

Brazil Soybean Transportation

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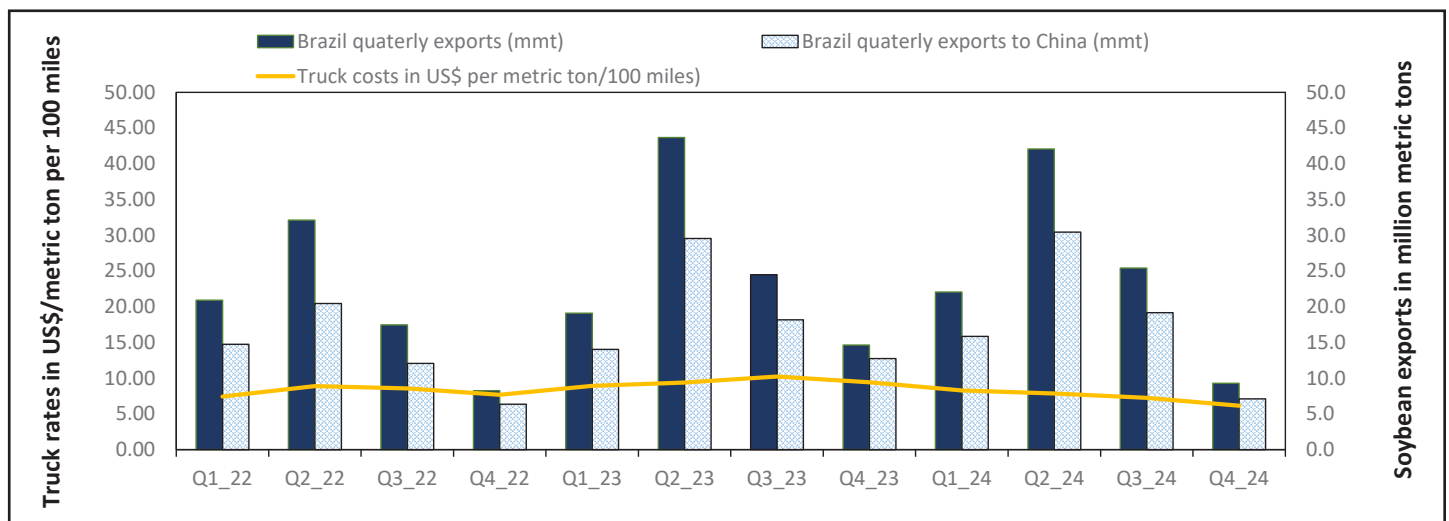
2024 Overview
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Overview of Brazilian Soybean Transportation in 2024

In 2024, Brazil exported 98.8 million metric tons (mmt) of soybeans, 3 percent less than 2023’s total of 101.9 mmt ([Comex Stat](#), [Ministério do Desenvolvimento, Indústria, Comércio e Serviços \(MDIC\)](#)).¹ A drought that affected more than half of the country during the growing season lowered production and exports ([CNN](#), [USDA/FAS/IPAD](#), and [Companhia Nacional de Abastecimento \(CONAB\)](#)). From 2023 to 2024, Brazil’s soybean transportation costs decreased, reflecting a significant drop in truck and barge rates (figures 1a, 1b, and 5).

Inland and ocean freight rates—year to year. From 2023 to 2024 (year to year), the cost in Brazil of shipping a metric ton (mt) of soybeans 100 miles by truck declined 22 percent, from \$9.50 per mt to \$7.38 per mt (table 8). Inland (truck, rail, and barge) Brazilian transportation costs typically decline in July at the end of the peak soybean export period, but this year’s third-quarter decline was steeper than the typical post-peak dip. Brazilian transportation demand also declined because of a smaller soybean crop than last year and lower corn flows in July and August ([SIFRECA](#) personal communication). Still, in 2024, Brazil exported 98.8 million metric tons (mmt) of soybeans, valued at \$43 billion (fig. 1a), mostly to China. In 2024, especially in the second and third quarter, the drought in the “Arco Norte” resulted in poor navigation conditions, reduced barge loads, and lower shipment frequency ([Hidrovias do Brasil](#) and [SIFRECA](#) personal communication).² As barge navigation capacity fell, shippers selected alternative modes, and barge rates declined significantly (table 7 and fig. 1b).

Figure 1a. Brazilian low soybean exports and truck rates in 2024



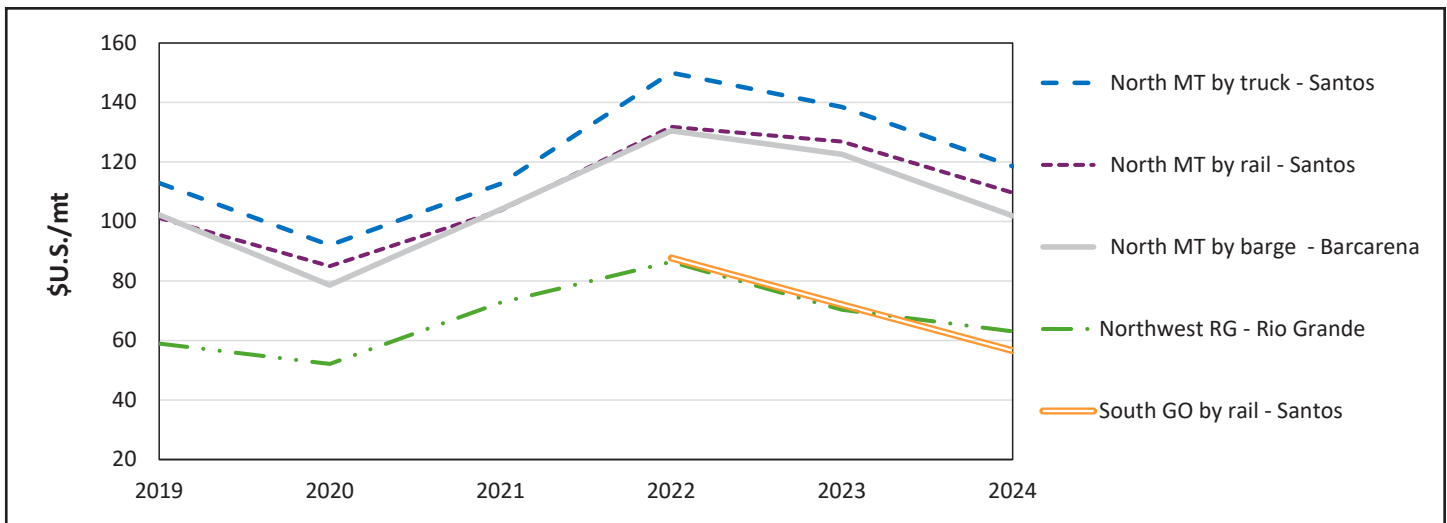
Source: Comex Stat, Ministério da Economia, University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz” (ESALQ/USP), Brazil, and USDA, Agricultural Marketing Service.

1 In this report, the source of Brazil export data is the Comex Stat, Ministério do Desenvolvimento, Indústria, Comércio e Serviços (MDIC).
2 Brazil’s Arco Norte ports include Barcarena, São Luís /Itaqui, Itacoatiara/Manaus, and Santarém.



Brazil Soybean Transportation

Figure 1b. Selected Brazilian soybean transportation cost to Shanghai, China



Note: mt = metric ton. MT= Mato Grosso, GO = Goiás, RS = Rio Grande do Sul. South GO by rail to Santos data from 2019-2021 not available.
Source: University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz” (ESALQ/USP), Brazil, and USDA, Agricultural Marketing Service.

Ocean and inland freight rates. Brazilian ocean freight rates fell in 2024 because of oversupply of vessels compared with low soybeans and corn export volumes ([SIFRECA](#) personal communication and [Grain Transportation Report \(GTR\), January 30, 2025](#)). On average, ocean rates from selected Brazilian export routes to Hamburg, Germany, and to Shanghai, China, fell 1-4 percent (tables 1a, 1b, 2a, 2b, and 9).³ For selected Brazilian export routes to China, total landed costs decreased as both farm prices and transportation costs declined except for the route of Northwest Rio Grande do Sul to Rio Grande (fig. 1b, tables 1a and 1b)

Farm gate prices and depreciation of Brazilian real. Year to year, Brazil’s soybean exports declined from 101.9 mmt to 98.8 mmt. The average 2024 Brazilian soybean export price (\$434.58) was down nearly 17 percent from 2023’s average (\$522.67). Year to year, the Brazilian real depreciated nearly 8 percent against the U.S. dollar—from R\$4.99 per U.S. dollar to R\$5.39 per U.S. dollar ([Brazil Central Bank](#)). Brazil’s average farm gate prices for soybeans fell 17 percent. Measured in U.S. dollars, that decline was from \$444.09/mt to \$367.95/mt—and in reais, from R\$ 2,221.45/mt to R\$ 1,981.43/mt ([CONAB](#)). Farm prices measured in reais declined nearly 11 percent because Brazilian farmers continued to benefit from the real’s relative weakness against the U.S. dollar. Soybeans are priced in U.S. dollars but paid in reais.

