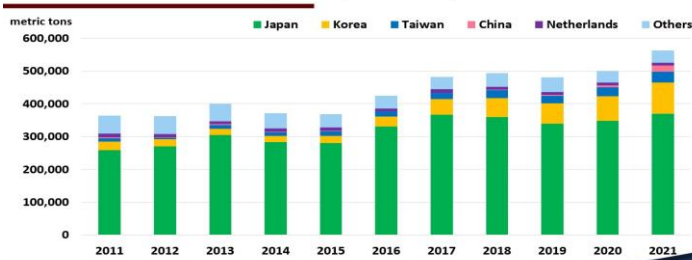


### SUPPLY & DEMAND

The beef cutout eased for the 3<sup>rd</sup> consecutive week based on increasing production and weaker demand for chuck rolls and briskets. Wholesale prices were also negatively influenced by larger product availability, although retail beef prices remain record high, a fact that might be pinching overall demand. A large part of the U.S. population will be dealing with frigid arctic temperatures this week, which may lead to some retail stocking. With omicron related plant slowdowns largely over, the U.S. beef processing industry managed to process 663,000 head of cattle last week, the highest in 9 months. The higher harvest volumes allowed live fed cattle prices to hold firm last week, and despite predictions that USDA's cattle-on-feed numbers for January will show record numbers of animals were in feedlots as of Feb 1. Drought continues to push animals from western grazing areas on feed, and with hay stocks down, and prices rising, cow calf operators could decide to move even more animals into lots. The high prices for calves and feeder cattle that feedlotters have been willing to pay to keep pens full have added a demand pull dynamic to the market. But these high calf prices should at some point incentivize those with cows to hold back liquidation and rebuild herds. In the next few months, all eyes will be on the weather and moisture conditions in the south and central plains. Belief that live cattle supplies will tighten throughout the year is driving a bullish live fed cattle futures market. After a weak start to exports this year, lower beef prices saw **Japanese** and **Korean** buyers aggressively step back into the market the week of Feb 3.

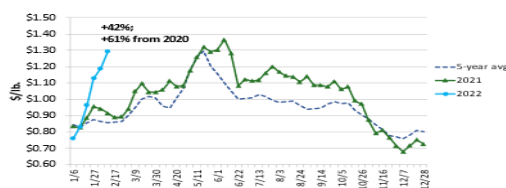
Estimated seaborne shipments of U.S. beef & pork by major destination 2011-2021 (Jan-Dec, metric tons)



**Beef Choice Beef Cutout Value: 18/2/2022 - US\$265.85/cwt. (-3% from 14/2/2022)**

Spot tightness in belly markets & solid bacon demand helped push the belly primal and the overall pork cutout up **14%** & **5%** respectively week-on-week, with the cutout hitting its highest level since last October. Average retail bacon prices are **+25%** YOY and the highest ever for this time period. There has also been active retail buying of pork loins (see GRAPH below), especially further trimmed boneless product. Last week's harvest activity remained relatively muted at 2.498 million head. Despite less-than-capacity slaughter levels, cash hog prices, from market animals to feeder pigs, are rising. Some analysts note that there is a severe lack of on-farm labor, with the shortage taking a toll on sow farms. Even the absence of a few workers can result in lowered productivity for operations, and a cut in production efficiency – as manifested by 2-3% higher pig mortality – could be impacting supply. Farms are also reported to be experiencing more animal health challenges this winter, affecting the supply pipeline. The lower availability of hogs and higher cash prices is helping to push lean hog futures contracts higher, with the April contract reaching a high last week. Pork exports during the week ending Feb 10 were even with the previous 4 weeks, but total overseas shipments of muscle cuts through the first 6 weeks of the year are running **-22%** YOY. Low ham values however have been very positive to pork purchasing by #1 market **Mexico**, and year-to-date shipments there are **+41%**.

