

Brazil Soybean Transportation

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



Mid-Year 2026
Published September 2026

Record harvests and exports drove up transportation costs. From the first half (January to June) of 2025 to the first half of 2026 (year to year), Brazilian soybean exports increased 7 percent, from 64.9 million metric tons (mmt) to 69.6 mmt (figs. [1a](#) and [1b](#)) ([Comex Stat](#), [MDIC](#)).¹ Because record soybean production overlapped with the first and second corn harvests, the resulting rise in transportation demand raised freight rates in the main export corridors.

Nonetheless, in 2026, Brazil's expanded export capacity facilitated the shipment of 58 percent of soybeans (40.2 mmt) through the southern ports and nearly 42 percent (29 mmt) via the north and northeastern ports ([fig 1a](#)).² The largest volume of soybean exports of all the ports were shipped through the Port of Santos, followed by Barcarena, Paranaguá, São Luís, Manaus, São Francisco do Sul, Santarém, and Rio Grande.

After peaking in April/May, Brazilian soybean exports typically decline in June as the corn export season begins, but exports continue year-round. In 2026, rising transportation costs and farm gate price led to higher total landed costs for transporting Brazilian soybeans from the southern and northern ports to Shanghai, China, and Hamburg, Germany.³

Inland and ocean freight rates. Year to year, the cost of shipping a metric ton (mt) of soybeans 100 miles by truck rose 22 percent, from \$7.66 per mt to \$9.31 per mt ([table 8](#)). After rising in March as the flow of exports accelerates, soybean truck freight rates typically begin declining in June. However, in 2026, truck rates, which had been high since January, continued rising until May. The prolonged rise in freight rates coincided with a rebound in exports starting in January 2026 compared to January 2025 ([table 8](#)).

From the first half (January to June) of 2025 to first half 2026 (year to year), Brazilian ocean rates for exporting soybeans from the southern and northern ports were up 31-34 percent to Shanghai, China, and up 33-34 percent to Hamburg, Germany (tables [1a](#), [1b](#), [2a](#), [2b](#) and [9](#)). Overall, the year-to-year rise in freight rates owed to the combined factors of a record harvest, increased export demand, continued enforcement of Brazil's minimum freight policy, restrictive truck availability, and congestion in the main export corridors ([ANTT](#), [Provisional Measure No. 1,343/2026](#), [CONAB](#), and [SIFRECA](#)).⁴

Farm gate prices and appreciation of Brazilian real. Year to year, average Brazilian soybean export prices increased 8 percent, from \$390 per mt to \$423 per mt. Measured in U.S. dollars, Brazil's average soybean farm gate prices increased 7 percent, from \$340.03/mt to \$364.07/mt. In reais, farm gate prices decreased 6 percent, from R\$1,993.56/mt to R\$1,875.40/mt ([CONAB](#)).⁵ Over the same period, the Brazilian real (R\$) appreciated 10 percent against the U.S. dollar, from R\$5.76 per U.S. dollar in 2025 to R\$5.15 in 2026 (year to year) ([Brazil Central Bank](#)).

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

2 "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.

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

4 The minimum freight rate policy was implemented in June 2018, by the former President Michel Temer's Administration, as a concession to the trucking industry to end an 11-day nationwide strike in May 2018 ([Soybean Transportation Guide: Brazil 2024](#)).

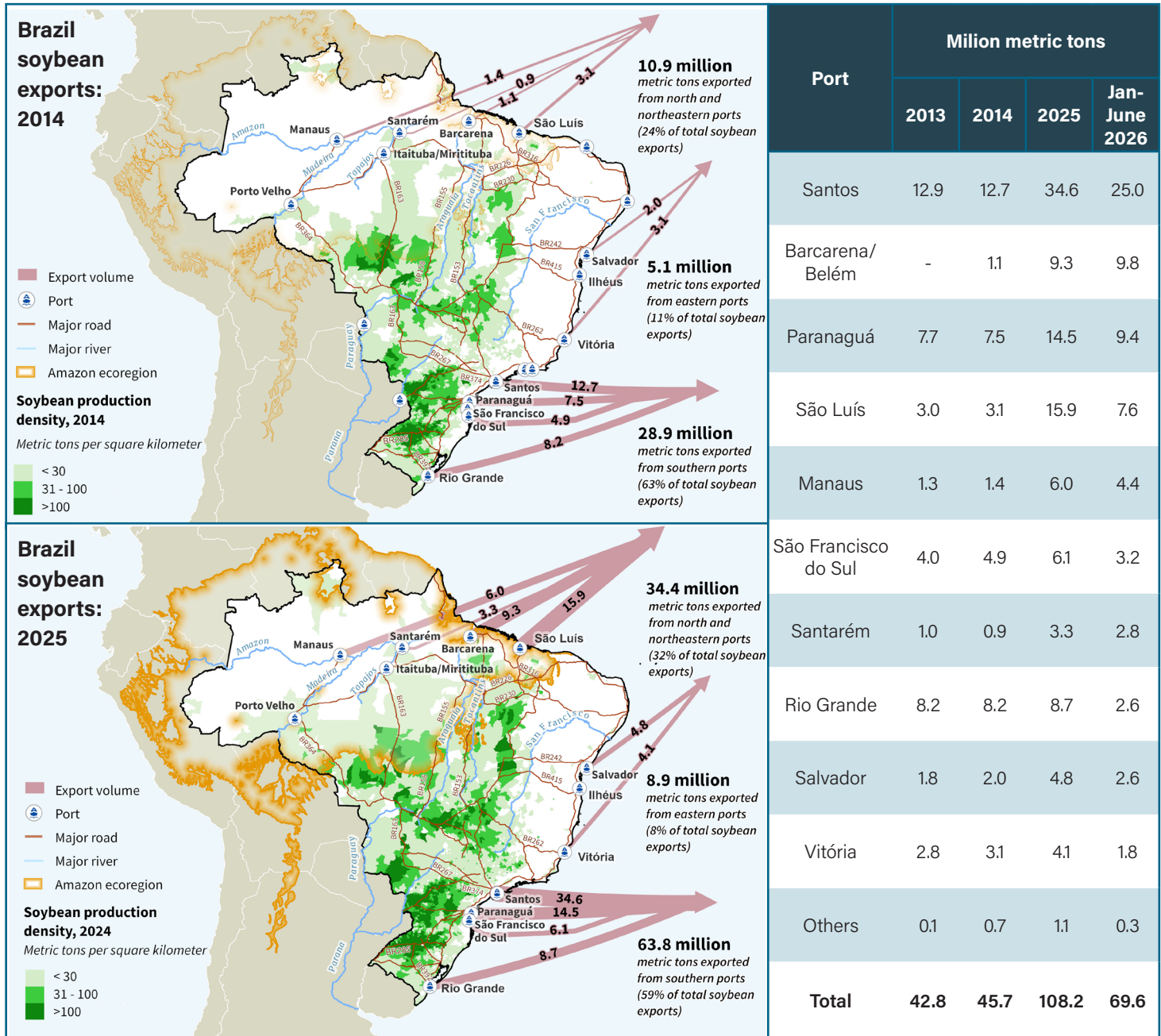
5 Soybeans are priced in U.S. dollars, but farmers are paid in reais.



