United States Department of Agriculture

# Mexico Transport Cost Indicator Report

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www.ams.usda.gov/services/transportation-analysis

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## Contents



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## Summary: What Happened?

### U.S. Grain Transportation Costs to Mexico Declined

**Transportation Costs:** During the first quarter of 2019, total transportation costs of shipping grain (corn, soybeans, and wheat) from the United States to Mexico, via land and sea routes, fell from the previous quarter (see May 30, 2019 *Grain Transportation Report (GTR)*). Compared to the previous quarter, the transportation costs of shipping grain via the water route declined 4 percent due to a fall in truck and ocean freight rates during the quarter. The costs of shipping grain by land declined 1 percent from the previous quarter. Similarly, truck rates fell for shipments through the land route, although tariff rail rates remained relatively unchanged. The reduction in truck rates was partly caused by lower diesel prices during the quarter, especially from January to mid-February when the prices fell (see May 30, 2019 *GTR figure 13*). Compared to the previous quarter and a year earlier, ocean freight rates for shipping bulk commodities, including grains, fell during the quarter (see April 25, 2019 *GTR*). Lower ocean freight rates were partly attributed to a slowdown in trade activity due to New Year holidays around the world, including the Chinese New Year celebration. Coal trade also slowed because of high coal inventories at Chinese ports. Also, due to bad weather in Australia and a collapsed dam in Brazil, there was a low supply of iron ore from both countries (see April 25, 2019 *GTR*).

Year-to-year transportation costs decreased for seaborne corn and soybeans, but increased for wheat. Transportation costs for all grains shipped through the land route also increased from year to year. Corn and wheat farm values increased from quarter to quarter and year to year, pushing up the landed costs. Farm values for Illinois soybeans decreased from quarter to quarter and year to year. Farm values for Nebraska soybeans increased from quarter to quarter but decreased from year to year. However, the transportation share of the landed costs for corn and wheat declined, compared to the previous quarter, while the soybean transportation share remained the same (see May 30, 2019 *GTR*). The landed cost ranged from $188 to $369 per metric ton (mt), for the water

route (see table 1 and figure 1), and $235 to $401 per mt, for the land route (see table 1 and figure 2). The transportation share of the landed cost ranged from 13 to 25 percent, for the water route, and 25 to 41 percent, for the land route (see table 1).

According to USDA's grain inspection data, less corn and soybeans, but more wheat, were inspected for export to Mexico during the first quarter of 2019, compared to the previous quarter. However, more corn, soybeans, and wheat were inspected for exports to Mexico, compared to the same period a year ago. During the first quarter of 2019, 3.06 million metric tons (mmt) of corn, 1.12 mmt of soybeans, and .70 mmt of wheat were inspected for export to Mexico. In comparison, inspections of corn, soybeans, and wheat for export to Mexico were 2.78 mmt, .91 mmt and .63 mmt, respectively, during the first quarter of 2018. In 2019, total inspections of corn, soybeans and wheat for export to Mexico were higher than in 2018 by 10, 24, and 11 percent, respectively. The proximity of the United States to Mexico, coupled with lower transportation costs, could continue to boost the competitiveness of U.S. grain exports to Mexico.

**Ocean Freight Rates**: Compared to the previous quarter, ocean freight rates for shipping bulk grains to Mexico decreased during the first quarter. However, the rates were above the 4-year average. During the quarter, the cost of shipping a metric ton of grain, via 25,000-ton capacity vessel, from the U.S. Gulf to Veracruz, Mexico, averaged $16.37 per mt. This is 9 percent less than the previous quarter, 2 percent more than the same period last year, and 13 percent above the 4-year average. The cost of shipping in a 35-40,000-ton capacity vessel averaged $13.89 per mt. This represents an 11 percent decrease from the previous quarter, a 1 percent decrease from the same quarter last year, and10 percent above the 4-year average. As mentioned, ocean freight rates fell from the previous quarter due to a slowdown in trade activity caused by the New Year holidays around the world— including the Chinese New Year celebration— and an iron ore supply disruption in Australia and Brazil (see April 25, 2019 *GTR*).

**Railroad:** During the first quarter of 2019, railroads transported 31,917 carloads of grain and oilseeds to Mexico, down 27 percent from the previous quarter but up 16 percent from the first quarter of 2018. Tariff rail rates per grain car averaged $7,521, reflecting no change from the fourth quarter of 2019, while showing a 2 percent increase from the first quarter of 2018 and the prior 3-year average. Fuel surcharges per railcar averaged $200, down 7 percent from the previous quarter, but up 36 percent from the first quarter of 2018, and 106 percent above the prior 3-year average. Overall, rail transportation costs (tariff rates plus fuel surcharges) were unchanged from the previous quarter, up 3 percent from first quarter of 2018, and 4 percent higher than the prior 3-year average.

## Fruit and Vegetables from Mexico to U.S. Declined

During the first quarter of 2019, reported shipments of fruits and vegetables from Mexico totaled 3.03 million tons, a 1 percent decrease from the same quarter last year. The sum of the top five commodities increased 3,700 tons or 0.3 percent. Avocados had the largest shipments to the U.S., with 333,000 tons, a 21 percent increase from last year.

Truck rates for shipments between 501 and 1,500 miles, through the Texas border crossings, averaged $2.45 per mile. The average is 4 percent higher than last quarter, but 17 percent lower than the same quarter last year. Rates for shipments between 501 and 1,500 miles, through the Arizona border crossings, averaged $2.52 per mile, which is 2 percent higher than last quarter, but 14 percent lower than the same quarter last year.

Diesel fuel prices, for border crossings through Texas, averaged $2.82 per gallon. Diesel fuel prices, for border crossings through Arizona, averaged $3.13 per gallon. Truck availability was mostly adequate for Texas during the quarter. The Arizona border experienced slight surplus to adequate truck availability throughout the quarter.

