

Brazil Soybean Transportation



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New Center-West Rail Brazilian Soybean Export Route

The Agricultural Marketing Service (AMS) and the [ESALQ-LOG Group](#) expanded the scope of the AMS quarterly Brazilian Soybean Transportation indicator reports by adding an intermodal, truck-rail, export route through the southern Port of Santos to Shanghai, China, and Hamburg, Germany (figures 1, 2, 4 and tables 1, 3, 7, and 9). Grain is transported by truck (382 miles) from Sorriso, North Mato Grosso (MT) to the Rondonópolis (MT) rail terminal from which it continues on to Santos by rail (1,019 miles).

Figure 1. Brazilian main export routes for soybeans



The indicator report includes 22 regions in 11 States, representing 80 percent of the total 2016 Brazilian soybean production (figures 1 and 3). The revamped Brazilian Soybean Transportation indicator report now includes 35 export routes through the Ports of Santos, Paranaguá, Rio Grande, Santarém, São Luís, and Barcarena to Shanghai, China, and Hamburg, Germany. Truck freight rates correspond to actual values negotiated between shippers and carriers, including tolls, but excluding insurance and taxes.

Source: USDA/AMS & Foreign Agricultural Service



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In Brazil there are no public/official rail tariff rates. Rail rates can be approximately 30 percent lower than truck rates, depending on volumes hauled and the terms of contracts signed between the railroad company and shippers ([ESALQ-LOG, 2018](#)). During 2017, the Rondonópolis (MT) rail terminal accounted for 13.54 million metric tons (mmt) of the grain hauled to Santos—8.21 mmt of corn and 5.33 mmt of soybean ([Agência Nacional de Transportes Terrestres \(ANTT\) 2018](#)).

The ocean freight rates from the “[Sistema de Informações de Fretes, SIFRECA, ESALQ – USP](#)” correspond to actual values negotiated between shippers and carriers, but do not include insurance and handling costs. These rates are averaged according to the weight of the shipped volume.

During the first quarter of 2018, lower export volumes and prices decreased soybean transportation export demand. Brazilian soybean exports declined 1.2 percent to 13.2 mmt, compared with 13.4 mmt exported in the first quarter 2017 ([Secretariat of Foreign Trade \(SECEX\), MDIC](#)).

Average soybean export prices decreased to \$384 per metric ton (mt) from \$398 the same time last year. The cost of shipping a metric ton of soybeans, 100 miles by truck, decreased by nearly 3 percent (on average) to \$8.94 per mt in 2018’s first quarter, from \$9.18 at the same time last year (table 8).

On average, ocean rates increased nearly 25 percent to Hamburg and about 65 percent to Shanghai ([Grain Transportation Report, April 19, 2018](#)) because of increased demand for aluminum, minor bulks, concentrates, and coal shipments (tables 1, 1a, 2, 2a, and 9). In Sorriso, North MT (the largest Brazilian soybean-producing State), transportation costs represented 29 percent of the total landed costs of shipping soybeans to Shanghai through Santos (tables 1).

In the first quarter of 2018, it cost \$7.43 more per metric ton to ship soybeans by truck than rail from Sorriso, North MT, to Shanghai, China, through the Port of Santos (tables 1). Sorriso is located 1,190 miles from the Port of Santos by truck and 1,401 miles by rail (table 7). For more information, contact Delmy L. Salin at delmy.salin@ams.usda.gov.



Brazil Soybean Transportation

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

	2017 1st qtr	2018 1st qtr	% Change	2017 1st qtr	2018 1st qtr	% Change
	North MT¹ - Santos² BY TRUCK —US\$/mt—			Northwest RS¹ - Rio Grande² —US\$/mt—		
Truck	93.28	93.44	0.2	33.20	31.51	-5.1
Ocean	18.50	32.50	75.7	18.00	*33.00	*83.3
Total transportation	111.78	125.94	12.7	51.20	*64.51	*26.0
Farm price ³	314.10	305.85	-2.6	347.99	334.43	-3.9
Landed cost	425.88	431.80	1.4	399.19	*398.94	*-0.1
Transport % of landed cost	26.2	29.2	11.1	12.8	*16.2	*26.1
	North MT¹ - Santos² BY RAIL —US\$/mt—			North MT¹ - Paranaguá² —US\$/mt—		
Truck	-	39.07	-	90.67	92.46	2.0
Rai ⁴ - Santos	-	46.94	-	-	-	-
Ocean	-	32.50	-	20.50	32.00	56.1
Total transportation	-	118.51	-	111.17	124.46	12.0
Farm price ³	-	305.85	-	314.10	305.85	-2.6
Landed cost	-	424.36	-	425.27	430.31	1.2
Transport % of landed cost	-	27.9	-	26.1	28.9	10.6

¹Producing regions: MT= Mato Grosso and RS = Rio Grande Do Sul

²Export ports

³Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

⁴Note: In Brazil there are no public/official rail tariff rates. Rail rates can be approximately 30 percent lower than truck rates, depending on volumes hauled and the terms of contracts signed between the railroad company and shippers (Source: ESALQ-LOG, 2018).

Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

*Corrected August 24, 2018. The figures have been changed to correct a data error.



