USDA Agricultural Marketing Service
U.S. DEPARTMENT OF AGRICULTURE

Brazil Soybean Transportation

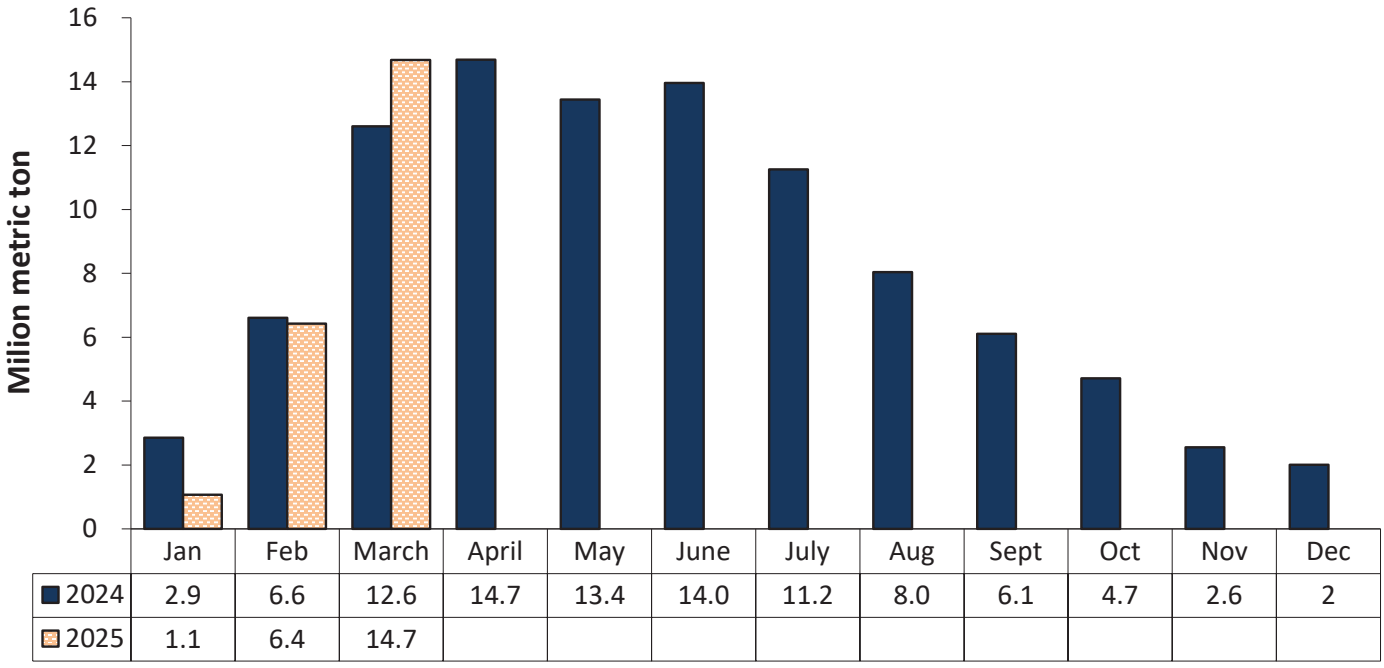
A quarterly publication of the Agricultural Marketing Service
www.ams.usda.gov/services/transportation-analysis

First Quarter 2025 (January, February, March)
Published June 2025

Steady exports, lower farm prices and landed cost

From first quarter 2024 to first quarter 2025 (year to year), Brazilian soybean exports slightly increased, from 22.1 million metric tons (mmt) to 22.2 mmt (fig. 1a) (Comex Stat, MDIC).[1] A drop in farm gate prices and transportation costs led to lower total landed costs for transporting Brazilian soybeans from the southern and northern ports to Shanghai, China, and Hamburg, Germany.[2] Brazilian soybean exports typically peak in April/May and begin declining in June when the corn export season begins (fig. 1a). In first quarter 2025, seven ports accounted for 89 percent of total Brazilian soybean exports (fig. 1b). The largest of these was the Port of Santos, followed by Paranaguá, Barcarena, São Luís, Manaus, São Francisco do Sul, and Santarém.

Figure 1a. Brazil soybean monthly exports, 2024-25



	Jan	Feb	March	April	May	June	July	Aug	Sept	Oct	Nov	Dec
2024	2.9	6.6	12.6	14.7	13.4	14.0	11.2	8.0	6.1	4.7	2.6	2
2025	1.1	6.4	14.7									

