

Mexico Transport Cost Indicator Report

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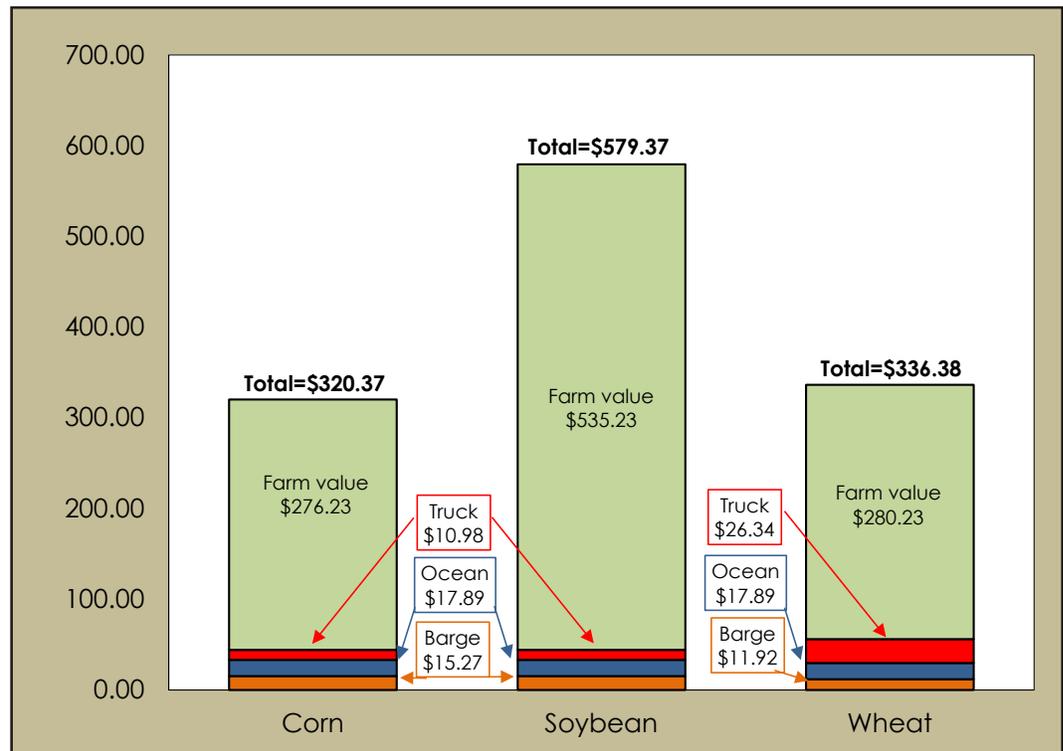
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First Quarter Grain Imports Decline; Transportation Costs Mixed. Mexico imported less U.S. grain during the first quarter, than the same period a year earlier. This could be caused by many factors, including relatively high international grain prices, tight U.S. grain stocks, and a potential for increased domestic 2013/14 grain production in Mexico. From January to March, Mexico imported 0.94 million metric tons (mmt) of corn—69 percent less than during the same period a year ago. Mexico imported 0.61 mmt of wheat and 0.78 mmt of soybeans—44 and 5 percent below their respective levels a year ago. The value of U.S. corn and wheat exports to Mexico also declined compared to last year as higher U.S. farm prices were not enough to offset the reduction in the quantity exported. Higher soybean prices more than offset the decline in quantity, increasing soybean export values. First quarter transportation costs of U.S. grain to Mexico were mixed; the cost of transporting to Vera Cruz declined and the cost of transporting to Guadalajara remained relatively unchanged.

The decrease in seaborne transportation costs was mainly due to declining barge rates that more than offset increases in truck and ocean rates. After experiencing drought-induced low water levels for the second half of 2013, river levels began to increase significantly during the first quarter of 2013. This allowed barge operators to utilize barges more efficiently; however, a drought-reduced corn crop and a lower demand for barge services suppressed rates for most of the first quarter.

