Brazil Soybean Transportation

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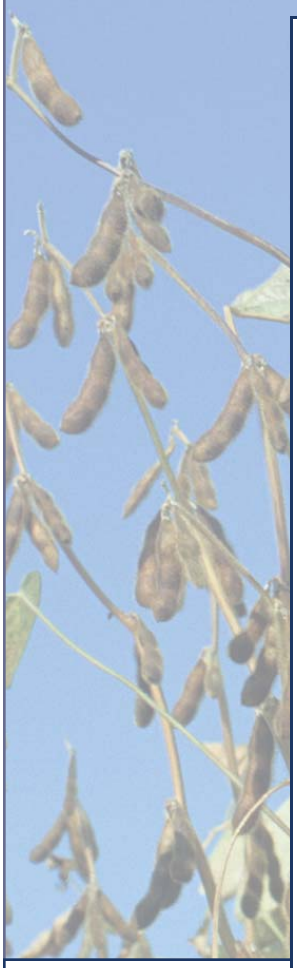

November 16, 2011

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Truck Transportation Demand Lowers as Brazil's Soybean Export Season Ends. The peak of the Brazilian soybean export season typically occurs from March through August, accounting for 79 percent of total exports (Soybean Transportation Guide: Brazil 2010). By the end of September, 91 percent of the Brazilian soybean crop is usually exported as producers prepare for the new planting season, reducing export transportation demand. Overall, during the 3rd quarter, the cost of shipping a metric ton (mt) of soybeans 100 miles by truck in Brazil increased 7.6 percent to US$12.26, from US$11.39 at the same time last year (table 6) mostly due to the 6.46 appreciation of the U.S. dollar against the Brazilian real. The real appreciated against the dollar from 1.7487 reais per US$ to 1.6356. However, there were significant truck rate increases in the route from Londrina, Northwest Rio Grande do Sul (RS) to Rio Grande and Cruz Alta, North Central Paraná (PR) to Paranaguá. Rates increased in North PR because the overlapping soybean and sugar harvest that occurs from May—November increases truck demand. In the past years, rail and truck used to compete for soybeans cargo in RS. This year, however, there was a shortage of rail services, which increased truck demand and resulted in a 43 percent increase in truck rates from the 3rd quarter 2010. RS is the third largest soybean exporter after Mato Groso (MT) and PR. Truck rates reached a peak of US$12.72 per mt in September and began dropping in August.

Farm prices in MT increased 27 percent from last year, lowering transportation as a percentage of total landed cost by 12 percent. Transportation as a percentage of total landed cost from Brazil to Shanghai declined 14–26 percent; shipping to Hamburg declined 3–19 percent (tables 1 and 2).

New Rail Regulation. Effective July 14, 2011, Brazilian railroads are required to sell other railroads the rights to use idle capacity if they are not using the rail tracks at full capacity. The law states that any idle capacity of each rail section[1] must be available to other railroads, intermodal operators, or other users as defined by the Service Rail Freight Regulation to perform the right of way or mutual traffic (Agência Nacional de Transportes Terrestres (ANTT), Resolução Nº 3.696/11, de 14 de Julho de 2011). This law will have a major impact on grain and soybean exports by facilitating the marketing of agricultural products. It is one of the major steps the Brazilian government is taking to increase railway use from 25 to 35 percent within the next 15 to 20 years. According to the ANTT, all new rail tracks will use a broad gauge[2] of 63 inches, which provides better stability to trains. Currently, the Brazilian railroad system consists of 12 railroads totaling 26,596 miles (figure 1), mostly concentrated in the South, Southeast, and Northeast (Soybean Transportation Guide: Brazil 2010). The gauge varies by region, creating difficulties in integrating the system like North

