USDA Agricultural Marketing Service
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Mexico Transport Cost Indicator Report

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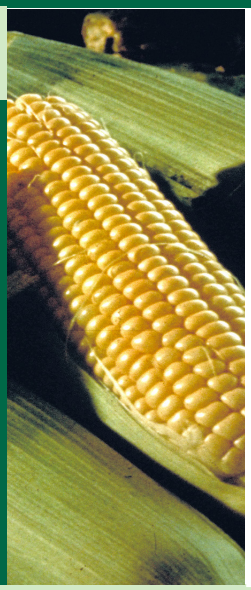

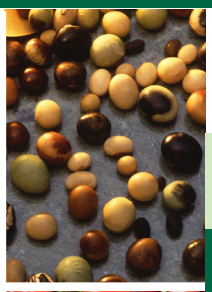

Third Quarter 2025
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Contact Information

Surajudeen Olowolayemo, Coordinator/ Ocean Bulk Shipments

Jesse Gastelle, Rail/Fruit and Vegetables Analyst

Austin Hunt, Rail Analyst

Summary: What Happened?

Landed Costs of Grain to Mexico Fell From Second to Third Quarter 2025

Mexico is a long-time major importer of U.S. grain. The competitiveness of U.S. grain exports (corn, soybeans, and wheat) to Mexico and elsewhere depends on low transportation and landed costs. 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 route) and by sea to Veracruz (water route), tracking changes over time (table 1).[1]

Quarter-to-Quarter Transportation Costs. From second quarter 2025 to third quarter 2025 (quarter to quarter), total transportation costs rose for all grain by water routes, reflecting increases in barge and ocean freight rates. Barge rates rose in response to reduced shipping capacity, as water levels sank to critical lows in the Mississippi River. Rising ocean freight rates reflected strong movements of bulk items, especially imports of iron ore and coal by China and sustained demand for grain shipments out of the U.S. Gulf (*Grain Transportation Report (GTR)*, November 27, 2025).

Also, quarter to quarter, total transportation costs fell for soybeans and wheat shipped by land routes, reflecting lower rail freight rates.[2] Railroads reduced wheat rail tariff rates in June (*GTR*, June 26, 2025) and soybean rail tariff rates in September (*GTR*, September 4, 2025, second highlight).

[1] The water route for shipping wheat to Mexico changed this quarter to better reflect the majority composition of wheat shipped via the water route. Before this quarter, the water-route costs were for Kansas hard red winter (HRW) wheat shipped by rail to the U.S. Gulf and then shipped by ocean vessel to Mexico. Starting this quarter, the water route reflects the costs to ship soft red winter (SRW) wheat from Illinois by barge to the U.S. Gulf, and from there, by ocean vessel to Mexico. According to USDA's Federal Grain Inspection Service (FGIS) data, the United States exported 3.9 million metric tons of wheat to Mexico in 2024. Of that total, 39 percent was HRW wheat (of which over 90 percent was exported to Mexico overland via rail) and 34 percent was SRW wheat (of which 52 percent was shipped to Mexico by ocean vessel from New Orleans).

[2] Water routes typically involve truck transportation to barge to oceangoing vessel, or truck to rail to oceangoing vessel.

Year-to-Year Transportation Costs. From third quarter 2024 to third quarter 2025 (year to year), total costs of shipping corn and soybeans to Mexico by the water routes rose, because of higher barge rates. For water-route wheat, the decreases in truck and ocean freight rates outweighed the increase in barge rates, thereby decreasing the total transportation costs. Transportation costs increased for land-route corn, but fell for land-route soybeans and wheat because of falling rail tariffs.

Quarter-to-Quarter Landed Costs. Quarter to quarter, landed costs fell for all grain shipped by water and land routes. For water-route grain, landed costs dropped because of declining farm values. For the land-route soybeans and wheat, landed costs fell because of declines in both transportation costs and farm values. For land-route corn, landed costs fell because of declining farm values (table 1 and figs. 1 and 2).

The share of landed costs comprising transportation ranged from 14 to 28 percent for the water routes and from 13 to 30 percent for the land routes. For water-route corn, soybeans, and wheat, transportation's share of landed costs increased because of both rising transportation costs and falling farm values. For land-route corn, transportation's share of landed costs rose, because of both increasing transportation costs and falling farm values. For land-route wheat, transportation's share of landed costs rose marginally as farm-value decreases exceeded transportation-cost decreases.

