USDA Agricultural Marketing Service
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# Brazil Soybean Transportation

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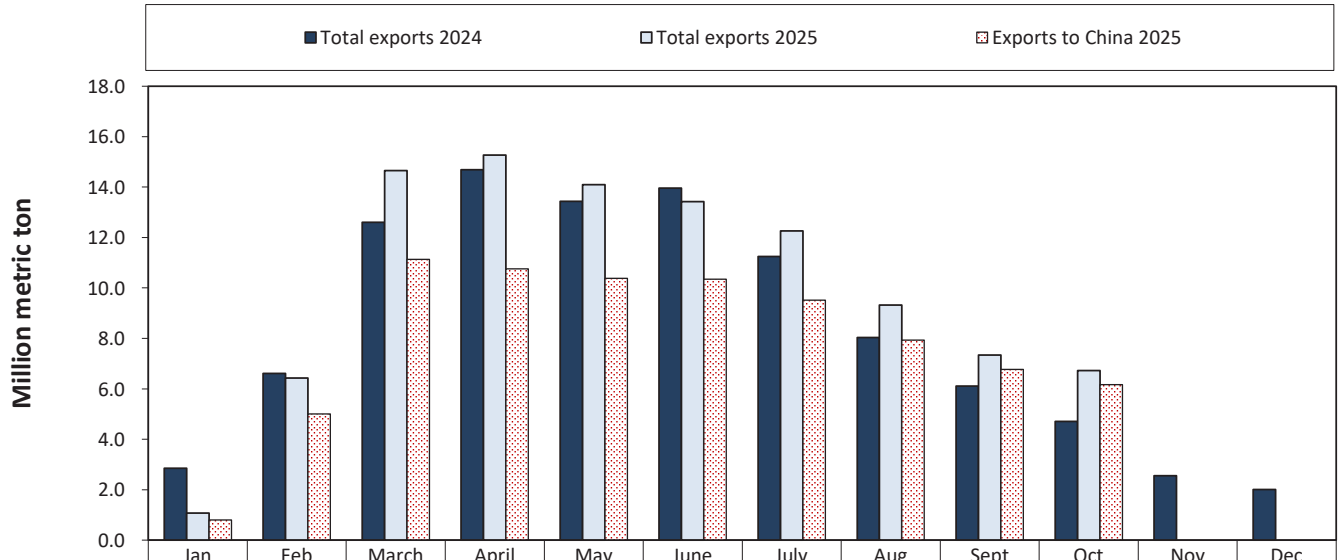
## Record soybean exports raise transportation costs

**Inland and ocean freight rates—year to year.** From third quarter 2024 to third quarter 2025 (year to year), costs rose to transport Brazilian soybeans by inland modes (i.e., truck, rail, and barge). Brazil's cost of shipping a metric ton (mt) of soybeans 100 miles by truck increased 17 percent, from $7.24 per mt to $8.50 per mt (table 8). Especially in July, truck rates rose with high demand to move not only record soybean exports, but also the winter corn harvest (July-September) (fig. 1) (Comex Stat, MDIC).[1]

Despite these upward pressures, truck rates stayed below the third-quarter record high of $10.23 per mt (set in 2023). Year to year, rates were up 17 percent for the rail route of North Mato Grosso to Santos and up 39 percent for the barge route from Barcarena to Santos (tables 1a, 1b, 2a, and 2b). Barcarena barge rates recovered from a steep decline in third quarter 2024 caused by a drought in Brazil's Arco Norte region. (During the drought, shippers had used alternate modes and routes to export soybeans (Salin 2024).)

**Figure 1. Brazil's average monthly soybean exports, January 2024-October 2025**




| | Jan | Feb | March | April | May | June | July | Aug | Sept | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Total exports 2024 | 2.9 | 6.6 | 12.6 | 14.7 | 13.4 | 14.0 | 11.2 | 8.0 | 6.1 | 4.7 | 2.6 | 2.0 |
| Total exports 2025 | 1.1 | 6.4 | 14.7 | 15.3 | 14.1 | 13.4 | 12.3 | 9.3 | 7.3 | 6.7 | | |
| Exports to China 2025 | 0.8 | 5.0 | 11.1 | 10.8 | 10.4 | 10.3 | 9.5 | 7.9 | 6.8 | 6.2 | | |

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

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



Ocean shipping rates also increased 7-8 percent year to year (tables 1a, 1b, 2a, 2b, and 9).

Year to year, total soybean transportation costs increased for the selected routes considered in this report. For the route to Shanghai, China, from Sorriso, Mato Grosso (the largest Brazilian soybean-producing State) via Santos—soybean transportation costs rose 11-14 percent (table 1a). To Shanghai from Sorriso via Barcarena costs increased 20 percent (table 1b).

Year to year, soybean transportation costs to Shanghai, China—as a share of total landed costs—increased 9-11 percent for the routes from northern Mato Grosso via Santos and rose 16 percent from Barcarena via Santos (tables 1a and 1b).

**Farm gate prices and depreciation of Brazilian real.** Year to year, Brazil's soybean exports rose from 25.4 million metric tons (mmt) to 28.9 mmt (fig. 1). The average third-quarter 2025 Brazilian soybean export price ($414.18) was down 5 percent from both third quarter 2024's average ($434.91) and the average for all of 2024 ($434.65). Measured in U.S. dollars, Brazil's average farm gate prices for soybeans rose 1 percent—from $363.33/mt to $367.66/mt. Measured in reais, the same prices declined less than 1 percent—from R$ 2,014.56/mt to R$ 2,001.98/mt (CONAB).