### Pork Loin



Source: USDA/AMS, ¼ in trimmed, vacuum packed

**Hog Carcass Cutout Value: 18/2/2022 - US\$109.91/cwt. (+2% from 14/2/2022)**

### ACTIVITIES:

SIAL, Shanghai: May 18-20, 2022

Food & Hotel Asia, Singapore: September 5-8, 2022

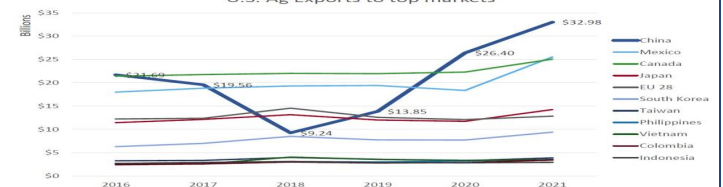
### MOVING AHEAD

Logistical snarls continue to affect global supply chains. According to maritime consultancy **Sea Intelligence**, the schedule reliability of all ocean going shipping vessels last December fell to 32%, the lowest score ever. Experts say conditions have yet to noticeably improve this year. The average delay for ships that missed their schedules was 1-week. That may not be a problem for most goods, but even seemingly short 7-day shipping delays for U.S. chilled meat exporters can be problematic for just-in-time supply chains to Asia. Chilled pork shipped from Midwest U.S. plants to Japan supermarket shelves – prior to the current shipping issues – took approximately 30 days. With vacuum packaged chilled boneless pork shelf lives in the range of 45-50 days, even small delays can narrow the window for the marketing of the product. Moreover, some Asian retailers have traditionally required product arriving in stores to have at least ½ of the recommended shelf life remaining in order to be deemed salable. There is greater leeway for shipping delays of chilled beef items, which typically have chilled shelf lives in the 90-100 day range. Although product near the expiration of its recommended shelf life does not pose a food safety risk, quality can deteriorate; i.e. meat color darkens and purge increases. Although chilled product can be safely frozen as it nears the end of its shelf life, it loses considerable value. Despite extraordinary supply chain challenges, the west coast ports of Los Angeles, Long Beach, and Oakland handled a record volume of container traffic last year, with goods imports into the U.S. surging along with the shipping of empty containers back to Asia. Interestingly, seaborne U.S. chilled beef & pork exports, most of which are shipped to Asia out of west coast ports, especially Oakland, reached record levels last year (see GRAPH column 1). There are no statistics on the volumes of chilled U.S. meat shipped by air, but they are estimated to be very small relative to ocean shipped product. The cost of air-freighting chilled U.S. meat to markets such as HK is estimated to be up to 10X that of sea freight. Efforts to improve U.S. supply chain infrastructure continues; the port of Oakland is partnering with USDA to construct a new pop-up yard for short term storage of cargo, especially outbound refrigerated agricultural products. This will free-up truckers for more pick-ups and drop-offs.

### TRADE

Last week we noted that in 2021, China became - for the 1<sup>st</sup> time ever - the largest value market for all U.S. red meat & poultry (M&P) with total exports reaching \$4.21 billion, just slightly above M&P shipments to long-time market leader **Japan** at \$4.20 billion. China also rose to the #1 spot for all U.S. agricultural exports, with a value totaling U.S. \$33 billion, a sharp **25%** increase over 2020 and the 1<sup>st</sup> time ag exports had exceeded U.S. \$30 billion to any 1 market (see graph below). The record purchases however did not match the goals established under the PHASE 1 US-China trade agreement, which specified that China was to buy an additional \$32 billion of specified agricultural goods combined over 2020 and 2021 above the base level of 2017, which was \$20.7 billion. Trade data showed that China purchased 83% of its agricultural commitment, a significantly higher fulfillment percentage than its additional purchases of energy products (37% of the commitment), services (52%), and manufactured products (59%) that were also part of the total \$200 billion additional purchase pledge. Principal agricultural exports included soybeans (\$14.1 billion, **+0%** YOY), corn (\$5.1 billion, **+316%**), beef & pork (\$3.3 billion, **+27%**) forestry products (\$2.1 billion, **+31%**), & feedgrains excluding corn (\$1.86 billion, **+63%**). According to the PHASE 1 agreement, purchases were to be “made at market prices based on commercial considerations.” Although some state-owned enterprises (SOE's) are active meat & poultry importers, it is believed the growth of China's imports of U.S. beef & pork in 2020 & 2021 were driven by commercial considerations and not the PHASE 1 commitments. The U.S. Trade Representative (USTR) said last week in its annual update on China trade issues that while it would hold China accountable to its purchasing commitments, the U.S. would seek new strategies to engage with China to resolve ongoing trade issues. Despite CoVID and supply chain challenges, total 2-way trade between the U.S. and China grew a huge **29%** last year to \$756 billion.