Year-to-Year Landed Costs. Year to year, except for water-route corn, landed costs fell for all grains shipped to Mexico via both water and land routes. For land-route corn and water-route soybeans, landed costs fell because of lower farm values. In the cases of wheat by both routes and land-route soybeans, both lower transportation costs and lower farm values pushed down landed costs.

U.S. Exports to Mexico: According to USDA's Foreign Agricultural Service's Global Agricultural Trade System (GATS) data, in third quarter 2025, the United States exported to Mexico 7.12 million metric tons (mmt) of corn; 1.45 mmt of soybeans; and 1.31 mmt of wheat—increases of 4 percent, 43 percent, and 28 percent quarter to quarter, respectively. Year to year, U.S. exports destined to Mexico were up 4 percent for corn, up 21 percent for soybeans, and up 20 percent for wheat. According to the GATS data, from January to September 2025, exports to Mexico were up 5 percent for corn, up 9 percent for soybeans, and up 15 percent for wheat from the same period last 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 third 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 $18.95 per mt. This cost was up 12 percent quarter to quarter, down 4 percent year to year, and up 6 percent from the prior 4-year average. By the same route—via vessels of 35,000-40,000-ton capacity—the cost averaged $15.64 per mt. This average was up 17 percent quarter to quarter, down 5 percent year to year, and up 7 percent from the prior 4-year average. The quarter-to-quarter increases in ocean freight rates reflected strong shipments of bulk items, such as iron ore and coal.

Rail Freight Rates: Rail tariff rates for shipping grain to the U.S.-Mexico border averaged $4,957 (per car)—down 1 percent quarter to quarter, up 1 percent year to year, and up 2 percent from the prior 3-year average. Fuel surcharges to the border (per car) averaged $304—down 8 percent quarter to quarter, down 20 percent year to year, and down 45 percent from the prior 3-year average. Overall, rail transportation costs (tariff rates plus fuel surcharges) to the border were down 2 percent quarter to quarter, down 1 percent year to year, and down 3 percent from the prior 3-year average.

Fruit and Vegetables

In third quarter 2025, total reported shipments of fruits and vegetables by refrigerated truck from Mexico were 2.11 mmt, which was up 6 percent year to year. The sum of the top five commodities was also up 6 percent year to year. At 370,000 metric tons—down 5 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 $2.96 per mile—up 6 percent quarter to quarter and up 11 percent year to year. For shipments crossing the Texas-Mexico border and traveling 501-1,500 miles, rates averaged $2.31 per mile—down 14 percent quarter to quarter and up 1 percent year to year.

Diesel fuel prices for Texas-Mexico border crossings averaged $3.40 per gallon. Diesel fuel prices for Arizona-Mexico border crossings averaged $4.14 per gallon. The Texas-Mexico border crossing averaged a surplus of trucks during the quarter. When reported, the supply of trucks crossing the Arizona-Mexico border was adequate.