Brazil Soybean Transportation

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

	2017 1st qtr	2018 1st qtr	% Change	2017 1st qtr	2018 1st qtr	% Change
	North MT¹ - Santarém² —US\$/mt—			South MA¹ - São Luís² —US\$/mt—		
Truck	53.28	61.09	14.7	38.56	36.57	-5.2
Ocean	24.00	38.50	60.4	23.50	37.00	57.4
Total transportation	77.28	99.59	28.9	62.06	73.57	18.6
Farm price ³	314.10	*305.85	*-2.6	356.01	*357.97	*0.5
Landed cost	391.38	*405.44	*3.6	418.07	*431.54	*3.2
Transport % of landed cost	19.7	*24.6	*24.4	14.8	*17.0	*14.9
	Southwest PI¹ - São Luís² —US\$/mt—					
Truck	45.6	*44.28	-2.9			
Ocean	23.5	37.0	57.4			
Total transportation	69.1	81.3	17.6			
Farm price ³	210.5	*321.69	*52.8			
Landed cost	279.6	*402.97	*44.1			
Transport % of landed cost	24.7	*20.2	*-18.4			

¹Producing regions: MT= Mato Grosso, PI = Piauí, MA = Maranhão

²Export ports

³Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

*Corrected August 24, 2018. The figures have been changed to correct a data error.

Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS



Brazil Soybean Transportation

Table 2. Quarterly costs of transporting Brazilian soybeans from the southern ports to Hamburg, Germany

	2017 1st qtr	2018 1st qtr	% Change	2017 1st qtr	2018 1st qtr	% Change
	North MT¹ - Santos² BY TRUCK —US\$/mt—			Northwest RS¹ - Rio Grande² —US\$/mt—		
Truck	93.28	93.44	0.2	33.20	*31.51	*-5.1
Ocean	21.00	27.00	28.6	22.00	*28.00	*27.3
Total transportation	114.28	120.44	5.4	55.20	*59.51	*7.8
Farm price ³	314.10	305.85	-2.6	347.99	*334.43	*-3.9
Landed cost	428.38	426.30	-0.5	403.19	*393.94	*-2.3
Transport % of landed cost	26.7	28.3	5.9	13.7	*15.1	*10.3
	North MT¹ - Santos² BY RAIL —US\$/mt—			North MT¹ - Paranaguá² —US\$/mt—		
Truck	-	39.07	-	90.67	92.46	2.0
Rail ⁴ - Santos	-	46.94	-	-	-	-
Ocean	-	27.00	-	22.00	28.00	27.3
Total transportation	-	113.01	-	112.67	120.46	6.9
Farm price ³	-	305.85	-	314.10	305.85	-2.6
Landed cost	-	418.86	-	426.77	426.31	-0.1
Transport % of landed cost	-	27.0	-	26.4	28.3	7.0

¹Producing regions: MT= Mato Grosso and RS = Rio Grande Do Sul

²Export ports

³Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

⁴Note: In Brazil there are no public/official rail tariff rates. Rail rates can be approximately 30 percent lower than truck rates, depending on volumes hauled and the terms of contracts signed between the railroad company and shippers (Source: ESALQ-LOG, 2018).

*Corrected August 24, 2018. The figures have been changed to correct a data error.

Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS



Brazil Soybean Transportation

Table 2a. Quarterly costs of transporting Brazilian soybeans from the northern and northeastern ports to Hamburg, Germany

	2017 1st qtr	2018 1st qtr	% Change	2017 1st qtr	2018 1st qtr	% Change
	North MT¹ - Santarém² —US\$/mt—			South MA¹ - São Luís² —US\$/mt—		
Truck	53.28	61.09	14.7	38.56	36.57	-5.2
Ocean	21.00	25.00	19.0	17.60	21.00	19.3
Total transportation	74.28	86.09	15.9	56.16	57.57	2.5
Farm price ³	314.10	*305.85	*-2.6	356.01	*357.97	*0.5
Landed cost	388.38	*391.94	*0.9	412.17	*415.54	*0.8
Transport % of landed cost	19.1	*22.0	*14.8	13.6	*13.9	*1.7
	Southwest PI¹ - São Luís² —US\$/mt—					
Truck	45.60	44.28	-2.9			
Ocean	17.60	21.00	19.3			
Total transportation	63.20	65.28	3.3			
Farm price ³	210.49	*321.69	*52.8			
Landed cost	273.69	*386.97	*41.4			
Transport % of landed cost	23.1	*16.9	*-26.9			