Brazil Soybean Transportation

Brazilian port shares of soybean exports to China. From January to June 2026, Brazil exported 48.3 mmt of soybeans to China, valued at \$20.2 billion. Roughly the same as 2025's mid-year total exports to China (48.4 mmt), 2026 exports to China accounted for 69 percent of Brazil's total soybean exports (69.6 mmt). The next highest volume of Brazil's soybean exports (in declining order) went to Spain, Turkey, Thailand, and the Netherlands. The Port of Santos was the largest Brazilian export gateway to China, followed by Paranaguá, São Luís, Barcarena, Rio Grande, São Francisco do Sul, Salvador, and Vitória. These eight ports accounted for nearly 99 percent of Brazilian soybean exports to China.

Figure 1a. Expansion of Brazilian export capacity by port, January 2013-June 2026



Note: A hyphen in an otherwise empty cell denotes that the data are not available. The table totals for 2013, 2014, and 2025 differ from the map totals, because the table totals include an "other ports" category (not included in the map).

Amazon ecoregion provided by World Wildlife Fund.

Soybean production density provided by Brazilian Institute of Geography and Statistics—Produção Agrícola Municipal.

Map source: USDA/Agricultural Marketing Service and USDA/Foreign Agricultural Service.

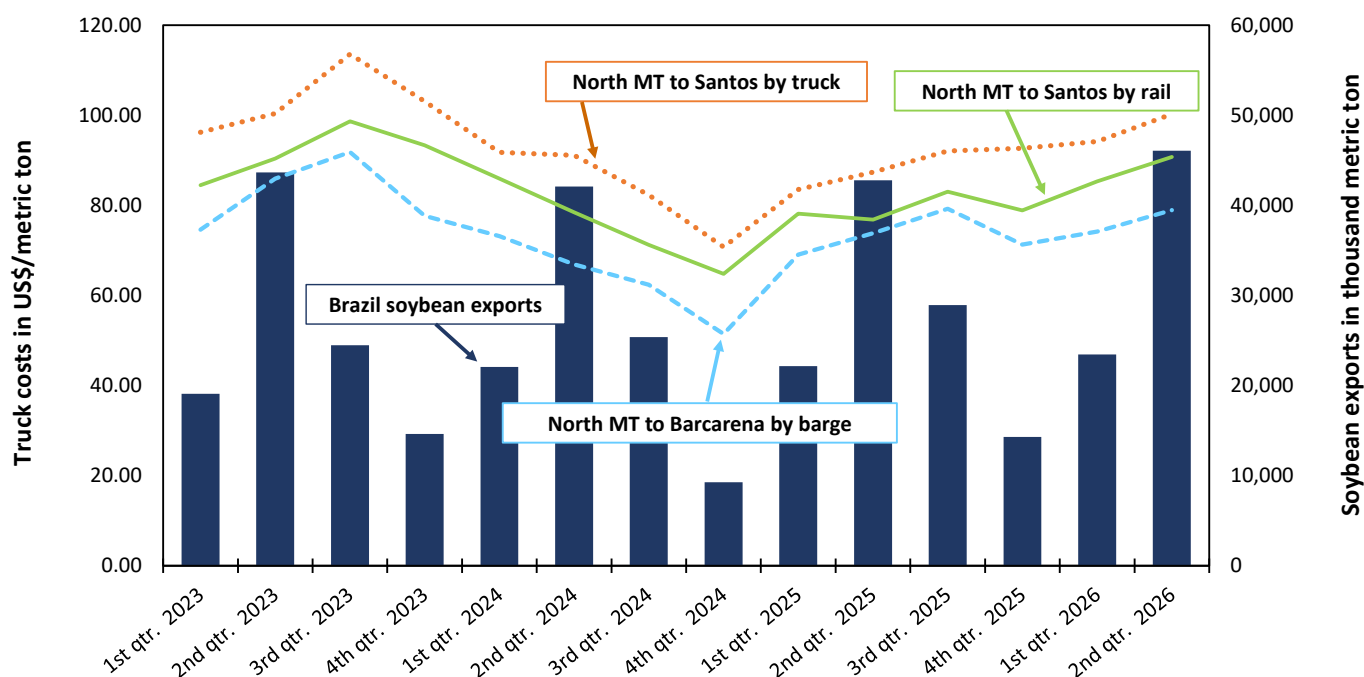
Data table source: Comex Stat, Ministério da Indústria, Comércio Exterior e Serviços (MDIC).



