

FREIGHT TABLE DELAYS DELIVERY OF INPUTS TO SOYABEANS

Freight tariffs have led to delays in the delivery of inputs to rural producers. Some farmers even stopped investing in soil correction of crops. Those who persisted, are seeing the products arrive just now. The delay is driven by freight tariffs, which raised the price of services and caused many shipments to be held, waiting for a drop in prices that did not occur. For the harvest that is starting, the rural producer will not be able to escape the minimum prices of freights, but the industry expects that the Federal Supreme Court considers the practice unconstitutional, so that the commercialization of the grains will not be harmed as well. According to Aprosoja Paraná, inventories of passage of the last harvest are still at similar level to the same period last year. The trend is that the sale of production in the futures market will be impacted, as some producers stop buying inputs and may be compromised productivity. While the tabulation is still in effect, the rural producer pays the most expensive shipping value. But at least it has managed to offset part of the loss by selling the sack at competitive prices. "The international market, due to this trade war between China and the US, improved the premiums in Brazil, precisely as demand was transferred from the US to Brazil. This partly compensates slightly for the increase in freight costs", says producer Botelho.

Src.: Projeto Soja Brasil

SOYABEAN PLANTING IN BRAZIL IS THE FASTEST IN HISTORY

A weekly survey conducted by the AgRural consulting firm found that soyabean planting 2018/2019 soyabean reached 34% of the area planned for Brazil. The advance this week was 14% in a week. According to the consultancy, the pace of work exceeds 20% a year ago and 18% of the average five years. In the state-by-state, AgRural reports the rapid advance of the plantation was pulled by Mato Grosso, who took the lead, jumping from 34% to 62%, compared to 27% a year ago and 26% on average five years. "Despite the fast pace of the work, the distribution of rainfall is still lacking in the state, with good volumes in some regions and accumulated still below average in others." In Paraná, which had previously led the pace of Brazilian planting, work was slower due to above-average rainfall, AgRural says. According to the consultancy, 48% of the area was planted by Thursday of last week, against 40% a week earlier, 53% last year and 44% on average five years. "In the west, which starts before, planting is almost complete, but growers are concerned that humidity makes it difficult for them to get started." The field reports obtained by AgRural show that the rain also took some of the rhythm of the planting in Mato Grosso do Sul, where 35% of the area is sown. Even so, there is still an advantage over the 30% of last year and the 27% of the average of five years. In Goiás, rainfall favorable to soil moisture, sunshine intervals and the forecast of higher volumes until the turn of the month gave strength to the planting to advance rapidly. Until last week, 50% of the area was planted, representing a jump of 37 points over 13% a week ago. The average of five years is 9%. In the other states, planting reached 3% in Rio Grande do Sul, 11% in Santa Catarina, 34% in São Paulo, 13% in Minas Gerais, 2% in Maranhão, 1% in Bahia, Tocantins and Piauí, 4% in Pará and 35% in Rondônia. AgRural estimates the soyabean area in the 2018/19 Brazil crop in 35.8 million hectares,

with an annual advance of 1.9%. Potential production, based on the current online productivity trend, is estimated at 120.3 million tons, compared to 119.3 million tons in 2017/2018.

Src.: Revista Globo Rural

CODESP DEVELOPS SUPPORT SYSTEM FOR RETURN FREIGHT

Using technology so that the trucks that bring cargo to the Port of Santos do not return empty to their points of origin is part of a project that is under development by Companhia Docas do Estado de São Paulo (Codesp), the state that manages the complex port. The plan of the Port Authority is to create a mechanism that guarantees the meeting of who needs to contract a cargo transport with the provider of this service. It is the System of Support to the Return Freight (Safre). Besides promoting this integration, it may be possible to reduce the cost of freight (one of the main demands of companies in the sector). Improving truckers' working conditions, making the Santos dock a more attractive option, and expanding cargo handling are also among the benefits of the system. The idea is that, through a website, freight and transport owners, as well as freelancers, are registered in the system. Once a vehicle is scheduled to access the Port, it will automatically enter the base of the search engine. The contractor of the truck can select, for example, the type of vehicle that needs, the date and the destination desired. Then the list of service providers available for your demand will appear, with the contact to deal directly with the person in charge. It is estimated that the project should be in operation until May next year. However, in order for it to become operational, it is still necessary that the database of the Intelligent Port Logistics Chain (Portolog) be made available by the Union. Safre will be a complement to the scheduling system, since the first one orders the trucks to arrive in Porto and the second one helps them in their return. In a future step, Codesp should develop a smartphone application. This way, truck drivers can check the system during the trip.

Src.: Portos e Navios

PLANTING OF SOYABEANS IN BRAZIL REACHES 34%, WITH EMPHASIS ON MATO GROSSO

Planting the 2018/19 soyabean crop in Brazil reached 34% of the total area, advancing 14% compared to last week, driven mainly by the pace of work in Mato Grosso, AgRural consultancy said. The sowing of this year's oilseed is the fastest ever recorded in the country, surpassing the harvest of 2016/17, in which 28% of the total area was planted in the same period. This rhythm of planting means that Brazil may have more soyabeans harvested as early as January. This year's number is well above the 20% recorded a year ago and 18% in the average of five years. Mato Grosso, the largest soyabean producer in the country, is the state with the greatest progress in the field, with 62% of the total planted area, compared to 34% in the previous week and 27% in the annual comparison. Paraná, which led the planting and is the second largest domestic producer of the commodity, slowed in the last week, due to the continuation of rains above average. The state reached 48% of the area, compared to 40% last week and 53% a year ago, according to AgRural, which confirmed data released earlier this week by the state government.

