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FOR MORE INFORMATION ON DDGS NUTRITION & FEEDING GUIDES, CLICK [HERE](#)

GENERAL COMMENTS

USDA reported DDGS prices averaged \$187 per short ton in the March 15 National Weekly Ethanol Report. This was down \$4 per short ton from the previous week, as prices have trended downward over the past several months.

The DDGS/cash corn ratio was 1.24, down slightly from 1.26 last week. The DDGS/KC soybean meal ratio was 0.54, level with last week's value.

The EIA reported U.S. ethanol production averaged 1.046 million barrels per day (bpd) the week ending March 15. This was up 22,000 bpd (2%) week-over-week and up 49,000 bpd (5%) year-over-year. The 4-week average production was 1.051 million bpd, down 10,000 bpd from last week. Production rose this week after declining last week, and average production has been over 1 million barrels per day since the first week of February.

DDGS Price Table: March 20, 2024 (USD/MT) (Quantity, availability, payment, and delivery terms vary)			
Delivery Point (Quality Min. 35% Pro-fat combined)	March	April	May
Barge CIF New Orleans	222	223	224
FOB Vessel Gulf	225	226	227
Rail Delivered PNW	248	250	250
Rail Delivered California	262	264	265
Mid-Bridge, Laredo, TX	262	264	265
FOB Lethbridge, Alberta	231	233	233
40 ft containers to South Korea (Busan)	296	299	299
40 ft containers to Taiwan (Kaohsiung)	299	301	302
40 ft containers to Philippines (Manila)	337	340	341
40 ft containers to Indonesia (Jakarta)	N/A	N/A	N/A
40 ft containers to Malaysia (Port Kelang)	311	313	314
40 ft containers to Vietnam (HCMC)	293	295	296
40 ft containers to Japan (Yokohama)	312	315	315
40 ft containers to Thailand (LCMB)	314	316	317
40 ft containers to China (Shanghai)	296	298	299
40 ft containers to Bangladesh (Chittagong)	N/A	N/A	N/A
40 ft containers to Myanmar (Yangon)	311	313	314
KC Rail Yard (delivered ramp)	220	222	222
Elwood, IL Rail Yard (delivered ramp)	N/A	N/A	N/A

Source: Reuters/Decision Innovation Solutions and Polaris Analytics and Consulting.

OCEAN FREIGHT MARKET

The number of vessels using the Red Sea continues to shrink as the Houthis keep attacking vessels plying the important waterway option. With three merchant mariners having been killed, and two vessels requiring salvage, which is being delayed due to on-going attacks, the prudent option for vessel owners and operators is to avoid the region. But it is not just the Houthis making terrorist attacks, now the Somali pirates are resurging in their efforts to take advantage of the situation by attacking vessels and crews further south of where the Houthis are attacking.

By avoiding the Red Sea and the Suez Canal consequently, that means transit lengths are doubled in many instances, requiring longer delivery times, more fuel consumption, higher insurance costs through war risk premiums on the value of the vessel while requiring enhanced vessel security protocols, and there is then less capacity to move the same volume. For vessel owners the longer routes increase vessel utilization while leading to increasing or higher and stable ocean freight rate levels that are passed on to shippers. Container carriers were already struggling with less cargo being moved due to slowing global economic growth and as several new vessels were about to hit the waters. Those new vessels entering service are being deployed on the longer routes and this crisis allows the carriers to withstand the situation a bit stronger.

Meanwhile, water levels in Panama's Gatun Lake were unchanged this week at 80.5 feet, keeping the variable freshwater surcharge unchanged at 2.89% as of March 21. Panama is amid its seasonal dry season that continues through May. Water levels in Gatun Lake are expected to fall one foot to 79.5 feet through late May, which would increase the freshwater surcharge would be 4.26%. Next week the three additional slots available for transit through Panama Canal that were announced last week, will be fully available. The number of daily slots will be 27 but that is down from the usual 36 daily transits. Baltic ocean freight indices are maintaining firm tones for the smaller vessel sizes. Demand for vessel loadings in South and North America are propping up rates, while bunker fuels have strengthened as crude oil prices have been rising since the start of 2024. Bunker prices have been under pressure, especially in the Atlantic and from Houston most notably to accommodate greater usage for vessels bypassing the Red Sea and sailing around the Cape of Good Hope.

