



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 2026
(January, February, March)
Published July 2026

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SUMMARY: WHAT HAPPENED?

Landed Costs of Grain to Mexico Rose in First Quarter 2026: Exports Held Steady

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.

First-quarter 2026 landed costs of shipping all grains to Mexico rose from fourth quarter 2025 (quarter to quarter), while costs varied by commodity from first quarter 2025 (year to year). Year to year, corn and wheat landed costs fell, while soybean landed costs rose. First-quarter total grain exports to Mexico were up 4 percent year to year. Also, year to year, soybean exports fell slightly, as both corn and wheat exports increased.

This article 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. Quarter to quarter, total transportation costs rose for all three commodities shipped by water routes because of higher barge and truck rates.¹ Weather-related disruptions partly drove the rise in barge rates. In late January, a widespread major winter storm produced significant ice accumulation and low water on the Mississippi River System (MRS)—reducing barge volumes and raising rates. In response, the U.S. Coast Guard restricted draft and tow sizes, and barge operators suspended fleeting operations on portions of the MRS. These logistical challenges raised barge rates from the end of January to early March (Grain Transportation Report, [GTR](#), May 7, 2026).

Ocean freight rates dipped with an ample supply of vessels and a seasonal lull in demand due to holidays around the world, including the Chinese Lunar Year celebrations. By the land routes, total transportation costs fell for all three grain commodities, because of lower truck and rail rates (public tariff, plus fuel surcharge).

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. Year to year, water-route transportation costs to Mexico rose for corn, soybeans, and wheat, because of rising barge and ocean freight rates. Ocean freight rates rose with strong movements of bulk items, such as iron ore, coal, and grain during the quarter, and also because of rising bunker fuel prices. Land-route costs fell for soybeans and wheat, because of lower rail tariff rates, while land-route costs for corn rose slightly.

Quarter-to-Quarter Landed Costs. Quarter to quarter, by both the water and land routes, landed costs to Mexico rose for all three commodities. For waterborne commodities, higher landed costs reflected both rising transportation costs and farm values. For land-route commodities, rising farm values outweighed falling transportation costs, pushing up landed costs ([table 1](#) and [figs. 1](#) and [2](#)).

The share of landed costs comprising transportation ranged from 15 percent to 29 percent for the water routes and from 11 percent to 29 percent for the land routes.

Year-to-Year Landed Costs. Year to year, by both the water and land routes, landed costs fell for corn and wheat, while rising for soybeans. For water-route corn and wheat and land-route corn, falling farm values pushed down landed costs. For water-route soybeans, both rising farm values and transportation costs lifted landed costs.

For land-route wheat, both falling farm values and transportation costs brought down landed costs. Finally, for land-route soybeans, rising farm values outweighed falling transportation costs, pushing up landed costs.

U.S. Exports to Mexico: According to [USDA's Foreign Agricultural Service's Global Agricultural Trade System \(GATS\) data](#), in first quarter 2026, the U.S. grain export volumes destined to Mexico (and their quarter-to-quarter changes) were as follows: 6.07 million metric tons (mmt) of corn (down 7 percent); 2.00 mmt of soybeans (down 40 percent); and 0.106 mmt of wheat (up 10 percent). Year to year, U.S. export volumes to Mexico were up 8 percent for corn, down 5 percent for soybeans, and up 4 percent for wheat.

Ocean Freight Rates: Ocean freight rates for shipping bulk grains to Mexico fell quarter to quarter, rose year to year, and fell from the prior 4-year average. In the first quarter—by 25,000-ton-capacity vessels—the cost of shipping a metric ton (mt) of grain from the U.S. Gulf to Veracruz, Mexico, averaged \$18.79 per mt. This cost was down 8 percent quarter to quarter, up 10 percent year to year, and down 14 percent from the prior 4-year average. By the same route—by vessels of 35,000-40,000-ton capacity—the cost averaged \$15.73 per mt. This average was down 8 percent quarter to quarter, up 15 percent year to year, and down 15 percent from the prior 4-year average. The quarter-to-quarter decreases in ocean freight rates reflected an ample supply of vessels and a seasonal lull in demand due to holidays around the world, including the Chinese Lunar Year celebrations.

Railroad: According to GATS, in first quarter 2026, 5.08 mmt of grain and oilseeds (i.e., corn, wheat, and soybeans) were exported to Mexico by land. Exports by land to Mexico are overwhelmingly rail shipments. Land based exports to Mexico were unchanged year to year, but down 1 percent from the prior-3-year, first quarter average.