Figure 1. Water route shipment costs to Veracruz, Mexico

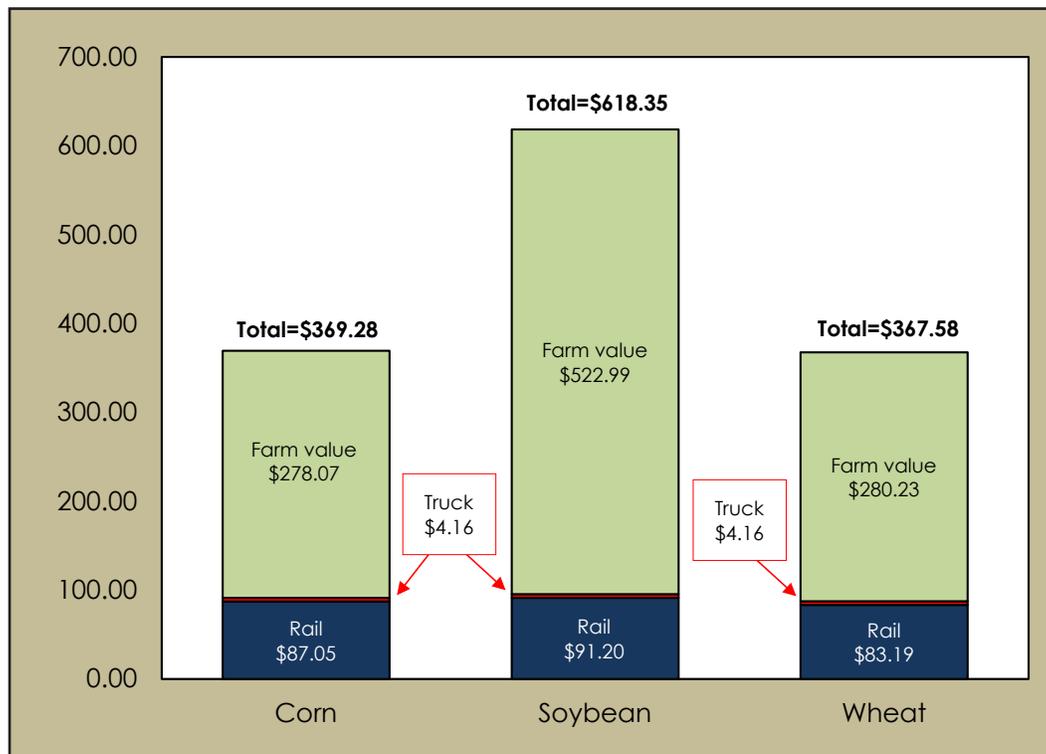


Source: USDA Agricultural Marketing Service



Farm prices for corn and soybeans increased over the previous quarter and a year ago; wheat prices were lower than last quarter but higher than last year. As farm prices increased, the transportation share of the landed costs declined for seaborne grain movements. The landed costs for seaborne grain ranged from \$320.37 to \$579.37 per mt (figure 1), and from \$367.58 to \$618.35 per mt for the land route (figure 2).

Figure 2. Land route shipment costs to Guadalajara, Mexico



Source: USDA Agricultural Marketing Service

Market Outlook

Improved weather conditions and new rules for the largest domestic support program are expected to increase Mexican corn and wheat production over that of the last few years (FAS GAIN Report #:MX3024). However, livestock grazing and forest areas could prevent a large expansion of planted area for corn and other basic grains. It is unlikely that livestock and forest areas will be reduced to accommodate increased planting areas for corn and other grains. Other structural problems hampering productivity include a high degree of land fragmentation, as well as transportation, storage, and marketing issues. These problems continue to cause unnecessarily high costs and bottlenecks in the Mexican grain sector (FAS GAIN Report #:MX3024).

While total Mexican corn consumption is forecast to increase by 2.6 percent during marketing year 2013/14, corn imports are forecast to increase by only 1.3 percent as stocks are being rebuilt. Similarly, total Mexican wheat consumption is forecast to increase by 2.2 percent, and total wheat imports are forecast to decline to 4.0 mmt. However, both U.S. corn and wheat continue to enjoy a competitive advantage over domestically-produced grains as nearly all imports from the United States arrive by rail or ship, while most internal movements



of Mexican crops are moved by higher-cost trucking. In addition, Mexico prefers U.S. yellow corn for cornstarch production. According to the Foreign Agricultural Service, 90 to 95 percent of Mexican cornstarch is produced with imported U.S. corn—approximately 2.5 mmt of yellow corn is dedicated to cornstarch annually. Mexico also produces fewer bread varieties of wheat (hard red winter and hard red spring) as it prefers to import these varieties from the United States. Population growth and the need to support the livestock sector should continue to fuel Mexican demand for U.S. grains.

- **Rail Rates and Volume.** Rail tariff rates for grain transportation to Mexico averaged \$6747.61 per railcar during the 1st quarter 2013, about the same as last quarter and only 1 percent higher than this time last year. Rail fuel surcharges averaged \$635.56 per railcar, down 6 percent from last quarter and 4 percent from last year. The average quarterly tariff plus fuel surcharge was down 0.6 percent from last quarter and 0.7 percent from last year.
- **Ocean Freight Rates:** Ocean freight rates for shipping bulk grains to Mexico increased slightly during the first quarter, compared to the previous quarter but lower than same period a year ago and higher than the 4-year averages. The cost of shipping a metric ton (mt) of grain from the U.S. Gulf to Veracruz, Mexico in a 25,000 ton-capacity vessel averaged \$20.19 per mt during the quarter—8 percent higher than the previous quarter, but same as last year and 3 percent more than the 4-year average. The cost of shipping in a 35-40,000 ton-capacity vessel averaged \$17.89 per mt—7 percent more than the previous quarter, but 3 percent less than last year and 3 percent more than the 4-year average. Ocean rates for shipping bulk grains continued to be moderate due to increasing vessel supply and weak global freight demand (see [GTR](#), dated 05/02/13).

