USDA Agricultural Marketing Service
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Mexico Transport Cost Indicator Report

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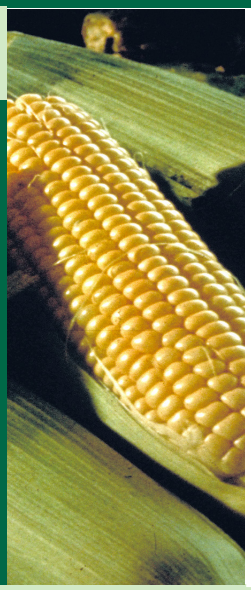

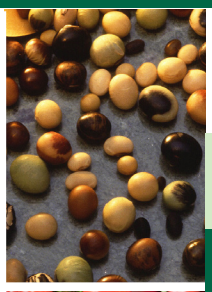

First Quarter 2022
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Summary: What Happened?

Landed Costs of Grain to Mexico Rose in First Quarter 2022

Mexico is a major importer of U.S. grain (*Grain Transportation Report (GTR)*, May 26, 2022, tables 13, 14, and 15). Low transportation and landed costs for U.S.-Mexico routes are vital to the competitiveness of U.S. grain in Mexico and globally. U.S. grain is transported to Mexico either by cross-border land movements or by sea movements to Mexican ports for inland distribution. This article examines the costs of transporting U.S. grain to Mexico over land to Guadalajara (land routes) and by sea to Veracruz (water routes), tracking changes over time (table 1).

Quarter-to-quarter transportation costs. From fourth quarter 2021 to first quarter 2022 (quarter to quarter), total transportation costs increased for corn and soybeans shipped through the water routes, but fell for waterborne wheat. Total transportation costs increased slightly for U.S. corn, soybeans, and wheat through the land routes. Rising water-route shipping costs for corn and soybeans reflected higher truck and barge rates.[1] Land-route shipping costs increased with higher rail rates (public tariff, plus fuel surcharge), due to increased fuel surcharges. Truck rates rose partly because of a quarter-to-quarter rise in diesel fuel prices (*GTR*, May 26, 2022, fig. 13). Barge rates rose amid a tight supply of empty barges. Because of high water, towboats on the Ohio and Lower Mississippi River pushed 12-16 percent fewer barges upriver than usual. Thus, fewer barges were available to deliver the same volumes of grain (*GTR*, April 14, 2022). As demand for bulk shipping fell because of various seasonal holidays around the world, ocean freight rates likewise fell (*GTR*, April 28, 2022).

Year-to-year transportation costs. From fourth quarter 2021 to fourth quarter 2022 (year to year), total costs of shipping all grain—U.S. corn, soybeans, and wheat—to Mexico by the water routes rose because of higher truck, barge, and ocean freight rates. Total costs of shipping all grain to Mexico by the land routes rose slightly because of higher truck and rail rates.

[1] Water routes typically involve truck transportation to barge to oceangoing vessel, or truck to rail to oceangoing vessel.

Quarter-to-quarter landed costs. Quarter to quarter, landed costs rose for all grain shipped via the water and land routes. For seaborne corn and soybeans and all grain shipped through the land routes, the higher landed costs reflected a combination of rising transportation costs and farm values. However, for seaborne wheat, higher landed costs reflected an increase in farm values that exceeded the decrease in transportation costs (table 1 and figs. 1 and 2). The share of landed costs comprising transportation ranged from 13 percent to 25 percent for the water routes and from 17 percent to 30 percent for the land routes.

Year-to-year landed costs. Year to year, landed costs increased for all waterborne and land-route grain, because of both higher transportation costs and higher farm values.

