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BRAZILIAN EXPORTS TO ARAB COUNTRIES GROW 20% FROM JANUARY TO APRIL

Brazilian exports to the Arab countries increased 20% from January to April compared to the same period in 2018 and totaled US $ 4.13 billion, according to the Arab-Brazilian Chamber of Commerce released this week. Imports also increased in the period, to US $ 2.2 billion, up 3.4% from the same corresponding period of 2018. Among the exported products, the highlights were chicken meat, which resulted in revenue of US $ 792 million (US $ 625 million), sugar (US $ 536 million), beef (US $ 385 million) and air vehicles (US $ 322 million). The main Arab destinations of all Brazilian exports were the United Arab Emirates (US $ 1.03 billion, up 76% year-on-year), Saudi Arabia (US $ 656 million), Egypt (US $ 505 million), Algeria US $ 336 million) and Oman (US $ 304 million, an increase of 33% over the first four months of 2018). The president of the Arab Brazilian Chamber, Rubens Hannun, pointed out that sales of products from Brazil to the Arab nations stand out against the country's export revenue with the world, which fell 3% between January and April compared to the same period last year. "While global exports fell in early 2019, we expanded sales to those countries by 20% ," Hannun said. The current trade between Brazil and the Arab countries has been evolving in recent years. In 2018, the Arabs were the destination of 4.8% of Brazilian exports and accounted for 4.4% of the country's imports. In the first four months of 2019, these indicators rose to 5.7% and 3.9%, respectively, according to the Arab-Brazilian Chamber of Commerce.

Source: Ports and Ships

PROPOSAL EXTENDS BENEFIT FOR CARGO NAVIGATION IN THE NORTH AND NORTHEAST

The Bill 1765/19 exempts from the payment of the Additional to the Freight for Renewal of the Merchant Navy (AFRMM) until January 8th, 2027, the goods whose origin or destination is located in the North or Northeast, in the navigations of cabotage, inland waterway and lacustrine. AFRMM is the basic source of the Merchant Marine Fund, which supports the development in Brazil of the merchant marine and shipbuilding and repair industry. The generating event is the beginning of the unloading operation of the vessel in the Brazilian port. The additional charge is on the freight paid for the transportation of the cargo with rates of 10% to 40%, depending on the type of navigation. The Cabotage Law (9,432 / 97) granted exemption from the AFRMM for the North and Northeast for ten years, until 2007. Later, Law 11.482 / 07 extended the deadline until January 8, 2022. The proposal under review in the Chamber of Deputies establishes a further extension, for five years, but with reduction of at least 10% each year in the total amount after January 8th, 2022. The author, Júnior Ferrari (PSD-PA), stated that the AFRMM exemption and other current incentives helped the North and Northeast regions to attract investment and to present important results in economic and social indicators. "But as the end of the exemption nears, both regions fear that this virtuous crop will be halted," he said.

Júnior Ferrari also argued that, because it has the legal nature of an intervention contribution in the economic field, with a regulatory and an economic policy instrument, the AFRMM may include exemptions in order to stimulate specific sectors. According to him, this is what happens in the transport of fuels in certain vessels in the North and Northeast regions.

Source: Ports and Ships

CONAB HIGHLIGHTS ITAQUI AS A MILESTONE IN THE EXPORT OF GRAINS

This week in Brasilia, the president of Itaqui Port, Ted Lago, presented the potential of the Maranhão public port to the leadership of the National Supply Company (Conab). The meeting was attended by the CEO, Newton Araújo Júnior; and the directors of Operations and Supply, Bruno Cordeiro; administrative, José Ferreira Costa Neto, and the Personnel Management, Cláudio Rangel Pinheiro. The president of Conab said that the data on imports and exports made by Itaqui "add intelligence to the information made available by the company." According to him, it is "fundamental to strengthen partnerships that stimulate advances for the Port of Itaqui, the producers and the activities of Conab". In the first four months of the year, 6.5 million tons of cargo were handled at Itaqui, representing a growth of 28% in relation to the same period of 2018. Soyabean sales were 17% higher than those moved from January to April of 2018, with almost 2.3 million tons, despite the intense rainy season. Infrastructure, productivity, results-focused management and its privileged location make the Itaqui Port a strategic undertaking for both the northern central states of the country to flow their production and receive inputs (fertilizers and fuels) and to meet the demand of countries with low production of grains. Along with this, the public port moves and economy of Maranhão and its entire area of influence, generating employment and income along the various productive chains associated with the loads.

Source: Portos e Navios

ETHANOL SALES TOTAL 1.32 BILLION LITERS.

The volume of ethanol sold by the plants in the Center-South totaled 1.32 billion liters in the first half of May, up 15.89% over the same period in 2018 (1.14 billion liters). In the domestic market, the sale of hydrated ethanol remained heated, totaling 934.72 million liters, the largest volume ever recorded for a first half of May in the historical series. This amount represents an increase of 21.53% over the amount calculated in the same period of 2018 (769.14 million liters). In relation to the anhydrous ethanol trade in the domestic market, there was a 16.35% growth compared to the same fortnight last year: 382.36 million liters sold in 2019, compared to 328.63 million liters in 2018. This result reflects the transfers of the additive to consumption by the North-Northeast region. Since the beginning of the harvest, ethanol sales by the Center-South totaled 3.83 billion liters, of which 64.66 million liters for export and 3.77 billion for the domestic market - especially domestic sales of hydrous ethanol accumulated a 30.85% increase in this period.

