

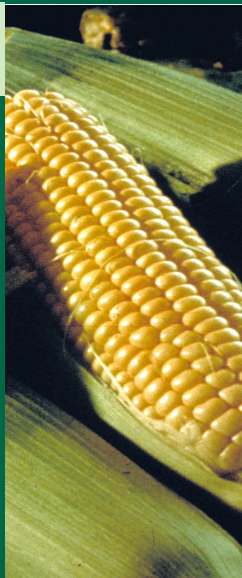


Mexico Transport Cost Indicator Report

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

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First Quarter 2025
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SUMMARY: WHAT HAPPENED?

Transportation and Landed Costs of Grain to Mexico in First Quarter 2025

Mexico is a major importer of U.S. grain (corn, soybeans, and wheat). Given Mexico's trade status, low transportation and landed costs for U.S.-Mexico routes are vital to the competitiveness of U.S. grain 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 report examines the costs of transporting U.S. grain to Mexico over land (land routes) to various border locations and by sea (water routes) to Veracruz, tracking changes over time (table 1).

Quarter-to-Quarter Transportation Costs. From fourth quarter 2024 to first quarter 2025 (quarter to quarter)—for grain shipped by water routes—total transportation costs fell for U.S. corn and soybeans and remained stable for wheat.¹ For waterborne corn and soybeans, declining transportation costs reflected falling rates for barge and ocean.

A significant drop in soybean exports—through the Mississippi River System and out of the U.S. Gulf—contributed to declines in both barge and ocean freight rates. According to USDA's Foreign Agricultural Service's Global Agricultural Trade System (GATS) data, 15.1 million metric tons (mmt) of soybeans were exported through the U.S. Gulf in fourth quarter 2024, versus only 7.8 million in first quarter 2025—a 48-percent decline. Lower ocean freight rates also reflected an ample supply of vessels and a seasonal lull in demand caused by holidays around the world, including the Chinese Lunar Year celebrations.

By land, total transportation costs rose for all three grain commodities, driven by higher truck rates. Truck rates rose, partly because of a limited truck supply, strong demand for trucking, and rising diesel prices.

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



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Year-to-Year Transportation Costs. From first quarter 2024 to first quarter 2025 (year to year), water-route transportation costs to Mexico rose for corn and soybeans, because of rising truck and barge rates. Barge rates were up from the same time last year, because of delays related to winter storms, high water, and lock repairs in the Mississippi River System—as well as higher export sales, especially for corn ([Grain Transportation Report, April 24, 2025](#)). For wheat, water-route transport costs fell, because of lower ocean freight rates.

Land-route costs fell for soybeans and wheat, because of lower rail tariff rates, and remained stable for corn.

Quarter-to-Quarter Landed Costs. Quarter to quarter, by both water and land routes, landed costs rose for corn and soybeans and were mostly unchanged for wheat. For waterborne corn and soybeans, higher landed costs reflected rising farm values that outweighed falling transportation costs. For land-route corn and soybeans, higher landed costs reflected increases in both farm values and transportation costs (table 1 and figs. 1 and 2).

For all routes, the share of landed costs comprising transportation ranged from 14 percent to 27 percent.

Year-to-Year Landed Costs. Year to year, landed costs fell for all grains shipped by both the water and land routes—with the exception of corn shipped by water. For water-route corn, rising transportation costs and farm values pushed up landed costs. For all other commodity/route combinations, landed costs fell because of lower transportation costs and/or lower farm values.

U.S. Exports to Mexico: According to [GATS](#) data, in first quarter 2025, the U.S. exports destined to Mexico and their quarter-to-quarter changes were as follows: 5.64 million metric tons (mmt) of corn (down 10 percent); 1.16 mmt of soybeans (down 31 percent); and 1.03 mmt of wheat (up 14 percent). Year to year, U.S. exports to Mexico were down 8 percent for corn, down 16 percent for soybeans, and up 7 percent for wheat.

In first quarter 2025, 5.14 mmt of grain (corn, soybeans, and wheat) traveled overland (primarily, by rail) and 2.68 mmt traveled by ocean (primarily, from New Orleans, LA). Land-based exports to Mexico were down 11 percent quarter to quarter, down 8 percent year to year. Ocean-based exports to Mexico were down 13 percent quarter to quarter and down 5 percent year to year.

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 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 \$17.09 per mt. This cost was down 5 percent quarter to quarter, down 23 percent year to year, and down 26 percent from the prior 4-year average. The cost of shipping by the same route in 35,000-40,000 ton-capacity vessels averaged \$13.64 per mt. This average reflected decreases of 8 percent quarter to quarter, 30 percent year to year, and 32 percent from the prior 4-year average. The decreases in ocean freight rates reflected ample vessel supply and seasonally lower demand for bulk shipping caused by various holidays around the world.

