

Mexico Transport Cost Indicator Report

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SUMMARY: WHAT HAPPENED?

Landed Costs of Grain to Mexico Fell During Third Quarter 2024

Mexico is a long-time major importer of U.S. grain. Low transportation and landed costs for U.S.-Mexico routes are essential to the competitiveness of U.S. grain exports (corn, soybeans, and wheat), to Mexico and elsewhere. U.S. grain is transported to Mexico, either across the land border or by sea 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).

Quarter-to-Quarter Transportation Costs. From second quarter 2024 to third quarter 2024 (quarter to quarter), total transportation costs rose for all grain by water routes, and fell for grain shipped by land routes. Falling land-route shipping costs for corn, soybeans, and wheat reflected lower truck and rail costs (due to falling fuel surcharges).¹

By the water routes, the rise in total transportation costs reflected increases in barge and truck rates (except in Kansas where truck rates fell). Barge rates rose in response to increased barged grain movements because of rising export sales. In addition, severe weather—including floods, drought, and hurricanes—reduced barge supply as draft and tow restrictions were placed on the Mississippi River System throughout much of the quarter ([GTR, October 24, 2024](#)). Higher truck rates were partly in response to higher demand for trucking services.

Year-to-Year Transportation Costs. From third quarter 2023 to third quarter 2024 (year to year), total costs of shipping corn and soybeans to Mexico by the water routes rose, because of higher truck and barge rates. By the land routes, total costs of shipping corn and soybeans rose, because of higher truck and rail rates. Falling rail and ocean freight rates combined to lower costs for water- and land-route wheat shipments.

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



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Quarter-to-Quarter Landed Costs. Quarter to quarter, landed costs fell for all grain shipped by water and land routes. For seaborne grain, landed costs dropped, because of declining farm values. For the land routes, landed costs fell because of both declining transportation costs and falling farm values (table 1 and figs. 1 and 2). For the land routes, changes in the landed costs varied by commodity. For soybeans shipped by land routes, landed costs fell, because of declining farm values. However, for both corn and wheat by land routes, landed costs rose. For land-route corn, rising transportation costs and farm values pushed up the landed costs. For land-route wheat, only rising farm values drove increased landed costs (table 1 and figs. 1 and 2).

The share of landed costs comprising transportation ranged from 13 percent to 29 percent for the water routes and from 14 percent to 29 percent for the land routes. For seaborne corn, soybeans, and wheat, transportation's share of landed costs increased because of rising transportation costs that outweighed falling farm values.

For grain shipped by the land route, marginal rises in transportation's share of landed costs stemmed from farm-value decreases that exceeded transportation-cost decreases.

Year-to-Year Landed Costs. Year to year, for corn and soybeans shipped by water and land routes, landed costs fell because of lower farm values. In the case of wheat for both routes, both lower transportation costs and lower farm values pushed down landed costs.

U.S. Exports to Mexico: According to [USDA's Foreign Agricultural Service's Global Agricultural Trade System \(GATS\) data](#), in third quarter 2024, the United States exported to Mexico 6.80 million metric tons (mmt) of corn; 1.19 mmt of soybeans; and 1.06 mmt of wheat—increases of 12 percent, 60 percent, and 23 percent quarter to quarter, respectively. Year to year, U.S. exports destined to Mexico were up 77 percent for corn, up 32 percent for soybeans, and 13 percent for wheat.

According to the GATS data, from January to September 2024, exports to Mexico were up 45 percent for corn, up 3 percent for soybeans, and up 14 percent for wheat compared to the same period last year. These rises occurred despite severe service challenges in the third quarter [GTR, September 19, 2024, first highlight](#)).

In third quarter 2024, 6.18 mmt of grain (corn, soybeans, and wheat) travelled overland (by rail) and 2.87 mmt travelled by ocean (primarily, from New Orleans, LA). Land-based exports to Mexico were up 11 percent quarter to quarter, up 51 percent year to year, and up 49 percent from the prior 3-year average. Ocean-based exports to Mexico were up 34 percent quarter to quarter, up 82 percent year to year, and up 59 percent from the prior 3-year average.

Ocean Freight Rates: Ocean freight rates for shipping bulk grains to Mexico rose quarter to quarter, fell year to year, and rose from the prior 4-year average. In the third 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 \$19.69 per mt. This was down 6 percent quarter to quarter, down 7 percent year to year, and down 18 percent from the prior 4-year average. The cost of shipping by the same route in 35,000-40,000 ton-capacity vessels averaged \$16.52 per mt. This amounted to decreases of 7 percent quarter to quarter, 11 percent year to year, and 21 percent from the 4-year average. The decreases in ocean freight rates reflect ample vessel supply and weak demand for cargo shipment during the quarter.