U.S. Exports to Mexico: According to USDA's Federal Grain Inspection Service, Mexico imported 4.00 million metric tons (mmt) of U.S. corn, 1.28 mmt of U.S. soybeans, and 0.98 mmt of U.S. wheat in first quarter 2022. Quarter to quarter, U.S. inspections for export to Mexico decreased 6 percent for corn, fell 17 percent for soybeans, and increased 29 percent for wheat. Year to year, U.S. inspections destined to Mexico showed rises of 20 percent for corn, 3 percent for soybeans, and 24 percent for wheat. Despite a general increase in landed costs, total U.S. grain shipments to Mexico have been strong, as corn, soybeans, and wheat shipments rose year to year.

Ocean Freight Rates: Ocean freight rates for shipping bulk grains to Mexico decreased quarter to quarter, but increased year to year and from the 4-year average. In the fourth quarter—via 25,000 ton-capacity vessels from the U.S. Gulf to Veracruz, Mexico—the cost of shipping a metric ton (mt) of grain averaged $25.81 per mt. This was down 7 percent quarter to quarter, up 14 percent year to year, and up 45 percent from the prior-4-year average. The cost of shipping in a 35,000-40,000 ton-capacity vessel averaged $22.51 per mt. This amounted to a 6-percent decrease quarter to quarter, 17-percent increase year to year, and 48-percent increase from the prior-4-year average. Seasonally low market activity due to holidays caused the rates to dip during the quarter.

Railroad: In first quarter 2022, railroads transported 43,326 carloads of grain and oilseeds to Mexico, down 4 percent quarter to quarter, up 10 percent year to year, and up 22 percent from the prior-3-year average. Fuel surcharges per railcar averaged $341, up 11 percent quarter to quarter, up 93 percent year to year, and up 65 percent from the prior-3-year average. At the end of 2021, the railroads started reporting rates only to the Mexico border rather than reporting rates for full routes. Rail tariff rates per grain car in fourth quarter 2021 averaged $7,789. Because of the lack of comparable data, USDA analysis assumes rail tariff rates were unchanged quarter to quarter. Based on that assumption, total rail transportation costs (tariff rates plus fuel surcharges) rose 3 percent year to year and increased 4 percent from the prior-3-year average.

Fruit and Vegetables

In first quarter 2022, total reported shipments of fruits and vegetables by refrigerated truck from Mexico were 3.37 million tons, a 3-percent decrease from year to year. The sum of the top five commodities decreased by 136,000 tons, or 9 percent from year to year. At 296,000 tons—an increase of 11 percent from year to year—tomatoes, plum type, were the largest reported refrigerated-truck import from Mexico by volume.

Truck rates for shipments crossing the Arizona border from Mexico and traveling 501-1,500 miles averaged $3.66 per mile, up 11 percent quarter to quarter and up 16 percent year to year. Rates for shipments crossing the Texas-Mexico border and traveling 501-1,500 miles averaged $3.77 per mile, up 9 percent quarter to quarter and up 29 percent year to year.

Diesel fuel prices for Texas-Mexico border crossings averaged $4.02 per gallon for the quarter. Diesel fuel prices for Arizona-Mexico border crossings averaged $4.50 per gallon. Truck availability for both Texas-Mexico border crossings and Arizona-Mexico border crossings ranged from slight shortage in January to adequate availability in February and March.

