

Brazil Soybean Transportation



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Seasonally Low Soybean Export Demand Reduces Transportation Cost. By the end of September, 90 percent of the Brazilian soybean crop is usually exported as producers prepare for the new planting season, reducing export transportation demand. However, exports dropped significantly this year, especially from August–October, because of port congestion due to heavy rain and the implementation of Brazil's new hours of service rules for truck drivers (see below). Overall, soybeans exports are higher than last year because of the heavy rate of shipments from January to July. By the end of October, Brazil exported about 32.1 million mt compared to 33 million mt in 2011 (Secretariat of Foreign Trade (SECEX)).

The 3rd quarter cost of shipping a metric ton (mt) of soybeans 100 miles by truck in Brazil decreased about 18 percent to US\$10.08 from US\$12.26 at the same time last year (table 6). The real depreciated 14.7 percent against the dollar from 1.636 reais per US\$ to 2.029. An oversupply of vessels and congestion at Brazilian ports, especially Santos and Paranaguá, resulted in drops of 8–15 percent in ocean rates to China and Europe (table 2 and 3). According to SIFRECA, from August to November there has been a waiting line of ships to unload fertilizer and load grain and sugar at the port of Paranaguá, at times over 100 ships in queue. Third quarter transportation cost as a percentage of the total landed cost of soybean shipments to Shanghai and Hamburg decreased 27–41 percent from the ports of Santos, Paranaguá, and Rio Grande. However, in the Sorriso, North Mato Grosso/Santos to Shanghai route transportation cost as percentage of total landed cost stayed about the same as last year (tables 2 and 3). Record farm prices also contributed to the significant decline of shipping cost as percent of total landed cost.

By October of 2012, China bought 22.5 million mt of Brazilian soybeans, surpassing last year's record of 22.1 million mt and accounting for 70 percent of Brazilian total exports (SECEX). China bought about 85.4 percent of soybeans from the southern ports of Santos, Paranaguá, Rio Grande, and São Francisco, and 14.6 percent from the northeastern ports of Vitoria, Salvador, and São Luis.

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Brazil New Hours-of-Service Rule. On July 17, 2012, the Brazilian government implemented the first hours-of-service rules, called the "Driver's Law," to address safety issues. The new law reduced the number of hours a truck driver can work in a 24-hour period, thereby increasing transportation costs. Third quarter soybean truck rates were not significantly affected because the export season peak ended by the end of August (Soybean Transportation Guide: Brazil 2011). Overall truck rates increased because of a shortage of Brazilian professional drivers (ABIOVE, Valdivia (NTCS)) and a limited supply of long-haul (2–3 days) truck services, especially from Mato Grosso (MT) to the southern ports of Santos and Paranaguá. There is an estimated shortage of 120,000 professional truck and bus drivers in Brazil (NTCS). According to Valdivia (NTCS), prior to the Driver's Law, drivers continue working up to 14 continuous hours because trucking companies couldn't control the drivers' hours on the road. Now, the law is enforced by the Ministry of Labor and Transportation. Noncompliance with the law would result in a fine to the driver and the vehicle may be withheld until full rest is reached or the driver is replaced.



U.S.-Brazil Hours of Service Rules. The Brazilian rules are based on a 24-hour duty limit; the United States rules are based on a daily window of 14 hours with a maximum of 11 hours of driving and a 60/70-hour weekly on-duty limit (table 1). Brazilian drivers have a daily duty window of 13 hours with a maximum of 10 hours driving limit for every 24 hours of travel and a mandatory 35 hour weekly rest period. The U.S. duty limits are based on 60 hours over 7 consecutive days or 70 hours over 8 consecutive days with a voluntary 34 consecutive hour restart provision to begin a new weekly on-duty limit period. Brazilian rules require a 30-minute break every 4 hours of uninterrupted driving. Effective July 1, 2013, U.S. drivers will be required to take a 30-minute break if 8 hours have passed since their last off duty period.

The United States first hours-of-service rules were issued in 1938. Since then, the law has been revised several times. In 1995, an agricultural exception for the planting and harvesting season was added. The current agricultural exemption states that drivers transporting agricultural commodities or farm supplies for agricultural purposes are exempt from hours-of-service rules within a 150-air-mile radius of the source of the agricultural commodity or the wholesale/retail distribution point of the farm supplies, within or across State lines, during the planting and harvesting seasons as determined by each state (Public Law 112-141, Sec. 32101 (d)).

