USDA Agricultural Marketing Service
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Mexico Transport Cost Indicator Report

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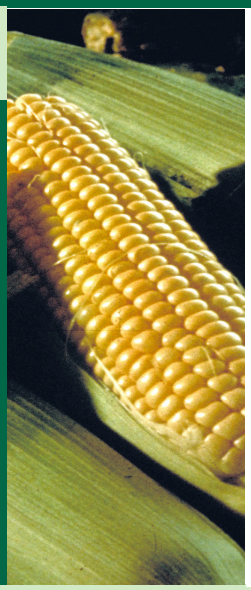

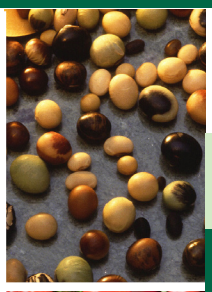

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Summary: What Happened?

Landed Costs to Mexico and U.S. Border Fell From Fourth Quarter 2023 to First Quarter 2024

Low transportation and landed costs are vital to the competitiveness of shipments of U.S. grain to Mexico and globally. A top importer of U.S. grain, Mexico receives U.S. grain 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 various U.S.-Mexico border locations (land routes) and by sea to Veracruz (water routes), tracking changes over time (table 1).[1] For a table showing quarterly and yearly changes in transportation and landed costs, see *Grain Transportation Report*, August 1, 2024.

Quarter-to-quarter transportation costs. From fourth quarter 2023 to first quarter 2024 (quarter to quarter), total transportation costs decreased for U.S. corn and soybeans, shipped both by water and land, and for wheat shipped by land.[2] For the water routes, falling transportation costs reflected falling costs of all modes of transportation. Truck rates dropped partly because of lower diesel prices (*Grain Transportation Report*, August 1, 2024 fig. 13 and *Grain Truck and Ocean Rate Advisory*, first quarter 2024). Barge rates fell because of improved navigation conditions in the Mississippi River System and fewer inspections at the U.S. Gulf. Rail rates (public tariff, plus fuel surcharge) fell partly because of a decrease in fuel surcharges. Ocean freight rates also fell.

[1] Land routes to Mexico previously relied on rail rate data through the border to Guadalajara. However, in January 2022, because of a new Mexican tax, the U.S. railroads stopped publishing tariff rates for the complete "through" shipment from a U.S. origin to a Mexican destination. The railroads reported rates only to the U.S.–Mexico border (first highlight, *Grain Transportation Report*, July 4, 2024). Beginning this quarter (and adjusted for first quarter 2023 for comparability), the rail rates shown reflect only the route from the U.S. origin to the border. The total cost of the shipment would include a separate rate obtained from a Mexican railroad (not shown). It could also include additional costs (not shown) of purchasing empty rail cars in the secondary market. Also, please note Missouri has replaced Nebraska in the data, as a representative origin for soybeans exported to Mexico over land.

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

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Year-to-year transportation costs. From first quarter 2023 to first quarter 2024 (year to year), the total transportation costs of shipping U.S. corn and soybeans to Mexico by the water routes fell because of falling truck, barge, and ocean rates. However, the costs of shipping wheat to Mexico by the water and land routes rose, because of higher truck and rail tariff rates. The rising costs of shipping corn and soybeans by land were reflected in higher truck rates.

Quarter-to-quarter landed costs. Quarter to quarter, landed costs fell for all grains shipped by the water and land routes. For corn and soybeans shipped by the water routes, and for all grains shipped by the land routes, lower landed costs reflected a decline in both transportation costs and farm values. However, for waterborne wheat, lower landed costs reflected a drop in farm values that exceeded the rise in transportation costs (table 1 and figs. 1 and 2). The share of landed costs comprising transportation ranged from 11 percent to 27 percent for the water routes and from 12 percent to 27 percent for the land routes.

Year-to-year landed costs. Year to year, landed costs decreased for waterborne corn, soybeans, and wheat, because of both lower transportation costs and lower farm values. For land-route corn, soybeans, and wheat, the decrease in farm values outweighed the increase in transportation costs, causing landed costs to fall.