Rail tariff rates for shipping grain to the U.S.-Mexico border averaged \$4,668 (per car)—down 8 percent year to year and down 6 percent from the prior 3-year average. Fuel surcharges to the border (per car) averaged \$336—down 9 percent quarter to quarter, up 8 percent year to year, and down 29 percent from the prior 3-year average. Overall, rail transportation costs (tariff rates plus fuel surcharges) to the border were unchanged quarter to quarter, down 7 percent year to year, and down 8 percent from the prior 3-year average.



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Fruit and Vegetables

In first quarter 2026, total reported shipments of fruits and vegetables by refrigerated truck from Mexico were 3.17 mmt, which was down 1 percent year to year. At 439,000 metric tons—down 16 percent year to year—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 \$3.41 per mile—up 15 percent quarter to quarter, and up 18 percent year to year. For shipments crossing the Texas-Mexico border that traveled 501-1,500 miles, rates averaged \$3.69 per mile—up 19 percent quarter to quarter and up 31 percent year to year.

Diesel fuel prices for border crossings from Arizona averaged \$4.35 per gallon—up 8 percent quarter to quarter and up 14 percent year to year. Diesel fuel prices for border crossings from Texas averaged \$3.77—up 13 percent quarter to quarter and up 13 percent year to year. Mexico crossings through Calexico and San Luis reported a slight shortage in January, shortage in February, and adequate availability in March. Mexico crossings through Nogales, AZ, reported a slight shortage in January, adequate truck availability in February, and a shortage in March. Mexico crossings through South Texas reported a shortage in January, adequate availability in February, and slight shortage in 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)				
	2025 1st qtr	2025 4th qtr	2026 1st qtr	% change yr. to yr.	% change qtr. to qtr.	2025 1st qtr	2025 4th qtr	2026 1st qtr	% change yr. to yr.	% change qtr. to qtr.
	US\$/metric ton					US\$/metric ton				
	Corn									
Origin	IL					IA				
Truck	21.68	16.31	17.63	-18.7	8.1	7.24	7.39	7.26	0.3	-1.8
Rail ¹	-	-	-	-	-	59.61	60.27	59.99	0.6	-0.5
Barge	27.77	29.87	34.22	23.2	14.6	-	-	-	-	-
Ocean ²	13.64	17.13	15.73	15.3	-8.2	-	-	-	-	-
Total transportation cost	63.09	63.31	67.58	7.1	6.7	66.85	67.66	67.25	0.6	-0.6
Farm price ³	184.66	161.02	165.21	-10.5	2.6	177.02	158.78	164.43	-7.1	3.6
Landed cost ⁴	247.75	224.33	232.79	-6.0	3.8	243.87	226.44	231.68	-5.0	2.3
Transport % of landed cost	25	28	29	4	1	27	30	29	2	-1
	Soybeans									
Origin	IL					MO				
Truck	21.68	16.31	17.63	-18.7	8.1	7.24	7.39	7.26	0.3	-1.8
Rail ¹	-	-	-	-	-	53.16	43.60	43.50	-18.2	-0.2
Barge	27.77	29.87	34.22	23.2	14.6	-	-	-	-	-
Ocean ²	13.64	17.13	15.73	15.3	-8.2	-	-	-	-	-
Total transportation cost	63.09	63.31	67.58	7.1	6.7	60.40	50.99	50.76	-16.0	-0.5
Farm price ³	376.01	381.64	391.93	4.2	2.7	374.79	378.58	398.06	6.2	5.1
Landed cost ⁴	439.10	444.95	459.51	4.6	3.3	435.19	429.57	448.82	3.1	4.5
Transport % of landed cost	14	14	15	0	0	14	12	11	-3	-1
	Wheat									
Origin	IL					KS				
Truck	21.68	16.31	17.63	-18.7	8.1	7.24	7.39	7.26	0.3	-1.8
Rail ¹	-	-	-	-	-	44.30	42.59	42.51	-4.0	-0.2
Barge	18.65	21.24	24.06	29.0	13.3	-	-	-	-	-
Ocean ²	13.64	17.13	15.73	15.3	-8.2	-	-	-	-	-
Total transportation cost	53.97	54.68	57.42	6.4	5.0	51.54	49.98	49.77	-3.4	-0.4
Farm price ³	216.05	190.45	195.97	-9.3	2.9	195.35	161.18	176.25	-9.8	9.3
Landed cost ⁴	270.02	245.13	253.39	-6.2	3.4	246.89	211.16	226.02	-8.5	7.0
Transport % of landed cost	20	22	23	3	0	21	24	22	1	-2