# Mexico Transport Cost Indicator Report

## Table 1. Quarterly costs of transporting U.S. grain and soybeans to Mexico, 2019

| | Water route (to Veracruz) | | | | | Land route (to Guadalajara) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | 1st qtr | 2nd qtr | 3rd qtr | 4th qtr | Avg. | 1st qtr | 2nd qtr | 3rd qtr | 4th qtr | Avg. |
| | US$/metric ton | | | | | US$/metric ton | | | | |
| | **Corn** | | | | | | | | | |
| **Origin** | **IL** | | | | | **IA** | | | | |
| Truck | 8.78 | | | | 8.78 | 4.37 | | | | 4.37 |
| Rail[1] | | | | | | 91.00 | | | | 91.00 |
| Barge | 24.50 | | | | 24.50 | | | | | |
| Ocean[2] | 13.89 | | | | 13.89 | | | | | |
| Total transportation cost | 47.17 | | | | 47.17 | 95.37 | | | | 95.37 |
| Farm price[3] | 141.20 | | | | 141.20 | 139.49 | | | | 139.49 |
| Landed cost[4] | 188.37 | | | | 188.37 | 234.86 | | | | 234.86 |
| Transport % of landed cost | 25.0 | | | | 25.0 | 40.6 | | | | 40.6 |
| | **Soybeans** | | | | | | | | | |
| **Origin** | **IL** | | | | | **NE** | | | | |
| Truck | 8.78 | | | | 8.78 | 4.37 | | | | 4.37 |
| Rail[1] | | | | | | 94.21 | | | | 94.21 |
| Barge | 24.50 | | | | 24.50 | | | | | |
| Ocean[2] | 13.89 | | | | 13.89 | | | | | |
| Total transportation cost | 47.17 | | | | 47.17 | 98.58 | | | | 98.58 |
| Farm price[3] | 321.87 | | | | 321.87 | 302.89 | | | | 302.89 |
| Landed cost[4] | 369.04 | | | | 369.04 | 401.47 | | | | 401.47 |
| Transport % of landed cost | 12.8 | | | | 12.8 | 24.6 | | | | 24.6 |
| | **Wheat** | | | | | | | | | |
| **Origin** | **KS** | | | | | **KS** | | | | |
| Truck | 4.37 | | | | 4.37 | 4.37 | | | | 4.37 |
| Rail[1] | 42.66 | | | | 42.66 | 79.65 | | | | 79.65 |
| Ocean[2] | 13.89 | | | | 13.89 | | | | | |
| Total transportation cost | 60.92 | | | | 60.92 | 84.02 | | | | 84.02 |
| Farm price[3] | 181.39 | | | | 181.39 | 181.39 | | | | 181.39 |
| Landed cost[4] | 242.31 | | | | 242.31 | 265.41 | | | | 265.41 |
| Transport % of landed cost | 25.1 | | | | 25.1 | 31.7 | | | | 31.7 |

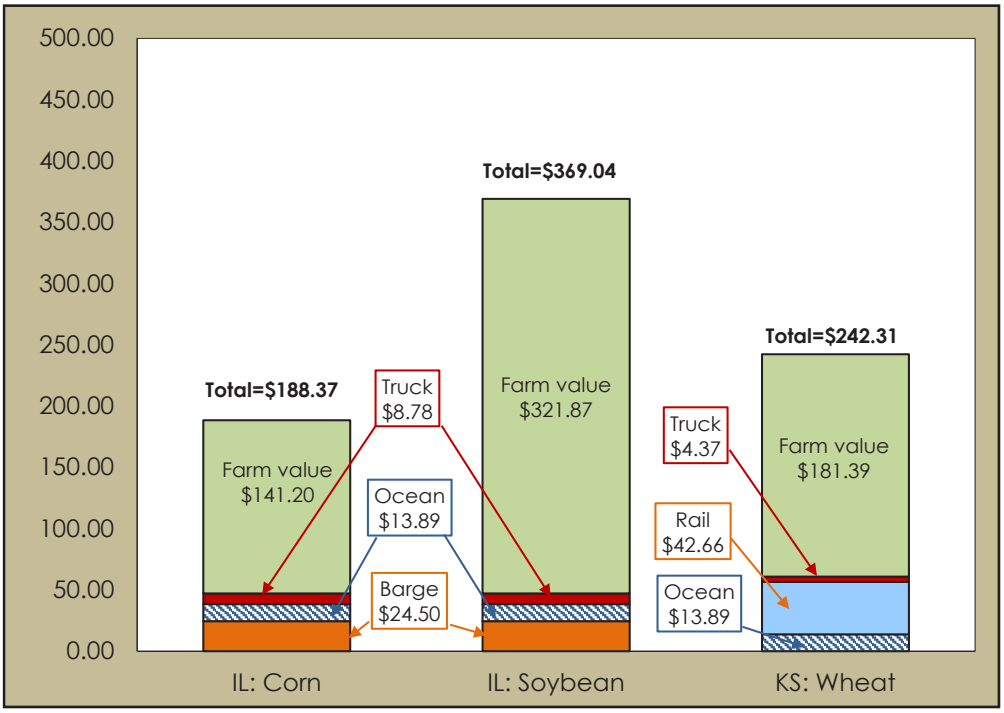
[1]Rail rates include U.S. and Mexico portions of the movement. Mexico rail rates are estimated based on actual quoted market rates. BNSF and Union Pacific quoted rail tariff rates are through rates for shuttle trains. Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary market, which could exceed the rail tariff rate plus the fuel surcharge shown in the table.

[2]Source: O'Neil Commodity Consulting, Inc.