U.S. Inspections for Exports to Mexico: According to USDA's Federal Grain Inspection Service, the United States inspected 5.1 million metric tons (mmt) of corn, 1.2 mmt of soybeans, and 0.9 mmt of wheat for export to Mexico in first quarter 2024. Quarter to quarter, U.S. inspections for export to Mexico were up 10 percent for corn, down 6 percent for soybeans, and up 41 percent for wheat. Year to year, U.S. inspections destined to Mexico rose 34 percent for corn, fell 6 percent for soybeans, and rose 14 percent for wheat. Lower landed costs for corn and wheat are consistent with quarter-to-quarter and year-to-year increases in corn and soybean shipments to Mexico.

Ocean Freight Rates: Ocean freight rates for shipping bulk grains to Mexico rose from the prior 4-year average. In the first quarter—via 25,000 ton-capacity vessels—the cost of shipping a metric ton (mt) of grain from the U.S. Gulf to Veracruz, Mexico, averaged $22.22 per mt. This was down 1 percent quarter to quarter, down 1 percent year to year, and up 2 percent from the prior 4-year average. The cost of shipping by the same route in 35,000-40,000 ton-capacity vessels averaged $19.43 per mt. This amounted to a 2-percent decrease quarter to quarter, 4-percent increase year to year, and 5-percent increase from the 4-year average. Ocean freight rates rose above the 4-year average in response to a strong global demand for bulk shipments and amid logistical challenges in the Panama Canal and Suez Canal.

Railroad: According to USDA's Foreign Agricultural Service, in first quarter 2024, 5.54 mmt of grain and oilseeds were exported to Mexico by land. Exports by land to Mexico are overwhelmingly rail shipments. Land-based exports to Mexico were up 7 percent quarter to quarter, up 6 percent year to year, and up 27 percent from the prior-3-year average.

Because of a Mexican value-added tax (VAT) charged on the Mexican portion of the rail shipment, U.S. railroads report only rates to the U.S. border. Tariff rail rates to the border per grain car averaged $4,920 (table 2), down 1 percent quarter to quarter, but up 2 percent year to year and from the 3-year average. Fuel surcharges to the border per railcar averaged $449, down 22 percent quarter to quarter, down 34 percent year to year, and down 9 percent from the 3-year average. Overall, rail transportation costs (tariff rates plus fuel surcharges) to the border were down 3 percent quarter to quarter and down 2 percent year to year, but up 1 percent from the 3-year average.

Fruit and Vegetables

In first quarter 2024, total reported shipments of fruits and vegetables by refrigerated truck from Mexico were 3.50 million tons, down 5 percent from year to year. The sum of the top five commodities decreased by 45,000 tons, down 3 percent from year to year. At 373,000 tons—down 1 percent year to year—avocados were the largest refrigerated-truck import from Mexico by volume.

For shipments crossing the Arizona border from Mexico and traveling 501-1,500 miles, truck rates averaged $2.81 per mile—up 14 percent quarter to quarter and down 2 percent year to year. For shipments crossing the Texas-Mexico border and traveling 501-1,500 miles, rates averaged $2.85 per mile—up 2 percent quarter to quarter and down 8 percent year to year.

Diesel fuel prices for Texas-Mexico border crossings averaged $3.69 per gallon. Diesel fuel prices for Arizona-Mexico border crossings averaged $4.13 per gallon. The Texas-Mexico border crossing had a slight surplus of trucks in January, a surplus of trucks in February, and adequate truck availability in March. The Arizona-Mexico border crossing had adequate truck availability throughout the first quarter.

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

	2024									
	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	16.11				16.11	6.61				6.61
Rail[1]	-				-	60.16				60.16
Barge	20.61				20.61	-				-
Ocean[2]	19.43				19.43	-				-
Total transportation cost	56.15				56.15	66.77				66.77
Farm price[3]	172.30				172.30	179.26				179.26
Landed cost[4]	228.45				228.45	246.03				246.03
Transport % of landed cost	24.6				24.6	27.1				27.1
	Soybeans									
Origin	**IL**					**NE**				
Truck	16.11				16.11	6.61				6.61
Rail[1]	-				-	54.59				54.59
Barge	20.61				20.61	-				-
Ocean[2]	19.43				19.43	-				-
Total transportation cost	56.15				56.15	61.20				61.20
Farm price[3]	451.95				451.95	449.50				449.50
Landed cost[4]	508.10				508.10	510.70				510.70
Transport % of landed cost	11.1				11.1	12.0				12.0
	Wheat									
Origin	**KS**					**KS**				
Truck	6.61				6.61	6.61				6.61
Rail[1]	54.21				54.21	48.59				48.59
Ocean[2]	19.43				19.43	-				-
Total transportation cost	80.25				80.25	55.20				55.20
Farm price[3]	212.50				212.50	212.50				212.50
Landed cost[4]	292.75				292.75	267.70				267.70
Transport % of landed cost	27.4				27.4	20.6				20.6

