United States Department of Agriculture

Mexico Transport Cost Indicator Report

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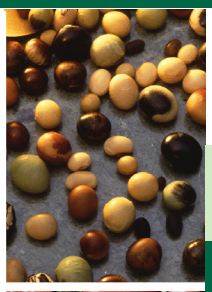
Contents



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Summary: What Happened?

Grain Transportation and Landed Costs to Mexico in Second Quarter 2020

Mexico is one of the largest importers of U.S. grain (corn, soybeans, and wheat). To sustain Mexico's role as a major, nearby destination for U.S. grain, the United States depends on low transportation and landed costs. U.S. grain ships to Mexico by one of two routes—either by cross-border land movements or by seaborne movements to Mexican ports for inland distribution. This article examines changing costs of transporting U.S. grain to Mexico over land and by water. Changes are tracked from first quarter 2020 to second quarter 2020 (quarter to quarter) and from second quarter 2019 to second quarter 2020 (year to year) (see August 13, 2020 *Grain Transportation Report (GTR)*).

Transportation costs. Quarter to quarter, total transportation costs of shipping grain to Mexico through the water and land routes declined, as a result of falling truck, barge, rail (public tariff), and ocean freight rates.[1] Truck and barge rates fell with declining demand for trucking and barge services. In addition, many upbound barges transited Mississippi River Lock 27 in second quarter 2020 (see GTR figure 11, on page 13). These movements repositioned barges from New Orleans to other locations, thereby increasing barge supply along the river. Ocean freight volume and rates fell as the demand for commodities in Europe and Asia weakened in second quarter 2020 (see July 23, 2020 *GTR*).

Year to year, total transportation costs of shipping grain to Mexico declined via the water route, but increased for the land route. Transportation costs fell over the water route because of reduced truck, barge, and ocean freight rates, while transportation costs rose via the land route because of higher rail rates.

Landed costs. Quarter to quarter, landed costs[2] for corn and soybeans shipped via both routes declined, but landed costs for wheat shipped by both methods were stable. Landed costs for corn and soybeans declined because of lower transport costs and lower farm values. In the case of wheat, farm values rose, but not enough to entirely offset a decrease in transportation costs. Wheat's landed costs remained steady.

[1] Water routes typically involve truck transportation to barge to oceangoing vessel, or truck to rail to oceangoing vessel.
[2] Landed costs include the cost of the good (farm value) and the cost to receive it (transportation costs).

Year to year, landed costs decreased for corn and wheat transported by land routes and for grain (three categories combined) shipped by water routes. On the other hand, because of higher total transportation costs and farm values, landed costs increased from year to year for soybeans transported by land.

Second-quarter 2020 landed costs for waterborne grains ranged from $163 per metric ton (mt) to $347 per mt (table 1 and fig. 1). For land-hauled grains, landed costs ranged from $223 per mt to $396 per mt (table 1 and fig. 2). The transportation share of landed costs ranged from 11 percent to 27 percent for the water routes and from 25 percent to 44 percent for the land routes (see table 1). Quarter to quarter, the transportation share of landed costs increased for corn, decreased for wheat, and did not change for soybeans.

U.S. Exports to Mexico: According to USDA's Federal Grain Inspection Service data, Mexico imported 3.97 million metric tons (mmt) of U.S. corn, 0.90 mmt of U.S. soybeans, and 0.70 mmt of U.S. wheat in second quarter 2020. Quarter to quarter, these imports amounted to 27 percent more corn, but 7 percent less soybeans and 19 percent less wheat. However, year to year, U.S. inspections for export to Mexico rose by 17 percent for corn, fell by 12 percent for soybeans, and fell by 20 percent for wheat. Lower U.S. transportation and landed costs help keep U.S. grain shipments to Mexico competitive.

