

The World's Largest Open Access Agricultural & Applied Economics Digital Library

This document is discoverable and free to researchers across the globe due to the work of AgEcon Search.

Help ensure our sustainability.

Give to AgEcon Search

AgEcon Search http://ageconsearch.umn.edu aesearch@umn.edu

Papers downloaded from **AgEcon Search** may be used for non-commercial purposes and personal study only. No other use, including posting to another Internet site, is permitted without permission from the copyright owner (not AgEcon Search), or as allowed under the provisions of Fair Use, U.S. Copyright Act, Title 17 U.S.C. Selected Paper prepared for presentation at the Agricultural & Applied Economics Association's 2011 AAEA & NAREA Joint Annual Meeting, Pittsburgh, Pennsylvania, July 24-26, 2011.

RELATIONSHIP BETWEEN SPATIAL PRICE TRANSMISSION AND GEOGRAPHICAL DISTANCE IN BRAZIL

Karla Hernández-Villafuerte Department of Agricultural Economics and Rural Development Georg-August-Universität Göttingen

Copyright 2011 by [author(s)]. All rights reserved. Readers may make verbatim copies of this document for non-commercial purposes by any means, provided this copyright notice appears on all such copies.



RELATIONSHIP BETWEEN SPATIAL PRICE TRANSMISSION AND GEOGRAPHICAL DISTANCE IN BRAZIL

Karla Hernández-Villafuerte

Department of Agricultural Economics and Rural. Georg-August-Universität Göttingen, Germany Karla.Hernandez-Villafuerte@agr.uni-goettingen.de

1. Introduction

Spatial Cointegration: Price signals transmission across separate markets (Goletti et.al, 1995). Indicator of the performance of the market: infrastructure efficiency and transaction costs. Base on the Law of One Price: prices of the same product in two spatially separate markets would differ only in the transfer costs (Enke, 1951) $\rightarrow P_t^y = transfer \cos t + \beta_1 P_t^x$

- Usually $\beta_1 \neq 1$ WHY? \rightarrow **Distance:** recently mentioned as a possible explanation. (Goletti, 1995; Rapsomanikis and Karfakis, 2004; Escobal & Vásquez, 2005)
- If the effect is not explain by transfer cost, why does it have an impact? \rightarrow Are there variables that affect the cointegration and are related with the geographical distance?

Investigate the influence of geographical distance on the cointegration relationship, isolating the effect of variables linked to the distance.

3. Brazil: Land of contrasts

2. Objective

• Fifth biggest country in the world.

• The distance means differences in development, opportunities and culture. In Latin America is the biggest producer of rice and 10th of per-capita consumption. Net importer: 5% of total world exports.

4. Data

Prices of rice: ECLAC Chile. Producer monthly data in dollar per kilo.

Distance: Google maps, road distance in kilometers.

5. Methodology: Cointegration Analysis (each pair of markets)

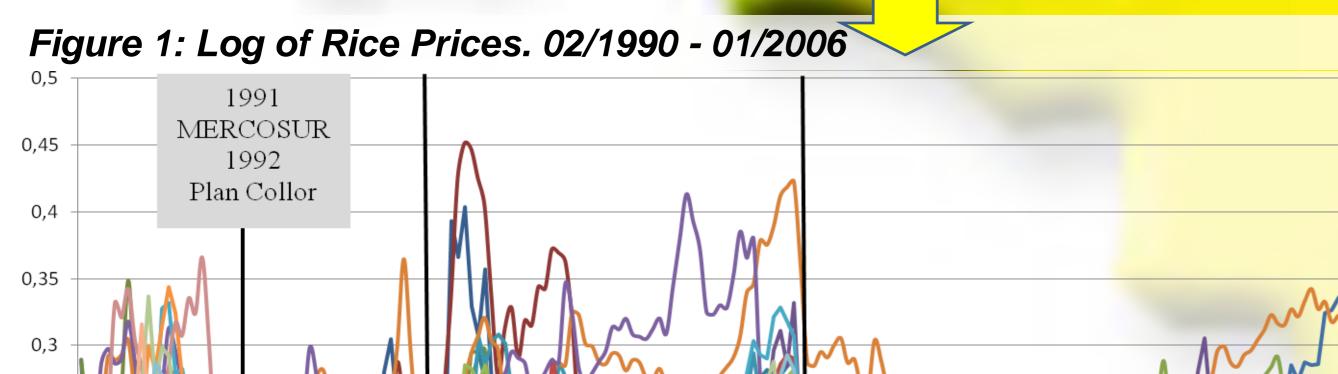
1. X = leader and Y = follower: Granger Causality test (Granger, 1969; modified by Dolado & Luetkepohl, 1996)