Rail Freight Rates: Because of a Mexican Value-Added Tax (VAT) charged on the Mexican portion of the rail shipment, U.S. railroads report rates only to the U.S. border. Tariff rail rates to the border per grain car averaged \$4,916 (table 2), unchanged quarter to quarter, but up 1 percent year to year and from the 3-year average. Fuel surcharges to the border per railcar averaged \$382—down 15 percent quarter to quarter, down 5 percent year to year, and down 32 percent from the 3-year average. Overall, rail transportation costs (tariff rates plus fuel surcharges) to the border were down 1 percent quarter to quarter, up 1 percent year to year, and down 2 percent from the 3-year average.



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Rail Service Challenges. For much of this year, Ferromex—the Mexican railroad that interchanges with BNSF Railway (BNSF) and Union Pacific Railroad (UP)—has struggled to meet the demand for cross-border grain shipments amid capacity constraints. Throughout third quarter 2024 (and since then) Ferromex has had permit embargoes on agricultural products interchanging through the [Eagle Pass](#) and [El Paso, TX](#), border crossings.

To prevent equipment from being held in Mexico (due to Ferromex delays), BNSF suspended permitting shuttle trains to Mexico from August 21 to October 1. UP also suspended permitting shuttle trains to Mexico—from September 18 to October 2.²

On July 31, over two dozen agricultural trade associations [voiced concern](#) to U.S. Federal officials that “rail service capacity issues in Mexico ... are hindering U.S. agricultural trade.” Mexican rail service challenges were a major theme during the Surface Transportation Board’s [National Grain Car Council \(NGCC\) meeting](#) (held August 27 in Kansas City, MO). During the meeting, BNSF noted that, at the time, Mexican service disruptions had stranded 5,000 of the railroad’s cars and 160 of its locomotives in Mexico ([GTR, September 5, 2024](#)).

Fruit and Vegetables

In third quarter 2024, total reported shipments of fruits and vegetables by refrigerated truck from Mexico were 2.14 million tons, which was down 2 percent year to year. The sum of the top five commodities increased by 17,000 tons, which was up 2 percent year to year. At 231,000 tons—up 11 percent year to year—plum tomatoes 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 \$2.65 per mile—down 3 percent quarter to quarter, but up 1 percent year to year. For shipments crossing the Texas-Mexico border and traveling 501-1,500 miles, rates averaged \$2.29 per mile—down 12 percent quarter to quarter and down 19 percent year to year.

Diesel fuel prices for Texas-Mexico border crossings averaged \$3.37 per gallon. Diesel fuel prices for Arizona-Mexico border crossings averaged \$3.92 per gallon. The Texas-Mexico border crossing had a surplus of trucks in July, August, and September. The Arizona-Mexico border crossing had adequate truck availability in July and August, and did not report in September.

² UP suspended shuttle permitting to Mexico again during the fourth quarter (from October 12-21).