¹Producing regions: MT= Mato Grosso, PI = Piauí, MA = Maranhão

²Export ports

³Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

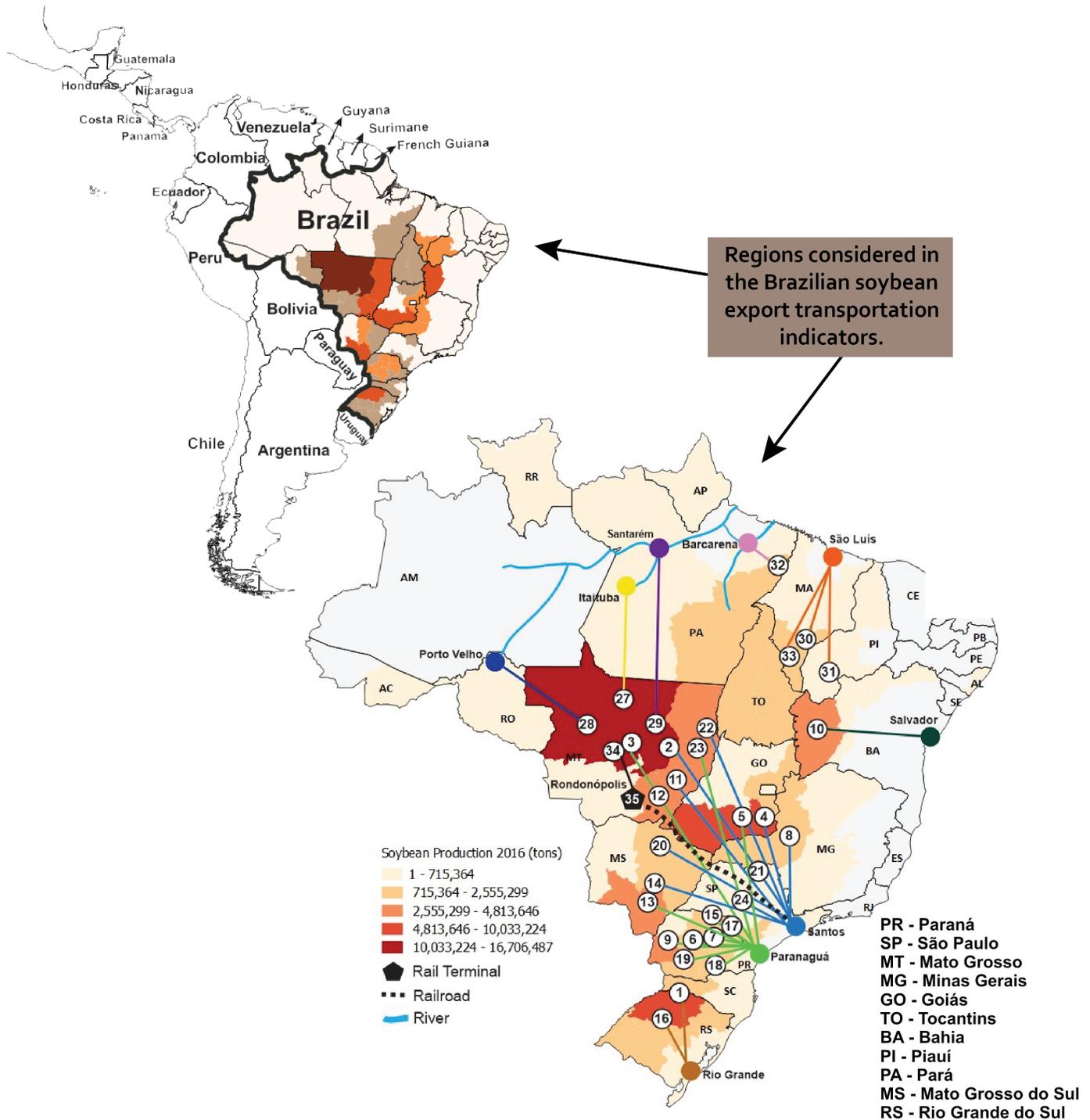
*Corrected August 24, 2018. The figures have been changed to correct a data error. Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS



Brazil Soybean Transportation

BRAZIL SOYBEAN TRANSPORTATION INDICATORS

Figure 2. Routes¹ and regions considered in the Brazilian soybean export transportation indicator²



¹Table defining routes by number is shown on page 12

²Regions comprised about 80 percent of Brazilian soybean production, 2016

Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS



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

	—2018—									
	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
	North MT¹ - Santos² BY TRUCK —US\$/mt—					North MT¹ - Paranaguá² —US\$/mt—				
Truck	93.44				93.44	92.46				92.46
Ocean	32.50				32.50	32.00				32.00
Total transportation	125.94				125.94	124.46				124.46
Farm price ³	305.85				305.85	305.85				305.85
Landed cost	431.80				431.80	430.31				430.31
Transport % of landed cost	29.2				29.2	28.9				28.9
	North MT¹ - Santos² BY RAIL —US\$/mt—					Northwest RS¹ - Rio Grande² —US\$/mt—				
Truck	39.07				39.07	31.51				31.51
Rail ⁴ - Santos	46.94				46.94	-				-
Ocean	32.50				32.50	*33.00				*33.00
Total transportation	118.51				118.51	*64.51				*64.51
Farm price ³	305.85				305.85	*334.43				*334.43
Landed cost	424.36				424.36	*398.94				*398.94
Transport % of landed cost	27.9				27.9	*16.2				*16.2

¹Producing regions: MT= Mato Grosso and RS = Rio Grande Do Sul

²Export ports

³Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

⁴Note: In Brazil there are no public/official rail tariff rates. Rail rates can be approximately 30 percent lower than truck rates, depending on volumes hauled and the terms of contracts signed between the railroad company and shippers (Source: ESALQ-LOG, 2018).

*Corrected August 24, 2018. The figures have been changed to correct a data error.

Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS



Brazil Soybean Transportation

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

	—2018—									
	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
	North MT¹ - Santos² BY TRUCK —US\$/mt—					North MT¹ - Paranaguá² —US\$/mt—				
Truck	93.44				93.44	92.46				92.46
Ocean	27.00				27.00	28.00				28.00
Total transportation	120.44				120.44	120.46				120.46
Farm price ³	305.85				305.85	305.85				305.85
Landed cost	426.30				426.30	426.31				426.31
Transport % of landed cost	28.3				28.3	28.3				28.3
	North MT¹ - Santos² BY RAIL —US\$/mt—					Northwest RS¹ - Rio Grande² —US\$/mt—				
Truck	39.07				39.07	31.51				31.51
Rai ⁴ - Santos	46.94				46.94	-				-
Ocean	27.00				27.00	28.00				28.00
Total transportation	113.01				113.01	59.51				59.51
Farm price ³	305.85				305.85	334.43				334.43
Landed cost	418.86				418.86	393.94				393.94
Transport % of landed cost	27.0				27.0	15.1				15.1

¹Producing regions: MT= Mato Grosso and RS = Rio Grande Do Sul

²Export ports

³Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

⁴Note: In Brazil there are no public/official rail tariff rates. Rail rates can be approximately 30 percent lower than truck rates, depending on volumes hauled and the terms of contracts signed between the railroad company and shippers (Source: ESALQ-LOG, 2018).

Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS



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

	—2018—									
	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
	North MT ¹ - Santarém ² —US\$/mt—					South MA ¹ - São Luís ² —US\$/mt—				
Truck	61.09				61.09	36.57				36.57
Ocean	38.50				38.50	37.00				37.00
Total transportation	99.59				99.59	73.57				73.57
Farm price ³	*305.85				*305.85	*357.97				*357.97
Landed cost	*405.44				*405.44	*431.54				*431.54
Transport % of landed cost	*24.6				*24.6	*17.0				*17.0
	Southwest PI ¹ - São Luís ² —US\$/mt—									
Truck	44.28				44.28					
Ocean	37.00				37.00					
Total transportation	81.28				81.28					
Farm price ³	*321.69				*321.69					
Landed cost	*402.97				*402.97					
Transport % of landed cost	*20.2				*20.2					

¹Producing regions: MT= Mato Grosso, PI = Piauí, MA = Maranhão

²Export ports

³Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

*Corrected August 24, 2018. The figures have been changed to correct a data error..

Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS



Brazil Soybean Transportation

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

	—2018—									
	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
	North MT ¹ - Santarém ² —US\$/mt—					South MA ¹ - São Luís ² —US\$/mt—				
Truck	61.09				61.09	36.57				36.57
Ocean	25.00				25.00	21.00				21.00
Total transportation	86.09				86.09	57.57				57.57
Farm price ³	*305.85				*305.85	*357.97				*357.97
Landed cost	*391.94				*391.94	*415.54				*415.54
Transport % of landed cost	*22.0				*22.0	*13.9				*13.9
	Southwest PI ¹ - São Luís ² —US\$/mt—									
Truck	44.28				44.28					
Ocean	21.00				21.00					
Total transportation	65.28				65.28					
Farm price ³	*321.69				*321.69					
Landed cost	*386.97				*386.97					
Transport % of landed cost	*16.9				*16.9					

¹Producing regions: MT= Mato Grosso, PI = Piauí, MA = Maranhão

²Export ports

³Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br

*Corrected August 24, 2018. The figures have been changed to correct a data error..

Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS



Brazil Soybean Transportation

Table 7. Truck rates for selected Brazilian soybean export transportation routes, 2018

Route #	Origin ¹ (reference city)	Destination	Distance (miles) ²	Share (%) ³	Freight Price (US\$)				
					1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
					— (per 100 miles) ⁴ —				
1	Northwest RS ⁵ (Cruz Alta)	Rio Grande	288	13.0	10.94				
2	North MT (Sorriso)	Santos	1,190	3.1	7.85				
3	North MT (Sorriso)	Paranaguá	1,262	2.9	7.33				
4	South GO (Rio Verde)	Santos	587	5.5	7.70				
5	South GO (Rio Verde)	Paranaguá	726	4.5	7.73				
6	North Central PR (Londrina)	Paranaguá	268	3.0	11.06				
7	Western Central PR (Mamborê)	Paranaguá	311	2.8	10.20				
8	Triangle MG (Uberaba)	Santos	339	3.3	10.43				
9	West PR (Assis Chateaubriand)	Paranaguá	377	2.8	9.19				
10	West Extreme BA (São Desidério)	Salvador	535	4.2	8.17				
11	Southeast MT (Primavera do Leste)	Santos	901	2.7	7.21				
12	Southeast MT (Primavera do Leste)	Paranaguá	975	2.5	6.85				
13	Southwest MS (Maracaju)	Paranaguá	612	3.2	8.11				
14	Southwest MS (Maracaju)	Santos	652	3.0	7.98				
15	West PR (Assis Chateaubriand)	Santos	550	1.9	8.15				
16	East GO (Cristalina)	Santos	585	2.0	8.82				
17	North PR (Cornélio Procópio)	Paranaguá	306	1.9	8.98				
18	Eastern Central PR (Castro)	Paranaguá	130	2.3	15.03				
19	South Central PR (Guarapuava)	Paranaguá	204	2.6	13.26				
20	North Central MS (São Gabriel do Oeste)	Santos	720	2.1	6.97				
21	Ribeirão Preto SP (Guairá)	Santos	314	0.0	8.79				
22	Northeast MT (Canarana)	Santos	950	3.2	7.67				
23	East MS (Chapadão do Sul)	Santos	607	0.0	7.07				
24	Northeast MT (Canarana)	Paranaguá	1,075	2.8	7.32				

¹Although each origin region comprises several cities, the main city is considered as a reference to establish the freight price; na = not available

²Distance from the main city of the considered region to the mentioned ports

³Share is measured as a percentage of total production

⁴US\$ per metric ton (average monthly exchange rate from “Banco Central do Brasil” was used to convert Brazilian reais to the U.S. dollar)

⁵RS=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, TO=Tocantins

⁶Note: In Brazil there are no public/official rail tariff rates. Rail rates can be approximately 30 percent lower than truck rates, depending on volumes hauled and the terms of contracts signed between the railroad company and shippers (Source: ESALQ-LOG, 2018).

Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS



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Table 7. Truck rates for selected Brazilian soybean export transportation routes, 2018

Route #	Origin ¹ (reference city)	Destination	Distance (miles) ²	Share (%) ³	Freight Price (US\$)				
					1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
					— (per 100 miles) ⁴ —				
25	Western Central RS (Tupanciretã)	Rio Grande	273	2.7	9.68				
26	Southwest PR(Chopinzinho)	Paranaguá	291	2.1	12.93				
27	North MT (Sorriso)	Itaituba	672	5.5	8.81				
28	North MT (Sorriso)	Porto Velho	632	5.8	7.23				
29	North MT (Sorriso)	Santarém	876	4.2	6.97				
30	South MA (Balsas)	São Luís	482	1.1	7.59				
31	Southwest PI (Bom Jesus)	São Luís	606	0.8	7.31				
32	Southeast PA (Paragominas)	Barcarena	249	1.4	10.17				
33	East TO (Campos Lindos)	São Luís	842	1.2	6.81				
34	North MT(Sorriso)	Rondonópolis (Rail terminal)	382		10.23				
35	Rondonópolis MT (Rail terminal) ⁶	Santos	1,019		4.61				
	Average		587	100.0	8.94				

¹Although each origin region comprises several cities, the main city is considered as a reference to establish the freight price; na = not available

²Distance from the main city of the considered region to the mentioned ports

³Share is measured as a percentage of total production

⁴US\$ per metric ton (average monthly exchange rate from “Banco Central do Brasil” was used to convert Brazilian reais to the U.S. dollar)

⁵RS=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, TO=Tocantins

⁶Note: In Brazil there are no public/official rail tariff rates. Rail rates can be approximately 30 percent lower than truck rates, depending on volumes hauled and the terms of contracts signed between the railroad company and shippers (Source: ESALQ-LOG, 2018).

Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS



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Table 8. Monthly Brazilian soybean export truck transportation cost index

Month	Freight price* (per 100 miles)	Index variation (%) (Base: prior month)	Index value (Base: Jan. 05 = 100)	Month	Freight price* (per 100 miles)	Index variation (%) (Base: prior month)	Index value (Base: Jan. 05 = 100)
Apr-10	10.91	1.3	188.10	Apr-14	11.35	-2.2	195.65
May-10	10.80	-1.1	186.10	May-14	10.90	-4.0	187.89
Jun-10	10.61	15.7	182.95	Jun-14	10.34	-5.1	178.24
Jul-10	10.86	2.3	187.14	Jul-14	10.16	-1.7	175.21
Aug-10	11.21	3.3	193.23	Aug-14	10.10	-0.6	174.08
Sep-10	11.46	2.2	197.57	Sep-14	9.66	-4.3	166.54
Oct-10	11.51	0.4	198.41	Oct-14	8.77	-9.3	151.13
Nov-10	10.86	-5.6	187.20	Nov-14	8.36	-4.6	144.16
Dec-10	10.72	-1.3	184.79	Dec-14	7.96	-4.9	137.15
Jan-11	10.84	1.1	186.89	Jan-15	8.01	0.7	138.15
Feb-11	11.21	3.4	193.30	Feb-15	8.02	0.1	138.29
Mar-11	12.07	7.6	208.04	Mar-15	8.32	3.7	143.44
Apr-11	13.30	10.2	229.22	Apr-15	9.00	8.2	155.13
May-11	12.01	-9.7	207.04	May-15	8.39	-6.8	144.58
Jun-11	12.25	2.0	211.20	Jun-15	8.01	-4.5	138.12
Jul-11	12.72	3.9	219.34	Jul-15	7.56	-5.7	130.25
Aug-11	12.64	-0.7	217.84	Aug-15	7.38	-2.4	127.15
Sep-11	11.43	-9.6	196.95	Sep-15	6.60	-10.5	113.78
Oct-11	11.09	-3.0	191.10	Oct-15	6.70	1.5	115.43
Nov-11	10.70	-3.4	184.52	Nov-15	7.08	5.8	122.08
Dec-11	10.04	-6.2	173.00	Dec-15	6.76	-4.5	116.56
Jan-12	10.20	1.7	175.90	Jan-16	6.42	-5.1	110.63
Feb-12	10.76	5.4	185.45	Feb-16	6.73	4.8	115.98
Mar-12	10.55	-2.0	181.82	Mar-16	7.79	15.8	134.33
Apr-12	10.45	-1.0	180.06	Apr-16	8.30	6.5	143.05
May-12	9.64	-7.7	166.20	May-16	7.28	-12.3	125.43
Jun-12	9.37	-2.9	161.44	Jun-16	7.16	-1.5	123.51
Jul-12	9.76	4.2	168.16	Jul-16	7.46	4.2	128.64
Aug-12	10.17	4.3	175.33	Aug-16	7.33	-1.7	126.41
Sep-12	10.30	1.3	177.54	Sep-16	6.35	-13.3	109.53
Oct-12	10.13	-1.6	174.66	Oct-16	5.88	-7.5	101.35
Nov-12	9.84	-2.8	169.69	Nov-16	5.00	-14.9	86.21
Dec-12	9.73	-1.1	167.74	Dec-16	5.47	9.4	94.32
Jan-13	10.11	3.9	174.31	Jan-17	7.32	33.8	126.20
Feb-13	10.79	6.7	185.96	Feb-17	9.85	34.6	169.85
Mar-13	11.14	3.3	192.04	Mar-17	10.38	5.3	178.90
Apr-13	10.95	-1.7	188.71	Apr-17	9.52	-8.3	164.05
May-13	10.40	-5.0	179.31	May-17	8.75	-8.0	150.90
Jun-13	9.49	-8.8	163.61	Jun-17	8.18	-6.5	141.04
Jul-13	9.65	1.7	166.41	Jul-17	8.74	6.8	150.66
Aug-13	9.80	1.5	168.95	Aug-17	9.85	12.7	169.76
Sep-13	10.21	4.2	176.02	Sep-17	8.97	-9.0	154.55
Oct-13	10.17	-0.4	175.28	Oct-17	8.64	-3.6	148.93
Nov-13	9.29	-8.6	160.18	Nov-17	8.36	-3.2	144.11
Dec-13	8.91	-4.1	153.63	Dec-17	7.23	-13.5	124.63
Jan-14	8.86	-0.6	152.73	Jan-18	7.59	5.0	130.90
Feb-14	10.34	16.7	178.24	Feb-18	8.65	13.9	149.04
Mar-14	11.61	12.3	200.13	Mar-18	10.59	22.5	182.61

