USDA Agricultural Marketing Service
U.S. DEPARTMENT OF AGRICULTURE

# Mexico Transport Cost Indicator Report

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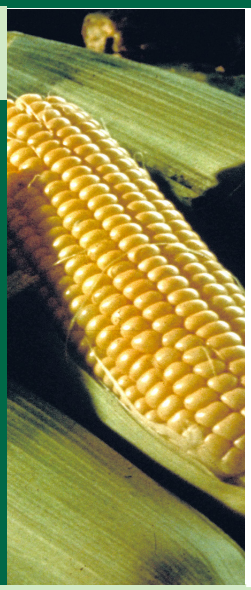
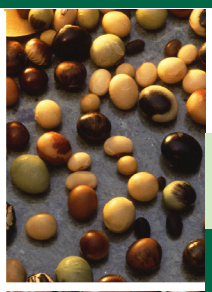
## Contents







**Second Quarter 2024**
**(April, May, June)**
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## Summary: What Happened?

### Landed Costs of Grain to Mexico Fell in Second Quarter 2024 From Second Quarter 2023

Mexico is a major importer of U.S. grain. Low transportation and landed costs for U.S.-Mexico routes are vital to the competitiveness of U.S. grain (corn, soybeans, and wheat) in Mexico and globally. U.S. grain is transported to Mexico either across the land border or by sea to Mexican ports for inland distribution. This article examines the costs of transporting U.S. grain to Mexico over land to various U.S.-Mexico border locations (land routes) and by sea to Veracruz (water routes), tracking changes over time (table 1).

**Quarter-to-quarter transportation costs**. From first quarter 2024 to second quarter 2024 (quarter to quarter), total transportation costs fell for all grains shipped by water routes, and wheat shipped by land routes. Total transportation costs rose for U.S. corn and soybeans by land routes. Falling water-route shipping costs for corn, soybeans, and wheat reflected lower barge, rail, and ocean freight rates.[1]

Barge rates showed their typical seasonal decline after the Upper Mississippi River (UMR) reopened, near the end of March, from its annual winter closure[2]. Land-route shipping costs for wheat decreased with falling rail rates (public tariff, plus fuel surcharge). Generally, rail rates responded to the drop in fuel surcharges, amid lower fuel prices (*GTR* fig. 14 and *Grain Truck and Ocean Rate Advisory*, second quarter 2024). For corn and soybeans shipped by land, increased in total transportation costs reflected mainly rising truck rates.

**Year-to-year transportation costs**. From second quarter 2023 to second quarter 2024 (year to year), total costs of shipping all grain to Mexico by the water routes fell, because of lower barge, rail, and ocean freight rates. Rising truck and rail rates combined to raise costs for land-route shipments.

[1] Water routes typically involve truck transportation to barge to oceangoing vessel, or truck to rail to oceangoing vessel.
[2] When UMR is open, repositioning empty barges is easier, because shippers have improved access to barges, which lowers barge rates.

**Quarter-to-quarter landed cost**s. Quarter to quarter, landed costs fell for corn and soybeans shipped by water routes and for soybeans by land routes. For seaborne corn and soybeans, landed costs dropped, because of declines in transportation costs and farm values. For seaborne wheat, landed costs rose only because of rising farm values.

For the land routes, changes in the landed costs varied by commodity. For soybeans shipped by land routes, landed costs fell, because of declining farm values. However, for both corn and wheat by land routes, landed costs rose. For land-route corn, rising transportation costs and farm values pushed up the landed costs. For land-route wheat, only rising farm values drove increased landed costs (table 1 and figs. 1 and 2).

The share of landed costs comprising transportation ranged from 10 percent to 24 percent for the water routes and from 12 percent to 27 percent for the land routes. For seaborne corn and soybeans, transportation's share of landed costs declined because of a drop in transportation costs. Transportation's share of landed costs for seaborne wheat remained unchanged from quarter to quarter.

For land-route soybeans, a marginal rise in transportation's share of landed costs stemmed from an increase in transportation costs that outweighed falling farm values. For land-route wheat, transportation's share of landed costs fell marginally, because of declining transportation costs that offset rising farm values. For land-route corn, transportation's share of landed costs was stable from quarter to quarter.