Rail Freight Rates: Rail tariff rates for shipping grain to the U.S.-Mexico border averaged \$5,041 (per car)—unchanged quarter to quarter, up 2 percent year to year, and up 4 percent from the 3-year average. Fuel surcharges to the border (per car) averaged \$302—down 10 percent quarter to quarter, down 33 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 down 1 percent quarter to quarter, down 1 percent year to year, and unchanged from the 3-year average.



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Fruit and Vegetables

In first quarter 2025, total reported shipments of fruits and vegetables by refrigerated truck from Mexico were 3.51 million tons, which was unchanged year to year. The sum of the top five commodities fell 16,000 tons (or 1 percent) year to year. At 309,000 tons—up 10 percent year to year—plum-type tomatoes 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 \$2.89 per mile—down 6 percent quarter to quarter, but up 3 percent year to year. For shipments crossing the Texas-Mexico border and traveling 501-1,500 miles, rates averaged \$3.10 per mile—up 16 percent quarter to quarter and up 9 percent year to year.

Diesel fuel prices for Texas-Mexico border crossings averaged \$3.35 per gallon. Diesel fuel prices for Arizona-Mexico border crossings averaged \$3.82 per gallon. The Texas-Mexico border crossing had adequate trucks in January and a slight surplus of trucks in February and March. The Arizona-Mexico border crossing had a slight shortage of trucks in January but adequate availability in February and March.



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Table 1. Quarterly costs of transporting U.S. grain to Veracruz, Mexico and U.S.-Mexico border locations

	Water route (to Veracruz)					Land route (to U.S. - Mexico border locations)				
	2024 1st qtr	2024 4th qtr	2025 1st qtr	% change yr. to yr.	% change qtr. to qtr.	2024 1st qtr	2024 4th qtr	2025 1st qtr	% change yr. to yr.	% change qtr. to qtr.
	US\$/metric ton					US\$/metric ton				
	Corn									
Origin	IL					IA				
Truck	16.11	17.87	21.68	34.6	21.3	6.61	5.97	7.24	9.5	21.3
Rail ¹	-	-	-	-	-	60.16	59.89	59.61	-0.9	-0.5
Barge	20.61	32.43	27.77	34.7	-14.4	-	-	-	-	-
Ocean ²	19.43	14.84	13.64	-29.8	-8.1	-	-	-	-	-
Total transportation cost	56.15	65.14	63.09	12.4	-3.1	66.77	65.86	66.85	0.1	1.5
Farm price ³	172.30	159.05	174.66	1.4	9.8	179.26	162.72	177.02	-1.2	8.8
Landed cost ⁴	228.45	224.19	237.75	4.1	6.0	246.03	228.58	243.87	-0.9	6.7
Transport % of landed cost	25	29	27	1.96	-2.52	27	29	27	0.27	-1.4
	Soybeans									
Origin	IL					MO				
Truck	16.11	17.87	21.68	34.6	21.3	6.61	5.97	7.24	9.5	21.3
Rail ¹	-	-	-	-	-	54.59	53.45	53.16	-2.6	-0.5
Barge	20.61	32.43	27.77	34.7	-14.4	-	-	-	-	-
Ocean ²	19.43	14.84	13.64	-29.8	-8.1	-	-	-	-	-
Total transportation cost	56.15	65.14	63.09	12.4	-3.1	61.20	59.42	60.40	-1.3	1.6
Farm price ³	451.95	369.89	376.01	-16.8	1.7	449.50	362.05	374.79	-16.6	3.5
Landed cost ⁴	508.10	435.03	439.10	-13.6	0.9	510.70	421.47	435.19	-14.8	3.3
Transport % of landed cost	11	15	14	3.32	-0.61	12	14	14	1.90	-0.2
	Wheat									
Origin	KS					KS				
Truck	6.61	5.97	7.24	9.5	21.3	6.61	5.97	7.24	9.5	21.3
Rail ¹	42.21	44.46	44.35	5.1	-0.2	48.59	45.15	45.02	-7.3	-0.3
Ocean ²	19.43	14.84	13.64	-29.8	-8.1	-	-	-	-	-
Total transportation cost	68.25	65.27	65.23	-4.4	-0.1	55.20	51.12	52.26	-5.3	2.2
Farm price ³	212.50	196.33	195.35	-8.1	-0.5	212.50	196.33	195.35	-8.1	-0.5
Landed cost ⁴	280.75	261.60	260.58	-7.2	-0.4	267.70	247.45	247.61	-7.5	0.1
Transport % of landed cost	24	25	25	1	0	21	21	21	0	0.4