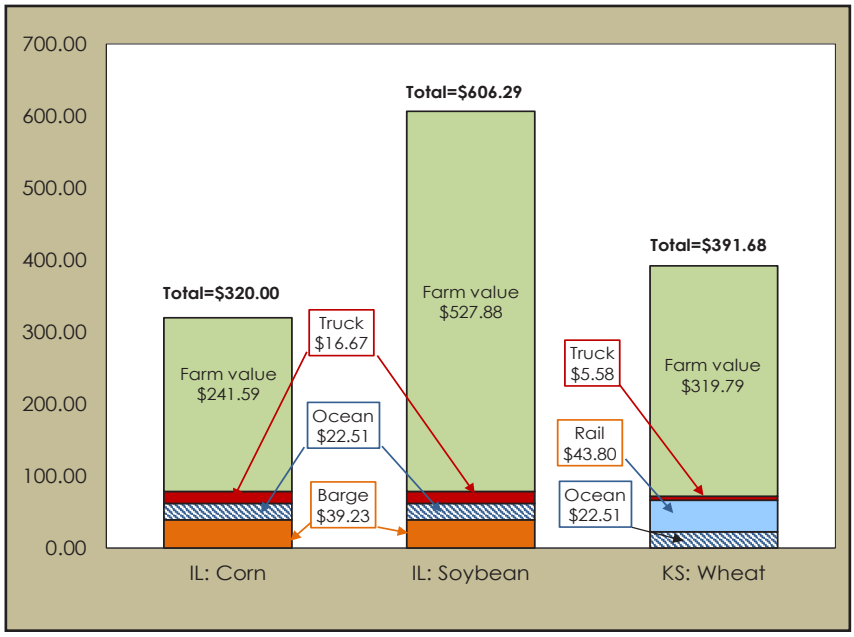
Mexico Transport Cost Indicator Report

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

	2022									
	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	16.67				16.67	5.58				5.58
Rail[1]	-				-	100.08				100.08
Barge	39.23				39.23	-				-
Ocean[2]	22.51				22.51	-				-
Total transportation cost	78.41				78.41	105.66				105.66
Farm price[3]	241.59				241.59	241.46				241.46
Landed cost[4]	320.00				320.00	347.12				347.12
Transport % of landed cost	24.5				24.5	30.4				30.4
	Soybeans									
Origin	**IL**					**NE**				
Truck	16.67				16.67	5.58				5.58
Rail[1]	-				-	100.95				100.95
Barge	39.23				39.23	-				-
Ocean[2]	22.51				22.51	-				-
Total transportation cost	78.41				78.41	106.53				106.53
Farm price[3]	527.88				527.88	526.66				526.66
Landed cost[4]	606.29				606.29	633.19				633.19
Transport % of landed cost	12.9				12.9	16.8				16.8
	Wheat									
Origin	**KS**					**KS**				
Truck	5.58				5.58	5.58				5.58
Rail[1]	43.80				43.80	85.63				85.63
Ocean[2]	22.51				22.51	-				-
Total transportation cost	71.89				71.89	91.21				91.21
Farm price[3]	319.79				319.79	319.79				319.79
Landed cost[4]	391.68				391.68	411.00				411.00
Transport % of landed cost	18.4				18.4	22.2				22.2

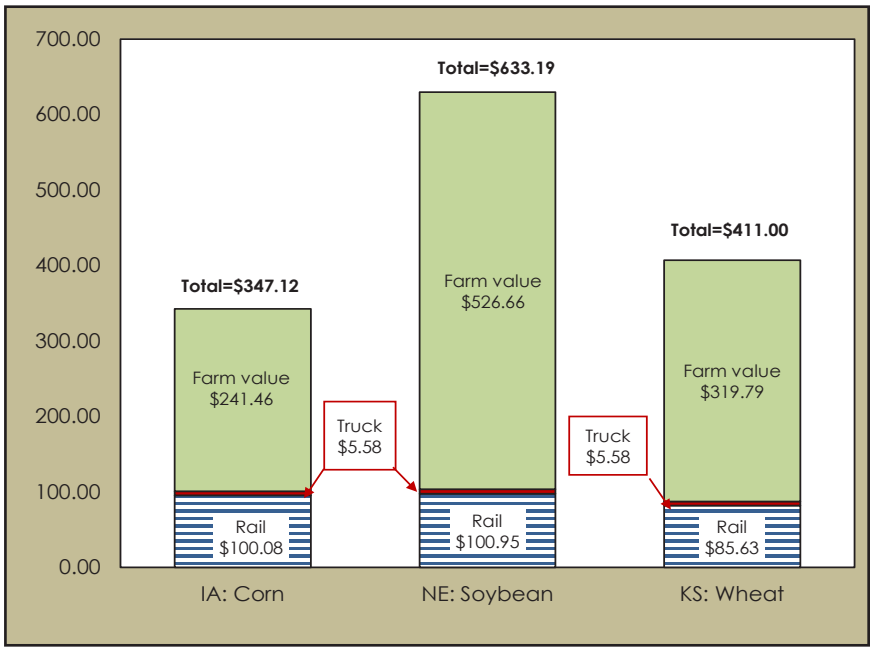
[1]Rail rates include U.S. and Mexico portions of the movement. Mexico rail rates are estimated based on actual quoted market rates. BNSF and Union Pacific quoted rail tariff rates are through rates for shuttle trains. Rail rates include fuel surcharges, but do not include the cost of purchasing empty 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.
Note: "-" indicates data not required or applicable. Total may not add exactly because of rounding.
Source: Compiled by the USDA, Agricultural Marketing Service.

