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EXPORT OF ORANGE JUICE GREW 26.6% IN VOLUME

Brazilian exports of orange juice advanced 26.6% in volume and 14% in revenue in the first half of the 2019/20 harvest between July and December 2019, when compared to the same period of the previous harvest. Volume went from 512,388 tons to 648,751 tons and revenues went from \$967.1 million to \$1.104 billion. The data were released on Monday, 20, by the National Association of Citrus Juice Exporters (CitrusBR) based on figures from the Secretariat of Foreign Trade (Secex) of the Ministry of Economy. The survey considers the sum of concentrated and frozen orange juice (FCOJ) and fresh, or non-concentrated and frozen juice (NFC). The six-fold nfc volume is transformed into the FCOJ equivalent and added to that of the concentrated in the total disclosed. The European Union (EU), the main consumer of Brazilian orange juice, imported the total of 450,051 tonnes of the product between July and December, up 36% from 330,641 tonnes recorded in the same period of 2018/19. Revenue summed up \$775.3 million, 24% more than in 2018/19, when revenue reached \$625.3 million. For the United States, the second main destination of juice exports in Brazil, 112,004 tons were recorded in the first half of the 2019/20 harvest, compared to 111,018 tons in the previous period, a slight increase of 1%. In revenues, shipments to the United States totaled \$181.4 million, down from \$202.9 million in the same period last year. CitrusBR Ceo Ibiapaba Netto points out that U.S. juice stocks are at the highest levels in the last five years. Japan imported 36,065 tons between July and December, 19% more than in the six months of the 2018/2019 harvest, with 30,195 tons. Revenue grew 13 percent to \$65.4 million from \$58.04 million. China, the fourth largest consumer market for Brazilian orange juice, imported 26,868 tons compared to 14,744 tons recorded in the first half of the previous harvest. The increase was 82% in volume and 29% in revenues, to US\$ 38.6 million.

Source: Canal Rural

OPENING OF THE SOYBEAN HARVEST CELEBRATES EXPECTATION OF THE LARGEST CROP ON THE PLANET

The day had not even dawned and the expectation for the National Opening of soybean harvest, which took place in Jataí (GO), this Thursday, the 23rd, was a lot of partying. The auditorium packed with more than 1,500 people, a historical record for the event, proved the importance and symbolism of the main event for agriculture in the country. Once again the celebration was contagious, especially with the prospect that the country should harvest the largest soybean crop in history and, breaking, become the world's largest producer of grain, surpassing the United States. The optimism of the participants of the event was so great that the three harvesters were crowded with the leaders of agribusiness in the country, among them: the governor of Goiás, Ronaldo Caiado, the president of the Parliamentary Front of Agriculture (FPA), Alceu Moreira (MDB-RS), the president of Aprosoja Brasil, Bartolomeu Braz, the Secretary of Land Affairs of the

Ministry of Agriculture, Nabhan Garcia, and the president of Aprosoja Goiás, Adrian Barozotto. All of them participated in the famous 'soybean rain', the event's trademark.

If the outlook by the end of 2020 is not that bad for Brazilians, a change in the thoughts of the country's producers may be ensuring a quiet 2021 as well. Pessôa believes that the United States is expected to produce more soybeans next year, even by a predicted area increase, from 30.6 million hectares to 34.3 million in 2020/2021. "That is, concern yes, but no losing sleep. The country's producers were very competent in marketing for 2020, selling more than 60% before starting the harvest, which will help meet the challenges of this year. For 2021, we have already sold 6%, well above average for the period. So Brazilian producers are already anticipating and reducing the risks for 2021, as they have already stopped sales and exchanges of inputs, proof of maturity and evolution of the Brazilian producer in the regard", he says.

Source: Valor

PORT OF SANTOS HITS NEW RECORDS

The Port of Santos recorded a record of movement in 2019, both in the total general and in the charge. The overall movement reached 134,010,492 tons and the containerized load 4,165,248 TEU (standard measure for 20-foot containers), both surpassing the largest brands, verified in 2018, at 0.64% and 1.04%, respectively. The data were compiled by the Tariff and Statistics Management of the Santos Port Authority (SPA). The Director of Operations of SPA, Marcelo Ribeiro, recalls that in 2019 the monthly record was beaten twice: "There were 12.74 million in July and 12.78 million in October". The director also highlights the actions promoted: "We increase surveillance and release public cradles for new operations to increase productivity and maximize their use," he explains. These initiatives reflected in the reduction of ship queues in the Port of Santos: "The daily average of vessels in the bar waiting to enter went from 80 in March to 55 in October, and fell to the lowest level in December, when registering 45 vessels", concludes Ribeiro. In December, the charge counted, with a 9.8% increase, reached a new record for the month, reaching 364,390 TEU, surpassing the largest movement so far, recorded in December 2018 (TEU 331,730). The overall movement in the month reached 10,211,886 tons, consolidating the second largest mark for this month, below the record reached in December 2018 (10,843,180 tons). The record in the overall total of the year was due decisively to discharge operations. With 39,655,404 tons, they showed growth of 2.1% over 2018 (38,820,812 tons), while shipments maintained the same performance as a year earlier. In the total of the year, the most prominent goods among the unloaded loads that showed growth were fertilizer (5,632,365 tons, +23.0), diesel oil and diesel (2,506,596 tons, +33.6%) calcium phosphate (1,007,272 tons, +28.6%). As for embedded loads, corn operations (16,595,410 tons, +31.1%), coffee beans (2,274,350, +85.4%) were highlighted. and meat (1,683,772 t, +116.8%). Container handling, a record in 2019, also performed excellently monthly. In addition to the growth already highlighted in total TEU (364,390, +9.8%), 224,922 units were moved, up 7.2%, reaching 3,975,894 tons, almost 40% of total cargo, with growth of 3.6%. In the accumulated year, in addition to the 4,165,248 TEU, the historical record was also recorded for cargo tonnage, with 45,987,430 tons,



34% of the total cargo toll swarms in the Port of Santos in 2019, and a 0.3% increase over 2018. The flow of docked ships decreased slightly by 0.2% compared to 2018, with 4,842 vessels. With the movement of the year reaching growth, the average consignment increased by 1.26%, with 28,495 tons per ship.