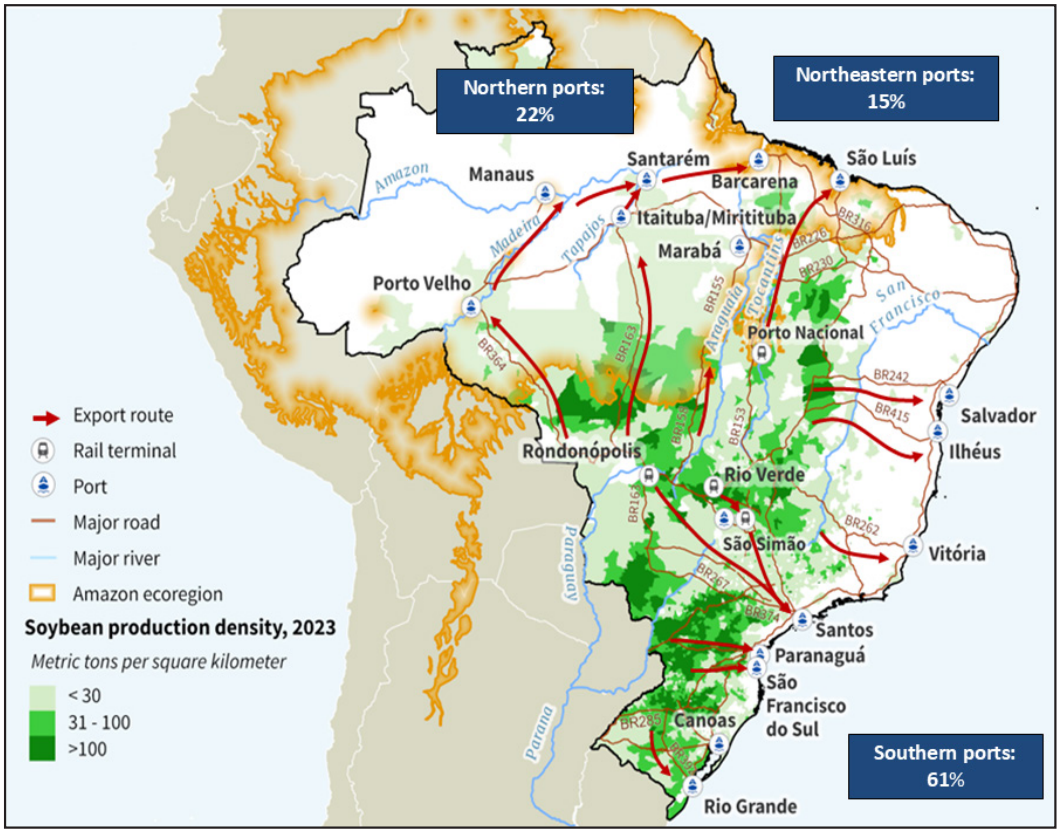
Source: Comex Stat, Ministério do Desenvolvimento, Indústria, Comércio e Serviços.

Inland and ocean freight rates. Year to year, the cost of shipping a metric ton (mt) of soybeans 100 miles by truck fell 8 percent, from $8.29 per mt to $7.60 per mt (table 8). Typically, soybean truck rates rise in March, as the flow of exports accelerates. However, in first quarter 2025, truck rates were unusually low in January, rising in February and March as exports rebounded from the 62-percent drop in January compared to the same time last year (table 8). Brazilian ocean rates for exporting soybeans from the southern and northern ports rose 1-4 percent to Shanghai, China, and 1-2 percent to Hamburg, Germany (tables 1a, 1b, 2a, 2b and 9).

1 In this report, the source of Brazil export data is the Comex Stat, Ministério do Desenvolvimento, Indústria, Comércio e Serviços (MDIC).

2 Total landed costs are equal to total transportation costs plus farm price (tables 1a, 1b, 2a, and 2b).

Figure 1b.Southern ports exported 61 percent of Brazilian soybeans, January-March 2025



Note: "Southern ports" refers to Santos, Rio Grande, Paranaguá, and São Francisco do Sul; "northern ports" refers to Barcarena, Manaus, and Santarém; and "northeastern ports" refers to São Luís, Vitória, and Salvador.
Sources: World Wildlife Fund, Brazilian Institute of Geography and Statistics - Produção Agricola Municipal, USDA, Agricultural Marketing Service (AMS) and USDA, Foreign Agricultural Service (FAS).

Farm gate prices and appreciation of Brazilian real. From first quarter 2024 to first quarter 2025, average Brazilian soybean export prices fell about 11 percent, from $441 per mt to $392 per mt. Brazil's average farm gate prices for soybeans dropped 9 percent (in U.S. dollars) to their lowest levels since third quarter 2020, when the real was relatively weak, at 5.38 reais per U.S. dollar. Measured in U.S. dollars, soybean farm gate prices declined from US$370.94/mt to US$337.50/mt—and in reais, increased 7 percent from R$1,836.49/mt to R$1,972.56/mt (CONAB). The real's depreciation against the U.S. dollar resulted in higher domestic farm prices, which boosted farmers' revenue.[3] The Brazilian real (R$) depreciated 18 percent against the U.S. dollar, from R$4.95 per U.S. dollar in first quarter 2024 to R$5.85 in first quarter 2025 (Brazil Central Bank).

Brazilian port shares of soybean exports to China. In first quarter 2025, Brazil exported 16.9 mmt of soybeans to China, valued at $6.6 billion. The volume was 7 percent more than the first quarter 2024's total (15.9 mmt) and accounted for 76 percent of Brazil's total soybean exports (22.2 mmt). The next highest shares of Brazil's soybean exports (in declining order) went to Spain, Thailand, Turkey, and Iraq. The Port of Santos was the largest Brazilian export gateway, followed by Paranaguá, Barcarena, São Luís, Manaus, São Francisco do Sul, and Santarém. These seven ports accounted for 89 percent of Brazilian soybean exports to China.

In the first 3 months of 2025, 70 percent of Brazil's soybean exports to China originated from the southern ports of Santos, Rio Grande, Paranaguá, and São Francisco do Sul; 16 percent, from the northeastern ports of São Luís, Vitória, and Salvador; and 14 percent, from the northern ports of Barcarena, Manaus and Santarém, along the Amazon River. For more information, contact Delmy L. Salin at delmy.salin@usda.gov.