[1]In 2022, 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. The estimated total includes the estimated tariff through-rate for shuttle train service to U.S.-Mexico border locations and the reported fuel surcharge. The estimated rate does not include any additional costs for shuttle car service.

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

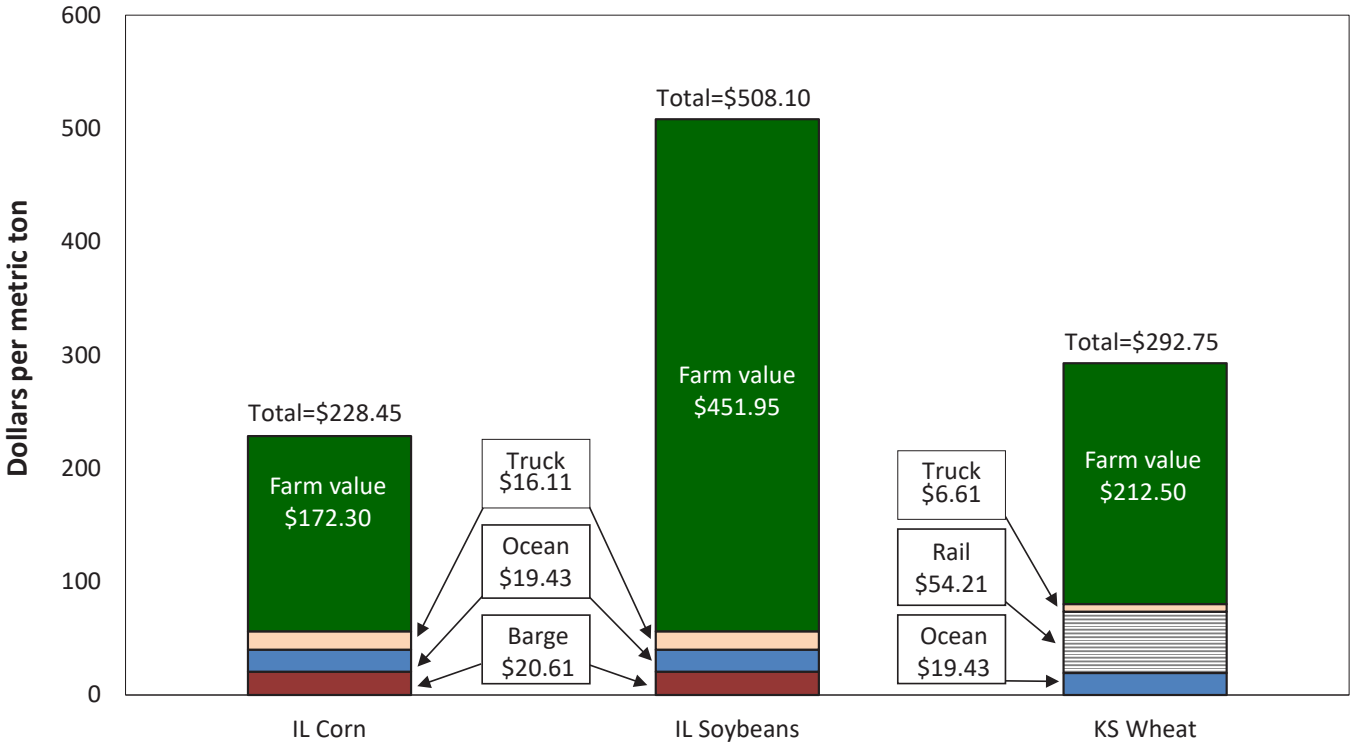
[3]Source: USDA/NASS.

[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.