Figure 1. First-quarter 2022 water-route shipment costs ($/mt) to Veracruz, Mexico



Note: IL = Illinois; KS = Kansas.
Source: USDA, Agricultural Marketing Service.

Figure 2. First-quarter 2022 land-route shipment costs ($/mt) to Guadalajara, Mexico



Note: IA = Iowa; NE = Nebraska; KS = Kansas.
Source: USDA, Agricultural Marketing Service.

Quarterly Bulk Grain and Soybeans

Table 2. Quarterly tariff rail rates for U.S. bulk grain shipments to Mexico (US$/car), 2022

Commodity	Origin State	Destination	Tariff rate/car[1,3]					Fuel surcharge per car[2]				
			1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
Wheat	MT	Chihuahua, CI	7,699				7,699	0				0
	OK	Cuautitlan, EM	6,900				6,900	225				225
	KS	Guadalajara, JA	7,619				7,619	762				762
	TX	Salinas Victoria, NL	4,420				4,420	138				138
Corn	IA	Guadalajara, JA	9,102				9,102	693				693
	SD	Celaya, GJ	8,300				8,300	0				0
	NE	Queretaro, QA	8,322				8,322	474				474
	SD	Salinas Victoria, NL	6,905				6,905	0				0
	MO	Tlalnepantla, EM	7,687				7,687	462				462
	SD	Torreon, CU	7,825				7,825	0				0
Soybeans	MO	Bojay (Tula), HG	8,647				8,647	643				643
	NE	Guadalajara, JA	9,207				9,207	673				673
	IA	El Castillo, JA	9,510				9,510	0				0
	KS	Torreon, CU	8,109				8,109	482				482
Sorghum	NE	Celaya, GJ	7,932				7,932	622				622
	KS	Queretaro, QA	8,108				8,108	281				281
	NE	Salinas Victoria, NL	6,713				6,713	226				226
	NE	Torreon, CU	7,225				7,225	450				450

[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.

[3]Due to tax changes in Mexico, all three Class I railroads that ship from the U.S. to Mexico (BNSF, Union Pacific, and Kansas City Southern) are only reporting rates to the border for interchange, called Rule 11 rates. Because comparable data were not available, it was assumed rail rates did not change from fourth quarter 2021 to first quarter 2022, but fuel surcharges were still updated.