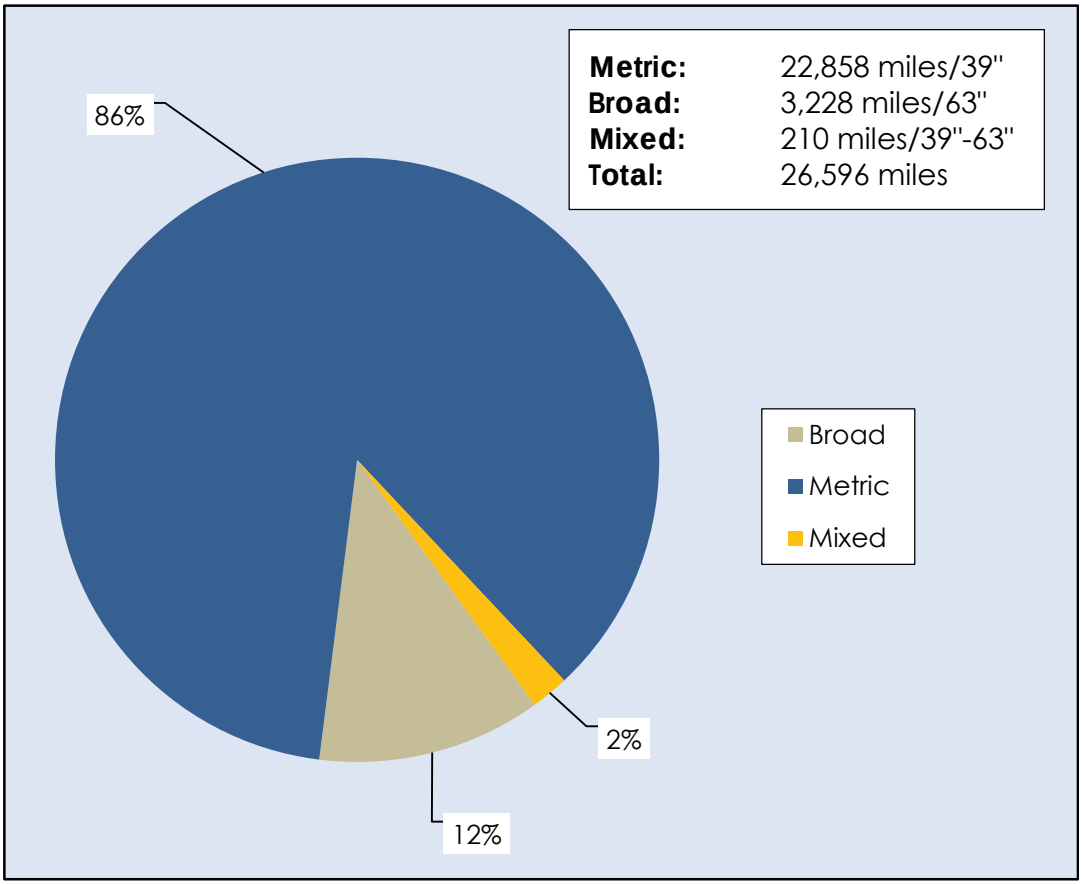
1 Rail section is a segment of the railway bounded by rail yards which allow loading and unloading, by yards bordering the railroad, yards that allow the change of direction, or yards that allow interconnection with different railroads.

2 Gauge is the distance between two rails.

America, which uses a standard gauge of 56.5 inches throughout the entire system. In Brazil, there are 3 types of gauge: metric (39"), broad (63") and mixed (39"-63"). The metric gauge accounts for 86 percent of the total Brazilian rail miles, and predominates in the Southern region. The broad gauge accounts for 12 percent of total railroads and prevails in the Southeast region, leaving about 2 percent mixed.

In the United States, railroads have no obligation to allow other railroads access to the tracks and facilities they own. Instead, access is negotiated with competing railroads at a mutually agreed-upon price. According to the Association of American Railroads (AAR), during 2009, 565 railroads operated nearly 140,000 route miles in the United States. North American Railroads (Canada, Unites States, and Mexico) operate over 177,000 miles of track with a standard gauge size. Gauge uniformity facilitates railroad integration throughout North America, increasing transportation efficiency in the region (U.S. Grain and Soybean Exports to Mexico: A Modal Share Transportation Analysis, 2007-2010). For more information contact delmy.salin@usda.gov or marvin.prater@ams.usda.gov.

Figure 1. Brazil railway extension, 2011



Source: Agência Nacional de Transportes Terrestres (ANTT)