Brazil Soybean Transportation

From January to June 2026, 68 percent of Brazil’s soybean exports to China originated from the southern ports of Santos, Rio Grande, Paranaguá, and São Francisco do Sul; 21 percent, from the northeastern ports of São Luís, Salvador, and Vitória; 10 percent, from the port of Barcarena in the north; and less than 2 percent from Manaus and Santarém on the Amazon River. For more information, contact Delmy L. Salin at delmy.salin@usda.gov.

Figure 1b. Quarterly Brazilian soybean exports and inland transportation costs for selected routes, 2023-2026



Note: MT = Mato Grosso (Sorriso)

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



Brazil Soybean Transportation

**Table 1a. Costs of transporting Brazilian soybeans
from the southern ports to Shanghai, China, January-June 2025-26**

Item	North MT - Santos by truck			Northwest RS - Rio Grande		
	—US\$/mt—		% Change	—US\$/mt—		% Change
	Jan-Jun 2025	Jan-Jun 2026	2025-26	Jan-Jun 2025	Jan-Jun 2026	2025-26
Truck	85.44	97.22	13.8	28.38	34.75	22.4
Ocean	36.50	49.00	34.2	37.00	49.50	33.8
Total transportation	121.94	146.22	19.9	65.38	84.25	28.9
Farm gate price	321.44	340.08	5.8	363.20	379.80	4.6
Landed cost	443.39	486.30	9.7	428.59	464.05	8.3
Transport % of landed cost	27.5	30.0	9.2	15.3	18.1	18.8

Item	North MT - Santos by rail			North MT - Paranaguá		
	—US\$/mt—		% Change	—US\$/mt—		% Change
	Jan-Jun 2025	Jan-Jun 2026	2025-26	Jan-Jun 2025	Jan-Jun 2026	2025-26
Truck	29.78	37.90	27.3	84.08	97.07	15.5
Rail	47.74	50.14	5.0	-	-	-
Ocean	36.50	49.00	34.2	38.00	50.50	32.9
Total transportation	114.02	137.04	20.2	122.08	147.57	20.9
Farm gate price	321.44	340.08	5.8	321.44	340.08	5.8
Landed cost	435.47	477.11	9.6	443.52	487.65	10.0
Transport % of landed cost	26.2	28.7	9.5	27.5	30.2	9.8

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, January-June 2025-26**

Item	North MT - Santarém			South MA - São Luís		
	—US\$/mt—		% Change	—US\$/mt—		% Change
	Jan-Jun 2025	Jan-Jun 2026	2025-26	Jan-Jun 2025	Jan-Jun 2026	2025-26
Truck	55.32	68.08	23.1	34.99	42.18	20.5
Ocean	39.50	52.23	32.2	40.08	52.65	31.4
Total transportation	94.82	120.31	26.9	75.07	94.83	26.3
Farm gate price	321.44	340.08	5.8	338.35	357.81	5.8
Landed cost	416.26	460.39	10.6	413.41	452.64	9.5
Transport % of landed cost	22.8	26.1	14.6	18.2	20.9	15.2

Item	Southwest PI - São Luís			North MT - Barcarena		
	—US\$/mt—		% Change	—US\$/mt—		% Change
	Jan-Jun 2025	Jan-Jun 2026	2025-26	Jan-Jun 2025	Jan-Jun 2026	2025-26
Truck	39.80	50.34	26.5	47.86	52.99	10.7
Barge	-	-	-	23.58	23.57	0.0
Ocean	40.08	52.65	31.4	40.25	52.75	31.1
Total transportation	79.88	102.99	28.9	111.69	129.31	15.8
Farm gate price	337.53	369.68	9.5	321.44	340.08	5.8
Landed cost	417.41	472.67	13.2	433.14	469.39	8.4
Transport % of landed cost	19.1	21.8	13.7	25.8	27.5	6.7

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 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, January-June 2025-26

Item	North MT - Santos by truck			Northwest RS - Rio Grande		
	—US\$/mt—		% Change	—US\$/mt—		% Change
	Jan-Jun 2025	Jan-Jun 2026	2025-26	Jan-Jun 2025	Jan-Jun 2026	2025-26
Truck	85.44	97.22	13.8	28.38	34.75	22.4
Ocean	34.33	45.85	33.6	35.05	46.75	33.4
Total transportation	119.77	143.07	19.5	63.43	81.50	28.5
Farm gate price	321.44	340.08	5.8	363.20	379.80	4.6
Landed cost	441.21	483.15	9.5	426.64	461.30	8.1
Transport % of landed cost	27.1	29.6	9.0	14.9	17.6	18.6

