

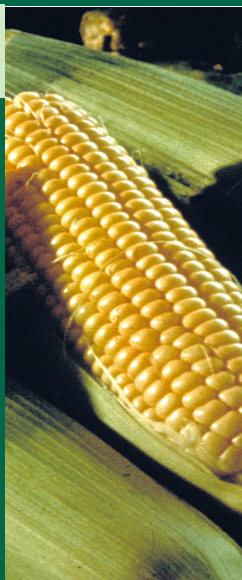


Mexico Transport Cost Indicator Report

a quarterly publication of the Agricultural Marketing Service
www.ams.usda.gov/services/transportation-analysis

CONTENTS

Summary: What Happened?	1
Quarterly Bulk Grain and Soybeans	7
Fruit and Vegetable	11
Subscription Information	15
Related Websites	15
Data Sets (all XLS files)	15



Fourth Quarter 2024
(October, November, December)
Published March 2025

CONTACT INFORMATION

[Surajudeen Olowolayemo](#), Coordinator/
Ocean Bulk Shipments

[Jesse Gastelle](#), Rail/Fruit and
Vegetables Analyst

[Austin Hunt](#), Rail Analyst

SUMMARY: WHAT HAPPENED?

Transportation and Landed Costs to Mexico Varied From Third to Fourth Quarter 2024

Low transportation and landed costs for U.S.-Mexico routes are vital to the competitiveness of U.S. grain in Mexico (a top importer of U.S. grain) 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 various border locations (land routes) and by sea to Veracruz (water routes), tracking changes over time (table 1).

Quarter-to-Quarter Transportation Costs. From third quarter 2024 to fourth quarter 2024 (quarter to quarter), total transportation costs fell for all grains shipped by land routes and wheat by water routes.¹ Total transportation costs rose for seaborne corn and soybeans because of higher truck and barge rates. Falling land-route shipping costs for corn, soybeans, and wheat reflected lower rates for truck and/or rail.

Truck rates rose with strong trucking demand. Barge rates rose in response to higher export sales, as well as drought-induced navigation restrictions on the Mississippi River System throughout most of the quarter ([Grain Transportation Report \(GTR\), January 23, 2025](#)).

Year-to-Year Transportation Costs. Trends in transportation costs from fourth quarter 2023 to fourth quarter 2024 (year to year) resembled the quarter-to-quarter trends. Year to year, the total cost of shipping U.S. corn and soybeans to Mexico by water routes rose because of higher truck and barge rates. However, the costs of shipping all grains to Mexico by land routes fell because of lower truck and rail tariff rates. The costs of shipping wheat by water routes fell because of lower truck, ocean, and rail rates.

Quarter-to-Quarter Landed Costs. Quarter to quarter, landed costs fell for most grains shipped by the water and land routes. The one exception was corn shipped by water routes, for which rises in both transportation costs and farm values pushed up landed costs. For seaborne wheat, lower landed costs reflected declining transportation

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



Mexico Transport Cost Indicator Report



costs that outweighed rising farm values. For land-route corn and soybeans, lower landed costs reflected declines in both farm values and transportation costs (table 1 and figs. 1 and 2). For land-route wheat, landed costs stayed the same, as rising farm values canceled out declining transportation costs.

The share of landed costs comprising transportation in fourth quarter 2024 ranged from 15 percent to 29 percent for the water routes and from 14 percent to 29 percent for the land routes.

Year-to-Year Landed Costs. Year to year, landed costs fell for all grains shipped by water and land routes. Landed costs decreased for waterborne corn and soybeans, because of falling farm values that outweighed rising transportation costs. For seaborne wheat and all grains shipped by the land routes, landed costs fell because of both lower transportation costs and lower farm values.

U.S. Exports to Mexico: According to [USDA's Foreign Agricultural Service's Global Agricultural Trade System data](#), in fourth quarter 2024, the United States exported to Mexico 6.26 million metric tons (mmt) of corn; 1.68 mmt of soybeans; and 0.90 mmt of wheat. Quarter to quarter, U.S. exports destined to Mexico were down 8 percent for corn, up 41 percent for soybeans, and down 15 percent for wheat. Year to year, U.S. exports destined to Mexico were up 14 percent for corn, up 7 percent for soybeans, and up 60 percent for wheat.