**Year-to-year landed costs**. Year to year, for all waterborne grain, landed costs fell, because of both lower transportation costs and lower farm values. In the case of land-route grain, lower farm values (but not lower transportation costs) pushed down landed costs.

**U.S. Inspections for Exports to Mexico**: According to USDA's Foreign Agricultural Service's Global Agricultural Trade System (GATS) data, in second quarter 2024, the United States exported to Mexico 6.08 million metric tons (mmt) of corn; 0.74 mmt of soybeans; and 0.87 mmt of wheat—declines of 1 percent, 46 percent, and 10 percent quarter to quarter, respectively. Year to year, U.S. exports destined to Mexico were up 39 percent for corn, up 22 percent for wheat, and unchanged for soybeans.

According to the GATS data—compared to January to July 2023, exports to Mexico for the same period in 2024 were up 35 percent for corn, up 18 percent for wheat, and unchanged for soybeans. Railed grain volumes to Mexico are up, despite severe service challenges. (For more on rail service to Mexico, see *GTR*, September 19, 2024, first highlight.)

**Ocean Freight Rates**: Ocean freight rates for shipping bulk grains to Mexico rose quarter to quarter, fell year to year, and rose from the prior 4-year average. In the second 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 $20.99 per mt. This was down 6 percent quarter to quarter, down 7 percent year to year, and down 12 percent from the prior-4-year average. The cost of shipping by the same route in 35,000-40,000 ton-capacity vessels averaged $17.70 per mt. This amounted to decreases of 9 percent quarter to quarter, 8 percent year to year, and 13 percent from the 4-year average.

**Railroad**: According to USDA's Foreign Agricultural Service, in second quarter 2024, there was 5.42 mmt of grain and oilseeds exported to Mexico by land. Exports by land to Mexico are overwhelmingly rail shipments. Land-based exports to Mexico were down 2 percent quarter to quarter, up 33 percent year to year, and up 26 percent from the prior-3-year average.

Because of a Mexican Value-Added Tax (VAT) charged on the Mexican portion of the rail shipment, U.S. railroads only report rates to the U.S. border. Tariff rail rates to the border per grain car averaged $4,911 (table 2), unchanged percent quarter to quarter, but up 2 percent year to year and from the 3-year average. Fuel surcharges to the border per railcar averaged $447—unchanged quarter to quarter, down 12 percent year to year, and down 16 percent from the 3-year average. Overall, rail transportation costs (tariff rates plus fuel surcharges) to the border were unchanged quarter to quarter, up 1 percent year to year, and unchanged from the 3-year average.

## Fruit and Vegetables

In second quarter 2024, total reported shipments of fruits and vegetables by refrigerated truck from Mexico were 3.52 million tons, which was down 8 percent from year to year. The sum of the top five commodities decreased by 99,000 tons, which was a 7-percent decrease from year to year. At 300,000 tons—down 18 percent year to year—seedless watermelons were the largest refrigerated-truck import from Mexico by volume.

For shipments crossing the Arizona border from Mexico and traveling 501-1,500 miles, truck rates averaged $2.73 per mile—down 3 percent quarter to quarter and down 7 percent year to year. For shipments crossing the Texas-Mexico border and traveling 501-1,500 miles, rates averaged $2.61 per mile—down 8 percent quarter to quarter and down 10 percent year to year.

Diesel fuel prices for Texas-Mexico border crossings averaged $3.57 per gallon. Diesel fuel prices for Arizona-Mexico border crossings averaged $4.07 per gallon. The Texas-Mexico border crossing had a surplus of trucks in April and June, and a slight surplus of trucks in May. The Arizona-Mexico border crossing had adequate truck availability in April and June and a slight shortage of trucks in May.