Fruit and Vegetables

Total fruit and vegetable shipments from Mexico did not change from the same quarter in 2012. Within the top 5 commodities, a 54 percent increase in avocado shipments offset smaller decreases in tomatoes, cucumbers, bell peppers, and plum tomatoes to create no overall change in shipments of the top 5 commodities from the same quarter last year. These decreases in individual fresh vegetable shipments are partly attributed to freezes in the Mexican deserts earlier this year, according to the Vegetables and Pulses Outlook. Furthermore, the Fruit and Tree Nut Outlook reports that shipments of citrus from Mexico have helped to offset the effects of decreased citrus shipments domestically.

Truck rates for shipments between 501 and 1,500 miles through the Texas border crossings averaged \$2.15 per mile, 3 percent higher than last quarter and 9 percent higher than the same quarter last year. Rates for shipments between 501 and 1,500 miles through the Arizona border crossings averaged \$2.34 per mile, 22 percent higher than last quarter and 17 percent higher than the same quarter last year. Diesel fuel prices for border crossings through Texas averaged \$3.95 per gallon, 1 percent more than the previous quarter. Diesel fuel prices for border crossings through Arizona averaged \$4.07 per gallon, 2 percent less than last quarter. Trucking availability through Texas and Arizona began at adequate in January and increased in availability until February when it peaked with a slight surplus. Both ended the quarter with a shortage.



Livestock

Total cross-border livestock exports from the United States to Mexico during the first quarter of 2013 were 36 percent greater than during the first quarter of 2012. The rise is due to a 17 percent increase in horse exports from 23,961 to 28,076 head. A total of 28,076 horses, including breeding males and females, ponies, and geldings, were exported to Mexico, with a large majority being destined for slaughter. Dairy cattle exports to Mexico increased 260 percent compared to the first quarter of 2012 (AMS, Market News). USDA AMS Agricultural Analytics Division forecasts Mexico's domestic cattle stocks to continue their downward trend due to drought, high feed prices, large live cattle export numbers, and recent genetics challenges. The situation may sustain the higher demand for livestock. Additionally, 3,796 slaughter ewes (sheep) were exported this quarter, compared to only a few sheep last year.