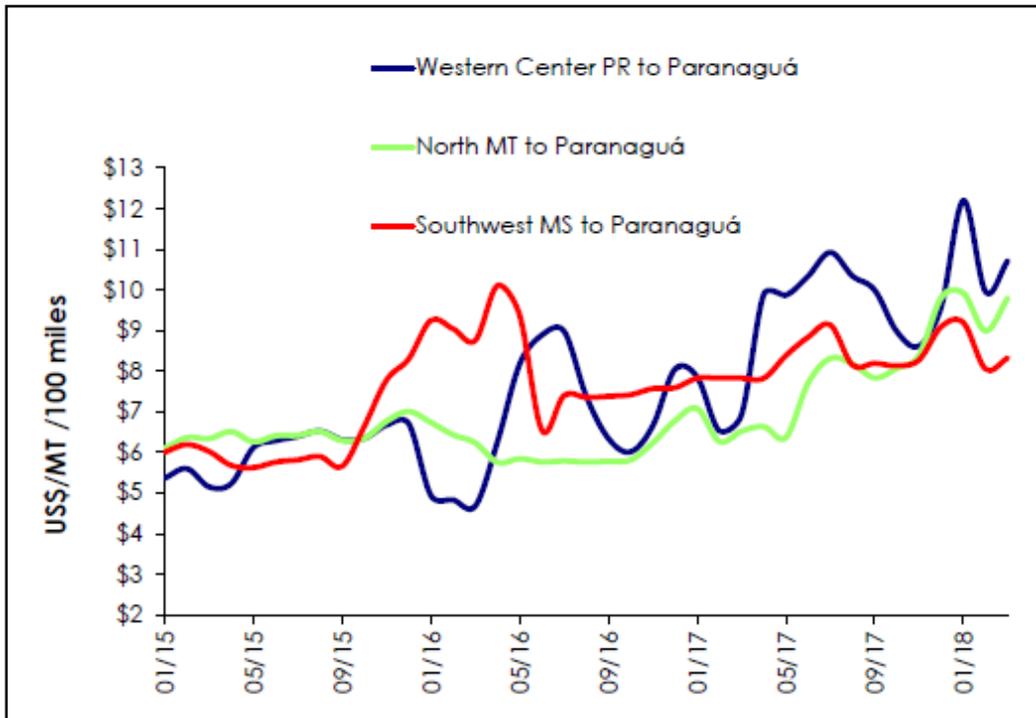
*Weighted average and quoted in US\$ per metric ton

Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS



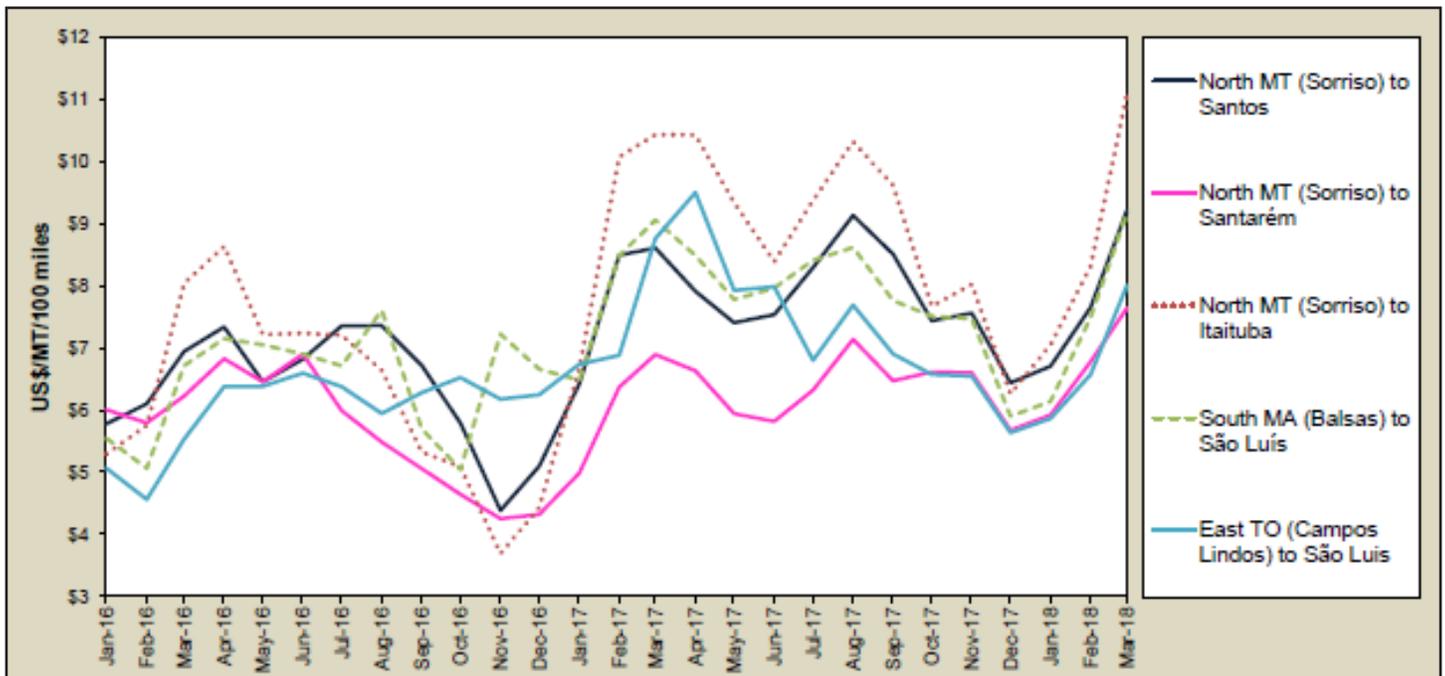
Brazil Soybean Transportation

Figure 3. Truck rates for selected southern Brazilian soybean export transportation route



Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

Figure 4. Truck rates for selected north, south, and northeastern Brazilian soybean export transportation route