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

	Water route (to Veracruz)					Land route (to U.S. - Mexico border locations)				
	2023 3rd qtr	2024 2nd qtr	2024 3rd qtr	% change yr. to yr.	% change qtr. to qtr.	2023 3rd qtr	2024 2nd qtr	2024 3rd qtr	% change yr. to yr.	% change qtr. to qtr.
	US\$/metric ton					US\$/metric ton				
Corn										
Origin	IL					IA				
Truck	14.75	16.47	17.67	19.8	7.3	5.82	7.06	6.84	17.5	-3.1
Rail ¹	-	-	-	-	-	57.49	60.21	59.37	3.3	-1.4
Barge	26.60	15.96	27.21	2.3	70.5	-	-	-	-	-
Ocean ²	18.48	17.70	16.52	-10.6	-6.7	-	-	-	-	-
Total transportation cost	59.83	50.13	61.40	2.6	22.5	63.31	67.27	66.21	4.6	-1.6
Farm price ³	220.07	171.12	153.14	-30.4	-10.5	227.28	180.17	163.11	-28.2	-9.5
Landed cost ⁴	279.90	221.25	214.54	-23.4	-3.0	290.59	247.44	229.32	-21.1	-7.3
Transport % of landed cost	21	23	29	7.24	5.96	22	27	29	7.09	1.7
Soybeans										
Origin	IL					MO				
Truck	14.75	16.47	17.67	19.8	7.3	5.82	7.06	6.84	17.5	-3.1
Rail ¹	-	-	-	-	-	52.87	54.52	53.91	2.0	-1.1
Barge	26.60	15.96	27.21	2.3	70.5	-	-	-	-	-
Ocean ²	18.48	17.70	16.52	-10.6	-6.7	-	-	-	-	-
Total transportation cost	59.83	50.13	61.40	2.6	22.5	58.69	61.58	60.75	3.5	-1.3
Farm price ³	515.64	436.03	396.83	-23.0	-9.0	519.31	436.03	388.26	-25.2	-11.0
Landed cost ⁴	575.47	486.16	458.23	-20.4	-5.7	578.00	497.61	449.01	-22.3	-9.8
Transport % of landed cost	10	10	13	3.00	3.09	10	12	14	3.38	1.2
Wheat										
Origin	KS					KS				
Truck	5.82	7.06	6.84	17.5	-3.1	5.82	7.06	6.84	17.5	-3.1
Rail ¹	46.86	43.16	44.76	-4.5	3.7	49.47	48.39	45.40	-8.2	-6.2
Ocean ²	18.48	17.70	16.52	-10.6	-6.7	-	-	-	-	-
Total transportation cost	71.16	67.92	68.12	-4.3	0.3	55.29	55.45	52.24	-5.5	-5.8
Farm price ³	279.62	217.28	195.23	-30.2	-10.1	279.62	217.28	195.23	-30.2	-10.1
Landed cost ⁴	350.78	285.20	263.35	-24.9	-7.7	334.91	272.73	247.47	-26.1	-9.3
Transport % of landed cost	20	24	26	6	2	17	20	21	5	1.0

¹In 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. Rates may be revised from what were previously published.

²Source: O'Neil Commodity Consulting, Inc.

³Source: USDA, National Agricultural Statistics Service.

⁴Landed 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.



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Table 2. 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	16.47	17.67		16.75	6.61	7.06	6.84		6.84
Rail ¹	-	-	-		-	60.16	60.21	59.37		59.91
Barge	20.61	15.96	27.21		21.26	-	-	-		-
Ocean ²	19.43	17.70	16.52		17.88	-	-	-		-
Total transportation cost	56.15	50.13	61.40		55.89	66.77	67.27	66.21		66.75
Farm price ³	172.30	171.12	153.14		165.52	179.26	180.17	163.11		174.18
Landed cost ⁴	228.45	221.25	214.54		221.41	246.03	247.44	229.32		240.93
Transport % of landed cost	24.6	22.7	28.6		25.2	27.1	27.2	28.9		27.7
	Soybeans									
Origin	IL					MO				
Truck	16.11	16.47	17.67		16.75	6.61	7.06	6.84		6.84
Rail ¹	-	-	-		-	54.59	54.52	53.91		54.34
Barge	20.61	15.96	27.21		21.26	-	-	-		-
Ocean ²	19.43	17.70	16.52		17.88	-	-	-		-
Total transportation cost	56.15	50.13	61.40		55.89	61.20	61.58	60.75		61.18
Farm price ³	451.95	436.03	396.83		428.27	449.50	436.03	388.26		424.60
Landed cost ⁴	508.10	486.16	458.23		484.16	510.70	497.61	449.01		485.77
Transport % of landed cost	11.1	10.3	13.4		11.6	12.0	12.4	13.5		12.6
	Wheat									
Origin	KS					KS				
Truck	6.61	7.06	6.84		6.84	6.61	7.06	6.84		6.84
Rail ¹	54.21	43.16	44.76		47.38	49.73	48.39	45.40		47.84
Ocean ²	19.43	17.70	16.52		17.88	-	-	-		-
Total transportation cost	80.25	67.92	68.12		72.10	56.34	55.45	52.24		54.68
Farm price ³	212.50	217.28	195.23		208.34	212.50	217.28	195.23		208.34
Landed cost ⁴	292.75	285.20	263.35		280.43	268.84	272.73	247.47		263.01
Transport % of landed cost	27.4	23.8	25.9		25.7	21.0	20.3	21.1		20.8

¹In 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. Rates may be revised from what were previously published.

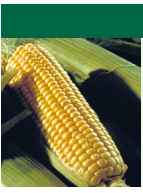
²Source: O'Neil Commodity Consulting, Inc.