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 Veracruz, Mexico and U.S.-Mexico border locations

	2025									
	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	21.68				21.68	7.24				7.24
Rail ¹	-				-	59.61				59.61
Barge	27.77				27.77	-				-
Ocean ²	13.64				13.64	-				-
Total transportation cost	63.09				63.09	66.85				66.85
Farm price ³	174.66				174.66	177.02				177.02
Landed cost ⁴	237.75				237.75	243.87				243.87
Transport % of landed cost	26.5				26.5	27.4				27.4
	Soybeans									
Origin	IL					MO				
Truck	21.68				21.68	7.24				7.24
Rail ¹	-				-	53.16				53.16
Barge	27.77				27.77	-				-
Ocean ²	13.64				13.64	-				-
Total transportation cost	63.09				63.09	60.40				60.40
Farm price ³	376.01				376.01	374.79				374.79
Landed cost ⁴	439.10				439.10	435.19				435.19
Transport % of landed cost	14.4				14.4	13.9				13.9
	Wheat									
Origin	KS					KS				
Truck	7.24				7.24	7.24				7.24
Rail ¹	44.35				44.35	45.02				45.02
Ocean ²	13.64				13.64	-				-
Total transportation cost	65.23				65.23	52.26				52.26
Farm price ³	195.35				195.35	195.35				195.35
Landed cost ⁴	260.58				260.58	247.61				247.61
Transport % of landed cost	25.0				25.0	21.1				21.1

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.

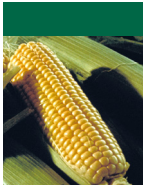
²Source: O'Neil Commodity Consulting, Inc.

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.

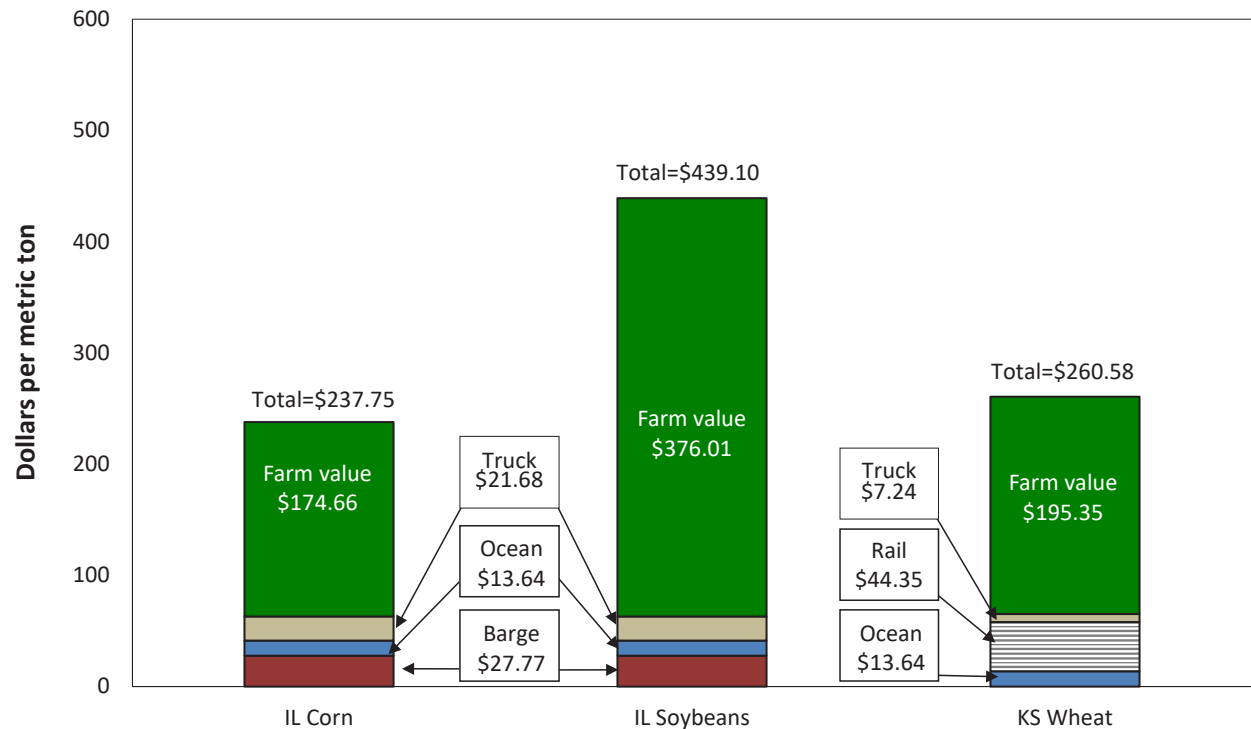
Source: Compiled by the USDA, Agricultural Marketing Service.