Item	North MT - Santos by rail			North MT - Paranaguá		
	—US\$/mt—		% Change	—US\$/mt—		% Change
	Jan-Jun 2025	Jan-Jun 2026	2025-26	Jan-Jun 2025	Jan-Jun 2026	2025-26
Truck	29.78	37.90	27.3	84.08	97.07	15.5
Barge	47.74	50.14	5.0	-	-	-
Ocean	34.33	45.85	33.6	34.05	45.50	33.6
Total transportation	111.85	133.89	19.7	118.13	142.57	20.7
Farm gate price	321.44	340.08	5.8	321.44	340.08	5.8
Landed cost	433.29	473.96	9.4	439.57	482.65	9.8
Transport % of landed cost	25.8	28.2	9.3	26.9	29.5	9.8

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, January-June 2025-26

Item	North MT - Santarém			South MA - São Luís		
	—US\$/mt—		% Change	—US\$/mt—		% Change
	Jan-Jun 2025	Jan-Jun 2026	2025-26	Jan-Jun 2025	Jan-Jun 2026	2025-26
Truck	55.32	68.08	23.1	34.99	42.18	20.5
Ocean	31.70	42.35	33.6	36.60	48.85	33.5
Total transportation	87.02	110.43	26.9	71.59	91.03	27.1
Farm gate price	321.44	340.08	5.8	338.35	357.81	5.8
Landed cost	408.46	450.51	10.3	409.94	448.84	9.5
Transport % of landed cost	21.3	24.5	14.9	17.5	20.2	15.9

Item	Southwest PI - São Luís			North MT - Barcarena		
	—US\$/mt—		% Change	—US\$/mt—		% Change
	Jan-Jun 2025	Jan-Jun 2026	2025-26	Jan-Jun 2025	Jan-Jun 2026	2025-26
Truck	39.80	50.34	26.5	47.86	52.99	10.7
Barge	-	-	-	23.58	23.57	0.0
Ocean	36.60	48.85	33.5	30.80	41.20	33.8
Total transportation	76.40	99.19	29.8	102.24	117.76	15.2
Farm gate price	337.53	369.68	9.5	321.44	340.08	5.8
Landed cost	413.93	468.87	13.3	423.69	457.84	8.1
Transport % of landed cost	18.5	21.1	14.5	24.1	25.7	6.5

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

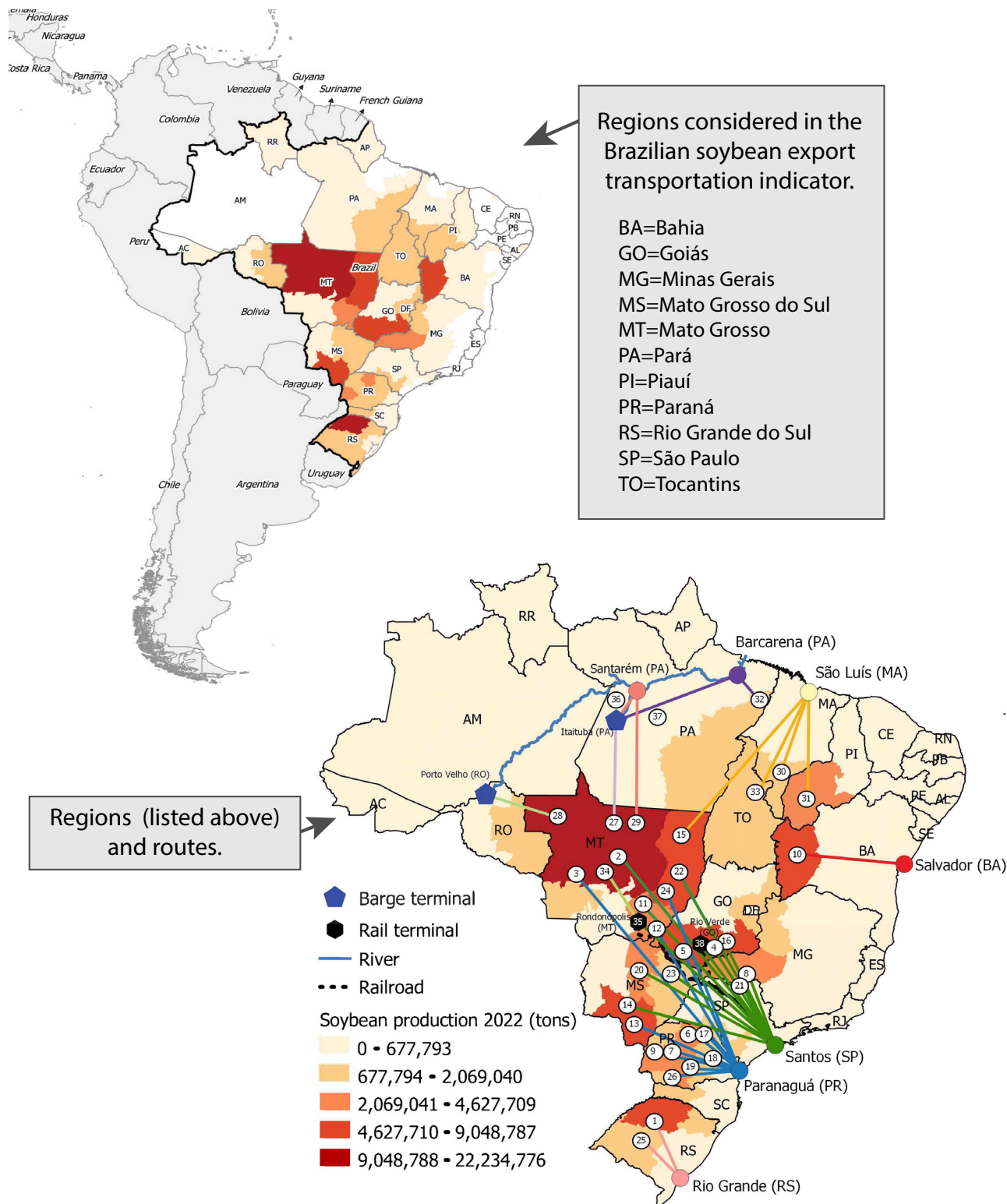
Source: University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz,” Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.