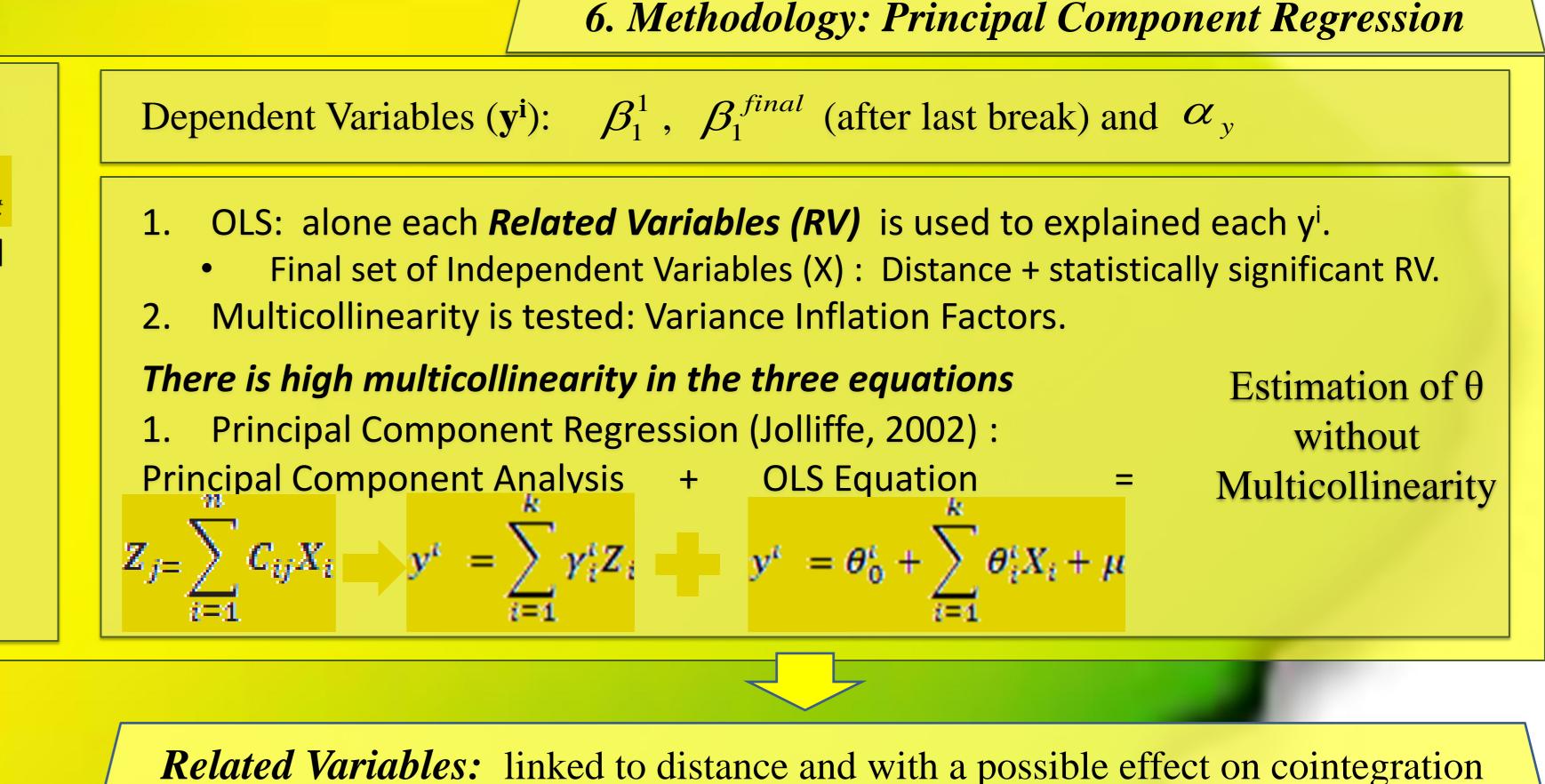
- 2. Cointegration is tested: Engle and Granger (1987). $P_t^y = \beta_0 + \beta_1 P_t^x + \lambda t + \mu_t$
- 3. Indentified the presence of structural breaks: Bai and Perron (1998), modified using the significant values proposed by Kejriwal and Perron (2008).
- 4. Cointegration allowing structural breaks: Gregory and Hansen (1996)

 $P_{t}^{y} = \beta_{0}^{1} + \beta_{0}^{i} \psi_{t\tau}^{i} + \beta_{1}^{1} P_{t}^{x} + \beta_{1}^{i} \psi_{t\tau}^{i} P_{t}^{x} + \delta t + \eta_{t}$

5. Error Correction Model (ECM). (ECT=µt)

 $\Delta P_t^{y} = \alpha_y ECT + \sum_{j=1}^{n_x} \Gamma_j^{y} \Delta P_{t-j}^{y} + \sum_{j=1}^{n_y} \Gamma_j^{x} \Delta P_{i-j}^{x} + \alpha_0 + \alpha_1 t + \delta_i D_i + \varepsilon_t^{y}$





Importance of the market: **Consumption and Production**

Location of the market: Region \square .