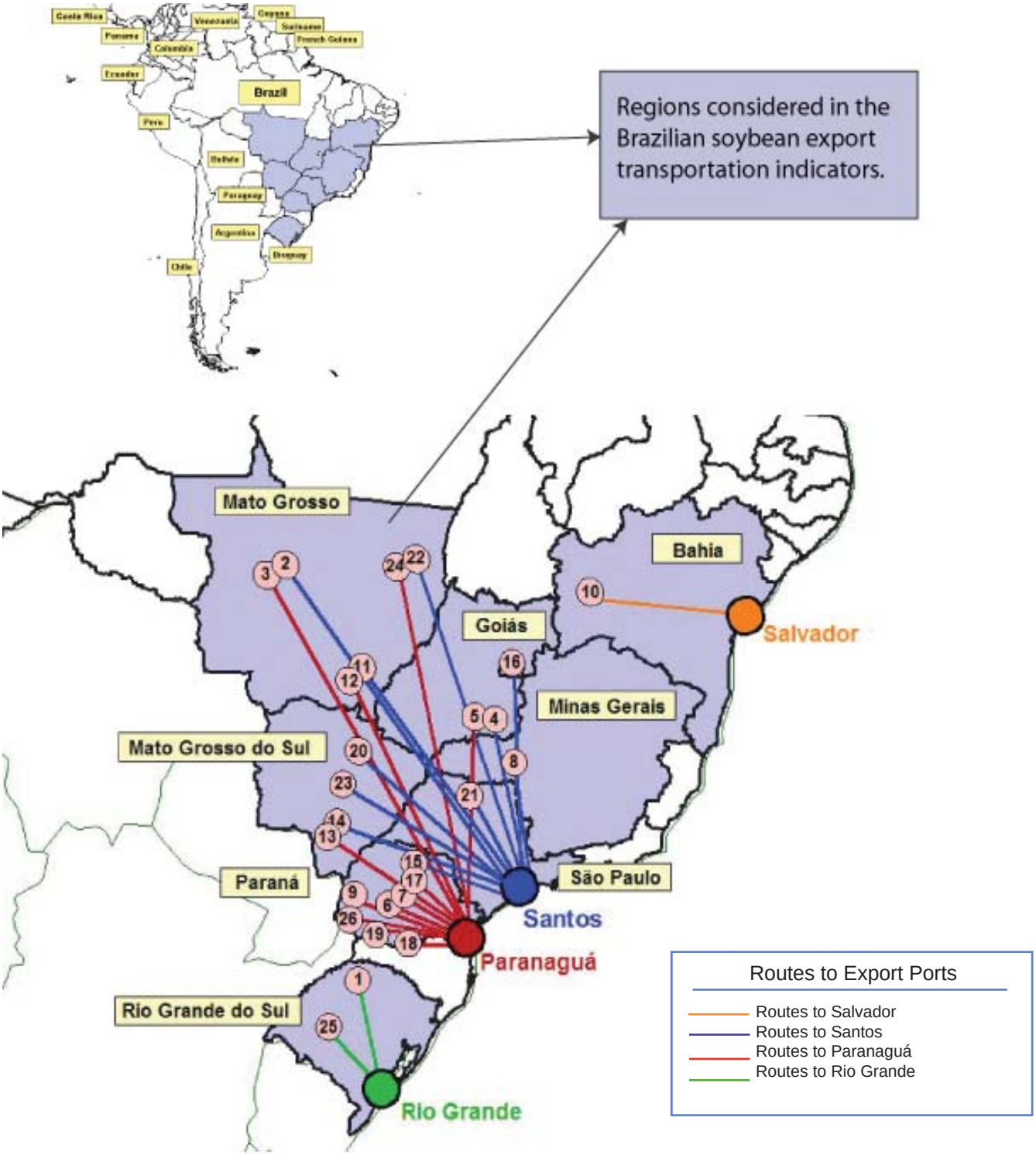
Table 1. Quarterly costs of transporting Brazilian soybeans to Shanghai, China						
	2010 3rd quarter	2011 3rd quarter	% Change	2010 3rd quarter	2011 3rd quarter	% Change
	North MT[1] - Santos[2] --US$/mt--			Northwest RS[1] - Rio Grande[2] --US$/mt--		
Truck	120.16	127.77	6.3	29.24	41.86	43.1
Ocean	58.17	52.31	-10.1	63.27	53.02	-16.2
Total transportation	178.33	180.08	1.0	92.51	94.88	2.6
Farm price [3]	328.51	416.62	26.8	342.98	428.53	24.9
Landed cost	506.83	596.70	17.7	435.49	523.40	20.2
Transport % of landed cost	35.2	30.2	-14.2	21.2	18.1	-14.7
	North Central PR[1] - Paranagua[2] --US$/mt--			South GO[1] - Santos[2] --US$/mt--		
Truck	36.53	42.36	16.0	67.86	66.08	-2.6
Ocean	63.10	59.61	-5.5	58.17	52.31	-10.1
Total transportation	99.63	101.97	2.3	126.03	118.39	-6.1
Farm price [3]	350.41	440.47	25.7	315.43	417.65	32.4
Landed cost	450.04	542.44	20.5	441.46	536.04	21.4
Transport % of landed cost	22.1	18.8	-15.1	28.5	22.1	-22.6

[1]Producing regions: RS = Rio Grande do Sul, MT= Mato Grosso, GO = Goiás, PR = Paraná
[2]Export ports
[3]Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br
Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