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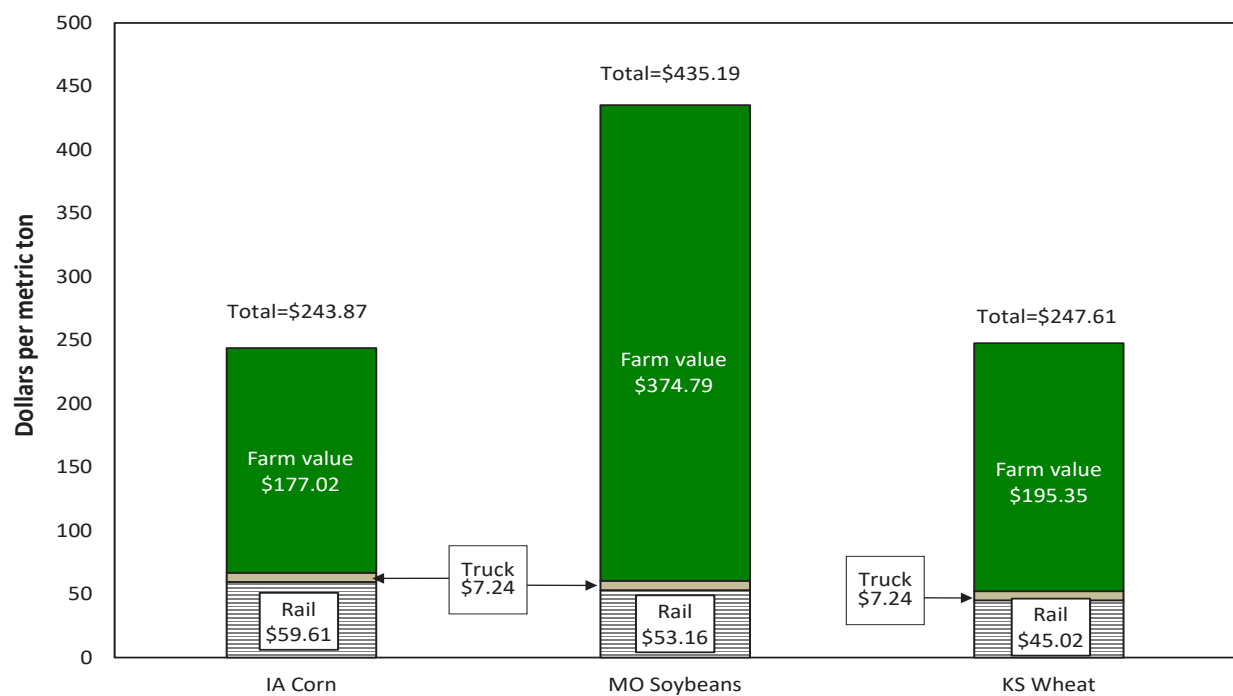
Figure 1. First-quarter 2025 water-route shipment costs (\$/mt) to Veracruz, Mexico



Note: IL = Illinois; KS = Kansas.

Source: USDA, Agricultural Marketing Service.

Figure 2. First-quarter 2025 land-route shipment costs (\$/mt) to U.S. - Mexico border locations



Note: IA = Iowa; MO = Missouri; 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), 2025

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	4,560				4,560	103				103
	KS	Laredo, TX	5,080				5,080	455				455
	IA	Laredo, TX	5,550				5,550	507				507
	MO	Laredo, TX	5,005				5,005	437				437
	MO	Laredo, TX	5,190				5,190	465				465
	IL	El Paso, TX	4,560				4,560	112				112
	IL	Eagle Pass, TX	4,685				4,685	375				375
	IL	Eagle Pass, TX	4,805				4,805	389				389
	NE	El Paso, TX	5,000				5,000	81				81
Soybeans	KS	Laredo, TX	5,080				5,080	455				455
	NE	Eagle Pass, TX	6,250				6,250	356				356
	MO	Laredo, TX	5,005				5,005	437				437
	MO	Laredo, TX	5,190				5,190	465				465
	IA	Eagle Pass, TX	6,335				6,335	373				373
Wheat	TX	El Paso, TX	3,660				3,660	99				99
	KS	Laredo, TX	4,525				4,525	267				267
	MO	Laredo, TX	5,005				5,005	437				437
	KS	Laredo, TX	4,345				4,345	236				236