[3]Source: USDA/NASS

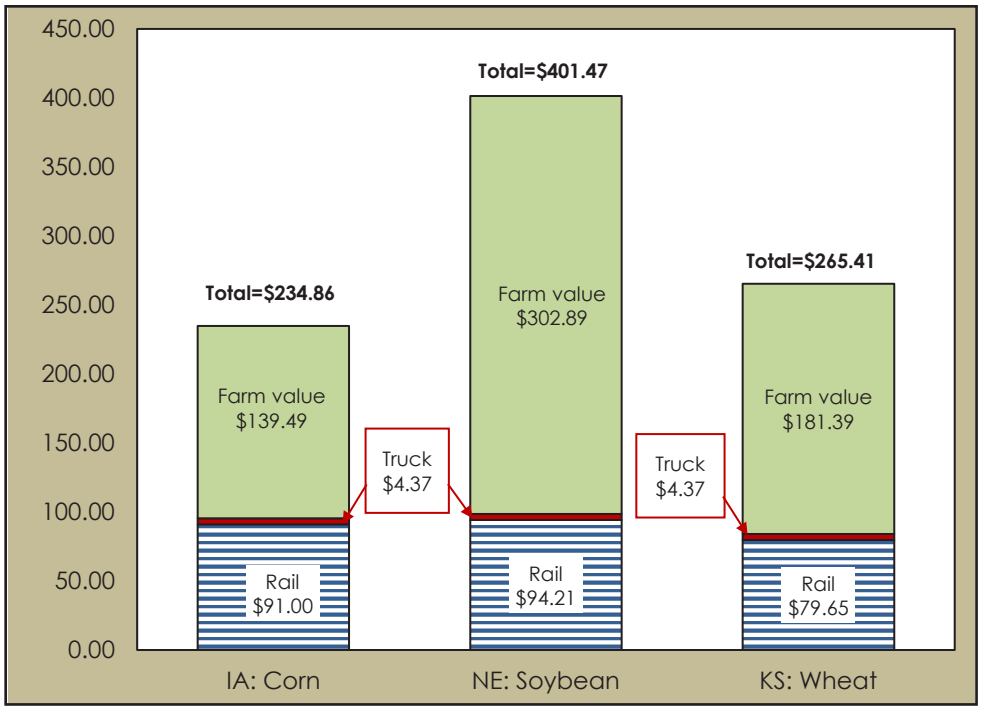
[4]Landed cost is total transportation cost plus the farm price.