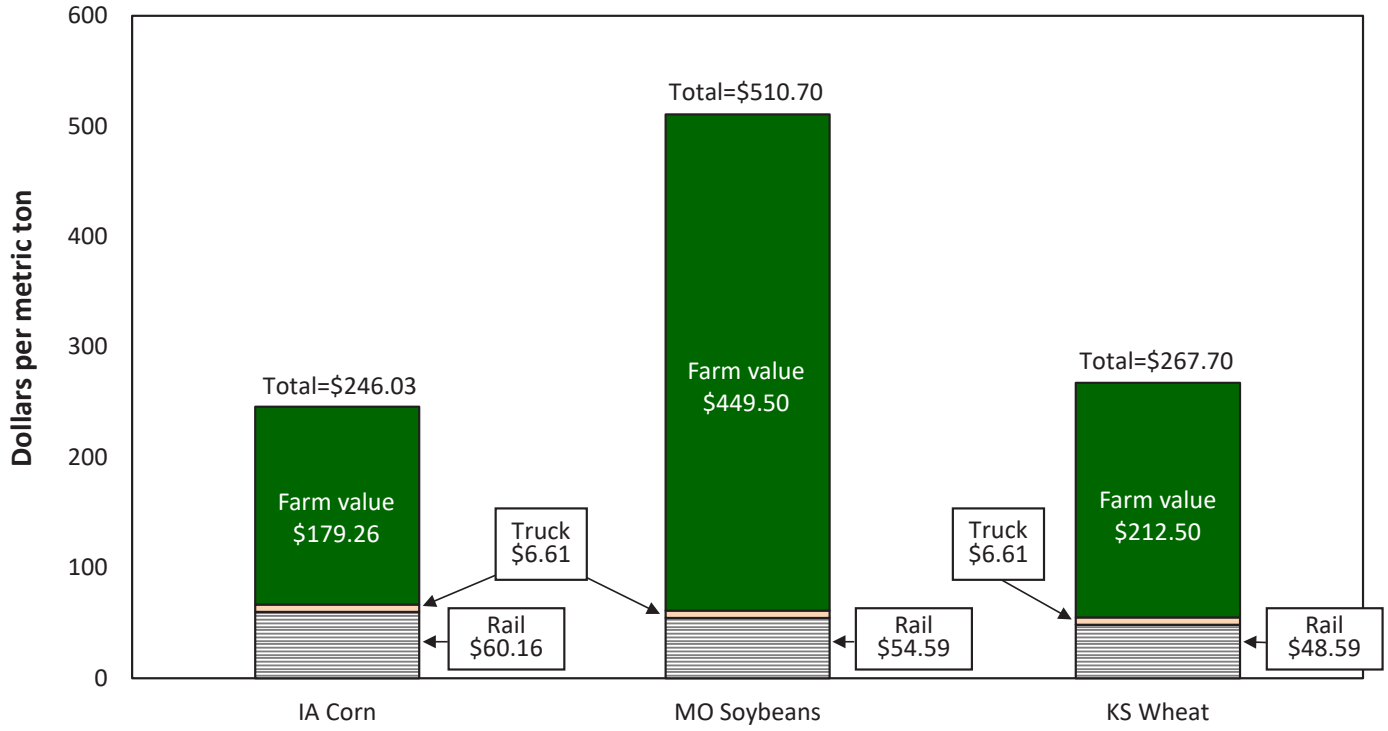
Source: Compiled by the USDA, Agricultural Marketing Service.

Figure 1. First-quarter 2024 water-route shipment costs ($/mt) to Veracruz, Mexico



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

Figure 2. First-quarter 2024 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), 2024

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
Corn	IL	El Paso, TX	4,260				4,260	261				261
	KS	Laredo, TX	4,970				4,970	604				604
	IA	Laredo, TX	5,440				5,440	673				673
	MO	Laredo, TX	4,895				4,895	581				581
	MO	Laredo, TX	5,080				5,080	616				616
	IL	Eagle Pass, TX	4,405				4,405	502				502
	IL	Eagle Pass, TX	4,525				4,525	521				521
	NE	El Paso, TX	4,700				4,700	205				205
Soybeans	KS	Laredo, TX	4,970				4,970	604				604
	MO	El Paso, TX	5,325				5,325	221				221
	NE	Eagle Pass, TX	5,970				5,970	478				478
	MO	Eagle Pass, TX	5,325				5,325	225				225
	MO	Laredo, TX	4,895				4,895	581				581
	IA	Eagle Pass, TX	6,055				6,055	501				501
Wheat	TX	El Paso, TX	3,518				3,518	252				252
	KS	Laredo, TX	4,708				4,708	359				359
	MO	Laredo, TX	4,895				4,895	581				581
	KS	Laredo, TX	4,630				4,630	316				316