Brazilian port shares of soybean exports to China. In 2024, Brazil’s soybean exports to China totaled 72.6 mmt—down nearly 3 percent from 2023’s total of 74.5 mmt (fig. 1a). In 2024, total exports to China were valued at \$31.5 billion and accounted for 73 percent of Brazil’s total soybean exports for the period (98.8 mmt). The next highest shares of Brazil’s soybean exports (in declining order) went to Spain, Thailand, Turkey, Iran, and Mexico.

The Port of Santos was the largest Brazilian export gateway to China, followed by Paranaguá, São Luís, Rio Grande, São Francisco do Sul, and Barcarena. Together, these six ports accounted for 90 percent of Brazilian soybean exports to China. In 2024, nearly 70 percent of Brazil’s soybean exports to China originated from the southern ports of Santos, Rio Grande, Paranaguá, and São Francisco do Sul; 22 percent, from the northeastern ports of São Luís, Vitória, and Salvador; and 8 percent from the ports of Barcarena and Manaus, along the Amazon River. For more information, contact Delmy L. Salin at delmy.salin@usda.gov.

3 Santarém did not export to China.



Brazil Soybean Transportation

Table 1a. Costs of transporting Brazilian soybeans from the southern ports to Shanghai, China

| | North MT - Santos by truck | | | Northwest RS - Rio Grande | | |
|----------------------------|----------------------------|--------|----------|---------------------------|--------|----------|
| | —US\$/mt— | | % Change | —US\$/mt— | | % Change |
| | 2023 | 2024 | 2023-24 | 2023 | 2024 | 2023-24 |
| Truck | 103.31 | 83.99 | -18.7 | 34.44 | 28.00 | -18.7 |
| Ocean | 35.18 | 34.60 | -1.6 | 35.93 | 35.05 | -2.4 |
| Total transportation | 138.48 | 118.59 | -14.4 | 70.37 | 63.05 | -10.4 |
| Farm gate price | 415.95 | 367.34 | -11.7 | 472.57 | 370.42 | -21.6 |
| Landed cost | 554.44 | 485.93 | -12.4 | 542.93 | 433.46 | -20.2 |
| Transport % of landed cost | 25.1 | 24.4 | -2.6 | 13.0 | 14.5 | 11.8 |
| | North MT - Santos by rail | | | North MT - Paranaguá | | |
| | —US\$/mt— | | % Change | —US\$/mt— | | % Change |
| | 2023 | 2024 | 2023-24 | 2023 | 2024 | 2023-24 |
| Truck | 36.92 | 28.78 | -22.0 | 102.07 | 82.53 | -19.1 |
| Rail | 54.79 | 46.32 | -15.5 | - | - | - |
| Ocean | 35.18 | 34.60 | -1.6 | 36.18 | 36.08 | -0.3 |
| Total transportation | 126.88 | 109.70 | -13.5 | 138.25 | 118.60 | -14.2 |
| Farm gate price | 415.95 | 367.34 | -11.7 | 415.95 | 367.34 | -11.7 |
| Landed cost | 542.83 | 477.04 | -12.1 | 554.20 | 485.94 | -12.3 |
| Transport % of landed cost | 23.5 | 23.0 | -1.9 | 25.0 | 24.4 | -2.5 |

Producing regions: MT= Mato Grosso and RS = Rio Grande Do Sul.

Export ports = Santos, Rio Grande, and Paranaguá.

The source of the farm gate price is the Brazilian Government, Companhia Nacional de Abastecimento (CONAB).

In Brazil, there are no published rail tariff rates. Rail rates can be up to 30 percent lower than truck rates, depending on the volumes hauled and the terms of contracts signed between the railroad company and shippers.

Note: mt = metric ton. A hyphen in an otherwise empty cell denotes that the data are not available.

Source: University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz,” Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.



Brazil Soybean Transportation

Table 1b. Costs of transporting Brazilian soybeans from the northern and northeastern ports to Shanghai, China

| | North MT - Santarém | | | South MA - São Luís | | |
|----------------------------|-------------------------|--------|----------|----------------------|--------|----------|
| | —US\$/mt— | | % Change | —US\$/mt— | | % Change |
| | 2023 | 2024 | 2023-24 | 2023 | 2024 | 2023-24 |
| Truck | 67.70 | 58.83 | -13.1 | 43.61 | 35.90 | -17.7 |
| Ocean | 39.33 | 37.70 | -4.1 | 39.88 | 38.18 | -4.3 |
| Total transportation | 107.02 | 96.53 | -9.8 | 83.49 | 74.08 | -11.3 |
| Farm gate price | 415.95 | 367.34 | -11.7 | 445.89 | 364.29 | -18.3 |
| Landed cost | 522.98 | 463.87 | -11.3 | 529.38 | 438.37 | -17.2 |
| Transport % of landed cost | 20.6 | 20.8 | 1.3 | 15.9 | 16.9 | 6.6 |
| | Southwest PI - São Luís | | | North MT - Barcarena | | |
| | —US\$/mt— | | % Change | —US\$/mt— | | % Change |
| | 2023 | 2024 | 2023-24 | 2023 | 2024 | 2023-24 |
| Truck | 48.59 | 38.78 | -20.2 | 56.13 | 44.16 | -21.3 |
| Barge | - | - | - | 26.38 | 19.31 | -26.8 |
| Ocean | 39.88 | 38.18 | -4.3 | 40.06 | 38.41 | -4.1 |
| Total transportation | 88.47 | 76.96 | -13.0 | 122.57 | 101.88 | -16.9 |
| Farm gate price | 444.76 | 373.35 | -16.1 | 415.95 | 367.34 | -11.7 |
| Landed cost | 533.22 | 450.31 | -15.5 | 538.52 | 469.21 | -12.9 |
| Transport % of landed cost | 16.7 | 17.1 | 2.5 | 22.9 | 21.7 | -4.9 |

Producing regions: MT= Mato Grosso, PI = Piauí, and MA = Maranhão.

Export ports = Santarém, São Luís, and Barcarena.

The source of the farm gate price is the Brazilian Government, Companhia Nacional de Abastecimento (CONAB).

In Brazil, there are no published barge rates. Barge rates can be up to 60 percent lower than truck rates, depending on the volumes hauled and the terms of contracts signed between the barge company and shippers. The distance is in nautical miles.

Note: mt = metric ton. A hyphen in an otherwise empty cell denotes that the data are not available.

Source: University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz,” Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.



Brazil Soybean Transportation

Table 2a. Costs of transporting Brazilian soybeans from the southern ports to Hamburg, Germany

| | North MT - Santos by truck | | | Northwest RS - Rio Grande | | |
|----------------------------|----------------------------|--------|----------|---------------------------|--------|----------|
| | —US\$/mt— | | % Change | —US\$/mt— | | % Change |
| | 2023 | 2024 | 2023-24 | 2023 | 2024 | 2023-24 |
| Truck | 103.31 | 83.99 | -18.7 | 34.44 | 28.00 | -18.7 |
| Ocean | 33.21 | 32.48 | -2.2 | 34.13 | 33.25 | -2.6 |
| Total transportation | 136.52 | 116.47 | -14.7 | 68.57 | 61.25 | -10.7 |
| Farm gate price | 415.95 | 367.34 | -11.7 | 472.57 | 370.42 | -21.6 |
| Landed cost | 552.47 | 483.80 | -12.4 | 541.13 | 431.66 | -20.2 |
| Transport % of landed cost | 24.8 | 24.1 | -2.9 | 12.7 | 14.2 | 11.5 |
| | North MT - Santos by rail | | | North MT - Paranaguá | | |
| | —US\$/mt— | | % Change | —US\$/mt— | | % Change |
| | 2023 | 2024 | 2023-24 | 2023 | 2024 | 2023-24 |
| Truck | 36.92 | 28.78 | -22.0 | 102.07 | 82.53 | -19.1 |
| Rail ⁴ | 54.79 | 46.32 | -15.5 | - | - | - |
| Ocean | 33.21 | 32.48 | -2.2 | 32.45 | 32.20 | -0.8 |
| Total transportation | 124.92 | 107.58 | -13.9 | 134.52 | 114.73 | -14.7 |
| Farm gate price | 415.95 | 367.34 | -11.7 | 415.95 | 367.34 | -11.7 |
| Landed cost | 540.87 | 474.91 | -12.2 | 550.48 | 482.06 | -12.4 |
| Transport % of landed cost | 22.0 | 22.7 | 3.2 | 23.6 | 23.8 | 1.0 |

Producing regions: MT= Mato Grosso and RS = Rio Grande Do Sul.

Export ports = Santos, Rio Grande, and Paranaguá.

The source of the farm gate price is the Brazilian Government, Companhia Nacional de Abastecimento (CONAB).

In Brazil, there are no published rail tariff rates. Rail rates can be up to 30 percent lower than truck rates, depending on the volumes hauled and the terms of contracts signed between the railroad company and shippers.

Note: mt = metric ton. A hyphen in an otherwise empty cell denotes that the data are not available.

Source: University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz,” Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.