In 2024, exports to Mexico were up 36 percent for corn, up 4 percent for soybeans, and up 22 percent for wheat, compared to 2023.

In fourth quarter 2024, 5.76 mmt of grain (corn, soybeans, and wheat) traveled overland (primarily, by rail) and 3.08 mmt traveled by ocean (primarily, from New Orleans, LA). Land-based exports to Mexico were down 7 percent quarter to quarter, up 10 percent year to year, and up 23 percent from the prior-3-year average. Ocean-based exports to Mexico were up 7 percent quarter to quarter, up 31 percent year to year, and up 53 percent from the prior-3-year average.

Ocean Freight Rates: Ocean freight rates for shipping bulk grains to Mexico fell quarter to quarter, fell year to year, and fell from the prior 4-year average. In the fourth 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 \$17.93 per mt. This was down 9 percent quarter to quarter, down 20 percent year to year, and down 22 percent from the prior 4-year average. The cost of shipping by the same route in 35,000-40,000 ton-capacity vessels averaged \$14.84 per mt. This amounted to decreases of 10 percent quarter to quarter, 25 percent year to year, and 26 percent from the prior 4-year average. The decreases in ocean freight rates reflected ample vessel supply and weak demand for cargo shipments during the quarter.

Rail Freight Rates: Rail tariff rates for shipping grain to the U.S.-Mexico border averaged \$5,041 (per car)—up 3 percent quarter to quarter, up 1 percent year to year, and up 2 percent from the 3-year average. Fuel surcharges to the border (per car) averaged \$335—down 12 percent quarter to quarter, down 42 percent year to year, and down 39 percent from the 3-year average. Overall, rail transportation costs (tariff rates plus fuel surcharges) to the border were up 1 percent quarter to quarter, down 3 percent year to year, and down 2 percent from the 3-year average.

Rail Service. For much of 2024, Ferromex struggled to meet the demand for cross-border grain shipments amid capacity constraints. (Ferromex is the Mexican railroad that interchanges with BNSF Railway (BNSF) and Union Pacific Railroad (UP) at the Eagle Pass, TX, and El Paso, TX, border crossings.) Since early 2024, Ferromex has imposed permit embargoes on agricultural products entering Mexico through the [Eagle Pass, TX](#), and [El Paso, TX](#), border crossings. These permit embargoes remained in effect during fourth quarter 2024.

At the end of third quarter 2024, both BNSF and UP suspended permitting shuttle trains to Mexico. The suspensions were intended to prevent equipment from being held in Mexico (because of Ferromex delays) during the U.S. harvest. BNSF's suspension lasted from August 21 to October 1. UP twice suspended shuttle trains to Mexico—first, from September 18 to October 2 and, later, from October 12 to October 21.



Mexico Transport Cost Indicator Report



As the fourth quarter progressed, Ferromex's service appeared to improve—as exemplified by BNSF's average “shuttle turns” into Mexico, the number of (round) trips completed per month by a single shuttle train. BNSF's shuttle turns to Mexico rose from 0.9 trips per month in October to 1.5 trips per month in December.

Besides Ferromex, Kansas City Southern de Mexico (KCSM) is the other major Mexican railroad. A subsidiary of Canadian Pacific Kansas City (CPKC), KCSM interchanges with CPKC and UP at the Laredo, TX, border crossing. Although KCSM's service was generally good in 2024, it experienced challenges specific to dry bean shipments in early November. On November 11, to cope with congestion caused by Mexican grain inspections, the firm placed an embargo on dry beans through the Laredo border crossing. After working through the backlog, KCSM amended the embargo on November 21 to allow some permits, and canceled the permit embargo entirely on November 29 ([GTR, January 2, 2025](#)).

On December 17, 2024, CPKC announced the completion of a new bridge at the Laredo crossing. Before the new bridge was completed, the Laredo crossing had only one bridge—with a capacity of 26 trains per day. Additionally, traffic alternated between northbound and southbound traffic in 4-hour windows, creating bottlenecks.

The new bridge, which allows simultaneous bidirectional traffic, is expected to more than double CPKC's capacity to move freight across the border ([GTR, December 17, 2024, first highlight](#)).

Fruit and Vegetables

In fourth quarter 2024, total reported shipments of fruits and vegetables by refrigerated truck from Mexico were 2.64 million tons, which was up 2 percent year to year. The sum of the top five commodities increased by 81,000 tons, which was up 7 percent year to year. At 328,000 tons—up 3 percent year to year—avocados were the largest refrigerated-truck import from Mexico by volume.