Table 1. U.S.-Brazil summary of driver hours-of-service rules

Regulation	United States	Brazil
Daily duty limit*	14 consecutive hours	13 consecutive hours
Driving limit	Maximum of 11 hours (after 10 consecutive hours off duty) within the 14 hour daily duty limit	10 hours (8 hrs. regular time + 2 hours of compensatory time) within the 13 hours limit
Daily rest requirement	10 hours, not based on a 24-hour period	11 hours every 24 hours
Weekly rest	Voluntary 34 consecutive-hour restart provision to begin a new 7 or 8 day on-duty** period	35 hours
Breaks	30 minute off-duty break before 8 hours have passed since their last of off-duty period. Effective July 1, 2013	30 minute break every 4 hours of driving and 1 hour for meals
Weekly limits	60/70-Duty limit: drivers are not allowed to be on-duty more than 60 hours over 7 consecutive days or 70 hours over 8 consecutive days	
Restart provision	Drivers are allowed to use the voluntary 34-hour restart provision to begin a new 7 or 8 day on-duty	
Adverse driving conditions exception ¹	2 extra hours more than allowed under normal conditions	1 extra hour

*Include work, meals, and mandatory rest;

**On-duty time includes all time drivers are working for a motor carrier, whether paid or not, and all time the driver is doing paid work for anyone else such as time at the plant terminal, loading, unloading, handling paper work, drug and alcohol testing, inspecting or servicing the truck (fueling and washing the truck);

¹The driver did not know about the conditions when the run began such as snow, fog or traffic shut down due to a crash. It does not include situations that the driver should have known such as congested traffic during typical rush hour.



U.S.-Brazil Public Road Mileage. The U.S. public road mileage is 4.08 million miles (6.57 million kilometers), with over 66 percent paved (Highway Statistics 2010). The Brazilian highway system extends 980,285 miles (92,747 kilometers) with only 16 percent paved. According to the 2011 Confederação Nacional do Transporte (CNT) survey of the overall highway condition in Brazil 42.6 percent of the roads ranged between good to excellent condition in 2011 compared to 31 percent in 2009 (Soybean Transportation Guide: Brazil 2011). Still, 57.4 percent ranged from acceptable to inadequate. The survey also shows that more than half of the paved roads were in good to excellent condition and 48 percent ranged from acceptable to very bad condition, 28 percent of traffic road signs had problems, and 88.3 percent of the paved roads are two-lane. The survey sample of paved roads increased 3.6 percent from 55,522 miles in 2009 to 57,504 miles in 2011. For more information contact delmy.salin@ams.usda.gov.

