

Brazil Soybean Transportation

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2025 Overview
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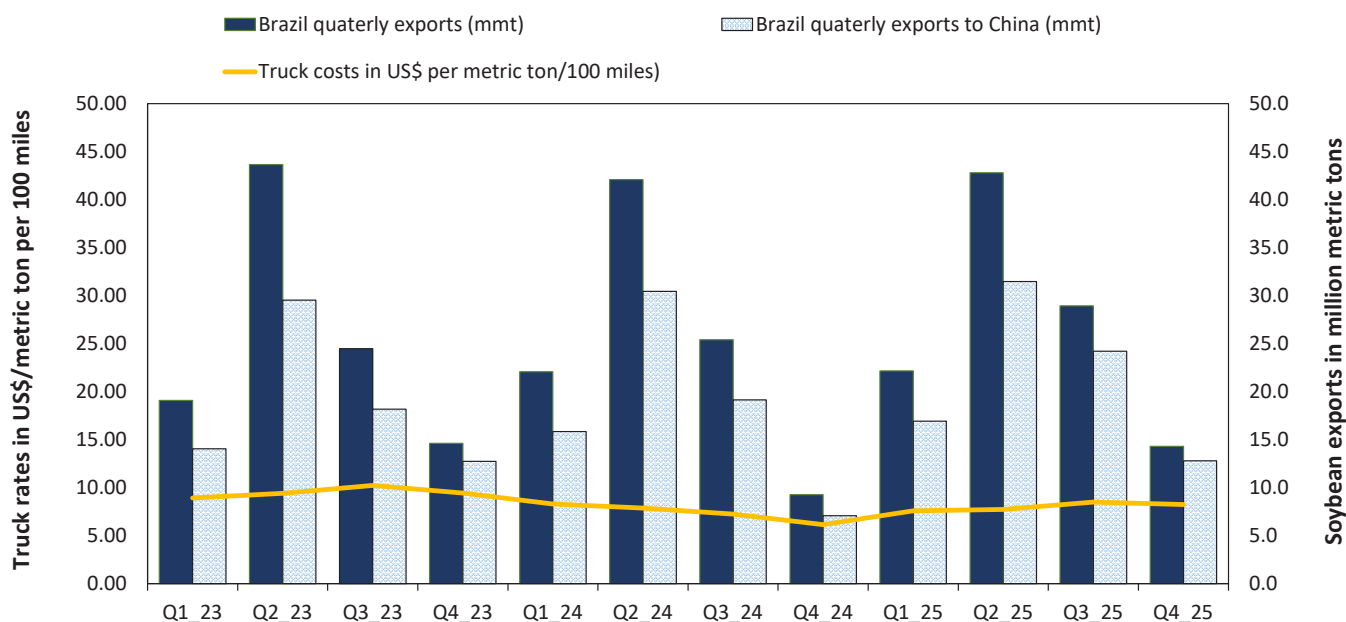
Overview of Brazilian Soybean Transportation in 2025

In 2025, record production and exports raised soybean transportation costs. Brazil exported 108.2 million metric tons (mmt) of soybeans—9.5 percent more than 2024’s total of 98.8 mmt ([Comex Stat, Ministério do Desenvolvimento, Indústria, Comércio e Serviços \(MDIC\)](#)).¹ Of Brazil’s total 2025 exports, 79 percent went to China.

Recovered from the drought in 2024, Brazil’s soybean production increased by 13 percent—from 151.2 mmt to 171.5 mmt. Brazil’s record soybean production in 2025 was driven by expanded planted area and good weather conditions that raised productivity ([Companhia Nacional de Abastecimento \(CONAB\)](#)).

From 2024 to 2025, higher exports and production spurred Brazil’s soybean transportation demand (fig 1a, [1b](#), and [5](#)).

Figure 1a. Quarterly Brazilian truck rates and soybean exports, 2023-25



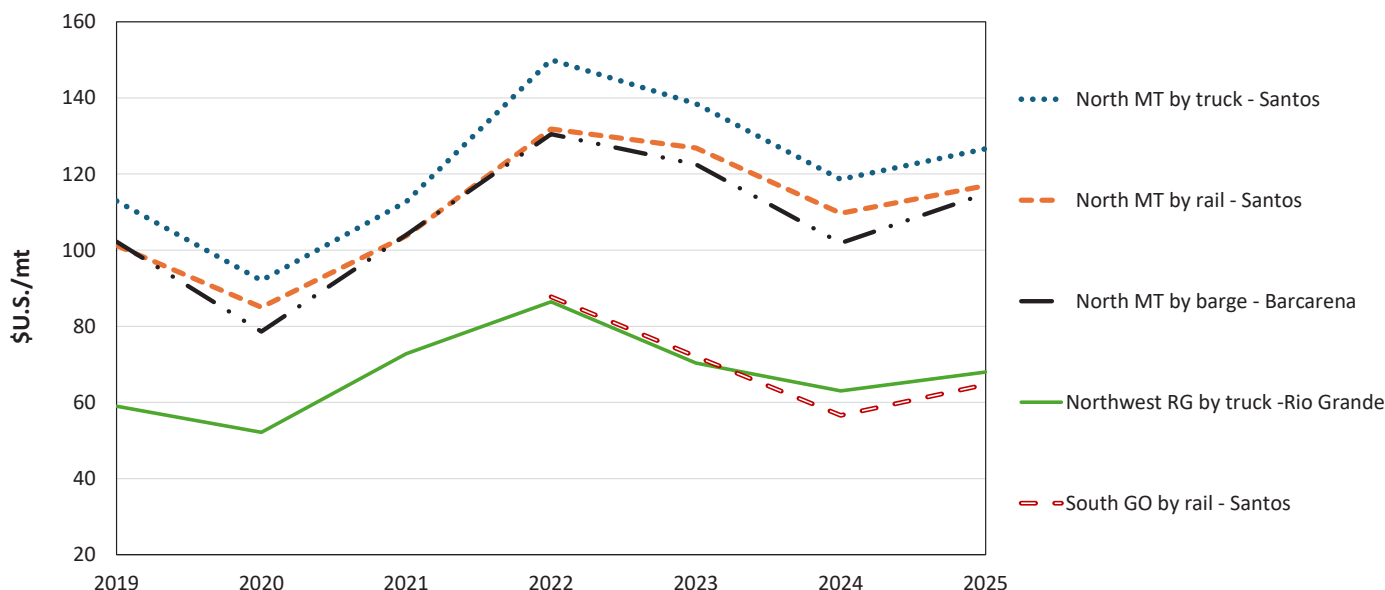
Source: Comex Stat, Ministério da Economia, University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz” (ESALQ/USP), Brazil, and USDA, Agricultural Marketing Service.

