

# Mexico Transport Cost Indicator Report

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[www.ams.usda.gov/services/transportation-analysis](http://www.ams.usda.gov/services/transportation-analysis)

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## CONTACT INFORMATION

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

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

[Alexis Heyman](#), Fruit and  
Vegetables Analyst

[Austin Hunt](#), Rail Analyst

## SUMMARY: WHAT HAPPENED?

### Transportation and Landed Costs of Grain to Mexico in Third Quarter 2023

The competitiveness of U.S. grain exports to Mexico and elsewhere depends on low transportation and landed costs for U.S.-Mexico routes. Mexico—a long-time major U.S. grain importer ([Grain Transportation Report \(GTR\), November 30, 2023, tables 13, 14, and 15](#))—receives U.S. grain either by cross-border land movements or by sea movements to Mexican ports for inland distribution. This article tracks, over time, the costs of transporting U.S. grain to Mexico over land to Guadalajara (land routes) and by sea to Veracruz (water routes) (table 1).

**Quarter-to-quarter transportation costs.** Reflecting rising truck, barge and rail rates (public tariff, plus fuel surcharge), total costs to transport U.S. corn, soybeans, and wheat by the water routes increased from second quarter 2023 to third quarter 2023 (quarter to quarter).<sup>1</sup> The rise in truck and barge rates more than offset falling ocean freight rates. Land-route shipping costs decreased, because of falling estimated rail rates to Mexico. For most of the third quarter, low water levels in the Mississippi River triggered stringent restrictions on draft and tow sizes on various sections of the river. The resulting diminished barge supply, as well as the beginning of harvest in late-August, led to the rise in barge rates ([GTR, October 5, 2023](#)). Ocean freight rates fell, responding to below-normal export sales from the United States and weak demand for shipping bulk items globally ([GTR, October 26, 2023](#)).

**Year-to-year transportation costs.** From third quarter 2022 to third quarter 2023 (year to year), total costs of shipping all grain (U.S. corn, soybeans, and wheat) to Mexico by the water routes fell because of lower rail, truck, and barge rates. Likewise, by the land routes, total costs of shipping all grain to Mexico fell because of lower truck and rail tariff rates.

**Quarter-to-quarter landed costs.** Quarter to quarter, landed costs to Mexico via the water and land routes fell for all grain shipped from the United States. Decreased landed costs mainly reflected lower farm values for grain shipped via the water routes (table 1, figs. 1 and 2). Falling farm values and transportation costs pushed down corn, soybean, and wheat landed costs for the land route. The share of landed costs comprising transportation ranged from 10 percent to 21 percent for the water routes and from 18 percent to 33 percent for the land routes (see [table 1](#)).

<sup>1</sup> 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 landed costs.** Year to year, landed costs decreased for both water- and land-route grains, because of both lower transportation costs and lower farm values.

**U.S. Exports to Mexico:** According to [USDA's Federal Grain Inspection Service](#), the United States exported 3.34 million metric tons (mmt) of corn, 0.81 mmt of soybeans, and 0.86 mmt of wheat to Mexico in third quarter 2023. Quarter to quarter, U.S. inspections for export to Mexico were down 9 percent for corn, up 15 percent for soybeans, and up 23 percent for wheat. Year to year, U.S. inspections destined to Mexico rose 4 percent for corn, fell 36 percent for soybeans, and fell 30 percent for wheat. According to the November [World Agriculture Supply and Demand Estimate report](#), Mexico is projected to import 18.8 mmt of corn and 6.4 mmt of soybeans in marketing year (MY) 2023/24.

**Ocean Freight Rates:** Ocean freight rates for shipping bulk grains to Mexico fell quarter to quarter and year to year, and 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 \$21.19 per mt. This was down 6 percent quarter to quarter, down 22 percent year to year, and down 9 percent from the prior-4-year average. The cost of shipping by the same route in 35,000-40,000 ton-capacity vessels averaged \$18.48 per mt. This amounted to a 3-percent decrease quarter to quarter, 21-percent decrease year to year, and 9-percent decrease from the 4-year average. During the second quarter, ocean freight rates fell in response to a weak global demand for bulk shipments.

**Railroad:** According to USDA's Foreign Agricultural Service, in third quarter 2023, 3.45 mmt of grain and oilseeds were exported to Mexico by land. Nearly all exports to Mexico by land are shipped by rail. Land-based exports to Mexico were unchanged quarter to quarter and year to year, but down 2 percent from the prior-3-year average.