Brazil Soybean Transportation

Table 2b. Costs of transporting Brazilian soybeans from the northern and northeastern ports to Hamburg, Germany

| | North MT - Santarém | | | South MA - São Luís | | |
|----------------------------|-------------------------|--------|----------|----------------------|--------|----------|
| | —US\$/mt— | | % Change | —US\$/mt— | | % Change |
| | 2023 | 2024 | 2023-24 | 2023 | 2024 | 2023-24 |
| Truck | 67.70 | 58.83 | -13.1 | 43.61 | 35.90 | -17.7 |
| Ocean | 31.38 | 30.13 | -4.0 | 36.25 | 34.90 | -3.7 |
| Total transportation | 99.07 | 88.96 | -10.2 | 79.86 | 70.80 | -11.3 |
| Farm gate price | 415.95 | 367.34 | -11.7 | 445.89 | 364.29 | -18.3 |
| Landed cost | 515.03 | 456.29 | -11.4 | 525.75 | 435.09 | -17.2 |
| Transport % of landed cost | 19.3 | 19.5 | 0.9 | 15.3 | 16.3 | 6.5 |
| | Southwest PI - São Luís | | | North MT - Barcarena | | |
| | —US\$/mt— | | % Change | —US\$/mt— | | % Change |
| | 2023 | 2024 | 2023-24 | 2023 | 2024 | 2023-24 |
| Truck | 48.59 | 38.78 | -20.2 | 56.13 | 44.16 | -21.3 |
| Barge | - | - | - | 26.38 | 19.31 | -26.8 |
| Ocean | 36.25 | 34.90 | -3.7 | 30.85 | 29.58 | -4.1 |
| Total transportation | 84.84 | 73.68 | -13.2 | 113.35 | 93.04 | -17.9 |
| Farm gate price | 444.76 | 373.35 | -16.1 | 415.95 | 367.34 | -11.7 |
| Landed cost | 529.60 | 447.04 | -15.6 | 529.31 | 460.38 | -13.0 |
| Transport % of landed cost | 16.1 | 16.5 | 2.4 | 21.5 | 20.2 | -6.0 |

Producing regions: MT= Mato Grosso, PI = Piauí, and MA = Maranhão.

Export ports = Santarém, São Luís, and Barcarena

The source of the farm gate price is the Brazilian Government, Companhia Nacional de Abastecimento (CONAB).

In Brazil, there are no published barge rates. Barge rates can be up to 60 percent lower than truck rates, depending on volumes hauled and the terms of contracts signed between the barge company and shippers. The distance is in nautical miles.

Note: mt = metric ton. A hyphen in an otherwise empty cell denotes that the data are not available.

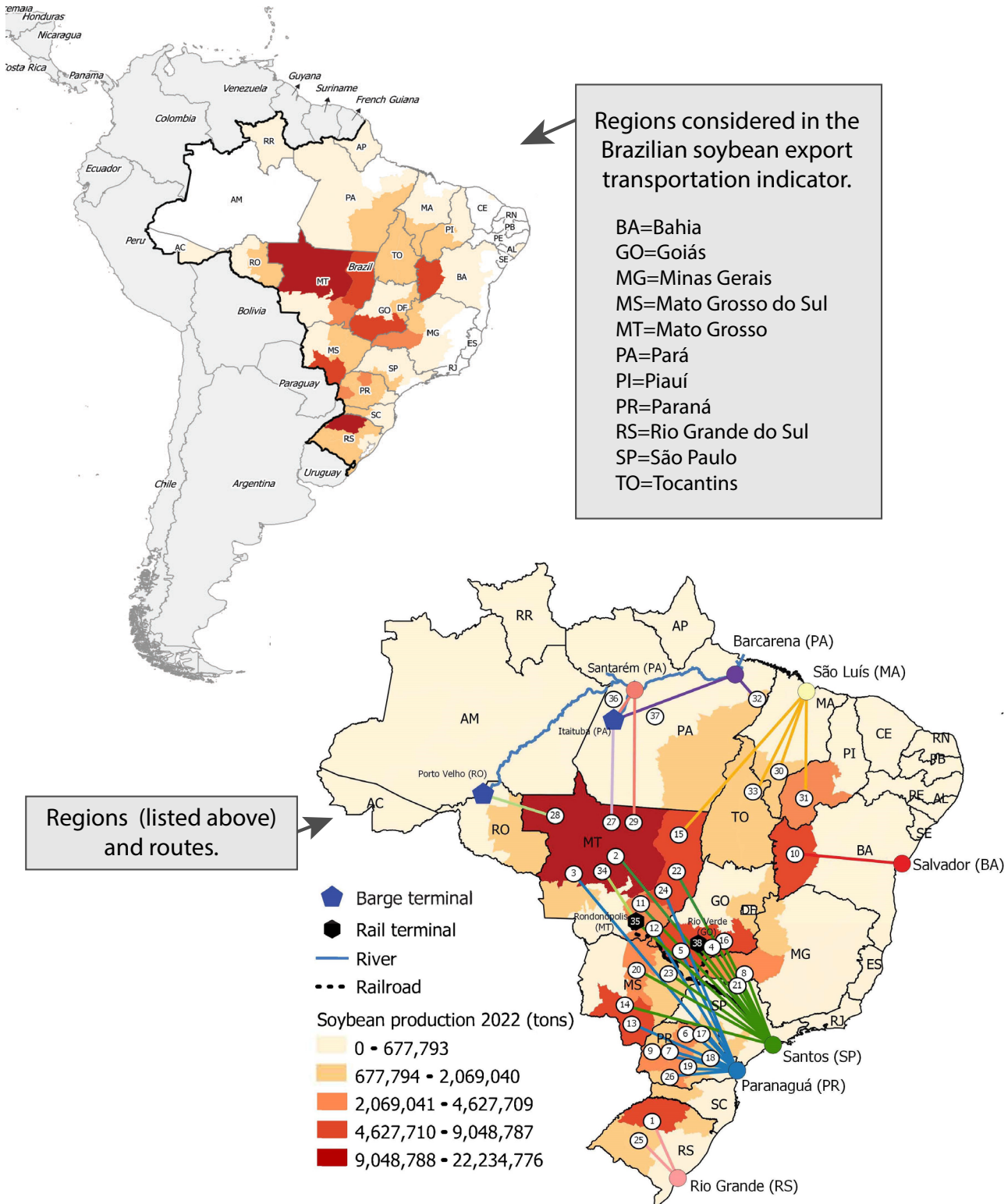
Source: University of São Paulo, Escola Superior de Agricultura "Luiz de Queiroz," Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.



Brazil Soybean Transportation

Indicators

Figure 2. Routes⁴ and regions considered in the Brazilian soybean export transportation indicator⁵



4 Table defining routes by number is shown on page 12.

5 Regions comprised about 79 percent of Brazilian soybean production, 2021 (Brazilian Institute of Geography and Statistics—Produção Agrícola Municipal).

Source: University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz,” Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.



Brazil Soybean Transportation

Table 3. Quarterly costs of transporting Brazilian soybeans from the southern ports to Shanghai, China, 2024

| | North MT - Santos by truck —US\$/mt— | | | | | North MT - Paranaguá —US\$/mt— | | | | |
|----------------------------|---|----------|----------|----------|--------|--|----------|----------|----------|--------|
| | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. |
| Truck | 91.79 | 91.10 | 82.31 | 70.75 | 83.99 | 89.66 | 90.18 | 80.92 | 69.35 | 82.53 |
| Ocean | 34.70 | 33.30 | 36.00 | 34.40 | 34.60 | 36.20 | 34.80 | 37.50 | 35.80 | 36.08 |
| Total transportation | 126.49 | 124.40 | 118.31 | 105.15 | 118.59 | 125.86 | 124.98 | 118.42 | 105.15 | 118.60 |
| Farm gate price | 349.39 | 366.79 | 366.60 | 386.58 | 367.34 | 349.39 | 366.79 | 366.60 | 386.58 | 367.34 |
| Landed cost | 475.88 | 491.19 | 484.91 | 491.73 | 485.93 | 475.25 | 491.76 | 485.02 | 491.72 | 485.94 |
| Transport % of landed cost | 26.6 | 25.3 | 24.4 | 21.4 | 24.4 | 26.5 | 25.4 | 24.4 | 21.4 | 24.4 |
| | North MT - Santos by rail —US\$/mt— | | | | | Northwest RS - Rio Grande —US\$/mt— | | | | |
| | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. |
| Truck | 32.64 | 29.89 | 28.22 | 24.37 | 28.78 | 32.07 | 29.10 | 26.79 | 24.03 | 28.00 |
| Rail | 53.29 | 48.56 | 43.01 | 40.42 | 46.32 | - | - | - | - | - |
| Ocean | 34.70 | 33.30 | 36.00 | 34.40 | 34.60 | 35.20 | 33.80 | 36.50 | 34.70 | 35.05 |
| Total transportation | 120.63 | 111.76 | 107.23 | 99.19 | 109.70 | 67.27 | 62.90 | 63.29 | 58.73 | 63.05 |
| Farm gate price | 349.39 | 366.79 | 366.60 | 386.58 | 367.34 | 383.05 | 381.34 | 358.95 | 358.32 | 370.42 |
| Landed cost | 470.02 | 478.54 | 473.83 | 485.77 | 477.04 | 450.32 | 444.25 | 422.24 | 417.05 | 433.46 |
| Transport % of landed cost | 25.7 | 23.4 | 22.6 | 20.4 | 23.0 | 14.9 | 14.2 | 15.0 | 14.1 | 14.5 |

Producing regions: RS = Rio Grande Do Sul and MT= Mato Grosso.

