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FREIGHT MAY RISE WITH NEW RULE FOR SEA FUEL

In less than two weeks, thousands of ships will be forced to use lower sulfur fuel to comply with global rules set by the International Maritime Organization (IMO). Anyone who fails to comply is subject to penalties and even imprisonment. Ports are using drones to sniff out violators (literally). Regulations are profoundly affecting oil refineries and the cost of sea freight should rise. And why so much commotion? For decades, the shipping industry has been used by the oil market to dump a pollutant accused of harming human health (aggravating asthma, for example) and causing acid rain. Still, the arrival of the regulations in October 2016 shocked many people who expected later adoption. There is not so much panic over preparations, but there is still a lot of work ahead, as demonstrated by the drop in fuel prices that do not fit the new rules. "IMO 2020 is the most fundamental and dramatic change in product specification the oil industry has ever experienced, impacting shipping and refining," said Torbjorn Tornqvist, president of Gunvor Group, one of the leaders in oil and gas trading. . "It has the potential to change every oil product and differential in the square." The cost of shipping a container from Latin America to Europe could increase by $ 26, according to HIS Markit. The cost of a weeklong cruise could go up to $ 130 per cabin, the consultancy estimates. It is still early to know which refineries will benefit or suffer the most because thousands of variables influence the profits of these operations. Safety: The shipping industry has consistently warned of safety concerns in the rules, but no single standard yet. Should the new fuel simply have certain properties? including sulfur content and other important metrics? not exceeding the specified levels. Impact on Trade: The transition already has an impact on maritime logistics. In Singapore, the world's largest refueling center, ships have to wait longer than usual for fuel, and the Gibraltar government warns of a lack of refueling vessels. "There will certainly be disruption and will create some supply chain bottlenecks in the beginning as well as logistical constraints when it comes to obtaining marine fuels," warns Robert Hvide Macleod, president of Frontline's management division, which has one of the world's largest fleets. Big ships. Fuel represents the largest expense of shipping and the new types are being negotiated at a premium of several hundred dollars per tonne over the old product. Therefore, the cost of sea freight may rise if there is room for transfer. "I think we will see its impact on global trade in terms of waiting days and rising costs," said Sadan Kaptanoglu, president of BIMCO, the world's largest shipping association. "There may even be chaos in extreme situations where lack of fuel delays the delivery of cargo and non-framed ships are punished by ports or involved in lawsuits."

Source: Portos e Navios

APRIL ASSESSES 2019 AS POSITIVE FOR CORN PRODUCER AND SEE GOOD PROSPECTS FOR 2020

The year 2019 was positive for the Brazilian corn producer. This is the analysis of Abramilho (Brazilian Corn Producers Association), which highlights the production index, the export record, the increase in demand and the rise in prices as the main positive factors this year. According to Abramilho's president, Sérgio Bortolozzo, the volume produced in the two Brazilian harvests (summer and safrinha) totaled more than 100 million tons, a record for the cereal. In addition, prices rose about 25% in the twelve months of the year driven by record exports and rising demand for animal feed and corn ethanol. For Bortolozzo, not even the delay in soybean planting, which threatens to shorten the window for saffron cultivation in 2020, takes the sector's spirits to the next year. The outlook is to reduce total cereal production to close to 97 million tonnes and maintain a good domestic supply.

Source: Notícias Agrícolas

PECÉM PORT IS SECOND COUNTRY IN CABLING LINES

Pecém Port will close 2019 with six regular cabotage lines - the second largest number of lines between Brazilian ports, behind only the centenary Port of Santos. “Three, four years ago we had a productivity of 28 containers / hour. At that time we did not serve the market satisfactorily. So we prepared, mainly, with the construction of cradles 7 and 8 and the purchase of new equipment. Today our productivity averages 65 containers / hour with a peak of 110 containers / hour. It is a very expressive movement within the national market and that explains this amount of lines ”, says Waldir Sampaio, Executive Director of Operations of Pecém Industrial and Port Complex. The lines are operated by Aliança (4), Log-In (1) and Mercosul Line (1). Cabotage directly contributed to the growth of Pecém Port in 2019. In October, five ships docked at the pier of the Ceará port terminal - the largest number of cargo vessels moored in a single month since the equipment was inaugurated in March 2002. The result of the coming of the boats directly influenced the movement of loads. Also in October 2019, 1,927,493 tons were handled - another historical record.