Source: Unica

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SOYABEANS HAVE APPRECIATION IN BRAZIL AFTER STRONG RISE IN CHICAGO

After opening the day with a nearly 4% rise in soyabean prices, the Chicago Stock Exchange dropped slightly closing at $ 8.72 a bushel on the July contract, up 1.86%. This is the second strong valuation followed by oilseed contracts. According to the consulting company Safras & Mercado, the delay in planting the grain is the main driver. "The forecast is for continued rainfall throughout the week, bringing further delay to sowing jobs in the North American producer belt," says analyst Luiz Gutierrez of Safras & Mercado. The market closed below the highs of the day. After the rise surpassed 6% in two days, funds and speculators made profits, reducing the pace of gains. The August position was priced at US $ 8.78 per bushel, with a gain of 1.82%. In the by-products, the July position of the bran closed with a rise of US $ 6.20, or 6.20%, to US $ 319.00 per ton. In oil, contracts maturing in July closed at 27.73 cents, with a gain of 0.44 cents or 1.61%.

Source: Canal Rural

PARANAGUÁ WILL EXPORT MORE SOYABEAN MEAL LOAD FROM ITS HISTORY

The Port of Paranaguá will move this week the biggest soyabean meal export for its history, about 90 thousand tons, equivalent to the capacity of more than 2.5 thousand carts. In a note, the port administration says the operation to load the Chinese ship Lan Hua Hai, should last four days. "With 254 meters in length and 43 meters of mouth (width), this is the largest bulk carrier already received in the Export Corridor," said Portos do Paraná. According to the port, Brazilian bran was bought from companies and cooperatives of producers such as Cargill, ADM, Coamo, Cocamar, Agraria e Comigo and is destined to the Netherlands. On average, ships carrying solid bulk cargoes in the Port of Paranaguá measure between 199 and 229 meters in length and receive little more than 60 thousand tons of cargo (soyabean, corn or bran) by scale. According to the head of the Silo Division of the Ports of Paraná, Gilmar Francener, vessels with large cargo capacity allow an operational gain. A 90K -ton ship replaces the mooring of two smaller ships. "The reduction of the operational times, with reduction of the maneuvers of entrance and exit, reflects in the price of the freight."

Source: Canal Rural

SOYABEAN PRICE RISES 9% IN ACCUMULATED MAY

The price of soya, measured by the Esalq / BM & FBovespa indicator in the Port of Paranaguá (PR), accumulated a 9.7% increase in May. According to the Center for Advanced Studies in Applied Economics (Cepea), grain prices went from R $ 73.94 per bag in the first month and was R $ 81.13, rising from R $ 7.19 to now. In Paraná, the increase was R $ 1.17, or 6%. The value of the oilseed went from R $ 17.52 to R $ 18.69 in the same period. Cepea indicates that this increase was also linked to the appreciation of the raw material and the retraction of the Brazilian soyabean farmers in the commercialization involving large lots. In addition, fears about a possible change in the minimum freight rate have left fearsome traders in the forward contract negotiations.

Source: Canal Rural

CORN: HARVEST REACHES 97% IN RS WITH GOOD YIELDS

Corn harvests reach 97% of the area in Rio Grande do Sul. Productivity repeats another good year for the corn crop in the state; even exceeds expectations, raising average productivity. Irrigated crops obtained yields of 12 tons per hectare. In the Alto Jacuí, Barn and Northwest Colonial region, part of the area planted to silage and implanted in January will be destined to harvest grains, since the long period of high humidity made it impossible to cut the crop and the plants are passing from the ideal point for making silage.

Source: Canal Rural

EXPORTS OF CORN FROM BRAZIL, MORE COMPETITIVE THAN THE US, SHOULD GAIN PACE

Brazil's corn exports are more competitive than the United States, the world's largest exporters, and are expected to show volumes in excess of 1 million tons in June with the help of the exchange rate for business at a time when Americans are in the offseason, according to market players consulted by Reuters. In addition to the stronger dollar, which boosts sales of Brazilians by guaranteeing more real in the negotiations, Brazil's crop will recover strongly against 2018 and Chicago stock prices have oscillated on the eve of a year's high, due to delays in planting of the cereal in the US, which are also by far the largest global producers. Last Wednesday, prizes at the port of Paranaguá (PR) for Brazilian corn exports were around 25 cents a bushel over the Chicago contract, while in the US they were at 60 cents, the US product as more expensive, according to data quoted by consulting and brokerage INTL FCStone - at the same time of 2018, nor was there a positive differential for shipments of the Brazilian product. The market situation was so favorable to the agreements that a broker in Paraná, one of Brazil's leading producing states, reported early export business to 2020, something he said he had never seen in his 30-year career.

This is at a time when experts point to the best conditions for the development of the second Brazilian cereal crop, which should allow Brazil, the second largest exporter of corn, to harvest a historical volume of almost 100 million tons, according to some consultancies. But it is the corn that is expected to export in 2019, with the National Association of Cereal Exporters (ANEC) reviewing forecasts and pointing to possibly record shipments of more than 30 million tons, while soyabean exports are expected to fall this year, with operators citing the impact of African swine fever on livestock in China, which is the largest importer of oilseed. Anec expects exports of 30 million tons of corn this year, with a bullish bias, while FCStone projects 32 million tons. According to the Paraná broker, more corn export businesses are coming out than for the domestic market, traditionally the largest demander of the country's product, the largest global exporter of chicken meat and one of the largest pigs. According to the broker, corn traded for export originates mainly in Mato Grosso do Sul, since the product of this state has good logistic conditions to reach the port of Paranaguá, via railroad.

Source: Notícias Agrícolas

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