The real's appreciation against the U.S. dollar resulted in slightly lower domestic farm prices. Soybeans are priced in U.S. dollars but paid in reais. Year to year, the Brazilian real appreciated nearly 2 percent against the U.S. dollar—from R$5.54 per U.S. dollar to R$5.45 per U.S. dollar (Brazil Central Bank).

**Brazilian port shares of soybean exports to China.** In third quarter 2025, Brazil's soybean exports to China totaled 24.2 mmt—up 26 percent from third quarter 2024's total of 19.2 mmt (fig. 1). From January to September 2025, cumulative exports to China reached 72.6 mmt, valued at $29 billion, and accounted for 77 percent of Brazil's total soybean record exports for the period (93.9 mmt). The next highest shares of Brazil's soybean exports (in declining order) went to Spain, Thailand, Turkey, and Pakistan.

The Port of Santos was the largest Brazilian export gateway to China, followed by Paranaguá, São Luís, Rio Grande, Barcarena, and São Francisco do Sul. Together, in the first 9 months of 2025, these six ports accounted for 89 percent of Brazilian soybean exports to China. Also, in the first 9 months of 2025, 66 percent of Brazil's soybean exports to China originated from the southern ports of Santos, Rio Grande, Paranaguá, and São Francisco do Sul; 23 percent, from the northeastern ports of São Luís, Vitória, and Salvador; and 11 percent from the ports of Barcarena, Manaus, and Santarém, along the Amazon River. For more information, contact Delmy L. Salin at delmy.salin@usda.gov.

# 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 |
| | 3rd qtr. 2024 | 3rd qtr. 2025 | 2024-25 | 3rd qtr. 2024 | 3rd qtr. 2025 | 2024-25 |
| Truck | 82.31 | 92.10 | 11.9 | 26.79 | 31.13 | 16.2 |
| Ocean | 36.00 | 39.00 | 8.3 | 36.50 | 39.50 | 8.2 |
| Total transportation | 118.31 | 131.10 | 10.8 | 63.29 | 70.63 | 11.6 |
| Farm gate price | 366.60 | 361.89 | -1.3 | 358.95 | 373.71 | 4.1 |
| Landed cost | 484.91 | 492.99 | 1.7 | 422.24 | 444.34 | 5.2 |
| Transport % of landed cost | 24.4 | 26.6 | 9.0 | 15.0 | 15.9 | 6.0 |
| **Item** | **North MT - Santos by rail** | | | **North MT - Paranaguá** | | |
| | —US$/mt— | | % Change | —US$/mt— | | % Change |
| | 3rd qtr. 2024 | 3rd qtr. 2025 | 2024-25 | 3rd qtr. 2024 | 3rd qtr. 2025 | 2024-25 |
| Truck | 28.22 | 32.70 | 15.9 | 80.92 | 91.19 | 12.7 |
| Rail | 43.01 | 50.34 | 17.0 | - | - | - |
| Ocean | 36.00 | 39.00 | 8.3 | 37.50 | 40.50 | 8.0 |
| Total transportation | 107.23 | 122.04 | 13.8 | 118.42 | 131.69 | 11.2 |
| Farm gate price | 366.60 | 361.89 | -1.3 | 366.60 | 361.89 | -1.3 |
| Landed cost | 473.83 | 483.93 | 2.1 | 485.02 | 493.58 | 1.8 |
| Transport % of landed cost | 22.6 | 25.2 | 11.4 | 24.4 | 26.7 | 9.3 |

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 |
| | 3rd qtr. 2024 | 3rd qtr. 2025 | 2024-25 | 3rd qtr. 2024 | 3rd qtr. 2025 | 2024-25 |
| Truck | 58.70 | 60.16 | 2.5 | 37.01 | 37.60 | 1.6 |
| Ocean | 39.00 | 41.95 | 7.6 | 39.50 | 42.40 | 7.3 |
| Total transportation | 97.70 | 102.11 | 4.5 | 76.51 | 80.00 | 4.6 |
| Farm gate price | 366.60 | 361.89 | -1.3 | 357.15 | 370.83 | 3.8 |
| Landed cost | 464.29 | 463.99 | -0.1 | 433.67 | 450.83 | 4.0 |
| Transport % of landed cost | 21.0 | 22.0 | 4.6 | 17.6 | 17.7 | 0.6 |

| Item | Southwest PI - São Luís | | | North MT - Barcarena | | |
|---|---|---|---|---|---|---|
| | —US$/mt— | | % Change | —US$/mt— | | % Change |
| | 3rd qtr. 2024 | 3rd qtr. 2025 | 2024-25 | 3rd qtr. 2024 | 3rd qtr. 2025 | 2024-25 |
| Truck | 38.46 | 43.68 | 13.6 | 44.96 | 55.03 | 22.4 |
| Barge | - | - | - | 17.42 | 24.23 | 39.1 |
| Ocean | 39.50 | 42.40 | 7.3 | 39.75 | 42.75 | 7.5 |
| Total transportation | 77.96 | 86.08 | 10.4 | 102.12 | 122.01 | 19.5 |
| Farm gate price | 363.76 | 375.49 | 3.2 | 366.60 | 361.89 | -1.3 |
| Landed cost | 441.72 | 461.56 | 4.5 | 468.72 | 483.90 | 3.2 |
| Transport % of landed cost | 17.6 | 18.6 | 5.7 | 21.8 | 25.2 | 15.7 |