Export ports = Santos, Paranaguá, and Rio Grande.

The source of the farm gate price is the Brazilian Government, Companhia Nacional de Abastecimento (CONAB).

In Brazil, there are no published rail tariff rates. Rail rates can be up to 30 percent lower than truck rates, depending on volumes hauled and the terms of contracts signed between the railroad company and shippers.

Note: qtr. = quarter. mt = metric ton. Avg. = average. A hyphen in an otherwise empty cell denotes that the data are not available.

Source: University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz,” Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.



Brazil Soybean Transportation

Table 4. Quarterly costs of transporting Brazilian soybeans from the southern ports to Hamburg, Germany, 2024

| | North MT - Santos by truck —US\$/mt— | | | | | North MT - Paranaguá —US\$/mt— | | | | |
|----------------------------|---|----------|----------|----------|--------|--|----------|----------|----------|--------|
| | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. |
| Truck | 91.79 | 91.10 | 82.31 | 70.75 | 83.99 | 89.66 | 90.18 | 80.92 | 69.35 | 82.53 |
| Ocean | 32.60 | 31.30 | 33.80 | 32.20 | 32.48 | 32.20 | 31.00 | 33.50 | 32.10 | 32.20 |
| Total transportation | 124.39 | 122.40 | 116.11 | 102.95 | 116.47 | 121.86 | 121.18 | 114.42 | 101.45 | 114.73 |
| Farm gate price | 349.39 | 366.79 | 366.60 | 386.58 | 367.34 | 349.39 | 366.79 | 366.60 | 386.58 | 367.34 |
| Landed cost | 473.78 | 489.19 | 482.71 | 489.53 | 483.80 | 471.25 | 487.96 | 481.02 | 488.02 | 482.06 |
| Transport % of landed cost | 26.3 | 25.0 | 24.1 | 21.0 | 24.1 | 25.9 | 24.8 | 23.8 | 20.8 | 23.8 |
| | North MT - Santos by rail —US\$/mt— | | | | | Northwest RS - Rio Grande —US\$/mt— | | | | |
| | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. |
| Truck | 32.64 | 29.89 | 28.22 | 24.37 | 28.78 | 32.07 | 29.10 | 26.79 | 24.03 | 28.00 |
| Rail | 53.29 | 48.56 | 43.01 | 40.42 | 46.32 | - | - | - | - | - |
| Ocean | 32.60 | 31.30 | 33.80 | 32.20 | 32.48 | 33.40 | 32.00 | 34.60 | 33.00 | 33.25 |
| Total transportation | 118.53 | 109.76 | 105.03 | 96.99 | 107.58 | 65.47 | 61.10 | 61.39 | 57.03 | 61.25 |
| Farm gate price | 349.39 | 366.79 | 366.60 | 386.58 | 367.34 | 383.05 | 381.34 | 358.95 | 358.32 | 370.42 |
| Landed cost | 467.92 | 476.54 | 471.63 | 483.57 | 474.91 | 448.52 | 442.45 | 420.34 | 415.35 | 431.66 |
| Transport % of landed cost | 25.3 | 19.4 | 19.4 | 20.1 | 21.0 | 14.6 | 13.8 | 14.6 | 13.7 | 14.2 |

Producing regions: RS = Rio Grande do Sul and MT= Mato Grosso.

Export ports = Santos, Paranaguá, and Rio Grande.

The source of the farm gate price is the Brazilian Government, Companhia Nacional de Abastecimento (CONAB).

In, Brazil, there are no published rail tariff rates. Rail rates can be up to 30 percent lower than truck rates, depending on volumes hauled and the terms of contracts signed between the railroad company and shippers.

Note: qtr. = quarter. mt = metric ton. Avg. = average. A hyphen in an otherwise empty cell denotes that the data are not available.

Source: University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz,” Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.



Brazil Soybean Transportation

Table 5. Quarterly costs of transporting Brazilian soybeans from the northern and northeastern ports to Shanghai, China, 2024

| | North MT - Santarém —US\$/mt— | | | | | South MA - São Luís —US\$/mt— | | | | |
|----------------------------|--------------------------------------|----------|----------|----------|--------|-----------------------------------|----------|----------|----------|--------|
| | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. |
| Truck | 64.20 | 67.30 | 58.70 | 45.14 | 58.83 | 39.56 | 36.78 | 37.01 | 30.26 | 35.90 |
| Ocean | 38.00 | 36.50 | 39.00 | 37.30 | 37.70 | 38.30 | 37.10 | 39.50 | 37.80 | 38.18 |
| Total transportation | 102.20 | 103.80 | 97.70 | 82.44 | 96.53 | 77.86 | 73.88 | 76.51 | 68.06 | 74.08 |
| Farm gate price | 349.39 | 366.79 | 366.60 | 386.58 | 367.34 | 373.82 | 369.07 | 357.15 | 357.11 | 364.29 |
| Landed cost | 451.59 | 470.58 | 464.29 | 469.01 | 463.87 | 451.67 | 442.95 | 433.67 | 425.17 | 438.37 |
| Transport % of landed cost | 22.6 | 22.1 | 21.0 | 17.6 | 20.8 | 17.2 | 16.7 | 17.6 | 16.0 | 16.9 |
| | Southwest PI - São Luís —US\$/mt— | | | | | North MT - Barcarena —US\$/mt— | | | | |
| | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. |
| Truck | 43.54 | 41.21 | 38.46 | 31.93 | 38.78 | 49.61 | 46.45 | 44.96 | 35.61 | 44.16 |
| Barge | - | - | - | - | - | 23.56 | 20.42 | 17.42 | 15.84 | 19.31 |
| Ocean | 38.30 | 37.10 | 39.50 | 37.80 | 38.18 | 38.50 | 37.40 | 39.75 | 38.00 | 38.41 |
| Total transportation | 81.84 | 78.31 | 77.96 | 69.73 | 76.96 | 111.68 | 104.27 | 102.12 | 89.45 | 101.88 |
| Farm gate price | 390.34 | 369.30 | 363.76 | 370.02 | 373.35 | 349.39 | 366.79 | 366.60 | 386.58 | 367.34 |
| Landed cost | 472.17 | 447.60 | 441.72 | 439.74 | 450.31 | 461.06 | 471.06 | 468.72 | 476.02 | 469.21 |
| Transport % of landed cost | 17.3 | 17.5 | 17.6 | 15.9 | 17.1 | 24.2 | 22.1 | 21.8 | 18.8 | 21.7 |

Producing regions: MT= Mato Grosso, PI = Piauí, and MA = Maranhão.

Export ports = Santarém, São Luís, and Barcarena.

The source of the farm gate price is the Brazilian Government, Companhia Nacional de Abastecimento (CONAB).

In Brazil, there are no published barge rates. Barge rates can be up to 60 percent lower than truck rates, depending on volumes hauled and the terms of contracts signed between the barge company and shippers. The distance is in nautical miles.

Note: qtr. = quarter. mt = metric ton. Avg. = average. A hyphen in an otherwise empty cell denotes that the data are not available.

Source: University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz,” Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.



Brazil Soybean Transportation

Table 6. Quarterly costs of transporting Brazilian soybeans from the northern and northeastern ports to Hamburg, Germany, 2024

| | North MT - Santarém —US\$/mt— | | | | | South MA - São Luís —US\$/mt— | | | | |
|----------------------------|--------------------------------------|----------|----------|----------|--------|-----------------------------------|----------|----------|----------|--------|
| | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. |
| Truck | 64.20 | 67.30 | 58.70 | 45.14 | 58.83 | 39.56 | 36.78 | 37.01 | 30.26 | 35.90 |
| Ocean | 30.40 | 29.20 | 31.20 | 29.70 | 30.13 | 35.20 | 33.80 | 36.10 | 34.50 | 34.90 |
| Total transportation | 94.60 | 96.50 | 89.90 | 74.84 | 88.96 | 74.76 | 70.58 | 73.11 | 64.76 | 70.80 |
| Farm gate price | 349.39 | 366.79 | 366.60 | 386.58 | 367.34 | 373.82 | 369.07 | 357.15 | 357.11 | 364.29 |
| Landed cost | 443.99 | 463.28 | 456.49 | 461.41 | 456.29 | 448.57 | 439.65 | 430.27 | 421.87 | 435.09 |
| Transport % of landed cost | 21.3 | 20.8 | 19.7 | 16.2 | 19.5 | 16.7 | 16.1 | 17.0 | 15.4 | 16.3 |
| | Southwest PI - São Luís —US\$/mt— | | | | | North MT - Barcarena —US\$/mt— | | | | |
| | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. |
| Truck | 43.54 | 41.21 | 38.46 | 31.93 | 38.78 | 49.61 | 46.45 | 44.96 | 35.61 | 44.16 |
| Barge | - | - | - | - | - | 23.56 | 20.42 | 17.42 | 15.84 | 19.31 |
| Ocean | 35.20 | 33.80 | 36.10 | 34.50 | 34.90 | 29.90 | 28.70 | 30.60 | 29.10 | 29.58 |
| Total transportation | 78.74 | 75.01 | 74.56 | 66.43 | 73.68 | 103.08 | 95.57 | 92.97 | 80.55 | 93.04 |
| Farm gate price | 390.34 | 369.30 | 363.76 | 370.02 | 373.35 | 349.39 | 366.79 | 366.60 | 386.58 | 367.34 |
| Landed cost | 469.07 | 444.30 | 438.32 | 436.44 | 447.04 | 452.46 | 462.36 | 459.57 | 467.12 | 460.38 |
| Transport % of landed cost | 16.8 | 16.9 | 17.0 | 15.2 | 16.5 | 22.8 | 20.7 | 20.2 | 17.2 | 20.2 |

Producing regions: MT= Mato Grosso, PI = Piauí, and MA = Maranhão.