U.S. Ag Exports to top markets

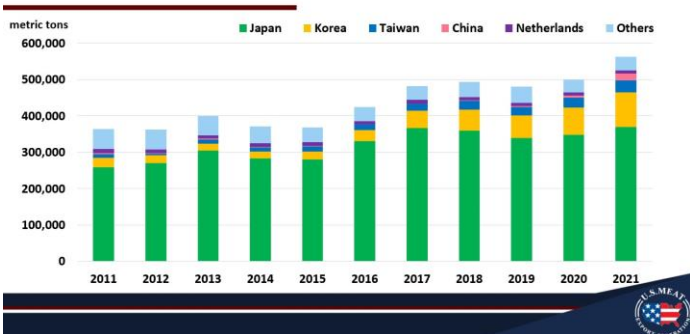


Source: TDM, USMEF

## 供应与需求

基於产量增加以及下肩胛眼肉卷和牛前胸肉的需求减弱，牛肉分切价连续第三周下降。批发价格也受到产品供应量的增加有了负面影响，尽管牛肉零售价格仍创历史新高，这一事实可能会抑制整体的需求。本周大部分住在美国的人将面临寒冷的北极气温影响，进而导致大家开始储备零售商品。随着被 omicron 影响的屠宰厂结束放缓速度，美国牛肉屠宰业上周成功屠宰了 663,000 头牛只，为 9 个月以来的最高水平。尽管预测的美国农业部 1 月份牛只在养头数(截至 2 月 1 日)将显示，肥育场中的牛只数量创新纪录，但较高的屠宰量使活体已肥育牛只价格於上周保持坚挺。乾旱持续将西部放牧区的牛只推向肥育场，同时随着乾草库存的减少以及价格的上涨，母仔牛业者可以决定将更多的牛只转移至肥育场。此外，因肥育场愿意支付高价的仔牛和未肥育牛只以保持牛圈呈现满的状态，进而使需求拉动了市场。但这些高仔牛价格在某种程度上应该会激励拥有肉牛的业者暂缓清算并重建牛群。在接下来的几个月里，所有的焦点都将集中在美国南部和中部平原的天气和湿度状况上。今年活牛供应将全年趋紧，并推动活牛期货市场的看涨。今年出口开始疲软後，较低的牛肉价格导致日本和韩国买家在 2 月 3 日当周大举重返市场。

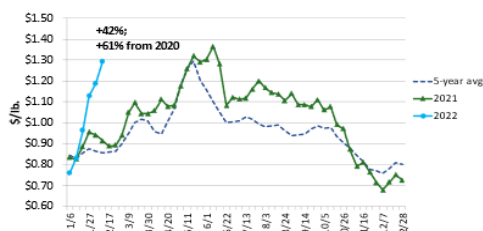
Estimated seaborne shipments of U.S. beef & pork by major destination 2011-2021 (Jan-Dec, metric tons)



美国农业部牛肉屠体价格指数(特选级)：2022 年 2 月 18 日 - \$265.85 美元/百磅 (较 2022 年 2 月 14 日减少 3%)

猪腹肋肉市场现货供应紧张和培根需求旺盛，推动了腹肋部大分切和整体猪肉分切价周环比分别上涨 14% 和 5%，同时猪肉分切价也达到去年 10 月以来的最高水平。平均培根零售价格同比增长 25%，为这段时间以来的最高水平。零售对猪里肌肉的采购也很活跃(请参见下方图表)，尤其是进一步修切的去骨商品。上周的屠宰活动仍保持相对平静，为 250.7 万头。尽管屠宰量低於产能，但从猪只市场到未肥育的现金生猪价格目前正在上涨。一些分析人士指出，农场劳动力严重的短缺，对母猪场造成了损失。即使缺乏几个工人也可能导致生产效率降低，而生产效率的下降(猪死亡率增加 2-3%)可能会影响供应。据报导，今年冬季农场还面临更多猪只健康的挑战，导致供应量被影响。4 月的合约上周达到高点，因生猪供应量的减少和现金猪只价格上涨助於推高瘦猪期货合约。截至 2 月 10 日当周，猪肉出口量与前 4 周持平，但今年前 6 周的海外猪肉出口总量同比下降了 22%。然而，低价後腿对第一市场墨西哥的猪肉采购非常有利，年初至今，对墨西哥的出货量增加了 41%。

## Pork Loin



Source: USDA/AMS, 1/2 in trimmed, vacuum packed

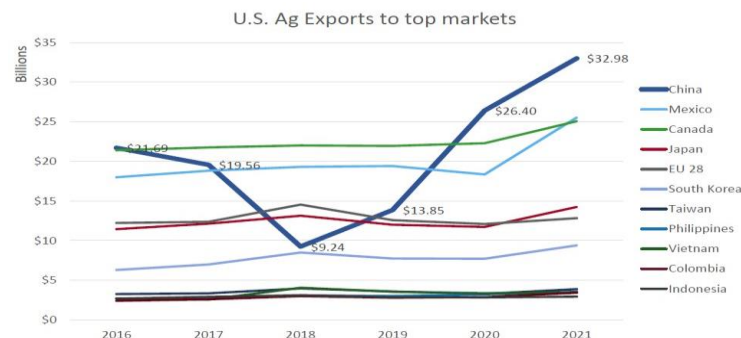
猪屠体分切价格：2022 年 2 月 18 日 - \$109.91 美元/百磅 (较 2022 年 2 月 14 日增加 2%)