Despite the strength in the smaller vessel classes, the Baltic Dry Index was pulled lower for the week by the Capesize market. The BDI, a basket of all dry bulk vessel types, ended the week 3.6% lower to an index of 2,284 as the Capesize sector, which greatly influences the BDI, was down 12% to an index of 3,690. Concerns with China's slowing economy, high iron ore stocks and weakening iron ore prices are weakening demand for Capesize and some Panamax vessels. The Baltic Panamax Index was up 10% for the week to 2,251 while the Baltic Supramax Index was up 5% to 1,370.

Ocean freight rates for grain shipments remain strongest out of the Atlantic Basin in both North and South America. Out of the U.S. the Gulf to Japan was up 6.5% or about \$4.20 per metric ton for the current week to \$68.77 per metric ton while out of the Pacific Northwest the rate to Japan was 2.6% or

less than one dollar to \$30.68 per metric ton. The spread between these routes widened 10% or \$3.41 per metric ton to \$38.09 per metric ton.

Source: Decision Innovation Solutions & Polaris Analytics and Consulting

Bulk Freight Rates for HSS – Heavy Grain, Sorghum and Soybeans*			
USD/MT			
Route and Vessel Size	20-Mar-24	13-Mar-24	Change
55,000 U.S. Gulf – Japan	68.77	64.58	4.19
55,000 U.S. PNW – Japan	30.68	29.90	0.78
66,000 U.S. Gulf – China	57.63	53.47	4.16
66,000 U.S. PNW – China	28.89	27.00	1.89
25,000 U.S. Gulf – Veracruz, Mexico	17.00	17.00	0.00
30-36,000 U.S. Gulf – Veracruz, Mexico	13.35	12.55	0.80
30-38,000 U.S. Gulf – Colombia	19.00	19.00	0.00
50,000 U.S. Gulf – East Coast Colombia	17.06	15.75	1.31
50,000 Argentina – East Coast Colombia	23.97	21.12	2.85
43-45,000 U.S. Gulf-Guatemala	#N/A	#N/A	N/A
26-30,000 U.S. Gulf – Morocco	40.00	40.00	0.00
55-60,000 U.S. Gulf – Egypt	28.00	25.00	3.00
55-60,000 U.S. PNW – Egypt	46.00	46.00	0.00
60-70,000 U.S. Gulf – Europe, Rotterdam	32.00	27.00	5.00
Brazil, Santos – China	53.59	52.30	1.29
Northern Coast Brazil – China	33.20	32.58	0.62
56-60,000 Argentina/Rosario – China Deep Draft	58.54	53.85	4.69

Source: Reuters; *Values for this table based on previous night's closing values.

LATEST EXPORT FIGURES

Calendar Year (January-December):