Export ports = Santarém, São Luís, and Barcarena.

The source of the farm gate price is the Brazilian Government, Companhia Nacional de Abastecimento (CONAB).

In Brazil, there are no published barge rates. Barge rates can be up to 60 percent lower than truck rates, depending on volumes hauled and the terms of contracts signed between the barge company and shippers. The distance is in nautical miles.

Note: qtr. = quarter. mt = metric ton. Avg. = average. A hyphen in an otherwise empty cell denotes that the data are not available.

Source: University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz,” Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.



Brazil Soybean Transportation

Table 7. Quarterly truck rates for selected Brazilian soybean export transportation routes, 2024

| Route # | Origin (reference city) | Destination | Distance (miles) | Share (%) | Freight price (US\$/mt/100 miles) | | | | |
|---------|---|-------------|------------------|-----------|-----------------------------------|----------|----------|----------|-------|
| | | | | | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. |
| 1 | Northwest RS ⁵ (Cruz Alta) | Rio Grande | 288 | 4.3 | 11.13 | 10.11 | 9.30 | 8.34 | 9.72 |
| 2 | North MT (Sorriso) | Santos | 1,190 | 3.5 | 7.71 | 7.66 | 6.92 | 5.95 | 7.06 |
| 3 | North MT (Sorriso) | Paranaguá | 1,262 | 3.3 | 7.10 | 7.15 | 6.41 | 5.50 | 6.54 |
| 4 | South GO (Rio Verde) | Santos | 587 | 6.2 | 7.58 | 7.21 | 6.67 | 5.71 | 6.79 |
| 5 | South GO (Rio Verde) | Paranaguá | 726 | 5.0 | 7.53 | 7.31 | 6.72 | 5.72 | 6.82 |
| 6 | North Central PR (Londrina) | Paranaguá | 268 | 2.5 | 10.88 | 10.01 | 9.37 | 7.96 | 9.56 |
| 7 | Western Central PR (Mamborê) | Paranaguá | 311 | 1.2 | 10.18 | 9.33 | 8.72 | 7.47 | 8.93 |
| 8 | Triangle MG (Uberaba) | Santos | 339 | 4.1 | 10.40 | 9.71 | 9.01 | 7.62 | 9.18 |
| 9 | West PR (Assis Chateaubriand) | Paranaguá | 377 | 1.5 | 9.12 | 8.51 | 7.82 | 6.74 | 8.05 |
| 10 | West Extreme BA (São Desidério) | Salvador | 535 | 6.4 | 8.40 | 7.88 | 7.04 | 6.07 | 7.35 |
| 11 | Southeast MT (Primavera do Leste) | Santos | 901 | 3.1 | 7.35 | 7.03 | 6.42 | 5.33 | 6.53 |
| 12 | Southeast MT (Primavera do Leste) | Paranaguá | 975 | 2.9 | 6.61 | 6.74 | 6.03 | 5.22 | 6.15 |
| 13 | Southwest MS (Maracaju) | Paranaguá | 612 | 2.3 | 7.85 | 7.60 | 6.83 | 5.78 | 7.01 |
| 14 | Southwest MS (Maracaju) | Santos | 652 | 2.2 | 8.23 | 8.01 | 7.23 | 6.22 | 7.42 |
| 15 | Northeast MT (Canarana) | São Luís | 1,177 | 2.4 | 6.62 | 6.59 | 6.04 | 5.08 | 6.08 |
| 16 | East GO (Cristalina) | Santos | 585 | 2.5 | 8.67 | 8.58 | 7.69 | 6.56 | 7.87 |
| 17 | North PR (Cornélio Procópio) | Paranaguá | 306 | 1.9 | 8.88 | 8.01 | 7.50 | 6.45 | 7.71 |
| 18 | Eastern Central PR (Castro) | Paranaguá | 130 | 2.0 | 14.98 | 12.79 | 12.09 | 10.37 | 12.56 |
| 19 | South Central PR (Guarapuava) | Paranaguá | 204 | 2.3 | 13.10 | 11.80 | 11.33 | 9.33 | 11.39 |
| 20 | North Central MS (São Gabriel do Oeste) | Santos | 720 | 2.8 | 7.47 | 7.02 | 6.36 | 5.44 | 6.57 |
| 21 | Ribeirão Preto SP (Guairá) | Santos | 314 | 0.6 | 8.70 | 7.91 | 7.35 | 6.30 | 7.56 |
| 22 | Northeast MT (Canarana) | Santos | 950 | 3.0 | 7.38 | 7.01 | 6.37 | 5.44 | 6.55 |
| 23 | East MS (Chapadão do Sul) | Santos | 607 | 1.6 | 7.03 | 6.79 | 6.25 | 5.35 | 6.35 |

The main city in the region is considered as a reference to establish the freight price.

Distance from the main city of the considered region to the mentioned ports.

Share of exports is measured as a percentage of total production.

Average monthly exchange rate from “Banco Central do Brasil” was used to convert Brazilian reais to the U.S. dollars.

RS=Rio Grande do Sul, MT=Mato Grosso, GO=Goiás, PR=Paraná, MG=Minas Gerais, BA=Bahia, MS=Mato Grosso do Sul, SP=São Paulo, PI=Piauí, MA=Maranhão, PA=Pará, and TO=Tocantins.

In Brazil, there are no published rail tariff rates. Rail rates can be up to 30 percent lower than truck rates, depending on the volumes hauled and the terms of contracts signed between the railroad company and shippers.

In Brazil, there are no published barge rates. Barge rates can be up to 60 percent lower than truck rates, depending on the volumes hauled and the terms of contracts signed between the barge company and shippers. The distance is in nautical miles.

Note: qtr. = quarter. mt = metric ton. Avg. = average.

For more details, on the definitions/calculations contact esalqlog@esalqlog.esalq.usp.br.

Source: University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz,” Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.

-continued on page 13-



Brazil Soybean Transportation

| Route # | Origin (reference city) | Destination | Distance (miles) | Share (%) | Freight price (US\$/mt/100 miles) | | | | |
|---------|--------------------------------------|------------------------------|------------------|--------------|-----------------------------------|-------------|-------------|-------------|-------------|
| | | | | | 1st qtr. | 2nd qtr. | 3rd qtr. | 4th qtr. | Avg. |
| 24 | Northeast MT (Canarana) | Paranaguá | 1,075 | 2.6 | 6.99 | 6.91 | 6.31 | 5.39 | 6.40 |
| 25 | Western Central RS (Tupanciretã) | Rio Grande | 273 | 1.0 | 9.96 | 8.90 | 8.62 | 7.85 | 8.83 |
| 26 | Southwest PR(Chopinzinho) | Paranaguá | 291 | 1.3 | 10.03 | 9.22 | 8.56 | 7.34 | 8.79 |
| 27 | North MT (Sorriso) | Itaituba | 672 | 6.3 | 7.39 | 6.92 | 6.69 | 5.30 | 6.57 |
| 28 | North MT (Sorriso) | Porto Velho | 632 | 6.7 | 7.02 | 6.61 | 6.17 | 5.26 | 6.27 |
| 29 | North MT (Sorriso) | Santarém | 876 | 4.8 | 7.33 | 7.68 | 6.70 | 5.15 | 6.72 |
| 30 | South MA (Balsas) | São Luís | 482 | 2.4 | 8.21 | 7.64 | 7.69 | 6.28 | 7.46 |
| 31 | Southwest PI (Bom Jesus) | São Luís | 606 | 3.2 | 7.19 | 6.80 | 6.35 | 5.27 | 6.40 |
| 32 | Southeast PA (Paragominas) | Barcarena | 249 | 2.1 | 8.90 | 7.98 | 7.33 | 6.76 | 7.74 |
| 33 | East TO (Campos Lindos) | São Luís | 842 | 2.2 | 6.72 | 6.51 | 5.95 | 5.11 | 6.07 |
| | Weighted average | | 587 | 100.0 | 8.29 | 7.86 | 7.24 | 6.15 | 7.38 |
| 34 | North MT (Sorriso) | Rondonópolis (Rail terminal) | 382 | | 8.55 | 7.83 | 7.39 | 6.38 | 7.53 |
| 35 | Rondonópolis MT (Rail terminal) | Santos | 1,019 | | 5.23 | 4.77 | 4.22 | 3.97 | 4.55 |
| 36 | Itaituba PA (Barge terminal) | Santarém | 153 | | 5.30 | 4.52 | 4.36 | 3.98 | 4.54 |
| 37 | Itaituba PA (Barge terminal) | Barcarena | 600 | | 3.93 | 3.40 | 2.90 | 2.64 | 3.22 |
| 38 | South GO (Rio Verde) (Rail terminal) | Santos | 546 | | 6.25 | 5.66 | 5.53 | 4.93 | 5.59 |

The main city in the region is considered as a reference to establish the freight price.