• The most important and consumers producers are geographically concentrated.

• Deep differences in natural resources and

0,25 0,2 0,15 0,1					
0,05		1994 "Plan Real"	curren	uary 1999 : cy was allowed float freely	
1990/2 1990/6 1990/10 1991/2 1991/6	1991/10 1992/2 1992/6 1992/10 1993/6	1993/10 1994/2 1994/6 1994/10 1995/6 1995/6 1995/10 1995/10	1996/6 1996/10 1997/2 1997/6 1997/10 1998/6 1998/6	7 7 7	2001/6 2001/10 2002/2 2002/6 2003/10 2003/10 2003/10 2003/10 2003/10 2003/10 2003/10 2003/10 2003/10 2003/10 2003/10 2005/6 2005/10
Acre Goiás Pará Rio Grande d		Amazonas Maranhão Paraíba Rio Grande do Sul	Bahia Mato Grosso Paraná Rio de Janeiro	 Distrito Formation Mato Grown Pernambio Rondônia 	osso do Sul — Minas Gerais uco Piauí
Table 1. Pe (number o		ignificant str s)	uctural bre	eaks	 7. Results and Weak, negative a
	First Break		Second Break		between the distan
Period	Intercept	Interp - Beta	Intercept	Interp- Beta	cointegration.
1991-1992	15	41	0	0	Not significant to
1993-1994	3	15	9	2	Breaks
1995-1996	2	17	13	3	• First break 1992-
1997-1998	3	9	9	3	MERCOSUR and Pla
1999-2000	3	41	29	4	Last break after 3
2001-2002	3	9	22	14	currency.
2003-2004	1	1	35	12	Related Variables
<i>Total</i> Source: Ow:	30 n Elaborat	<i>133</i>	117	38	Principal produce
Figure 2: I cointegrat Beta	Depender	 MW and the SE ✓ Except for SE I and MW leade The quality of ro 			
	B1 =Initial B1	 the leader market a follower. Access to an explanation have strong influer The low % of the 			
				time	suggest existence o variables.

s and Conclusions

gative and significant relation e distance and the elasticity of n.

- ficant to speed of adjustment (α_v)
- k 1992-1994: After the entry in and Plan Collor.
- k after 1999: Liberalization of the

climate: diverse systems of rice production.
Paved Roads: Level of state development - The most developed states have a better road quality (South, Southeast and Middle West)
Access to international markets: Export points ports and borders come from Argentina, Uruguay or Paraguay.

Table 2 Principal Component Regression: Elasticity of Cointegration and Speed of the Adjustment

	Variables	Initial β^{i}		Final β ⁱ		Alfa ⁱ	
]	ntercept	89,91		49,53		-12,67	
0	listance (100km)	0,00		0,00		0,002	
		Follower	Leader	Follower	Leader	Follower	Leader
	State in the Coast - yes	-3,72	-13,61	1,45	-2,62	0,57	-6,47
	Distance to the Principal Port: <i>RIO GRANDE</i> (100km)		-0,01		0,00	0,00	
(CheckPoint-0 base category	7					
(CheckPoint- 1-4	2,71	-2,56	-1,67	2,42	-2,06	-0,18
(CheckPoint- 5-10	12,08	2,82	2,43	-3,69	-0,31	1,91
I	Region-North East base cat	egory					
I	Region-North	5,33	1,64	-1,53	1,93	0,44	-0,19
I	Region-Middle Weast	-2,42	-5,20	2,10	-2,92	2,91	-0,60
I	Region-South	-1,01	7,10	0,28	3,26	-0,75	-3,10
I	Region-SouthEast	2,50	-1,35	-0,18	-2,05	2,58	5,48
Paved Roads (km per each 1000 km ²)			0,44	-0,01	0,22	-0,10	
Consumption per capita				-0,26	0,44		
Population Density			-0,15	0,02		0,05	
	Principal Producer- yes	-0,48	-4,38	-0,90	-0,45	1,28	-4,54
7	<i>¢ components</i>	11		9		15	
	% variance explained-X	100,00		100,00		100,00	
	% variance explained-Y	41,21		11.99		28,10	
RMSEP adjCV		0,2539		0,3659		0,958	

cy.	Region-North	5,		
d Variables	Region-Middle Weast	-2,		
	Region-South	-1,		
cipal producer states : weaker relations.	Region-SouthEast			
and the SE: lowest elasticities.	Paved Roads (km per each			
cept for SE leaders in the initial period	1000 km^2)			
nd MW leaders in the final.	Consumption per capita			
quality of road has a positive impact for	Population Density			
der market and a negative for the	Principal Producer- yes	-0,		
er.	# components			
ess to an export point (coast or border)	% variance explained-X			
rong influence in cointegration.	% variance explained-Y			
low % of the Y variance explained,	RMSEP adjCV			
t existence of more independent				
es.	ⁱ Represent the percentage	offor		

'Represent the percentage effects.

Source: Own Elaboration