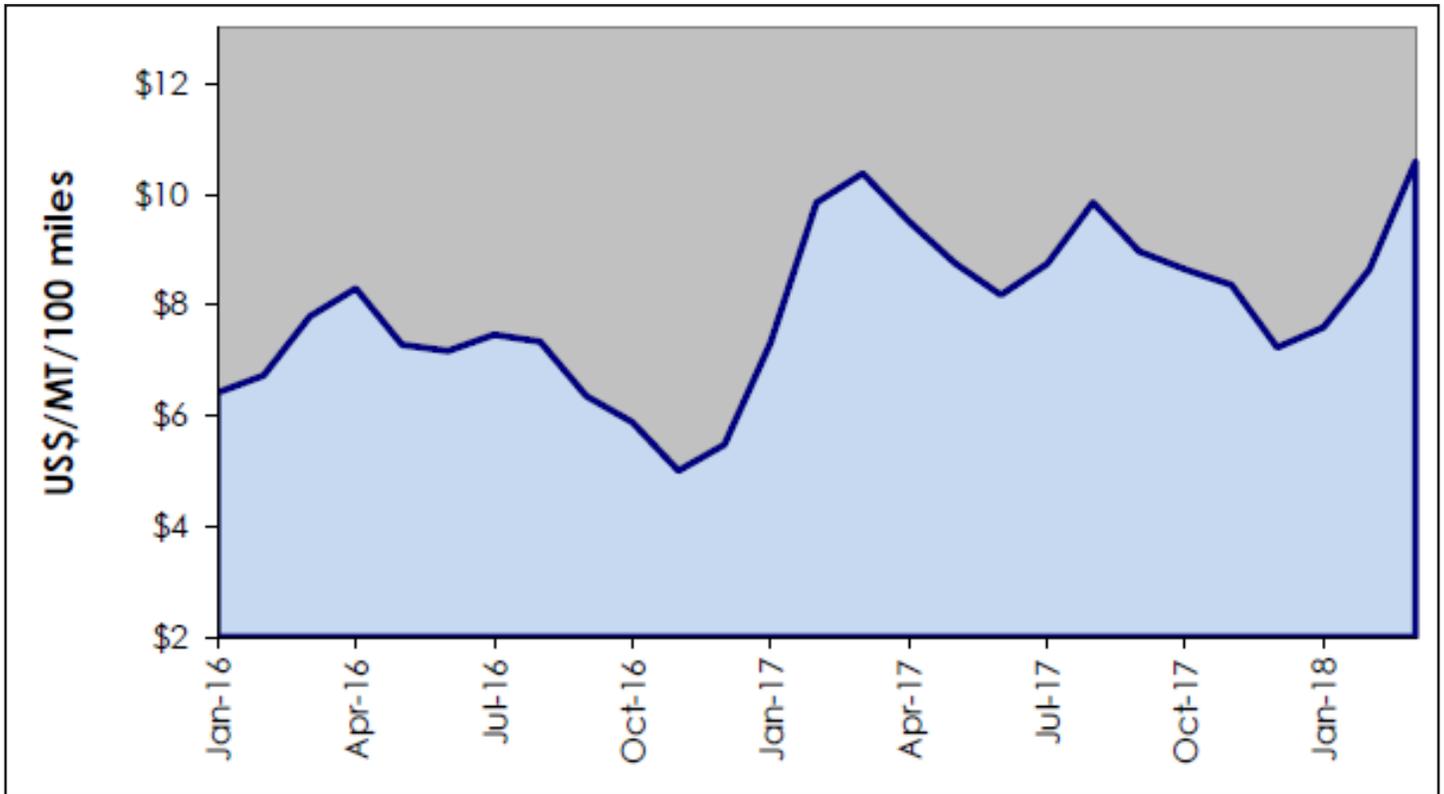


Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS



Brazil Soybean Transportation

Figure 5. Brazilian soybean export truck transportation weighted average prices, 2016/18



Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS



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 2011	2nd qtr 2011	3rd qtr 2011	4th qtr 2011
Santos	Germany (Hamburg)	34.96	35.00	36.65	32.00
Paranagua	Germany (Hamburg)	33.86	36.00	37.29	32.63
Rio Grande	Germany (Hamburg)	35.43	36.00	37.81	35.22
Santos	China (Shanghai)	50.00	50.05	52.31	49.65
Paranagua	China (Shanghai)	56.25	57.62	59.61	55.80
Rio Grande	China (Shanghai)	50.50	50.60	53.02	50.26
Port	Destination	1st qtr 2012	2nd qtr 2012	3rd qtr 2012	4th qtr 2012
Santos	Germany (Hamburg)	32.00	35.00	32.00	28.00
Paranagua	Germany (Hamburg)	31.58	35.00	34.30	34.30
Rio Grande	Germany (Hamburg)	32.08	36.50	32.00	32.00
Santos	China (Shanghai)	46.62	51.35	50.42	50.42
Paranagua	China (Shanghai)	52.32	57.63	55.42	55.42
Rio Grande	China (Shanghai)	47.92	52.78	49.02	49.02
Port	Destination	1st qtr 2013	2nd qtr 2013	3rd qtr 2013	4th qtr 2013
Santos	Germany (Hamburg)	30.00	29.00	29.00	30.00
Paranagua	Germany (Hamburg)	30.00	29.00	29.00	30.00
Rio Grande	Germany (Hamburg)	30.00	29.00	29.00	30.00
Santos	China (Shanghai)	52.34	34.50	34.50	42.50
Paranagua	China (Shanghai)	56.03	36.75	36.75	46.00
Rio Grande	China (Shanghai)	51.34	35.25	35.25	44.25
Port	Destination	1st qtr 2014	2nd qtr 2014	3rd qtr 2014	4th qtr 2014
Santos	Germany (Hamburg)	31.00	30.00	26.00	24.00
Paranagua	Germany (Hamburg)	31.00	30.00	28.00	26.00
Rio Grande	Germany (Hamburg)	31.00	30.00	24.50	22.50
Santos	China (Shanghai)	44.83	38.07	34.00	30.50
Paranagua	China (Shanghai)	47.22	41.13	36.00	32.50
Rio Grande	China (Shanghai)	44.83	38.75	32.50	30.50
Port	Destination	1st qtr 2015	2nd qtr 2015	3rd qtr 2015	4th qtr 2015
Santos	Germany (Hamburg)	22.00	21.00	19.00	17.00
Paranaguá	Germany (Hamburg)	22.00	21.00	19.00	17.00
Rio Grande	Germany (Hamburg)	22.00	21.00	19.00	17.00
Santarém	Germany (Hamburg)	20.00	14.50	13.50	20.00
São Luís	Germany (Hamburg)	20.00	18.25	16.38	20.50
Barcarena	Germany (Hamburg)	20.00	16.00	15.20	21.00
Santos	China (Shanghai)	29.50	22.50	23.25	20.00
Paranagua	China (Shanghai)	31.50	23.50	24.18	20.50
Rio Grande	China (Shanghai)	29.50	25.00	25.75	21.00
Santarém	China (Shanghai)	32.00	25.00	25.75	23.50
São Luís	China (Shanghai)	32.00	25.00	25.75	23.50
Barcarena	China (Shanghai)	32.00	25.00	25.75	23.50