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

	2026									
	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	17.63				17.63	7.26				7.26
Rail ¹	-				-	59.99				59.99
Barge	34.22				34.22	-				-
Ocean ²	15.73				15.73	-				-
Total transportation cost	67.58				67.58	67.25				67.25
Farm price ³	165.21				165.21	164.43				164.43
Landed cost ⁴	232.79				232.79	231.68				231.68
Transport % of landed cost	29.0				29.0	29.0				29.0
	Soybeans									
Origin	IL					MO				
Truck	17.63				17.63	7.26				7.26
Rail ¹	-				-	43.50				43.50
Barge	34.22				34.22	-				-
Ocean ²	15.73				15.73	-				-
Total transportation cost	67.58				67.58	50.76				50.76
Farm price ³	391.93				391.93	398.06				398.06
Landed cost ⁴	459.51				459.51	448.82				448.82
Transport % of landed cost	14.7				14.7	11.3				11.3
	Wheat									
Origin	IL					KS				
Truck	17.63				17.63	7.26				7.26
Rail ¹	-				-	42.51				42.51
Barge	24.06				24.06	-				-
Ocean ²	15.73				15.73	-				-
Total transportation cost	57.42				57.42	49.77				49.77
Farm price ³	195.97				195.97	176.25				176.25
Landed cost ⁴	253.39				253.39	226.02				226.02
Transport % of landed cost	22.7				22.7	22.0				22.0

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.

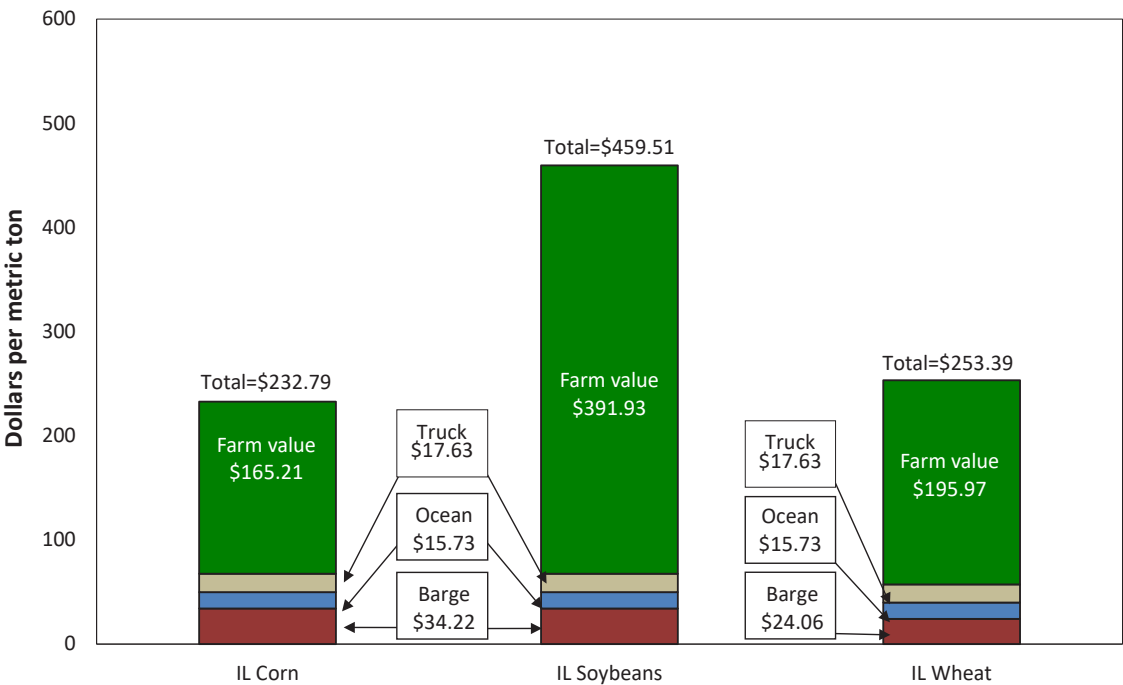
³Source: USDA, National Agricultural Statistics Service.

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.