3 Soybeans are priced in U.S. dollars, but farmers are paid in reais.

Brazil Soybean Transportation

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

Item	North MT - Santos by truck			Northwest RS - Rio Grande		
	—US$/mt—		% Change	—US$/mt—		% Change
	1st qtr. 2024	1st qtr. 2025	2024-25	1st qtr. 2024	1st qtr. 2025	2024-25
Truck	91.79	83.54	-9.0	32.07	28.81	-10.2
Ocean	34.70	36.00	3.7	35.20	36.50	3.7
Total transportation	126.49	119.54	-5.5	67.27	65.31	-2.9
Farm gate price	349.39	317.36	-9.2	383.05	359.26	-6.2
Landed cost	475.88	436.89	-8.2	450.32	424.57	-5.7
Transport % of landed cost	26.6	27.4	2.9	14.9	15.4	3.0

Item	North MT - Santos by rail			North MT - Paranaguá		
	—US$/mt—		% Change	—US$/mt—		% Change
	1st qtr. 2024	1st qtr. 2025	2024-25	1st qtr. 2024	1st qtr. 2025	2024-25
Truck	32.64	29.29	-10.3	89.66	82.41	-8.1
Rail	53.29	48.90	-8.2	-	-	-
Ocean	34.70	36.00	3.7	36.20	37.50	3.6
Total transportation	120.63	114.19	-5.3	125.86	119.91	-4.7
Farm gate price	349.39	317.36	-9.2	349.39	317.36	-9.2
Landed cost	470.02	431.55	-8.2	475.25	437.26	-8.0
Transport % of landed cost	25.7	26.5	3.1	26.5	27.4	3.5

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: qtr. = quarter. 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. Quarterly costs of transporting Brazilian soybeans from the northern and northeastern ports to Shanghai, China

Item	North MT - Santarém			South MA - São Luís		
	—US$/mt—		% Change	—US$/mt—		% Change
	1st qtr. 2024	1st qtr. 2025	2024-25	1st qtr. 2024	1st qtr. 2025	2024-25
Truck	64.20	54.63	-14.9	39.56	33.64	-15.0
Ocean	38.00	39.00	2.6	38.30	39.65	3.5
Total transportation	102.20	93.63	-8.4	77.86	73.29	-5.9
Farm gate price	349.39	317.36	-9.2	373.82	333.41	-10.8
Landed cost	451.59	410.99	-9.0	451.67	406.70	-10.0
Transport % of landed cost	22.6	22.8	0.7	17.2	18.0	4.5

Item	Southwest PI - São Luís			North MT - Barcarena		
	—US$/mt—		% Change	—US$/mt—		% Change
	1st qtr. 2024	1st qtr. 2025	2024-25	1st qtr. 2024	1st qtr. 2025	2024-25
Truck	43.54	39.63	-9.0	49.61	45.99	-7.3
Barge	-	-	-	23.56	23.08	-2.0
Ocean	38.30	39.65	3.5	38.50	39.75	3.2
Total transportation	81.84	79.28	-3.1	111.68	108.82	-2.6
Farm gate price	390.34	338.33	-13.3	349.39	317.36	-9.2
Landed cost	472.17	417.61	-11.6	461.06	426.18	-7.6
Transport % of landed cost	17.3	19.0	9.5	24.2	25.5	5.4

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: qtr. = quarter. 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. Quarterly costs of transporting Brazilian soybeans from the southern ports to Hamburg, Germany

Item	North MT - Santos by truck			Northwest RS - Rio Grande		
	—US$/mt—		% Change	—US$/mt—		% Change
	1st qtr. 2024	1st qtr. 2025	2024-25	1st qtr. 2024	1st qtr. 2025	2024-25
Truck	91.79	83.54	-9.0	32.07	28.81	-10.2
Ocean	32.60	33.90	4.0	33.40	34.60	3.6
Total transportation	124.39	117.44	-5.6	65.47	63.41	-3.1
Farm gate price	349.39	317.36	-9.2	383.05	359.26	-6.2
Landed cost	473.78	434.79	-8.2	448.52	422.67	-5.8
Transport % of landed cost	26.3	27.0	2.9	14.6	15.0	2.8
Item	**North MT - Santos by rail**			**North MT - Paranaguá**		
	—US$/mt—		% Change	—US$/mt—		% Change
	1st qtr. 2024	1st qtr. 2025	2024-25	1st qtr. 2024	1st qtr. 2025	2024-25
Truck	32.64	29.29	-10.3	89.66	82.41	-8.1
Barge	53.29	48.90	-8.2	-	-	-
Ocean	32.60	33.90	4.0	32.20	33.60	4.3
Total transportation	118.53	112.09	-5.4	121.86	116.01	-4.8
Farm gate price	349.39	317.36	-9.2	349.39	317.36	-9.2
Landed cost	467.92	429.45	-8.2	471.25	433.36	-8.0
Transport % of landed cost	25.3	26.1	3.0	25.9	26.8	3.5

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: qtr. = quarter. 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. Quarterly costs of transporting Brazilian soybeans from the northern and northeastern ports to Hamburg, Germany