*Correspond to the average actual values negotiated between shippers and carriers and weighted according to the magnitude of the shipped volume

Source: Sistema de Informações de Fretes, SIFRECA, ESALQ/USP (University of São Paulo, Brazil)

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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 2016	2nd qtr 2016	3rd qtr 2016	4th qtr 2016
Santos	Germany (Hamburg)	16.00	17.00	16.50	23.00
Paranaguá	Germany (Hamburg)	16.00	17.00	16.50	24.00
Rio Grande	Germany (Hamburg)	16.00	17.00	16.50	23.00
Santarém	Germany (Hamburg)	11.03	14.13	15.00	19.80
São Luís	Germany (Hamburg)	8.25	11.00	11.80	15.80
Barcarena	Germany (Hamburg)	9.60	12.45	13.20	17.35
Santos	China (Shanghai)	17.50	16.50	12.50	20.00
Paranagua	China (Shanghai)	18.00	18.50	14.50	21.50
Rio Grande	China (Shanghai)	18.50	17.00	13.00	20.50
Santarém	China (Shanghai)	22.00	21.00	19.40	23.75
São Luís	China (Shanghai)	20.00	18.40	17.50	22.00
Barcarena	China (Shanghai)	22.50	21.50	20.00	23.75
Port	Destination	1st qtr 2017	2nd qtr 2017	3rd qtr 2017	4th qtr 2017
Santos	Germany (Hamburg)	21.00	24.00	26.00	27.00
Paranaguá	Germany (Hamburg)	22.00	25.00	27.00	28.00
Rio Grande	Germany (Hamburg)	22.00	25.00	27.00	28.00
Santarém	Germany (Hamburg)	21.00	23.60	25.00	26.00
São Luís	Germany (Hamburg)	17.60	20.00	21.20	22.00
Barcarena	Germany (Hamburg)	18.00	20.60	21.80	22.70
Santos	China (Shanghai)	18.50	29.00	30.00	30.00
Paranagua	China (Shanghai)	20.50	30.50	31.00	31.50
Rio Grande	China (Shanghai)	18.00	29.50	31.00	30.70
Santarém	China (Shanghai)	24.00	33.50	31.00	34.50
São Luís	China (Shanghai)	23.50	30.25	31.00	33.50
Barcarena	China (Shanghai)	24.00	33.50	31.00	34.50
Port	Destination	1st qtr 2018	2nd qtr 2018	3rd qtr 2018	4th qtr 2018
Santos	Germany (Hamburg)	27.00			
Paranaguá	Germany (Hamburg)	28.00			
Rio Grande	Germany (Hamburg)	28.00			
Santarém	Germany (Hamburg)	25.00			
São Luís	Germany (Hamburg)	21.00			
Barcarena	Germany (Hamburg)	23.00			
Santos	China (Shanghai)	32.50			
Paranagua	China (Shanghai)	32.00			
Rio Grande	China (Shanghai)	33.00			
Santarém	China (Shanghai)	38.50			
São Luís	China (Shanghai)	37.00			
Barcarena	China (Shanghai)	37.50			

*Correspond to the average actual values negotiated between shippers and carriers and weighted according to the magnitude of the shipped volume

Source: Sistema de Informações de Fretes, SIFRECA, ESALQ/USP (University of São Paulo, Brazil)



Brazil Soybean Transportation

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Data Sets (XLS files):

- [Table 1. Quarterly costs of transporting Brazilian soybeans from the southern ports to Shanghai, China](#)
- [Table 1a. Quarterly costs of transporting Brazilian soybeans from the northern and northeastern ports to Shanghai, China](#)
- [Table 2. Quarterly costs of transporting Brazilian soybeans from the southern ports to Hamburg, Germany](#)
- [Table 2a. 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](#)
- [Table 4. Quarterly costs of transporting Brazilian soybeans from the southern ports to Hamburg, Germany](#)
- [Table 5. Quarterly costs of transporting Brazilian soybeans from the northern and northeastern ports to Shanghai, China](#)
- [Table 6. Quarterly costs of transporting Brazilian soybeans from the northern and northeastern ports to Hamburg, Germany](#)
- [Table 7. Truck rates for selected Brazilian soybean export transportation routes, 2018](#)
- [Table 8. Monthly Brazilian soybean export truck transportation cost index](#)
- [Figure 3. Truck rates for selected southern Brazilian soybean export transportation route](#)
- [Figure 4. Truck rates for selected north, south, and northeastern Brazilian soybean export transportation route](#)
- [Figure 5. Brazilian soybean export truck transportation weighted average prices, 2016/18](#)
- [Table 9. Quarterly ocean freight rates for shipping soybeans from selected Brazilian ports to Germany and China \(US\\$/metric ton\)](#)

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