At the end of the quarter, grain rail exports to Mexico were briefly disrupted. On September 19, Ferromex (FXE), one of Mexico's two railroads with interchanges to the United States, announced it had temporarily suspended 60 trains on northbound routes out of concern for migrant safety. FXE also reported that the number of migrants on railcars and in rail yards throughout Mexico exceeded 4,000. On September 20, U.S. Customs and Border Protection (CBP) announced it had suspended processing operations for vehicles, trucks, and trains in Eagle Pass, TX, to redirect CBP personnel to assist with processing migrants.<sup>2</sup> Union Pacific Railroad and BNSF Railway subsequently issued embargoes for border crossings at Eagle Pass. All rail traffic was suspended until CBP resumed rail traffic at Eagle Pass on September 23.

At the end of 2021, the railroads started reporting only rates to the Mexico border, rather than reporting rates for full routes. Using the correlation between rail tariff rate changes for U.S. domestic shipments and Mexico shipments, estimated rail tariff rates per grain car in second quarter 2023 averaged \$8,011, unchanged from the prior quarter, but up 2 percent quarter to quarter, and up 3 percent from the prior-3-year average. Fuel surcharges per railcar averaged \$562 (table 2), down 20 percent quarter to quarter, down 54 percent year to year, and up 3 percent from the prior-3-year average. Estimated total rail transportation costs (tariff rates plus fuel surcharges) were down 2 percent quarter to quarter, down 6 percent year to year, and up 3 percent from the prior-3-year average.

## Fruit and Vegetables

In third quarter 2023, total reported shipments of fruits and vegetables by refrigerated truck from Mexico were 2.19 million tons, down 1 percent from year to year. The sum of the top five commodities decreased by 13,000 tons, or 1 percent, from year to year. At 211,000 tons—down 2 percent year to year—avocados were the largest refrigerated-truck import from Mexico by volume.

<sup>2</sup> U.S. Customs and Border Protection. "Statement from CBP on Operations in Eagle Pass, Texas." September 20, 2023. Accessed December 11, 2023: <https://www.cbp.gov/newsroom/speeches-and-statements/statement-cbp-operations-eagle-pass-texas>.



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For shipments crossing the Arizona border from Mexico and traveling 501-1,500 miles, truck rates averaged \$2.62 per mile—down 10 percent quarter to quarter and down 8 percent year to year. For shipments crossing the Texas-Mexico border and traveling 501-1,500 miles, rates averaged \$2.81 per mile—down 3 percent quarter to quarter and down 7 percent year to year.

Diesel fuel prices for Texas-Mexico border crossings averaged \$4.01 per gallon. Diesel fuel prices for Arizona-Mexico border crossings averaged \$4.77 per gallon. The Texas-Mexico border crossing had surplus availability throughout the third quarter. The Arizona-Mexico border crossing had adequate availability throughout the third quarter.



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

	2023									
	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					US\$/metric ton				
<b>Corn</b>										
<b>Origin</b>	<b>IL</b>					<b>IA</b>				
Truck	14.75	14.19	14.75		14.56	5.42	5.82	5.82		5.69
Rail <sup>1</sup>	-	-	-		-	105.98	104.90	105.99		107.71
Barge	30.28	17.24	26.60		24.71	-	-	-		-
Ocean <sup>2</sup>	18.75	19.14	18.48		18.79	-	-	-		-
Total transportation cost	63.78	50.57	59.83		58.06	111.40	110.72	111.81		113.39
Farm price <sup>3</sup>	257.99	254.32	220.07		244.13	266.00	261.01	227.28		251.43
Landed cost <sup>4</sup>	321.77	304.89	279.90		302.19	377.40	371.73	339.09		364.82
Transport % of landed cost	19.8	16.6	21.4		19.2	29.5	29.8	33.0		31.1
<b>Soybeans</b>										
<b>Origin</b>	<b>IL</b>					<b>NE</b>				
Truck	14.75	14.19	14.75		14.56	5.42	5.82	5.82		5.69
Rail <sup>1</sup>	-	-	-		-	105.21	104.07	105.00		106.72
Barge	30.28	17.24	26.60		24.71	-	-	-		-
Ocean <sup>2</sup>	18.75	19.14	18.48		18.79	-	-	-		-
Total transportation cost	63.78	50.57	59.83		58.06	110.63	109.89	110.82		112.41
Farm price <sup>3</sup>	543.81	536.46	515.64		531.97	546.26	520.54	507.06		524.62
Landed cost <sup>4</sup>	607.59	587.03	575.47		590.03	656.89	630.43	617.88		637.03
Transport % of landed cost	10.5	8.6	10.4		9.8	16.8	17.4	17.9		17.7
<b>Wheat</b>										
<b>Origin</b>	<b>KS</b>					<b>KS</b>				
Truck	5.42	5.82	5.82		5.69	5.42	5.82	5.82		5.69
Rail <sup>1</sup>	45.58	45.55	46.86		46.00	87.53	87.00	88.73		89.68
Ocean <sup>2</sup>	18.75	19.14	18.48		18.79	-	-	-		-
Total transportation cost	69.75	70.51	71.16		70.47	92.95	92.82	94.55		95.37
Farm price <sup>3</sup>	309.99	304.48	279.62		298.03	309.99	304.48	279.62		298.03
Landed cost <sup>4</sup>	379.74	374.99	350.78		368.50	402.94	397.30	374.17		393.40
Transport % of landed cost	18.4	18.8	20.3		19.2	23.1	23.4	25.3		24.3

