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Data in Brief

Transport Cost to Port through the Brazilian Federal Roads Network: Dataset for Years 2000, 2005, 2010 and 2017

--Manuscript Draft--

Manuscript Number:	
Article Type:	Co-Submission Data Article
Keywords:	Infrastructure, Logistics, Exports, Transportation, Agricultural Commodities, Soybean, GIS
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Abstract:	<p>Transport costs can play a significant role in agricultural exports and business profitability. It can also influence farmers' decisions regarding cropland expansion, intensification or land abandonment. Thus, transport is useful to take into account when modeling and evaluating land use and cover change related to agriculture production. The dataset described in this article represents the Infrastructure Capital in the work presented by Millington et al. (submitted) [1], in which the CRAFTY-Brazil model is used to evaluate the impacts of varying global demand for agricultural products on land use and cover change. This modeling required a transport cost dataset that spanned the model calibration period, was consistent through time, and covered the entire study area. The most recent federal road network (for year 2017) obtained in vector format (shapefile) was joined to road section surface status tables for past years (2000, 2005 and 2010) in order to reconstruct the historic road network. Export ports handling agricultural commodities, and their years of operation, were identified. Transport network and port operations were combined to derive a dataset on relative transport cost to the nearest port across Brazil, for years 2000, 2005, 2010 and 2017. The dataset could be used or adapted for a variety of purposes including investigation of how transport costs have changed over time, where new transportation and port infrastructure could be placed, or presence of bottlenecks in transport infrastructure.</p>
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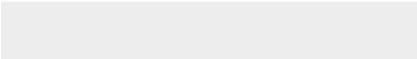
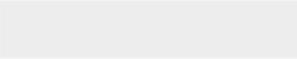
All data files and supplementary materials are available at:
<http://dx.doi.org/10.17632/6xbjzyz3th.1>



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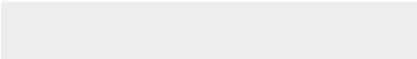
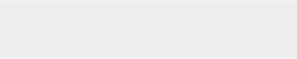
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