## Figure 1. Water route shipment costs ($/mt) to Veracruz, Mexico




Source: USDA, Agricultural Marketing Service

## Figure 2. Land route shipment costs ($/mt) to Guadalajara, Mexico

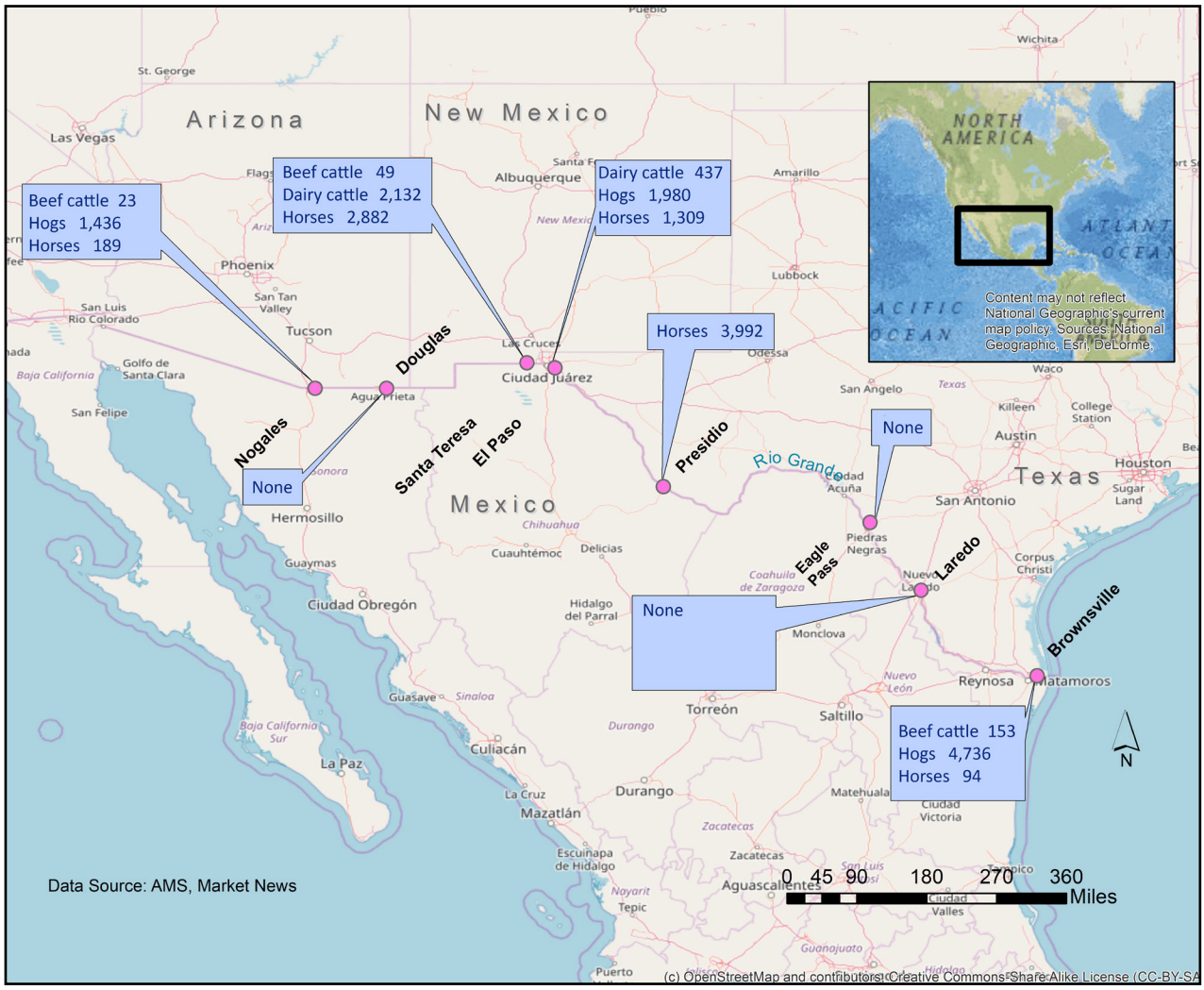



Source: USDA, Agricultural Marketing Service

## Livestock Exports to Mexico Decreased

The U.S. exported 31,137 head of livestock to Mexico during the first quarter (see table 6), reflecting decreases of 24 percent from the previous quarter and 10 percent from the same quarter last year. Horses remain the largest livestock export to Mexico (see table 6). In total, 16,226 head of horses crossed the border (52 percent of the total head count), followed by hogs with a head count of 8,152 (26 percent), dairy cattle with 4,738 head count (15 percent), and sheep with 1,521 head count (5 percent). Most of the animals crossed through Santa Teresa, NM, Brownsville, Presidio and El Paso, TX (see figure 3).

### Figure 3. Livestock Border Crossing to Mexico during the 1st quarter 2019



# Mexico Transport Cost Indicator Report

## Quarterly Bulk Grain and Soybeans

### Table 2. Quarterly tariff rail rates for U.S. bulk grain shipments to Mexico (US$/car), 2019

| | | | Tariff rate/car[1] | | | | | Fuel surcharge per car[2] | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Commodity | Origin State | Destination | 1st qtr | 2nd qtr | 3rd qtr | 4th qtr | Avg | 1st qtr | 2nd qtr | 3rd qtr | 4th qtr | Avg |
| Wheat | MT | Chihuahua, CI | 7,284 | | | | 7,284 | 0 | | | | 0 |
| | OK | Cuautitlan, EM | 6,743 | | | | 6,743 | 149 | | | | 149 |
| | KS | Guadalajara, JA | 7,371 | | | | 7,371 | 424 | | | | 424 |
| | TX | Salinas Victoria, NL | 4,329 | | | | 4,329 | 91 | | | | 91 |
| Corn | IA | Guadalajara, JA | 8,528 | | | | 8,528 | 378 | | | | 378 |
| | SD | Celaya, GJ | 7,880 | | | | 7,880 | 0 | | | | 0 |
| | NE | Queretaro, QA | 8,207 | | | | 8,207 | 311 | | | | 311 |
| | SD | Salinas Victoria, NL | 6,905 | | | | 6,905 | 0 | | | | 0 |
| | MO | Tlalnepantla, EM | 7,573 | | | | 7,573 | 303 | | | | 303 |
| | SD | Torreon, CU | 7,480 | | | | 7,480 | 0 | | | | 0 |
| Soybeans | MO | Bojay (Tula), HG | 8,284 | | | | 8,284 | 350 | | | | 350 |
| | NE | Guadalajara, JA | 8,842 | | | | 8,842 | 379 | | | | 379 |
| | IA | El Castillo, JA | 9,110 | | | | 9,110 | 0 | | | | 0 |
| | KS | Torreon, CU | 7,714 | | | | 7,714 | 277 | | | | 277 |
| Sorghum | NE | Celaya, GJ | 7,527 | | | | 7,527 | 346 | | | | 346 |
| | KS | Queretaro, QA | 8,000 | | | | 8,000 | 186 | | | | 186 |
| | NE | Salinas Victoria, NL | 6,633 | | | | 6,633 | 149 | | | | 149 |
| | NE | Torreon, CU | 6,962 | | | | 6,962 | 262 | | | | 262 |

[1]Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75-110 cars that meet railroad efficiency requirements. The cost of obtaining empty grain cars in the Secondary Grain Car markets, which in times of high demand may exceed the tariff rate plus fuel surcharge, is not included.

[2]Approximate load per car = 97.87 mt: corn & sorghum 56 lbs/bu, wheat & soybeans 60 lbs/bu

Sources: www.bnsf.com; www.uprr.com; www.kcsouthern.com



## Table 3. Quarterly tariff rail rates plus fuel surcharges for U.S. bulk grain shipments to Mexico, 2019

| | | | Tariff[1] plus fuel surcharge per: | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | US$/metric ton | | | | | US$/bushel[2] | | | | |
| Commodity | Origin State | Destination | 1st qtr | 2nd qtr | 3rd qtr | 4th qtr | Avg | 1st qtr | 2nd qtr | 3rd qtr | 4th qtr | Avg |
| Wheat | MT | Chihuahua, CI | 74.43 | | | | 74.43 | 2.02 | | | | 2.02 |
| | OK | Cuautitlan, EM | 70.42 | | | | 70.42 | 1.91 | | | | 1.91 |
| | KS | Guadalajara, JA | 79.65 | | | | 79.65 | 2.17 | | | | 2.17 |
| | TX | Salinas Victoria, NL | 45.16 | | | | 45.16 | 1.23 | | | | 1.23 |
| Corn | IA | Guadalajara, JA | 91.00 | | | | 91.00 | 2.31 | | | | 2.31 |
| | SD | Celaya, GJ | 80.51 | | | | 80.51 | 2.04 | | | | 2.04 |
| | NE | Queretaro, QA | 87.03 | | | | 87.03 | 2.21 | | | | 2.21 |
| | SD | Salinas Victoria, NL | 70.55 | | | | 70.55 | 1.79 | | | | 1.79 |
| | MO | Tlalnepantla, EM | 80.48 | | | | 80.48 | 2.04 | | | | 2.04 |
| | SD | Torreon, CU | 76.43 | | | | 76.43 | 1.94 | | | | 1.94 |
| Soybeans | MO | Bojay (Tula), HG | 88.22 | | | | 88.22 | 2.40 | | | | 2.40 |
| | NE | Guadalajara, JA | 94.21 | | | | 94.21 | 2.56 | | | | 2.56 |
| | IA | El Castillo, JA | 93.08 | | | | 93.08 | 2.53 | | | | 2.53 |
| | KS | Torreon, CU | 81.64 | | | | 81.64 | 2.22 | | | | 2.22 |
| Sorghum | NE | Celaya, GJ | 80.44 | | | | 80.44 | 2.04 | | | | 2.04 |
| | KS | Queretaro, QA | 83.64 | | | | 83.64 | 2.12 | | | | 2.12 |
| | NE | Salinas Victoria, NL | 69.29 | | | | 69.29 | 1.76 | | | | 1.76 |
| | NE | Torreon, CU | 73.81 | | | | 73.81 | 1.87 | | | | 1.87 |