# 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 2nd qtr | 2024 1st qtr | 2024 2nd qtr | % change yr. to yr. | % change qtr. to qtr. | 2023 2nd qtr | 2024 1st qtr | 2024 2nd qtr | % change yr. to yr. | % change qtr. to qtr. |
| | US$/metric ton | | | | | US$/metric ton | | | | |
| | **Corn** | | | | | | | | | |
| **Origin** | **IL** | | | | | **IA** | | | | |
| Truck | 14.19 | 16.11 | 16.47 | 16.1 | 2.2 | 5.82 | 6.61 | 7.06 | 21.3 | 6.8 |
| Rail[1] | - | - | - | - | - | 58.75 | 60.16 | 60.21 | 2.5 | 0.1 |
| Barge | 17.24 | 20.61 | 15.96 | -7.4 | -22.6 | - | - | - | - | - |
| Ocean[2] | 19.14 | 19.43 | 17.70 | -7.5 | -8.9 | - | - | - | - | - |
| Total transportation cost | 50.57 | 56.15 | 50.13 | -0.9 | -10.7 | 64.57 | 66.77 | 67.27 | 4.2 | 0.7 |
| Farm price[3] | 254.32 | 172.30 | 171.12 | -32.7 | -0.7 | 261.01 | 179.26 | 180.17 | -31.0 | 0.5 |
| Landed cost[4] | 304.89 | 228.45 | 221.25 | -27.4 | -3.2 | 325.58 | 246.03 | 247.44 | -24.0 | 0.6 |
| Transport % of landed cost | 17 | 25 | 23 | 6.07 | -1.92 | 20 | 27 | 27 | 7.35 | 0.0 |
| | **Soybeans** | | | | | | | | | |
| **Origin** | **IL** | | | | | **MO** | | | | |
| Truck | 14.19 | 16.11 | 16.47 | 16.1 | 2.2 | 5.82 | 6.61 | 7.06 | 21.3 | 6.8 |
| Rail[1] | - | - | - | - | - | 53.34 | 54.59 | 54.52 | 2.2 | -0.1 |
| Barge | 17.24 | 20.61 | 15.96 | -7.4 | -22.6 | - | - | - | - | - |
| Ocean[2] | 19.14 | 19.43 | 17.70 | -7.5 | -8.9 | - | - | - | - | - |
| Total transportation cost | 50.57 | 56.15 | 50.13 | -0.9 | -10.7 | 59.16 | 61.20 | 61.58 | 4.1 | 0.6 |
| Farm price[3] | 536.46 | 451.95 | 436.03 | -18.7 | -3.5 | 534.01 | 449.50 | 436.03 | -18.3 | -3.0 |
| Landed cost[4] | 587.03 | 508.10 | 486.16 | -17.2 | -4.3 | 593.17 | 510.70 | 497.61 | -16.1 | -2.6 |
| Transport % of landed cost | 9 | 11 | 10 | 1.70 | -0.74 | 10 | 12 | 12 | 2.40 | 0.4 |
| | **Wheat** | | | | | | | | | |
| **Origin** | **KS** | | | | | **KS** | | | | |
| Truck | 5.82 | 6.61 | 7.06 | 21.3 | 6.8 | 5.82 | 6.61 | 7.06 | 21.3 | 6.8 |
| Rail[1] | 45.55 | 54.21 | 43.16 | -5.2 | -20.4 | 46.85 | 48.59 | 47.26 | 0.9 | -2.7 |
| Ocean[2] | 19.14 | 19.43 | 17.70 | -7.5 | -8.9 | - | - | - | - | - |
| Total transportation cost | 70.51 | 80.25 | 67.92 | -3.7 | -15.4 | 52.67 | 55.20 | 54.32 | 3.1 | -1.6 |
| Farm price[3] | 304.48 | 212.50 | 217.28 | -28.6 | 2.2 | 304.48 | 212.50 | 217.28 | -28.6 | 2.2 |
| Landed cost[4] | 374.99 | 292.75 | 285.20 | -23.9 | -2.6 | 357.15 | 267.70 | 271.60 | -24.0 | 1.5 |
| Transport % of landed cost | 19 | 27 | 24 | 5 | -4 | 15 | 21 | 20 | 5 | -0.6 |

