USDA Agricultural Marketing Service
U.S. DEPARTMENT OF AGRICULTURE

Mexico Transport Cost Indicator Report

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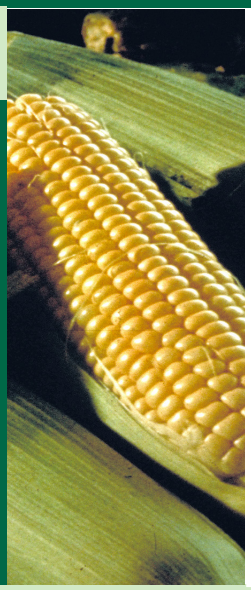

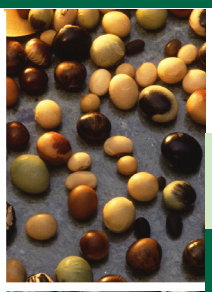

Second Quarter 2023
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Summary: What Happened?

Landed Costs of Grain to Mexico Fell in Second Quarter 2023

Mexico is a major importer of U.S. grain. Low transportation and landed costs for U.S.-Mexico routes are vital to the competitiveness of U.S. grain (corn, soybeans, and wheat) 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 first quarter 2023 to second quarter 2023 (quarter to quarter), total transportation costs fell for waterborne corn and soybeans (because of lower barge rates), but rose for waterborne wheat.[1] Barge rates fell in response to low demand for barges, caused by slow export sales (*Grain Transportation Report*, July 20, 2023).

For U.S. corn, soybeans, and wheat shipped by the land routes, total transportation costs fell. Land-route shipping costs decreased with falling rail rates (public tariff, plus fuel surcharge). Rail rates fell in response to the drop in fuel surcharges, amid lower fuel prices.

Year-to-year transportation costs. From second quarter 2022 to second quarter 2023 (year to year), water-route costs of shipping all grain to Mexico fell, because of lower truck, barge, and ocean freight rates. A combination of falling truck rates and rising rail rates produced varied costs for land-route shipments. The land-route costs of shipping rose slightly for corn, while falling slightly for soybeans and wheat.

Quarter-to-quarter landed costs. Quarter to quarter, landed costs fell for all grain shipped by water and land routes. For waterborne corn and soybeans, landed costs dropped because of declines in transportation costs and farm values. For waterborne wheat, the dip in landed costs reflected only falling farm values. For all grain shipped by the land routes, landed costs fell because of drops in both transportation costs and farm values (table 1 and figs. 1 and 2).

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

The share of landed costs comprising transportation ranged from 9 percent to 19 percent for the water routes and from 17 percent to 30 percent for the land routes. For waterborne corn and soybeans, transportation's share of landed costs declined because of a significant drop in transportation costs. For waterborne wheat, falling farm values and an increase in transportation costs caused a marginal rise in transportation's share of landed costs. For all grain shipped by land routes, transportation's share of landed costs remained fairly stable, because falling transportation costs were mostly offset by declining farm values.

Year-to-year landed costs. Year to year, for all waterborne and land-route grain (except for land-route corn), landed costs fell, because of both lower transportation costs and lower farm values. In the case of land-route corn, lower farm values (but not transportation costs) pushed down landed costs.

U.S. Exports to Mexico: According to USDA's Federal Grain Inspection Service, in second quarter 2023, the United States exported to Mexico 3.67 million metric tons (mmt) of corn (down 6 percent quarter to quarter); 0.71 mmt of soybeans (down 42 percent quarter to quarter); and 0.70 mmt of wheat (down 12 percent quarter to quarter). Year to year, U.S. inspections destined to Mexico showed declines of 9 percent for corn, 45 percent for soybeans, and 22 percent for wheat.

Ocean Freight Rates: Ocean freight rates for shipping bulk grains to Mexico fell quarter to quarter and year to year, and 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 $22.95 per mt. This was down 6 percent quarter to quarter, down 30 percent year to year, and down 6 percent from the prior-4-year average. The cost of shipping by the same route in 35,000-40,000 ton-capacity vessels averaged $18.45 per mt. This amounted to a 2-percent decrease quarter to quarter, 30-percent decrease year to year, and 3-percent decrease from the 4-year average. During the second quarter, ocean freight rates fell in response to a weak global demand for bulk shipments.