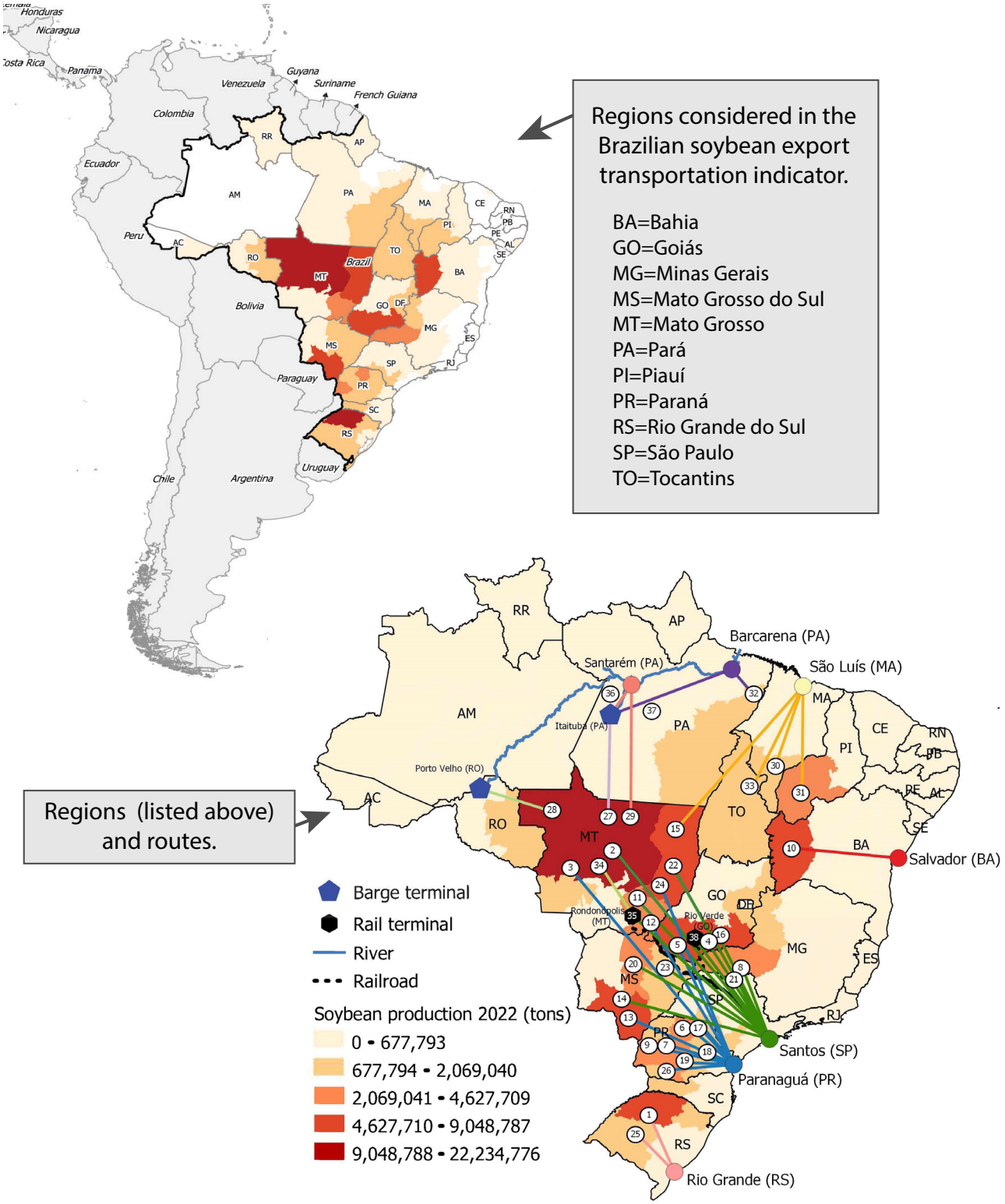
Item	North MT - Santarém			South MA - São Luís		
	—US$/mt—		% Change	—US$/mt—		% Change
	1st qtr. 2024	1st qtr. 2025	2024-25	1st qtr. 2024	1st qtr. 2025	2024-25
Truck	64.20	54.63	-14.9	39.56	33.64	-15.0
Ocean	30.40	31.30	3.0	35.20	36.20	2.8
Total transportation	94.60	85.93	-9.2	74.76	69.84	-6.6
Farm gate price	349.39	317.36	-9.2	373.82	333.41	-10.8
Landed cost	443.99	403.29	-9.2	448.57	403.25	-10.1
Transport % of landed cost	21.3	21.3	0.0	16.7	17.3	3.9

Item	Southwest PI - São Luís			North MT - Barcarena		
	—US$/mt—		% Change	—US$/mt—		% Change
	1st qtr. 2024	1st qtr. 2025	2024-25	1st qtr. 2024	1st qtr. 2025	2024-25
Truck	43.54	39.63	-9.0	49.61	49.61	0.0
Barge	-	-	-	23.56	23.08	-2.0
Ocean	35.20	36.20	2.8	29.90	30.40	1.7
Total transportation	78.74	75.83	-3.7	103.08	103.09	0.0
Farm gate price	390.34	338.33	-13.3	349.39	317.36	-9.2
Landed cost	469.07	414.16	-11.7	452.46	420.45	-7.1
Transport % of landed cost	16.8	18.3	9.1	22.8	24.5	7.6

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. 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.

Indicators

Figure 2. Routes and regions considered in the Brazilian soybean export transportation indicator



Notes: Table defining routes by number is shown on page 12. Regions comprised about 78 percent of Brazilian soybean production, 2022 (Brazilian Institute of Geography and Statistics—Produção Agricola 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, 2025

Item	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	83.54				83.54	82.41				82.41
Ocean	36.00				36.00	37.50				37.50
Total transportation	119.54				119.54	119.91				119.91
Farm gate price	317.36				317.36	317.36				317.36
Landed cost	436.89				436.89	437.26				437.26
Transport % of landed cost	27.4				27.4	27.4				27.4
Item	**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	29.29				29.29	28.81				28.81
Rail	48.90				48.90	-				-
Ocean	36.00				36.00	36.50				36.50
Total transportation	114.19				114.19	65.31				65.31
Farm gate price	317.36				317.36	359.26				359.26
Landed cost	431.55				431.55	424.57				424.57
Transport % of landed cost	26.5				26.5	15.4				15.4

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, 2025

Item	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	83.54				83.54	82.41				82.41
Ocean	33.90				33.90	33.60				33.60
Total transportation	117.44				117.44	116.01				116.01
Farm gate price	317.36				317.36	317.36				317.36
Landed cost	434.79				434.79	433.36				433.36
Transport % of landed cost	27.0				27.0	26.8				26.8
Item	**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	29.29				29.29	28.81				28.81
Rail	48.90				48.90	-				-
Ocean	33.90				33.90	34.60				34.60
Total transportation	112.09				112.09	63.41				63.41
Farm gate price	317.36				317.36	359.26				359.26
Landed cost	429.45				429.45	422.67				422.67
Transport % of landed cost	26.1				26.1	15.0				15.0