[1]In 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.
[2]Source: O'Neil Commodity Consulting, Inc.
[3]Source: USDA/NASS.
[4]Landed 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 | | | 16.29 | 6.61 | 7.06 | | | 6.84 |
| Rail[1] | - | - | | | - | 60.16 | 60.21 | | | 60.19 |
| Barge | 20.61 | 15.96 | | | 18.29 | - | - | | | - |
| Ocean[2] | 19.43 | 17.70 | | | 18.57 | - | - | | | - |
| Total transportation cost | 56.15 | 50.13 | | | 53.14 | 66.77 | 67.27 | | | 67.02 |
| Farm price[3] | 172.30 | 171.12 | | | 171.71 | 179.26 | 180.17 | | | 179.72 |
| Landed cost[4] | 228.45 | 221.25 | | | 224.85 | 246.03 | 247.44 | | | 246.74 |
| Transport % of landed cost | 24.6 | 22.7 | | | 23.6 | 27.1 | 27.2 | | | 27.2 |
| | Soybeans | | | | | | | | | |
| **Origin** | IL | | | | | MO | | | | |
| Truck | 16.11 | 16.47 | | | 16.29 | 6.61 | 7.06 | | | 6.84 |
| Rail[1] | - | - | | | - | 54.59 | 54.52 | | | 54.56 |
| Barge | 20.61 | 15.96 | | | 18.29 | - | - | | | - |
| Ocean[2] | 19.43 | 17.70 | | | 18.57 | - | - | | | - |
| Total transportation cost | 56.15 | 50.13 | | | 53.14 | 61.20 | 61.58 | | | 61.39 |
| Farm price[3] | 451.95 | 436.03 | | | 443.99 | 449.50 | 436.03 | | | 442.77 |
| Landed cost[4] | 508.10 | 486.16 | | | 497.13 | 510.70 | 497.61 | | | 504.16 |
| Transport % of landed cost | 11.1 | 10.3 | | | 10.7 | 12.0 | 12.4 | | | 12.2 |
| | Wheat | | | | | | | | | |
| **Origin** | KS | | | | | KS | | | | |
| Truck | 6.61 | 7.06 | | | 6.84 | 6.61 | 7.06 | | | 6.84 |
| Rail[1] | 54.21 | 43.16 | | | 48.69 | 48.59 | 47.26 | | | 47.93 |
| Ocean[2] | 19.43 | 17.70 | | | 18.57 | - | - | | | - |
| Total transportation cost | 80.25 | 67.92 | | | 74.09 | 55.20 | 54.32 | | | 54.76 |
| Farm price[3] | 212.50 | 217.28 | | | 214.89 | 212.50 | 217.28 | | | 214.89 |
| Landed cost[4] | 292.75 | 285.20 | | | 288.98 | 267.70 | 271.60 | | | 269.65 |
| Transport % of landed cost | 27.4 | 23.8 | | | 25.6 | 20.6 | 20.0 | | | 20.3 |

[1]In 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.

[2]Source: O'Neil Commodity Consulting, Inc.

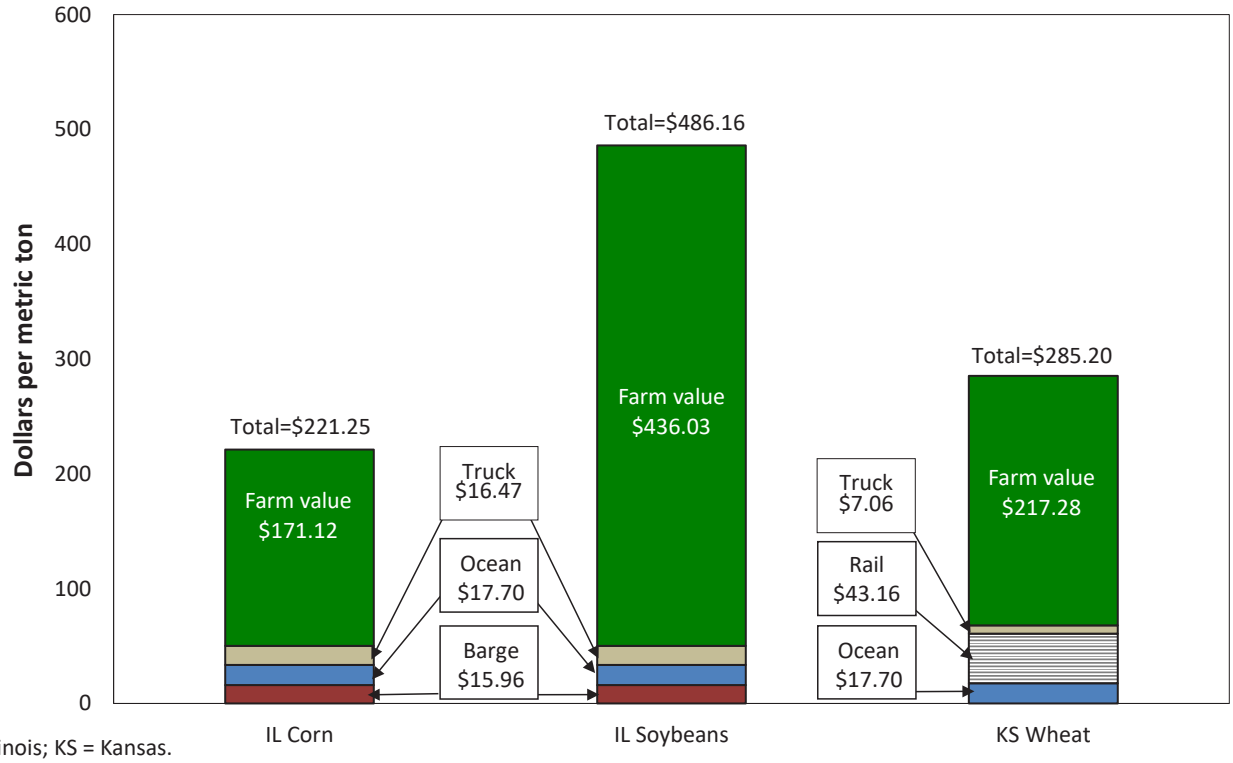
[3]Source: USDA/NASS.