Ocean Freight Rates: Ocean freight rates for shipping bulk grains to Mexico decreased during the second quarter, compared to the previous quarter, a year earlier, and the 4-year average. In the second quarter, the cost of shipping a metric ton of grain, via 25,000 ton-capacity vessels from the U.S. Gulf to Veracruz, Mexico, averaged $15.31 per mt. This was 6 percent less than the previous quarter, 8 percent less than the same period last year, and unchanged from the prior 4-year average. The cost of shipping in a 35,000-40,000 ton-capacity vessel averaged $12.41 per mt. This represents a 9-percent decrease from the previous quarter, 11-percent decrease from the same quarter last year, and 6-percent decrease from the prior 4-year average. Weak dry bulk trade in Europe and Asia pushed down the rates for shipping bulk commodities, including grain in the second quarter (see July 23, 2020 *GTR*).

Railroad: In second quarter 2020, railroads transported 38,850 carloads of grain and oilseeds to Mexico, up by 10 percent quarter to quarter and up by 1 percent year to year. Tariff rail rates per grain car averaged $7,698, unchanged quarter to quarter, up by 2 percent year to year, and up 4 percent from the prior-3-year average. Fuel surcharges per railcar averaged $159, down by 35 percent quarter to quarter, down by 24 percent year to year, and down by 2 percent from the prior-3-year average. Overall, rail transportation costs (tariff rates plus fuel surcharges) were down by 1 percent quarter to quarter, up by 1 percent year to year, and were up by 4 percent from the prior-3-year average.

Fruit and Vegetables

In second quarter 2020, total reported shipments of fruits and vegetables from Mexico were 2.96 million tons, an 11-percent increase from year to year. The sum of the top five commodities increased by 31,000 tons, or 6 percent. Seedless watermelons were shipped to the United States in the largest volumes of all the fruit and vegetable commodities—with 297,000 tons of watermelons shipped—despite a 19-percent decrease year to year.

Truck rates for shipments between 501 miles and 1,500 miles from the Arizona border crossings averaged $2.55 per mile, up 1 percent quarter to quarter, but down 6 percent year to year. Rates for shipments between 501 miles and 1,500 miles from the Texas border crossings averaged $2.25 per mile, down by 10 percent quarter to quarter and down by 1 percent year to year.

Diesel fuel prices for border crossings through Texas averaged $2.21 per gallon for the quarter. Diesel fuel prices for border crossings through Arizona averaged $2.60 per gallon. Truck availability through both Arizona and Texas border crossings on average were reported as adequate throughout the quarter except for slight shortages the last week of May through Nogales and the 4th week of June through Texas (see table 7 on pg 10 for reference—orange boxes).