Railroad: According to USDA's Foreign Agricultural Service, in second quarter 2023, 4.14 mmt of grain and oilseeds were exported to Mexico by land. Mostly shipped by rail, land-based exports to Mexico were down 22 percent quarter to quarter, down 5 percent year to year, and down 1 percent from the prior 3-year average. Fuel surcharges per railcar averaged $704, down 25 percent quarter to quarter and down 21 percent year to year, but up 64 percent from the 3-year average. At the end of 2021, the railroads started reporting only rates to the Mexico border, rather than reporting rates for full routes**.**

Using the correlation between rail tariff rate changes for U.S. domestic shipments and Mexico shipments, estimated rail tariff rates per grain car in second quarter 2023 averaged $8,003, unchanged from the prior quarter, but up 2 percent quarter to quarter, and up 3 percent from the 3-year average. Estimated total rail transportation costs (tariff rates plus fuel surcharges) were down 3 percent quarter to quarter, unchanged year to year, and up 6 percent from the 3-year average.

Fruit and Vegetables

In second quarter 2023, total reported shipments of fruits and vegetables by refrigerated truck from Mexico were 3.84 million tons, up 14 percent from year to year. The sum of the top five commodities increased by 177,000 tons, or 14 percent, from year to year. At 365,000 tons—up 5 percent year to year—seedless watermelons 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 $2.92 per mile—up 2 percent quarter to quarter and down 15 percent year to year. For shipments crossing the Texas-Mexico border and traveling 501-1,500 miles, rates averaged $2.90 per mile—down 6 percent quarter to quarter and down 17 percent year to year.

Diesel fuel prices for Texas-Mexico border crossings averaged $3.66 per gallon. Diesel fuel prices for Arizona-Mexico border crossings averaged $4.34 per gallon. The Texas-Mexico border crossing had surplus availability in April and slight surplus availability in May and June. The Arizona-Mexico border crossing had adequate availability in April and May and a slight shortage in June.

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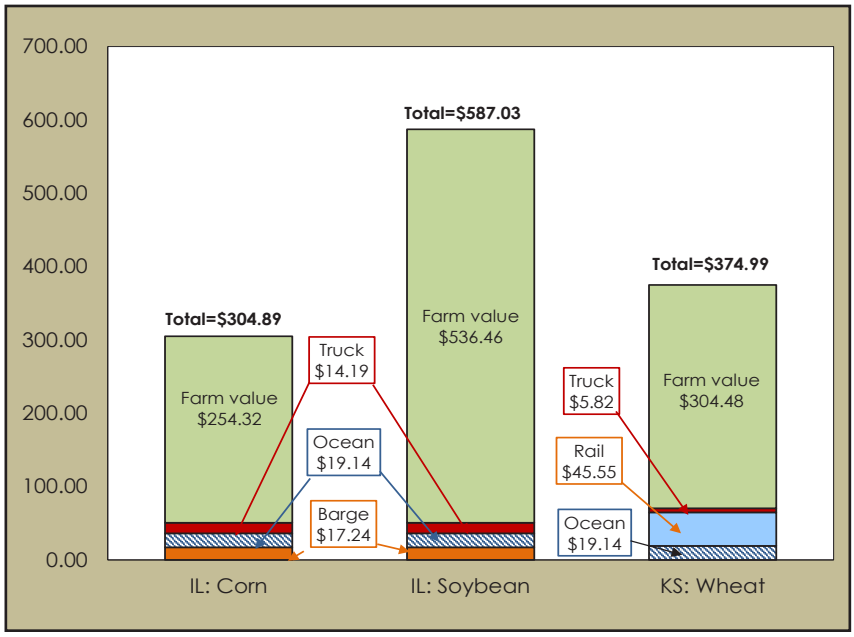
Table 1. Quarterly costs of transporting U.S. grain and soybeans to Mexico

	2023									
	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	14.75	14.19			14.47	5.42	5.82			5.62
Rail[1]	-	-			-	105.98	104.90			105.44
Barge	30.28	17.24			23.76	-	-			-
Ocean[2]	18.75	19.14			18.95	-	-			-
Total transportation cost	63.78	50.57			57.18	111.40	110.72			111.06
Farm price[3]	257.99	254.32			256.16	266.00	261.01			263.51
Landed cost[4]	321.77	304.89			313.33	377.40	371.73			374.57
Transport % of landed cost	19.8	16.6			18.2	29.5	29.8			29.7
	Soybeans									
Origin	**IL**					**NE**				
Truck	14.75	14.19			14.47	5.42	5.82			5.62
Rail[1]	-	-			-	105.21	104.07			104.64
Barge	30.28	17.24			23.76	-	-			-
Ocean[2]	18.75	19.14			18.95	-	-			-
Total transportation cost	63.78	50.57			57.18	110.63	109.89			110.26
Farm price[3]	543.81	536.46			540.14	546.26	520.54			533.40
Landed cost[4]	607.59	587.03			597.31	656.89	630.43			643.66
Transport % of landed cost	10.5	8.6			9.6	16.8	17.4			17.1
	Wheat									
Origin	**KS**					**KS**				
Truck	5.42	5.82			5.62	5.42	5.82			5.62
Rail[1]	45.58	45.55			45.57	87.53	87.00			87.27
Ocean[2]	18.75	19.14			18.95	-	-			-
Total transportation cost	69.75	70.51			70.13	92.95	92.82			92.89
Farm price[3]	309.99	304.48			307.24	309.99	304.48			307.24
Landed cost[4]	379.74	374.99			377.37	402.94	397.30			400.12
Transport % of landed cost	18.4	18.8			18.6	23.1	23.4			23.2