Rank	Partner	2020	2021	2022	2023	Jan - Jan 2023	Jan - Jan 2024	Change YTD (%)	Change YTD (MT)
-	World Total	10,922,732	11,574,305	10,972,949	10,809,179	770,344	902,376	15%	132,032
1	Mexico	1,732,282	2,382,780	2,230,829	2,196,420	153,659	249,582	38%	95,923
2	Korea, South	1,260,030	1,135,719	1,263,878	1,280,161	111,609	146,439	24%	34,830
3	Vietnam	1,282,022	1,436,934	1,278,996	1,100,498	51,475	70,718	27%	19,243
4	Indonesia	933,401	859,428	835,060	932,887	53,591	71,647	25%	18,056
5	Canada	397,588	772,794	967,522	736,359	51,221	64,983	21%	13,762
6	Turkey	790,455	847,526	422,882	627,834	11,337	65,238	83%	53,901
7	Japan	463,118	424,205	496,862	402,549	39,227	57,401	32%	18,174
8	Colombia	209,961	238,753	360,695	352,686	36,841	45,286	19%	8,445
9	Ireland	291,278	369,706	447,904	284,525	46,601	0	-	-46,601
10	Morocco	188,929	212,742	203,763	283,069	5,461	0	-	-5,461
11	China	270,261	453,072	175,045	263,448	32,550	25,105	-30%	-7,445
12	Thailand	848,838	355,471	184,354	260,475	8,322	9,509	12%	1,187
13	Taiwan	241,542	226,151	254,340	257,847	25,916	19,695	-32%	-6,221
14	Philippines	280,372	184,330	162,769	214,621	20,307	16,886	-20%	-3,421
15	Spain	64,670	158,036	239,065	179,522	13,656	10,362	-32%	-3,294
16	Israel	196,975	207,053	169,451	174,228	32,169	0	-	-32,169
17	United Kingdom	121,609	125,528	132,030	171,361	0	16	100%	16
18	Ecuador	55,625	49,762	104,443	162,131	8,508	8,033	-6%	-475
19	Bangladesh	164,517	139,351	107,061	117,220	5,685	8,151	30%	2,466
20	Costa Rica	83,807	84,749	81,612	94,420	8,265	7,551	-9%	-714
21	Honduras	75,218	68,640	85,824	92,988	5,776	0	-	-5,776
22	Guatemala	73,335	80,060	84,362	86,707	5,097	0	-	-5,097
23	Cambodia	42,923	40,515	35,470	79,953	1,220	5,227	77%	4,007
24	New Zealand	278,870	231,067	233,853	72,640	0	0	-	-
25	Malaysia	50,122	50,747	55,476	54,371	4,359	5,084	14%	725
26	El Salvador	56,006	58,099	74,013	52,722	5,461	9,163	40%	3,702
27	Egypt	182,399	181,257	87,117	49,992	516	703	27%	187
28	Saudi Arabia	29,331	18,459	21,718	39,179	10,300	702	-1367%	-9,598
29	Panama	15,993	30,155	22,505	26,212	0	0	-	-
30	Tunisia	14,000	918	25,622	20,941	0	208	100%	208
31	Jamaica	7,680	20,878	21,852	20,706	0	0	-	-
32	Portugal	10,449	18,200	23,138	20,517	10,517	0	-	-10,517
33	Peru	14,658	0	14,722	16,503	0	240	100%	240
34	United Arab Emirates	6,518	8,992	4,637	13,374	78	1,825	96%	1,747
35	Pakistan	1,016	297	292	12,872	0	0	-	-
36	Burma	64,274	25,701	13,567	11,687	488	1,445	66%	957
37	Oman	9,018	9,045	10,716	8,729	901	0	-	-901
38	Nicaragua	8,909	7,338	5,016	5,986	0	0	-	-

Marketing Year (September-August):