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



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Figure 1b. Selected Brazilian soybean transportation cost to Shanghai, China, 2019-25



Note: mt = metric ton. MT= Mato Grosso, GO = Goiás, RS = Rio Grande do Sul. South GO by rail to Santos data from 2019-2021 not available.
Source: University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz” (ESALQ/USP), Brazil, and USDA, Agricultural Marketing Service.

Inland and ocean freight rates—year to year. From 2024 to 2025 (year to year), the cost in Brazil of shipping a metric ton (mt) of soybeans 100 miles by truck rose 9 percent, from \$7.38 per mt to \$8.02 per mt ([table 8](#)). Inland (truck, rail, and barge) transportation costs increased 2-13 percent, depending on route and mode (tables [1a](#), [1b](#), [2a](#), and [2b](#)). The large soybean crop—coupled with strong Chinese demand for it—resulted in higher rail and barge rates from the selected routes of Rondonópolis (Mato Grosso) and Rio Verde (Goiás) to Santos and from Itaituba (Pará) to Santarém and Barcarena. On average, Brazilian soybean ocean freight rates increased 8-9 percent in 2025 because of higher soybean and iron ore exports (tables [1a](#), [1b](#), [2a](#), [2b](#), and [9](#)) ([Grain Transportation Report \(GTR\)](#), February 6, 2026 and [Mining.com](#))

For selected Brazilian export routes to China, total landed costs decreased because of a decline in farm prices, except for the route of Northwest Rio Grande do Sul to Rio Grande (fig 1b, tables 1a and 1b).

Farm gate prices and depreciation of Brazilian real. The average 2025 Brazilian soybean export price (\$402.44) was down 7 percent from 2024’s average (\$434.65). Year to year, the Brazilian real depreciated nearly 4 percent against the U.S. dollar—from R\$5.39 per U.S. dollar to R\$5.59 per U.S. dollar ([Brazil Central Bank](#)). Over the same period, Brazil’s average farm gate price for soybeans, in dollars, fell 3 percent—from \$367.95/mt to \$356.95/mt. However, in reais, the price rose 1 percent—from R\$1,981.43/mt to R\$2,009.62/mt ([CONAB](#))—as Brazilian farmers continued to benefit from the real’s weakness against the U.S. dollar. Soybeans are priced in U.S. dollars but paid for in reais.

Brazilian port shares of soybean exports to China. In 2025, Brazil’s soybean export volumes to China totaled 85.4 mmt—up 18 percent from 2024’s total of 72.5 mmt ([fig 1a](#)). In 2025, total exports to China were valued at \$34.5 billion and accounted for 79 percent of Brazil’s total soybean export volumes for the period (108.2 mmt). The next highest shares of Brazil’s soybean exports (in declining order) went to Spain, Thailand, Turkey, Pakistan, and Iran.



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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, these six ports accounted for 88 percent of Brazilian soybean export volumes to China. In 2025, 66 percent of Brazil's soybean export volumes to China originated from the southern ports of Santos, Rio Grande, Paranaguá, and São Francisco do Sul; 24 percent from the northeastern ports of São Luís, Vitória, and Salvador; and 10 percent from the ports of Barcarena, Manaus, and Santarém along the Amazon River. In 2025, the ocean freight spread for routes to Shanghai originating from the Port of Santos (\$37.73) and the northeastern Port of São Luís (\$41.21/mt) was \$3.49/mt. The spread for Shanghai routes from the Port of Santos and the Port of Barcarena (\$41.48/mt) was \$3.75/mt ([table 9](#)).² For more information, contact Delmy L. Salin at delmy.salin@usda.gov.

² Ocean freight spread is the cost difference between two vessel routes to the same destination ([Salin 2020](#)).