<sup>1</sup>Rail 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. Rail rates include fuel surcharges, but do not include the cost of purchasing empty rail cars in the secondary market, which could exceed the rail tariff rate plus the fuel surcharge shown in the table.

<sup>2</sup>Source: O'Neil Commodity Consulting, Inc.

<sup>3</sup>Source: USDA/NASS.

<sup>4</sup>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.

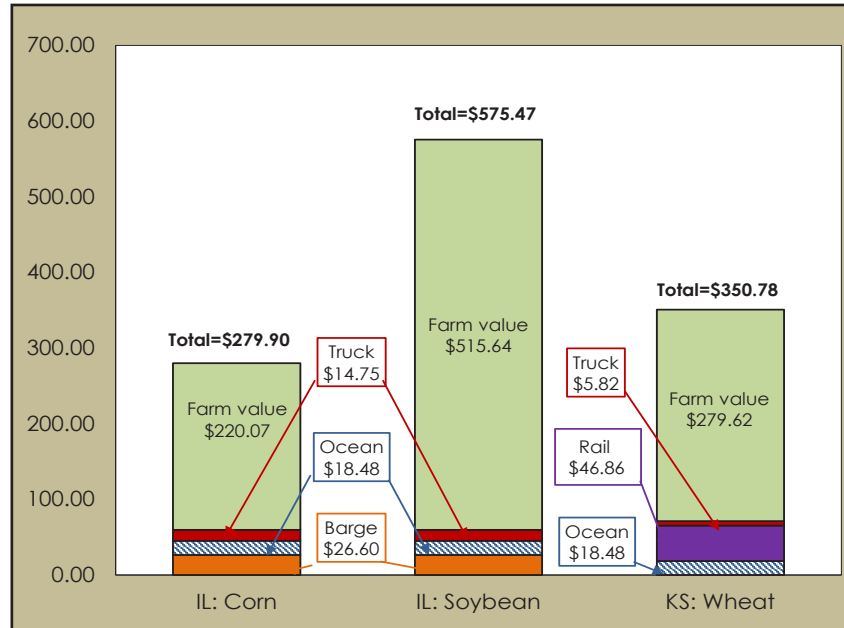
Source: Compiled by the USDA, Agricultural Marketing Service.