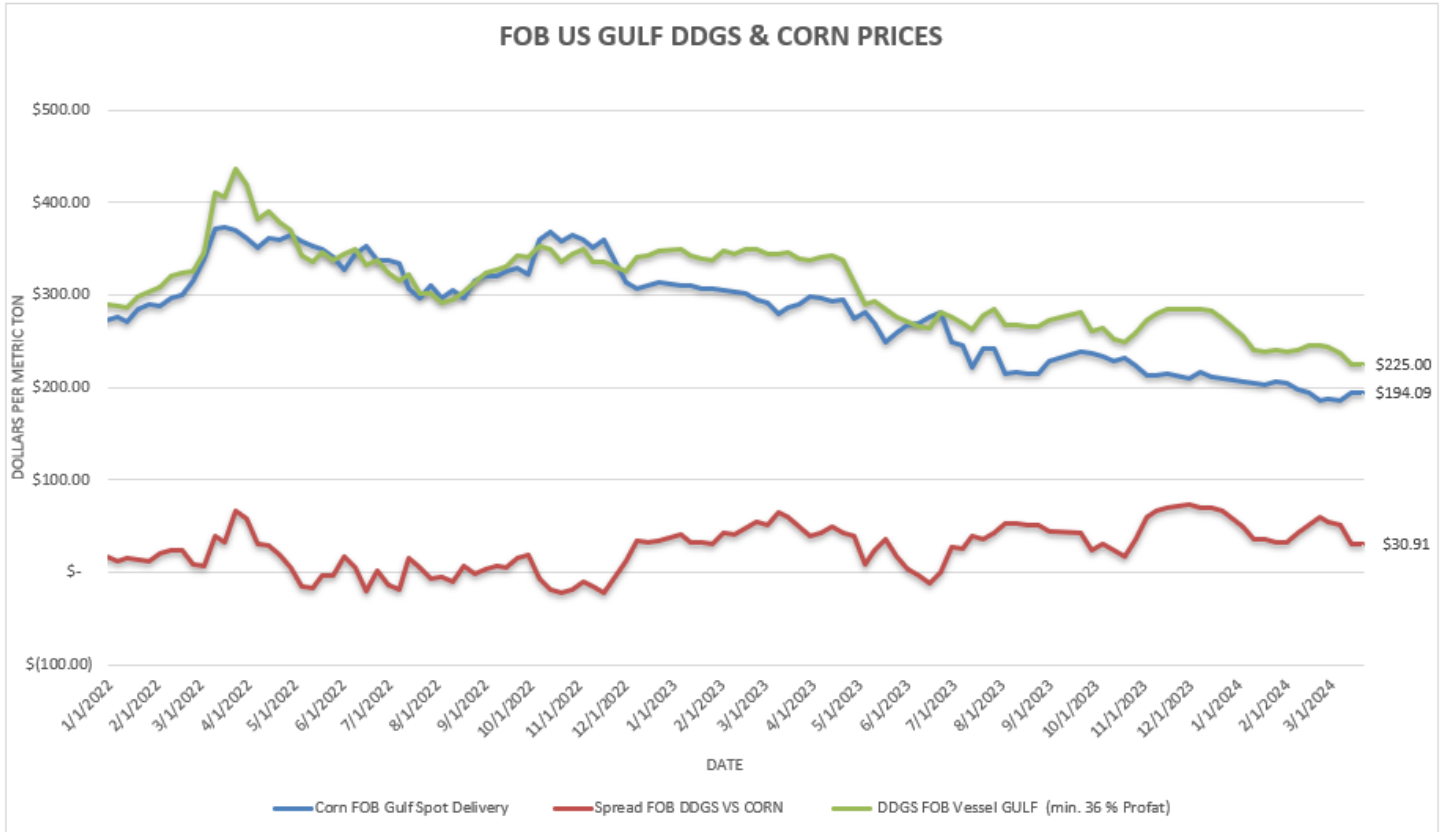
Rank	Partner	2020	2021	2022	2023	Sep - Jan 2023	Sep - Jan 2024	Change YTD (%)	Change YTD (MT)
-	World Total	10,488,669	11,556,779	11,559,974	10,365,420	4,076,590	4,652,381	12%	575,791
1	Mexico	1,789,732	2,149,786	2,317,237	2,182,177	871,151	981,317	11%	110,166
2	Korea, South	1,209,824	1,167,465	1,241,421	1,237,220	538,644	616,415	13%	77,771
3	Vietnam	1,207,882	1,412,672	1,350,651	1,110,495	487,236	496,482	2%	9,246
4	Indonesia	905,812	888,866	930,941	836,856	257,594	371,681	31%	114,087
5	Canada	426,377	551,441	1,095,566	663,885	283,382	369,618	23%	86,236
6	Turkey	601,596	937,058	547,119	569,338	106,940	219,337	51%	112,397
7	Japan	482,063	472,580	471,449	421,742	188,444	187,425	-1%	-1,019
8	Colombia	209,611	268,732	295,860	355,902	164,238	169,467	3%	5,229
9	Ireland	259,117	334,647	460,228	354,801	188,794	71,917	-163%	-116,877
10	Taiwan	252,419	224,863	235,960	268,977	122,379	105,028	-17%	-17,351
11	Thailand	880,000	453,031	203,630	264,215	70,176	67,623	-4%	-2,553
12	Morocco	200,341	236,168	211,580	223,477	37,736	91,867	59%	54,131
13	Spain	20,699	154,217	215,830	209,812	84,681	51,097	-66%	-33,584
14	China	196,858	363,453	346,901	208,610	97,254	144,647	33%	47,393
15	Philippines	281,426	234,061	152,466	203,410	81,372	89,162	9%	7,790
16	Ecuador	56,408	51,222	90,220	149,043	41,037	53,650	24%	12,613
17	Israel	168,131	198,090	211,768	131,272	44,355	55,142	20%	10,787
18	United Kingdom	135,149	124,019	92,780	130,058	58,149	99,468	42%	41,319
19	New Zealand	282,083	265,692	244,845	100,214	57,574	30,000	-92%	-27,574
20	Bangladesh	124,516	199,306	107,666	90,969	23,747	52,464	55%	28,717
21	Honduras	58,640	77,280	84,690	85,874	33,072	34,410	4%	1,338