Brazil Soybean Transportation

Table 1a. 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
	2024	2025	2024-25	2024	2025	2024-25
Truck	83.99	88.91	5.9	28.00	29.75	6.3
Ocean	34.60	37.73	9.0	35.05	38.23	9.1
Total transportation	118.59	126.63	6.8	63.05	67.98	7.8
Farm gate price	367.34	343.68	-6.4	370.42	370.91	0.1
Landed cost	485.93	470.31	-3.2	433.46	438.89	1.3
Transport % of landed cost	24.4	27.0	10.4	14.5	15.5	6.5

Item	North MT - Santos by rail			North MT - Paranaguá		
	—US\$/mt—		% Change	—US\$/mt—		% Change
	2024	2025	2024-25	2024	2025	2024-25
Truck	28.78	30.86	7.2	82.53	87.68	6.2
Rail	46.32	48.39	4.5	-	-	-
Ocean	34.60	37.73	9.0	36.08	39.23	8.7
Total transportation	109.70	116.97	6.6	118.60	126.91	7.0
Farm gate price	367.34	343.68	-6.4	367.34	343.68	-6.4
Landed cost	477.04	460.65	-3.4	485.94	470.59	-3.2
Transport % of landed cost	23.0	25.4	10.5	24.4	27.0	10.5

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

Export ports = Santos, Rio Grande, and Paranaguá.

Farm gate prices are from the Brazilian Government, Companhia Nacional de Abastecimento (CONAB).

In Brazil, there are no published rail tariff rates. Rail rates can be up to 30 percent lower than truck rates, depending on the volumes hauled and the terms of contracts signed between the railroad company and shippers.

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

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



Brazil Soybean Transportation

**Table 1b. 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
	2024	2025	2024-25	2024	2025	2024-25
Truck	58.83	57.63	-2.1	35.90	35.55	-1.0
Ocean	37.70	40.70	8.0	38.18	41.21	8.0
Total transportation	96.53	98.33	1.9	74.08	76.76	3.6
Farm gate price	367.34	343.68	-6.4	364.29	357.97	-1.7
Landed cost	463.87	442.01	-4.7	438.37	434.73	-0.8
Transport % of landed cost	20.8	22.3	7.0	16.9	17.7	4.7

Item	Southwest PI - São Luís			North MT - Barcarena		
	—US\$/mt—		% Change	—US\$/mt—		% Change
	2024	2025	2024-25	2024	2025	2024-25
Truck	38.78	41.49	7.0	44.16	49.38	11.8
Barge	-	-	-	19.31	23.99	24.2
Ocean	38.18	41.21	8.0	38.41	41.48	8.0
Total transportation	76.96	82.70	7.5	101.88	114.84	12.7
Farm gate price	373.35	360.65	-3.4	367.34	343.68	-6.4
Landed cost	450.3	442.5	-1.7	469.2	458.5	-2.3
Transport % of landed cost	17.1	18.5	8.5	21.7	25.1	15.4

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

Export ports = Santarém, São Luís, and Barcarena.

Farm gate prices are from the Brazilian Government, Companhia Nacional de Abastecimento (CONAB).

In Brazil, there are no published barge rates. Barge rates can be up to 60 percent lower than truck rates, depending on the volumes hauled and the terms of contracts signed between the barge company and shippers. The distance is in nautical miles.

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

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



Brazil Soybean Transportation

Table 2a. 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
	2024	2025	2024-25	2024	2025	2024-25
Truck	83.99	88.91	5.9	28.00	29.75	6.3
Ocean	32.48	35.40	9.0	33.25	36.15	8.7
Total transportation	116.47	124.31	6.7	61.25	65.90	7.6
Farm gate price	367.34	343.68	-6.4	370.42	370.91	0.1
Landed cost	483.80	467.99	-3.3	431.66	436.82	1.2
Transport % of landed cost	24.1	26.6	10.4	14.2	15.1	6.3

Item	North MT - Santos by rail			North MT - Paranaguá		
	—US\$/mt—		% Change	—US\$/mt—		% Change
	2024	2025	2024-25	2024	2025	2024-25
Truck	28.78	30.86	7.2	82.53	87.68	6.2
Barge	46.32	48.39	4.5	-	-	-
Ocean	32.48	35.40	9.0	32.20	35.15	9.2
Total transportation	107.58	114.65	6.6	114.73	122.83	7.1
Farm gate price	367.34	343.68	-6.4	367.34	343.68	-6.4
Landed cost	474.91	458.33	-3.5	482.06	466.51	-3.2
Transport % of landed cost	22.7	25.1	10.5	23.8	26.4	10.7

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

Export ports = Santos, Rio Grande, and Paranaguá.

Farm gate prices are from the Brazilian Government, Companhia Nacional de Abastecimento (CONAB).

In Brazil, there are no published barge rates. Barge rates can be up to 60 percent lower than truck rates, depending on the volumes hauled and the terms of contracts signed between the barge company and shippers. The distance is in nautical miles.

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

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



Brazil Soybean Transportation

Table 2b. 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
	2024	2025	2024-25	2024	2025	2024-25
Truck	58.83	57.63	-2.1	35.90	35.55	-1.0
Ocean	30.13	32.71	8.6	34.90	37.75	8.2
Total transportation	88.96	90.34	1.6	70.80	73.30	3.5
Farm gate price	367.34	343.68	-6.4	364.29	357.97	-1.7
Landed cost	456.29	434.02	-4.9	435.09	431.26	-0.9
Transport % of landed cost	19.5	20.8	6.8	16.3	17.0	4.6

Item	Southwest PI - São Luís			North MT - Barcarena		
	—US\$/mt—		% Change	—US\$/mt—		% Change
	2024	2025	2024-25	2024	2025	2024-25
Truck	38.78	41.49	7.0	44.16	49.38	11.8
Barge	-	-	-	19.31	23.99	24.2
Ocean	34.90	37.75	8.2	29.58	31.79	7.5
Total transportation	73.68	79.24	7.5	93.04	105.15	13.0
Farm gate price	373.35	360.65	-3.4	367.34	343.68	-6.4
Landed cost	447.04	439.89	-1.6	460.38	448.83	-2.5
Transport % of landed cost	16.5	18.0	9.5	20.2	23.5	16.0

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

Export ports = Santarém, São Luís, and Barcarena.