Figure 1. Brazilian highway conditions, 2009-2011

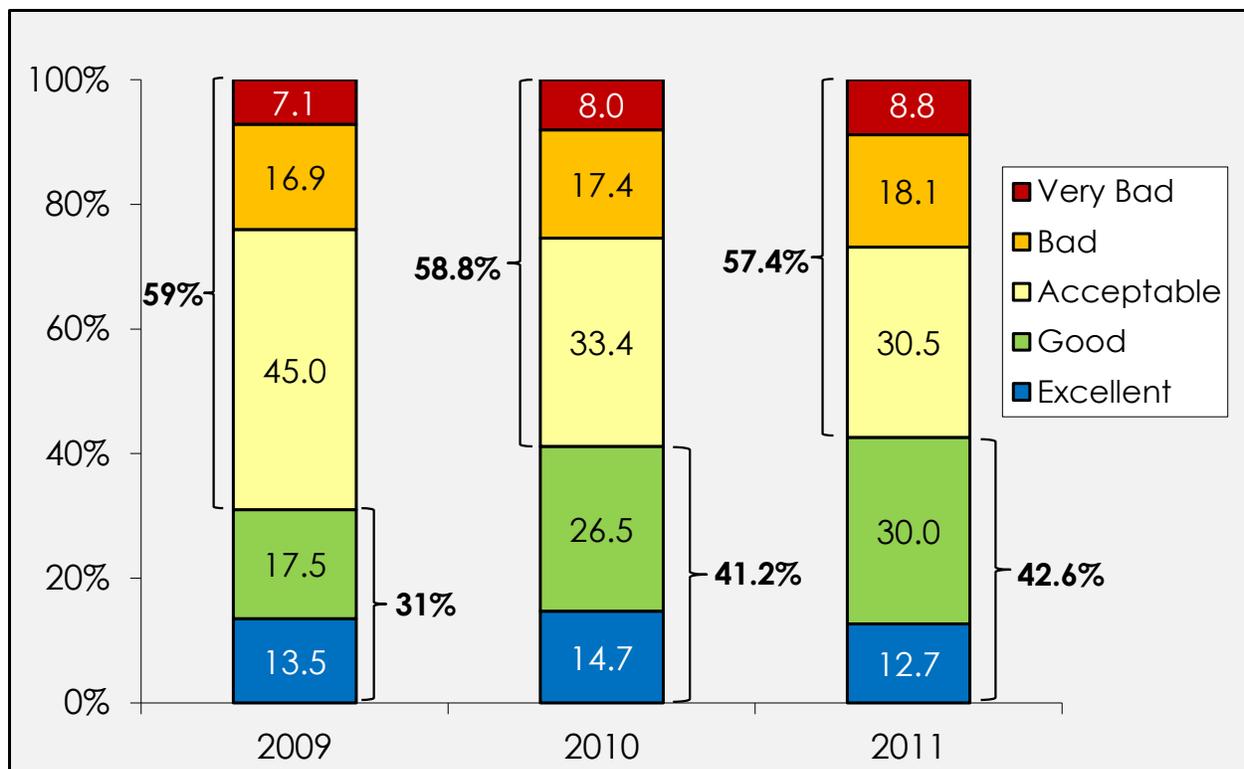




Table 2. Quarterly costs of transporting Brazilian soybeans to Shanghai, China

	2011 3rd qtr	2012 3rd qtr	% Change	2011 3rd qtr	2012 3rd qtr	% Change
	North MT¹ - Santos² --US\$/mt--			Northwest RS¹ - Rio Grande² --US\$/mt--		
Truck	127.77	109.73	-14.1	41.86	25.30	-39.6
Ocean	52.31	50.42	-3.6	53.02	49.02	-7.5
Total transportation	180.08	160.15	-11.1	94.88	74.32	-21.7
Farm price ³	416.62	570.66	37.0	428.53	557.90	30.2
Landed cost	596.70	730.81	22.5	523.40	632.22	20.8
Transport % of landed cost	30.2	21.9	-27.4	18.1	11.8	-35.1
	North Central PR¹ - Paranagua² --US\$/mt--			South GO¹ - Santos² --US\$/mt--		
Truck	42.36	35.72	-15.7	66.08	55.76	-15.6
Ocean	59.61	55.42	-7.0	52.31	50.42	-3.6
Total transportation	101.97	91.14	-10.6	118.39	106.18	-10.3
Farm price ³	440.47	593.20	34.7	417.65	566.91	35.7
Landed cost	542.44	684.33	26.2	536.04	673.09	25.6
Transport % of landed cost	18.8	13.3	-29.2	22.1	15.8	-28.6

¹Producing regions: RS = Rio Grande do Sul, MT= Mato Grosso, GO = Goiás, PR = Paraná

²Export ports

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

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



Table 3. Quarterly costs of transporting Brazilian soybeans to Hamburg, Germany

	2011 3rd qtr	2012 3rd qtr	% Change	2011 3rd qtr	2012 3rd qtr	% Change
	North MT¹ - Santos² --US\$/mt--			Northwest RS¹ - Rio Grande² --US\$/mt--		
Truck	127.77	109.73	-14.1	41.86	25.30	-39.6
Ocean	36.65	32.00	-12.7	37.81	32.00	-15.4
Total transportation	164.42	149.52	-9.1	79.67	57.30	-28.1
Farm price ³	416.62	570.66	37.0	428.53	557.90	30.2
Landed cost	581.04	527.22	-9.3	508.19	615.20	21.1
Transport % of landed cost	28.3	28.4	0.2	15.7	9.3	-40.6
	North Central PR¹ - Paranaguá² --US\$/mt--			South GO¹ - Santos² --US\$/mt--		
Truck	42.36	35.72	-15.7	66.08	55.76	-15.6
Ocean	37.29	34.30	-8.0	36.65	32.00	-12.7
Total transportation	79.65	70.02	-12.1	102.73	87.76	-14.6
Farm price ³	440.47	593.20	34.7	417.65	566.91	35.7
Landed cost	520.12	663.21	27.5	520.38	654.67	25.8
Transport % of landed cost	15.3	10.6	-31.1	19.7	13.4	-32.1

¹Producing regions: RS = Rio Grande do Sul, MT= Mato Grosso, GO = Goiás, PR = Paraná