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, 2022

Commodity	Origin State	Destination	Tariff[1,3] plus fuel surcharge per:									
			US$/metric ton					US$/bushel[2]				
			1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
Wheat	MT	Chihuahua, CI	78.67				78.67	2.14				2.14
	OK	Cuautitlan, EM	72.80				72.80	1.98				1.98
	KS	Guadalajara, JA	85.63				85.63	2.33				2.33
	TX	Salinas Victoria, NL	46.58				46.58	1.27				1.27
Corn	IA	Guadalajara, JA	100.08				100.08	2.54				2.54
	SD	Celaya, GJ	84.81				84.81	2.15				2.15
	NE	Queretaro, QA	89.87				89.87	2.28				2.28
	SD	Salinas Victoria, NL	70.55				70.55	1.79				1.79
	MO	Tlalnepantla, EM	83.27				83.27	2.11				2.11
	SD	Torreon, CU	79.95				79.95	2.03				2.03
Soybeans	MO	Bojay (Tula), HG	94.92				94.92	2.58				2.58
	NE	Guadalajara, JA	100.95				100.95	2.74				2.74
	IA	El Castillo, JA	97.17				97.17	2.64				2.64
	KS	Torreon, CU	87.78				87.78	2.39				2.39
Sorghum	NE	Celaya, GJ	87.40				87.40	2.22				2.22
	KS	Queretaro, QA	85.71				85.71	2.18				2.18
	NE	Salinas Victoria, NL	70.89				70.89	1.80				1.80
	NE	Torreon, CU	78.42				78.42	1.99				1.99

[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.

[3]Due to tax changes in Mexico, all three Class I railroads that ship from the U.S. to Mexico (BNSF, Union Pacific, and Kansas City Southern) are only reporting rates to the border for interchange, called Rule 11 rates. Because comparable data were not available, it was assumed rail rates did not change from fourth quarter 2021 to first quarter 2022, but fuel surcharges were still updated.

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*

Year	Thousand metric tons				
	1st qtr	2nd qtr	3rd qtr	4th qtr	Total
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	410	574	475	491	1,950
2020	526	344	396	476	1,742
2021	481	647	611	644	2,383
2022	584				

*Data are for brewers' and distillers' dregs and waste, of which Distillers' Dried Grains with Soluble is a principal component.
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 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	16.65	18.27	17.98	17.32
35-40,000	13.89	14.01	15.50	15.23	14.66
Vessel capacity (metric ton)	1st qtr 2020	2nd qtr 2020	3rd qtr 2020	4th qtr 2020	Average
25,000	16.37	15.31	17.20	17.40	16.57
35-40,000	13.64	12.41	14.39	14.43	13.72
Vessel capacity (metric ton)	1st qtr 2021	2nd qtr 2021	3rd qtr 2021	4th qtr 2021	Average
25,000	22.56	27.14	30.33	27.66	26.92
35-40,000	19.19	23.75	27.68	25.23	23.96
Vessel capacity (metric ton)	1st qtr 2022	2nd qtr 2022	3rd qtr 2022	4th qtr 2022	Average
25,000	25.81				25.81
35-40,000	22.51				22.51

Source: O'Neil Commodity Consulting.

Fruit and Vegetable

Table 6. 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 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	2.7	2.52	2.21	2.49
Pharr, Texas	2.45	2.28	2.04	2.23	2.25
Origin/border crossing	**1st qtr 2020**	**2nd qtr 2020**	**3rd qtr 2020**	**4th qtr 2020**	**Average**
Nogales, Arizona	2.53	2.55	2.16	2.81	2.51
Pharr, Texas	2.49	2.25	2.35	2.88	2.49
Origin/border crossing	**1st qtr 2021**	**2nd qtr 2021**	**3rd qtr 2021**	**4th qtr 2021**	**Average**
Nogales, Arizona	3.16	3.90	2.10	3.28	3.11
Pharr, Texas	2.93	3.19	2.90	3.44	3.11
Origin/border crossing	**1st qtr 2022**	**2nd qtr 2022**	**3rd qtr 2022**	**4th qtr 2022**	**Average**
Nogales, Arizona	3.66				3.66
Pharr, Texas	3.77				3.77

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

Table 7. Quarterly U.S.-Mexico border crossing fresh fruit and vegetables truck availability