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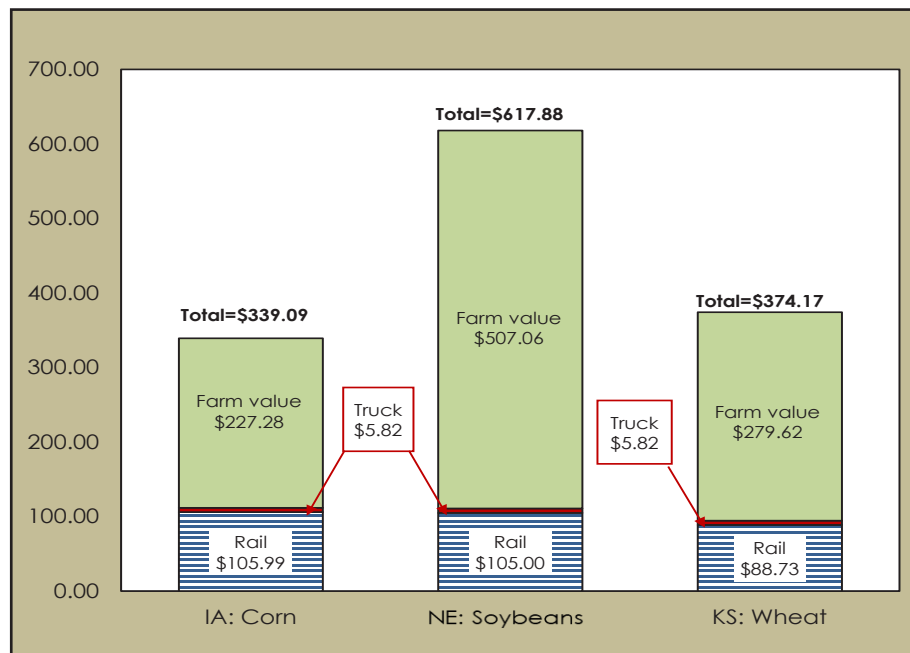


Figure 1. Third-quarter 2023 water-route shipment costs (\$/mt) to Veracruz, Mexico



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

Figure 2. Third-quarter 2023 land-route shipment costs (\$/mt) to Guadalajara, Mexico



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



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## QUARTERLY BULK GRAIN AND SOYBEANS

**Table 2. Quarterly tariff rail rates for U.S. bulk grain shipments to Mexico (US\$/car), 2023**

Commodity	Origin State	Destination	Tariff rate/car <sup>1,3</sup>					Fuel surcharge per car <sup>2</sup>				
			1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
Wheat	MT	Chihuahua, CI	7,658	7,674	7,705		7,679	654	413	252		440
	OK	Cuautitlan, EM	6,863	6,877	6,906		6,882	785	553	404		581
	KS	Guadalajara, JA	7,578	7,593	7,625		7,599	1,338	1,137	1,059		1,178
	TX	Salinas Victoria, NL	4,397	4,406	4,424		4,409	338	248	192		259
Corn	IA	Guadalajara, JA	9,380	9,380	9,380		9,380	1,373	1,118	993		1,161
	SD	Celaya, GJ	8,553	8,553	8,553		8,553	856	540	330		575
	NE	Queretaro, QA	8,576	8,576	8,576		8,576	1,085	804	630		840
	SD	Salinas Victoria, NL	7,116	7,116	7,116		7,116	650	410	251		437
	MO	Tlalnepantla, EM	7,921	7,921	7,921		7,921	1,058	783	614		818
	SD	Torreon, CU	8,064	8,064	8,064		8,064	717	452	276		482
Soybeans	MO	Bojay (Tula), HG	8,747	8,747	8,747		8,747	1,233	1,012	908		1,051
	NE	Guadalajara, JA	9,314	9,314	9,314		9,314	1,342	1,088	962		1,131
	IA	El Castillo, JA	8,203	8,203	8,203		8,203	942	761	669		790
	KS	Torreon, CU	9,621	9,621	9,621		9,621	850	537	328		572

<sup>1</sup>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.

<sup>2</sup>Corrections were made to previously reported rail fuel surcharge calculations.

<sup>3</sup>Approximate load per car = 97.87 mt: corn & sorghum 56 lbs/bu, wheat & soybeans 60 lbs/bu.

Sources: [www.bnsf.com](http://www.bnsf.com); [www.uprr.com](http://www.uprr.com); [www.kcsouthern.com](http://www.kcsouthern.com).



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**Table 3. Quarterly tariff rail rates plus fuel surcharges for U.S. bulk grain shipments to Mexico, 2023**