For shipments crossing the Arizona border from Mexico that traveled 501-1,500 miles, truck rates averaged \$3.07 per mile—up 16 percent quarter to quarter and up 24 percent year to year. For shipments crossing the Texas-Mexico border and traveling 501-1,500 miles, rates averaged \$2.67 per mile—up 17 percent quarter to quarter, but down 5 percent year to year.

Diesel fuel prices for Texas-Mexico border crossings averaged \$3.20 per gallon. Diesel fuel prices for Arizona-Mexico border crossings averaged \$3.75 per gallon. The Texas-Mexico border crossing had a surplus of trucks in October, a slight surplus of trucks in November, and adequate truck availability in December. The Arizona-Mexico border crossing had adequate truck availability in October and November, and a slight shortage of trucks in December.



Mexico Transport Cost Indicator Report



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 4th qtr	2024 3rd qtr	2024 4th qtr	% change yr. to yr.	% change qtr. to qtr.	2023 4th qtr	2024 3rd qtr	2024 4th qtr	% change yr. to yr.	% change qtr. to qtr.
	US\$/metric ton					US\$/metric ton				
	Corn									
Origin	IL					IA				
Truck	16.75	17.67	17.87	6.7	1.1	6.34	6.84	5.97	-5.8	-12.7
Rail ¹	-	-	-	-	-	61.80	59.37	59.89	-3.1	0.9
Barge	27.06	27.21	32.43	19.8	19.2	-	-	-	-	-
Ocean ²	19.74	16.52	14.84	-24.8	-10.2	-	-	-	-	-
Total transportation cost	63.55	61.40	65.14	2.5	6.1	68.14	66.21	65.86	-3.3	-0.5
Farm price ³	187.79	153.14	159.05	-15.3	3.9	191.72	163.11	162.72	-15.1	-0.2
Landed cost ⁴	251.34	214.54	224.19	-10.8	4.5	259.86	229.32	228.58	-12.0	-0.3
Transport % of landed cost	25	29	29	3.77	0.44	26	29	29	2.59	-0.1
	Soybeans									
Origin	IL					MO				
Truck	16.75	17.67	17.87	6.7	1.1	6.34	6.84	5.97	-5.8	-12.7
Rail ¹	-	-	-	-	-	55.76	53.91	53.45	-4.1	-0.9
Barge	27.06	27.21	32.43	19.8	19.2	-	-	-	-	-
Ocean ²	19.74	16.52	14.84	-24.8	-10.2	-	-	-	-	-
Total transportation cost	63.55	61.40	65.14	2.5	6.1	62.10	60.75	59.42	-4.3	-2.2
Farm price ³	480.12	396.83	369.89	-23.0	-6.8	476.44	388.26	362.05	-24.0	-6.8
Landed cost ⁴	543.67	458.23	435.03	-20.0	-5.1	538.54	449.01	421.47	-21.7	-6.1
Transport % of landed cost	12	13	15	3.28	1.57	12	14	14	2.57	0.6
	Wheat									
Origin	KS					KS				
Truck	6.34	6.84	5.97	-5.8	-12.7	6.34	6.84	5.97	-5.8	-12.7
Rail ¹	47.92	44.76	44.46	-7.2	-0.7	50.42	45.40	45.15	-10.5	-0.6
Ocean ²	19.74	16.52	14.84	-24.8	-10.2	-	-	-	-	-
Total transportation cost	74.00	68.12	65.27	-11.8	-4.2	56.76	52.24	51.12	-9.9	-2.1
Farm price ³	231.36	195.23	196.33	-15.1	0.6	231.36	195.23	196.33	-15.1	0.6
Landed cost ⁴	305.36	263.35	261.60	-14.3	-0.7	288.12	247.47	247.45	-14.1	0.0
Transport % of landed cost	24	26	25	1	-1	20	21	21	1	-0.5

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.