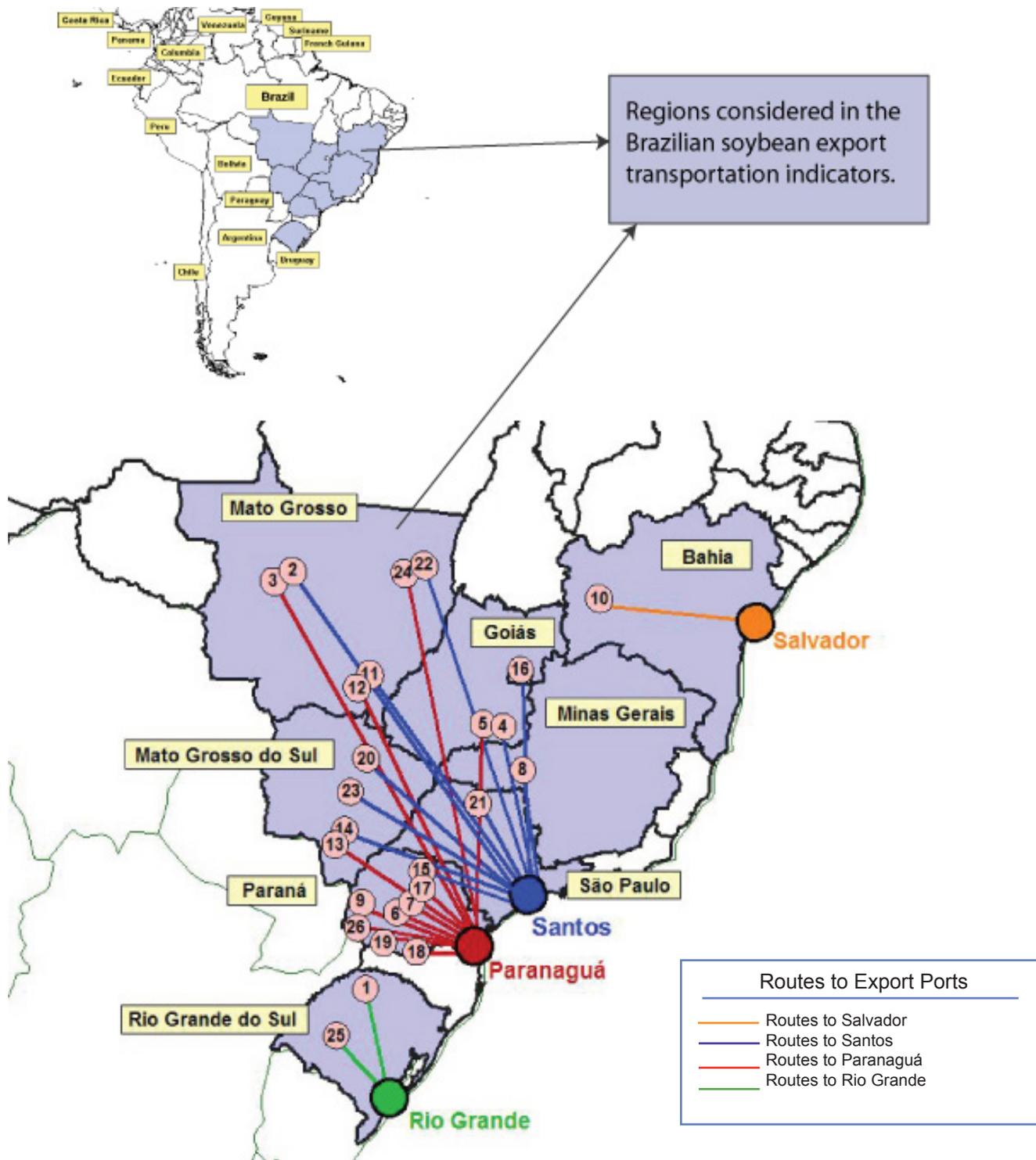
²Export ports

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

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



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



¹Table defining routes by number is shown on page 8

²Regions comprised about 82 percent of Brazilian soybean production, 2010

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



Table 4. Quarterly costs of transporting Brazilian soybeans to Shanghai, China

-----2012-----										
	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
	North MT¹ - Santos² --US\$/mt--					North MT¹ - Paranagua² --US\$/mt--				
Truck	117.52	110.07	109.73		112.44	114.44	105.33	108.07		109.28
Ocean	46.62	51.35	50.42		49.46	52.32	57.63	55.42		55.12
Total transportation	164.14	161.42	160.15		161.90	166.76	162.96	163.49		164.40
Farm price ³	377.70	448.29	570.66		465.55	377.70	448.29	570.66		465.55
Landed cost	541.84	609.71	730.81		627.45	544.47	611.25	734.15		629.96
Transport % of landed cost	30.3	26.5	21.9		28.4	30.6	26.7	22.3		26.5
	Southeast MT¹ - Santos² --US\$/mt--					North Central PR¹ - Paranagua² --US\$/mt--				
Truck	85.79	79.44	85.99		83.74	34.79	33.99	35.72		34.83
Ocean	46.62	51.35	50.42		49.46	52.32	57.63	55.42		55.12
Total transportation	132.41	130.79	136.41		133.20	87.11	91.62	91.14		89.96
Farm price ³	377.70	448.29	570.66		465.55	428.80	475.69	593.20		499.23
Landed cost	510.11	579.08	707.07		598.75	515.91	567.31	684.33		589.18
Transport % of landed cost	26.0	22.6	19.3		22.6	16.9	16.1	13.3		15.5
	South GO¹ - Santos² --US\$/mt--					Northwest RS¹ - Rio Grande² --US\$/mt--				
Truck	58.11	52.82	55.76		55.56	27.27	26.02	25.30		26.20
Ocean	46.62	51.35	50.42		49.46	47.92	52.78	49.02		49.91
Total transportation	104.73	104.17	106.18		105.03	75.19	78.80	74.32		76.10
Farm price ³	401.58	428.40	566.91		465.63	405.07	448.47	557.90		470.48
Landed cost	506.31	532.56	673.09		570.65	480.26	527.26	632.22		546.58
Transport % of landed cost	20.7	19.6	15.8		18.67	15.7	14.9	11.8		14.12