Farm gate prices are from the Brazilian Government, Companhia Nacional de Abastecimento (CONAB).

In Brazil, there are no published barge rates. Barge rates can be up to 60 percent lower than truck rates, depending on the volumes hauled and the terms of contracts signed between the barge company and shippers. The distance is in nautical miles.

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

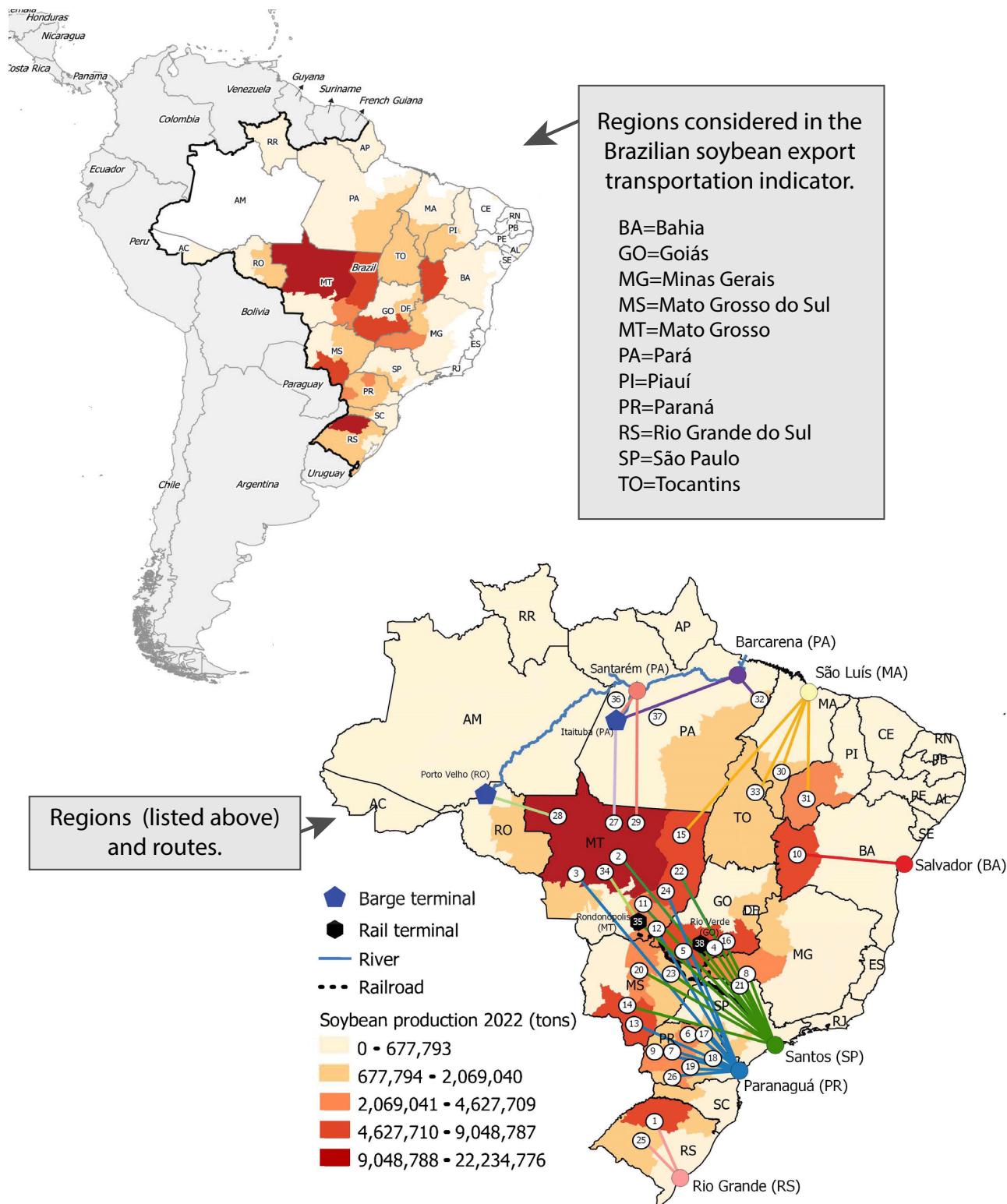
Source: University of São Paulo, Escola Superior de Agricultura “Luiz de Queiroz” (ESALQ/USP), Brazil, and USDA, Agricultural Marketing Service.



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Indicators

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



Notes: Table defining routes by number is shown on page 13. Regions comprised about 78 percent of Brazilian soybean production, 2022 (Brazilian Institute of Geography and Statistics—Produção Agrícola Municipal).