## 产业动态

物流的不稳定持续影响全球的供应链。根据海事咨询公司 Sea Intelligence 的数据，去年 12 月所有远洋船舶的可靠性跌至有史以来的最低分数 32%。专家表示，今年的情况尚未明显改善。船只错过船舶的平均延误时间为 1 周。这对大多数货物来说可能不是问题，但对于美国冷藏肉出口商来说，航运延误即使是看似短暂的 7 天，但对及时运往亚洲的供应链造成问题。在发生当前运输问题之前，从美国中西部屠宰厂运往日本超市货架的冷藏猪肉需要约 30 天。由於冷藏去骨猪肉贴体包的保存期限为 45-50 天之间，即使是短暂的延误也会缩短产品的销售期。此外，一些亚洲零售商要求到达商店的产品基本上要保留至少 1/2 的建议保存期才能被视为可销售。冷藏牛肉的保存期限通常在 90-100 天之间，因此，冷藏牛肉的运输延误时间有更大的弹性。尽管接近其推荐保存期限的产品不会构成食品安全的风险，但质量可能会恶化；例如肉的颜色变深和渗出的肉汁增加。尽管接近保存期限的冷藏产品可以安全转为冷冻，但肉品会失去相当大的价值。供应链尽管面临着巨大的挑战，洛杉矶、长滩和奥克兰等西海岸港口去年处理的货柜运输量仍创历史新高，同时随着空的货柜运回亚洲，美国的货物进口量有所激增。有趣的是，海运美国冷藏牛肉和猪肉的出口，大部分是从美国西海岸港口运往亚洲。尤其是奥克兰，去年达到了创纪录水平(请参见图表第 1 栏)。然而，目前没有关于空运美国冷藏肉类数量的统计数据，但据估计，与海运产品相比，它们的数量会非常少。空运美国冷藏肉类至香港等市场的成本估计高达海运的 10 倍。美国仍持续努力改善供应链设施；奥克兰港正在与美国农业部合作，建造一个用於存放短期货物的新临时货场，尤其是给出境的冷藏农产品。这将使卡车司机有更多的时间可以来取货和卸货。

## 贸易新闻

上周我们注意到，2021 年，中国有史以来第一次成为所有美国红肉和禽肉最大价值市场，出口总额达到 \$42.1 亿美元，仅略高於市场长期领先，日本的 \$42 亿美元红肉和禽肉出货量。中国也上升成为所有美国农产品出口的第一名，总价值达 \$330 亿美元，比 2020 年大幅增长 25%，并成为首次农业出口超过 300 亿美元的任何市场(请参见下图)。然而，创纪录的采购量与第一阶段中美贸易协议设定的目标不符，该协定规定中国在 2020 年和 2021 年期间额外购买 \$320 亿美元的特定农产品，将高於 2017 年的基本水平，即为 \$207 亿美元。贸易数据显示，中国购买了 83% 的农业承诺，远高于额外购买的能源产品(承诺的 37%)、服务(52%)和制成品(59%)，\$2000 亿美元为额外购买承诺的一部分。主要农产品出口包括大豆(\$141 亿美元，同比增长 0%)、玉米(\$51 亿美元，同比增长 316%)、牛肉和猪肉(\$33 亿美元，同比增长 27%)、林产品(\$21 亿美元，同比增长 31%)和饲料谷物，不包括玉米(\$18.6 亿美元，同比增长 63%)。根据第一阶段的协议，采购将“基於商业考量，以市场价格进行”。据信，2020 年和 2021 年中国进口美国牛肉和猪肉的增长是出於商业考虑，而不是第一阶段中美贸易协议的承诺。美国贸易代表(USTR)上周在其关于中国贸易问题的年度更新中表示，虽然它将要求中国对其采购承诺负责，但美国将寻求与中国以解决持续贸易问题的新战略。尽管仍存在 COVID 和供应链挑战，但去年，中美之间的双向贸易总额增长了 29%，达到 \$7560 亿美元。



Source: TDM, USMEF

美国肉类出口协会活动预告：

SIAL 国际食品展(上海)：2022 年 5 月 18-20 日

新加坡国际食品与饮料展 - 新加坡：2022 年 9 月 5-8 日