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: 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 |
| | 3rd qtr. 2024 | 3rd qtr. 2025 | 2024-25 | 3rd qtr. 2024 | 3rd qtr. 2025 | 2024-25 |
| Truck | 82.31 | 92.10 | 11.9 | 26.79 | 31.13 | 16.2 |
| Ocean | 33.80 | 36.50 | 8.0 | 34.60 | 37.30 | 7.8 |
| Total transportation | 116.11 | 128.60 | 10.8 | 61.39 | 68.43 | 11.5 |
| Farm gate price | 366.60 | 361.89 | -1.3 | 358.95 | 373.71 | 4.1 |
| Landed cost | 482.71 | 490.49 | 1.6 | 420.34 | 442.14 | 5.2 |
| Transport % of landed cost | 24.1 | 26.2 | 9.0 | 14.6 | 15.5 | 6.0 |

| Item | North MT - Santos by rail | | | North MT - Paranaguá | | |
|---|---|---|---|---|---|---|
| | —US$/mt— | | % Change | —US$/mt— | | % Change |
| | 3rd qtr. 2024 | 3rd qtr. 2025 | 2024-25 | 3rd qtr. 2024 | 3rd qtr. 2025 | 2024-25 |
| Truck | 28.22 | 32.70 | 15.9 | 80.92 | 91.19 | 12.7 |
| Barge | 43.01 | 50.34 | 17.0 | - | - | - |
| Ocean | 33.80 | 36.50 | 8.0 | 33.50 | 36.30 | 8.4 |
| Total transportation | 105.03 | 119.54 | 13.8 | 114.42 | 127.49 | 11.4 |
| Farm gate price | 366.60 | 361.89 | -1.3 | 366.60 | 361.89 | -1.3 |
| Landed cost | 471.63 | 481.43 | 2.1 | 481.02 | 489.38 | 1.7 |
| Transport % of landed cost | 22.3 | 24.8 | 11.5 | 23.8 | 26.1 | 9.5 |

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**

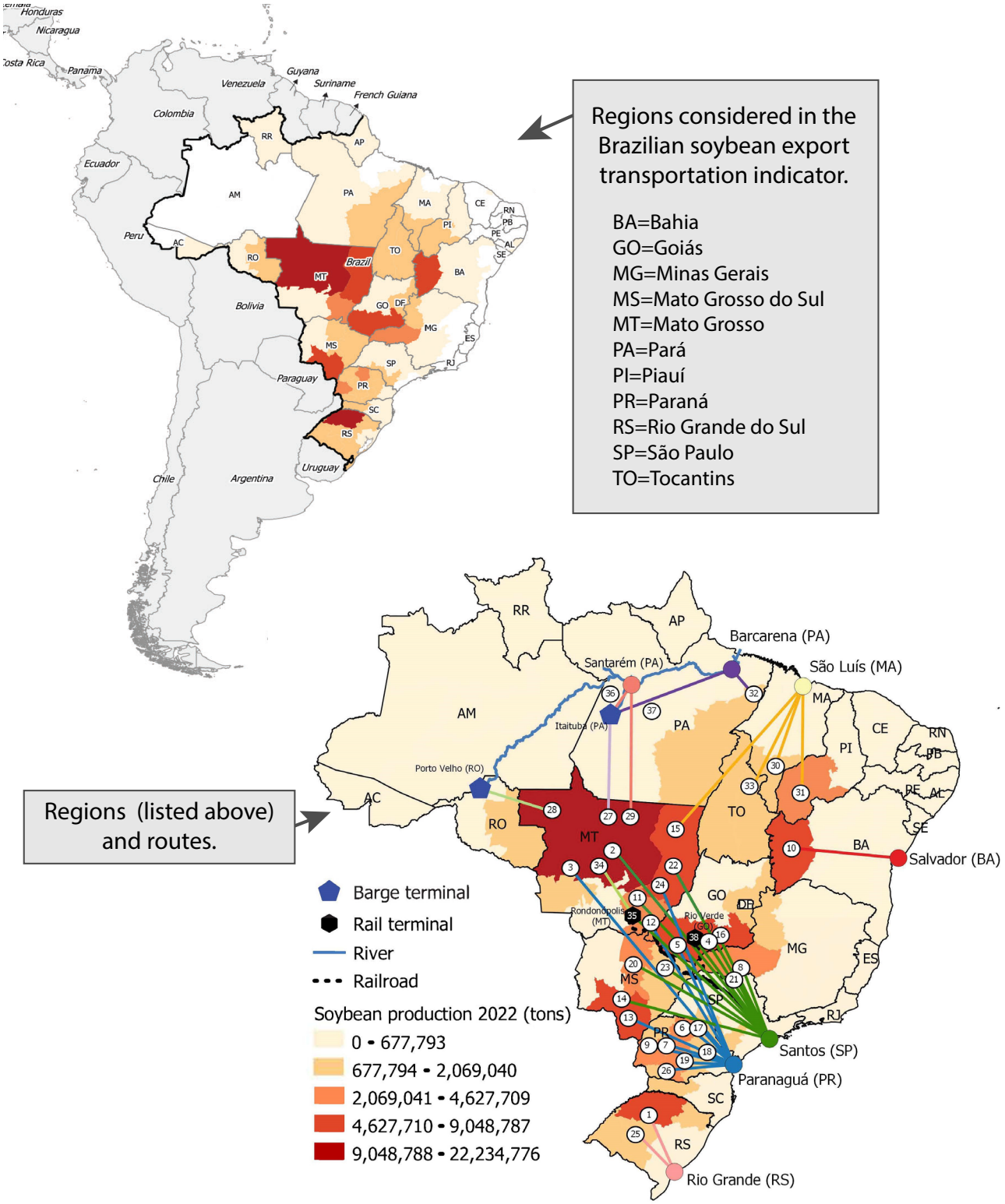
| Item | North MT - Santarém | | | South MA - São Luís | | |
|---|---|---|---|---|---|---|
| | —US$/mt— | | % Change | —US$/mt— | | % Change |
| | 3rd qtr. 2024 | 3rd qtr. 2025 | 2024-25 | 3rd qtr. 2024 | 3rd qtr. 2025 | 2024-25 |
| Truck | 58.70 | 60.16 | 2.5 | 37.01 | 37.60 | 1.6 |
| Ocean | 31.20 | 33.75 | 8.2 | 36.10 | 38.90 | 7.8 |
| Total transportation | 89.90 | 93.91 | 4.5 | 73.11 | 76.50 | 4.6 |
| Farm gate price | 366.60 | 361.89 | -1.3 | 357.15 | 370.83 | 3.8 |
| Landed cost | 456.49 | 455.79 | -0.2 | 430.27 | 447.33 | 4.0 |
| Transport % of landed cost | 19.7 | 20.6 | 4.6 | 17.0 | 17.1 | 0.6 |