¹Producing regions: RS = Rio Grande do Sul, MT= Mato Grosso, GO = Goiás, PR = Paraná

²Export ports

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

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



Table 5. Quarterly costs of transporting Brazilian soybeans to Hamburg, Germany

	-----2012-----									
	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
	North MT¹ - Santos² --US\$/mt--					North MT¹ - Paranagua² --US\$/mt--				
Truck	117.52	110.07	109.73		112.44	114.44	105.33	108.07		109.28
Ocean	32.00	35.00	32.00		33.00	31.58	35.00	34.30		33.63
Total transportation	149.52	149.52	149.52		149.52	146.02	140.33	142.37		142.91
Farm price ³	377.70	448.29	570.66		465.55	377.70	448.29	570.66		465.55
Landed cost	527.22	527.22	527.22		527.22	523.73	588.62	713.03		608.46
Transport % of landed cost	28.4	28.4	28.4		28.4	27.9	23.8	20.0		23.9
	Southeast MT¹ - Santos² --US\$/mt--					North Central PR¹ - Paranagua² --US\$/mt--				
Truck	85.79	79.44	85.99		83.74	34.79	33.99	35.72		34.83
Ocean	32.00	35.00	32.00		33.00	31.58	35.00	34.30		33.63
Total transportation	117.79	114.44	117.99		116.74	66.37	68.99	70.02		68.46
Farm price ³	377.70	448.29	570.66		465.55	428.80	475.69	593.20		499.23
Landed cost	495.49	562.73	688.65		582.29	495.17	544.68	663.21		567.69
Transport % of landed cost	23.8	20.3	17.1		20.4	13.4	12.7	10.6		12.2
	South GO¹ - Santos² --US\$/mt--					Northwest RS¹ - Rio Grande² --US\$/mt--				
Truck	58.11	52.82	55.76		55.56	27.27	26.02	25.30		26.20
Ocean	32.00	35.00	32.00		33.00	32.08	36.50	32.00		33.53
Total transportation	90.11	87.82	87.76		88.56	59.35	62.52	57.30		59.72
Farm price ³	401.58	428.40	566.91		465.63	405.07	448.47	557.90		470.48
Landed cost	491.69	516.21	654.67		554.19	464.42	510.98	615.20		530.20
Transport % of landed cost	18.3	17.0	13.4		16.2	12.8	12.2	9.3		11.4

¹Producing regions: RS = Rio Grande do Sul, MT= Mato Grosso, GO = Goiás, PR = Paraná

²Export ports

³Source: 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 6. Truck rates for selected Brazilian soybean export transportation routes, 2012

