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DERAL RAISES CORN PRODUCTION IN PARANÁ; CROP WILL BE 49% LARGER

The Department of Rural Economy (Deral) of Paraná revised upwards its estimate of second crop corn production in the state. The projection updated this week was 13.6 million tons, 49% more than last year. In June, the projection was 13.4 million tons. Already the planted area was maintained at 2.2 million hectares. Also according to Deral, 35.6% of safrinha corn in the state has already been sold or consumed. For the summer corn crop, the Deral decreased corn production compared to the previous month's estimate to 3.13 million tons, against 3.17 million tons flagged last month. The planted area fell from June to 358,800 hectares, 9% above 2018. Wheat: Regarding wheat, there was a downward revision in the estimate of production of Paraná in the year. It has been reduced to 2.7 million tons, 3% less than in the 2017/2018 cycle. The previous month's estimate was 3.2 million tons. There was also a slight upward revision of the estimated acreage to one million hectares. Soyabeans: For the summer harvest already harvested, Deral adjusted the soyabean area to 5.43 million hectares, compared to 5.44 million hectares projected in June. Already the production estimate fell to 16.20 million tons, down 16% compared to the 2017/2018 season. In June, the estimate was 16.22 million tons.
Source: Canal Rural

IRAN'S SHIPS: CORN PRICE ALREADY DROPPED $ 2 PER SACK

Domestic corn prices have already fallen by R $ 2 per bag since the start of the impasse over the supply of two Iranian ships that are standing in the port of Paranaguá. The analysis was made this Thursday, the 25th, by the president of the Brazilian Corn Producers Association (Abramilho), Glauber Silveira. “This situation may not have affected exports and marketing, but the producer has lost. Before we sold the bag for $ 23 and now we have values between $ 20 and $ 21. This is not a market rumor, is real thing. In any sign of tension, there is speculation and the buyer ends up flattening the price, ”he says. Silveira also warns of possible impacts on the supply of fertilizers, as Iran sells the product to Brazil. “About 80% of our fertilizers are imported and we may have a penalty on this input, which can affect the cost,” he says. Understand the case: The situation is because Petrobras refuses to provide supplies, claiming it may be subject to Washington's punishments over recent tensions between the United States and Iran. Brazil has been warned by the US government that Brazilian companies, including ports , which help to make trade in products for the country viable, are subject to sanctions. This Thursday, the Supreme Federal Court (STF) determined that the state supply vessels stopped in Brazil.
Source: Canal Rural

CARGO MOVEMENT AT IMBITUBA PORT GROWS 9.6% IN FIRST HALF

The Port of Imbituba moved 2.8 million tons from January to June 2019. The volume represents an increase of 9.6% in cargo movement in the Southern Santa Catarina Port Complex. In the period, the loads that presented greater movement were: urea (+ 2,165%), wood logs (+ 989%), corn (+ 435,4%) and bituminous coal (+ 156,4%). The cabotage service of containers, ships that travel between Brazilian ports, grew 30%. Of all cargo that passed through the port of Imbituba from January to June 2019, imports represented 46.4%, exports 39.4% and general cabotage 14.2%. Among the main sources of imports are China (fertilizers), the United States (coke), Chile (salt), Turkey (steel bars), Argentina (corn), Iran (urea) and Spain (barrel).). As for exports, the most frequent destinations are China (soyabeans and logs), Russia (soyabeans) and Iran (corn). The Port Administration expects that by the end of the year, 5.6 million tons will be transported through the port. “This result highlights the work that the Imbituba Port Community (Intervening Bodies, Port Administration, Operators, Maritime Agencies, Lessees, and other port workers) has been doing in favor of Porto and the development of the State of Santa Catarina. We should close another year with operating records and an accumulated growth of over 170% since the administration of Porto was delegated to the State Government of Santa Catarina in 2012.
Source: Portos e Navios

REVENUE WILL NO LONGER CHARGE IOF ON EXPORT EXCHANGE

The IRS will no longer charge the Tax on Financial Transactions (IOF) on foreign exchange transactions related to the entry of export revenues in Brazil. The Official Gazette this week brought a consultation solution to clarify exporters about the incidence of IOF and reformulate understanding made last year. According to the National Confederation of Industry (CNI), at the end of last year, the Revenue began to demand the payment of 0.38% on foreign exchange that entered the country. At the time, the IRS's interpretation was that the exemption would be restricted to those who internalized the export appeal on the same day of operation.
According to the CNI Export Competitiveness Forum, companies are unable to perform the export exchange operation on the same day they receive the appeal. Among the reasons are the time zone, the receipt of post-bank payment, the complexity of the many-step actions, and the inability to keep an employee to monitor the company account online to see if the payment has been received and to arrange the exchange operation immediately. At the time, CNI estimated losses of $ 3.7 billion to exporters this year, if the decision was upheld. According to Constanza, companies have even filed a lawsuit against the IRS to maintain the exemption. According to the consultation solution published in the DOU, in the case of foreign exchange operations related to the entry of goods and services export revenues into the country, the IOF tax rate is zero. However, deadlines must be met for companies to be exempt, according to the rules of the National Monetary Council (CMN) and the Central Bank. According to the document, the export exchange contract shall be entered into for prompt or future settlement, prior or subsequent to the shipment of the goods or the rendering of the service, observing the maximum period of 750 days between contracting and settlement. In the case of prior contracting, the maximum period between the exchange contracting and the shipment of the goods or the rendering of the service is 360 days. The maximum term for settlement of the foreign exchange contract is the last business day of the