Src.: Portos e Navios



CLIMATE KEEPS WHEAT PRICES TREND HIGH

Wheat prices on the Chicago Stock Exchange are expected to continue bullish by the end of the year. The consultancy INTL FCStone explains that the expectation is generated by climatic complications in some of the main producing regions around the globe. "This movement is atypical considering that the seasonality of wheat prices in the northern hemisphere suggests a sharp drop in cereal prices from August, a trend that extends to the month of December", says the company in a report. In comparison with the average of the last three years, the current price level is 14.3% above that observed. Severe drought in producing regions around the globe continues to be the main catalyst for price gains. After the beginning of the first half of the year, water scarcity in several countries, such as the United States, Argentina, Russia and Ukraine, in the middle of the semester, concerns about the crops of Australia, Canada, the European Union and even Brazil became the center of attention of the agents. The climate of caution regarding the South American country's harvest has given support to Argentine prices, which were already high due to the expansion in exports of the country promoted by the record supply of 18 million tons in 2017/2018. The exception was observed at the beginning of September, when the Argentine government announced that it would reapply taxes on exports on wheat. According to the company, even in the context of high prices, Brazil has imported a larger volume than the average of the previous three years since November 2017, except for the months of March and June of 2018. Only in July of this year, there was 68.9% increase in the volume of Argentine wheat imported into Brazil.

Src.: Canal Rural

ETHANOL SALES GROW 27.3% IN THE FIRST HALF OF OCTOBER

The total volume of ethanol sold by the plants of the Center-South of Brazil in the domestic and foreign markets in the first half of October totaled 1.35 billion liters, compared to 1.06 billion liters in the same period of 2017, 27,3%. The total accumulated volume of fuel sold to distributors and exported reached 16.268 billion liters in six and a half months of the 2018/2019 harvest, started on April 1st, up 16.84% compared to 13.922 billion liters in the same period of 2017 / 2018. The total volume of ethanol sold by the mills to distributors in the domestic market in the Center-South was 1.284 billion liters in the first half of October and accumulates 15.344 billion liters in the 2018/2019 harvest. The volumes represent increases of 26.5% in relation to the total of 1.014 billion liters sold in the same fortnight of October 2017 and 18.43% on the accumulated volume sold up to the same period of the 2017/2018 harvest in the domestic market, 12.956 billion liters, according to the Sugar Cane Industry Union (Unica). Sales of hydrated ethanol fuel advanced 47.3% in the initial half of October over the same period of 2017, from 666.3 million to 981.4 million liters. With the result, total sales of hydrated in the harvest have increased from 38.7% between the periods, to 11.25 billion liters. Anhydrous sales fell 6.46% compared to the same fortunes of 2017 and 2018, to 368.67 million liters and fell 13.67% in the accumulated crop to 5.017 billion liters. Total ethanol exports were 66.03 million liters in the first 15 days of October, up 43.41% compared to 46.04 million liters shipped abroad in the same period last

year. In the accumulated 2018/2019 harvest, total ethanol exports fell by 4.37% to 924.18 million liters, compared to 966.40 million liters in the same period of 2017/2018.

Src.: Revista Globo Rural

FERTILIZER SPENDING RAISES SEPTEMBER PRODUCTION COST INFLATION

The Production Costs Inflation Index (IICP) in the State of Rio Grande do Sul increased by 3.68% in September compared to August, influenced by the high exchange rate, which was reflected in higher costs for the producer, especially in fertilizer spending. According to the Federation of Agriculture and Livestock of Rio Grande do Sul (Farsul), responsible for calculating the index, in the year to date the IICP increased by 10.73% and, in 12 months, by 13.95%. "These changes are also attributed to the effect of the exchange rate on fertilizers, since the exchange rate in August was 32% higher than the same month last year", Farsul said in a bulletin. The Inflation Index of Prices Received by Rural Producers (IIPR) showed a strong increase, from 5.27% in September to August, stimulated mainly by the higher price of soya and corn. In the accumulated index of the year and in 12 months the IIPR also appreciated, 24.21% and 29.61%, respectively.

Src.: Global Fert

GOIÁS TRUCK DRIVERS TALK ABOUT BLOCKING ROADS TO REQUIRE MINIMUM FREIGHT FLOOR

Disaffected by the failure of the minimum freight floor table and what they consider to be a failure of the National Land Transport Agency (ANTT) to oversee the measure, truck drivers from Goiás are mobilizing to block state roads next Monday, to carry out an informal inspection. The blockades may not be limited to Goiás. In Santa Catarina, the category must meet to decide whether or not to join the movement. In addition to the mobilization of the 29th, there is a stoppage being called for November 10th. A recurring complaint from truckers is this: carriers are paying freight below the minimum floor established in the ANTT tables. If the trucker does not accept it, it goes into a sort of "blacklist" and is no longer hired. Therefore, they feel impeded from demanding their rights. Therefore, they charge a more forceful action of the ANTT. The agency, however, is still developing a full version of the minimum freight floor tables and the regulation with penalties for noncompliance. None of this is ready. There is a current table, hurriedly made to end the standstill, but the truckers themselves acknowledge that it contains errors. At the moment, the agency still collects suggestions to elaborate the penalties for noncompliance with the table. The deadline for submission of proposals ends on November 9th. Other leaders also expect to hold talks with the president-elect later this year, hoping to get him some commitment to support the category. result of the ballot box. Among the measures taken to end the strike is the subsidy to guarantee a discount of R \$ 0.30 per liter of diesel. This measure ends on December 31st. However, it is not something that mobilizes the truck drivers, because the rules for calculating the minimum freight price table contemplate the transfer of changes in the price of fuel.

Src.: Portos e Navios

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