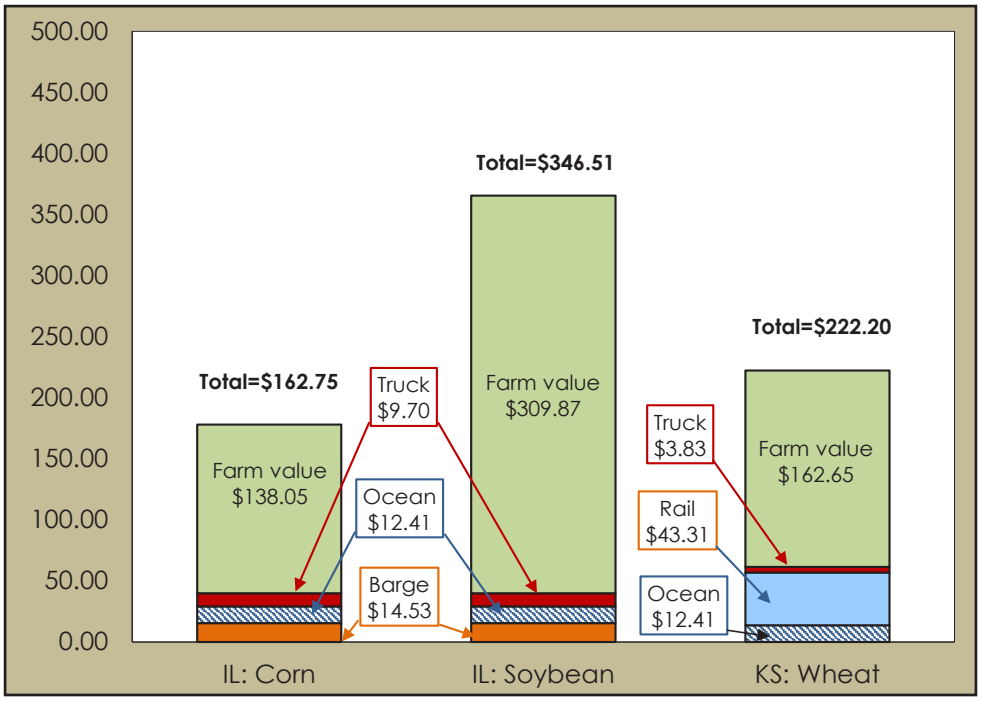
Mexico Transport Cost Indicator Report

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

	2020									
	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	10.70	9.70			10.20	4.62	3.83			4.23
Rail[1]						96.35	94.48			95.42
Barge	15.55	14.53			15.04					
Ocean[2]	13.64	12.41			13.03					
Total transportation cost	39.89	36.64			38.27	100.97	98.31			99.64
Farm price[3]	138.05	126.11			132.08	146.45	124.80			135.63
Landed cost[4]	177.94	162.75			170.35	247.42	223.11			235.27
Transport % of landed cost	22.4	22.5			22.5	40.8	44.1			42.4
	Soybeans									
Origin	**IL**					**NE**				
Truck	10.70	9.70			10.20	4.62	3.83			4.23
Rail[1]						98.97	97.15			98.06
Barge	15.55	14.53			15.04					
Ocean[2]	13.64	12.41			13.03					
Total transportation cost	39.89	36.64			38.27	103.59	100.98			102.29
Farm price[3]	325.55	309.87			317.71	307.30	295.05			301.18
Landed cost[4]	365.44	346.51			355.98	410.89	396.03			403.46
Transport % of landed cost	10.9	10.6			10.7	25.2	25.5			25.4
	Wheat									
Origin	**KS**					**KS**				
Truck	4.62	3.83			4.23	4.62	3.83			4.23
Rail[1]	43.31	43.31			43.31	83.27	81.10			82.19
Ocean[2]	13.64	12.41			13.03					
Total transportation cost	61.57	59.55			60.56	87.89	84.93			86.41
Farm price[3]	160.81	162.65			161.73	160.81	162.65			161.73
Landed cost[4]	222.38	222.20			222.29	248.70	247.58			248.14
Transport % of landed cost	27.7	26.8			27.2	35.3	34.3			34.8

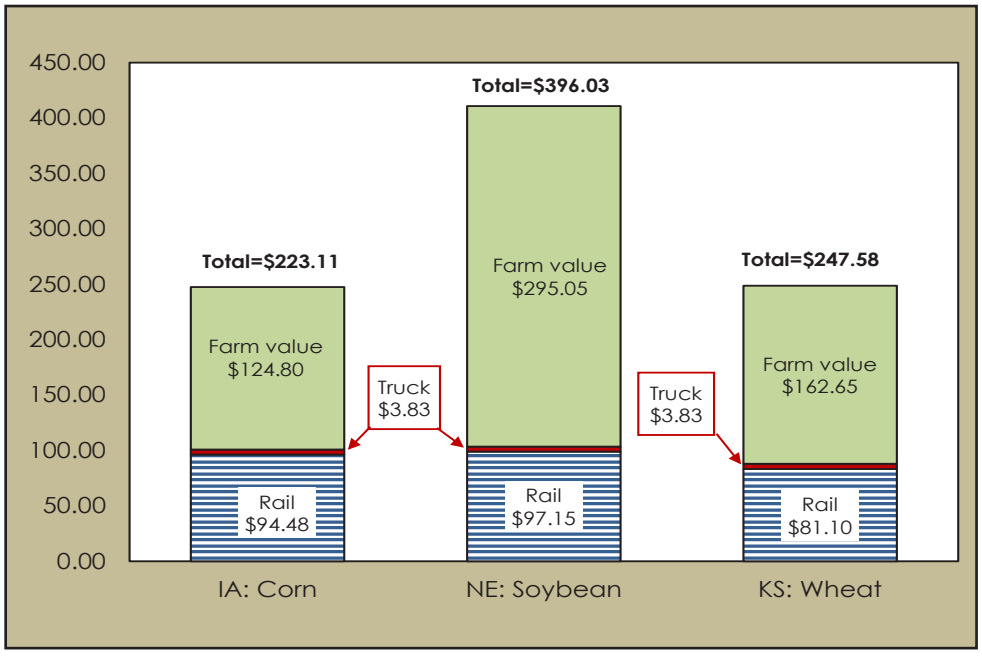
[1]Rail rates include U.S. and Mexico portions of the movement. Mexico rail rates are estimated based on actual quoted market rates. BNSF and Union Pacific quoted rail tariff rates are through rates for shuttle trains. Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary market, which could exceed the rail tariff rate plus the fuel surcharge shown in the table.
[2]Source for ocean rates: O'Neil Commodity Consulting, Inc.
[3]Source for farm rates: USDA, National Agricultural Statistics Service
[4]Landed cost is total transportation cost plus the farm price.
Note: Total may not add exactly because of rounding.
Source: Compiled by the USDA, Agricultural Marketing Service.

