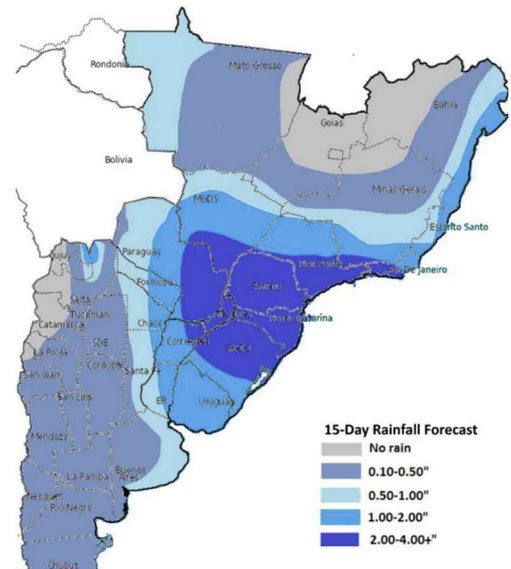


Weather

An active, stormy pattern will heavily impact the western Corn Belt through Tuesday night, delivering 1-2" of significant rainfall that will halt near-term planting progress but severely mitigate the extreme dryness recently observed in the region. Immediately following this precipitation, an exceptional cold front will plunge into the central and northern Plains, prompting freeze watches for Tuesday morning with low temperatures expected to plummet to 30 to 34 degrees across eastern Colorado, western Nebraska, and northwestern Kansas, posing a severe frost threat to newly emerged crops and vulnerable winter wheat. As the 1-5 day period concludes, the Corn Belt will transition into a decisively less-stormy, drier pattern for the 6-10 and 11-15 day periods, allowing fieldwork to resume amid an influx of 5-7 degree above-normal temperatures. Concurrently, the Mid-South and southern Plains will enter an unusually wet pattern beginning Tuesday night, with widespread 3-6" rainfall totals expected through the end of the 15-day forecast, threatening to cause significant logistical delays.



The 15-day forecast for northern safrinha corn areas in Brazil remains exceptionally dry, with states like Goias, northwestern Minas Gerais, and eastern Mato Grosso expecting no significant precipitation over the next 15 days, which will severely stress the developing crop amid consistently above-normal temperatures. Conversely, southern safrinha regions, specifically Parana and southern Mato Grosso do Sul, are forecast to receive highly beneficial rainfall during the 1-10 day period to support crop development, accompanied by an unusually cold system that introduces a notable frost threat to southern Parana by mid-week. This cool pattern in the south will sharply moderate into much warmer, above-normal temperatures for the 6-10 and 11-15 day periods, while the north remains consistently dry and hot.