[1]Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75-110 cars that meet railroad efficiency requirements. The cost of obtaining empty grain cars in the Secondary Grain Car markets, which in times of high demand may exceed the tariff rate plus fuel surcharge, is not included.

[2]Approximate load per car = 97.87 mt: corn & sorghum 56 lbs/bu, wheat & soybeans 60 lbs/bu

Sources: www.bnsf.com; www.uprr.com; www.kcsouthern.com

## Table 4. Quarterly exports of U.S. distillers' dried grains with soluble (DDGS) to Mexico*

| | Thousand metric tons | | | | |
|---|---|---|---|---|---|
| Year | 1st qtr | 2nd qtr | 3rd qtr | 4th qtr | Total |
| 2009 | 316 | 377 | 371 | 395 | 1,459 |
| 2010 | 439 | 399 | 424 | 383 | 1,645 |
| 2011 | 506 | 430 | 476 | 369 | 1,781 |
| 2012 | 426 | 388 | 352 | 332 | 1,498 |
| 2013 | 284 | 329 | 290 | 381 | 1,285 |
| 2014 | 356 | 420 | 366 | 435 | 1,577 |
| 2015 | 497 | 276 | 413 | 463 | 1,649 |
| 2016 | 483 | 467 | 470 | 490 | 1,910 |
| 2017 | 604 | 475 | 551 | 551 | 2,181 |
| 2018 | 516 | 516 | 514 | 467 | 2,013 |
| 2019 | 490 | | | | 490 |

*Data are for brewers' and distillers' dregs and waste of which Distillers' Dried Grains with Soluble is a principal component.
On November 2, 2010, data was revised.
Source: USDA, Economic Research Service (ERS), Feed grains database

## Table 5. Quarterly ocean freight rate for bulk grain shipments from the U.S. Gulf to Veracruz, Mexico

| US$/metric ton | | | | | |
|---|---|---|---|---|---|
| Vessel capacity (metric ton) | 1st qtr 2011 | 2nd qtr 2011 | 3rd qtr 2011 | 4th qtr 2011 | Average |
| 25,000 | 21.71 | 21.13 | 21.96 | 23.29 | 22.02 |
| 35-40,000 | 18.75 | 18.86 | 19.89 | 21.21 | 19.68 |
| Vessel capacity (metric ton) | 1st qtr 2012 | 2nd qtr 2012 | 3rd qtr 2012 | 4th qtr 2012 | Average |
| 25,000 | 20.28 | 20.79 | 20.68 | 18.73 | 20.12 |
| 35-40,000 | 18.37 | 18.62 | 18.53 | 16.73 | 18.06 |
| Vessel capacity (metric ton) | 1st qtr 2013 | 2nd qtr 2013 | 3rd qtr 2013 | 4th qtr 2013 | Average |
| 25,000 | 20.19 | 19.59 | 20.47 | 20.01 | 20.07 |
| 35-40,000 | 17.89 | 17.58 | 17.85 | 17.13 | 17.61 |
| Vessel capacity (metric ton) | 1st qtr 2014 | 2nd qtr 2014 | 3rd qtr 2014 | 4th qtr 2014 | Average |
| 25,000 | 20.08 | 17.48 | 15.75 | 16.32 | 17.41 |
| 35-40,000 | 17.53 | 15.48 | 13.56 | 13.96 | 15.13 |
| Vessel capacity (metric ton) | 1st qtr 2015 | 2nd qtr 2015 | 3rd qtr 2015 | 4th qtr 2015 | Average |
| 25,000 | 13.67 | 14.23 | 14.59 | 13.95 | 14.11 |
| 35-40,000 | 11.63 | 11.89 | 12.85 | 12.12 | 12.12 |
| Vessel capacity (metric ton) | 1st qtr 2016 | 2nd qtr 2016 | 3rd qtr 2016 | 4th qtr 2016 | Average |
| 25,000 | 12.34 | 13.47 | 15.00 | 14.85 | 13.92 |
| 35-40,000 | 10.44 | 11.65 | 13.20 | 13.26 | 12.14 |
| Vessel capacity (metric ton) | 1st qtr 2017 | 2nd qtr 2017 | 3rd qtr 2017 | 4th qtr 2017 | Average |
| 25,000 | 16.03 | 14.85 | 15.16 | 16.69 | 15.68 |
| 35-40,000 | 14.27 | 12.95 | 12.98 | 14.26 | 13.62 |
| Vessel capacity (metric ton) | 1st qtr 2018 | 2nd qtr 2018 | 3rd qtr 2018 | 4th qtr 2018 | Average |
| 25,000 | 16.11 | 16.20 | 16.68 | 17.94 | 16.73 |
| 35-40,000 | 13.97 | 14.07 | 14.68 | 15.63 | 14.59 |
| Vessel capacity (metric ton) | 1st qtr 2019 | 2nd qtr 2019 | 3rd qtr 2019 | 4th qtr 2019 | Average |
| 25,000 | 16.37 | | | | 16.37 |
| 35-40,000 | 13.89 | | | | 13.89 |