Table 2. Quarterly costs of transporting Brazilian soybeans to Hamburg, Germany						
	2010 3rd quarter	2011 3rd quarter	% Change	2010 3rd quarter	2011 3rd quarter	% Change
	North MT[1] - Santos[2] --US$/mt--			Northwest RS[1] - Rio Grande[2] --US$/mt--		
Truck	120.16	127.77	6.3	29.24	41.86	43.1
Ocean	34.42	36.65	6.5	37.08	37.81	2.0
Total transportation	154.58	164.42	6.4	66.32	79.67	20.1
Farm price [3]	328.51	416.62	26.8	342.98	428.53	24.9
Landed cost	483.08	581.04	20.3	409.30	508.19	24.2
Transport % of landed cost	32.0	28.3	-11.6	16.2	15.7	-3.3
	North Central PR[1] - Paranagua[2] --US$/mt--			South GO[1] - Santos[2] --US$/mt--		
Truck	36.53	42.36	16.0	67.86	66.08	-2.6
Ocean	36.92	37.29	1.0	34.42	36.65	6.5
Total transportation	73.45	79.65	8.4	102.28	102.73	0.4
Farm price [3]	350.41	440.47	25.7	315.43	417.65	32.4
Landed cost	423.86	520.12	22.7	417.71	520.38	24.6
Transport % of landed cost	17.3	15.3	-11.6	24.5	19.7	-19.4

[1]Producing regions: RS = Rio Grande do Sul, MT= Mato Grosso, GO = Goiás, PR = Paraná
[2]Export ports
[3]Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br
Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

Figure 2. Routes[1] and regions considered in the Brazilian soybean export transportation indicator[2]



[1]Table defining routes by number is shown on page 8
[2]Regions comprised about 81 percent of Brazilian soybean production, 2009
Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

Table 3. Quarterly costs of transporting Brazilian soybeans to Shanghai, China										
	----------2011----------									
	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
	North MT[1] - Santos[2] --US$/mt--					North MT[1] - Paranagua[2] --US$/mt--				
Truck	124.57	125.83	127.77		126.06	118.04	118.85	122.72		119.87
Ocean	50.00	50.05	52.31		50.79	56.25	57.62	59.61		57.83
Total transportation	174.57	175.88	180.08		176.85	174.29	176.47	182.33		177.69
Farm price [3]	406.96	386.58	416.62		403.38	406.96	386.58	416.62		403.38
Landed cost	581.53	562.46	596.70		580.23	581.24	563.04	598.95		581.08
Transport % of landed cost	30.0	31.3	30.2		30.6	30.0	31.3	30.4		30.6
	Southeast MT[1] - Santos[2] --US$/mt--					North Central PR[1] - Paranagua[2] --US$/mt--				
Truck	107.73	97.14	95.74		100.21	36.82	41.39	42.36		40.19
Ocean	50.00	50.05	52.31		50.79	56.25	57.62	59.61		57.83
Total transportation	157.73	147.19	148.05		150.99	93.07	99.01	101.97		98.02
Farm price [3]	406.96	386.58	416.62		403.38	459.96	435.53	440.47		445.32
Landed cost	564.69	533.77	564.67		554.38	553.03	534.54	542.44		543.34
Transport % of landed cost	27.9	27.6	26.2		27.2	16.8	18.5	18.8		18.1
	South GO[1] - Santos[2] --US$/mt--					Northwest RS[1] - Rio Grande[2] --US$/mt--				
Truck	61.63	71.02	66.08		66.24	31.36	44.95	41.86		39.39
Ocean	50.00	50.05	52.31		50.79	50.50	50.60	53.02		51.37
Total transportation	111.63	121.07	118.39		117.03	81.86	95.55	94.88		90.76
Farm price [3]	441.07	413.15	417.65		423.96	431.68	425.42	428.53		428.54
Landed cost	552.70	534.22	536.04		540.99	513.54	520.97	523.40		519.30
Transport % of landed cost	20.2	22.7	22.1		21.6	15.9	18.3	18.1		17.5

[1]Producing regions: RS = Rio Grande do Sul, MT= Mato Grosso, GO = Goiás, PR = Paraná
[2]Export ports
[3]Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br
Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

Table 4. Quarterly costs of transporting Brazilian soybeans to Hamburg, Germany										
	----------2011----------									
	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
	North MT[1] - Santos[2] --US$/mt--					North MT[1] - Paranagua[2] --US$/mt--				
Truck	124.57	125.83	127.77		126.06	118.04	118.85	122.72		119.87
Ocean	34.96	35.00	36.65		35.54	33.86	36.00	37.29		35.72
Total transportation	159.53	160.83	164.42		161.60	151.90	154.85	160.01		155.58
Farm price [3]	406.96	386.58	416.62		403.38	406.96	386.58	416.62		403.38
Landed cost	566.49	547.41	581.04		564.98	558.85	541.42	576.63		558.97
Transport % of landed cost	28.2	29.4	28.3		28.6	27.2	28.6	27.7		27.8
	Southeast MT[1] - Santos[2] --US$/mt--					North Central PR[1] - Paranagua[2] --US$/mt--				
Truck	107.73	97.14	95.74		100.21	36.82	41.39	42.36		40.19
Ocean	34.96	35.00	36.65		35.54	33.86	36.00	37.29		35.72
Total transportation	142.69	132.14	132.39		135.74	70.68	77.39	79.65		75.91
Farm price [3]	406.96	386.58	416.62		403.38	459.96	435.53	440.47		445.32
Landed cost	549.65	518.72	549.01		539.13	530.64	512.92	520.12		521.23
Transport % of landed cost	26.0	25.5	24.1		25.2	13.3	15.1	15.3		14.6
	South GO[1] - Santos[2] --US$/mt--					Northwest RS[1] - Rio Grande[2] --US$/mt--				
Truck	61.63	71.02	66.08		66.24	31.36	44.95	41.86		39.39
Ocean	34.96	35.00	36.65		35.54	35.43	36.00	37.81		36.41
Total transportation	96.59	106.02	102.73		101.78	66.79	80.95	79.67		75.80
Farm price [3]	441.07	413.15	417.65		423.96	431.68	425.42	428.53		428.54
Landed cost	537.66	519.17	520.38		525.74	498.47	506.37	508.19		504.34
Transport % of landed cost	18.0	20.4	19.7		19.4	13.4	16.0	15.7		15.0