Brazil Soybean Transportation

Indicators

Figure 2. 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, 2023 (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, 2026

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	94.17	100.28			97.22	94.03	100.12			97.07
Ocean	42.00	56.00			49.00	43.50	57.50			50.50
Total transportation	136.17	156.28			146.22	137.53	157.62			147.57
Farm gate price	329.93	350.23			340.08	329.93	350.23			340.08
Landed cost	466.10	506.50			486.30	467.46	507.85			487.65
Transport % of landed cost	29.2	30.9			30.0	29.4	31.0			30.2

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	36.74	39.05			37.90	33.69	35.81			34.75
Rail	48.57	51.71			50.14	-	-			-
Ocean	42.00	56.00			49.00	42.50	56.50			49.50
Total transportation	127.31	146.76			137.04	76.19	92.31			84.25
Farm gate price	329.93	350.23			340.08	377.10	382.51			379.80
Landed cost	457.24	496.99			477.11	453.30	474.81			464.05
Transport % of landed cost	27.8	29.5			28.7	16.8	19.4			18.1

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, 2026

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	94.17	100.28			97.22	94.03	100.12			97.07
Ocean	39.40	52.30			45.85	39.10	51.90			45.50
Total transportation	133.57	152.58			143.07	133.13	152.02			142.57
Farm gate price	329.93	350.23			340.08	329.93	350.23			340.08
Landed cost	463.50	502.80			483.15	463.06	502.25			482.65
Transport % of landed cost	28.8	30.3			29.6	28.7	30.3			29.5

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	36.74	39.05			37.90	33.69	35.81			34.75
Rail	48.57	51.71			50.14	-	-			-
Ocean	39.40	52.30			45.85	40.20	53.30			46.75
Total transportation	124.71	143.06			133.89	73.89	89.11			81.50
Farm gate price	329.93	350.23			340.08	377.10	382.51			379.80
Landed cost	454.64	493.29			473.96	451.00	471.61			461.30
Transport % of landed cost	27.4	29.0			28.2	16.4	18.9			17.6

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, 2026

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	65.96	70.20			68.08	40.88	43.47			42.18
Ocean	45.20	59.25			52.23	45.70	59.60			52.65
Total transportation	111.16	129.45			120.31	86.58	103.07			94.83
Farm gate price	329.93	350.23			340.08	351.28	364.35			357.81
Landed cost	441.09	479.68			460.39	437.86	467.42			452.64
Transport % of landed cost	25.2	27.0			26.1	19.8	22.1			20.9

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	48.78	51.89			50.34	51.35	54.63			52.99
Barge	-	-			-	22.82	24.33			23.57
Ocean	45.70	59.60			52.65	45.75	59.75			52.75
Total transportation	94.48	111.49			102.99	119.92	138.71			129.31
Farm gate price	368.57	370.79			369.68	329.93	350.23			340.08
Landed cost	463.05	482.28			472.67	449.85	488.93			469.39
Transport % of landed cost	20.4	23.1			21.8	26.7	28.4			27.5

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, 2026

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	65.96	70.20			68.08	40.88	43.47			42.18
Ocean	36.40	48.30			42.35	42.00	55.70			48.85
Total transportation	102.36	118.50			110.43	82.88	99.17			91.03
Farm gate price	329.93	350.23			340.08	351.28	364.35			357.81
Landed cost	432.29	468.73			450.51	434.16	463.52			448.84
Transport % of landed cost	23.7	25.3			24.5	19.1	21.4			20.2

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	48.78	51.89			50.34	51.35	54.63			52.99
Barge	-	-			-	22.82	24.33			23.57
Ocean	42.00	55.70			48.85	35.40	47.00			41.20
Total transportation	90.78	107.59			99.19	109.57	125.96			117.76
Farm gate price	368.57	370.79			369.68	329.93	350.23			340.08
Landed cost	459.35	478.38			468.87	439.50	476.18			457.84
Transport % of landed cost	19.8	22.5			21.1	24.9	26.5			25.7

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 7. Quarterly truck rates for selected Brazilian soybean export transportation routes, 2026

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	9.5	11.70	12.43			12.07
2	North MT (Sorriso)	Santos	1,190	3.0	7.91	8.43			8.17
3	North MT (Sorriso)	Paranaguá	1,262	2.8	7.45	7.93			7.69
4	South GO (Rio Verde)	Santos	587	5.5	8.11	8.63			8.37
5	South GO (Rio Verde)	Paranaguá	726	4.4	8.06	8.58			8.32
6	North Central PR (Londrina)	Paranaguá	268	2.6	11.23	11.93			11.58
7	Western Central PR (Mamborê)	Paranaguá	311	1.9	9.88	10.49			10.18
8	Triangle MG (Uberaba)	Santos	339	3.4	11.20	11.90			11.55
9	West PR (Assis Chateaubriand)	Paranaguá	377	2.8	9.60	10.21			9.90
10	West Extreme BA (São Desidério)	Salvador	535	6.7	8.53	9.07			8.80
11	Southeast MT (Primavera do Leste)	Santos	901	2.4	6.89	7.34			7.11
12	Southeast MT (Primavera do Leste)	Paranaguá	975	2.2	6.96	7.41			7.18
13	Southwest MS (Maracaju)	Paranaguá	612	3.0	8.45	8.99			8.72
14	Southwest MS (Maracaju)	Santos	652	2.8	8.66	9.21			8.94
15	Northeast MT (Canarana)	São Luís	1,177	2.0	7.37	7.85			7.61
16	East GO (Cristalina)	Santos	585	2.3	9.14	9.72			9.43
17	North PR (Cornélio Procopio)	Paranaguá	306	1.1	9.09	9.66			9.37
18	Eastern Central PR (Castro)	Paranaguá	130	1.6	15.08	16.00			15.54
19	South Central PR (Guarapuava)	Paranaguá	204	2.4	14.15	15.03			14.59
20	North Central MS (São Gabriel do Oeste)	Santos	720	2.5	7.67	8.16			7.91
21	Ribeirão Preto SP (Guairá)	Santos	314	0.4	9.13	9.70			9.42
22	Northeast MT (Canarana)	Santos	950	2.5	7.96	8.47			8.21
23	East MS (Chapadão do Sul)	Santos	607	1.5	7.49	7.97			7.73