Figure 3. Total livestock border crossing to Mexico during 2012

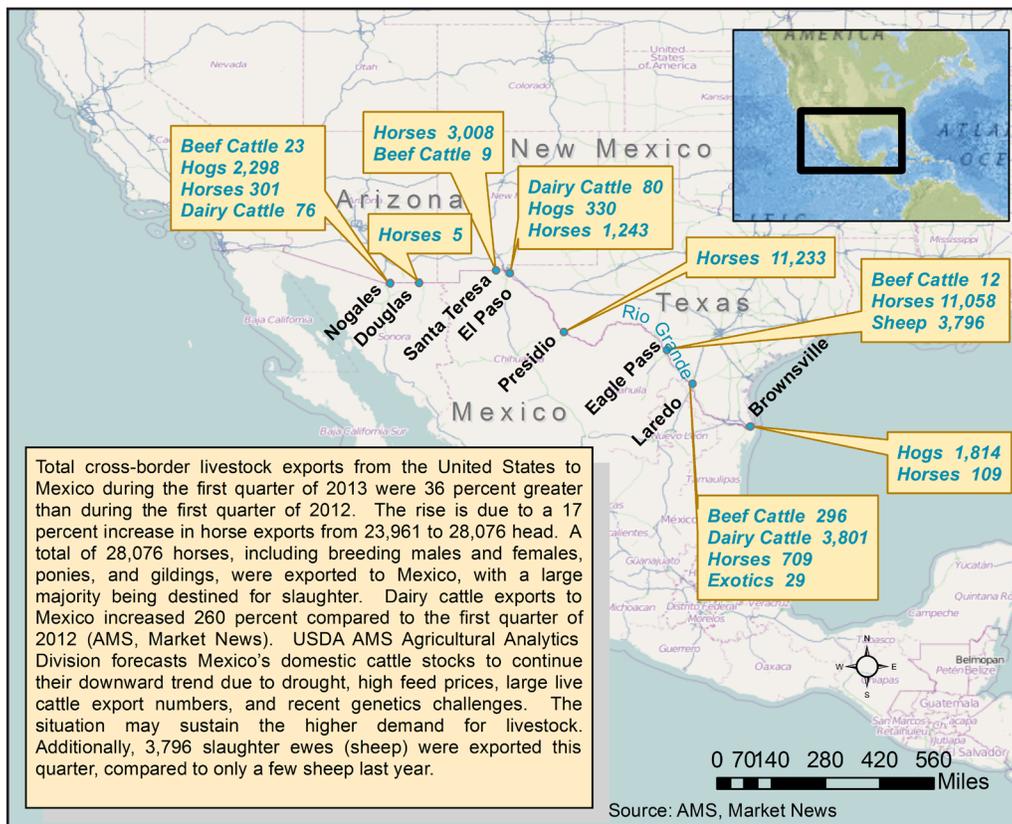




Table 1. Quarterly costs of transporting U.S. grain and soybeans to Mexico

-----2013-----										
	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										
Corn										
Origin	IL					IA				
Truck	10.98				10.98	4.16				4.16
Rail ¹						87.05				87.05
Ocean ²	17.89				17.89					
Barge	15.27				15.27					
Total transportation cost	44.14				50.96	91.21				91.21
Farm price	276.23				276.23	278.07				278.07
Landed cost	320.37				320.37	369.28				369.28
Transport % of landed cost	13.8				13.8	24.7				24.7
Soybeans										
Origin	IL					NE				
Truck	10.98				10.98	4.16				4.16
Rail ¹						91.20				91.20
Ocean ²	17.89				17.89					
Barge	15.27				15.27					
Total transportation cost	44.14				50.96	95.36				94.86
Farm price	535.23				535.23	522.99				522.99
Landed cost	579.37				579.37	618.35				599.47
Transport % of landed cost	7.6				7.6	15.4				15.4
Wheat										
Origin	KS					KS				
Truck	26.34				26.34	4.16				4.16
Rail ¹						83.19				83.19
Ocean ²	17.89				17.89					
Barge	11.92				11.92					
Total transportation cost	56.15				56.15	87.35				87.35
Farm price	280.23				280.23	280.23				280.23
Landed cost	336.38				336.38	367.58				367.58
Transport % of landed cost	16.7				16.7	23.8				23.8

¹Rail 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.

² Source: O'Neil Commodity Consulting, Inc.

Rail rates include fuel surcharges.



Quarterly Bulk Grain and Soybeans

Table 2. Quarterly tariff rail rates for U.S. bulk grain shipments to Mexico (US\$/car), 2013

Commodity	Origin state	Destination	Tariff rate/car ¹				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	6,595				6,595	595				595
	OK	Cuautitlan, EM	6,552				6,552	723				723
	KS	Guadalajara, JA	7,444				7,444	698				698
	TX	Salinas Victoria, NL	3,553				3,553	272				272
Corn	IA	Guadalajara, JA	7,699				7,699	821				821
	SD	Penjamo, GJ	7,608				7,608	778				778
	NE	Queretaro, QA	7,153				7,153	729				729
	SD	Salinas Victoria, NL	5,700				5,700	592				592
	MO	Tlalnepantla, EM	6,592				6,592	709				709
	SD	Torreon, CU	6,522				6,522	652				652
Soybeans	MO	Bojay (Tula), HG	7,580				7,580	693				693
	NE	Guadalajara, JA	8,134				8,134	792				792
	IA	El Castillo, JA	8,555				8,555	774				774
	KS	Torreon, CU	6,651				6,651	491				491
Sorghum	TX	Guadalajara, JA	6,464				6,464	507				507
	NE	Penjamo, GJ	6,997				6,997	707				707
	KS	Queretaro, QA	6,815				6,815	444				444
	NE	Salinas Victoria, NL	5,438				5,438	520				520
	NE	Torreon, CU	6,153				6,153	580				580

¹Rates 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.

²Approximate 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 plus fuel surcharge rail rates for U.S. bulk grain shipments to Mexico, 2013

			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	73.47				73.47	2.00				2.00
	OK	Cuautitlan, EM	74.33				74.33	2.02				2.02
	KS	Guadalajara, JA	83.19				83.19	2.26				2.26
	TX	Salinas Victoria, NL	39.09				39.09	1.06				1.06
Corn	IA	Guadalajara, JA	87.05				87.05	2.21				2.21
	SD	Penjamo, GJ	85.69				85.69	2.17				2.17
	NE	Queretaro, QA	80.54				80.54	2.04				2.04
	SD	Salinas Victoria, NL	64.29				64.29	1.63				1.63
	MO	Tlalneпанtla, EM	74.59				74.59	1.89				1.89
	SD	Torreón, CU	73.30				73.30	1.86				1.86
Soybeans	MO	Bojay (Tula), HG	84.53				84.53	2.30				2.30
	NE	Guadalajara, JA	91.20				91.20	2.48				2.48
	IA	Penjamo (Celaya), GJ	95.32				95.32	2.59				2.59
	KS	Torreón, CU	72.98				72.98	1.98				1.98
Sorghum	TX	Guadalajara, JA	71.22				71.22	1.81				1.81
	NE	Penjamo, GJ	78.71				78.71	2.00				2.00
	KS	Queretaro, QA	74.17				74.17	1.88				1.88
	NE	Salinas Victoria, NL	60.87				60.87	1.54				1.54
	NE	Torreón, CU	68.80				68.80	1.75				1.75

¹Rates 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.

²Approximate 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



Quarterly Bulk Grain and Soybeans

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
2009	316	377	371	395	1,459
2010	439	399	424	383	1,645
2011	506	430	476	369	1,781
2012	426	388	352	332	1,498
2013	284				284

*Data are for brewers' and distillers' dregs and waste of which Distillers' Dried Grains with Soluble is a principal component. On November 2, 2010, data was revised.