[1]Producing regions: RS = Rio Grande do Sul, MT= Mato Grosso, GO = Goiás, PR = Paraná
[2]Export ports
[3]Source: Companhia Nacional de Abastecimento (CONAB) www.conab.gov.br
Source: ESALQ/ USP (University of São Paulo, Brazil) and USDA/AMS

Brazil Soybean Transportation Indicators

Table 5. Truck rates for selected Brazilian soybean export transportation routes, 2011

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 RS5 (Cruz Alta)	Rio Grande	288	3.23	8.62	15.61	14.53		12.92
2	North MT(Sorriso)	Santos	1190	11.14	9.50	10.57	10.74		10.27
3	North MT(Sorriso)	Paranaguá	1262	10.50	8.27	9.42	9.72		9.14
4	South GO(Rio Verde)	Santos	587	5.62	10.54	12.10	11.26		11.30
5	South GO(Rio Verde)	Paranaguá	726	4.54	8.52	9.68	8.99		9.06
6	North Central PR(Londrina)	Paranaguá	268	4.00	11.89	15.45	15.81		14.38
7	Western Central PR(Mamborê)	Paranaguá	311	3.66	8.38	13.28	12.61		11.42
8	Triangle MG(Uberaba)	Santos	339	3.31	14.68	18.37	17.50		16.85
9	West PR(Assis Chateaubriand)	Paranaguá	377	5.09	8.97	13.42	12.24		11.55
10	West Extreme BA(São Desidério)	Salvador	535	4.80	10.64	10.36	12.13		11.05
11	Southeast MT(Primavera do Leste)	Santos	901	3.20	9.84	10.78	10.63		10.42
12	Southeast MT(Primavera do Leste)	Paranaguá	975	2.96	8.96	9.26	9.97		9.40
13	Southwest MS(Maracaju)	Paranaguá	612	3.58	10.82	10.81	10.57		10.73
14	Southwest MS(Maracaju)	Santos	652	3.37	10.83	11.41	10.85		11.03
15	West PR(Assis Chateaubriand)	Santos	550	0.00	11.91	14.14	13.62		13.22
16	East GO(Cristalina)	Santos	585	1.53	10.71	12.70	11.57		11.66
17	North PR(Cornélio Procópio)	Paranaguá	306	1.86	9.44	13.74	12.07		11.75
18	Eastern Central PR(Castro)	Paranaguá	130	2.60	16.71	21.67	21.51		19.96
19	South Central PR(Guarapuava)	Paranaguá	204	2.38	14.61	19.16	18.61		17.46
20	North Central MS(São Gabriel do Oeste)	Santos	720	1.05	8.92	10.61	9.62		9.72
21	Ribeirão Preto SP(Guairá)	Santos	314	0.80	12.74	13.81	13.59		13.38
22	Northeast MT(Canarana)	Santos	950	1.79	11.31	12.07	12.30		11.89
23	East MS(Chapadão do Sul)	Santos	607	0.98	9.97	11.31	10.57		10.62
24	Northeast MT(Canarana)	Paranaguá	1075	1.58	9.95	10.54	10.97		10.49
25	Western Central RS(Tupanciretã)	Rio Grande	273	2.60	8.44	17.40	16.32		14.06
26	Southwest PR(Chopinzinho)	Paranaguá	291	2.22	12.20	16.14	15.67		14.67
		Average	**578**	**100.0**	**9.98**	**12.52**	**12.26**		**11.59**