Mexico Transport Cost Indicator Report



Table 2. Quarterly costs of transporting U.S. grain and soybeans to Mexico

	2024									
	Water route (to Veracruz)					Land route (to U.S. - Mexico border locations)				
	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	17.87	17.03	6.61	7.06	6.84	5.97	6.62
Rail ¹	-	-	-		-	60.16	60.21	59.37	59.89	59.91
Barge	20.61	15.96	27.21	32.43	24.05	-	-	-	-	-
Ocean ²	19.43	17.70	16.52	14.84	17.12	-	-	-	-	-
Total transportation cost	56.15	50.13	61.40	65.14	58.21	66.77	67.27	66.21	65.86	66.53
Farm price ³	172.30	171.12	153.14	159.05	163.90	179.26	180.17	163.11	162.72	171.32
Landed cost ⁴	228.45	221.25	214.54	224.19	222.11	246.03	247.44	229.32	228.58	237.84
Transport % of landed cost	24.6	22.7	28.6	29.1	26.2	27.1	27.2	28.9	28.8	28.0
	Soybeans									
Origin	IL					MO				
Truck	16.11	16.47	17.67	17.87	17.03	6.61	7.06	6.84	5.97	6.62
Rail ¹	-	-	-	-	-	54.59	54.52	53.91	53.45	54.12
Barge	20.61	15.96	27.21	32.43	24.05	-	-	-	-	-
Ocean ²	19.43	17.70	16.52	14.84	17.12	-	-	-	-	-
Total transportation cost	56.15	50.13	61.40	65.14	58.21	61.20	61.58	60.75	59.42	60.74
Farm price ³	451.95	436.03	396.83	369.89	413.68	449.50	436.03	388.26	362.05	408.96
Landed cost ⁴	508.10	486.16	458.23	435.03	471.88	510.70	497.61	449.01	421.47	469.70
Transport % of landed cost	11.1	10.3	13.4	15.0	12.4	12.0	12.4	13.5	14.1	13.0
	Wheat									
Origin	KS					KS				
Truck	6.61	7.06	6.84	5.97	6.62	6.61	7.06	6.84	5.97	6.62
Rail ¹	42.21	43.16	44.76	44.46	46.65	49.73	48.39	45.40	45.15	47.17
Ocean ²	19.43	17.70	16.52	14.84	17.12	-	-	-	-	-
Total transportation cost	68.25	67.92	68.12	65.27	70.39	56.34	55.45	52.24	51.12	53.79
Farm price ³	212.50	217.28	195.23	196.33	205.34	212.50	217.28	195.23	196.33	205.34
Landed cost ⁴	280.75	285.20	263.35	261.60	275.73	268.84	272.73	247.47	247.45	259.12
Transport % of landed cost	24.0	23.8	25.9	25.0	25.5	21.0	20.3	21.1	20.7	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.

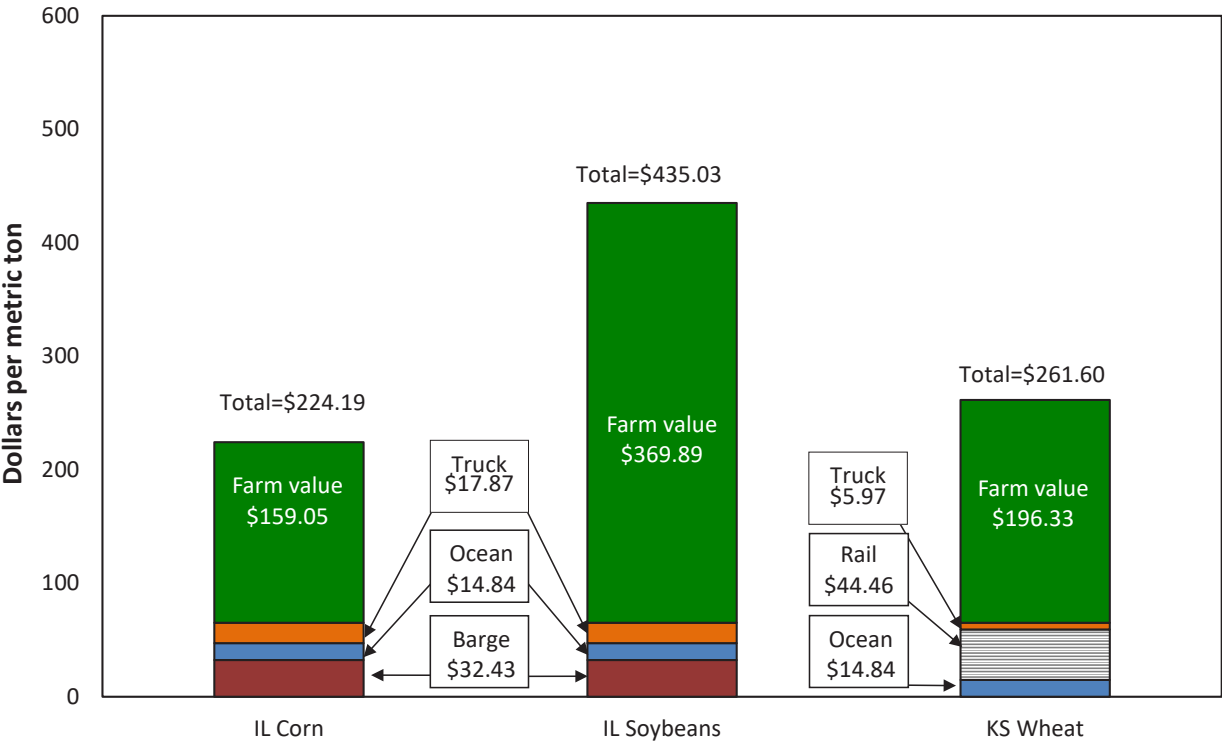
³Source: USDA, National Agricultural Statistics Service.