| Item | Southwest PI - São Luís | | | North MT - Barcarena | | |
|---|---|---|---|---|---|---|
| | —US$/mt— | | % Change | —US$/mt— | | % Change |
| | 3rd qtr. 2024 | 3rd qtr. 2025 | 2024-25 | 3rd qtr. 2024 | 3rd qtr. 2025 | 2024-25 |
| Truck | 38.46 | 43.68 | 13.6 | 44.96 | 55.03 | 22.4 |
| Barge | - | - | - | 17.42 | 24.23 | 39.1 |
| Ocean | 36.10 | 38.90 | 7.8 | 30.60 | 32.80 | 7.2 |
| Total transportation | 74.56 | 82.58 | 10.7 | 92.97 | 112.06 | 20.5 |
| Farm gate price | 363.76 | 375.49 | 3.2 | 366.60 | 361.89 | -1.3 |
| Landed cost | 438.32 | 458.06 | 4.5 | 459.57 | 473.95 | 3.1 |
| Transport % of landed cost | 17.0 | 18.0 | 6.0 | 20.2 | 23.6 | 16.9 |

Producing regions: MT= Mato Grosso, PI = Piauí, and MA = Maranhão.
Export ports = Santarém, São Luís, and Barcarena.
The source of the farm gate price is the Brazilian Government, Companhia Nacional de Abastecimento (CONAB).
In Brazil, there are no published barge rates. Barge rates can be up to 60 percent lower than truck rates, depending on 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 | 87.35 | 92.10 | | 87.66 | 82.41 | 85.75 | 91.19 | | 86.45 |
| Ocean | 36.00 | 37.00 | 39.00 | | 37.33 | 37.50 | 38.50 | 40.50 | | 38.83 |
| Total transportation | 119.54 | 124.35 | 131.10 | | 125.00 | 119.91 | 124.25 | 131.69 | | 125.28 |
| Farm gate price | 317.36 | 325.53 | 361.89 | | 334.92 | 317.36 | 325.53 | 361.89 | | 334.92 |
| Landed cost | 436.89 | 449.88 | 492.99 | | 459.92 | 437.26 | 449.77 | 493.58 | | 460.20 |
| Transport % of landed cost | 27.4 | 27.6 | 26.6 | | 27.2 | 27.4 | 27.6 | 26.7 | | 27.2 |
| **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 | 29.29 | 30.27 | 32.70 | | 30.75 | 28.81 | 27.96 | 31.13 | | 29.30 |
| Rail | 48.90 | 46.59 | 50.34 | | 48.61 | - | - | - | | - |
| Ocean | 36.00 | 37.00 | 39.00 | | 37.33 | 36.50 | 37.50 | 39.50 | | 37.83 |
| Total transportation | 114.19 | 113.86 | 122.04 | | 116.70 | 65.31 | 65.46 | 70.63 | | 67.13 |
| Farm gate price | 317.36 | 325.53 | 361.89 | | 334.92 | 359.26 | 367.15 | 373.71 | | 366.71 |
| Landed cost | 431.55 | 439.39 | 483.93 | | 451.62 | 424.57 | 432.61 | 444.34 | | 433.84 |
| Transport % of landed cost | 26.5 | 25.9 | 25.2 | | 25.9 | 15.4 | 15.1 | 15.9 | | 15.5 |

Producing regions: RS = Rio Grande do Sul and MT= Mato Grosso.
Export ports = Santos, Paranaguá, and Rio Grande.
The source of the farm gate price is the Brazilian Government, Companhia Nacional de Abastecimento (CONAB).
In, Brazil, there are no published rail tariff rates. Rail rates can be up to 30 percent lower than truck rates, depending on volumes hauled and the terms of contracts signed between the railroad company and shippers.
Note: qtr. = quarter. mt = metric ton. Avg. = average. A hyphen in an otherwise empty cell denotes that the data are not available.
Source: University of São Paulo, Escola Superior de Agricultura "Luiz de Queiroz," Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.