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, 2025

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	45.89				45.89	1.16				1.16
	KS	Laredo, TX	54.48				54.48	1.38				1.38
	IA	Laredo, TX	59.61				59.61	1.51				1.51
	MO	Laredo, TX	53.56				53.56	1.36				1.36
	MO	Laredo, TX	55.65				55.65	1.41				1.41
	IL	El Paso, TX	45.98				45.98	1.17				1.17
	IL	Eagle Pass, TX	49.80				49.80	1.26				1.26
	IL	Eagle Pass, TX	51.12				51.12	1.30				1.30
	NE	El Paso, TX	50.01				50.01	1.27				1.27
Soybeans	KS	Laredo, TX	54.48				54.48	1.48				1.48
	NE	Eagle Pass, TX	65.02				65.02	1.77				1.77
	MO	Laredo, TX	53.56				53.56	1.46				1.46
	MO	Laredo, TX	55.65				55.65	1.51				1.51
	IA	Eagle Pass, TX	66.02				66.02	1.80				1.80
Wheat	TX	El Paso, TX	37.00				37.00	1.01				1.01
	KS	Laredo, TX	47.17				47.17	1.28				1.28
	MO	Laredo, TX	53.56				53.56	1.46				1.46
	KS	Laredo, TX	45.08				45.08	1.23				1.23

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	636	2,539
2025	584				

*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 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
Vessel capacity (metric ton)	1st qtr 2025	2nd qtr 2025	3rd qtr 2025	4th qtr 2025	Average
25,000	17.09				17.09
35-40,000	13.64				13.64

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 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
Origin/border crossing	1st qtr 2025	2nd qtr 2025	3rd qtr 2025	4th qtr 2025	Average
Nogales, Arizona	2.89				2.89
Pharr, Texas	3.1				3.1

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

1st quarter 2025													
Legend:		1 =Surplus		2 = Slight surplus		3 = Adequate		4 = Slight shortage		5 = Shortage			
Truck availability													
Mexico border crossings/month		January				February				March			
Week ending		1/7	1/14	1/21	1/28	2/4	2/11	2/18	2/25	3/4	3/11	3/18	3/25
Through Nogales, AZ	Tomato, Squash Cucumber, Honeydew, Watermelon, Mixed Fruits, Vegetables, Mango	5	5	4	3	3	3	3	3	3	3	3	3
Through TX	Vegetables, Limes, Mangoes, Onions, Tomatoes, Broccoli, Mixed Fruits	4	3	3	3	3	3	1	1	1	3	3	3

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, 2025
(1,000 metric tons)**

Commodity	1st qtr 2025	Rank
Tomatoes, Plum Type	281	1
Avocados	279	2
Cucumbers	274	3
Peppers, Bell Type	259	4
Tomatoes	171	5
Strawberries	165	6
Limes	153	7
Watermelons	149	8
Broccoli	92	9
Onions, Dry	87	10

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



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

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
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

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 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
Commodity	1st qtr 2025	2nd qtr 2025	3rd qtr 2025	4th qtr 2025	Total 2025
Tomatoes	114,825	.	.	.	114,825
Peppers	90,158	.	.	.	90,158
Avocados	61,519	.	.	.	61,519
Cucumbers	60,404	.	.	.	60,404
Strawberries	36,439	.	.	.	36,439
Subtotal	363,345	.	.	.	363,345
Other	339,532	.	.	.	339,535
Total	702,877	.	.	.	702,880

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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- [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: First-quarter 2025 water-route shipment costs \(\\$/mt\) to Veracruz, Mexico](#)
- [Figure 2: First-quarter 2025 land-route shipment costs \(\\$/mt\) to U.S. - Mexico border locations](#)
- [Table 1: Quarterly costs of transporting U.S. grain to Veracruz, Mexico and U.S.-Mexico border locations](#)
- [Table 2: Quarterly costs of transporting U.S. grain to Veracruz, Mexico and U.S.-Mexico border locations](#)
- [Table 3: Quarterly tariff rail rates for U.S. bulk grain shipments to Mexico \(US\\$/car\), 2025](#)
- [Table 4: Quarterly tariff rail rates plus fuel surcharge for U.S. bulk grain shipments to Mexico, 2025](#)
- [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, 2025 \(1,000 metric tons\)](#)
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