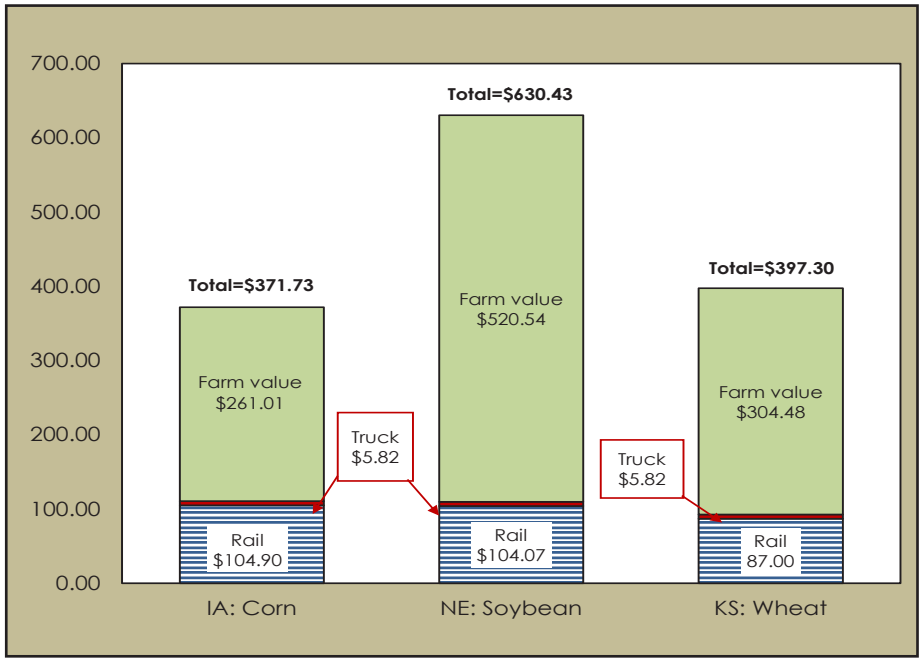
[1]Rail rates include U.S. and Mexico portions of the movement. Mexico rail rates are estimated based on actual quoted market rates. BNSF and Union Pacific quoted rail tariff rates are through rates for shuttle trains. Rail rates include fuel surcharges, but do not include the cost of purchasing empty 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. Second-quarter 2023 water-route shipment costs ($/mt) to Veracruz, Mexico



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

Figure 2. Second-quarter 2023 land-route shipment costs ($/mt) to Guadalajara, Mexico



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

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Quarterly Bulk Grain and Soybeans

Table 2. Quarterly tariff rail rates for U.S. bulk grain shipments to Mexico (US$/car), 2023

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	7,658	7,674			7,666	654	413			533
	OK	Cuautitlan, EM	6,863	6,877			6,870	785	553			669
	KS	Guadalajara, JA	7,578	7,593			7,586	1,338	1,137			1,238
	TX	Salinas Victoria, NL	4,397	4,406			4,401	338	248			293
Corn	IA	Guadalajara, JA	9,380	9,380			9,380	1,373	1,118			1,246
	SD	Celaya, GJ	8,553	8,553			8,553	856	540			698
	NE	Queretaro, QA	8,576	8,576			8,576	1,085	804			944
	SD	Salinas Victoria, NL	7,116	7,116			7,116	650	410			530
	MO	Tlalnepantla, EM	7,921	7,921			7,921	1,058	783			921
	SD	Torreon, CU	8,064	8,064			8,064	717	452			584
Soybeans	MO	Bojay (Tula), HG	8,747	8,747			8,747	1,233	1,012			1,123
	NE	Guadalajara, JA	9,314	9,314			9,314	1,342	1,088			1,215
	IA	El Castillo, JA	8,203	8,203			8,203	942	761			851
	KS	Torreon, CU	9,621	9,621			9,621	850	537			694