Commodity	Origin State	Destination	Tariff <sup>1,2</sup> plus fuel surcharge per:									
			US\$/metric ton					US\$/bushel <sup>3</sup>				
			1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
<b>Wheat</b>	MT	Chihuahua, CI	84.93	82.62	81.30		82.95	2.31	2.25	2.21		2.26
	OK	Cuautitlan, EM	78.15	75.92	74.69		76.25	2.13	2.07	2.03		2.08
	KS	Guadalajara, JA	91.10	89.21	88.73		89.68	2.48	2.43	2.41		2.44
	TX	Salinas Victoria, NL	48.37	47.55	47.16		47.70	1.23	1.21	1.20		1.21
<b>Corn</b>	IA	Guadalajara, JA	109.87	107.26	105.99		107.71	2.79	2.72	2.69		2.74
	SD	Celaya, GJ	96.14	92.91	90.76		93.27	2.44	2.36	2.31		2.37
	NE	Queretaro, QA	98.72	95.84	94.06		96.21	2.51	2.43	2.39		2.44
	SD	Salinas Victoria, NL	79.35	76.90	75.27		77.17	2.02	1.95	1.91		1.96
	MO	Tlalnepantla, EM	91.75	88.94	87.21		89.30	2.33	2.26	2.22		2.27
	SD	Torreon, CU	89.71	87.01	85.21		87.31	2.28	2.21	2.16		2.22
<b>Soybeans</b>	MO	Bojay (Tula), HG	101.98	99.72	98.65		100.12	2.78	2.71	2.68		2.72
	NE	Guadalajara, JA	108.88	106.29	105.00		106.72	2.96	2.89	2.86		2.90
	IA	El Castillo, JA	93.44	91.59	90.65		91.89	2.54	2.49	2.47		2.50
	KS	Torreon, CU	106.99	103.79	101.65		104.14	2.91	2.82	2.77		2.83

<sup>1</sup>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.

<sup>2</sup>Corrections were made to previously reported rail fuel surcharge calculations.

<sup>3</sup>Approximate load per car = 97.87 mt: corn & sorghum 56 lbs/bu, wheat & soybeans 60 lbs/bu.

Sources: [www.bnsf.com](http://www.bnsf.com); [www.uprr.com](http://www.uprr.com); [www.kcsouthern.com](http://www.kcsouthern.com).



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**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
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		

\*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.





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**Table 5. 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		22.04
35-40,000	18.75	19.14	18.48		18.79

Source: O'Neil Commodity Consulting.



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## FRUIT AND VEGETABLE

**Table 6. 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 2015	2nd qtr 2015	3rd qtr 2015	4th qtr 2015	Average
Nogales, Arizona	2.41	2.5	1.4	1.94	2.06
Pharr, Texas	2.26	2.24	1.93	1.97	2.1
Origin/border crossing	1st qtr 2016	2nd qtr 2016	3rd qtr 2016	4th qtr 2016	Average
Nogales, Arizona	2.14	2.19	1.27	1.76	1.84
Pharr, Texas	2.03	2.03	1.82	1.89	1.94
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		2.8
Pharr, Texas	3.1	2.9	2.81		2.94

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



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**Table 7. Quarterly U.S.-Mexico border crossing fresh fruit and vegetables truck availability**

3rd quarter 2023														
Legend:		1 = Surplus	2 = Slight surplus	3 = Adequate	4 = Slight shortage	5 = Shortage								
Truck availability														
Mexico border crossings/month		July				August				September				
Week ending		7/4	7/11	7/18	7/25	8/1	8/8	8/15	8/22	8/29	9/5	9/12	9/19	9/26
Through Nogales, AZ	Cantalopes, Squash, Cucumbers, Mangoes, Honeydew, Watermelons	3	4	3	3	3	3	3	3	3	3	3	3	3
Through TX	Oranges, Grapefruit, Limes, Mangoes, Papaya, Peppers, Cucumbers, Vegetables	1	1	1	1	1	1	1	1	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 8. Top ten commodities shipped by truck to the U.S. from Mexico, 2023 (1,000 metric tons)**

Commodity	3rd qtr 2023	Rank
Avocados	211	1
Tomatoes, plum type	208	2
Limes	195	3
Mangoes	185	4
Cucumbers	167	5
Tomatoes	147	6
Peppers, other	117	7
Misc tropical	99	8
Peppers, bell type	74	9
Papaya	58	10



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**Table 9. Top five commodities shipped by truck to the U.S. from Mexico (10,000 lbs)**