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



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

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



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

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), 2020

			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	7,509	7,509			7,509	0	0			0
	OK	Cuautitlan, EM	6,775	6,775			6,775	137	88			113
	KS	Guadalajara, JA	7,534	7,534			7,534	616	404			510
	TX	Salinas Victoria, NL	4,329	4,329			4,329	83	53			68
Corn	IA	Guadalajara, JA	8,902	8,902			8,902	527	345			436
	SD	Celaya, GJ	8,140	8,140			8,140	0	0			0
	NE	Queretaro, QA	8,278	8,278			8,278	284	181			232
	SD	Salinas Victoria, NL	6,905	6,905			6,905	0	0			0
	MO	Tlalnepantla, EM	7,643	7,643			7,643	277	176			227
	SD	Torreon, CU	7,690	7,690			7,690	0	0			0
Soybeans	MO	Bojay (Tula), HG	8,547	8,547			8,547	493	322			408
	NE	Guadalajara, JA	9,172	9,172			9,172	515	337			426
	IA	El Castillo, JA	9,490	9,490			9,490	0	0			0
	KS	Torreon, CU	7,964	7,964			7,964	356	233			295
Sorghum	NE	Celaya, GJ	7,772	7,772			7,772	467	305			386
	KS	Queretaro, QA	8,108	8,108			8,108	171	110			141
	NE	Salinas Victoria, NL	6,713	6,713			6,713	137	88			113
	NE	Torreon, CU	7,157	7,092			7,157	331	213			272

[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, 2020

			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	76.72	76.72			76.72	2.09	2.09			2.09
	OK	Cuautitlan, EM	70.63	70.13			70.38	1.92	1.91			1.91
	KS	Guadalajara, JA	83.27	81.10			82.18	2.26	2.21			2.23
	TX	Salinas Victoria, NL	45.08	44.77			44.93	1.23	1.22			1.22
Corn	IA	Guadalajara, JA	96.35	94.48			95.42	2.44	2.40			2.42
	SD	Celaya, GJ	83.17	83.17			83.17	2.11	2.11			2.11
	NE	Queretaro, QA	87.49	86.43			86.96	2.22	2.19			2.21
	SD	Salinas Victoria, NL	70.55	70.55			70.55	1.79	1.79			1.79
	MO	Tlalnepantla, EM	80.93	79.89			80.41	2.05	2.03			2.04
	SD	Torreon, CU	78.57	78.57			78.57	1.99	1.99			1.99
Soybeans	MO	Bojay (Tula), HG	92.36	90.62			91.49	2.51	2.46			2.49
	NE	Guadalajara, JA	98.97	97.15			98.06	2.69	2.64			2.67
	IA	El Castillo, JA	96.97	96.97			96.97	2.64	2.64			2.64
	KS	Torreon, CU	85.01	83.75			84.38	2.31	2.28			2.29
Sorghum	NE	Celaya, GJ	84.18	82.53			83.36	2.14	2.09			2.12
	KS	Queretaro, QA	84.59	83.97			84.28	2.15	2.13			2.14
	NE	Salinas Victoria, NL	69.99	69.49			69.74	1.78	1.76			1.77
	NE	Torreon, CU	76.51	74.64			75.58	1.94	1.89			1.92