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.

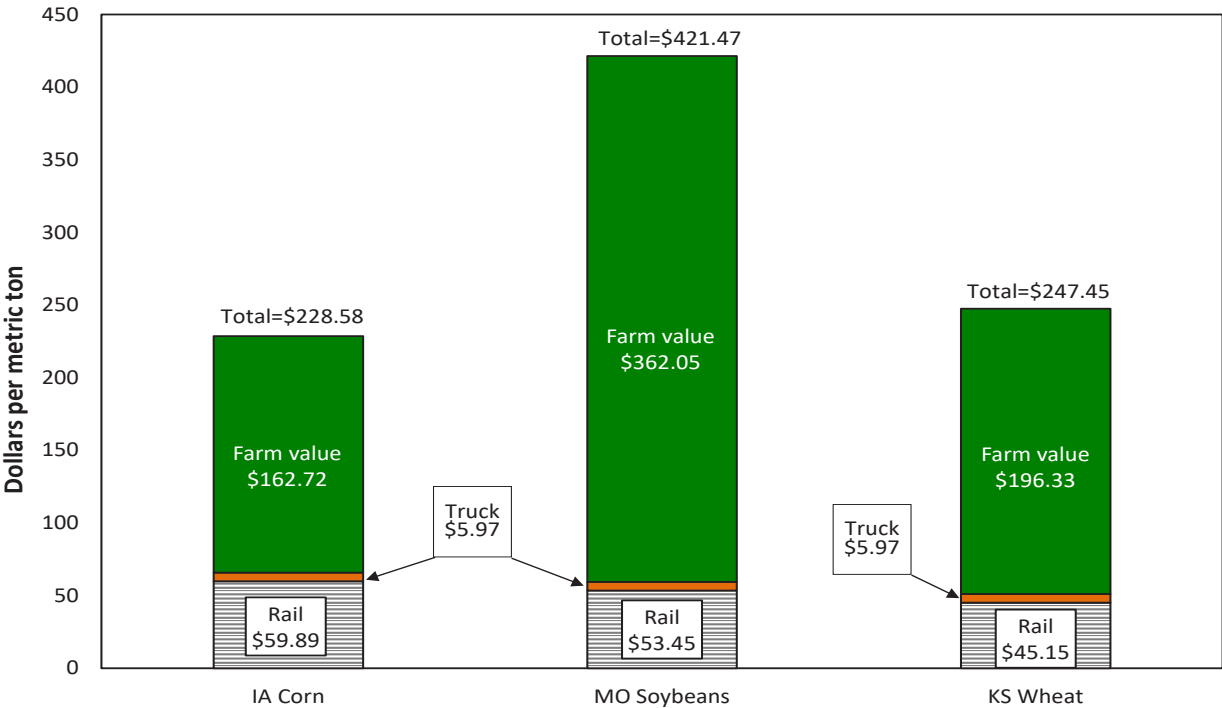
Source: Compiled by the USDA, Agricultural Marketing Service.