1st quarter 2022														
Legend:	1 =Surplus	2 = Slight surplus		3 = Adequate				4 = Slight shortage				5 = Shortage		
Truck availability														
Mexico border crossings/month		January				February				March				
Week ending		1/4	1/11	1/18	1/25	2/1	2/8	2/15	2/22	3/1	3/8	3/15	3/22	3/29
Through Nogales, AZ	Tomatoes, Squash, Cucumbers, Mangoes, Honeydew, Watermelons, Mixed Fruits, Vegetables,	5	5	4	4	3	3	3	3	3	3	3	3	3
Through TX	Vegetables, Limes, Mangoes, Onions, Tomatoes, Broccoli, Mixed Fruits	5	4	4	4	3	4	1	3	3	3	3	3	3

Note: NA = not available.
Source: USDA, Agricultural Marketing Service (AMS), Specialty Crop Program, Market News Division, Fruit and Vegetable Truck Rate Report.

Table 8. Top ten commodities shipped by truck to the U.S. from Mexico, 2022 (1,000 metric tons)

Commodity	1st qtr 2022	Rank
Tomatoes, Plum Type	296	1
Avocados	293	2
Cucumbers	280	3
Peppers, Bell Type	251	4
Tomatoes	191	5
Squash	176	6
Strawberries	148	7
Peppers, Other	147	8
Limes	137	9
Watermelons, Seedless	132	10

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

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

Commodity	1st qtr 2015	2nd qtr 2015	3rd qtr 2015	4th qtr 2015	Total 2015
Tomatoes (all varieties)	97,953	71,449	45,992	65,381	280,775
Avocados	44,215	37,154	43,044	49,722	174,135
Peppers	59,876	33,752	30,679	47,396	171,703
Watermelons	23,537	95,273	7,213	23,195	149,218
Cucumbers	49,684	33,603	15,717	37,875	136,879
Subtotal	**275,265**	**271,231**	**142,645**	**223,569**	**912,710**
Other	232,251	250,443	138,828	185,012	806,534
Total	**507,516**	**521,674**	**281,473**	**408,581**	**1,719,244**
Commodity	**1st qtr 2016**	**2nd qtr 2016**	**3rd qtr 2016**	**4th qtr 2016**	**Total 201**
Tomatoes (all varieties)	131,455	89,313	51,983	66,534	339,285
Peppers (all varieties)	61,450	40,970	33,631	65,270	201,321
Avocados	60,241	37,679	34,993	40,457	173,370
Watermelons	21,726	85,723	7,560	33,670	148,679
Cucumbers	48,999	32,842	14,670	39,803	136,314
Subtotal	**323,871**	**286,527**	**142,837**	**245,734**	**998,969**
Other	270,078	265,393	157,375	201,602	894,448
Total	**593,949**	**551,920**	**300,212**	**447,336**	**1,893,417**
Commodity	**1st qtr 2017**	**2nd qtr 2017**	**3rd qtr 2017**	**4th qtr 2017**	**Total 2017**
Tomatoes (all varieties)	107,852	82,194	49,088	73,166	312,300
Peppers (all varieties)	67,566	38,714	31,137	59,172	196,589
Avocados	49,565	36,996	32,133	47,015	165,709
Cucumbers	47,336	32,892	16,064	44,415	140,707
Watermelons	31,890	68,086	5,264	33,293	138,533
Subtotal	**304,209**	**258,882**	**133,686**	**257,061**	**953,838**
Other	291,177	291,747	170,323	205,516	958,763
Total	**595,386**	**550,629**	**304,009**	**462,577**	**1,912,601**
Commodity	**1st qtr 2018**	**2nd qtr 2018**	**3rd qtr 2018**	**4th qtr 2018**	**Total 2018**
Tomatoes (all varieties)	105,364	79,851	49,278	62,478	296,971
Peppers (all varieties)	74,252	46,390	35,103	57,726	213,471
Avocados	55,189	49,914	35,246	49,781	190,130
Cucumbers	51,964	36,452	14,131	43,288	145,835
Watermelons	28,829	75,429	6,062	27,782	138,102
Subtotal	**315,598**	**288,036**	**139,820**	**241,055**	**984,509**
Other	296,266	281,580	156,781	205,426	940,053
Total	**611,864**	**569,616**	**296,601**	**446,481**	**1,924,562**

