



WEEKLY REPORT NR 23 JUNE 11th to JUNE 17th

FISHING FIGURES FOR CHILEAN CAPTURES

Source : Servicio Nacional de Pesca.

These figres DO NOT include salmon trimmings as raw material

FIGURES FOR WEEK 23:

WEEK JUNE 11 to JUNE 16					
FLEET	SPECIE	FISHING AREA	Weekly Captures	TOTAL CAPTURES	TOTAL AREA
Industrial	Sard-Anchovy	Arica - Coquimbo	4.192,00	52.829,00	
	Mackerel Jack	Arica - Coquimbo Arica	-	45.778,00	
	Mackerel	- Coquimbo	312,00	53.298,00	
Artisans	Sard-Anchovy	Arica - Coquimbo Arica	3.321,00	167.131,00	
	Mackerel	- Coquimbo	58,00	16.913,00	
	Jack Mackerel	Arica - Coquimbo	14,00	18.310,00	354.259,00
Industrial	Sard-Anchovy	Valparaíso-BCC- puerto Montt	-	-	
	Mackerel	Valparaíso-BCC- puerto Montt	14,00	11.736,00	
	Jack Mackerel	Valparaíso-BCC- puerto Montt	12.983,00	409.812,00	
Artisans	Sard-Anchovy	Valparaíso-BCC- puerto Montt	3.399,00	464.608,00	
	Mackerel	Valparaíso-BCC- puerto Montt	-	4,00	
	Jack Mackerel	Valparaíso-BCC- puerto Montt	13,00	17.924,00	904.084,00
Total CHILE			24.306,00	1.258.343,00	



FISHING SITUATION

Similar to previous weeks, the landings are getting down in both big areas north and center-south and it is expected that current fishing quotas for this period will be done by end June/early July. The further ban will be enforced until end September or early October. Meanwhile, the jack mackerel captures in center-south, is still showing progress and this year has been the best in this kind of fishing from long ago.

PERU

Official figures until JUNE 13th, the landings were quite low and reported the lowest level of this season. From many days ago, there is rumored that captures would be stopped due to juvenile presence near to limit (13% max) but so far, it is still on going. Actually, preliminary reports for this current week, are showing an improvement in the daily landings, although still far from peak season.



Right below, the official numbers until June 13th :

AREA	VOLUME WEEK	VOLUME 2021
PAITA	6.600	80.700
CHIMBOTE	123.500	1.525.900
CENTRO	30.800	633.200
PISCO	23.600	228.200
SUR	4.300	146.100
TOTAL 2021	188.800	2.614.100

Here below, is the summary of quota progress :

CAPTURES 1ST SEASON	1.953.000
REMAINING VOLUME	556.000
QUOTA 1ST SEASON	2.509.000

PRICE REFERENCES FOR WEEK 23

Information marked in **red** means a change from last week

ORIGEN	Product	Price IDEAS in CFR main ports	GENERAL PARAMETERS
Chile	Fmeal mix raw material	us1700 - us1720	68 100 500 7,5
Chile	Fmeal JM NOT eel grade	us1980 - 2000	68 100 500 7,5
Chile	Fmeal EEL grade with stickness	2500-2550	68 100 500 7,5
Chile Local market	Fmeal	1700 ex seller plant	68 100 500 7,5
Peru	Fmeal	us1680-1690	68 100 500 7,5
Chile	Fmeal	us1580-1600	65/66 120 1000/1500
Africa	Fmeal	NA	66 120 500
Mexico	Fmeal	NA	66/65 120 500
Brazil	Fmeal	NA	60 120 500
Peru small producers	Fmeal	NA	66 120 1000
Mauritania	Fmeal	NA	68 120 500
FISH OIL	crude 3% O 3 23% min	us1970 FOB	
SALMON OIL	crude 3%	1430 - 1480 CNF	
FISH OIL O3	O3 30%	us2600 FOB	
FISH OIL	crude 3%	1650-1700 FOB	

Covid Situation : While the pandemic lasts, we will include a short summary about the situation in Chile with respect to COVID and its current status.