Distance from the main city of the considered region to the mentioned ports.

Share of exports is measured as a percentage of total production.

Average monthly exchange rate from “Banco Central do Brasil” was used to convert Brazilian reais to the U.S. dollars.

RS=Rio Grande do Sul, MT=Mato Grosso, GO=Goiás, PR=Paraná, MG=Minas Gerais, BA=Bahia, MS=Mato Grosso do Sul, SP=São Paulo, PI=Piauí, MA=Maranhão, PA=Pará, and TO=Tocantins.

In Brazil, there are no published rail tariff rates. Rail rates can be up to 30 percent lower than truck rates, depending on the volumes hauled and the terms of contracts signed between the railroad company and shippers.

In Brazil, there are no published barge rates. Barge rates can be up to 60 percent lower than truck rates, depending on the volumes hauled and the terms of contracts signed between the barge company and shippers. The distance is in nautical miles.

Note: qtr. = quarter. mt = metric ton. Avg. = average.

For more details, on the definitions/calculations contact esalqlog@esalqlog.esalq.usp.br.

Source: University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz,” Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.



Brazil Soybean Transportation

Table 8. Monthly Brazilian soybean export truck transportation cost index

| Month | Freight price (US\$/mt/100 miles) | Index variation (%) (Base: prior month) | Index value (Base: Jan-05=100) | Month | Freight price (US\$/mt/100 miles) | Index variation (%) (Base: prior month) | Index value (Base: Jan-05=100) |
|--------|--------------------------------------|--|-----------------------------------|--------|--------------------------------------|--|-----------------------------------|
| Jan-18 | 7.59 | 5.0 | 130.90 | Jan-22 | 5.94 | 30.9 | 102.42 |
| Feb-18 | 8.65 | 13.9 | 149.04 | Feb-22 | 7.77 | 30.8 | 134.02 |
| Mar-18 | 10.59 | 22.5 | 182.61 | Mar-22 | 8.59 | 10.4 | 147.99 |
| Apr-18 | 9.78 | -7.7 | 168.59 | Apr-22 | 8.83 | 2.9 | 152.27 |
| May-18 | 8.96 | -8.4 | 154.45 | May-22 | 9.05 | 2.4 | 155.94 |
| Jun-18 | 8.89 | -0.8 | 153.24 | Jun-22 | 8.83 | -2.4 | 152.18 |
| Jul-18 | 8.97 | 0.9 | 154.58 | Jul-22 | 8.98 | 1.7 | 154.78 |
| Aug-18 | 8.24 | -8.1 | 142.00 | Aug-22 | 8.79 | -2.1 | 151.51 |
| Sep-18 | 7.24 | -12.1 | 124.78 | Sep-22 | 7.93 | -9.8 | 136.68 |
| Oct-18 | 7.69 | 6.2 | 132.55 | Oct-22 | 7.71 | -2.7 | 132.98 |
| Nov-18 | 7.51 | -2.3 | 129.44 | Nov-22 | 7.42 | -3.9 | 127.84 |
| Dec-18 | 7.19 | -4.3 | 123.87 | Dec-22 | 7.94 | 7.1 | 136.89 |
| Jan-19 | 7.72 | 7.5 | 133.13 | Jan-23 | 7.97 | 0.4 | 137.38 |
| Feb-19 | 8.19 | 6.0 | 141.15 | Feb-23 | 9.41 | 18.1 | 162.28 |
| Mar-19 | 7.34 | -10.3 | 126.61 | Mar-23 | 9.39 | -0.3 | 161.87 |
| Apr-19 | 7.16 | -2.6 | 123.35 | Apr-23 | 9.57 | 1.9 | 164.91 |
| May-19 | 6.73 | -5.9 | 116.02 | May-23 | 9.27 | -3.1 | 159.82 |
| Jun-19 | 6.94 | 3.1 | 119.56 | Jun-23 | 9.38 | 1.1 | 161.64 |
| Jul-19 | 8.33 | 20.1 | 143.60 | Jul-23 | 10.09 | 7.6 | 173.97 |
| Aug-19 | 7.85 | -5.8 | 135.23 | Aug-23 | 10.09 | 0.0 | 173.94 |
| Sep-19 | 7.09 | -9.7 | 122.17 | Sep-23 | 10.50 | 4.1 | 181.01 |
| Oct-19 | 6.57 | -7.4 | 113.19 | Oct-23 | 9.38 | -10.7 | 161.66 |
| Nov-19 | 6.41 | -2.3 | 110.54 | Nov-23 | 9.36 | -0.2 | 161.31 |
| Dec-19 | 5.93 | -7.5 | 102.21 | Dec-23 | 9.55 | 2.0 | 164.60 |
| Jan-20 | 6.03 | 1.7 | 103.90 | Jan-24 | 8.57 | -10.3 | 147.66 |
| Feb-20 | 6.76 | 12.2 | 116.52 | Feb-24 | 8.31 | -3.0 | 143.29 |
| Mar-20 | 6.20 | -8.2 | 106.95 | Mar-24 | 8.00 | -3.7 | 137.96 |
| Apr-20 | 5.86 | -5.5 | 101.09 | Apr-24 | 7.70 | -3.8 | 132.68 |
| May-20 | 5.26 | -10.4 | 90.58 | May-24 | 7.83 | 1.7 | 134.89 |
| Jun-20 | 5.45 | 3.7 | 93.95 | Jun-24 | 8.05 | 2.9 | 138.74 |
| Jul-20 | 5.44 | -0.2 | 93.74 | Jul-24 | 7.56 | -6.1 | 130.31 |
| Aug-20 | 5.41 | -0.4 | 93.34 | Aug-24 | 7.08 | -6.4 | 122.03 |
| Sep-20 | 5.58 | 3.0 | 96.14 | Sep-24 | 7.09 | 0.1 | 122.21 |
| Oct-20 | 4.97 | -10.8 | 85.71 | Oct-24 | 6.75 | -4.7 | 116.41 |
| Nov-20 | 4.58 | -7.9 | 78.95 | Nov-24 | 6.33 | -6.3 | 109.10 |
| Dec-20 | 4.32 | -5.8 | 74.39 | Dec-24 | 5.36 | -15.4 | 92.32 |
| Jan-21 | 4.26 | -1.3 | 73.39 | | | | |
| Feb-21 | 5.60 | 31.5 | 96.50 | | | | |
| Mar-21 | 6.93 | 23.8 | 119.49 | | | | |
| Apr-21 | 6.20 | -10.5 | 106.96 | | | | |
| May-21 | 5.76 | -7.2 | 99.22 | | | | |
| Jun-21 | 5.87 | 2.0 | 101.22 | | | | |
| Jul-21 | 5.09 | -13.4 | 87.70 | | | | |
| Aug-21 | 5.09 | 0.1 | 87.81 | | | | |
| Sep-21 | 5.31 | 4.2 | 91.53 | | | | |
| Oct-21 | 4.49 | -15.5 | 77.36 | | | | |
| Nov-21 | 4.28 | -4.6 | 73.80 | | | | |
| Dec-21 | 4.54 | 6.0 | 78.26 | | | | |

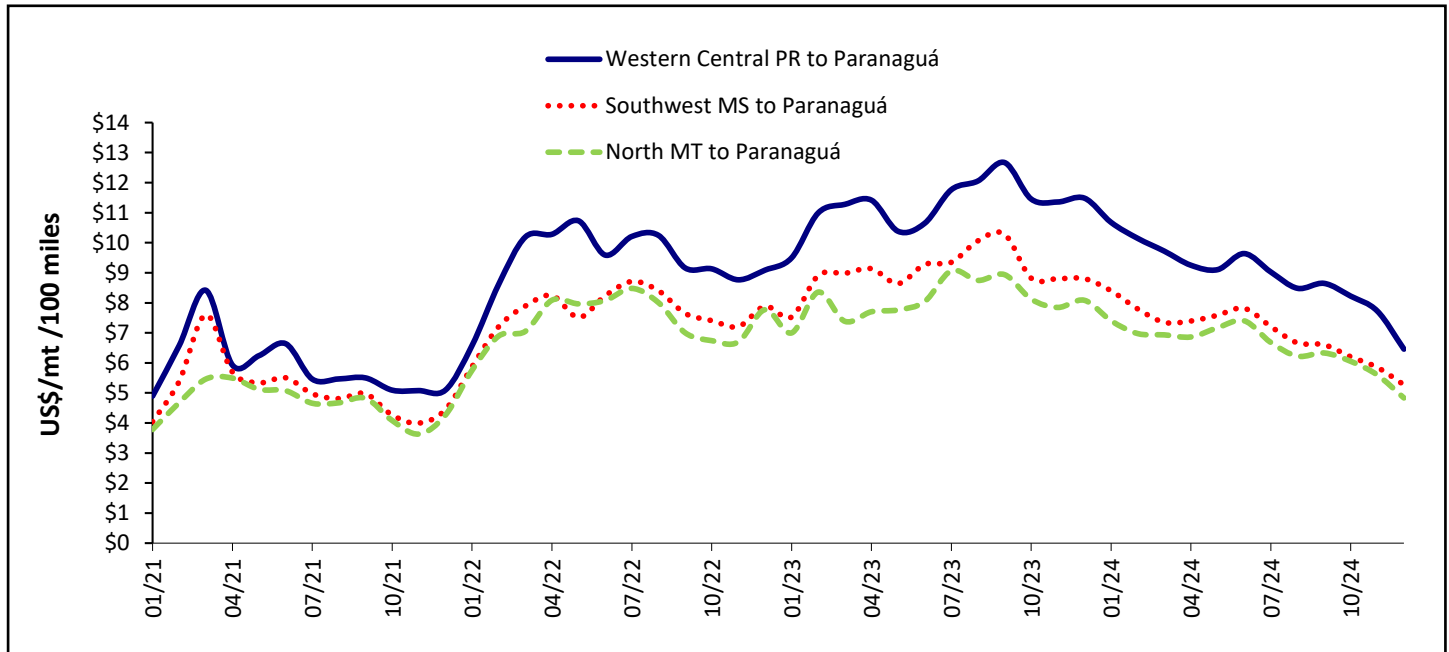
Note: Weighted average is calculated from production-based shares to weigh high-volume routes more heavily than low-volume routes. The share associated with each route is used to define the weight of a given route's freight price in the composition of the monthly weighted export truck freight index.