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, 2025

Item	North MT[1] - Santarém[2] —US$/mt—					South MA[1] - São Luís[2] —US$/mt—				
	1st qtr.	2nd qtr.	3rd qtr.	4th qtr.	Avg.	1st qtr.	2nd qtr.	3rd qtr.	4th qtr.	Avg.
Truck	54.63				54.63	33.64				33.64
Ocean	39.00				39.00	39.65				39.65
Total transportation	93.63				93.63	73.29				73.29
Farm gate price	317.36				317.36	333.41				333.41
Landed cost	410.99				410.99	406.70				406.70
Transport % of landed cost	22.8				22.8	18.0				18.0
Item	**Southwest PI[1] - São Luís[2] —US$/mt—**					**North MT[1] - Barcarena[2] —US$/mt—**				
	1st qtr.	2nd qtr.	3rd qtr.	4th qtr.	Avg.	1st qtr.	2nd qtr.	3rd qtr.	4th qtr.	Avg.
Truck	39.63				39.63	45.99				45.99
Barge	-				-	23.08				23.08
Ocean	39.65				39.65	39.75				39.75
Total transportation	79.28				79.28	108.82				108.82
Farm gate price	338.33				338.33	317.36				317.36
Landed cost	417.61				417.61	426.18				426.18
Transport % of landed cost	19.0				19.0	25.5				25.5

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, 2025

Item	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	54.63				54.63	33.64				33.64
Ocean	31.30				31.30	36.20				36.20
Total transportation	85.93				85.93	69.84				69.84
Farm gate price	317.36				317.36	333.41				333.41
Landed cost	403.29				403.29	403.25				403.25
Transport % of landed cost	21.3				21.3	17.3				17.3
Item	**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	39.63				39.63	49.61				49.61
Barge	-				-	23.08				23.08
Ocean	36.20				36.20	30.40				30.40
Total transportation	75.83				75.83	103.09				103.09
Farm gate price	338.33				338.33	317.36				317.36
Landed cost	414.16				414.16	420.45				420.45
Transport % of landed cost	18.3				18.3	24.5				24.5

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, 2025

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 (Cruz Alta)	Rio Grande	288	5.2	10.00				10.00
2	North MT (Sorriso)	Santos	1,190	3.3	7.02				7.02
3	North MT (Sorriso)	Paranaguá	1,262	3.1	6.53				6.53
4	South GO (Rio Verde)	Santos	587	5.4	6.94				6.94
5	South GO (Rio Verde)	Paranaguá	726	4.4	6.98				6.98
6	North Central PR (Londrina)	Paranaguá	268	3.1	9.98				9.98
7	Western Central PR (Mamborê)	Paranaguá	311	2.4	9.25				9.25
8	Triangle MG (Uberaba)	Santos	339	3.5	9.70				9.70
9	West PR (Assis Chateaubriand)	Paranaguá	377	2.7	8.35				8.35
10	West Extreme BA (São Desidério)	Salvador	535	6.5	7.56				7.56
11	Southeast MT (Primavera do Leste)	Santos	901	2.6	6.45				6.45
12	Southeast MT (Primavera do Leste)	Paranaguá	975	2.4	6.15				6.15
13	Southwest MS (Maracaju)	Paranaguá	612	3.8	7.41				7.41
14	Southwest MS (Maracaju)	Santos	652	3.6	7.45				7.45
15	Northeast MT (Canarana)	São Luís	1,177	2.3	6.14				6.14
16	East GO (Cristalina)	Santos	585	1.6	7.97				7.97
17	North PR (Cornélio Procópio)	Paranaguá	306	1.6	8.12				8.12
18	Eastern Central PR (Castro)	Paranaguá	130	1.7	13.50				13.50
19	South Central PR (Guarapuava)	Paranaguá	204	2.3	11.53				11.53
20	North Central MS (São Gabriel do Oeste)	Santos	720	2.6	6.55				6.55
21	Ribeirão Preto SP (Guairá)	Santos	314	0.5	7.95				7.95
22	Northeast MT (Canarana)	Santos	950	2.8	6.56				6.56
23	East MS (Chapadão do Sul)	Santos	607	1.6	6.49				6.49

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

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	2.5	6.52				6.52
25	Western Central RS (Tupanciretã)	Rio Grande	273	1.1	9.34				9.34
26	Southwest PR(Chopinzinho)	Paranaguá	291	1.7	9.21				9.21
27	North MT (Sorriso)	Itaituba	672	6.6	6.85				6.85
28	North MT (Sorriso)	Porto Velho	632	6.2	6.52				6.52
29	North MT (Sorriso)	Santarém	876	4.5	6.24				6.24
30	South MA (Balsas)	São Luís	482	1.8	6.99				6.99
31	Southwest PI (Bom Jesus)	São Luís	606	2.7	6.54				6.54
32	Southeast PA (Paragominas)	Barcarena	249	2.1	7.20				7.20
33	East TO (Campos Lindos)	São Luís	842	2.1	6.21				6.21
	Weighted average		**587**	**100.0**	**7.60**				**7.60**
34	North MT (Sorriso)	Rondonópolis (Rail terminal)	382		7.67				7.67
35	Rondonópolis MT (Rail terminal)	Santos	1,019		4.80				4.80
36	Itaituba PA (Barge terminal)	Santarém	153		6.24				6.24
37	Itaituba PA (Barge terminal)	Barcarena	600		3.85				3.85
38	South GO (Rio Verde) (Rail terminal)	Santos	546		6.07				6.07

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.