³Source: USDA, National Agricultural Statistics Service.

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

Note: "-" indicates data not required or applicable. Total may not add exactly because of rounding.

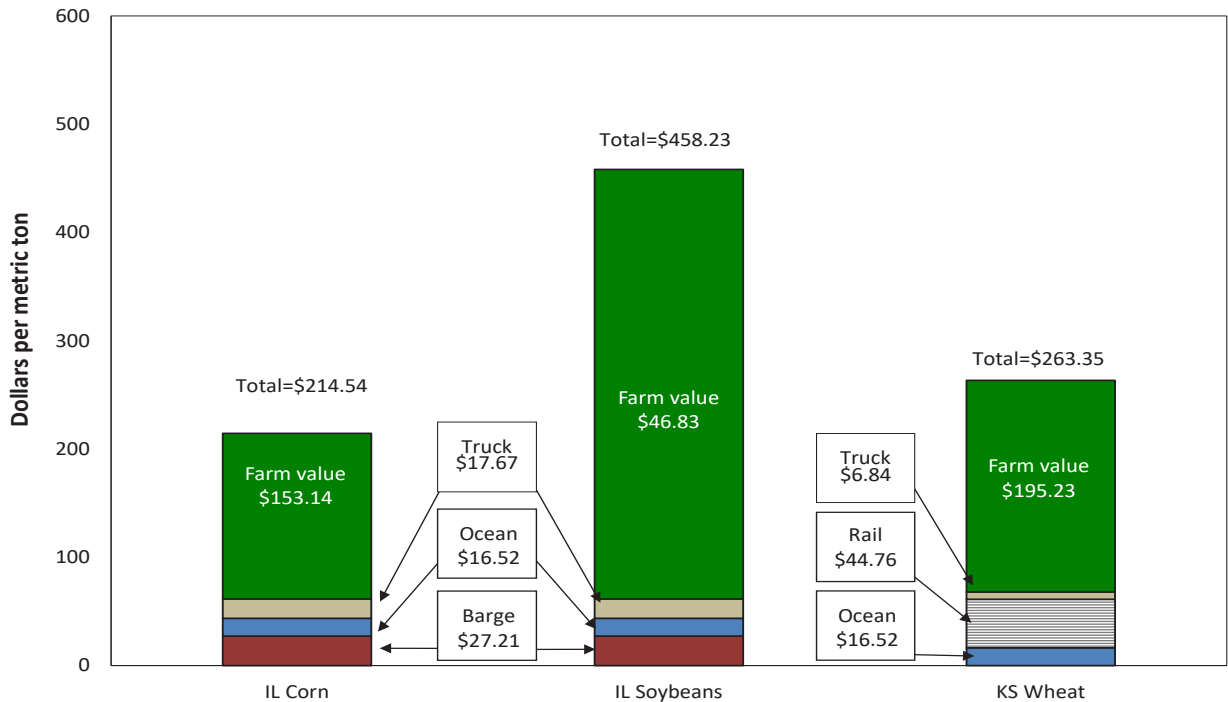
Source: Compiled by the USDA, Agricultural Marketing Service.