12th month following the shipment of the goods or rendering of the service. “Companies were already meeting these deadlines,” said Constanza.
Source: Portos e Navios

PLANTED AREA IN BRAZIL WILL GROW 13% IN TEN YEARS; PRODUCTION WILL JUMP 27%

Produced by the Ministry of Agriculture and Embrapa, the study “Agribusiness Projections, Brazil 2018/2019 to 2028/2029” predicts that the total area planted with crops in the country will increase from 75.4 million hectares to 85.68 million. 13.63% in ten years. According to the document, the expansion will occur mainly on natural pastures and degraded areas. The group brings together cotton, rice, beans, corn, soya (grain), wheat, coffee, cassava, potato, orange, tobacco, sugar cane, cocoa, cassava, grape, apple, banana, mango, melon and papaya. Grain acreage (cotton, peanuts, rice, oats, canola, rye, barley, beans, sunflower, castor, corn, soybean, sorghum, wheat and triticale) will jump from 62.9 million hectares to 72.4 million hectares. hectares, according to the survey, which corresponds to an annual increase of 1.4%, or 15.3% over ten years. In the next decade, Brazil will produce 300 million tons of grain, or 62.8 million tons (27%). Growth will be mainly as crop productivity increases. The projections point to the growth of the following crops: soybeans (+9.54 million hectares), second crop corn (+4 million hectares) and sugar cane (+1.64 million hectares). There will be shrinkage in rice (-1 million hectares) and orange (-100K hectares).
Source: Canal Rural

CORN MARKETING IS BETTER THAN SOYA

Corn sales are still better than soybeans, according to expert Luiz Fernando Pacheco, an analyst at T&F Agroeconomic Consulting. According to him, this is because the prices of oilseeds are not as valued as those of cereals. "Even though they have retreated in the last two weeks, corn prices are still more attractive than those of soybeans, whose prices are increasingly moving away from the level intended by farmers. Corn prices are still at a more acceptable level, although also have fallen about 5.10% this July compared to the value of the last day of June. This Friday, average prices in Campinas, the main reference point of the country, fell 0.77% to R $ 36, 28 / bag ”, comments. In addition, the harvest has already reached 63% of the planted area in Safrinha, which makes buyers more comfortable, especially in view of the record final stocks forecast for this season. Among the positive factors are Chicago's relatively high prices, good international demand, greater destination diversification, and higher margins than soybeans. The main negative factors are the start of competition for corn from Ukraine and the fall in premiums.
“In RS the market was well locked this week, with the trading of only a few punctual volumes inside, around R $ 37.00 FOB, all for the domestic market. For export no reported business, interests only for next year, but without closing deals by the large gap between orders and offers, ”he adds.
Source: Aboissa

SOYBEANS: NEW RUNOFF ROUTE MAY CUT TRANSPORTATION COST BY 25%

A new soybean outflow route will be one of the topics addressed at the first Soy Brazil Forum of the 2019/2020 crop, which will take place this Friday, the 26th, in Maracaju (MS). The Bioceanic Route, as it is called, would use a Chilean port to dispose of Brazilian production. According to the federal government, this new logistics corridor could reduce transportation costs by 25%, or a quarter, when compared to sending soyabeans to the Port of Santos, on the coast of São Paulo.
Source: Canal Rural

CHICAGO HIGH RAISES SOYABEAN PRICES IN BRAZIL

Soyabean prices fluctuated between stable and higher in the main squares of the country. Rising stock prices on the Chicago Stock Exchange after consecutive declines appear to have boosted prices in Brazil. But the pace of business remains slow, with the lower dollar limiting interest from agents. In Passo Fundo (RS), the 60-kilo bag followed at R $ 74.50. In the region of Missions, the price remained at $ 74. In the port of Rio Grande, price went from $ 78.50 to $ 79. In Cascavel, Parana, the price increased from $ 72 to $ 73 per bag. In the port of Paranaguá (PR), the bag went from R $ 78.50 to R $ 79. In Rondonópolis (MT), the bag stabilized at R $ 68. In Dourados (MS), the price followed at R $ 68.50. In Rio Verde (GO), the bag remained at $ 71.
Source: Canal Rural

GOVERNMENT NEGOTIATES 'PROFIT RATE' FREIGHT TABLE BY TRUCKERS

The Minister of Infrastructure, Tarcísio Freitas, proposed in a meeting this week with entities of the productive sector, which intends to publish again the freight table. The idea is that the rates vary according to the segment traveled and the sector. Under the proposal, which arose from the autonomous truck drivers, the freight contracting companies would mediate with the leaders of the carriers, around the idea of the profit rate. Shippers, from different segments such as fuel, beverages, industry and agribusiness, were left unanswered if they would accept the fee at an upcoming meeting scheduled for next week. In a new meeting, Tarcisio should communicate to the autonomous truckers leadership that the subject has been proposed by the government to the companies and make suggestions. The proposal, however, was not well received at first sight by leaders of business entities who attended the meeting, contrary to the tabulation. Late last week, the government even published a table commissioned from Esalq, which underwent a broad debate through public hearings held in several cities, and was being considered more balanced by both truckers and shippers. The fact that the table brings freight values up to 50% lower in the case of bulk cargo, however, displeased freelancers. Apart from negotiations around the table, freight contracting companies still support an amendment to the Provisional Measure (MP) of Economic Freedom, which provides for amnesty of fines for non-compliance with the freight table until a decision of the STF.
Source: Ports and Ships

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