Route #	Origin ¹ (reference city)	Destination	Distance (miles) ²	Share (%) ³	Freight Price (US\$)				
					1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
					--- (per 100 miles) ⁴ ---				
1	Northwest RS ⁵ (Cruz Alta)	Rio Grande	288	3.23	9.47	9.03	8.79		9.10
2	North MT (Sorriso)	Santos	1190	11.14	9.88	9.25	9.22		9.45
3	North MT (Sorriso)	Paranaguá	1262	10.50	9.07	8.35	8.56		8.66
4	South GO (Rio Verde)	Santos	587	5.62	9.90	9.00	9.50		9.47
5	South GO (Rio Verde)	Paranaguá	726	4.54	7.60	6.96	7.30		7.28
6	North Central PR (Londrina)	Paranaguá	268	4.00	12.98	12.68	13.33		13.00
7	Western Central PR (Mamborê)	Paranaguá	311	3.66	10.32	9.04	10.19		9.85
8	Triangle MG (Uberaba)	Santos	339	3.31	14.51	12.78	13.02		13.44
9	West PR (Assis Chateaubriand)	Paranaguá	377	5.09	9.91	9.79	10.47		10.06
10	West Extreme BA (São Desidério)	Salvador	535	4.80	11.16	10.77	10.86		10.93
11	Southeast MT (Primavera do Leste)	Santos	901	3.20	9.52	8.82	9.54		9.29
12	Southeast MT (Primavera do Leste)	Paranaguá	975	2.96	9.48	7.18	7.47		8.05
13	Southwest MS (Maracaju)	Paranaguá	612	3.58	10.16	8.88	9.65		9.56
14	Southwest MS (Maracaju)	Santos	652	3.37	10.61	9.96	10.45		10.34
15	West PR (Assis Chateaubriand)	Santos	550	0.00	10.44	10.27	9.91		10.21
16	East GO (Cristalina)	Santos	585	1.53	10.63	10.23	10.84		10.57
17	North PR (Cornélio Procópio)	Paranaguá	306	1.86	9.86	9.72	9.85		9.81
18	Eastern Central PR (Castro)	Paranaguá	130	2.60	17.97	17.00	19.11		18.03
19	South Central PR (Guarapuava)	Paranaguá	204	2.38	14.49	16.58	16.41		15.83
20	North Central MS (São Gabriel do Oeste)	Santos	720	1.05	9.23	7.78	8.90		8.64
21	Ribeirão Preto SP (Guairá)	Santos	314	0.80	12.38	11.76	11.98		12.04
22	Northeast MT (Canarana)	Santos	950	1.79	11.26	10.18	9.91		10.45
23	East MS (Chapadão do Sul)	Santos	607	0.98	10.20	9.38	10.21		9.93
24	Northeast MT (Canarana)	Paranaguá	1075	1.58	10.19	9.21	8.60		9.33
25	Western Central RS (Tupanciretã)	Rio Grande	273	2.60	12.46	11.21	10.83		11.50
26	Southwest PR (Chopininho)	Paranaguá	291	2.22	13.48	12.55	12.61		12.88
		Average	578	100.0	10.50	9.82	10.08		10.13

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

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

³Share is measured as a percentage of total production

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

⁵RS = Rio Grande do Sul, MT = Mato Grosso, GO = Goiás, PR = Paraná, MG = Minas Gerais, BA = Bahia, MS = Mato Grosso do Sul,

SP = São Paulo

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

Brazil Soybean Transportation Indicators

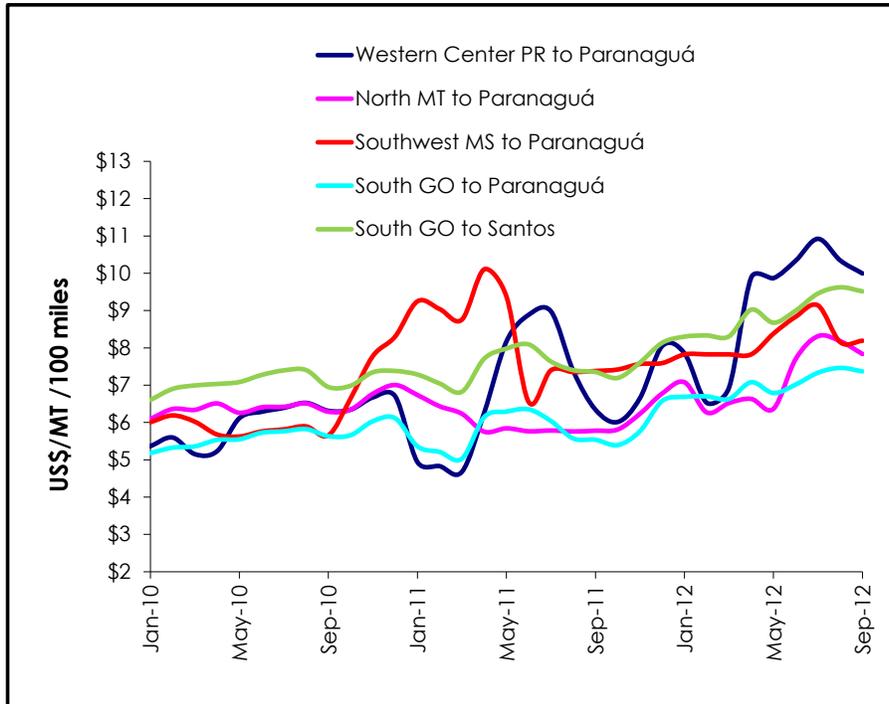
Table 7. Monthly Brazilian soybean export truck transportation cost index