Commodity	1st qtr 2016	2nd qtr 2016	3rd qtr 2016	4th qtr 2016	Total 2016
Tomatoes (all varieties)	131,455	89,313	51,983	66,534	339,285
Peppers (all varieties)	61,450	40,970	33,631	65,270	201,321
Avocados	60,241	37,679	34,993	40,457	173,370
Watermelons	21,726	85,723	7,560	33,670	148,679
Cucumbers	48,999	32,842	14,670	39,803	136,314
<b>Subtotal</b>	<b>323,871</b>	<b>286,527</b>	<b>142,837</b>	<b>245,734</b>	<b>998,969</b>
Other	270,078	265,393	157,375	201,602	894,448
<b>Total</b>	<b>593,949</b>	<b>551,920</b>	<b>300,212</b>	<b>447,336</b>	<b>1,893,417</b>
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
<b>Subtotal</b>	<b>304,209</b>	<b>258,882</b>	<b>133,686</b>	<b>257,061</b>	<b>953,838</b>
Other	291,177	291,747	170,323	205,516	958,763
<b>Total</b>	<b>595,386</b>	<b>550,629</b>	<b>304,009</b>	<b>462,577</b>	<b>1,912,601</b>
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
<b>Subtotal</b>	<b>315,598</b>	<b>288,036</b>	<b>139,820</b>	<b>241,055</b>	<b>984,509</b>
Other	296,266	281,580	156,781	205,426	940,053
<b>Total</b>	<b>611,864</b>	<b>569,616</b>	<b>296,601</b>	<b>446,481</b>	<b>1,924,562</b>
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
<b>Subtotal</b>	<b>292,269</b>	<b>272,118</b>	<b>166,034</b>	<b>256,573</b>	<b>986,994</b>
Other	272,760	262,948	182,481	213,013	931,202
<b>Total</b>	<b>565,029</b>	<b>535,066</b>	<b>348,515</b>	<b>469,586</b>	<b>1,918,196</b>

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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# Mexico Transport Cost Indicator Report



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
<b>Subtotal</b>	<b>32,1052</b>	<b>28,6882</b>	<b>184,962</b>	<b>293,870</b>	<b>1,074,882</b>
Other	287,121	304,600	191,721	241,370	1,028,093
<b>Total</b>	<b>608,173</b>	<b>591,482</b>	<b>376,683</b>	<b>535,240</b>	<b>2,102,975</b>
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
<b>Subtotal</b>	<b>372,341</b>	<b>336,708</b>	<b>209,573</b>	<b>300,899</b>	<b>1,208,347</b>
Other	338,366	364,523	232,163	247,863	1,181,488
<b>Total</b>	<b>710,707</b>	<b>701,231</b>	<b>441,736</b>	<b>548,762</b>	<b>2,389,835</b>
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
<b>Subtotal</b>	<b>328,033</b>	<b>306,125</b>	<b>206,762</b>	<b>293,577</b>	<b>1,134,497</b>
Other	345,147	366,998	234,550	271,000	1,217,695
<b>Total</b>	<b>673,180</b>	<b>673,123</b>	<b>441,312</b>	<b>564,577</b>	<b>2,352,192</b>
Commodity	1st qtr 2023	2nd qtr 2023	3rd qtr 2023	4th qtr 2023	Total 2023
Tomatoes (all varieties)	114,171	105,170	81,005	.	300,346
Peppers (all varieties)	80,619	64,589	38,182	.	183,390
Avocados	75,768	64,800	42,149	.	182,717
Cucumbers	62,605	53,187	33,333	.	149,125
Squash	35,477	74,173	12,111	.	120,357
<b>Subtotal</b>	<b>368,640</b>	<b>361,919</b>	<b>206,780</b>	.	<b>935,935</b>
Other	366,744	406,507	230,644	.	1,005,299
<b>Total</b>	<b>735,384</b>	<b>768,426</b>	<b>437,424</b>	.	<b>1,941,234</b>

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: Third-quarter 2023 water-route shipment costs \(\\$/mt\) to Veracruz, Mexico](#)
- [Figure 2: Third-quarter 2023 land-route shipment costs \(\\$/mt\) to Guadalajara, Mexico](#)
- [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 \(US\\$/car\), 2023](#)
- [Table 3: Quarterly tariff rail rates plus fuel surcharge for U.S. bulk grain shipments to Mexico, 2023](#)
- [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](#)
- [Table 6: Fruit and vegetable truck rates for shipments between 501 and 1,500 miles crossing the U.S.-Mexico border](#)
- [Table 7: Quarterly U.S.-Mexico border crossing fresh fruit and vegetables truck availability](#)
- [Table 8: Top ten commodities shipped by truck to the U.S. from Mexico, 2023 \(1,000 metric tons\)](#)
- [Table 9: Top five commodities shipped by truck to the U.S. from Mexico \(10,000 lbs\)](#)

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