[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
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			870

*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 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	16.65	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			15.84
35-40,000	13.64	12.41			13.03

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 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	2.7	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			2.54
Pharr, Texas	2.49	2.25			2.37

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

2nd quarter 2020													
Legend:	1 =Surplus	2 = Slight surplus	3 = Adequate	4 = Slight shortage	5 = Shortage								
Truck availability													
Mexico border crossings/month		April				May				June			
Week ending		4/7	4/14	4/21	4/28	5/5	5/12	5/19	5/26	6/2	6/9	6/16	6/23	6/30
Through Nogales, AZ	Tomatoes, Squash, Cucumbers, Mangoes, Honeydew, Watermelons, Mixed Fruits, Vegetables	3	3	3	3	3	3	3	4	3	3	3	3	3
Through TX	Vegetables, Limes, Mangoes, Onions, Tomatoes, Broccoli, Mixed Fruits	3	3	3	3	1	3	3	3	3	3	3	4	3

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, 2020 (1,000 metric tons)

Commodity	2nd qtr 2020	Rank
Watermelons, seedless	297	1
Avocados	242	2
Tomatoes, plum	226	3
Grapes	184	4
Cucumbers	183	5
Limes	177	6
Mangoes	173	7
Tomatoes	163	8
Peppers, other	124	9
Squash	119	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 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)	102,223	75,885	41,364	59,367	278,839
Peppers (all varieties)	61,170	32,403	28,315	49,764	171,652
Cucumbers	25,327	8,7584	3,815	20,131	136,857
Avocados	37,704	25,948	26,937	39,197	129,786
Squash	4,7115	30,353	12,534	37,227	127,229
Subtotal	**273,539**	**252,173**	**112,965**	**205,686**	**844,363**
Other	218,822	231,589	126,002	166,317	742,730
Total	**492,361**	**483,762**	**238,967**	**372,003**	**1,587,093**
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
Peppers (all varieties)	44,215	37,154	43,044	49,722	174,135
Cucumbers	59,876	33,752	30,679	47,396	171,703
Avocados	23,537	95,273	7,213	23,195	149,218
Squash	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 2016**
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
Cucumbers	60,241	37,679	34,993	40,457	173,370
Avocados	21,726	85,723	7,560	33,670	148,679
Squash	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**

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

-continued on page 12-

Mexico Transport Cost Indicator Report

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
Cucumbers	49,565	36,996	32,133	47,015	165,709
Avocados	47,336	32,892	16,064	44,415	140,707
Squash	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
Cucumbers	55,189	49,914	35,246	49,781	190,130
Avocados	51,964	36,452	14,131	43,288	145,835
Squash	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
Cucumbers	57,162	25,622	42,135	58,520	183,439
Avocados	24,868	88,165	11,138	30,506	154,677
Squash	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	.	.	187,961
Peppers (all varieties)	72,764	47,080	.	.	119,821
Cucumbers	58,796	48,461	.	.	107,222
Avocados	51,075	71,858	.	.	99,270
Squash	33,236	3,6687	.	.	87,403
Subtotal	**32,1052**	**28,6882**	**.**	**.**	**601,677**
Other	287,121	304,600	.	.	598,230
Total	**608,173**	**591,482**	**.**	**.**	**1,199,907**

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: 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
- Table 2: Quarterly tariff rail rates for U.S. bulk grain shipments to Mexico (US$/car), 2020
- Table 3: Quarterly tariff rail rates plus fuel surcharge for U.S. bulk grain shipments to Mexico, 2020
- 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, 2020 (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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