Source: O'Neil Commodity Consulting



## Table 6. U.S. livestock exports to Mexico by border crossing* (head) January-March 2019

| Category | NM | AZ | TX | Total |
|---|---|---|---|---|
| **Beef cattle** | | | | |
| Slaughter | 0 | 0 | 0 | 0 |
| Breeding males | 49 | 23 | 250 | 322 |
| Breeding females | 0 | 0 | 158 | 158 |
| Total beef | 49 | 23 | 408 | 480 |
| **Hogs** | | | | |
| Slaughter | 0 | 0 | 0 | 0 |
| Breeding males | 0 | 177 | 530 | 707 |
| Breeding females | 0 | 1,259 | 6,186 | 7,445 |
| Total hogs | 0 | 1,436 | 6,716 | 8,152 |
| **Sheep** | | | | |
| Slaughter lambs | 0 | 0 | 0 | 0 |
| Slaughter ewes | 0 | 0 | 1,521 | 1,521 |
| Breeding males | 0 | 0 | 0 | 0 |
| Breeding females | 0 | 0 | 0 | 0 |
| Total sheep | 0 | 0 | 1,521 | 1,521 |
| **Dairy cattle** | | | | |
| Breeding males | 0 | 0 | 4 | 4 |
| Breeding females | 2,132 | 0 | 2,602 | 4,734 |
| Total dairy | 2,132 | 0 | 2,606 | 4,738 |
| **Goats** | | | | |
| Angora | 0 | 0 | 0 | 0 |
| Spanish | 0 | 0 | 0 | 0 |
| Other | 0 | 0 | 0 | 0 |
| Total goats | 0 | 0 | 0 | 0 |
| **Horses** | | | | |
| Slaughter | 2,342 | 0 | 12,244 | 14,586 |
| Breeding males | 166 | 120 | 297 | 583 |
| Breeding females | 283 | 66 | 441 | 790 |
| Geldings | 91 | 2 | 104 | 197 |
| Burro/mule/pony | 0 | 1 | 69 | 70 |
| Total horses | 2,882 | 189 | 13,155 | 16,226 |
| **Exotics**** | 0 | 0 | 20 | 20 |
| **Grand total** | **5,063** | **1,648** | **24,426** | **31,137** |

*Weekly AMS data will not necessarily sum to the total U.S. Dept. of Commerce, Bureau of Census data.

**Refer to animals that are not included in other categories such as zebras, deer, elephants, and yaks.

Source: USDA, Agricultural Marketing Service (AMS), Livestock and Seed Programs



## Table 7. Fruit and vegetable truck rates for shipments between 501 to 1,500 miles crossing the U.S.-Mexico border

| US$/mile | | | | | |
|---|---|---|---|---|---|
| **Origin/border crossing** | **1st qtr 2011** | **2nd qtr 2011** | **3rd qtr 2011** | **4th qtr 2011** | **Average** |
| Nogales, Arizona | 1.87 | 2.38 | 1.85 | 1.80 | 1.97 |
| Pharr, Texas | 1.84 | 2.12 | 1.77 | 1.87 | 1.90 |
| **Origin/border crossing** | **1st qtr 2012** | **2nd qtr 2012** | **3rd qtr 2012** | **4th qtr 2012** | **Average** |
| Nogales, Arizona | 2.00 | 2.57 | 1.84 | 1.92 | 2.08 |
| Pharr, Texas | 1.97 | 2.26 | 1.89 | 2.09 | 2.05 |
| **Origin/border crossing** | **1st qtr 2013** | **2nd qtr 2013** | **3rd qtr 2013** | **4th qtr 2013** | **Average** |
| Nogales, Arizona | 2.34 | 2.59 | 1.63 | 2.33 | 2.22 |
| Pharr, Texas | 2.15 | 2.33 | 2.02 | 2.01 | 2.13 |
| **Origin/border crossing** | **1st qtr 2014** | **2nd qtr 2014** | **3rd qtr 2014** | **4th qtr 2014** | **Average** |
| Nogales, Arizona | 2.46 | 2.69 | 1.74 | 2.31 | 2.30 |
| Pharr, Texas | 2.32 | 2.53 | 2.12 | 2.13 | 2.28 |
| **Origin/border crossing** | **1st qtr 2015** | **2nd qtr 2015** | **3rd qtr 2015** | **4th qtr 2015** | **Average** |
| Nogales, Arizona | 2.41 | 2.49 | 2.71 | 2.51 | 2.53 |
| Pharr, Texas | 2.26 | 2.23 | 2.50 | 2.27 | 2.32 |
| **Origin/border crossing** | **1st qtr 2016** | **2nd qtr 2016** | **3rd qtr 2016** | **4th qtr 2016** | **Average** |
| Nogales, Arizona | 2.31 | 2.43 | 2.53 | 2.65 | 2.48 |
| Pharr, Texas | 2.98 | 2.17 | 2.24 | 2.34 | 2.43 |
| **Origin/border crossing** | **1st qtr 2017** | **2nd qtr 2017** | **3rd qtr 2017** | **4th qtr 2017** | **Average** |
| Nogales, Arizona | 2.05 | 2.32 | 2.45 | 2.38 | 2.30 |
| Pharr, Texas | 2.16 | 2.21 | 2.00 | 2.36 | 2.18 |
| **Origin/border crossing** | **1st qtr 2018** | **2nd qtr 2018** | **3rd qtr 2018** | **4th qtr 2018** | **Average** |
| Nogales, Arizona | 2.92 | 3.21 | 2.75 | 2.47 | 2.84 |
| Pharr, Texas | 2.95 | 3.13 | 2.27 | 2.34 | 2.67 |
| **Origin/border crossing** | **1st qtr 2019** | **2nd qtr 2019** | **3rd qtr 2019** | **4th qtr 2019** | **Average** |
| Nogales, Arizona | 2.52 | | | | 2.52 |
| Pharr, Texas | 2.45 | | | | 2.45 |