Source: USDA, Economic Research Service (ERS), Feed grains database

Table 5. Quarterly ocean freight rate for bulk shipments from the U.S. Gulf to Veracruz, Mexico (US\$/metric ton)

Vessel capacity (metric ton)	1st qtr 2009	2nd qtr 2009	3rd qtr 2009	4th qtr 2009	Average
25,000	13.58	17.53	19.86	22.65	18.41
35-40,000	11.46	15.46	17.78	20.22	16.23
Vessel capacity (metric ton)	1st qtr 2010	2nd qtr 2010	3rd qtr 2010	4th qtr 2010	Average
25,000	23.04	23.83	24.33	21.89	23.27
35-40,000	20.75	22.34	21.64	19.83	21.14
Vessel capacity (metric ton)	1st qtr 2011	2nd qtr 2011	3rd qtr 2011	4th qtr 2011	Average
25,000	21.71	21.13	21.96	23.29	22.02
35-40,000	18.75	18.86	19.89	21.21	19.68
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				20.19
35-40,000	17.89				17.89

Source: O'Neil Commodity Consulting



Table 6. U.S. livestock exports to Mexico by border crossing* (head) January-March 2013

Border Crossing	TX	NM	AZ	Total
Beef cattle				
Slaughter	0	0	0	0
Breeding males	6	3	78	87
Breeding females	151	20	230	401
Total beef	157	23	308	488
Hogs				
Slaughter	0	0	0	0
Breeding males	0	178	239	417
Breeding females	0	2,120	1,905	4,025
Total hogs	0	2,298	2,144	4,442
Sheep				
Slaughter lambs	0	0	0	0
Slaughter ewes	0	0	3,796	3,796
Breeding males	0	0	0	0
Breeding females	0	0	0	0
Total sheep	0	0	3,796	3,796
Dairy cattle				
Breeding males	0	3	7	10
Breeding females	273	73	3,874	4,220
Total dairy	273	76	3,881	4,230
Goats				
Angora	0	0	0	0
Spanish	0	0	0	0
Other	0	0	0	0
Total goats	0	0	0	0
Horses				
Slaughter	2,830	0	23,362	26,192
Breeding males	139	117	392	648
Breeding females	186	150	570	906
Geldings	48	33	117	198
Burro/mule/pony	0	6	126	132
Total horses	3,203	306	24,567	28,076
Exotics**	0	0	29	29
Grand total	3,633	2,703	34,725	41,061

*Weekly AMS data will not necessarily sum to the total U.S. Dept. of Commerce, Bureau of Census data

**Refer to animals that are not included in other categories such as zebras, deer, elephants, and yaks.

Source: Agricultural Marketing Service (AMS), Livestock and Seed Programs



Table 7. Fruit and vegetable truck rates for shipments between 500 and 1,500 miles crossing the U.S.-Mexico border* (US\$/mile)

Origin/border crossing	1st qtr 2006	2nd qtr 2006	3rd qtr 2006	4th qtr 2006	Average
Nogales, Arizona	1.70	1.77	2.22	1.78	1.87
Pharr, Texas	1.75	1.80	1.64	1.63	1.71
Origin/border crossing	1st qtr 2007	2nd qtr 2007	3rd qtr 2007	4th qtr 2007	Average
Nogales, Arizona	1.90	1.89	2.05	2.00	1.96
Pharr, Texas	1.65	1.83	1.86	1.74	1.77
Origin/border crossing	1st qtr 2008	2nd qtr 2008	3rd qtr 2008	4th qtr 2008	Average
Nogales, Arizona	1.96	2.24	2.80	1.97	2.24
Pharr, Texas	1.93	2.19	2.12	1.87	2.03
Origin/border crossing	1st qtr 2009	2nd qtr 2009	3rd qtr 2009	4th qtr 2009	Average
Nogales, Arizona	1.72	2.01	2.15	1.79	1.92
Pharr, Texas	1.70	1.71	1.59	1.58	1.65
Origin/border crossing	1st qtr 2010	2nd qtr 2010	3rd qtr 2010	4th qtr 2010	Average
Nogales, Arizona	1.97	2.25	2.26	2.23	2.17
Pharr, Texas	1.70	2.02	1.67	1.69	1.77
Origin/border crossing	1st qtr 2011	2nd qtr 2011	3rd qtr 2011	4th qtr 2011	Average
Nogales, Arizona	1.88	2.52	2.17	2.20	2.19
Pharr, Texas	1.97	2.20	1.98	2.08	2.06
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				2.34
Pharr, Texas	2.15				2.15

*Voluntarily reported to AMS, Market News
 Source: Agricultural Marketing Service (AMS), Fruit and Vegetable Programs



Table 8. Quarterly U.S.-Mexico border crossing fresh fruit and vegetables truck availability, 1st quarter, 2013