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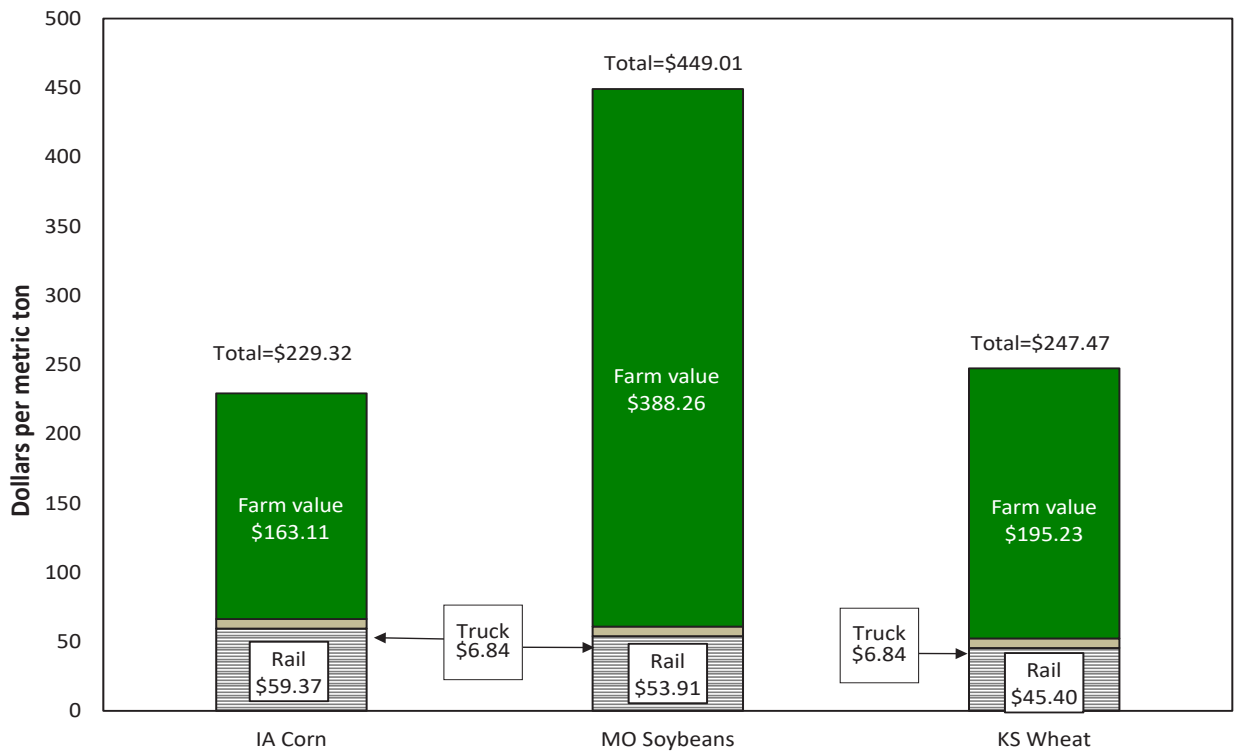
Figure 1. Third-quarter 2024 water-route shipment costs (\$/mt) to Veracruz, Mexico



Note: IL = Illinois; KS = Kansas.

Source: USDA, Agricultural Marketing Service.

Figure 2. Third-quarter 2024 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 3. 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	4,260		4,260	261	252	179		231
	KS	Laredo, TX	4,970	4,970	4,970		4,970	604	608	532		581
	IA	Laredo, TX	5,440	5,440	5,440		5,440	673	678	592		648
	MO	Laredo, TX	4,895	4,895	4,895		4,895	581	585	511		559
	MO	Laredo, TX	5,080	5,080	5,080		5,080	616	621	543		593
	IL	Eagle Pass, TX	4,405	4,405	4,405		4,405	502	498	438		479
	IL	Eagle Pass, TX	4,525	4,525	4,525		4,525	521	517	455		498
	NE	El Paso, TX	4,700	4,700	4,700		4,700	205	199	141		182
Soybeans	KS	Laredo, TX	4,970	4,970	4,970		4,970	604	608	532		581
	MO	El Paso, TX	5,325	5,325	5,325		5,325	221	214	152		196
	NE	Eagle Pass, TX	5,970	5,970	6,063		6,001	478	474	417		456
	MO	Eagle Pass, TX	5,325	5,325	5,325		5,325	225	217	155		199
	MO	Laredo, TX	4,895	4,895	4,895		4,895	581	585	511		559
	IA	Eagle Pass, TX	6,055	6,055	6,148		6,086	501	496	437		478
Wheat	TX	El Paso, TX	3,518	3,618	3,713		3,616	252	243	173		223
	KS	Laredo, TX	4,708	4,575	4,525		4,747	359	356	313		343
	MO	Laredo, TX	4,895	4,895	4,895		4,895	581	585	511		559
	KS	Laredo, TX	4,630	4,497	4,345		4,567	316	313	276		302

¹Rail 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.

²Corrections were made to previously reported rail fuel surcharge calculations.

³Approximate 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.