# Brazil Soybean Transportation

**Table 4. Quarterly costs of transporting Brazilian soybeans from the southern ports to Hamburg, Germany, 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 | 87.35 | 92.10 | | 87.66 | 82.41 | 85.75 | 91.19 | | 86.45 |
| Ocean | 33.90 | 34.75 | 36.50 | | 35.05 | 33.60 | 34.50 | 36.30 | | 34.80 |
| Total transportation | 117.44 | 122.10 | 128.60 | | 122.71 | 116.01 | 120.25 | 127.49 | | 121.25 |
| Farm gate price | 317.36 | 325.53 | 361.89 | | 334.92 | 317.36 | 325.53 | 361.89 | | 334.92 |
| Landed cost | 434.79 | 447.63 | 490.49 | | 457.64 | 433.36 | 445.77 | 489.38 | | 456.17 |
| Transport % of landed cost | 27.0 | 27.3 | 26.2 | | 26.8 | 26.8 | 27.0 | 26.1 | | 26.6 |
| **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 | 30.27 | 32.70 | | 30.75 | 28.81 | 27.96 | 31.13 | | 29.30 |
| Rail | 48.90 | 46.59 | 50.34 | | 48.61 | - | - | - | | - |
| Ocean | 33.90 | 34.75 | 36.50 | | 35.05 | 34.60 | 35.50 | 37.30 | | 35.80 |
| Total transportation | 112.09 | 111.61 | 119.54 | | 114.41 | 63.41 | 63.46 | 68.43 | | 65.10 |
| Farm gate price | 317.36 | 325.53 | 361.89 | | 334.92 | 359.26 | 367.15 | 373.71 | | 366.71 |
| Landed cost | 429.45 | 437.14 | 481.43 | | 449.34 | 422.67 | 430.61 | 442.14 | | 431.81 |
| Transport % of landed cost | 26.1 | 25.5 | 24.8 | | 25.5 | 15.0 | 14.7 | 15.5 | | 15.1 |

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 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 | 56.01 | 60.16 | | 56.93 | 33.64 | 36.35 | 37.60 | | 35.86 |
| Ocean | 39.00 | 40.00 | 41.95 | | 40.32 | 39.65 | 40.50 | 42.40 | | 40.85 |
| Total transportation | 93.63 | 96.01 | 102.11 | | 97.25 | 73.29 | 76.85 | 80.00 | | 76.71 |
| Farm gate price | 317.36 | 325.53 | 361.89 | | 334.92 | 333.41 | 343.28 | 370.83 | | 349.17 |
| Landed cost | 410.99 | 421.54 | 463.99 | | 432.17 | 406.70 | 420.13 | 450.83 | | 425.89 |
| Transport % of landed cost | 22.8 | 22.8 | 22.0 | | 22.5 | 18.0 | 18.3 | 17.7 | | 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 | 39.97 | 43.68 | | 41.09 | 45.99 | 49.74 | 55.03 | | 50.25 |
| Barge | - | - | - | | - | 23.08 | 24.08 | 24.23 | | 23.80 |
| Ocean | 39.65 | 40.50 | 42.40 | | 40.85 | 39.75 | 40.75 | 42.75 | | 41.08 |
| Total transportation | 79.28 | 80.47 | 86.08 | | 81.94 | 108.82 | 114.57 | 122.01 | | 115.13 |
| Farm gate price | 338.33 | 336.73 | 375.49 | | 350.18 | 317.36 | 325.53 | 361.89 | | 334.92 |
| Landed cost | 417.61 | 417.20 | 461.56 | | 432.13 | 426.18 | 440.09 | 483.90 | | 450.06 |
| Transport % of landed cost | 19.0 | 19.3 | 18.6 | | 19.0 | 25.5 | 26.0 | 25.2 | | 25.6 |

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. 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 | 56.01 | 60.16 | | 56.93 | 33.64 | 36.35 | 37.60 | | 35.86 |
| Ocean | 31.30 | 32.10 | 33.75 | | 32.38 | 36.20 | 37.00 | 38.90 | | 37.37 |
| Total transportation | 85.93 | 88.11 | 93.91 | | 89.32 | 69.84 | 73.35 | 76.50 | | 73.23 |
| Farm gate price | 317.36 | 325.53 | 361.89 | | 334.92 | 333.41 | 343.28 | 370.83 | | 349.17 |
| Landed cost | 403.29 | 413.64 | 455.79 | | 424.24 | 403.25 | 416.63 | 447.33 | | 422.40 |
| Transport % of landed cost | 21.3 | 21.3 | 20.6 | | 21.1 | 17.3 | 17.6 | 17.1 | | 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 | 39.97 | 43.68 | | 41.09 | 49.61 | 49.74 | 55.03 | | 51.46 |
| Barge | - | - | - | | - | 23.08 | 24.08 | 24.23 | | 23.80 |
| Ocean | 36.20 | 37.00 | 38.90 | | 37.37 | 30.40 | 31.20 | 32.80 | | 31.47 |
| Total transportation | 75.83 | 76.97 | 82.58 | | 78.46 | 103.09 | 105.02 | 112.06 | | 106.72 |
| Farm gate price | 338.33 | 336.73 | 375.49 | | 350.18 | 317.36 | 325.53 | 361.89 | | 334.92 |
| Landed cost | 414.16 | 413.70 | 458.06 | | 428.64 | 420.45 | 430.54 | 473.95 | | 441.65 |
| Transport % of landed cost | 18.3 | 18.6 | 18.0 | | 18.3 | 24.5 | 24.4 | 23.6 | | 24.2 |

Producing regions: MT= Mato Grosso, PI = Piauí, and MA = Maranhão.
Export ports = Santarém, São Luís, and Barcarena.
The source of the farm gate price is the Brazilian Government, Companhia Nacional de Abastecimento (CONAB).
In Brazil,there are no published barge rates. Barge rates can be up to 60 percent lower than truck rates, depending on volumes hauled and the terms of contracts signed between the barge company and shippers. The distance is in nautical miles.
Note: qtr. = quarter. mt = metric ton. Avg. = average. A hyphen in an otherwise empty cell denotes that the data are not available.
Source: University of São Paulo, Escola Superior de Agricultura "Luiz de Queiroz," Brazil (ESALQ/ USP) and USDA, Agricultural Marketing Service.