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

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

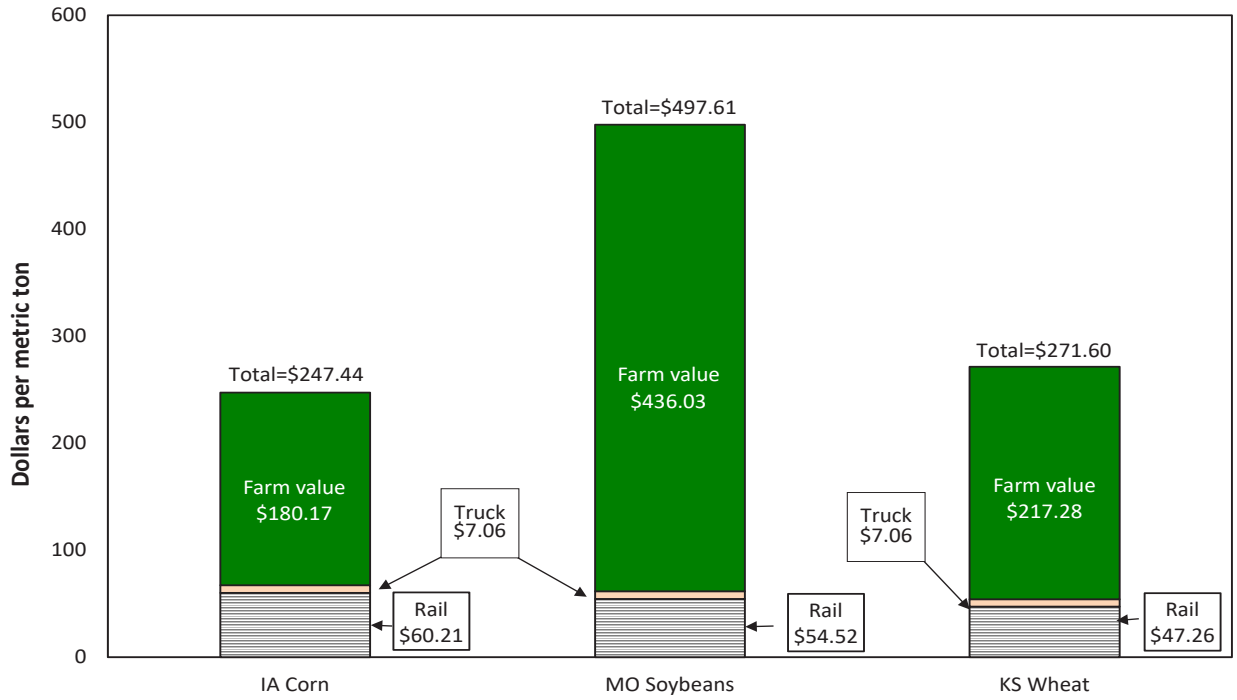
Source: Compiled by the USDA, Agricultural Marketing Service.