Source: University of São Paulo, Escola Superior de Agricultura "Luiz de Queiroz," Brazil (ESALQ/USP) and USDA, Agricultural Marketing Service.



Brazil Soybean Transportation

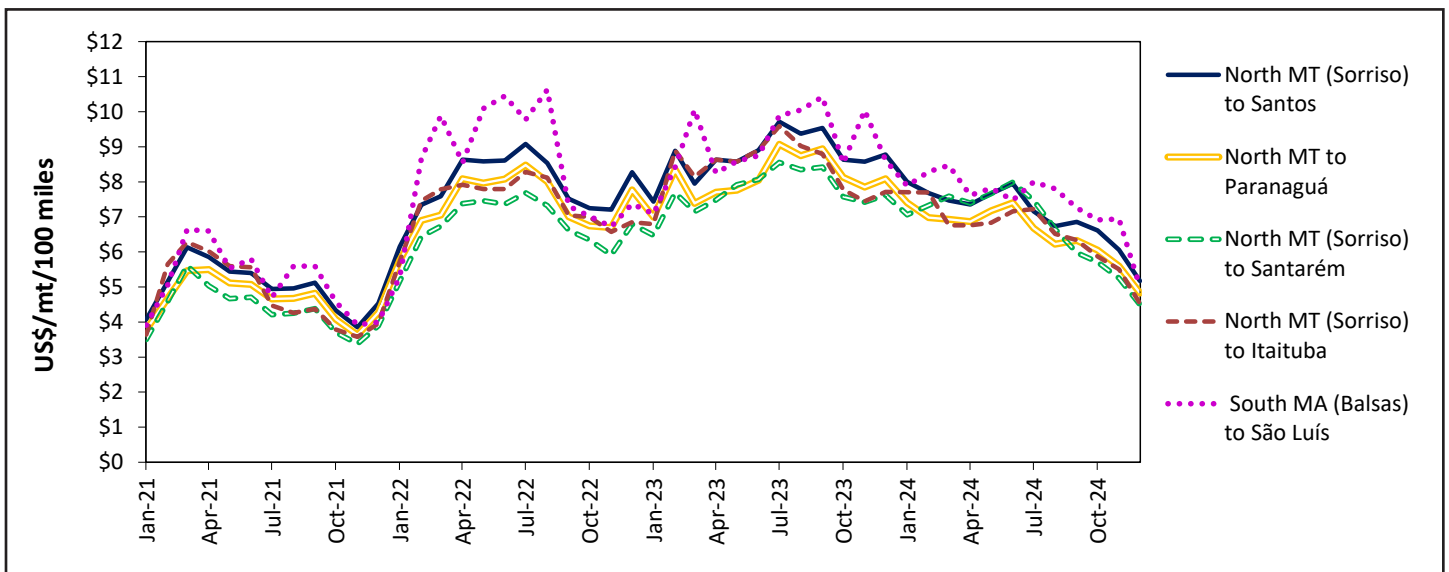
Figure 3. Truck rates for selected southern Brazilian soybean export transportation routes, 2021-24



Note: mt = metric ton. PR = Paraná, MT= Mato Grosso, and MS = Mato Grosso do Sul.

Source: University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz,” Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.

Figure 4. Truck rates for selected north, south, and northeastern Brazilian soybean export transportation routes, 2021-24



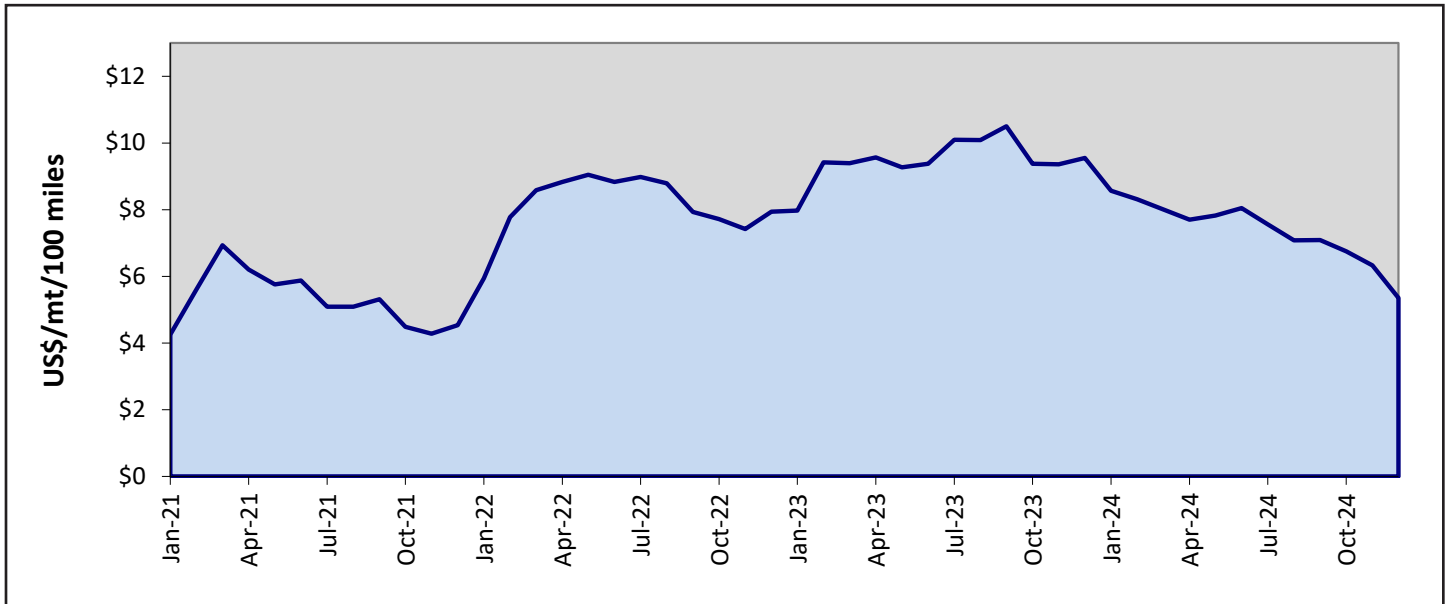
Note: mt = metric ton. MT= Mato Grosso and MA = Maranhão.

Source: University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz,” Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.



Brazil Soybean Transportation

Figure 5. Brazilian soybean export truck transportation weighted average prices, 2021-24



Note: mt = metric ton.

Source: University of São Paulo, Escola Superior de Agricultura "Luiz de Queiroz," Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.