Legend:		Truck availability													
														1 = Surplus	2 = Slight Surplus
3 = Adequate		4 = Slight Shortage													
5 = Shortage															
Mexico border crossings/month		January					February				March				
Week		1/2	1/8	1/15	1/22	1/29	2/5	2/12	2/19	2/26	2/5	2/12	2/19	2/26	
Through TX	Broccoli, Carrots, Limes, Mangoes, Mixed Fruit and Vegetables, Onions, Plum Tomatoes, Tomatoes, Watermelons	5	5	4	3	2	2	2	3	3	4	4	4	4	
		5	4	3	1	1	3	1	3	3	3	4	4	5	

Source: USDA, Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch, *Fruit and Vegetable Truck Rate Report*



Table 9. Top ten commodities shipped to the U.S. from Mexico (10,000 lbs)

Commodity	1st quarter 2013	Rank
Tomatoes	49,116	1
Avocados	38,933	2
Cucumbers	38,877	3
Peppers, Bell	37,170	4
Plum Tomatoes	34,587	5
Squash	22,857	6
Limes	19,058	7
Peppers, Hot	18,782	8
Onions	15,891	9
Watermelon	14,134	10

Source: USDA, AMS, Market News



Table 10. Top five commodities shipped to the U.S. from Mexico (10,000 lbs.)

Commodity	1st qtr 2008	2nd qtr 2008	3rd qtr 2008	4th qtr 2008	Total 2008
Tomatoes (all varieties)	66,049	53,659	15,156	26,271	161,135
Peppers (all varieties)	43,219	38,961	17,356	27,565	127,101
Watermelon	26,601	73,261	2,202	18,531	120,595
Limes	15,557	26,505	20,834	18,705	81,601
Cucumbers	31,017	29,092	5,415	21,587	87,111
Subtotal	182,443	221,478	60,963	112,659	577,543
Other	156,348	207,080	74,194	113,146	550,768
Total	338,791	428,558	135,157	225,805	1,128,311
Commodity	1st qtr 2009	2nd qtr 2009	3rd qtr 2009	4th qtr 2009	Total 2009
Tomatoes (all varieties)	62,337	64,976	21,173	44,530	193,016
Peppers (all varieties)	43,303	23,396	21,903	33,946	122,548
Watermelon	21,643	64,976	1,949	21,428	109,996
Limes	17,499	21,253	23,706	19,829	82,287
Cucumbers	32,819	20,464	8,059	29,719	91,061
Subtotal	177,601	195,065	76,790	149,452	598,908
Other	181,069	143,027	80,567	129,714	534,377
Total	181,069	338,092	157,357	279,166	955,684
Commodity	1st qtr 2010	2nd qtr 2010	3rd qtr 2010	4th qtr 2010	Total 2010
Tomatoes (all varieties)	113,379	77,048	34,226	43,291	267,944
Peppers (all varieties)	52,381	29,135	18,481	33,718	133,715
Cucumbers	39,925	23,695	9,314	30,169	103,103
Squash	24,242	12,827	2,852	19,740	59,661
Avocados	20,065	15,120	8,696	17,242	61,123
Subtotal	249,992	157,825	73,569	144,160	625,546
Other	178,749	264,046	116,397	133,112	692,304
Total	428,741	421,871	189,966	277,272	1,317,850

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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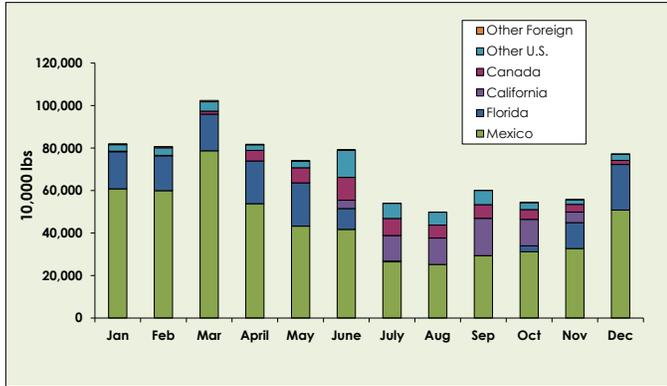
**Table 10. Top five commodities shipped to the U.S. from Mexico (10,000 lbs.)
-continued-**

Commodity	1st qtr 2011	2nd qtr 2011	3rd qtr 2011	4th qtr 2011	Total 2011
Tomatoes (all varieties)	93,831	61,825	40,136	40,329	236,121
Peppers (all varieties)	49,137	27,150	21,775	30,018	128,080
Cucumbers	31,749	27,481	9,879	22,275	91,384
Onions (dry and green)	30,159	20,994	6,747	7,090	64,990
Watermelon	25,181	66,908	3,082	14,777	109,948
Subtotal	230,057	204,358	81,619	114,489	630,523
Other	181,726	199,596	109,240	103,717	594,279
Total	411,783	403,954	190,859	218,206	1,224,802
Commodity	1st qtr 2012	2nd qtr 2012	3rd qtr 2012	4th qtr 2012	Total 2012
Tomatoes (all varieties)	99,264	69,282	41,120	57,099	266,765
Peppers (all varieties)	56,506	33,399	25,990	33,073	148,968
Cucumbers	42,668	25,798	11,919	30,383	110,768
Onions (dry and green)	29,949	20,020	8,122	8,744	66,835
Squash	26,776	16,033	3,401	19,556	65,766
Subtotal	255,163	164,532	90,552	148,855	659,102
Other	200,550	256,945	122,889	190,616	771,000
Total	455,713	421,477	213,441	339,471	1,430,102
Commodity	1st qtr 2013	2nd qtr 2013	3rd qtr 2013	4th qtr 2013	Total 2013
Tomatoes (all varieties)	88,753				88,753
Peppers (all varieties)	55,952				55,952
Avocados	38,933				38,933
Cucumbers	38,877				38,877
Onions (dry and green)	24,818				24,818
Subtotal	247,333				247,333
Other	206,944				206,944
Total	454,277				454,277