Source: USDA, Agricultural Marketing Service (AMS), Speciality Crops Program, Market News Division

# Mexico Transport Cost Indicator Report

## Table 8. Quarterly U.S.-Mexico border crossing fresh fruit and vegetables truck availability

| 1st quarter 2019 | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Legend: | 1 =Surplus | 2 = Slight surplus | 3 = Adequate | 4 = Slight shortage | 5 = Shortage | | | | | | | | | |
| Truck availability | | | | | | | | | | | | | | |
| Mexico border crossings/month | | January | | | | | February | | | | March | | | |
| Week | | 1/1 | 1/8 | 1/15 | 1/22 | 1/29 | 2/5 | 2/12 | 2/19 | 2/26 | 3/5 | 3/12 | 3/19 | 3/26 |
| Through Nogales, AZ | Tomatoes, Squash, Cucumbers, Mangoes, Honeydew, Watermelons, Mixed Fruits, Vegetables | 5 | 1 | 1 | 3 | 3 | 3 | 3 | 2 | 3 | 3 | 3 | 3 | 3 |
| Through TX | Vegetables, Limes, Mangoes, Onions, Tomatoes, Broccoli, Mixed Fruits | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 2 |

Source: USDA, Agricultural Marketing Service (AMS),Specialty Crop Program, Market News Division, Fruit and Vegetable Truck Rate Report

## Table 9. Top ten commodities shipped by truck to the U.S. from Mexico, 2019 (10,000 lbs)

| Commodity | 1st qtr 2019 | Rank |
|---|---|---|
| Avocados | 66,751 | 1 |
| Cucumbers | 50,934 | 2 |
| Tomatoes | 47,682 | 3 |
| Peppers, Bell Type | 43,360 | 4 |
| Tomatoes, Plum Type | 42,111 | 5 |
| Squash | 36,760 | 6 |
| Limes | 28,043 | 7 |
| Peppers, Other | 25,295 | 8 |
| Strawberries | 21,429 | 9 |
| Broccoli | 19,598 | 10 |

Source: USDA, AMS, Specialty Crops Program, Market News Division



## Table 10. Top five commodities shipped by truck to the U.S. from Mexico (10,000 lbs)

| Commodity | 1st qtr 2012 | 2nd qtr 2012 | 3rd qtr 2012 | 4th qtr 2012 | Total 2012 |
|---|---|---|---|---|---|
| Tomatoes (all varieties) | 99,264 | 69,282 | 41,120 | 57,099 | 266,765 |
| Peppers (all varieties) | 56,506 | 33,399 | 25,990 | 33,073 | 148,968 |
| Cucumbers | 42,668 | 25,798 | 11,919 | 30,383 | 110,768 |
| Onions (dry and green) | 29,949 | 20,020 | 8,122 | 8,744 | 66,835 |
| Squash | 26,776 | 16,033 | 3,401 | 19,556 | 65,766 |
| **Subtotal** | **255,163** | **164,532** | **90,552** | **148,855** | **659,102** |
| Other | 200,550 | 256,945 | 122,889 | 190,616 | 771,000 |
| **Total** | **455,713** | **421,477** | **213,441** | **339,471** | **1,430,102** |
| **Commodity** | **1st qtr 2013** | **2nd qtr 2013** | **3rd qtr 2013** | **4th qtr 2013** | **Total 2013** |
| Tomatoes (all varieties) | 88,753 | 75,505 | 43,373 | 52,154 | 259,785 |
| Peppers (all varieties) | 55,952 | 35,111 | 27,341 | 51,481 | 169,885 |
| Avocados | 38,933 | 26,387 | 15,049 | 30,766 | 111,135 |
| Cucumbers | 38,877 | 30,555 | 11,592 | 31,523 | 112,547 |
| Onions (dry and green) | 24,818 | 22,138 | 7,584 | 8,070 | 62,610 |
| **Subtotal** | **247,333** | **189,696** | **104,939** | **173,994** | **715,962** |
| Other | 206,944 | 271,688 | 126,051 | 168,680 | 773,363 |
| **Total** | **454,277** | **461,384** | **230,990** | **342,674** | **1,489,325** |
| **Commodity** | **1st qtr 2014** | **2nd qtr 2014** | **3rd qtr 2014** | **4th qtr 2014** | **Total 2014** |
| Tomatoes (all varieties) | 102,175 | 77,596 | 40,598 | 56,783 | 277,152 |
| Peppers (all varieties) | 62,356 | 33,083 | 27,349 | 48,167 | 170,955 |
| Cucumbers | 47,565 | 30,978 | 12,150 | 35,905 | 126,598 |
| Avocados | 37,085 | 26,363 | 26,044 | 39,140 | 128,632 |
| Squash | 29,622 | 16,334 | 3,814 | 22,495 | 72,265 |
| **Subtotal** | **278,803** | **184,354** | **109,955** | **202,490** | **775,602** |
| Other | 214,020 | 306,544 | 126,219 | 160,627 | 807,410 |
| **Total** | **492,823** | **490,898** | **236,174** | **363,117** | **1,583,012** |
| **Commodity** | **1st qtr 2015** | **2nd qtr 2015** | **3rd qtr 2015** | **4th qtr 2015** | **Total 2015** |
| Tomatoes (all varieties) | 99,053 | 73,537 | 42,002 | 61,571 | 276,163 |
| Peppers (all varieties) | 61,334 | 34,579 | 28,060 | 46,690 | 170,663 |
| Cucumbers | 50,114 | 34,601 | 14,335 | 35,947 | 134,997 |
| Avocadoes | 44,510 | 37,667 | 39,582 | 49,063 | 170,822 |
| Squash | 29,026 | 18,088 | 3,527 | 23,863 | 74,504 |
| **Subtotal** | **284,037** | **198,472** | **127,506** | **217,134** | **827,149** |
| Other | 225,053 | 334,134 | 130,249 | 179,649 | 869,085 |
| **Total** | **509,090** | **532,606** | **257,755** | **396,783** | **1,696,234** |