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



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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	92.65	88.91	82.41	85.75	91.19	91.39	87.68
Ocean	36.00	37.00	39.00	38.90	37.73	37.50	38.50	40.50	40.40	39.23
Total transportation	119.54	124.35	131.10	131.55	126.63	119.91	124.25	131.69	131.79	126.91
Farm gate price	317.36	325.53	361.89	369.95	343.68	317.36	325.53	361.89	369.95	343.68
Landed cost	436.89	449.88	492.99	501.50	470.31	437.26	449.77	493.58	501.74	470.59
Transport % of landed cost	27.4	27.6	26.6	26.2	27.0	27.4	27.6	26.7	26.3	27.0

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	31.17	30.86	28.81	27.96	31.13	31.11	29.75
Rail	48.90	46.59	50.34	47.73	48.39	-	-	-	-	-
Ocean	36.00	37.00	39.00	38.90	37.73	36.50	37.50	39.50	39.40	38.23
Total transportation	114.19	113.86	122.04	117.80	116.97	65.31	65.46	70.63	70.51	67.98
Farm gate price	317.36	325.53	361.89	369.95	343.68	359.26	367.15	373.71	383.54	370.91
Landed cost	431.55	439.39	483.93	487.75	460.65	424.57	432.61	444.34	454.05	438.89
Transport % of landed cost	26.5	25.9	25.2	24.2	25.4	15.4	15.1	15.9	15.5	15.5

Producing regions: RS = Rio Grande do Sul and MT= Mato Grosso.

Export ports = Santos, Paranaguá, and Rio Grande.

Farm gate prices are from 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” (ESALQ/USP), Brazil, 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	92.65	88.91	82.41	85.75	91.19	91.39	87.68
Ocean	33.90	34.75	36.50	36.45	35.40	33.60	34.50	36.30	36.20	35.15
Total transportation	117.44	122.10	128.60	129.10	124.31	116.01	120.25	127.49	127.59	122.83
Farm gate price	317.36	325.53	361.89	369.95	343.68	317.36	325.53	361.89	369.95	343.68
Landed cost	434.79	447.63	490.49	499.05	467.99	433.36	445.77	489.38	497.54	466.51
Transport % of landed cost	27.0	27.3	26.2	25.9	26.6	26.8	27.0	26.1	25.6	26.4

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	31.17	30.86	28.81	27.96	31.13	31.11	29.75
Rail	48.90	46.59	50.34	47.73	48.39	-	-	-	-	-
Ocean	33.90	34.75	36.50	36.45	35.40	34.60	35.50	37.30	37.20	36.15
Total transportation	112.09	111.61	119.54	115.35	114.65	63.41	63.46	68.43	68.31	65.90
Farm gate price	317.36	325.53	361.89	369.95	343.68	359.26	367.15	373.71	383.54	370.91
Landed cost	429.45	437.14	481.43	485.30	458.33	422.67	430.61	442.14	451.85	436.82
Transport % of landed cost	26.1	25.5	24.8	23.8	25.1	15.0	14.7	15.5	15.1	15.1

Producing regions: RS = Rio Grande do Sul and MT= Mato Grosso.

Export ports = Santos, Paranaguá, and Rio Grande.

Farm gate prices are from 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” (ESALQ/USP), Brazil, and USDA, Agricultural Marketing Service.



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Table 5. Quarterly costs of transporting Brazilian soybeans from the northern and northeastern ports to Shanghai, China, 2025

Item	North MT ¹ - Santarém —US\$/mt—					South MA ¹ - 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	59.71	57.63	33.64	36.35	37.60	34.60	35.55
Ocean	39.00	40.00	41.95	41.85	40.70	39.65	40.50	42.40	42.30	41.21
Total transportation	93.63	96.01	102.11	101.56	98.33	73.29	76.85	80.00	76.90	76.76
Farm gate price	317.36	325.53	361.89	369.95	343.68	333.41	343.28	370.83	384.35	357.97
Landed cost	410.99	421.54	463.99	471.51	442.01	406.70	420.13	450.83	461.25	434.73
Transport % of landed cost	22.8	22.8	22.0	21.5	22.3	18.0	18.3	17.7	16.7	17.7

Item	Southwest PI ¹ - São Luís —US\$/mt—					North MT ¹ - 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	42.67	41.49	45.99	49.74	55.03	46.77	49.38
Barge	-	-	-	-	-	23.08	24.08	24.23	24.55	23.99
Ocean	39.65	40.50	42.40	42.30	41.21	39.75	40.75	42.75	42.65	41.48
Total transportation	79.28	80.47	86.08	84.97	82.70	108.82	114.57	122.01	113.97	114.84
Farm gate price	338.33	336.73	375.49	392.06	360.65	317.36	325.53	361.89	369.95	343.68
Landed cost	417.61	417.20	461.56	477.03	443.35	426.18	440.09	483.90	483.92	458.52
Transport % of landed cost	19.0	19.3	18.6	17.8	18.7	25.5	26.0	25.2	23.6	25.1

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

Export ports = Santarém, São Luís, and Barcarena.

Farm gate prices are from 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” (ESALQ/USP), Brazil, and USDA, Agricultural Marketing Service.



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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	59.71	57.63	33.64	36.35	37.60	34.60	35.55
Ocean	31.30	32.10	33.75	33.70	32.71	36.20	37.00	38.90	38.90	37.75
Total transportation	85.93	88.11	93.91	93.41	90.34	69.84	73.35	76.50	73.50	73.30
Farm gate price	317.36	325.53	361.89	369.95	343.68	333.41	343.28	370.83	384.35	357.97
Landed cost	403.29	413.64	455.79	463.36	434.02	403.25	416.63	447.33	457.85	431.26
Transport % of landed cost	21.3	21.3	20.6	20.2	20.8	17.3	17.6	17.1	16.1	17.0

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	42.67	41.49	45.99	49.74	55.03	46.77	49.38
Barge	-	-	-	-	-	23.08	24.08	24.23	24.55	23.99
Ocean	36.20	37.00	38.90	38.90	37.75	30.40	31.20	32.80	32.75	31.79
Total transportation	75.83	76.97	82.58	81.57	79.24	99.47	105.02	112.06	104.07	105.15
Farm gate price	338.33	336.73	375.49	392.06	360.65	317.36	325.53	361.89	369.95	343.68
Landed cost	414.16	413.70	458.06	473.63	439.89	416.83	430.54	473.95	474.02	448.83
Transport % of landed cost	18.3	18.6	18.0	17.2	18.0	23.9	24.4	23.6	22.0	23.5

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

Export ports = Santarém, São Luís, and Barcarena.