Source: *Canal Rural*

OIL PRODUCTION IN BRAZIL HITS RECORD IN 2019

Brazil's oil production in December was 3.107 million barrels per day, according to data from the National Agency for Petroleum, Natural Gas and Biofuels (ANP), released on Wednesday. The volume is 0.52% higher than in November last year. In the accumulated 2019, oil production surpassed, for the first time, the 1 billion barrels mark. According to ANP data, total oil production in Brazil in 2019 was 1.017 billion barrels. Total oil and gas production last month last year totaled 3.973 million barrels of oil and equivalent (BOE) per day. Natural gas production in December reached 137.8 million cubic meters per day, up 0.86% compared to the previous month. Also according to the ANP, oil production in areas where Petrobras is an operator reached 2.826 million barrels per day in December, up 1.2% compared to November. According to the agency, pre-salt oil production in December was 2.118 million barrels per day, up 2.7% compared to November. Pre-salt oil production accounted for 68% of the country's total production. Also considering the production of natural gas, the total production in the pre-salt, of 2.655 million BOE daily, accounted for 67% of the total production of Brazilian oil and gas in December.

Source: *Valor*

OPERATIONS OF THE PORT OF SANTOS WILL GROW 4.5% THIS YEAR

The year 2020 will be economic reconstruction for the port area. And the expectation is that the Port of Santos will follow national growth and have its operations even more driven by projects such as BR do Mar, under discussion at the Ministry of Infrastructure. The analysis is from the commercial director for East Coast of South America of the gunsmith Maersk - one of the largest integrated logistics companies in the world - Gustavo Paschoa. Maersk's forecast is that Brazilian imports and exports will grow, respectively, 4% and 4.5%. Paschoa believes that the productivity of this year's Port of Santos will be aligned with this national growth. According to the executive, the santista pier has always played an important role in the port scene and is maersk's main port of operation in Brazil. Regarding the company's services, Paschoa states that "almost 60% of our import and export volume (on the East coast of South America) passes through the Port of Santos." The maritime complex is useful not only for cargo originating in or destined to Brazil, but also for those in Argentina and Uruguay, said the director. The transfers - an operation in which cargo is unloaded in a port for later reshipment, towards the final destination - which take place in Santos generate constant negotiations, Paschoa said. "So we see that, in fact, the Port of Santos is, and will continue to be, the main port of disposal of Brazilian production and national distribution of imports," said the commercial director. As for exports, cotton, coffee and sugar commodities are increasingly highlighted, according to Paschoa's valuations. On the other hand, the

santista pier is the main port of cargo in Asia and Europe. With this, Maersk considers that one of the factors that will provide positive growth in porto income are the new agreements established between Brazil and the Chinese government. These protocols, which were signed last year, are about imports of pears to Brazil and melon exports to China - fruits are transported in refrigerated containers. Other factors that can foster the growth of the Port of Santos, according to maersk's commercial director, are investments and initiatives in the logistics field. "Anything that comes to improve and simplify will be welcome," he says. One of these initiatives is br do Mar, a program of the Federal Government that provides for changes in the vessel chartering system and in addition to freight from the Merchant Navy, in order to encourage cabotage services - the maritime transport of cargo between ports of a Coast. The government expects that, with br do Mar, the use of cabotage is doubled. Gustavo Paschoa, for his part, believes that the changes will have even greater proportions. On the issue of the destization of the santista pier, which has been under discussion for more than a year, Paschoa considers it in itself indifferent to the future growth of the port. "What will really make a difference will be an investment in the process of infrastructure and intelligence technology," either through denationalization or government plans.

Source: *Canal Rural*

PORT OF SUAPE RETURNS TO BREAK RECORD OF CARGO HANDLING

The Port of Suape set a new record in its 41 years of operation: in 2019, there were 23.8 million tons of cargo moved, volume 2% higher than last year, when 23.4 million tons were moved. The previous record had been broken in 2017, with 23.6 million tons. Suape as the largest hub of liquid bulk in the country. "The result gives us even more confidence in the economic growth of the port, mainly because this growth is based on the charge of being counted, which is the noblest and with the greatest potential to develop the State in general and which reinforces the potential of Suape as a center of regional distribution", noted the president of Suape, Leonardo Cerquinho. "We have good prospects for liquid, solid and loose cargo, which have had a significant increase because the wind power sector has gained momentum. We are sure that 2020 will be an even better year of results." Solid bulk increased by 5.5%, closing the year at 490,800 tons, 25,000 tons more than in 2018, driven by the first coke movement of the Abreu e Lima Refinery (RNEST), which boarded 31,000 tons of the product to China. Wheat and slag complete this load group. The number of ships docking in the Port of Suape rose from 1,461 to 1,474 in 2019.

Source : *Navios e Portos*

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