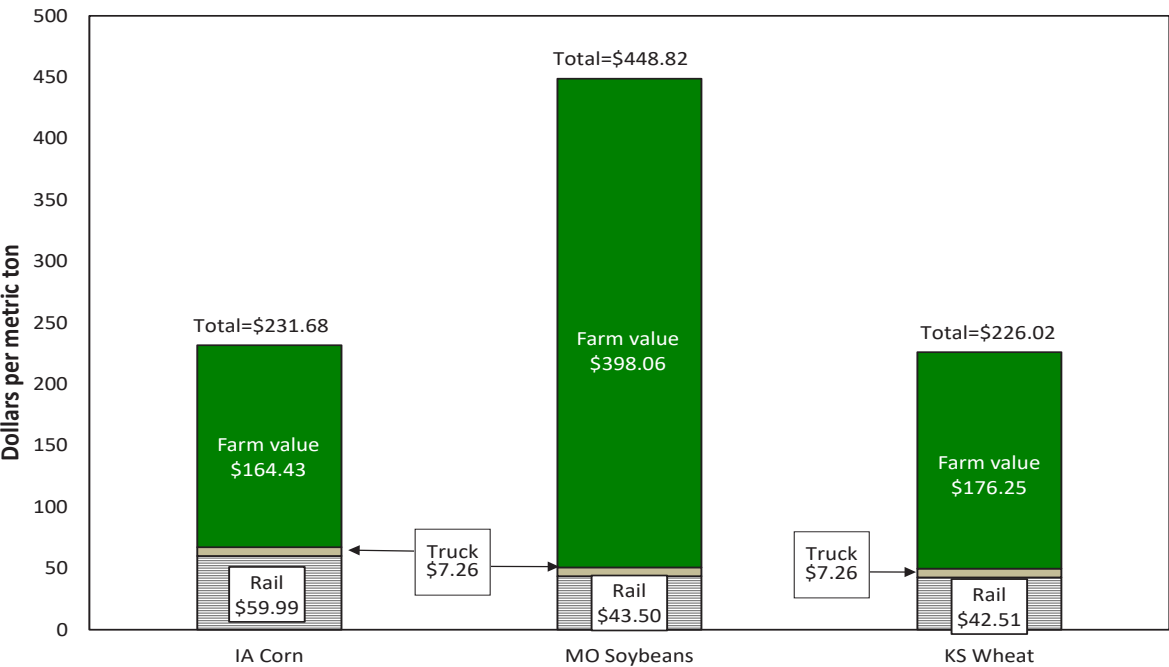
Source: Compiled by the USDA, Agricultural Marketing Service.

Figure 1. First-quarter 2026 water-route shipment costs (\$/mt) to Veracruz, Mexico



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

Figure 2. First-quarter 2026 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), 2026

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	4,641				4,641	111				111
	NE	El Paso, TX	4,622				4,622	87				87
	KS	Laredo, TX	5,080				5,080	493				493
	IA	Laredo, TX	5,550				5,550	545				545
	MO	Laredo, TX	5,005				5,005	470				470
	MO	Laredo, TX	5,190				5,190	499				499
	IL	Eagle Pass, TX	4,535				4,535	404				404
	IL	Eagle Pass, TX	4,655				4,655	420				420
Soybeans	MO	El Paso, TX	4,325				4,325	94				94
	MO	Eagle Pass, TX	4,325				4,325	94				94
	KS	Laredo, TX	5,080				5,080	493				493
	MO	Laredo, TX	5,005				5,005	470				470
	NE	Eagle Pass, TX	4,950				4,950	385				385
	IA	Eagle Pass, TX	5,035				5,035	403				403
Wheat	TX	El Paso, TX	2,900				2,900	68				68
	MO	Laredo, TX	5,005				5,005	470				470
	KS	Laredo, TX	4,325				4,325	289				289
	KS	Laredo, TX	4,065				4,065	254				254

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, 2026

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	46.77				46.77	1.19				1.19
	NE	El Paso, TX	46.35				46.35	1.18				1.18
	KS	Laredo, TX	54.85				54.85	1.39				1.39
	IA	Laredo, TX	59.99				59.99	1.52				1.52
	MO	Laredo, TX	53.89				53.89	1.37				1.37
	MO	Laredo, TX	55.99				55.99	1.42				1.42
	IL	Eagle Pass, TX	48.61				48.61	1.24				1.24
	IL	Eagle Pass, TX	49.95				49.95	1.27				1.27
Soybeans	MO	El Paso, TX	43.50				43.50	1.18				1.18
	MO	Eagle Pass, TX	43.49				43.49	1.18				1.18
	KS	Laredo, TX	54.85				54.85	1.49				1.49
	MO	Laredo, TX	53.89				53.89	1.47				1.47
	NE	Eagle Pass, TX	52.50				52.50	1.43				1.43
	IA	Eagle Pass, TX	53.52				53.52	1.46				1.46
Wheat	TX	El Paso, TX	29.21				29.21	0.80				0.80
	MO	Laredo, TX	53.89				53.89	1.47				1.47
	KS	Laredo, TX	45.41				45.41	1.23				1.23
	KS	Laredo, TX	42.51				42.51	1.16				1.16