Source: Portos e Navios

FOR CONSULTING, BRAZIL MUST EXPORT STILL MORE IN 2020

After a well-performing 2019, slightly above expectations, Brazilian soybean shipments tend to be even better in 2020. At least this is the indication of the supply and demand framework for the soy complex by consulting firm Safras & Mercado. Brazil's soybean exports are expected to total 74 million tons by 2020, up 2 percent from the 2019 projected 72.5 million tons. In the October framework, estimates were 72.5 million and 70 million respectively. “The end of the trade war between the United States and China should prevent further growth of Brazilian soybean exports by 2020. Nevertheless, increased retention in Argentina should make Brazil gain a share of its neighboring export market.” , explains the analyst, Luiz Fernando Gutierrez. The consultancy indicates a crushing of 44.1 million tons in 2020 and 43 million tons in 2019, representing a 3% increase between one season and another. Compared to the 2020 season, total soybean supply is expected to rise by 6% to 127.099 million tons. Total demand is projected at 121.35 million tons, with a gain of 2%. As a result, final stocks are expected to rise 285% from 1.494 million to 5.749 million tons. The outlook for bran production is 33.56 million tons, up 2%. Exports are expected to fall 1% to 15.8 million tonnes, while domestic consumption is projected

at 17 million, up 4%. Inventories are expected to rise 43% to 2.542 million tons. Finally, soyabean oil production is expected to reach 8.76 million tons. Brazil is expected to export 500,000 tons, down 44% over the previous year. Domestic consumption is expected to rise from 7.75 million to 8.4 million tons. The forecast is for a drop of 46% in inventories to 130K tons.
Source: Canal Rural

RIO GRANDE DO SUL HAS ALREADY PLANTED 94% OF THE SOYBEAN AREAS

Soybean planting reaches 94% of the 5.9 million hectares area in Rio Grande do Sul, according to Emater / RS. This represents a slight delay compared to 97% at the same time last year and the historical average. According to the entity 97% of the crops are in germination phase and 3% in vegetative development. In the northern region, which corresponds to one third of the areas cultivated with soybeans, the crops have good development, with some areas with restricted growth due to low soil moisture. “The high temperatures have caused scalding lesions on the newly germinated seedlings and the consequent physiological tipping, reducing the crop stand. Reduced incidence of pests has been observed. Producers continue to control weeds and, due to inappropriate weather conditions, slowly initiate fungal treatments, ”says the entity.
Source: Canal Rural

CONAB PREDICTS 3.6% INCREASE IN SUGARCANE PRODUCTION IN CROP 2019/20

Brazil should produce 642.7 thousand tons of sugarcane in the 2019/2020 crop, according to estimates by the National Supply Company (Conab), released on Thursday, 19. The result represents a growth of 3, 6% compared to the previous crop. According to the survey, about 65% of the total will be for ethanol production - distributed in anhydrous and hydrated by-products - and 35% for sugar. The area decreased by 1.35% to 8.48 million hectares. The fact that the area reduction allows the crop to increase is due, according to Conab, to the good sugarcane productivity that currently reaches 75.7 tons / hectare (an increase of 4.9%). In some regions, growers would be shifting production areas to renewal areas in search of higher productivity. The survey also indicates that ethanol production in this season, from sugarcane and corn, is 35.5 billion liters, an increase of 7.2% over the 2018/2019 cycle. Sugarcane biofuel amounts to 33.8 billion liters, registering growth of 4.6%. Of this total, most goes to hydrous ethanol, generating 23.6 billion liters, while anhydrous gets 10.2 billion. The volume of sugarcane destined to obtain sugar will allow 30.1 million tons of byproduct to be produced, with growth of 3.8%, according to Conab.
Source: Canal Rural

ETHANOL PRICE ROSE EVEN WITH RECORD CANE CROP

Despite the record sugarcane crop in Brazil, data from the Center for Advanced Studies in Applied Economics (Cepea) show that ethanol prices have remained high over the past three months. According to researcher Ivelise Bragato, sales of hydrous ethanol from the Center-South until November totaled 15.8 billion liters, an increase of 13.7%, due to the good competitive advantage of this biofuel against gasoline in gas stations. All of this improved pay in 2019 and the trend, says the expert, is to continue because of the National Biofuels Policy (RenovaBio). According to the Sugarcane Industry Union (Unica), the program will demand almost 100% of Brazil's ethanol production over the next ten years. Benedito Rosa, commentator and former secretary of agricultural policy, distributors will be able to pass these costs to consumers, from $ 0.01 to $ 0.03 per liter for every 1 million tons of carbon dioxide saved.
Source: Canal Rural

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