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

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Commodity	1st qtr 2019	2nd qtr 2019	3rd qtr 2019	4th qtr 2019	Total 2019
Tomatoes (all varieties)	95,760	78,123	55,836	69,366	299,085
Peppers (all varieties)	65,865	45,479	38,006	56,847	206,197
Avocados	57,162	25,622	42,135	58,520	183,439
Watermelons	24,868	88,165	11,138	30,506	154,677
Cucumbers	48,614	34,729	18,919	41,334	143,596
Subtotal	**292,269**	**272,118**	**166,034**	**256,573**	**986,994**
Other	272,760	262,948	182,481	213,013	931,202
Total	**565,029**	**535,066**	**348,515**	**469,586**	**1,918,196**
Commodity	**1st qtr 2020**	**2nd qtr 2020**	**3rd qtr 2020**	**4th qtr 2020**	**Total 2020**
Tomatoes (all varieties)	105,181	82,796	66,804	83,797	334,784
Peppers (all varieties)	72,764	47,080	39,078	60,235	217,633
Avocados	58,796	48,461	45,480	63,907	217,195
Cucumbers	51,075	71,858	12,878	47,328	154,587
Watermelons	33,236	3,6687	20,722	38,603	150,683
Subtotal	**32,1052**	**28,6882**	**184,962**	**293,870**	**1,074,882**
Other	287,121	304,600	191,721	241,370	1,028,093
Total	**608,173**	**591,482**	**376,683**	**535,240**	**2,102,975**
Commodity	**1st qtr 2021**	**2nd qtr 2021**	**3rd qtr 2021**	**4th qtr 2021**	**Total 2021**
Tomatoes (all varieties)	119,801	90,736	77,009	87,045	374,591
Peppers (all varieties)	85,890	57,801	42,944	67,413	254,048
Avocados	74,254	58,525	44,100	60,319	237,198
Cucumbers	54,355	81,417	31,188	51,131	184,903
Watermelons	38,041	48,229	14,332	34,991	15,607
Subtotal	**372,341**	**336,708**	**209,573**	**300,899**	**1,208,347**
Other	338,366	364,523	232,163	247,863	1,181,488
Total	**710,707**	**701,231**	**441,736**	**548,762**	**2,389,835**
Commodity	**1st qtr 2022**	**2nd qtr 2022**	**3rd qtr 2022**	**4th qtr 2022**	**Total 2022**
Tomatoes (all varieties)	107,848				107,848
Peppers (all varieties)	79,478				79,478
Avocados	58,696				58,696
Cucumbers	55,901				55,901
Squash	35,189				35,189
Subtotal	**337,112**				**337,112**
Other	337,009				337,009
Total	**674,121**				**674,121**

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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Related Websites:

- 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: First-quarter 2022 water-route shipment costs ($/mt) to Veracruz, Mexico
- Figure 2: First-quarter 2022 land-route shipment costs ($/mt) to Guadalajara, Mexico
- Table 1: Quarterly costs of transporting U.S. grain and soybeans to Mexico
- Table 2: Quarterly tariff rail rates for U.S. bulk grain shipments to Mexico (US$/car), 2022
- Table 3: Quarterly tariff rail rates plus fuel surcharge for U.S. bulk grain shipments to Mexico, 2022
- 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: Fruit and vegetable truck rates for shipments between 501 and 1,500 miles crossing the U.S.-Mexico border
- Table 7: Quarterly U.S.-Mexico border crossing fresh fruit and vegetables truck availability
- Table 8: Top ten commodities shipped by truck to the U.S. from Mexico, 2022 (1,000 metric tons)
- Table 9: Top five commodities shipped by truck to the U.S. from Mexico (10,000 lbs)

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