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	576	565	542	2,268
2026	615				

*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	16.85	18.95	20.38	18.32
35-40,000	13.64	13.35	15.64	17.13	14.94
Vessel capacity (metric ton)	1st qtr 2026	2nd qtr 2026	3rd qtr 2026	4th qtr 2026	Average
25,000	18.79				18.79
35-40,000	15.73				15.73

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	2.78	2.96	2.97	2.9
Pharr, Texas	3.1	2.7	2.31	2.82	2.73
Origin/border crossing	1st qtr 2026	2nd qtr 2026	3rd qtr 2026	4th qtr 2026	Average
Nogales, Arizona	3.41				3.41
Pharr, Texas	3.69				3.69

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 2026															
Legend:		1 =Surplus		2 = Slight surplus		3 = Adequate		4 = Slight shortage		5 = Shortage					
Truck availability															
Mexico border crossings/month			January				February				March				
Week ending			1/6	1/13	1/20	1/27	2/3	2/10	2/17	2/24	3/3	3/10	3/17	3/24	3/31
Through Nogales, AZ	Tomato, Squash Cucumber, Honeydew, Watermelon, Mixed Fruits, Vegetables, Mango		5	4	3	5	4	3	3	3	3	4	3	4	5
Through TX	Vegetables, Limes, Mangoes, Onions, Tomatoes, Broccoli, Mixed Fruits		5	4	4	5	5	4	3	4	3	4	4	4	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, 2026
(1,000 metric tons)**

Commodity	1st qtr 2026	Rank
Tomatoes	439	1
Peppers	381	2
Avocados	376	3
Cucumbers	273	4
Strawberries	145	5
Limes	145	6
Watermelons	135	7
Onions	124	8
Lettuce	102	9
Broccoli	98	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 2023	2nd qtr 2023	3rd qtr 2023	4th qtr 2023	Total 2023
Tomatoes	114,199	105,179	81,018	87,746	388,142
Avocados	75,760	64,797	42,147	64,005	246,709
Peppers	81,169	65,627	40,895	58,450	246,141
Cucumbers	62,688	53,310	33,600	43,709	193,307
Watermelons	34,834	74,347	15,768	41,485	166,434
Subtotal	368,650	363,260	213,428	295,395	1,240,733
Other	368,473	414,606	234,715	239,534	1,257,328
Total	737,123	777,866	448,143	534,929	2,498,061
Commodity	1st qtr 2024	2nd qtr 2024	3rd qtr 2024	4th qtr 2024	Total 2024
Tomatoes	110,289	103,169	85,613	101,142	400,213
Peppers	88,190	59,390	39,717	64,736	252,033
Avocados	74,655	55,730	39,762	65,628	235,775
Cucumbers	57,998	49,571	34,477	49,892	191,938
Watermelons	26,492	75,129	18,924	34,315	154,860
Subtotal	357,624	342,989	218,493	315,713	1,234,819
Other	345,363	370,688	219,756	230,132	1,165,939
Total	702,987	713,677	438,249	545,845	2,400,758
Commodity	1st qtr 2025	2nd qtr 2025	3rd qtr 2025	4th qtr 2025	Total 2025
Tomatoes	114,825	99,895	8,1622	82,109	378,451
Peppers	90,158	58,581	40,458	58,975	248,172
Avocados	61,519	49,644	51,601	71,441	234,205
Cucumbers	60,404	49,455	36,552	44,682	191,093
Watermelons	32,770	84,696	10,518	32,595	160,579
Subtotal	359,676	342,271	22,0751	289,802	1,212,500
Other	343,167	368,591	244,245	245,904	1,201,907
Total	702,843	710,862	464,996	535,706	2,414,407
Commodity	1st qtr 2026	2nd qtr 2026	3rd qtr 2026	4th qtr 2026	Total 2026
Tomatoes	96,783	.	.	.	96,783
Peppers	83,908	.	.	.	83,908
Avocados	82,917	.	.	.	82,917
Cucumbers	60,228	.	.	.	60,228
Limes	32,020	.	.	.	32,020
Subtotal	355,856	.	.	.	355,856
Other	342,970	.	.	.	342,970
Total	698,826	.	.	.	698,826

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:

- [Figure 1: First-quarter 2026 water-route shipment costs \(\\$/mt\) to Veracruz, Mexico](#)
- [Figure 2: First-quarter 2026 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 \(US\\$/car\), 2026](#)
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- [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, 2026 \(1,000 metric tons\)](#)
- [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*. July 2026. Web. <<http://dx.doi.org/10.9752/TS054.07-2026>>

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