[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, 2023

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
Wheat	MT	Chihuahua, CI	84.93	82.62			83.77	2.31	2.25			2.28
	OK	Cuautitlan, EM	78.15	75.92			77.03	2.13	2.07			2.10
	KS	Guadalajara, JA	91.10	89.21			90.15	2.48	2.43			2.45
	TX	Salinas Victoria, NL	48.37	47.55			47.96	1.23	1.21			1.22
Corn	IA	Guadalajara, JA	109.87	107.26			108.57	2.79	2.72			2.76
	SD	Celaya, GJ	96.14	92.91			94.53	2.44	2.36			2.40
	NE	Queretaro, QA	98.72	95.84			97.28	2.51	2.43			2.47
	SD	Salinas Victoria, NL	79.35	76.90			78.13	2.02	1.95			1.98
	MO	Tlalnepantla, EM	91.75	88.94			90.34	2.33	2.26			2.29
	SD	Torreon, CU	89.71	87.01			88.36	2.28	2.21			2.24
Soybeans	MO	Bojay (Tula), HG	101.98	99.72			100.85	2.78	2.71			2.74
	NE	Guadalajara, JA	108.88	106.29			107.59	2.96	2.89			2.93
	IA	El Castillo, JA	93.44	91.59			92.52	2.54	2.49			2.52
	KS	Torreon, CU	106.99	103.79			105.39	2.91	2.82			2.87

[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			

*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	20.95			21.67
35-40,000	18.75	18.45			18.60

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 2015**	**2nd qtr 2015**	**3rd qtr 2015**	**4th qtr 2015**	**Average**
Nogales, Arizona	2.41	2.5	1.4	1.94	2.06
Pharr, Texas	2.26	2.24	1.93	1.97	2.1
Origin/border crossing	**1st qtr 2016**	**2nd qtr 2016**	**3rd qtr 2016**	**4th qtr 2016**	**Average**
Nogales, Arizona	2.14	2.19	1.27	1.76	1.84
Pharr, Texas	2.03	2.03	1.82	1.89	1.94
Origin/border crossing	**1st qtr 2017**	**2nd qtr 2017**	**3rd qtr 2017**	**4th qtr 2017**	**Average**
Nogales, Ari66zona	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			2.89
Pharr, Texas	3.1	2.9			3

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 2023														
Legend:	**1 =Surplus**	**2 = Slight surplus**		**3 = Adequate**			**4 = Slight shortage**				**5 = Shortage**			
Truck availability														
Mexico border crossings/month		**April**				**May**					**June**			
Week ending		4/4	4/11	4/18	4/25	5/2	5/9	5/16	5/23	5/30	6/6	6/13	6/20	6/27
Through Nogales, AZ	Cantalopes, Squash, Cucumbers, Mangoes, Honeydew, Watermelons	**3**	**4**	**3**	**3**	**3**	**3**	**4**	**4**	**4**	**4**	**4**	**3**	**3**
Through TX	Oranges, Grapefruit, Limes, Mangoes, Papaya, Peppers, Cucumbers, Vegetables	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**3**	**3**	**2**	**2**	**2**	**1**

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, 2023 (1,000 metric tons)

Commodity	2nd qtr 2023	Rank
Watermelons, seedless	365	1
Avocados	324	2
Cucumbers	266	3
Tomatoes, plum type	264	4
Tomatoes	197	5
Mangoes	193	6
Grapes	190	7
Limes	186	8
Peppers, bell type	182	9
Peppers, other	141	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 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
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**

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 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)	107,847	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	.	.	219,341
Peppers (all varieties)	80,619	64,589	.	.	145,208
Avocados	75,768	64,800	.	.	140,568
Cucumbers	62.605	53,187	.	.	115,792
Squash	35,477	74,173	.	.	108,246
Subtotal	**368,640**	**361,919**	**.**	**.**	**729,155**
Other	366,744	406,507	.	.	774,655
Total	**735,384**	**768,426**	**.**	**.**	**1,503,810**

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: Second-quarter 2023 water-route shipment costs ($/mt) to Veracruz, Mexico
- Figure 2: Second-quarter 2023 land-route shipment costs ($/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), 2023
- Table 3: Quarterly tariff rail rates plus fuel surcharge for U.S. bulk grain shipments to Mexico, 2023
- 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, 2023 (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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