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




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

## Figure 2. Second-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.



## 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 | 261 | 252 | | | 257 |
| | KS | Laredo, TX | 4,970 | 4,970 | | | 4,970 | 604 | 608 | | | 606 |
| | IA | Laredo, TX | 5,440 | 5,440 | | | 5,440 | 673 | 678 | | | 676 |
| | MO | Laredo, TX | 4,895 | 4,895 | | | 4,895 | 581 | 585 | | | 583 |
| | MO | Laredo, TX | 5,080 | 5,080 | | | 5,080 | 616 | 621 | | | 619 |
| | IL | Eagle Pass, TX | 4,405 | 4,405 | | | 4,405 | 502 | 498 | | | 500 |
| | IL | Eagle Pass, TX | 4,525 | 4,525 | | | 4,525 | 521 | 517 | | | 519 |
| | NE | El Paso, TX | 4,700 | 4,700 | | | 4,700 | 205 | 199 | | | 202 |
| Soybeans | KS | Laredo, TX | 4,970 | 4,970 | | | 4,970 | 604 | 608 | | | 606 |
| | MO | El Paso, TX | 5,325 | 5,325 | | | 5,325 | 221 | 214 | | | 218 |
| | NE | Eagle Pass, TX | 5,970 | 5,970 | | | 5,970 | 478 | 474 | | | 476 |
| | MO | Eagle Pass, TX | 5,325 | 5,325 | | | 5,325 | 225 | 217 | | | 221 |
| | MO | Laredo, TX | 4,895 | 4,895 | | | 4,895 | 581 | 585 | | | 583 |
| | IA | Eagle Pass, TX | 6,055 | 6,055 | | | 6,055 | 501 | 496 | | | 499 |
| Wheat | TX | El Paso, TX | 3,518 | 3,618 | | | 3,568 | 252 | 243 | | | 248 |
| | KS | Laredo, TX | 4,708 | 4,575 | | | 4,642 | 359 | 356 | | | 358 |
| | MO | Laredo, TX | 4,895 | 4,895 | | | 4,895 | 581 | 585 | | | 583 |
| | KS | Laredo, TX | 4,630 | 4,497 | | | 4,564 | 316 | 313 | | | 315 |

[1]Rail 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.

[2]Corrections were made to previously reported rail fuel surcharge calcuations.

[3]Approximate 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 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 | | | 44.45 | 1.13 | 1.13 | | | 1.13 |
| | KS | Laredo, TX | 54.86 | 54.90 | | | 54.88 | 1.39 | 1.40 | | | 1.40 |
| | IA | Laredo, TX | 60.16 | 60.21 | | | 60.19 | 1.53 | 1.53 | | | 1.53 |
| | MO | Laredo, TX | 53.89 | 53.93 | | | 53.91 | 1.37 | 1.37 | | | 1.37 |
| | MO | Laredo, TX | 56.06 | 56.11 | | | 56.09 | 1.42 | 1.43 | | | 1.43 |
| | IL | Eagle Pass, TX | 48.30 | 48.26 | | | 48.28 | 1.23 | 1.23 | | | 1.23 |
| | IL | Eagle Pass, TX | 49.67 | 49.62 | | | 49.65 | 1.26 | 1.26 | | | 1.26 |
| | NE | El Paso, TX | 48.28 | 48.22 | | | 48.25 | 1.23 | 1.23 | | | 1.23 |
| Soybeans | KS | Laredo, TX | 54.86 | 54.90 | | | 54.88 | 1.56 | 1.50 | | | 1.50 |
| | MO | El Paso, TX | 54.59 | 54.52 | | | 54.56 | 1.55 | 1.48 | | | 1.48 |
| | NE | Eagle Pass, TX | 63.46 | 63.42 | | | 63.44 | 1.80 | 1.73 | | | 1.73 |
| | MO | Eagle Pass, TX | 54.62 | 54.55 | | | 54.59 | 1.55 | 1.49 | | | 1.49 |
| | MO | Laredo, TX | 53.89 | 53.93 | | | 53.91 | 1.53 | 1.47 | | | 1.47 |
| | IA | Eagle Pass, TX | 64.52 | 64.48 | | | 64.50 | 1.83 | 1.75 | | | 1.75 |
| Wheat | TX | El Paso, TX | 37.10 | 38.00 | | | 37.55 | 1.06 | 1.04 | | | 1.03 |
| | KS | Laredo, TX | 49.86 | 48.53 | | | 49.20 | 1.42 | 1.32 | | | 1.34 |
| | MO | Laredo, TX | 53.89 | 53.93 | | | 53.91 | 1.53 | 1.47 | | | 1.47 |
| | KS | Laredo, TX | 48.67 | 47.34 | | | 48.01 | 1.39 | 1.29 | | | 1.31 |