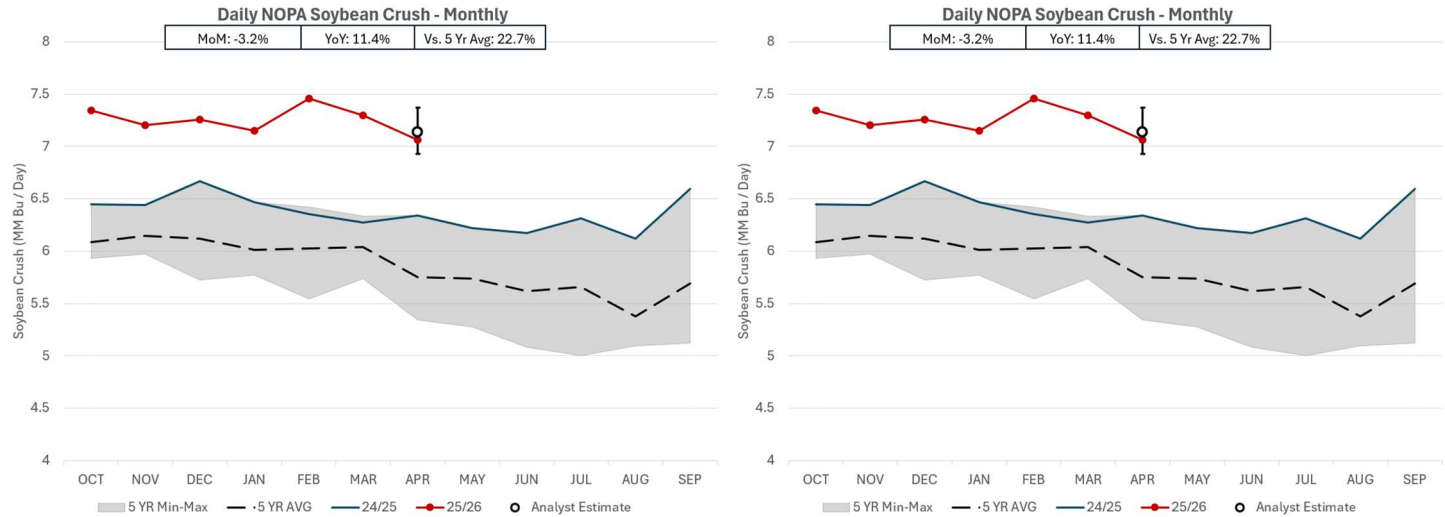
Grains

NESVICK TRADING GROUP, LLC		NOPA Soybean Crushings Reports As of: April 2026							
		Actual	Survey Results			Previous		Percent Change	
			Avg	Low	High	Month	Year	MoM%	YoY%
Soybean Crush (MM Bu)	211.856	214.030	207.850	221.000	226.161	190.226	-6.3%	11.4%	
Oil Stocks (MM Lbs)	1,947	1,954	1,850	2,025	2,039	1,527	-4.5%	27.5%	

Soybean crush margins held near multi-year highs through April, but Friday's NOPA print showed processors started easing off the throttle somewhat. April crush came in at 211.856 MM Bu, below the Bloomberg 214.030 trade average and down 6.3% from March's 226.161. The daily pace of 7.062 MM Bu/day was a seven-month low; however, it was still 11.4% above last April and 22.7% above the five-year average, so I'm still not ready to call this number soft.

This was the real beginning of the seasonal maintenance window, and after several months of record-or-near-record monthly crush, plants finally took the downtime they had been deferring. The fact they took it with cash crush margins at the highest level in at least three years tells you something about the calculus – the equipment is too valuable to short-shrift, even when every idle day leaves margin on the table. Where this gets more interesting is the annual balance sheet. Hitting the current WASDE 2.630 billion bushel figure requires the industry to run roughly 215 MM Bu/month from here, and both March (226.161) and April (211.856) came in below the cadence that would have validated that

average. Unless May and June rebound hard coming off downtimes, WASDE looks slightly ambitious; not a 25 MM Bu miss, but maybe 10–15. The real question is what the re-entry from seasonal downtimes will look like in May and June, and whether the industry can claw back the cadence needed to validate 2.630.



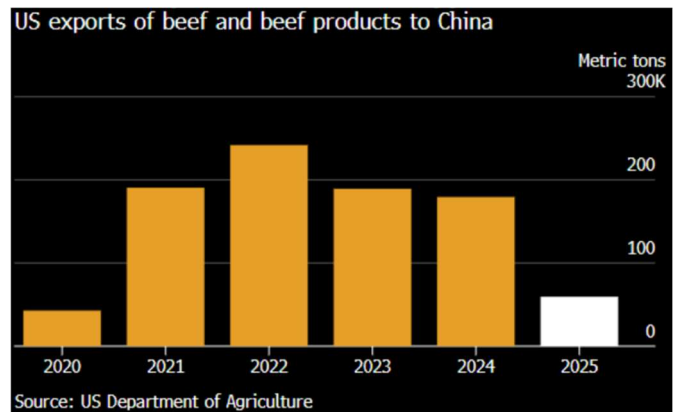
On the product side, soyoil stocks fell to 1.947 bln lbs, a three-month low and below the 1.954 survey average. Stocks are still +27.5% YoY so this isn't a tightness story yet, but it's the third consecutive monthly drawdown heading into peak biofuel demand and the trend is what I'd watch. Meal production at 5.041 mln tons came in -6.6% MoM but +11.1% YoY.