The COVID situation is beginning to show a little improvement in the daily casis. Taking the figures under “week average”, the national average resulted in less than 6000 cases/day , which is 1300 less than past week average. No matter this , main cities are still under total lockdown and according to sanitary authorities, this trend shall continue as the vaccine campaign is covering a wide range of population with 2 dosage.

BRIEF MARKET COMMENTS

The market remains in calmed moment, caused mainly by the high stocks in China which are being historically high , near to 250,000mt. However, in same time, the consumption is being quite good, with more than 30,000mt/week.

In terms of prices , we have seen little variations with us20-30/mt less than highest reported few weeks ago. In below, the summary of bizs reported from Peru this week.

DESTINATION	ORIGIN	VOLUME	PRICE	GRADE
China	Peru Big 6	4000mt	FOB 1685 / 1635	68 500 / 67 1000
			FOB 1585 / 1535	67 120 / 67 150
			FOB 1485	standard 65

But the key point that will affect prices soon, will be the logistics and freight costs, for which we are including here an special comment taken from Chilean press articles (El Mercurio, Diario Financiero).



The global shipping industry is exhausted by pandemic crises , added to inflationary pressures and delivery delays, faces the greatest test of its resilience yet. When one of China's busiest ports, Yantian, announced that it would not accept new export containers at the end of May due to a covid-19 outbreak, it was supposed to be operational again in a few days. But as the partial shutdown drags on, trade routes become even more tangled and record transportation prices rise further. The port of Yantian now says it will return to normal at the end of June, but just as it took several weeks for ship schedules and supply chains to recover from the ship that blocked the Suez Canal in March, it may take months for charge builds up. Southern China will clear as the fallout spreads to ports around the world. It will take six to eight weeks for congestion at Yantian to clear. Shipping rates, which is now more expensive than ever, has become a double-edged threat to the global economy: it acts as a drag on trade and a potential accelerator of inflation. In the United States, policy makers at the Federal Reserve raised their inflation forecasts in part because bottlenecks have formed as supply fails to keep pace with demand.



While the situation in the Chinese port is improving, as of Wednesday there was still an average wait time of 16 days, according to a separate statement from Copenhagen-based Maersk, which will divert most of its ships elsewhere during June. But the rerouting of Maersk and other companies will likely only add to congestion and delays at nearby ports, they added.

The global transportation system would probably still be struggling with maximum capacity. Exports from China and other Asian nations are at record levels as the economies of the United States and Europe reopen and other markets such as India buy medical products to help with their ongoing outbreaks.

"There are still a number of pain points that will pose challenges for global trade and logistics activities in the second half of 2021," said Nick Marro, senior global trade analyst at the Economist Intelligence Unit in Hong Kong.



"The biggest risk will be recurring covid-19 outbreaks, which we can probably see as unavoidable due to the new variants, but this will also include mismatched supply and demand for container space and existing logistics bottlenecks at major western ports ". Some of the goods that could not leave China via Yantian were diverted to other nearby terminals, such as Guangzhou Port. That led to periodic delays there, although congestion has eased a lot, one worker said. Still, that hasn't been enough to make up for disruptions at Yantian, which may have affected the equivalent of around 1 million 20-foot containers so far, according to Peter Sand, Bimco's chief shipping analyst. It should be noted that Yantian handles around 13 million containers per year.

There are currently 139 container ships anchored off the coast of China, roughly 50% more than the average between mid-April and early May, according to Bloomberg analysis.



"There are bottlenecks in ports around the world due to covid outbreaks: people are not going to work in the same amount and are not working at the same speed as before the pandemic," warned Bjorn Hojgaard, CEO. of Anglo. -Eastern Univan Group, a company that manages the operations of a fleet of 700 ships around the world, ranging from tankers to bulk carriers and container ships. "Shipping is taking longer to recover than was expected a few months ago, but I am hopeful that as we enter the fourth quarter of 2021 and the first quarter of 2022 we will see the resumption of activity in many parts of the global economy. and undoubtedly a normalization of some of the challenges we face in shipping, "he closed.

Source : El Mercurio / Diario Financiero