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



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

Figure 2. Fourth-quarter 2024 land-route shipment costs (\$/mt) to U.S. - Mexico border locations



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



Mexico Transport Cost Indicator Report



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	4,560	4,335	261	252	179	124	204
	KS	Laredo, TX	4,970	4,970	4,970	5,080	4,998	604	608	532	480	556
	IA	Laredo, TX	5,440	5,440	5,440	5,550	5,468	673	678	592	536	620
	MO	Laredo, TX	4,895	4,895	4,895	5,005	4,923	581	585	511	462	535
	MO	Laredo, TX	5,080	5,080	5,080	5,190	5,108	616	621	543	491	568
	IL	Eagle Pass, TX	4,405	4,405	4,405	4,685	4,475	502	498	438	396	459
	IL	Eagle Pass, TX	4,525	4,525	4,525	4,805	4,595	521	517	455	411	476
	NE	El Paso, TX	4,700	4,700	4,700	5,000	4,775	205	199	141	98	161
Soybeans	KS	Laredo, TX	4,970	4,970	4,970	5,080	4,998	604	608	532	480	556
	MO	El Paso, TX	5,325	5,325	5,325	5,325	5,325	221	214	152	105	173
	NE	Eagle Pass, TX	5,970	5,970	6,063	6,250	6,063	478	474	417	377	437
	MO	Eagle Pass, TX	5,325	5,325	5,325	5,325	5,325	225	217	155	106	176
	MO	Laredo, TX	4,895	4,895	4,895	5,005	4,923	581	585	511	462	535
	IA	Eagle Pass, TX	6,055	6,055	6,148	6,335	6,148	501	496	437	395	457
Wheat	TX	El Paso, TX	3,518	3,618	3,713	3,660	3,627	252	243	173	119	197
	KS	Laredo, TX	4,708	4,575	4,525	4,525	4,692	359	356	313	283	328
	MO	Laredo, TX	4,895	4,895	4,895	5,005	4,923	581	585	511	462	535
	KS	Laredo, TX	4,630	4,497	4,345	4,345	4,512	316	313	276	249	289

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.



Mexico Transport Cost Indicator Report



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	46.10	44.67	1.13	1.13	1.11	1.17	1.14
	KS	Laredo, TX	54.86	54.90	54.15	54.73	54.66	1.39	1.40	1.38	1.39	1.39
	IA	Laredo, TX	60.16	60.21	59.37	59.89	59.91	1.53	1.53	1.51	1.52	1.52
	MO	Laredo, TX	53.89	53.93	53.21	53.81	53.71	1.37	1.37	1.35	1.36	1.36
	MO	Laredo, TX	56.06	56.11	55.34	55.91	55.86	1.42	1.43	1.41	1.42	1.42
	IL	Eagle Pass, TX	48.30	48.26	47.67	50.00	48.56	1.23	1.23	1.21	1.27	1.24
	IL	Eagle Pass, TX	49.67	49.62	49.02	51.34	49.91	1.26	1.26	1.25	1.30	1.27
	NE	El Paso, TX	48.28	48.22	47.64	50.17	48.58	1.23	1.23	1.21	1.27	1.24
Soybeans	KS	Laredo, TX	54.86	54.90	54.15	54.73	54.66	1.56	1.50	1.47	1.49	1.49
	MO	El Paso, TX	54.59	54.52	53.91	53.45	54.12	1.55	1.48	1.47	1.45	1.47
	NE	Eagle Pass, TX	63.46	63.42	63.78	65.23	63.97	1.80	1.73	1.74	1.77	1.74
	MO	Eagle Pass, TX	54.62	54.55	53.93	53.46	54.14	1.55	1.49	1.47	1.45	1.47
	MO	Laredo, TX	53.89	53.93	53.21	53.81	53.71	1.53	1.47	1.45	1.46	1.46
	IA	Eagle Pass, TX	64.52	64.48	64.82	66.23	65.01	1.83	1.75	1.76	1.80	1.77
Wheat	TX	El Paso, TX	37.10	38.00	38.25	37.20	37.64	1.06	1.04	1.04	1.01	1.03
	KS	Laredo, TX	49.86	48.53	47.61	47.32	49.40	1.42	1.32	1.30	1.29	1.35
	MO	Laredo, TX	53.89	53.93	53.21	53.81	53.71	1.53	1.47	1.45	1.46	1.46
	KS	Laredo, TX	48.67	47.34	45.48	45.22	47.24	1.39	1.29	1.24	1.23	1.29

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.