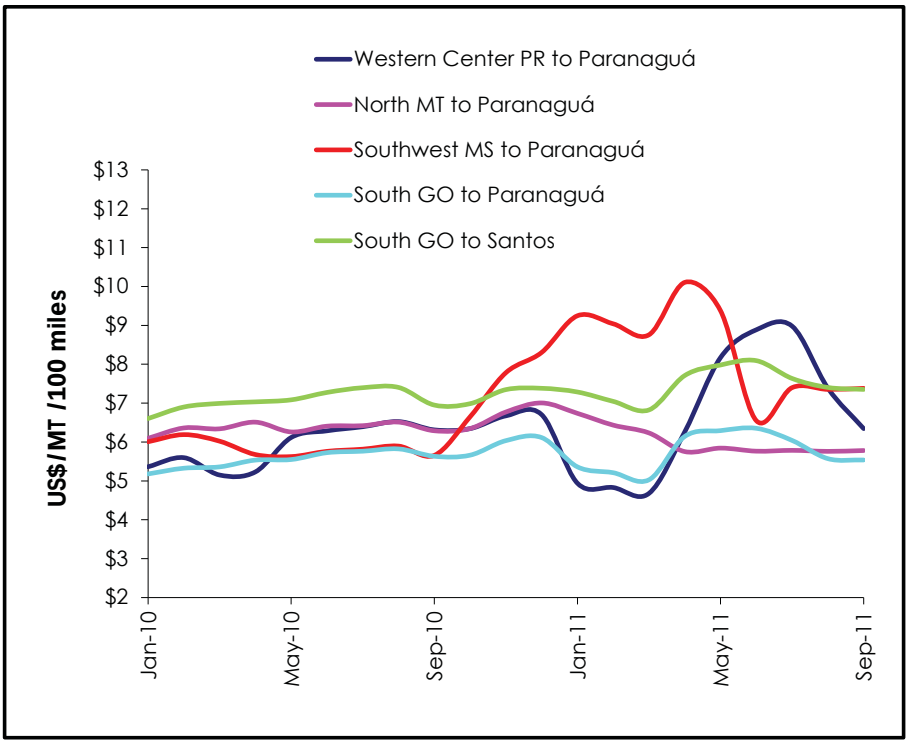
[1]Although each origin region comprises several cities, the main city is considered as a reference to establish the freight price; na = not available
[2]Distance from the main city of the considered region to the mentioned ports
[3]Share is measured as a percentage of total production
[4]US$ per metric ton (average monthly exchange rate from "Banco Central do Brasil" was used to convert Brazilian reais to the U.S. dollar)
[5]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
Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

Table 6. 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)
Jan-05	5.80	40.8	100.00	Jun-08	11.00	2.9	189.67
Feb-05	5.85	0.9	100.90	Jul-08	12.05	9.5	207.73
Mar-05	5.97	2.0	102.92	Aug-08	11.14	-7.6	192.00
Apr-05	6.51	9.0	112.14	Sep-08	10.27	-7.8	177.00
May-05	6.80	4.5	117.22	Oct-08	7.44	-27.5	128.24
Jun-05	6.74	-0.9	116.22	Nov-08	7.20	-3.2	124.13
Jul-05	6.77	0.5	116.76	Dec-08	6.79	-5.7	117.11
Aug-05	6.75	-0.3	116.41	Jan-09	6.91	1.7	119.11
Sep-05	6.92	2.5	119.27	Feb-09	7.28	5.4	125.52
Oct-05	6.98	0.9	120.28	Mar-09	7.65	5.1	131.89
Nov-05	7.09	1.6	122.15	Apr-09	8.44	10.3	145.42
Dec-05	6.78	-4.3	116.95	May-09	9.56	13.3	164.72
Jan-06	6.91	1.9	119.18	Jun-09	9.74	2.0	167.97
Feb-06	7.33	6.0	126.36	Jul-09	9.28	21.3	159.94
Mar-06	7.48	2.1	129.02	Aug-09	9.29	0.1	160.16
Apr-06	6.99	-6.6	120.57	Sep-09	9.14	-1.6	157.62
May-06	6.88	-1.7	118.56	Oct-09	9.32	1.9	160.66
Jun-06	6.62	-3.8	114.05	Nov-09	9.22	-1.1	158.93
Jul-06	7.10	7.3	122.41	Dec-09	9.02	-2.2	155.48
Aug-06	7.41	4.4	127.79	Jan-10	9.17	1.7	158.10
Sep-06	7.37	-0.6	127.02	Feb-10	9.99	8.9	172.16
Oct-06	7.48	1.5	128.88	Mar-10	10.77	7.8	185.67
Nov-06	7.19	-3.8	123.92	Apr-10	10.91	1.3	188.10
Dec-06	6.81	-5.3	117.32	May-10	10.80	-1.1	186.10
Jan-07	6.88	1.1	118.60	Jun-10	10.61	-1.7	182.95
Feb-07	7.55	9.7	130.15	Jul-10	10.86	2.3	187.14
Mar-07	8.47	12.2	146.00	Aug-10	11.21	3.3	193.23
Apr-07	8.40	-0.9	144.76	Sep-10	11.46	2.2	197.57
May-07	8.12	-3.3	140.05	Oct-10	11.51	0.4	198.41
Jun-07	8.24	1.4	141.99	Nov-10	10.86	-5.6	187.20
Jul-07	9.00	9.3	155.20	Dec-10	10.72	-1.3	184.79
Aug-07	8.63	-4.2	148.75	Jan-11	9.17	1.7	158.10
Sep-07	9.23	6.9	159.05	Feb-11	9.99	8.9	172.16
Oct-07	9.72	5.4	167.61	Mar-11	10.77	7.8	185.67
Nov-07	9.56	-1.6	164.86	Apr-11	13.30	10.2	229.22
Dec-07	9.32	-2.5	160.71	May-11	12.01	-9.7	207.04
Jan-08	9.40	0.9	162.12	Jun-11	12.25	2.0	211.20
Feb-08	9.63	2.4	166.02	Jul-11	12.72	3.9	219.34
Mar-08	10.59	9.9	182.46	Aug-11	12.64	-0.7	217.84
Apr-08	10.81	2.1	186.35	Sep-11	11.43	-9.6	196.95
May-08	10.69	-1.1	184.32				