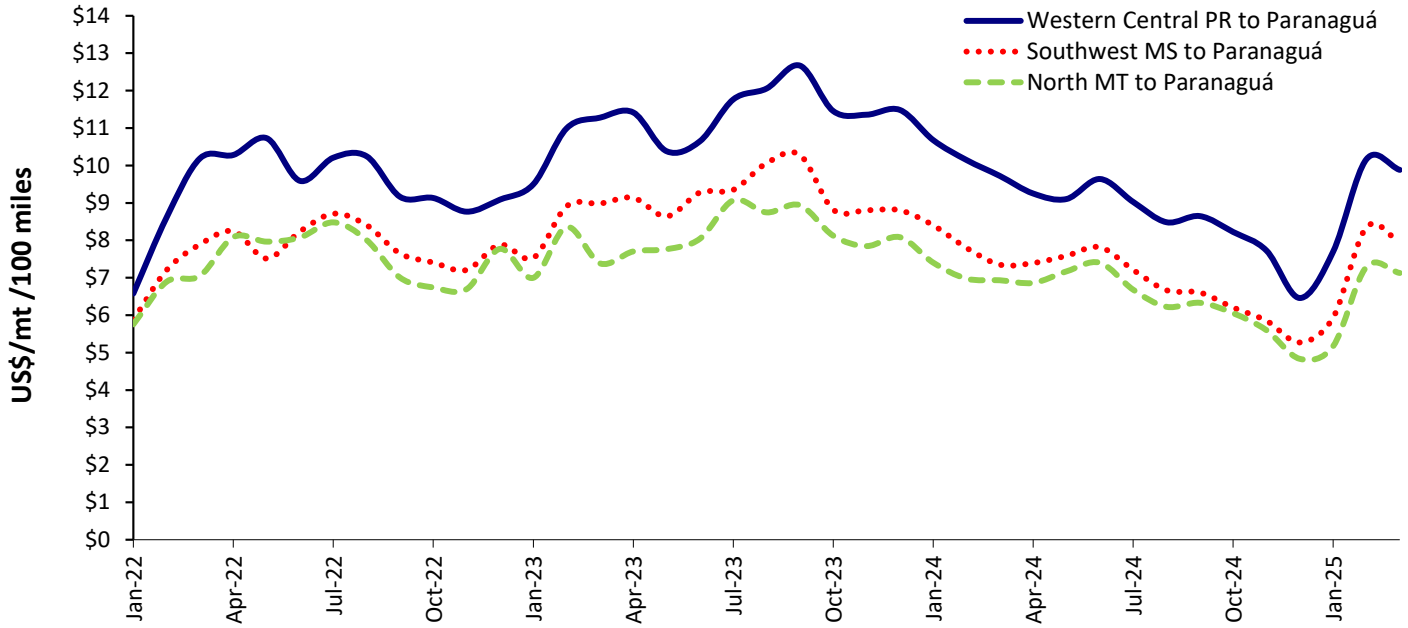
Brazil Soybean Transportation

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	Jan-25	6.24	16.5	107.54
Feb-21	5.60	31.5	96.50	Feb-25	8.40	34.7	144.83
Mar-21	6.93	23.8	119.49	Mar-25	8.15	-3.0	140.52
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				

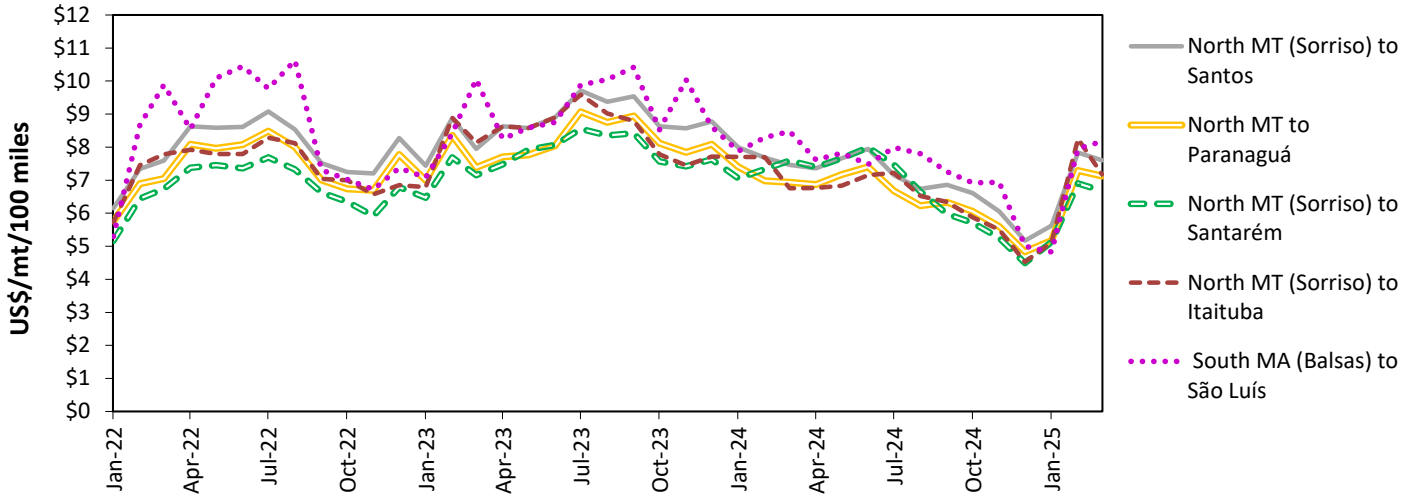
Note: Weighted average is calculated from production-based shares to weigh high-volume routes more heavily than low-volume routes. The share associated with each route is used to define the weight of a given route's freight price in the composition of the monthly weighted export truck freight index.
Source: University of São Paulo, Escola Superior de Agricultura "Luiz de Queiroz," Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.

Figure 3. Truck rates for selected southern Brazilian soybean export transportation routes, 2022-25



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.