Mexico Transport Cost Indicator Report



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	636	2,539

*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.



Mexico Transport Cost Indicator Report



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	17.93	20.21
35-40,000	19.43	17.70	16.52	14.84	17.12

Source: O'Neil Commodity Consulting.



Mexico Transport Cost Indicator Report



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	3.07	2.81
Pharr, Texas	2.85	2.61	2.29	2.67	2.6

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



Mexico Transport Cost Indicator Report



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

4th quarter 2024															
Legend:		1 =Surplus		2 = Slight surplus		3 = Adequate		4 = Slight shortage		5 = Shortage					
Truck availability															
Mexico border crossings/month			October					November				December			
Week ending			10/1	10/8	10/15	10/22	10/29	11/5	11/12	11/19	11/26	12/3	12/10	12/17	12/24
Through Nogales, AZ	Tomato, Squash Cucumber, Honeydew, Watermelon, Mixed Fruits, Vegetables, Mango		NA	NA	NA	3	4	NA	3	3	4	4	4	3	5
Through TX	Vegetables, Limes, Mangoes, Onions, Tomatoes, Broccoli, Mixed Fruits		1	2	2	1	1	1	1	3	3	2	2	3	4

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	4th qtr 2024	Rank
Avocados	298	1
Tomatoes, Plum Type	245	2
Cucumbers	226	3
Limes	173	4
Tomatoes	157	5
Watermelons	155	6
Peppers, Bell Type	121	7
Broccoli	67	8
Tomatoes, Grape Type	49	9
Onions, Green	49	10

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



Mexico Transport Cost Indicator Report



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.



Mexico Transport Cost Indicator Report



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	101,136	400,153
Peppers (all varieties)	85,939	58,972	38,612	65,628	235,775
Avocados	74,661	55,731	39,766	47,254	217,008
Cucumbers	57,846	49,487	34,201	49,847	191,801
Misc	32,843	74,996	14,335	34,138	152,570
Subtotal	36,1564	341,547	212,518	298,003	1,197,307
Other	338,523	362,750	216,037	229,849	1,151,872
Total	700,087	704,297	428,555	527,852	2,349,179

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



Mexico Transport Cost Indicator Report



Subscription Information:

Please sign up by entering your email address at the following link and selecting your preference to receive Transportation Research and Analysis:

https://public.govdelivery.com/accounts/USDAAMS/subscriber/new?topic_id=USDAAMS_177.

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: Fourth-quarter 2024 water-route shipment costs \(\\$/mt\) to Veracruz, Mexico](#)
- [Figure 2: Fourth-quarter 2024 land-route shipment costs \(\\$/mt\) to U.S. - Mexico border locations](#)
- [Table 1: Quarterly costs of transporting U.S. grain and soybeans to Mexico](#)
- [Table 2: Quarterly costs of transporting U.S. grain and soybeans to Mexico](#)
- [Table 3: Quarterly tariff rail rates for U.S. bulk grain shipments to Mexico \(US\\$/car\), 2024](#)
- [Table 4: Quarterly tariff rail rates plus fuel surcharge for U.S. bulk grain shipments to Mexico, 2024](#)
- [Table 5: Quarterly exports of U.S. Distillers' Dried Grains with Soluble \(DDGS\) to Mexico](#)
- [Table 6: Quarterly ocean freight rate for bulk shipments from the U.S. Gulf to Veracruz, Mexico](#)
- [Table 7: Fruit and vegetable truck rates for shipments between 501 and 1,500 miles crossing the U.S.-Mexico border](#)
- [Table 8: Quarterly U.S.-Mexico border crossing fresh fruit and vegetables truck availability](#)
- [Table 9: Top ten commodities shipped by truck to the U.S. from Mexico, 2024 \(1,000 metric tons\)](#)
- [Table 10: Top five commodities shipped by truck to the U.S. from Mexico \(10,000 lbs\)](#)

Preferred Citation:

U.S. Department of Agriculture, Agricultural Marketing Service. *Mexico Transport Cost Indicator Report.* March 2025. Web. <<http://dx.doi.org/10.9752/TS054.03-2025>>

Photo Credit: USDA

USDA is an equal opportunity provider, employer, and lender.

For assistance with accessibility issues related to this document, please email sharonc.williams@usda.gov.