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

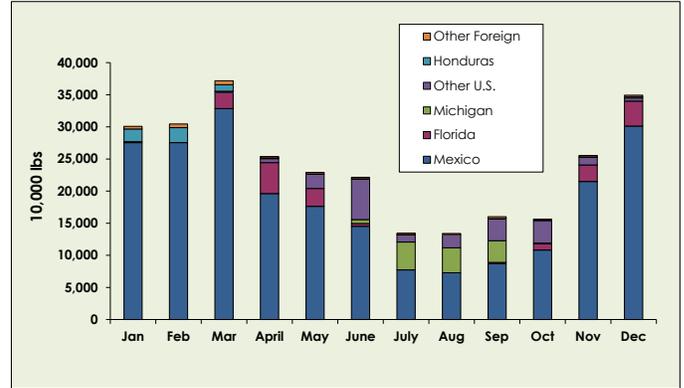


Figure 4. Monthly U.S. shipments of domestic and imported tomatoes (all varieties), 2012



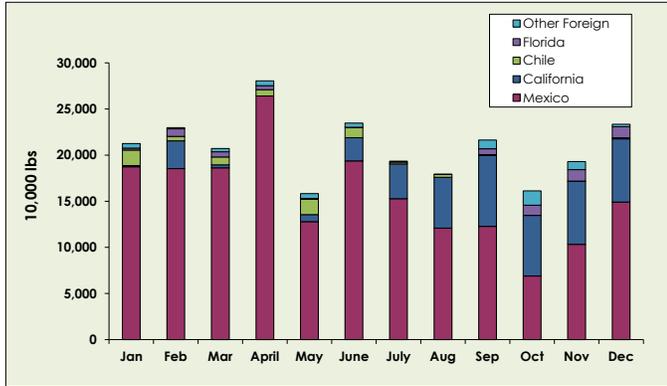
Source: Agricultural Marketing Service (AMS), USDA

Figure 5. Monthly U.S. shipments of domestic and imported cucumbers, 2012



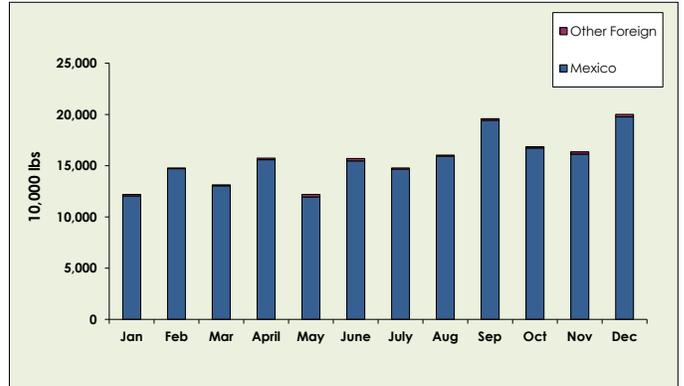
Source: Agricultural Marketing Service (AMS), USDA

Figure 6. Monthly U.S. shipments of domestic and imported avocados, 2012



Source: Agricultural Marketing Service (AMS), USDA

Figure 7. Monthly U.S. shipments of domestic and imported limes, 2012

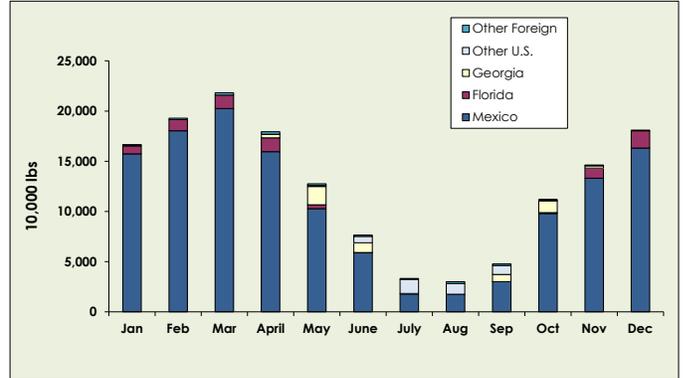
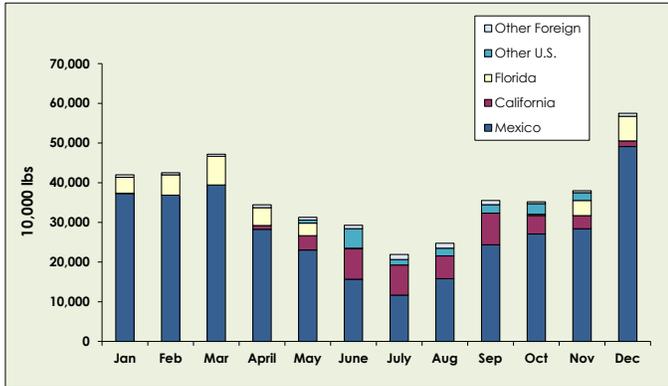