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	Dec-08	6.79	-5.7	117.11
Feb-05	5.85	0.9	100.90	Jan-09	6.91	1.7	119.11
Mar-05	5.97	2.0	102.92	Feb-09	7.28	5.4	125.52
Apr-05	6.51	9.0	112.14	Mar-09	7.65	5.1	131.89
May-05	6.80	4.5	117.22	Apr-09	8.44	10.3	145.42
Jun-05	6.74	-0.9	116.22	May-09	9.56	13.3	164.72
Jul-05	6.77	0.5	116.76	Jun-09	9.74	2.0	167.97
Aug-05	6.75	-0.3	116.41	Jul-09	9.28	21.3	159.94
Sep-05	6.92	2.5	119.27	Aug-09	9.29	0.1	160.16
Oct-05	6.98	0.9	120.28	Sep-09	9.14	-1.6	157.62
Nov-05	7.09	1.6	122.15	Oct-09	9.32	1.9	160.66
Dec-05	6.78	-4.3	116.95	Nov-09	9.22	-1.1	158.93
Jan-06	6.91	1.9	119.18	Dec-09	9.02	-2.2	155.48
Feb-06	7.33	6.0	126.36	Jan-10	9.17	1.7	158.10
Mar-06	7.48	2.1	129.02	Feb-10	9.99	8.9	172.16
Apr-06	6.99	-6.6	120.57	Mar-10	10.77	7.8	185.67
May-06	6.88	-1.7	118.56	Apr-10	10.91	1.3	188.10
Jun-06	6.62	-3.8	114.05	May-10	10.80	-1.1	186.10
Jul-06	7.10	7.3	122.41	Jun-10	10.61	-1.7	182.95
Aug-06	7.41	4.4	127.79	Jul-10	10.86	2.3	187.14
Sep-06	7.37	-0.6	127.02	Aug-10	11.21	3.3	193.23
Oct-06	7.48	1.5	128.88	Sep-10	11.46	2.2	197.57
Nov-06	7.19	-3.8	123.92	Oct-10	11.51	0.4	198.41
Dec-06	6.81	-5.3	117.32	Nov-10	10.86	-5.6	187.20
Jan-07	6.88	1.1	118.60	Dec-10	10.72	-1.3	184.79
Feb-07	7.55	9.7	130.15	Jan-11	9.17	1.7	158.10
Mar-07	8.47	12.2	146.00	Feb-11	9.99	8.9	172.16
Apr-07	8.40	-0.9	144.76	Mar-11	10.77	7.8	185.67
May-07	8.12	-3.3	140.05	Apr-11	13.30	10.2	229.22
Jun-07	8.24	1.4	141.99	May-11	12.01	-9.7	207.04
Jul-07	9.00	9.3	155.20	Jun-11	12.25	2.0	211.20
Aug-07	8.63	-4.2	148.75	Jul-11	12.72	3.9	219.34
Sep-07	9.23	6.9	159.05	Aug-11	12.64	-0.7	217.84
Oct-07	9.72	5.4	167.61	Sep-11	11.43	-9.6	196.95
Nov-07	9.56	-1.6	164.86	Oct-11	11.09	-3.0	191.10
Dec-07	9.32	-2.5	160.71	Nov-11	10.70	-3.4	184.52
Jan-08	9.40	0.9	162.12	Dec-11	10.04	-6.2	173.00
Feb-08	9.63	2.4	166.02	Jan-12	10.20	1.7	175.90
Mar-08	10.59	9.9	182.46	Feb-12	10.76	5.4	185.45
Apr-08	10.81	2.1	186.35	Mar-12	10.55	-2.0	181.82
May-08	10.69	-1.1	184.32	Apr-12	10.45	-1.0	180.06
Jun-08	11.00	2.9	189.67	May-12	9.64	-7.7	166.20
Jul-08	12.05	9.5	207.73	Jun-12	9.37	-2.9	161.44
Aug-08	11.14	-7.6	192.00	Jul-12	9.76	4.2	168.16
Sep-08	10.27	-7.8	177.00	Aug-12	10.17	4.3	175.33
Oct-08	7.44	-27.5	128.24	Sep-12	10.30	1.3	177.54
Nov-08	7.20	-3.2	124.13				