# Brazil Soybean Transportation

## Table 7. Quarterly truck rates for selected Brazilian soybean export transportation routes, 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 | 9.71 | 10.81 | | 10.17 |
| 2 | North MT (Sorriso) | Santos | 1,190 | 3.3 | 7.02 | 7.34 | 7.74 | | 7.37 |
| 3 | North MT (Sorriso) | Paranaguá | 1,262 | 3.1 | 6.53 | 6.79 | 7.23 | | 6.85 |
| 4 | South GO (Rio Verde) | Santos | 587 | 5.4 | 6.94 | 7.10 | 7.74 | | 7.26 |
| 5 | South GO (Rio Verde) | Paranaguá | 726 | 4.4 | 6.98 | 7.02 | 7.66 | | 7.22 |
| 6 | North Central PR (Londrina) | Paranaguá | 268 | 3.1 | 9.98 | 9.81 | 11.35 | | 10.38 |
| 7 | Western Central PR (Mamborê) | Paranaguá | 311 | 2.4 | 9.25 | 9.19 | 10.55 | | 9.66 |
| 8 | Triangle MG (Uberaba) | Santos | 339 | 3.5 | 9.70 | 9.59 | 10.93 | | 10.07 |
| 9 | West PR (Assis Chateaubriand) | Paranaguá | 377 | 2.7 | 8.35 | 8.36 | 9.39 | | 8.70 |
| 10 | West Extreme BA (São Desidério) | Salvador | 535 | 6.5 | 7.56 | 7.90 | 8.47 | | 7.98 |
| 11 | Southeast MT (Primavera do Leste) | Santos | 901 | 2.6 | 6.45 | 6.63 | 7.25 | | 6.78 |
| 12 | Southeast MT (Primavera do Leste) | Paranaguá | 975 | 2.4 | 6.15 | 6.22 | 6.78 | | 6.38 |
| 13 | Southwest MS (Maracaju) | Paranaguá | 612 | 3.8 | 7.41 | 6.97 | 8.25 | | 7.54 |
| 14 | Southwest MS (Maracaju) | Santos | 652 | 3.6 | 7.45 | 7.84 | 8.29 | | 7.86 |
| 15 | Northeast MT (Canarana) | São Luís | 1,177 | 2.3 | 6.14 | 6.52 | 6.88 | | 6.51 |
| 16 | East GO (Cristalina) | Santos | 585 | 1.6 | 7.97 | 8.24 | 8.85 | | 8.36 |
| 17 | North PR (Cornélio Procópio) | Paranaguá | 306 | 1.6 | 8.12 | 7.97 | 9.19 | | 8.43 |
| 18 | Eastern Central PR (Castro) | Paranaguá | 130 | 1.7 | 13.50 | 12.84 | 15.57 | | 13.97 |
| 19 | South Central PR (Guarapuava) | Paranaguá | 204 | 2.3 | 11.53 | 11.43 | 13.66 | | 12.21 |
| 20 | North Central MS (São Gabriel do Oeste) | Santos | 720 | 2.6 | 6.55 | 6.91 | 7.33 | | 6.93 |
| 21 | Ribeirão Preto SP (Guairá) | Santos | 314 | 0.5 | 7.95 | 7.93 | 9.08 | | 8.32 |
| 22 | Northeast MT (Canarana) | Santos | 950 | 2.8 | 6.56 | 6.76 | 7.27 | | 6.86 |
| 23 | East MS (Chapadão do Sul) | Santos | 607 | 1.6 | 6.49 | 6.52 | 7.27 | | 6.76 |

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 | 6.89 | 7.26 | | 6.89 |
| 25 | Western Central RS (Tupanciretã) | Rio Grande | 273 | 1.1 | 9.34 | 8.73 | 10.03 | | 9.37 |
| 26 | Southwest PR(Chopinzinho) | Paranaguá | 291 | 1.7 | 9.21 | 9.10 | 10.36 | | 9.56 |
| 27 | North MT (Sorriso) | Itaituba | 672 | 6.6 | 6.85 | 7.40 | 8.19 | | 7.48 |
| 28 | North MT (Sorriso) | Porto Velho | 632 | 6.2 | 6.52 | 6.71 | 6.97 | | 6.73 |
| 29 | North MT (Sorriso) | Santarém | 876 | 4.5 | 6.24 | 6.39 | 6.87 | | 6.50 |
| 30 | South MA (Balsas) | São Luís | 482 | 1.8 | 6.99 | 7.55 | 7.81 | | 7.45 |
| 31 | Southwest PI (Bom Jesus) | São Luís | 606 | 2.7 | 6.54 | 6.60 | 7.21 | | 6.78 |
| 32 | Southeast PA (Paragominas) | Barcarena | 249 | 2.1 | 7.20 | 7.47 | 8.12 | | 7.60 |
| 33 | East TO (Campos Lindos) | São Luís | 842 | 2.1 | 6.21 | 6.31 | 6.81 | | 6.44 |
| | **Weighted average** | | **587** | **100.0** | **7.60** | **7.72** | **8.50** | | **7.94** |
| 34 | North MT (Sorriso) | Rondonópolis (Rail terminal) | 382 | | 7.67 | 7.92 | 8.56 | | 8.05 |
| 35 | Rondonópolis MT (Rail terminal) | Santos | 1,019 | | 4.80 | 4.57 | 4.94 | | 4.77 |
| 36 | Itaituba PA (Barge terminal) | Santarém | 153 | | 6.24 | 6.24 | 7.03 | | 6.50 |
| 37 | Itaituba PA (Barge terminal) | Barcarena | 600 | | 3.85 | 4.01 | 4.04 | | 3.97 |
| 38 | South GO (Rio Verde) (Rail terminal) | Santos | 546 | | 6.07 | 6.18 | 6.88 | | 6.38 |

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.