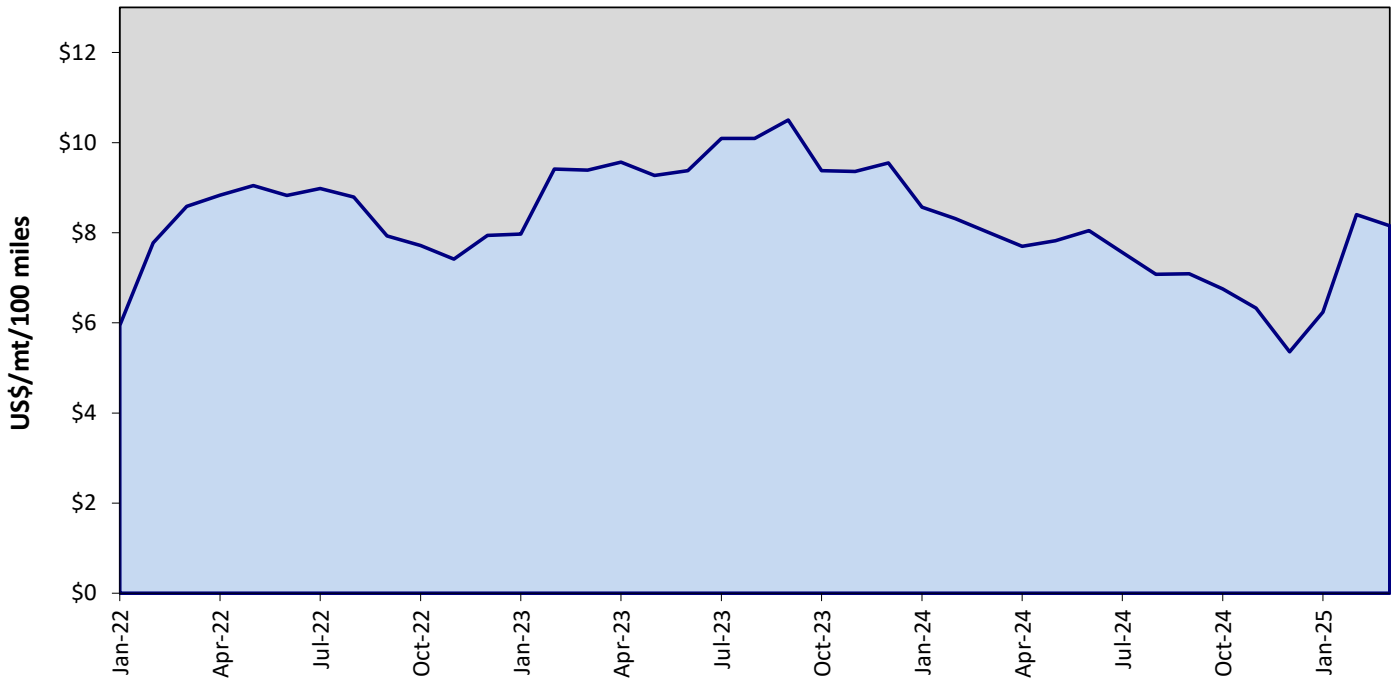
Figure 4. Truck rates for selected north, south, and northeastern Brazilian soybean export transportation routes, 2022-25



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, 2022-25



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. 2020	2nd qtr. 2020	3rd qtr. 2020	4th qtr. 2020	Average 2020
Santos	Germany (Hamburg)	29.25	20.50	24.00	25.25	24.75
Paranaguá	Germany (Hamburg)	30.00	21.50	25.00	25.35	25.46
Rio Grande	Germany (Hamburg)	29.50	20.75	24.50	25.75	25.13
Santarém	Germany (Hamburg)	25.00	16.00	20.75	22.00	20.94
São Luís	Germany (Hamburg)	22.25	17.50	25.00	26.30	22.76
Barcarena	Germany (Hamburg)	24.00	15.00	20.50	21.75	20.31
Santos	China (Shanghai)	35.50	27.08	31.33	31.67	31.40
Paranaguá	China (Shanghai)	37.25	28.83	33.08	33.42	33.15
Rio Grande	China (Shanghai)	37.00	28.58	32.83	33.17	32.90
Santarém	China (Shanghai)	36.50	28.08	34.83	35.21	33.66
São Luís	China (Shanghai)	36.75	28.33	35.33	35.67	34.02
Barcarena	China (Shanghai)	38.50	28.33	36.33	36.67	34.96
Port	**Destination**	**1st qtr. 2021**	**2nd qtr. 2021**	**3rd qtr. 2021**	**4th qtr. 2021**	**Average 2021**
Santos	Germany (Hamburg)	31.25	42.70	54.00	52.50	45.11
Paranaguá	Germany (Hamburg)	31.00	41.90	53.00	51.50	44.35
Rio Grande	Germany (Hamburg)	32.00	43.80	55.50	53.80	46.28
Santarém	Germany (Hamburg)	28.65	40.00	50.60	49.10	42.09
São Luís	Germany (Hamburg)	33.25	45.90	58.00	56.30	48.36
Barcarena	Germany (Hamburg)	28.10	38.90	49.20	47.80	41.00
Santos	China (Shanghai)	37.00	50.60	64.00	62.00	53.40
Paranaguá	China (Shanghai)	38.75	52.40	66.00	64.00	55.29
Rio Grande	China (Shanghai)	37.25	51.00	64.75	62.75	53.94
Santarém	China (Shanghai)	40.54	55.60	67.50	65.60	57.31
São Luís	China (Shanghai)	41.00	56.60	68.00	66.00	57.90
Barcarena	China (Shanghai)	42.00	58.20	70.00	68.00	59.55
Port	**Destination**	**1st qtr. 2022**	**2nd qtr. 2022**	**3rd qtr. 2022**	**4th qtr. 2022**	**Average 2022**
Santos	Germany (Hamburg)	52.70	55.85	42.60	42.20	48.34
Paranaguá	Germany (Hamburg)	51.50	54.60	41.60	41.20	47.23
Rio Grande	Germany (Hamburg)	54.00	57.20	43.60	43.10	49.48
Santarém	Germany (Hamburg)	49.10	52.00	46.00	39.60	46.68
São Luís	Germany (Hamburg)	56.50	60.00	40.00	39.80	49.08
Barcarena	Germany (Hamburg)	48.00	50.80	39.70	39.20	44.43
Santos	China (Shanghai)	62.00	65.75	48.70	47.70	56.04
Paranaguá	China (Shanghai)	64.00	67.75	49.00	48.60	57.34
Rio Grande	China (Shanghai)	62.75	66.50	49.00	48.40	56.66
Santarém	China (Shanghai)	66.00	69.90	56.00	54.80	61.68
São Luís	China (Shanghai)	66.20	70.00	56.00	55.00	61.80
Barcarena	China (Shanghai)	68.00	72.00	55.40	55.50	62.73