22	Guatemala	74,232	89,417	71,097	85,430	34,969	31,149	-12%	-3,820
23	Costa Rica	81,195	79,059	93,402	82,732	31,368	42,342	26%	10,974
24	El Salvador	79,572	55,444	70,769	53,959	27,462	29,927	8%	2,465
25	Saudi Arabia	23,287	18,904	8,917	50,344	31,215	10,452	-199%	-20,763
26	Malaysia	53,828	49,938	60,227	46,860	19,133	27,369	30%	8,236
27	Cambodia	37,021	41,892	44,829	40,559	12,136	55,537	78%	43,401
28	Tunisia	0	14,918	14,400	31,539	11,222	832	-1249%	-10,390
29	Egypt	158,273	221,130	122,645	26,164	12,904	36,919	65%	24,015
30	Panama	16,985	22,527	26,281	25,852	10,044	10,404	3%	360
31	Portugal	4,949	23,700	23,138	20,517	10,517	0	-	-10,517
32	Peru	14,478	8,847	14,722	16,417	0	326	-	326
33	Jamaica	12,476	14,595	25,936	13,680	4,199	11,225	63%	7,026
34	Oman	8,587	7,467	11,482	9,884	3,935	1,879	-109%	-2,056
35	Burma	59,338	47,644	21,797	8,800	2,386	6,230	62%	3,844
36	Sri Lanka	27,751	28,110	10,565	8,681	6,377	3,017	-111%	-3,360
37	United Arab Emirates	6,476	7,714	5,833	7,859	1,828	9,090	80%	7,262
38	Pakistan	278	1,235	105	6,283	187	6,776	97%	6,589

NOTES:

1. Data Source: Department of Commerce, U.S. Census Bureau, Foreign Trade Statistics
2. (*) denotes a country that is a summarization of its component countries.
3. Users should use cautious interpretation on QUANTITY reports using mixed units of measure. QUANTITY line items will only include statistics on the units of measure that are equal to, grouped commodities. Or are able to be converted to, the assigned unit of measure of the grouped commodities.
4. Product Group : BICO-HS10

CHARTS BASED ON MOST RECENT DATA FROM FAS GATS DATABASE (January 2024)

FOB US DDGS AND CORN PRICES



FOB US DDGS AND SOYBEAN MEAL PRICES