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Table 4. 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	44.41	43.69		44.20	1.13	1.13	1.11		1.12
	KS	Laredo, TX	54.86	54.90	54.15		54.64	1.39	1.40	1.38		1.39
	IA	Laredo, TX	60.16	60.21	59.37		59.91	1.53	1.53	1.51		1.52
	MO	Laredo, TX	53.89	53.93	53.21		53.68	1.37	1.37	1.35		1.36
	MO	Laredo, TX	56.06	56.11	55.34		55.84	1.42	1.43	1.41		1.42
	IL	Eagle Pass, TX	48.30	48.26	47.67		48.08	1.23	1.23	1.21		1.22
	IL	Eagle Pass, TX	49.67	49.62	49.02		49.44	1.26	1.26	1.25		1.26
	NE	El Paso, TX	48.28	48.22	47.64		48.05	1.23	1.23	1.21		1.22
Soybeans	KS	Laredo, TX	54.86	54.90	54.15		54.64	1.56	1.50	1.47		1.49
	MO	El Paso, TX	54.59	54.52	53.91		54.34	1.55	1.48	1.47		1.48
	NE	Eagle Pass, TX	63.46	63.42	63.78		63.55	1.80	1.73	1.74		1.73
	MO	Eagle Pass, TX	54.62	54.55	53.93		54.37	1.55	1.49	1.47		1.48
	MO	Laredo, TX	53.89	53.93	53.21		53.68	1.53	1.47	1.45		1.46
	IA	Eagle Pass, TX	64.52	64.48	64.82		64.61	1.83	1.75	1.76		1.75
Wheat	TX	El Paso, TX	37.10	38.00	38.25		37.78	1.06	1.04	1.04		1.03
	KS	Laredo, TX	49.86	48.53	47.61		50.09	1.42	1.32	1.30		1.37
	MO	Laredo, TX	53.89	53.93	53.21		53.68	1.53	1.47	1.45		1.46
	KS	Laredo, TX	48.67	47.34	45.48		47.92	1.39	1.29	1.24		1.31

¹Rail 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.

²Corrections were made to previously reported rail fuel surcharge calculations.

³Approximate 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.



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Table 5. 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	633	589		

*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, Feed grains database.



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Table 6. 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	20.99	19.69		20.97
35-40,000	19.43	17.70	16.52		17.88

Source: O'Neil Commodity Consulting.



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FRUIT AND VEGETABLE

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

US\$/mile					
Origin/border crossing	1st qtr 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	2.73	2.65		2.73
Pharr, Texas	2.85	2.61	2.29		2.58

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



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

3rd quarter 2024															
Legend:		1 = Surplus	2 = Slight surplus	3 = Adequate	4 = Slight shortage	5 = Shortage									
Truck availability															
Mexico border crossings/month		July					August				September				
Week ending		7/2	7/9	7/16	7/23	7/30	8/6	8/13	8/20	8/27	9/3	9/10	9/17	9/24	
Through Nogales, AZ	Tomato, Squash Cucumber, Honeydew, Watermelon, Mixed Fruits, Vegetables, Mango	3	3	3	2	1	3	3	NA	NA	NA	NA	NA	NA	
Through TX	Vegetables, Limes, Mangoes, Onions, Tomatoes, Broccoli, Mixed Fruits	1	1	1	1	1	1	1	1	1	1	1	1	1	

Note: NA = not available.

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

**Table 9. Top ten commodities shipped by truck to the U.S. from Mexico, 2024
(1,000 metric tons)**

Commodity	3rd qtr 2024	Rank
Tomatoes, plum type	231	1
Avocados	199	2
Limes	196	3
Mangoes	186	4
Cucumbers	171	5
Tomatoes	140	6
Peppers, other	128	7
Misc tropical	99	8
Peppers, bell type	65	9
Papaya	60	10



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Table 10. 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, U.S. Customs and Border Protection through USDA, Agricultural Marketing Service, 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	102,361	85,604	.	298,240
Peppers (all varieties)	85,939	58,972	38,612	.	183,523
Avocados	74,661	55,731	39,766	.	170,158
Cucumbers	57,846	49,487	34,201	.	141,534
Misc	32,843	74,996	14,335	.	115,669
Subtotal	36,1564	341,547	212,518	.	909,124
Other	338,523	362,750	216,037	.	923,815
Total	700,087	704,297	428,555	.	1,832,939

Source: Data is obtained from the Department of Homeland Security, U.S. Customs and Border Protection through USDA, Agricultural Marketing Service, Market News.



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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: Third-quarter 2024 water-route shipment costs \(\\$/mt\) to Veracruz, Mexico](#)
- [Figure 2: Third-quarter 2024 land-route shipment costs \(\\$/mt\) to Guadalajara, Mexico](#)
- [Table 1: Quarterly costs of transporting U.S. grain and soybeans to Mexico](#)
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- [Table 3: Quarterly tariff rail rates for U.S. bulk grain shipments to Mexico \(US\\$/car\), 2024](#)
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