[1]Rail tariff rates to Mexico are only estimated values. 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. Due to lack of data, Mexico tariff rate changes were estimated using the historical correlation between changes in US tariff rates (GTR Table 6) and Mexico tariff rates. The estimated total includes the estimated tariff through-rate for shuttle train service to Mexico and the reported fuel surcharge. The estimated rate does not include any additional costs for shuttle car service.

[2]Corrections were made to previously reported rail fuel surcharge calcuations.

[3]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, 2024

Commodity	Origin State	Destination	Tariff[1,2] plus fuel surcharge per:									
			US$/metric ton					US$/bushel[3]				
			1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
Corn	IL	El Paso, TX	44.49				44.49	1.13				1.13
	KS	Laredo, TX	54.86				54.86	1.39				1.39
	IA	Laredo, TX	60.16				60.16	1.53				1.53
	MO	Laredo, TX	53.89				53.89	1.37				1.37
	MO	Laredo, TX	56.06				56.06	1.42				1.42
	IL	Eagle Pass, TX	48.30				48.30	1.23				1.23
	IL	Eagle Pass, TX	49.67				49.67	1.26				1.26
	NE	El Paso, TX	48.28				48.28	1.23				1.23
Soybeans	KS	Laredo, TX	54.86				54.86	1.56				1.56
	MO	El Paso, TX	54.59				54.59	1.55				1.55
	NE	Eagle Pass, TX	63.46				63.46	1.80				1.80
	MO	Eagle Pass, TX	54.62				54.62	1.55				1.55
	MO	Laredo, TX	53.89				53.89	1.53				1.53
	IA	Eagle Pass, TX	64.52				64.52	1.83				1.83
Wheat	TX	El Paso, TX	37.10				37.10	1.06				1.06
	KS	Laredo, TX	49.86				49.86	1.42				1.42
	MO	Laredo, TX	53.89				53.89	1.53				1.53
	KS	Laredo, TX	48.67				48.67	1.39				1.39

[1]Rail tariff rates to Mexico are only estimated values. 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. Due to lack of data, Mexico tariff rate changes were estimated using the historical correlation between changes in US tariff rates (GTR Table 6) and Mexico tariff rates. The estimated total includes the estimated tariff through-rate for shuttle train service to Mexico and the reported fuel surcharge. The estimated rate does not include any additional costs for shuttle car service.

[2]Corrections were made to previously reported rail fuel surcharge calcuations.

[3]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*

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	513	604	530	2,231
2023	534	510	621	530	2,195
2024	681				

*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 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	30.00	27.12	24.42	26.84
35-40,000	22.51	26.27	23.33	20.73	23.21
Vessel capacity (metric ton)	**1st qtr 2023**	**2nd qtr 2023**	**3rd qtr 2023**	**4th qtr 2023**	**Average**
25,000	22.39	22.53	21.19	22.49	22.15
35-40,000	18.75	19.14	18.48	19.74	19.03
Vessel capacity (metric ton)	**1st qtr 2024**	**2nd qtr 2024**	**3rd qtr 2024**	**4th qtr 2024**	**Average**
25,000	22.22				22.22
35-40,000	19.43				19.43

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 2017**	**2nd qtr 2017**	**3rd qtr 2017**	**4th qtr 2017**	**Average**
Nogales, Arizona	2.05	2.32	2.45	2.38	2.3
Pharr, Texas	2.19	2.21	2	2.36	2.19
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	3.9	2.1	3.28	3.11
Pharr, Texas	2.93	3.19	2.9	3.44	3.11
Origin/border crossing	**1st qtr 2022**	**2nd qtr 2022**	**3rd qtr 2022**	**4th qtr 2022**	**Average**
Nogales, Arizona	3.66	3.44	2.86	2.92	3.22
Pharr, Texas	3.77	3.5	3.01	3.08	3.34
Origin/border crossing	**1st qtr 2023**	**2nd qtr 2023**	**3rd qtr 2023**	**4th qtr 2023**	**Average**
Nogales, Arizona	2.87	2.92	2.62	2.47	2.72
Pharr, Texas	3.1	2.9	2.81	2.79	2.9
Origin/border crossing	**1st qtr 2024**	**2nd qtr 2024**	**3rd qtr 2024**	**4th qtr 2024**	**Average**
Nogales, Arizona	2.81				2.81
Pharr, Texas	2.85				2.85