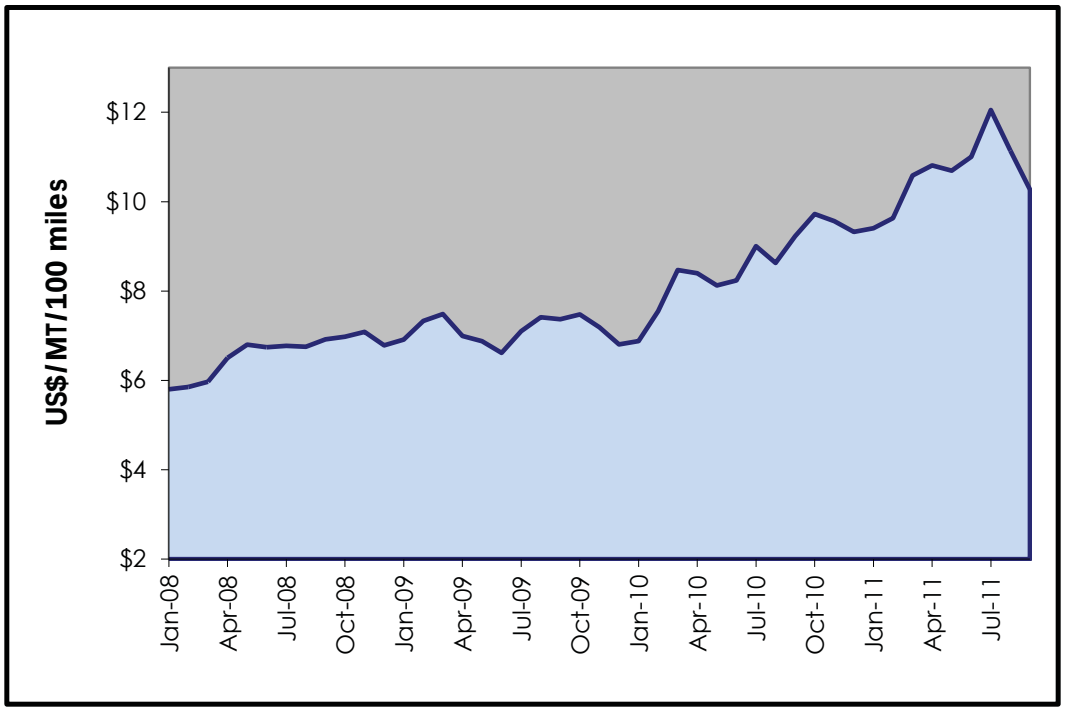
*Weighted average and quoted in US$ per metric ton
Source: ESALQ/USP (University of São Paulo, Brazil) and USDA/AMS

Figure 3. Truck rates for selected Brazilian soybean export transportation routes



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

Figure 4. Brazilian soybean export truck transportation weighted average prices, 2008/11



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

Table 7. Quarterly ocean freight rates for shipping soybeans from selected Brazilian ports to Germany and China (US$/metric ton)*