Grains commentary provided by Zachary Davis. For questions or comments, Zachary can be reached by email at zdavis@nesvick.com or on Trillian at zdavis@nesvick.com.

Livestock

Friday afternoon, China announced it renewed export licenses for 425 US beef plants, with five-year registrations on the facilities whose permits had lapsed last year, plus another 77 new establishments added to China's import system. It's an early deliverable from the Trump-Xi summit in Beijing, and the easy read is "China is taking American beef again." True, but the wrong frame for what this actually means at the carcass level.

The US is not about to become a meaningful muscle-meat supplier to China. We aren't price-competitive against Brazil, Australia, or Argentina on commodity beef. Even if we were price competitive, we don't have the supply anyway; the herd is at multi-decade lows, packers are bleeding per head amid a severe shortage of animals, and total US beef exports fell 12% in 2025. Shipments to China specifically dropped ~67% between 2024 and 2025 once permits lapsed, and even before that the US hadn't been using much of its China allocation. The volume math is constrained on both ends.



The real story is drop credit. China is the destination for the cuts and organs Americans don't eat – tongues, livers, hearts, tripe, and certain trim. Without that buyer, average prices for those products fell ~40% in the US per the Meat Institute, which hits the value of every carcass running through a US plant. Restoring access rebuilds that floor without taking a single steak off a domestic shelf; the export is largely product that otherwise gets dumped into rendering or pet food, and the value capture flows straight to packer margins.

That said, the caveats matter. 38 facilities remain suspended, including 25 of the "renewed" ones that still can't actually ship, and USMEF says it's awaiting further details from the US side. China's own market is fighting oversupply and weakening consumption, which is why Beijing put a quota on beef imports in 2026 in the first place. Competition for what China actually pulls stays fierce regardless of access. Ultimately, this seems bullish for packer margins on rebuilt drop credit, modestly supportive of what packers can pay for fed cattle at the margin, but it's not a story about shipping American beef overseas. The win is unlocking value from the parts of the carcass Americans don't want.

Livestock commentary provided by Zachary Davis. For questions or comments, Zachary can be reached by email at zdavis@nesvick.com or on Trillian at zdavis@nesvick.com.

Macro/Financials

Toyota and Nissan have begun quietly telling their service networks they can't get enough motor oil. Per dealer service bulletins, Toyota is warning of shortages on 0W-8 and 0W-16 and Nissan has capped Genuine Oil allocations at 55% of prior-year volumes – a 45% cut. When most people think Iran war and oil, they think crude and the pump. The real squeeze is showing up in a niche corner of the market, Group III base oils, that's barely registered in the headlines.

Group III is the synthetic feedstock for nearly every modern low-viscosity engine oil, ATF, and a large slice of industrial lubricants. Roughly 44% of US Group III demand sources from the Persian Gulf – not just from Iran, but Bahrain, the UAE, and Shell's Qatar facility, most of which is now offline. Argus prices in N. Europe are up ~100% since the war started, north of \$10/gal. API quietly stood up an Emergency Provisional Licensing program letting blenders substitute lesser grades and keep the API certification mark – a spec relaxation that tells you how serious the supply hole is. The industry view is that we could see these motor oils be undersupplied through 2027.

The Hormuz disruption isn't really just a crude story or a gas-pump story anymore – it's reaching consumers in places that don't price in real time. Motor vehicle maintenance has been one of the stickier services CPI components, and a doubled lubricant input cost feeds straight into oil-change tickets and dealer service lines through the back half of 2026. There is a split here worth noting, though; newer vehicles with strict low-viscosity oil specs eat the price, while older fleets on conventional Group I/II oil barely notice a cost difference. Every Hormuz headline gets read as a crude story, but the more durable inflation signal is probably in the niche markets. So if you want to know where this conflict actually shows up in the US economy, watch the boring stuff, not just the front-month crude print.

Macro/Financials commentary provided by Zachary Davis. For questions or comments, Zachary can be reached by email at zdavis@nesvick.com or on Trillian at zdavis@nesvick.com.

Today's Calendar (all times Central)

- Export Sales – 10:00 AM
- Crop Progress – 3:00 PM

Thanks for reading,

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