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 2024														
Legend:	1 =Surplus	2 = Slight surplus	3 = Adequate	4 = Slight shortage	5 = Shortage									
Truck availability														
Mexico border crossings/month		January					February				March			
Week ending		1/2	1/9	1/16	1/23	1/30	2/6	2/13	2/20	2/27	3/5	3/12	3/19	3/26
Through Nogales, AZ	Tomato, Squash Cucumber, Honeydew, Watermelon, Mixed Fruits, Vegetables, Mango	4	3	3	3	3	3	3	3	3	4	4	3	3
Through TX	Vegetables, Limes, Mangoes, Onions, Tomatoes, Broccoli, Mixed Fruits	1	3	3	1	1	1	1	1	1	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, 2024 (1,000 metric tons)

Commodity	1st qtr 2024	Rank
Avocados	373	1
Cucumbers	289	2
Tomatoes, plum type	281	3
Peppers, bell type	263	4
Tomatoes	201	5
Peppers, other	167	6
Strawberries	163	7
Limes	155	8
Squash	139	9
Broccoli	110	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 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
Avocados	74,252	46,390	35,103	57,726	213,471
Peppers	55,189	49,914	35,246	49,781	190,130
Watermelons	51,964	36,452	14,131	43,288	145,835
Cucumbers	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**
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
Cucumbers	24,868	88,165	11,138	30,506	154,677
Watermelons	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**

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 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)	107,847	94,495	84,287	92,668	379,297
Peppers (all varieties)	79,451	53,250	39,669	54,831	227,201
Avocados	58,684	39,754	43,174	63,620	205,232
Watermelons	55,289	48,494	30,653	45,636	180,072
Cucumbers	26,762	70,132	8,979	36,822	142,695
Subtotal	**328,033**	**306,125**	**206,762**	**293,577**	**1,134,497**
Other	345,147	366,998	234,550	271,000	1,217,695
Total	**673,180**	**673,123**	**441,312**	**564,577**	**2,352,192**
Commodity	**1st qtr 2023**	**2nd qtr 2023**	**3rd qtr 2023**	**4th qtr 2023**	**Total 2023**
Tomatoes (all varieties)	114,171	105,170	81,005	87,735	388,081
Peppers (all varieties)	80,619	64,589	38,182	64,021	246,738
Avocados	75,768	64,800	42,149	56,031	239,421
Cucumbers	62.605	53,187	33,333	43,433	192,558
Squash	35,477	74,173	12,111	41,186	161,543
Subtotal	**368,640**	**361,919**	**206,780**	**292,406**	**1,228,341**
Other	366,744	406,507	230,644	239,094	1,244,393
Total	**735,384**	**768,426**	**437,424**	**531,500**	**2,472,734**
Commodity	**1st qtr 2024**	**2nd qtr 2024**	**3rd qtr 2024**	**4th qtr 2024**	**Total 2024**
Tomatoes (all varieties)	110,275	.	.	.	110,275
Peppers (all varieties)	85,939	.	.	.	85,939
Avocados	74,661	.	.	.	74,661
Cucumbers	57,846	.	.	.	57,846
Misc	32,843	.	.	.	32,843
Subtotal	**36,1564**	**.**	**.**	**.**	**361,564**
Other	338,523	.	.	.	338,523
Total	**700,087**	**.**	**.**	**.**	**700,087**

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 2024 water-route shipment costs ($/mt) to Veracruz, Mexico
- Figure 2: First-quarter 2024 land-route shipment costs ($/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), 2024
- Table 3: Quarterly tariff rail rates plus fuel surcharge for U.S. bulk grain shipments to Mexico, 2024
- 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, 2024 (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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