Source: Agricultural Marketing Service (AMS), USDA



Figure 8. Monthly U.S. shipments of domestic and imported peppers (all varieties of bell & chili), 2012

Figure 9. Monthly U.S. shipments of domestic and imported squash, 2012

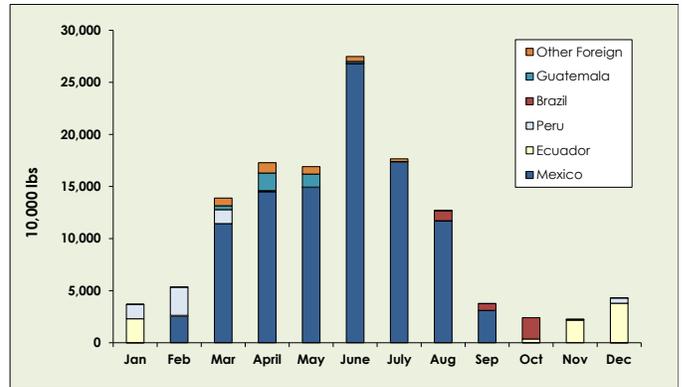
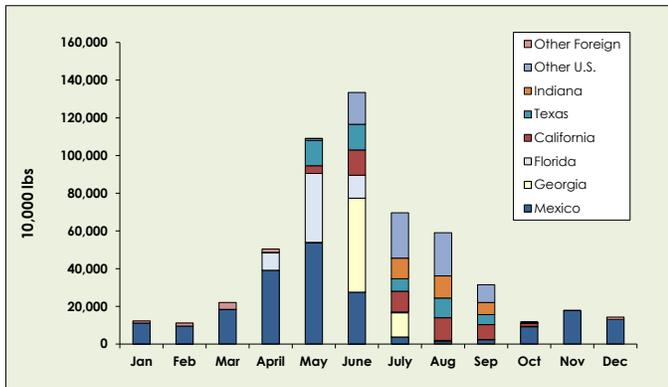


Source: Agricultural Marketing Service (AMS), USDA

Source: Agricultural Marketing Service (AMS), USDA

Figure 10. Monthly U.S. shipments of domestic and imported watermelons (all varieties), 2012

Figure 11. Monthly U.S. shipments of domestic and imported mangoes, 2012



Source: Agricultural Marketing Service (AMS), USDA

Source: Agricultural Marketing Service (AMS), USDA



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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](#)

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Data Sets:

- ◆ Figure 1: Water route shipment costs to Veracruz, Mexico
- ◆ Figure 2: Land route shipment costs to Guadalajara, Mexico
- ◆ Figure 3: Total livestock border crossing to Mexico during 2012
- ◆ Figure 4: Monthly U.S. shipments of domestic and imported tomatoes (all varieties), 2012
- ◆ Figure 5: Monthly U.S. shipments of domestic and imported cucumbers, 2012
- ◆ Figure 6: Monthly U.S. shipments of domestic and imported avocados, 2012
- ◆ Figure 7: Monthly U.S. shipments of domestic and imported limes, 2012
- ◆ Figure 8: Monthly U.S. shipments of domestic and imported peppers (all varieties of bell & chilli), 2012
- ◆ Figure 9: Monthly U.S. shipments of domestic and imported squash, 2012
- ◆ Figure 10: Monthly U.S. shipments of domestic and imported watermelons (all varieties), 2012
- ◆ Figure 11: Monthly U.S. shipments of domestic and imported mangoes, 2012

- ◆ 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), 2013
- ◆ Table 3: Quarterly tariff plus fuel surcharge rail rates for U.S. bulk grain shipments to Mexico, 2013
- ◆ 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 (US\$/metric ton)
- ◆ Table 6: U.S. livestock exports to Mexico by border crossing (head) January-March 2013
- ◆ Table 7: Fruit and vegetable truck rates for shipments between 500 and 1,500 miles crossing the U.S.-Mexico border (US\$/mile)
- ◆ Table 8: Quarterly U.S.-Mexico border crossing fresh fruit and vegetables truck availability, 1st quarter, 2013
- ◆ Table 9: Top ten commodities shipped to the U.S. from Mexico (10,000 lbs)
- ◆ Table 10: Top five commodities shipped to the U.S. from Mexico (10,000 lbs.)

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