Port	Destination	1st qtr 2005	2nd qtr 2005	3rd qtr 2005	4th qtr 2005
Santos	Germany (Hamburg)	45.53	45.84	44.54	56.73
Paranagua	Germany (Hamburg)	44.64	44.84	43.54	55.73
Rio Grande	Germany (Hamburg)	44.20	44.39	43.04	55.23
Port	**Destination**	**1st qtr 2006**	**2nd qtr 2006**	**3rd qtr 2006**	**4th qtr 2006**
Santos	Germany (Hamburg)	39.51	36.91	50.24	60.40
Paranagua	Germany (Hamburg)	38.51	35.91	49.24	59.40
Rio Grande	Germany (Hamburg)	37.06	35.41	48.74	58.90
Santos	China (Shanghai)	50.13	44.80	60.98	73.32
Paranagua	China (Shanghai)	49.13	43.80	59.98	72.32
Rio Grande	China (Shanghai)	48.63	43.30	59.48	71.82
Port	**Destination**	**1st qtr 2007**	**2nd qtr 2007**	**3rd qtr 2007**	**4th qtr 2007**
Santos	Germany (Hamburg)	60.40	91.61	59.35	80.67
Paranagua	Germany (Hamburg)	59.40	90.61	53.12	81.08
Rio Grande	Germany (Hamburg)	58.90	90.11	57.85	80.06
Santos	China (Shanghai)	73.32	111.20	72.00	74.81
Paranagua	China (Shanghai)	72.32	110.20	65.50	75.22
Rio Grande	China (Shanghai)	71.82	109.70	70.50	74.20
Port	**Destination**	**1st qtr 2008**	**2nd qtr 2008**	**3rd qtr 2008**	**4th qtr 2008**
Santos	Germany (Hamburg)	57.38	71.08	48.80	32.18
Paranagua	Germany (Hamburg)	58.90	72.68	50.20	33.48
Rio Grande	Germany (Hamburg)	59.36	73.18	50.70	33.98
Santos	China (Shanghai)	64.81	80.27	72.43	64.00
Paranagua	China (Shanghai)	66.53	80.79	74.03	65.30
Rio Grande	China (Shanghai)	67.01	81.27	74.23	65.80
Port	**Destination**	**1st qtr 2009**	**2nd qtr 2009**	**3rd qtr 2009**	**4th qtr 2009**
Santos	Germany (Hamburg)	34.10	34.75	30.00	31.08
Paranagua	Germany (Hamburg)	35.50	35.79	31.55	30.53
Rio Grande	Germany (Hamburg)	35.80	36.20	32.00	31.17
Santos	China (Shanghai)	64.50	66.00	49.00	55.63
Paranagua	China (Shanghai)	65.70	67.30	48.78	54.23
Rio Grande	China (Shanghai)	66.87	67.80	49.50	53.50

*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)

(Continued on following page)

Table 7. Quarterly ocean freight rates for shipping soybeans from selected Brazilian ports to Germany and China (continued) (US$/metric ton)*

Port	Destination	1st qtr 2010	2nd qtr 2010	3rd qtr 2010	4th qtr 2010
Santos	Germany (Hamburg)	32.25	36.17	34.42	31.67
Paranagua	Germany (Hamburg)	31.83	38.08	36.92	33.50
Rio Grande	Germany (Hamburg)	33.50	39.00	37.08	34.54
Santos	China (Shanghai)	52.33	55.08	58.17	57.79
Paranagua	China (Shanghai)	52.50	58.58	63.10	61.50
Rio Grande	China (Shanghai)	53.00	58.75	63.27	57.83
Port	**Destination**	**1st qtr 2011**	**2nd qtr 2011**	**3rd qtr 2011**	**4th qtr 2011**
Santos	Germany (Hamburg)	34.96	35.00	36.65	
Paranagua	Germany (Hamburg)	33.86	36.00	37.29	
Rio Grande	Germany (Hamburg)	35.43	36.00	37.81	
Santos	China (Shanghai)	50.00	50.05	52.31	
Paranagua	China (Shanghai)	56.25	57.62	59.61	
Rio Grande	China (Shanghai)	50.50	50.60	53.02	

*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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Data Sets:

- Figure 1: Brazil railway extension, 2011 (XLS)
- Figure 3: Truck rates for selected Brazilian soybean export transportation routes (XLS)
- Figure 4: Brazilian soybean export truck transportation weighted average prices, 2008/11 (XLS)
- Table 1: Quarterly costs of transporting soybeans from Brazil to Shanghai, China (XLS)
- Table 2: Quarterly costs of transporting soybeans from Brazil to Hamburg, Germany (XLS)
- Table 3: Quarterly costs of transporting Brazilian soybeans to Shanghai, China (XLS)
- Table 4: Quarterly costs of transporting Brazilian soybeans to Hamburg, Germany (XLS)
- Table 5: Truck rates for selected Brazilian soybean export transportation routes, 2011 (XLS)
- Table 6: Monthly Brazilian soybean export truck transportation cost index (XLS)
- Table 7: Quarterly ocean freight rates for shipping soybeans from selected Brazilian ports to Germany and China (XLS)

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Related Websites:

- Soybean Transportation Guide: Brazil 2010 (PDF)
- Prior Articles: Brazil Soybean Transportation, August 10, 2011 (PDF)
- Related Articles: Grain Transportation Report, September 29, 2011 (PDF)
- U.S. Corn, Soybean, and Wheat Quarterly Transportation Cost Indicator Reports

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