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

The "Distance" column designates the distance between the principal city of the considered region to the mentioned ports.

The "Share" column designates the share of exports in total production (percentage) in 2024.

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	2.2	7.46	7.94			7.70
25	Western Central RS (Tupanciretã)	Rio Grande	273	2.0	10.59	11.25			10.92
26	Southwest PR(Chopinzinho)	Paranaguá	291	1.6	10.81	11.48			11.15
27	North MT (Sorriso)	Itaituba	672	5.3	7.64	8.13			7.89
28	North MT (Sorriso)	Porto Velho	632	5.6	7.98	8.49			8.24
29	North MT (Sorriso)	Santarém	876	4.0	7.53	8.01			7.77
30	South MA (Balsas)	São Luís	482	1.8	8.49	9.03			8.76
31	Southwest PI (Bom Jesus)	São Luís	606	3.2	8.05	8.57			8.31
32	Southeast PA (Paragominas)	Barcarena	249	2.7	10.49	11.14			10.82
33	East TO (Campos Lindos)	São Luís	842	2.2	7.58	8.06			7.82
Weighted average			587	100.0	9.02	9.59			9.31
34	North MT (Sorriso)	Rondonópolis (Rail terminal)	382		9.62	10.22			9.92
35	Rondonópolis MT (Rail terminal)	Santos	1,019		4.77	5.07			4.92
36	Itaituba PA (Barge terminal)	Santarém	153		3.80	4.05			3.93
37	Itaituba PA (Barge terminal)	Barcarena	600		3.80	4.05			3.93
38	South GO (Rio Verde) (Rail terminal)	Santos	546		7.35	7.79			7.57

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

The “Distance” column designates the distance between the principal city of the considered region to the mentioned ports.

The “Share” column designates the share of exports in total production (percentage) in 2024.

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-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	Apr-25	7.45	-8.6	128.42
May-21	5.76	-7.2	99.22	May-25	7.69	3.2	132.52
Jun-21	5.87	2.0	101.22	Jun-25	8.01	4.2	138.03
Jul-21	5.09	-13.4	87.70	Jul-25	8.63	7.7	148.70
Aug-21	5.09	0.1	87.81	Aug-25	8.62	-0.1	148.52
Sep-21	5.31	4.2	91.53	Sep-25	8.27	-4.1	142.49
Oct-21	4.49	-15.5	77.36	Oct-25	8.36	1.2	144.18
Nov-21	4.28	-4.6	73.80	Nov-25	8.29	-0.9	142.95
Dec-21	4.54	6.0	78.26	Dec-25	8.08	-2.6	139.27
Jan-22	5.94	30.9	102.42	Jan-26	8.44	4.5	145.48
Feb-22	7.77	30.8	134.02	Feb-26	9.25	9.6	159.47
Mar-22	8.59	10.4	147.99	Mar-26	9.38	1.4	161.63
Apr-22	8.83	2.9	152.27	Apr-26	9.67	3.1	166.66
May-22	9.05	2.4	155.94	May-26	9.65	-0.2	166.40
Jun-22	8.83	-2.4	152.18	Jun-26	9.46	-2.0	163.11
Jul-22	8.98	1.7	154.78				
Aug-22	8.79	-2.1	151.51				
Sep-22	7.93	-9.8	136.68				
Oct-22	7.71	-2.7	132.98				
Nov-22	7.42	-3.9	127.84				
Dec-22	7.94	7.1	136.89				