[1]Rail 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.

[2]Corrections were made to previously reported rail fuel surcharge calcuations.

[3]Approximate 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 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 | | | |

*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 (ERS), Feed grains database.

## 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 | | | 21.61 |
| 35-40,000 | 19.43 | 17.70 | | | 18.57 |

Source: O'Neil Commodity Consulting.

## 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 | | | 2.77 |
| Pharr, Texas | 2.85 | 2.61 | | | 2.73 |

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

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

| 2nd quarter 2024 | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Legend:** | **1 =Surplus** | **2 = Slight surplus** | | **3 = Adequate** | | **4 = Slight shortage** | | | **5 = Shortage** | | | | |
| **Truck availability** | | | | | | | | | | | | | |
| **Mexico border crossings/month** | | **April** | | | | | **May** | | | | **June** | | | |
| **Week ending** | | 4/2 | 4/9 | 4/16 | 4/23 | 4/30 | 5/7 | 5/14 | 5/21 | 5/28 | 6/4 | 6/11 | 6/18 | 6/25 |
| **Through Nogales, AZ** | Tomato, Squash Cucumber, Honeydew, Watermelon, Mixed Fruits, Vegetables, Mango | 3 | 3 | 4 | 4 | 3 | 4 | 4 | 5 | 5 | 3 | 3 | 3 | 3 |
| **Through TX** | Vegetables, Limes, Mangoes, Onions, Tomatoes, Broccoli, Mixed Fruits | 2 | 2 | 1 | 1 | 2 | 2 | 2 | 3 | 1 | 1 | 1 | 1 | 1 |

Note: NA = not available.
Source: USDA, Agricultural Marketing Service (AMS), 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 | 2nd qtr 2024 | Rank |
|---|---|---|
| Watermelons, seedless | 300 | 1 |
| Tomatoes, plum type | 288 | 2 |
| Avocados | 279 | 3 |
| Cucumbers | 247 | 4 |
| Grapes | 204 | 5 |
| Limes | 184 | 6 |
| Peppers, bell type | 178 | 7 |
| Mangoes | 169 | 8 |
| Tomatoes | 159 | 9 |
| Onions, dry | 126 | 10 |

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

## 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 (DHS), U.S. Customs and Border Protection (CBP) through USDA, AMS, Market News.

-continued on page 13-

# 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 | . | . | 212,636 |
| Peppers (all varieties) | 85,939 | 58,972 | . | . | 144,911 |
| Avocados | 74,661 | 55,731 | . | . | 130,392 |
| Cucumbers | 57,846 | 49,487 | . | . | 107,333 |
| Misc | 32,843 | 74,996 | . | . | 101,334 |
| **Subtotal** | **36,1564** | **341,547** | **.** | **.** | **696,606** |
| Other | 338,523 | 362,750 | . | . | 707,778 |
| **Total** | **700,087** | **704,297** | **.** | **.** | **1,404,384** |

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

# Mexico Transport Cost Indicator Report

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## Related Websites:

- U.S. Grain and Soybean Exports to Mexico — A Modal Share Transportation Analysis (PDF)
- Grain Transportation Report
- Agricultural Refrigerated Truck Quarterly

## Data Sets (all XLS files):

- Figure 1:Second-quarter 2024 water-route shipment costs ($/mt) to Veracruz, Mexico
- Figure 2: Second-quarter 2024 land-route shipment costs ($/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)

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