a bulk fertilizer cargo is carried.

The draft survey procedure must be carefully supervised by a responsible officer, ensuring that all stages of the calculation are accurate and consistent with shipboard records, and that any discrepancies or disagreements are clarified without delay.

Draft Surveys are crucial in bulk trade for accurate cargo quantity determination. It is essential to adhere to standard practices, use calibrated equipment, and seek expert advice when needed.

Discharge of Fertilizer at the Port of Paranagua:



Photo by Claudio Neves