Brazil Soybean Transportation

Table 9. Quarterly ocean freight rates for shipping soybeans from selected Brazilian ports to Germany and China (US\$/metric ton)*

| Port | Destination | 1st qtr. 2019 | 2nd qtr. 2019 | 3rd qtr. 2019 | 4th qtr. 2019 |
|------------|-------------------|---------------|---------------|---------------|---------------|
| Santos | Germany (Hamburg) | 23.00 | 21.50 | 27.00 | 31.00 |
| Paranaguá | Germany (Hamburg) | 23.00 | 21.25 | 27.00 | 30.75 |
| Rio Grande | Germany (Hamburg) | 23.00 | 21.25 | 27.00 | 31.25 |
| Santarém | Germany (Hamburg) | 21.00 | 20.25 | 25.92 | 26.50 |
| São Luís | Germany (Hamburg) | 18.00 | 17.10 | 22.77 | 23.50 |
| Barcarena | Germany (Hamburg) | 19.00 | 17.85 | 23.52 | 24.25 |
| Santos | China (Shanghai) | 32.25 | 30.92 | 33.25 | 38.17 |
| Paranagua | China (Shanghai) | 33.75 | 31.42 | 34.75 | 39.50 |
| Rio Grande | China (Shanghai) | 31.58 | 30.25 | 34.25 | 39.67 |
| Santarém | China (Shanghai) | 32.25 | 30.58 | 38.25 | 39.17 |
| São Luís | China (Shanghai) | 31.00 | 30.58 | 38.25 | 39.42 |
| Barcarena | China (Shanghai) | 32.25 | 29.92 | 38.25 | 39.42 |
| Port | Destination | 1st qtr. 2020 | 2nd qtr. 2020 | 3rd qtr. 2020 | 4th qtr. 2020 |
| Santos | Germany (Hamburg) | 29.25 | 20.50 | 24.00 | 25.25 |
| Paranaguá | Germany (Hamburg) | 30.00 | 21.50 | 25.00 | 25.35 |
| Rio Grande | Germany (Hamburg) | 29.50 | 20.75 | 24.50 | 25.75 |
| Santarém | Germany (Hamburg) | 25.00 | 16.00 | 20.75 | 22.00 |
| São Luís | Germany (Hamburg) | 22.25 | 17.50 | 25.00 | 26.30 |
| Barcarena | Germany (Hamburg) | 24.00 | 15.00 | 20.50 | 21.75 |
| Santos | China (Shanghai) | 35.50 | 27.08 | 31.33 | 31.67 |
| Paranagua | China (Shanghai) | 37.25 | 28.83 | 33.08 | 33.42 |
| Rio Grande | China (Shanghai) | 37.00 | 28.58 | 32.83 | 33.17 |
| Santarém | China (Shanghai) | 36.50 | 28.08 | 34.83 | 35.21 |
| São Luís | China (Shanghai) | 36.75 | 28.33 | 35.33 | 35.67 |
| Barcarena | China (Shanghai) | 38.50 | 28.33 | 36.33 | 36.67 |
| Port | Destination | 1st qtr. 2021 | 2nd qtr. 2021 | 3rd qtr. 2021 | 4th qtr. 2021 |
| Santos | Germany (Hamburg) | 31.25 | 42.70 | 54.00 | 52.50 |
| Paranaguá | Germany (Hamburg) | 31.00 | 41.90 | 53.00 | 51.50 |
| Rio Grande | Germany (Hamburg) | 32.00 | 43.80 | 55.50 | 53.80 |
| Santarém | Germany (Hamburg) | 28.65 | 40.00 | 50.60 | 49.10 |
| São Luís | Germany (Hamburg) | 33.25 | 45.90 | 58.00 | 56.30 |
| Barcarena | Germany (Hamburg) | 28.10 | 38.90 | 49.20 | 47.80 |
| Santos | China (Shanghai) | 37.00 | 50.60 | 64.00 | 62.00 |
| Paranagua | China (Shanghai) | 38.75 | 52.40 | 66.00 | 64.00 |
| Rio Grande | China (Shanghai) | 37.25 | 51.00 | 64.75 | 62.75 |
| Santarém | China (Shanghai) | 40.54 | 55.60 | 67.50 | 65.60 |
| São Luís | China (Shanghai) | 41.00 | 56.60 | 68.00 | 66.00 |
| Barcarena | China (Shanghai) | 42.00 | 58.20 | 70.00 | 68.00 |

-continued on page 18-



Brazil Soybean Transportation

| Port | Destination | 1st qtr. 2022 | 2nd qtr. 2022 | 3rd qtr. 2022 | 4th qtr. 2022 |
|------------|-------------------|---------------|---------------|---------------|---------------|
| Santos | Germany (Hamburg) | 52.70 | 55.85 | 42.60 | 42.20 |
| Paranaguá | Germany (Hamburg) | 51.50 | 54.60 | 41.60 | 41.20 |
| Rio Grande | Germany (Hamburg) | 54.00 | 57.20 | 43.60 | 43.10 |
| Santarém | Germany (Hamburg) | 49.10 | 52.00 | 46.00 | 39.60 |
| São Luís | Germany (Hamburg) | 56.50 | 60.00 | 40.00 | 39.80 |
| Barcarena | Germany (Hamburg) | 48.00 | 50.80 | 39.70 | 39.20 |
| Santos | China (Shanghai) | 62.00 | 65.75 | 48.70 | 47.70 |
| Paranagua | China (Shanghai) | 64.00 | 67.75 | 49.00 | 48.60 |
| Rio Grande | China (Shanghai) | 62.75 | 66.50 | 49.00 | 48.40 |
| Santarém | China (Shanghai) | 66.00 | 69.90 | 56.00 | 54.80 |
| São Luís | China (Shanghai) | 66.20 | 70.00 | 56.00 | 55.00 |
| Barcarena | China (Shanghai) | 68.00 | 72.00 | 55.40 | 55.50 |
| Port | Destination | 1st qtr. 2023 | 2nd qtr. 2023 | 3rd qtr. 2023 | 4th qtr. 2023 |
| Santos | Germany (Hamburg) | 31.65 | 33.20 | 35.00 | 33.00 |
| Paranaguá | Germany (Hamburg) | 31.00 | 32.50 | 34.20 | 32.10 |
| Rio Grande | Germany (Hamburg) | 32.50 | 34.20 | 36.00 | 33.80 |
| Santarém | Germany (Hamburg) | 30.00 | 31.50 | 33.00 | 31.00 |
| São Luís | Germany (Hamburg) | 34.50 | 36.30 | 38.20 | 36.00 |
| Barcarena | Germany (Hamburg) | 29.40 | 31.00 | 32.50 | 30.50 |
| Santos | China (Shanghai) | 33.50 | 35.20 | 37.00 | 35.00 |
| Paranagua | China (Shanghai) | 35.00 | 36.70 | 37.50 | 35.50 |
| Rio Grande | China (Shanghai) | 34.00 | 35.70 | 38.50 | 35.50 |
| Santarém | China (Shanghai) | 37.50 | 39.40 | 41.40 | 39.00 |
| São Luís | China (Shanghai) | 38.00 | 40.00 | 42.00 | 39.50 |
| Barcarena | China (Shanghai) | 38.25 | 40.20 | 42.20 | 39.60 |
| Port | Destination | 1st qtr. 2024 | 2nd qtr. 2024 | 3rd qtr. 2024 | 4th qtr. 2024 |
| Santos | Germany (Hamburg) | 32.60 | 31.30 | 33.80 | 32.20 |
| Paranaguá | Germany (Hamburg) | 32.20 | 31.00 | 33.50 | 32.10 |
| Rio Grande | Germany (Hamburg) | 33.40 | 32.00 | 34.60 | 33.00 |
| Santarém | Germany (Hamburg) | 30.40 | 29.20 | 31.20 | 29.70 |
| São Luís | Germany (Hamburg) | 35.20 | 33.80 | 36.10 | 34.50 |
| Barcarena | Germany (Hamburg) | 29.90 | 28.70 | 30.60 | 29.10 |
| Santos | China (Shanghai) | 34.70 | 33.30 | 36.00 | 34.40 |
| Paranaguá | China (Shanghai) | 36.20 | 34.80 | 37.50 | 35.80 |
| Rio Grande | China (Shanghai) | 35.20 | 33.80 | 36.50 | 34.70 |
| Santarém | China (Shanghai) | 38.00 | 36.50 | 39.00 | 37.30 |
| São Luís | China (Shanghai) | 38.30 | 37.10 | 39.50 | 37.80 |
| Barcarena | China (Shanghai) | 38.50 | 37.40 | 39.75 | 38.00 |

Notes: The rates correspond to the average actual values negotiated between shippers and carriers and weighted according to the magnitude of the shipped volume. qtr. = quarter.

Source: University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz,” Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.



Brazil Soybean Transportation

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Data Sets (XLS files):

- [Figure 3. Truck rates for selected southern Brazilian soybean export transportation routes, 2021-24](#)
- [Figure 4. Truck rates for selected north, south, and northeastern Brazilian soybean export transportation routes, 2021-24](#)
- [Figure 5. Brazilian soybean export truck transportation weighted average prices, 2021-24](#)
- [Table 1a. Quarterly costs of transporting Brazilian soybeans from the southern ports to Shanghai, China](#)
- [Table 1b. Quarterly costs of transporting Brazilian soybeans from the northern and northeastern ports to Shanghai, China](#)
- [Table 2a. Quarterly costs of transporting Brazilian soybeans from the southern ports to Hamburg, Germany](#)
- [Table 2b. Quarterly costs of transporting Brazilian soybeans from the northern and northeastern ports to Hamburg, Germany](#)
- [Table 3. Quarterly costs of transporting Brazilian soybeans from the southern ports to Shanghai, China, 2024](#)
- [Table 4. Quarterly costs of transporting Brazilian soybeans from the southern ports to Hamburg, Germany, 2024](#)
- [Table 5. Quarterly costs of transporting Brazilian soybeans from the northern and northeastern ports to Shanghai, China, 2024](#)
- [Table 6. Quarterly costs of transporting Brazilian soybeans from the northern and northeastern ports to Hamburg, Germany, 2024](#)
- [Table 7. Quarterly truck rates for selected Brazilian soybean export transportation routes, 2024](#)
- [Table 8. Monthly Brazilian soybean export truck transportation cost index](#)
- [Table 9. Quarterly ocean freight rates for shipping soybeans from selected Brazilian ports to Germany and China \(US\\$/metric ton\)](#)

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