Source: Data is obtained from the Department of Homeland Security (DHS), U.S. Customs and Border Protection (CBP) through USDA, AMS, Market News

# Mexico Transport Cost Indicator Report

| Commodity | 1st qtr 2016 | 2nd qtr 2016 | 3rd qtr 2016 | 4th qtr 2016 | Total 2016 |
|---|---|---|---|---|---|
| Tomatoes (all varieties) | 122,571 | 105,099 | 49,289 | 66,534 | 343,493 |
| Peppers (all varieties) | 57,984 | 46,626 | 33,631 | 65,270 | 203,511 |
| Cucumbers | 45,829 | 37,791 | 14,670 | 39,803 | 138,093 |
| Avocadoes | 57,605 | 40,197 | 34,993 | 40,457 | 173,252 |
| Squash | 31,051 | 26,672 | 5,322 | 30,711 | 93,756 |
| **Subtotal** | **315,040** | **256,385** | **137,905** | **242,775** | **952,105** |
| Other | 242,834 | 350,555 | 162,307 | 204,561 | 960,257 |
| **Total** | **557,874** | **606,940** | **300,212** | **447,336** | **1,912,362** |
| **Commodity** | **1st qtr 2017** | **2nd qtr 2017** | **3rd qtr 2017** | **4th qtr 2017** | **Total 2017** |
| Tomatoes (all varieties) | 107,194 | 82,449 | 48,893 | 73,581 | 312,117 |
| Peppers (all varieties) | 67,337 | 38,757 | 30,928 | 59,131 | 196,153 |
| Cucumbers | 47,202 | 32,892 | 16,021 | 44,297 | 140,412 |
| Avocadoes | 49,557 | 36,996 | 31,683 | 47,011 | 165,247 |
| Squash | 31,937 | 20,737 | 5,099 | 33,126 | 90,899 |
| **Subtotal** | **303,227** | **211,831** | **132,624** | **257,146** | **904,828** |
| Other | 289,814 | 339,353 | 170,127 | 206,746 | 1,006,040 |
| **Total** | **593,041** | **551,184** | **302,751** | **463,892** | **1,910,868** |
| **Commodity** | **1st qtr 2018** | **2nd qtr 2018** | **3rd qtr 2018** | **4th qtr 2018** | **Total 2018** |
| Tomatoes (all varieties) | 105,274 | 80,008 | 49,400 | 62,553 | 297,235 |
| Peppers (all varieties) | 73,682 | 46,268 | 35,266 | 57,763 | 212,979 |
| Cucumbers | 44,297 | 36,450 | 36,046 | 50,126 | 190,506 |
| Avocadoes | 47,011 | 49,914 | 14,131 | 43,301 | 145,721 |
| Squash | 33,126 | 22,075 | 6,150 | 27,782 | 137,900 |
| **Subtotal** | **303,390** | **234,715** | **140,993** | **241,525** | **984,341** |
| Other | 304,695 | 335,630 | 156,881 | 205,849 | 939,337 |
| **Total** | **608,085** | **570,345** | **297,874** | **447,374** | **1,923,678** |
| **Commodity** | **1st qtr 2019** | **2nd qtr 2019** | **3rd qtr 2019** | **4th qtr 2019** | **Total 2019** |
| Tomatoes (all varieties) | 98,631 | | | | 98,631 |
| Peppers (all varieties) | 68,655 | | | | 68,655 |
| Cucumbers | 66,751 | | | | 66,751 |
| Avocadoes | 50,934 | | | | 50,934 |
| Squash | 36,760 | | | | 36,760 |
| **Subtotal** | **321,731** | | | | **321,731** |
| Other | 284,125 | | | | 28,4125 |
| **Total** | **605,856** | | | | **605856** |

Source: Data is obtained from the Department of Homeland Security (DHS), U.S. Customs and Border Protection (CBP) through USDA, AMS, Market News

# Mexico Transport Cost Indicator Report

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- U.S. Grain and Soybean Exports to Mexico — A Modal Share Transportation Analysis (PDF)
- Grain Transportation Report
- Agricultural Refrigerated Truck Quarterly

## Data Sets (all XLS files):

- Figure 1: Water route shipment costs ($/mt) to Veracruz, Mexico
- Figure 2: Land route shipment costs ($/mt) to Guadalajara, Mexico
- Table 1: Quarterly costs of transporting U.S. grain and soybeans to Mexico, 2019
- Table 2: Quarterly tariff rail rates for U.S. bulk grain shipments to Mexico (US$/car), 2019
- Table 3: Quarterly tariff rail rates plus fuel surcharge for U.S. bulk grain shipments to Mexico, 2019
- Table 4: Quarterly exports of U.S. Distillers' Dried Grains with Soluble (DDGS) to Mexico
- Table 5: Quarterly ocean freight rate for bulk shipments from the U.S. Gulf to Veracruz, Mexico
- Table 6: U.S. livestock exports to Mexico by border crossing (head) January-March 2018
- Table 7: Fruit and vegetable truck rates for shipments between 501 and 1,500 miles crossing the U.S.-Mexico border
- Table 8: Quarterly U.S.-Mexico border crossing fresh fruit and vegetables truck availability
- Table 9: Top ten commodities shipped by truck to the U.S. from Mexico, 2019 (10,000 lbs)
- Table 10: Top five commodities shipped by truck to the U.S. from Mexico (10,000 lbs)

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