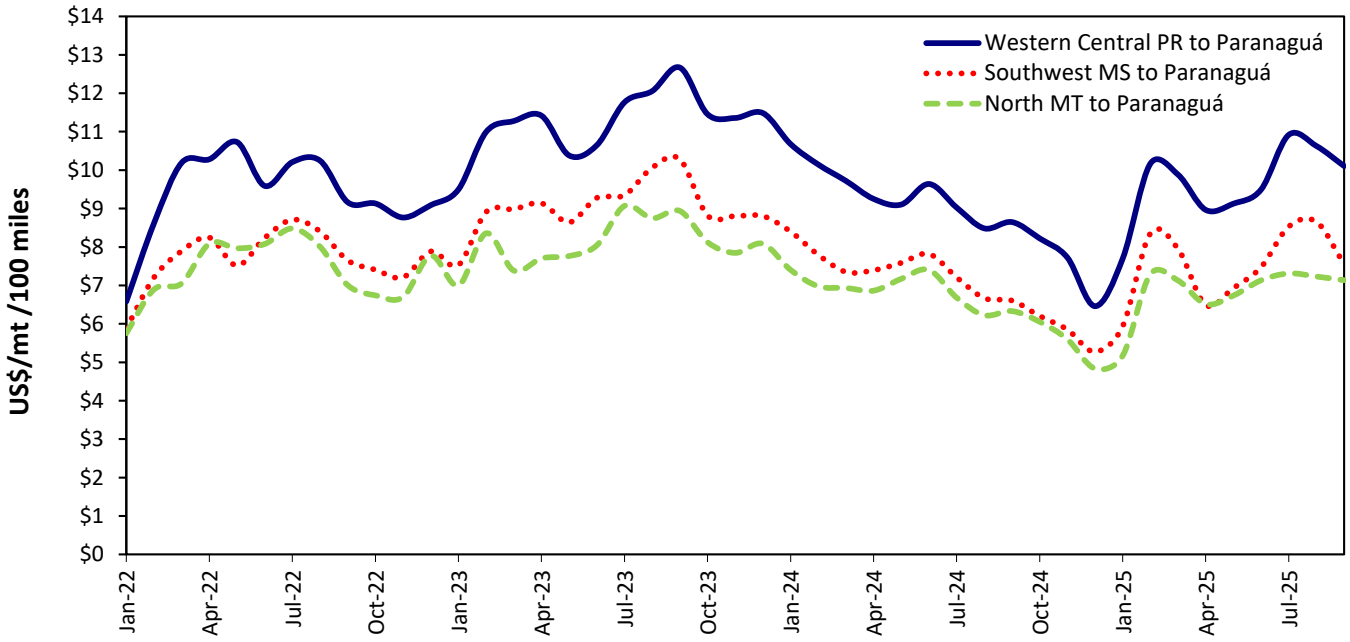
# Brazil Soybean Transportation

## 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 | 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 | | | | |
| Nov-21 | 4.28 | -4.6 | 73.80 | | | | |
| Dec-21 | 4.54 | 6.0 | 78.26 | | | | |

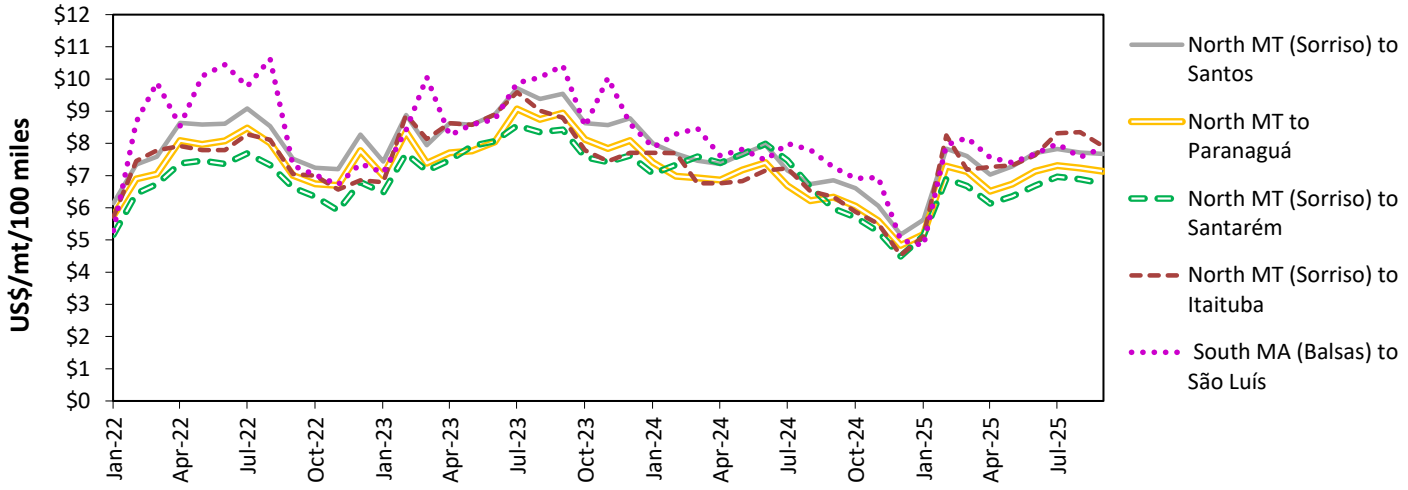
Note: Weighted average is calculated from production-based shares to weigh high-volume routes more heavily than low-volume routes. The share associated with each route is used to define the weight of a given route's freight price in the composition of the monthly weighted export truck freight index.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