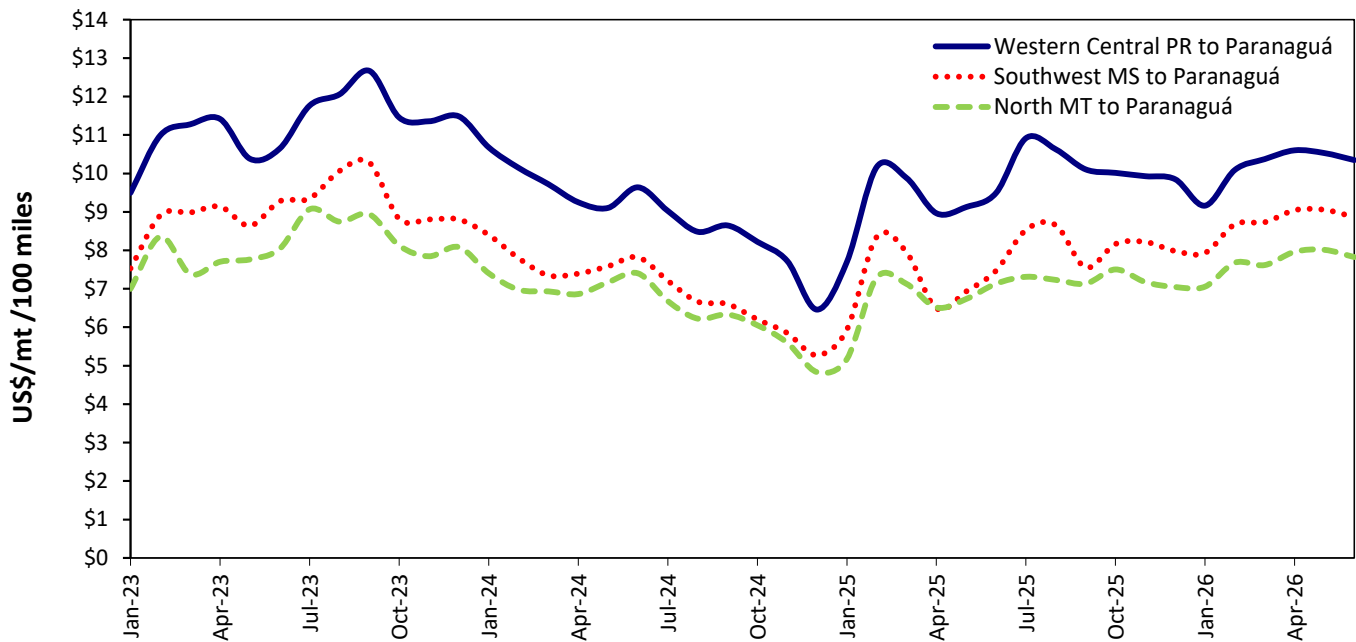
Note: Weighted average is calculated from production-based shares to weigh high-volume routes more heavily than low-volume routes. The share associated with each route is used to define the weight of a given route's freight price in the composition of the monthly weighted export truck freight index.

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



Brazil Soybean Transportation

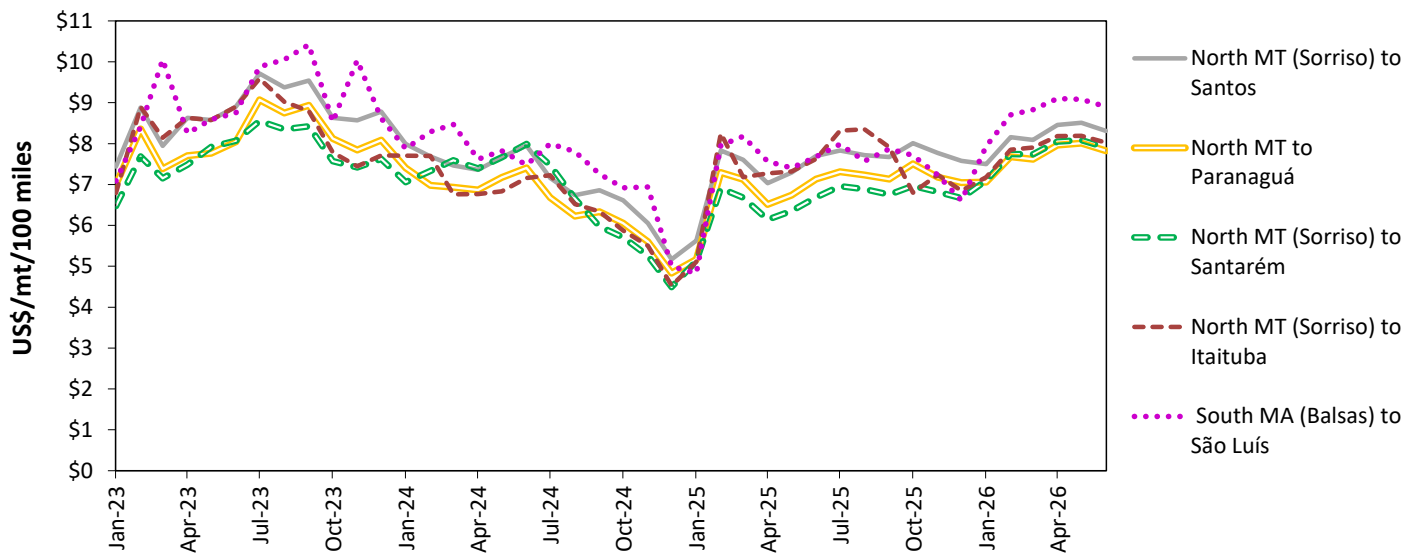
Figure 3. Truck rates for selected southern Brazilian soybean export transportation routes, 2023-26