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

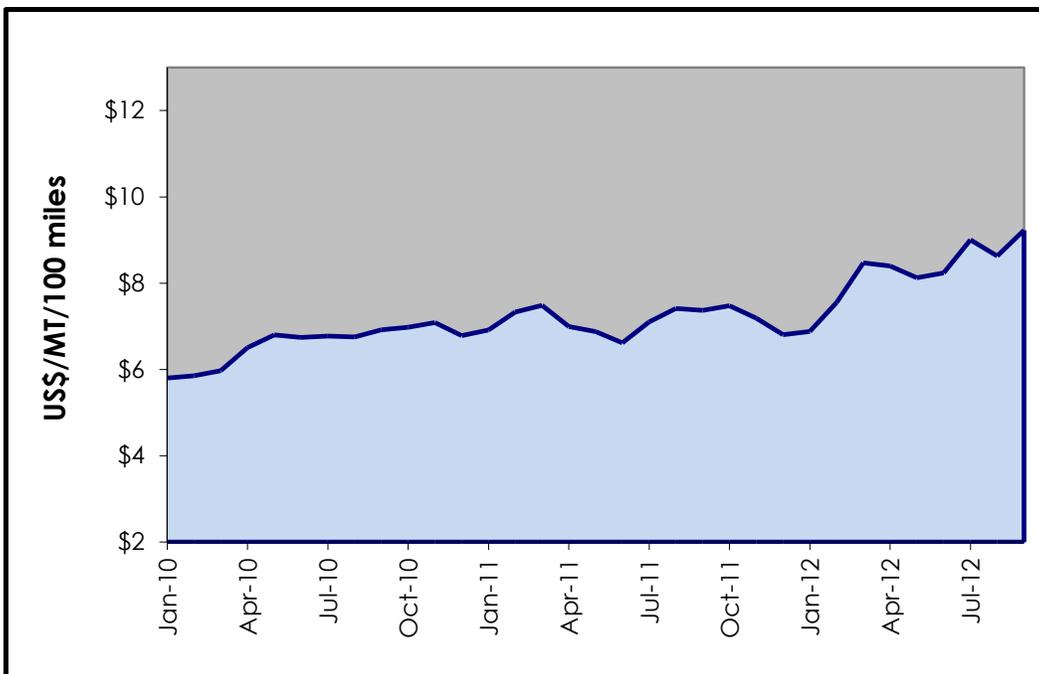
Brazil Soybean Transportation Indicators

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, 2010/12



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

Brazil Soybean Transportation Indicators

Table 8. 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)

Brazil Soybean Transportation Indicators

Table 9. 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	32.00
Paranagua	Germany (Hamburg)	33.86	36.00	37.29	32.63
Rio Grande	Germany (Hamburg)	35.43	36.00	37.81	35.22
Santos	China (Shanghai)	50.00	50.05	52.31	49.65
Paranagua	China (Shanghai)	56.25	57.62	59.61	55.80
Rio Grande	China (Shanghai)	50.50	50.60	53.02	50.26
Port	Destination	1st qtr 2012	2nd qtr 2012	3rd qtr 2012	4th qtr 2012
Santos	Germany (Hamburg)	32.00	35.00	32.00	
Paranagua	Germany (Hamburg)	31.58	35.00	34.30	
Rio Grande	Germany (Hamburg)	32.08	36.50	32.00	
Santos	China (Shanghai)	46.62	51.35	50.42	
Paranagua	China (Shanghai)	52.32	57.63	55.42	
Rio Grande	China (Shanghai)	47.92	52.78	49.02	

*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: Brazilian highway conditions, 2009-2011 \(XLS\)](#)
- ◆ [Figure 3: Truck rates for selected Brazilian soybean export transportation routes \(XLS\)](#)
- ◆ [Figure 4: Brazilian soybean export truck transportation weighted average prices, 2010/12 \(XLS\)](#)
- ◆ [Table 2: Quarterly costs of transporting Brazilian soybeans to Shanghai, China \(XLS\)](#)
- ◆ [Table 3: Quarterly costs of transporting Brazilian soybeans to Hamburg, Germany \(XLS\)](#)
- ◆ [Table 4: Quarterly costs of transporting Brazilian soybeans to Shanghai, China \(XLS\)](#)
- ◆ [Table 5: Quarterly costs of transporting Brazilian soybeans to Hamburg, Germany \(XLS\)](#)
- ◆ [Table 6: Truck rates for selected Brazilian soybean export transportation routes, 2012 \(XLS\)](#)
- ◆ [Table 7: Monthly Brazilian soybean export truck transportation cost index \(XLS\)](#)
- ◆ [Table 8: 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 2011 \(PDF\)](#)
- ◆ [Prior Articles: Brazil Soybean Transportation, August 8, 2012 \(PDF\)](#)
- ◆ [Related Articles: Grain Transportation Report \(PDF\)](#)
- ◆ [U.S. Corn, Soybean, and Wheat Quarterly Transportation Cost Indicator Reports](#)

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