Farm gate prices are from 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” (ESALQ/USP), Brazil, 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	10.80	10.33
2	North MT (Sorriso)	Santos	1,190	3.3	7.02	7.34	7.74	7.79	7.47
3	North MT (Sorriso)	Paranaguá	1,262	3.1	6.53	6.79	7.23	7.24	6.95
4	South GO (Rio Verde)	Santos	587	5.4	6.94	7.10	7.74	7.53	7.33
5	South GO (Rio Verde)	Paranaguá	726	4.4	6.98	7.02	7.66	7.67	7.33
6	North Central PR (Londrina)	Paranaguá	268	3.1	9.98	9.81	11.35	10.72	10.47
7	Western Central PR (Mamborê)	Paranaguá	311	2.4	9.25	9.19	10.55	9.93	9.73
8	Triangle MG (Uberaba)	Santos	339	3.5	9.70	9.59	10.93	10.23	10.11
9	West PR (Assis Chateaubriand)	Paranaguá	377	2.7	8.35	8.36	9.39	8.96	8.76
10	West Extreme BA (São Desidério)	Salvador	535	6.5	7.56	7.90	8.47	8.23	8.04
11	Southeast MT (Primavera do Leste)	Santos	901	2.6	6.45	6.63	7.25	6.94	6.82
12	Southeast MT (Primavera do Leste)	Paranaguá	975	2.4	6.15	6.22	6.78	6.74	6.47
13	Southwest MS (Maracaju)	Paranaguá	612	3.8	7.41	6.97	8.25	8.12	7.69
14	Southwest MS (Maracaju)	Santos	652	3.6	7.45	7.84	8.29	8.58	8.04
15	Northeast MT (Canarana)	São Luís	1,177	2.3	6.14	6.52	6.88	6.66	6.55
16	East GO (Cristalina)	Santos	585	1.6	7.97	8.24	8.85	8.70	8.44
17	North PR (Cornélio Procópio)	Paranaguá	306	1.6	8.12	7.97	9.19	8.64	8.48
18	Eastern Central PR (Castro)	Paranaguá	130	1.7	13.50	12.84	15.57	13.91	13.95
19	South Central PR (Guarapuava)	Paranaguá	204	2.3	11.53	11.43	13.66	12.85	12.37
20	North Central MS (São Gabriel do Oeste)	Santos	720	2.6	6.55	6.91	7.33	7.38	7.04
21	Ribeirão Preto SP (Guairá)	Santos	314	0.5	7.95	7.93	9.08	8.58	8.38
22	Northeast MT (Canarana)	Santos	950	2.8	6.56	6.76	7.27	7.46	7.01
23	East MS (Chapadão do Sul)	Santos	607	1.6	6.49	6.52	7.27	7.00	6.82

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” (ESALQ/USP), Brazil, 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	7.10	6.94
25	Western Central RS (Tupanciretã)	Rio Grande	273	1.1	9.34	8.73	10.03	9.50	9.40
26	Southwest PR(Chopinzinho)	Paranaguá	291	1.7	9.21	9.10	10.36	9.81	9.62
27	North MT (Sorriso)	Itaituba	672	6.6	6.85	7.40	8.19	6.96	7.35
28	North MT (Sorriso)	Porto Velho	632	6.2	6.52	6.71	6.97	6.89	6.77
29	North MT (Sorriso)	Santarém	876	4.5	6.24	6.39	6.87	6.81	6.58
30	South MA (Balsas)	São Luís	482	1.8	6.99	7.55	7.81	7.18	7.38
31	Southwest PI (Bom Jesus)	São Luís	606	2.7	6.54	6.60	7.21	7.04	6.85
32	Southeast PA (Paragominas)	Barcarena	249	2.1	7.20	7.47	8.12	9.41	8.05
33	East TO (Campos Lindos)	São Luís	842	2.1	6.21	6.31	6.81	6.76	6.52
Weighted average			587	100.0	7.60	7.72	8.50	8.25	8.02
34	North MT (Sorriso)	Rondonópolis (Rail terminal)	382		7.67	7.92	8.56	8.16	8.08
35	Rondonópolis MT (Rail terminal)	Santos	1,019		4.80	4.57	4.94	4.68	4.75
36	Itaituba PA (Barge terminal)	Santarém	153		6.24	6.24	7.03	6.87	6.59
37	Itaituba PA (Barge terminal)	Barcarena	600		3.85	4.01	4.04	4.09	4.00
38	South GO (Rio Verde) (Rail terminal)	Santos	546		6.07	6.18	6.88	6.69	6.46

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” (ESALQ/USP), Brazil, and USDA, Agricultural Marketing Service..