-continued on page 18-

Brazil Soybean Transportation

Port	Destination	1st qtr. 2023	2nd qtr. 2023	3rd qtr. 2023	4th qtr. 2023	Average 2023
Santos	Germany (Hamburg)	31.65	33.20	35.00	33.00	33.21
Paranaguá	Germany (Hamburg)	31.00	32.50	34.20	32.10	32.45
Rio Grande	Germany (Hamburg)	32.50	34.20	36.00	33.80	34.13
Santarém	Germany (Hamburg)	30.00	31.50	33.00	31.00	31.38
São Luís	Germany (Hamburg)	34.50	36.30	38.20	36.00	36.25
Barcarena	Germany (Hamburg)	29.40	31.00	32.50	30.50	30.85
Santos	China (Shanghai)	33.50	35.20	37.00	35.00	35.18
Paranaguá	China (Shanghai)	35.00	36.70	37.50	35.50	36.18
Rio Grande	China (Shanghai)	34.00	35.70	38.50	35.50	35.93
Santarém	China (Shanghai)	37.50	39.40	41.40	39.00	39.33
São Luís	China (Shanghai)	38.00	40.00	42.00	39.50	39.88
Barcarena	China (Shanghai)	38.25	40.20	42.20	39.60	40.06
Port	**Destination**	**1st qtr. 2024**	**2nd qtr. 2024**	**3rd qtr. 2024**	**4th qtr. 2024**	**Average 2024**
Santos	Germany (Hamburg)	32.60	31.30	33.80	32.20	32.48
Paranaguá	Germany (Hamburg)	32.20	31.00	33.50	32.10	32.20
Rio Grande	Germany (Hamburg)	33.40	32.00	34.60	33.00	33.25
Santarém	Germany (Hamburg)	30.40	29.20	31.20	29.70	30.13
São Luís	Germany (Hamburg)	35.20	33.80	36.10	34.50	34.90
Barcarena	Germany (Hamburg)	29.90	28.70	30.60	29.10	29.58
Santos	China (Shanghai)	34.70	33.30	36.00	34.40	34.60
Paranaguá	China (Shanghai)	36.20	34.80	37.50	35.80	36.08
Rio Grande	China (Shanghai)	35.20	33.80	36.50	34.70	35.05
Santarém	China (Shanghai)	38.00	36.50	39.00	37.30	37.70
São Luís	China (Shanghai)	38.30	37.10	39.50	37.80	38.18
Barcarena	China (Shanghai)	38.50	37.40	39.75	38.00	38.41
Port	**Destination**	**1st qtr. 2025**	**2nd qtr. 2025**	**3rd qtr. 2025**	**4th qtr. 202**	**Average 2025**
Santos	Germany (Hamburg)	33.90				33.90
Paranaguá	Germany (Hamburg)	33.60				33.60
Rio Grande	Germany (Hamburg)	34.60				34.60
Santarém	Germany (Hamburg)	31.30				31.30
São Luís	Germany (Hamburg)	36.20				36.20
Barcarena	Germany (Hamburg)	30.40				30.40
Santos	China (Shanghai)	36.00				36.00
Paranagua	China (Shanghai)	37.50				37.50
Rio Grande	China (Shanghai)	36.50				36.50
Santarém	China (Shanghai)	39.00				39.00
São Luís	China (Shanghai)	39.65				39.65
Barcarena	China (Shanghai)	39.75				39.75

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

Contact Information:

Delmy L. Salin
Senior Economist, Project Manager
delmy.salin@usda.gov
202.720.0833

Jessica Ladd
Senior Visual Information Specialist
jessica.ladd@usda.gov

Data Sets (XLS files):

- Figure 3. Truck rates for selected southern Brazilian soybean export transportation routes, 2022-25
- Figure 4. Truck rates for selected north, south, and northeastern Brazilian soybean export transportation routes, 2022-25
- Figure 5. Brazilian soybean export truck transportation weighted average prices, 2022-25
- 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, 2025
- Table 4. Quarterly costs of transporting Brazilian soybeans from the southern ports to Hamburg, Germany, 2025
- Table 5. Quarterly costs of transporting Brazilian soybeans from the northern and northeastern ports to Shanghai, China, 2025
- Table 6. Quarterly costs of transporting Brazilian soybeans from the northern and northeastern ports to Hamburg, Germany, 2025
- Table 7. Quarterly truck rates for selected Brazilian soybean export transportation routes, 2025
- 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)

Subscription Information: Send relevant information to GTRContactUs@usda.gov for an electronic copy.

Related Websites:

- Soybean Transportation Guide
- Prior Articles: Brazil Soybean Transportation
- Related Articles: *Grain Transportation Report*: March 7, 2025 (PDF)

Preferred Citation:

Salin, Delmy. Brazil Soybean Transportation. June 2025. U.S. Department of Agriculture, Agricultural Marketing Service. Web. <http://dx.doi.org/10.9752/TS052.06-2025>

Photo Credit: USDA