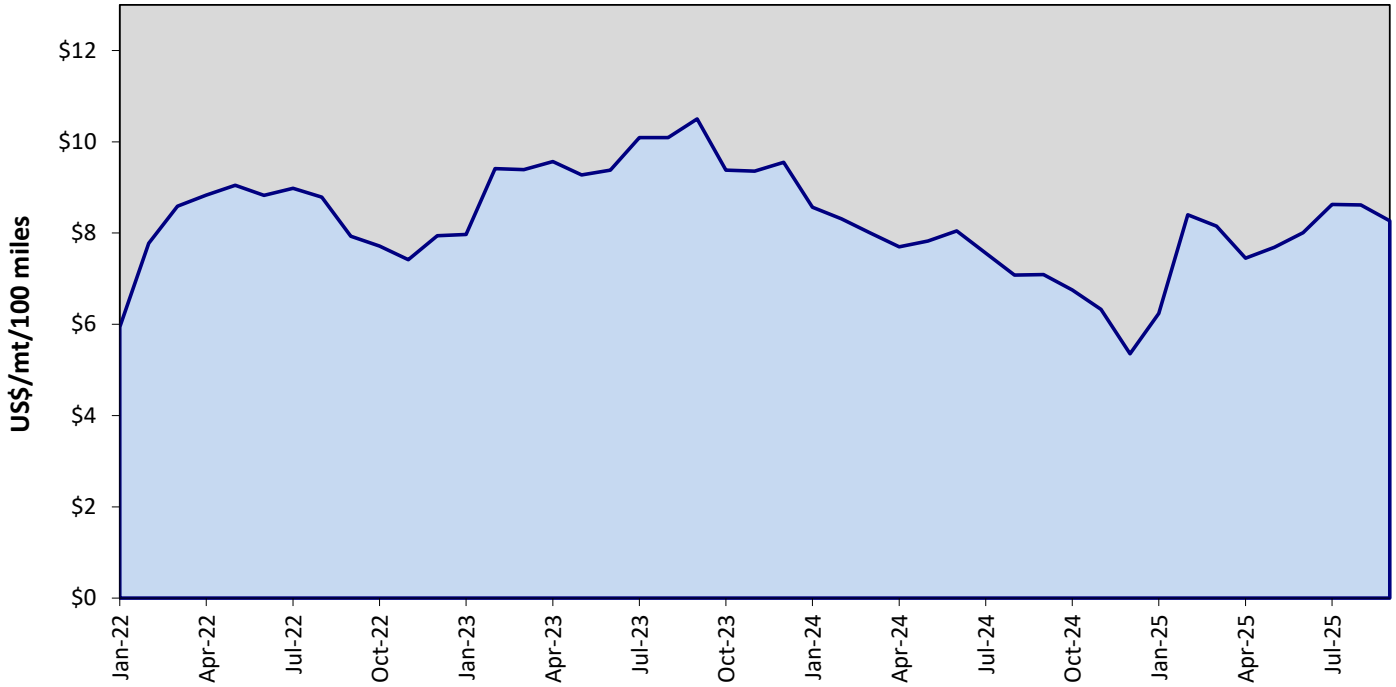
**Figure 4. Truck rates for selected north, south, and northeastern Brazilian soybean export transportation routes, 2022-25**




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 | 34.75 | 36.50 | | 35.05 |
| Paranaguá | Germany (Hamburg) | 33.60 | 34.50 | 36.30 | | 34.80 |
| Rio Grande | Germany (Hamburg) | 34.60 | 35.50 | 37.30 | | 35.80 |
| Santarém | Germany (Hamburg) | 31.30 | 32.10 | 33.75 | | 32.38 |
| São Luís | Germany (Hamburg) | 36.20 | 37.00 | 38.90 | | 37.37 |
| Barcarena | Germany (Hamburg) | 30.40 | 31.20 | 32.80 | | 31.47 |
| Santos | China (Shanghai) | 36.00 | 37.00 | 39.00 | | 37.33 |
| Paranagua | China (Shanghai) | 37.50 | 38.50 | 40.50 | | 38.83 |
| Rio Grande | China (Shanghai) | 36.50 | 37.50 | 39.50 | | 37.83 |
| Santarém | China (Shanghai) | 39.00 | 40.00 | 41.95 | | 40.32 |
| São Luís | China (Shanghai) | 39.65 | 40.50 | 42.40 | | 40.85 |
| Barcarena | China (Shanghai) | 39.75 | 40.75 | 42.75 | | 41.08 |

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)

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Related Websites:

- Soybean Transportation Guide
- Prior Articles: Brazil Soybean Transportation
- Related Articles: *Grain Transportation Report*: September 18, 2025 (PDF)

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