Brazil Soybean Transportation

Table 8. Monthly Brazilian soybean export truck transportation cost index

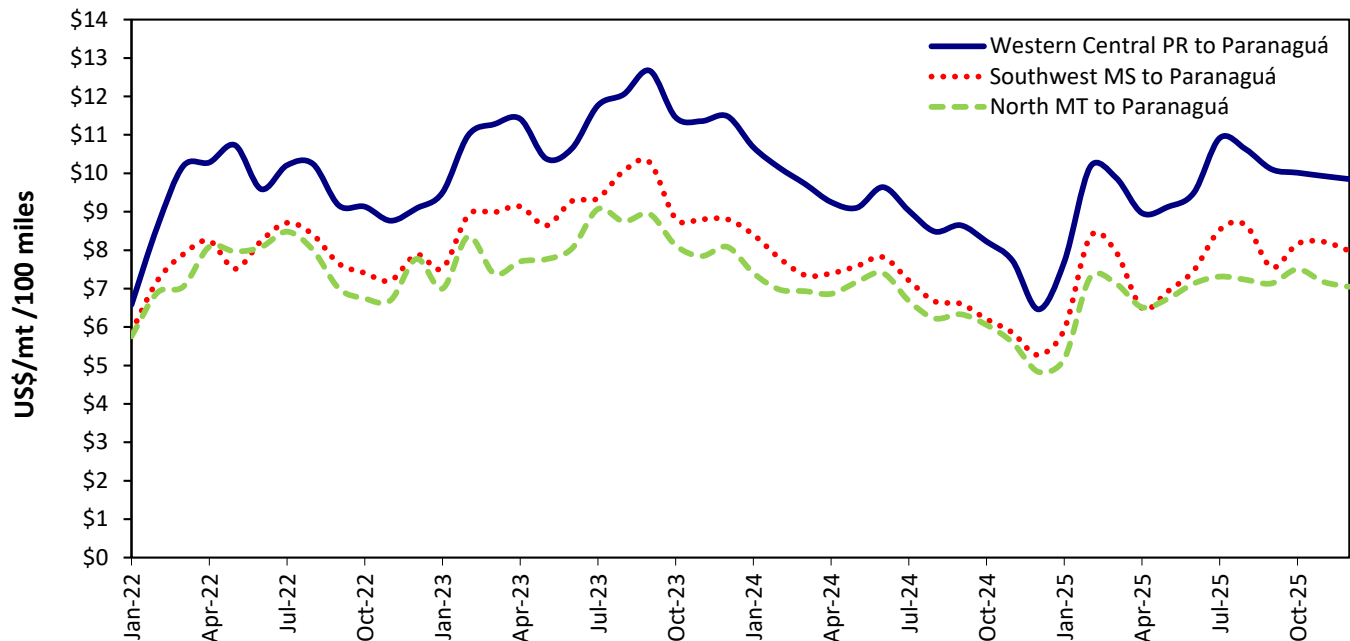
Month	Freight price (US\$/mt/100 miles)	Index variation (%) (Base: prior month)	Index value (Base: Jan-05=100)	Month	Freight price (US\$/mt/100 miles)	Index variation (%) (Base: prior month)	Index value (Base: Jan-05=100)
Jan-18	7.59	5.0	130.90	Jan-22	5.94	30.9	102.42
Feb-18	8.65	13.9	149.04	Feb-22	7.77	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	Oct-25	8.36	1.2	144.18
Nov-21	4.28	-4.6	73.80	Nov-25	8.29	-0.9	142.95
Dec-21	4.54	6.0	78.26	Dec-25	8.08	-2.6	139.27

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" (ESALQ/USP), Brazil, and USDA, Agricultural Marketing Service.



Brazil Soybean Transportation

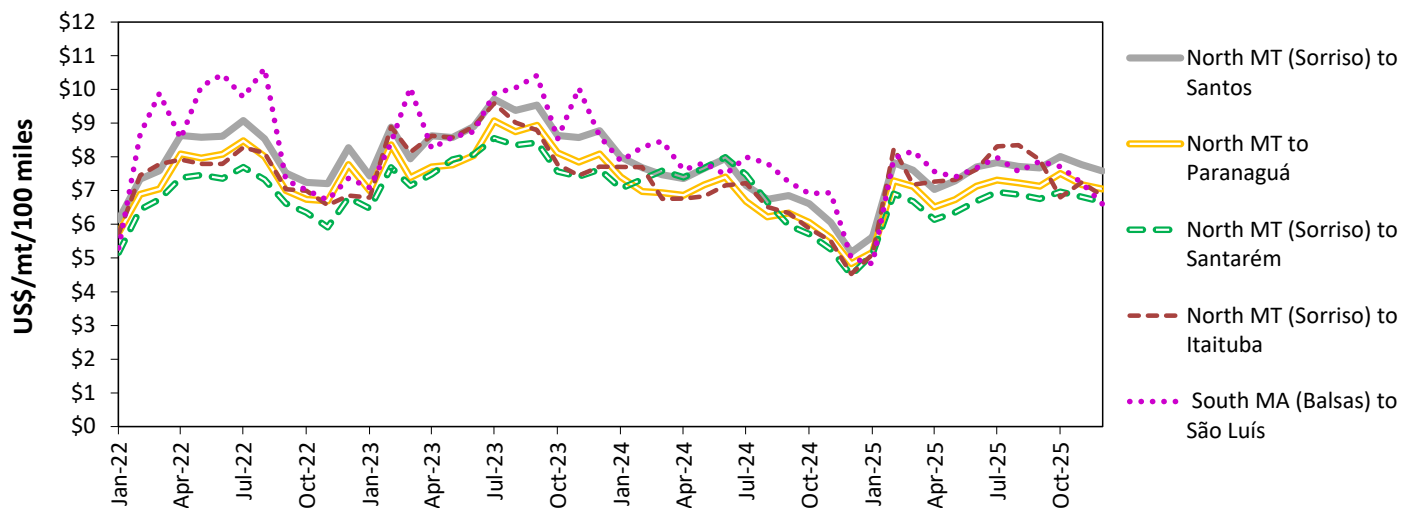
Figure 3. Truck rates for selected southern Brazilian soybean export transportation routes, 2022-25