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, 2023-26



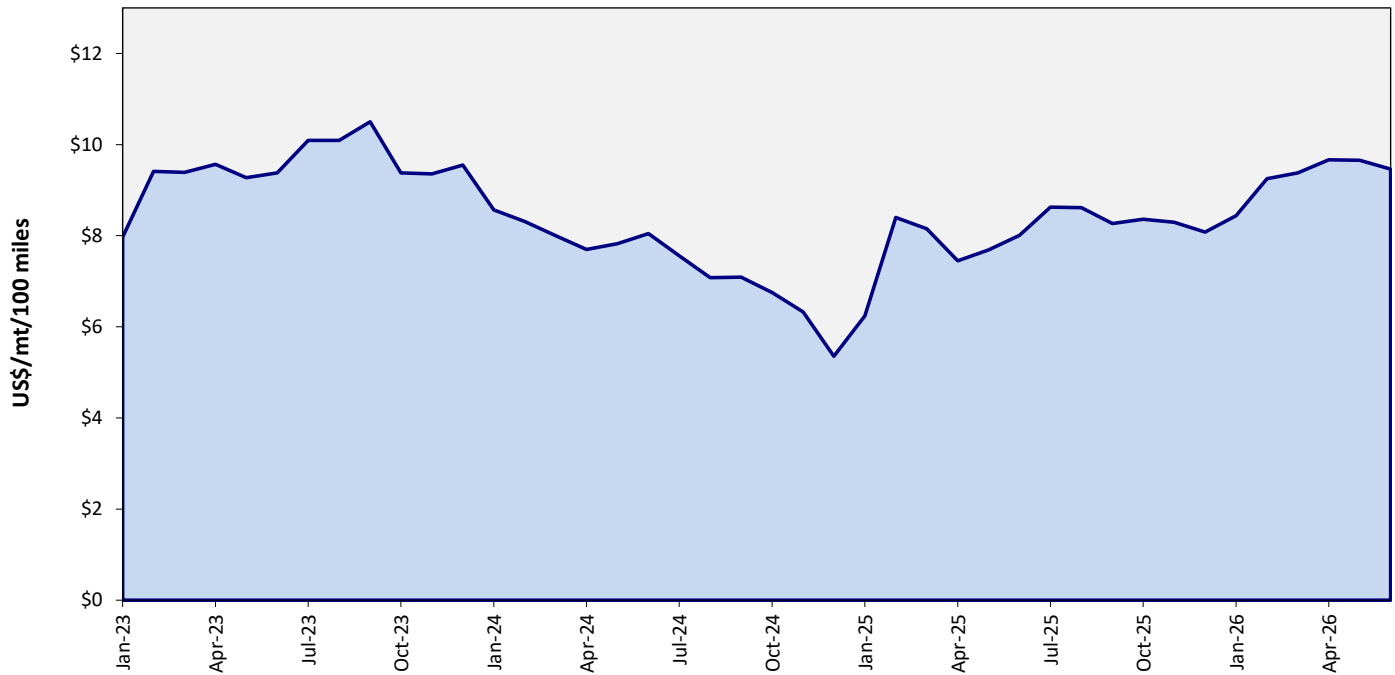
Note: mt = metric ton. MT= Mato Grosso and MA = Maranhão.

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, 2023-26



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. 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
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

-continued on page 18-



Brazil Soybean Transportation

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. 2025	Average 2025
Santos	Germany (Hamburg)	33.90	34.75	36.50	36.45	35.40
Paranaguá	Germany (Hamburg)	33.60	34.50	36.30	36.20	35.15
Rio Grande	Germany (Hamburg)	34.60	35.50	37.30	37.20	36.15
Santarém	Germany (Hamburg)	31.30	32.10	33.75	33.70	32.71
São Luís	Germany (Hamburg)	36.20	37.00	38.90	38.90	37.75
Barcarena	Germany (Hamburg)	30.40	31.20	32.80	32.75	31.79
Santos	China (Shanghai)	36.00	37.00	39.00	38.90	37.73
Paranaguá	China (Shanghai)	37.50	38.50	40.50	40.40	39.23
Rio Grande	China (Shanghai)	36.50	37.50	39.50	39.40	38.23
Santarém	China (Shanghai)	39.00	40.00	41.95	41.85	40.70
São Luís	China (Shanghai)	39.65	40.50	42.40	42.30	41.21
Barcarena	China (Shanghai)	39.75	40.75	42.75	42.65	41.48
Port	Destination	1st qtr. 2026	2nd qtr. 2026	3rd qtr. 2026	4th qtr. 2026	Average 2026
Santos	Germany (Hamburg)	39.40	52.30			45.85
Paranaguá	Germany (Hamburg)	39.10	51.90			45.50
Rio Grande	Germany (Hamburg)	40.20	53.30			46.75
Santarém	Germany (Hamburg)	36.40	48.30			42.35
São Luís	Germany (Hamburg)	42.00	55.70			48.85
Barcarena	Germany (Hamburg)	35.40	47.00			41.20
Santos	China (Shanghai)	42.00	56.00			49.00
Paranaguá	China (Shanghai)	43.50	57.50			50.50
Rio Grande	China (Shanghai)	42.50	56.50			49.50
Santarém	China (Shanghai)	45.20	59.25			52.23
São Luís	China (Shanghai)	45.70	59.60			52.65
Barcarena	China (Shanghai)	45.75	59.75			52.75

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, 2023-26](#)
- [Figure 4. Truck rates for selected north, south, and northeastern Brazilian soybean export transportation routes, 2023-26](#)
- [Figure 5. Brazilian soybean export truck transportation weighted average prices, 2023-26](#)
- [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, 2026](#)
- [Table 4. Quarterly costs of transporting Brazilian soybeans from the southern ports to Hamburg, Germany, 2026](#)
- [Table 5. Quarterly costs of transporting Brazilian soybeans from the northern and northeastern ports to Shanghai, China, 2026](#)
- [Table 6. Quarterly costs of transporting Brazilian soybeans from the northern and northeastern ports to Hamburg, Germany, 2026](#)
- [Table 7. Quarterly truck rates for selected Brazilian soybean export transportation routes, 2026](#)
- [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 3, 2026 \(PDF\)](#)

Preferred Citation:

Salin, Delmy. Brazil Soybean Transportation. September 2026. U.S. Department of Agriculture, Agricultural Marketing Service. Web. <<http://dx.doi.org/10.9752/TS052.09-2026>>

Photo Credit: USDA

USDA is an equal opportunity provider, employer, and lender.