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



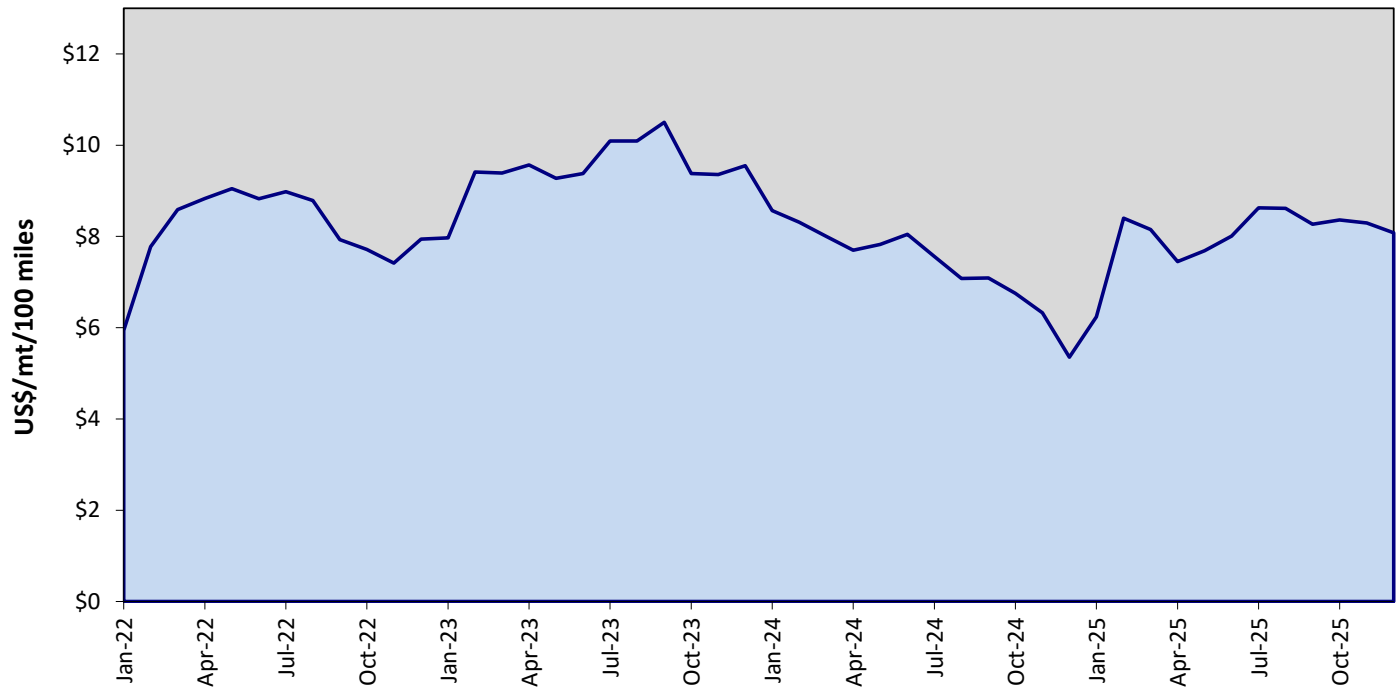
Note: mt = metric ton. MT= Mato Grosso and MA = Maranhão.

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



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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.



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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

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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. 2025	Average 2025
Santos	Germany (Hamburg)	33.90	34.75	36.50	36.45	35.40
Paranaguá	Germany (Hamburg)	33.60	34.50	36.30	36.20	35.15
Rio Grande	Germany (Hamburg)	34.60	35.50	37.30	37.20	36.15
Santarém	Germany (Hamburg)	31.30	32.10	33.75	33.70	32.71
São Luís	Germany (Hamburg)	36.20	37.00	38.90	38.90	37.75
Barcarena	Germany (Hamburg)	30.40	31.20	32.80	32.75	31.79
Santos	China (Shanghai)	36.00	37.00	39.00	38.90	37.73
Paranaguá	China (Shanghai)	37.50	38.50	40.50	40.40	39.23
Rio Grande	China (Shanghai)	36.50	37.50	39.50	39.40	38.23
Santarém	China (Shanghai)	39.00	40.00	41.95	41.85	40.70
São Luís	China (Shanghai)	39.65	40.50	42.40	42.30	41.21
Barcarena	China (Shanghai)	39.75	40.75	42.75	42.65	41.48

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” (ESALQ/USP), Brazil, and USDA, Agricultural Marketing Service.



Brazil Soybean Transportation

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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. Costs of transporting Brazilian soybeans from the southern ports to Shanghai, China](#)
- [Table 1b. Costs of transporting Brazilian soybeans from the northern and northeastern ports to Shanghai, China](#)
- [Table 2a. Costs of transporting Brazilian soybeans from the southern ports to Hamburg, Germany](#)
- [Table 2b. 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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