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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 3rd qtr	2025 2nd qtr	2025 3rd qtr	% change yr. to yr.	% change qtr. to qtr.	2024 3rd qtr	2025 2nd qtr	2025 3rd qtr	% change yr. to yr.	% change qtr. to qtr.
	US$/metric ton					US$/metric ton				
	Corn									
Origin	**IL**					**IA**				
Truck	17.67	18.07	17.35	-1.8	-4.0	6.84	6.49	6.98	2.0	7.6
Rail[1]	-	-	-	-	-	59.37	59.84	59.85	0.8	0.0
Barge	27.21	24.29	30.28	11.3	24.7	-	-	-	-	-
Ocean[2]	16.52	13.35	15.64	-5.3	17.2	-	-	-	-	-
Total transportation cost	61.40	55.71	63.27	3.0	13.6	66.21	66.33	66.83	0.9	0.8
Farm price[3]	153.14	180.44	160.36	4.7	-11.1	163.11	180.31	157.34	-3.5	-12.7
Landed cost[4]	214.54	236.15	223.63	4.2	-5.3	229.32	246.64	224.17	-2.2	-9.1
Transport % of landed cost	29	24	28	0	5	29	27	30	1	3
	Soybeans									
Origin	**IL**					**MO**				
Truck	17.67	18.07	17.35	-1.8	-4.0	6.84	6.49	6.98	2.0	7.6
Rail[1]	-	-	-	-	-	53.91	53.41	49.95	-7.3	-6.5
Barge	27.21	24.29	30.28	11.3	24.7	-	-	-	-	-
Ocean[2]	16.52	13.35	15.64	-5.3	17.2	-	-	-	-	-
Total transportation cost	61.40	55.71	63.27	3.0	13.6	60.75	59.90	56.93	-6.3	-5.0
Farm price[3]	396.83	388.26	376.01	-5.2	-3.2	388.26	384.58	372.70	-4.0	-3.1
Landed cost[4]	458.23	443.97	439.28	-4.1	-1.1	449.01	444.48	429.63	-4.3	-3.3
Transport % of landed cost	13	13	14	1	2	14	13	13	0	0
	Wheat									
Origin	**IL**					**KS**				
Truck	17.67	18.07	17.35	-1.8	-4.0	6.84	6.49	6.98	2.0	7.6
Rail[1]	-	-	-	-	-	45.40	44.07	41.96	-7.6	-4.8
Barge	21.02	15.31	21.16	0.7	38.2	-	-	-	-	-
Ocean[2]	16.52	13.35	15.64	-5.3	17.2	-	-	-	-	-
Total transportation cost	55.21	46.73	54.15	-1.9	15.9	52.24	50.56	48.94	-6.3	-3.2
Farm price[3]	189.11	200.25	179.06	-5.3	-10.6	195.23	183.96	164.73	-15.6	-10.5
Landed cost[4]	244.32	246.98	233.21	-4.5	-5.6	247.47	234.52	213.67	-13.7	-8.9
Transport % of landed cost	23	19	23	1	4	21	22	23	2	1

[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. Rates may be revised from what were previously published.

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

[3]Source: USDA, National Agricultural Statistics Service.

[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.

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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	18.07	17.35		19.03	7.24	6.49	6.98		6.90
Rail[1]	-		-		-	59.61	59.84	59.85		59.77
Barge	27.77	24.29	30.28		27.45	-	-	-		-
Ocean[2]	13.64	13.35	15.64		14.21	-	-	-		-
Total transportation cost	63.09	55.71	63.27		60.69	66.85	66.33	66.83		66.67
Farm price[3]	174.66	180.44	160.36		171.82	177.02	180.31	157.34		171.56
Landed cost[4]	237.75	236.15	223.63		232.51	243.87	246.64	224.17		238.23
Transport % of landed cost	26.5	23.6	28.3		26.1	27.4	26.9	29.8		28.0
	Soybeans									
Origin	IL					MO				
Truck	21.68	18.07	17.35		19.03	7.24	6.49	6.98		6.90
Rail[1]	-		-		-	53.16	53.41	49.95		52.17
Barge	27.77	24.29	30.28		27.45	-	-	-		-
Ocean[2]	13.64	13.35	15.64		14.21	-		-		-
Total transportation cost	63.09	55.71	63.27		60.69	60.40	59.90	56.93		59.08
Farm price[3]	376.01	388.26	376.01		380.09	374.79	384.58	372.70		377.36
Landed cost[4]	439.10	443.97	439.28		440.78	435.19	444.48	429.63		436.43
Transport % of landed cost	14.4	12.5	14.4		13.8	13.9	13.5	13.3		13.5
	Wheat									
Origin	IL					KS				
Truck	21.68	18.07	17.35		19.03	7.24	6.49	6.98		6.90
Rail[1]	-	-	-		-	45.02	44.07	41.96		43.68
Barge	18.65	15.31	21.16		-	-	-	-		
Ocean[2]	13.64	13.35	15.64		14.21	-	-	-		-
Total transportation cost	53.97	46.73	54.15		51.62	52.26	50.56	48.94		50.59
Farm price[3]	216.05	200.25	179.06		198.45	195.35	183.96	164.73		181.35
Landed cost[4]	270.02	246.98	233.21		250.07	247.61	234.52	213.67		231.93
Transport % of landed cost	19.99	18.9	23.2		20.7	21.1	21.6	22.9		21.9

[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. Rates may be revised from what were previously published.

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

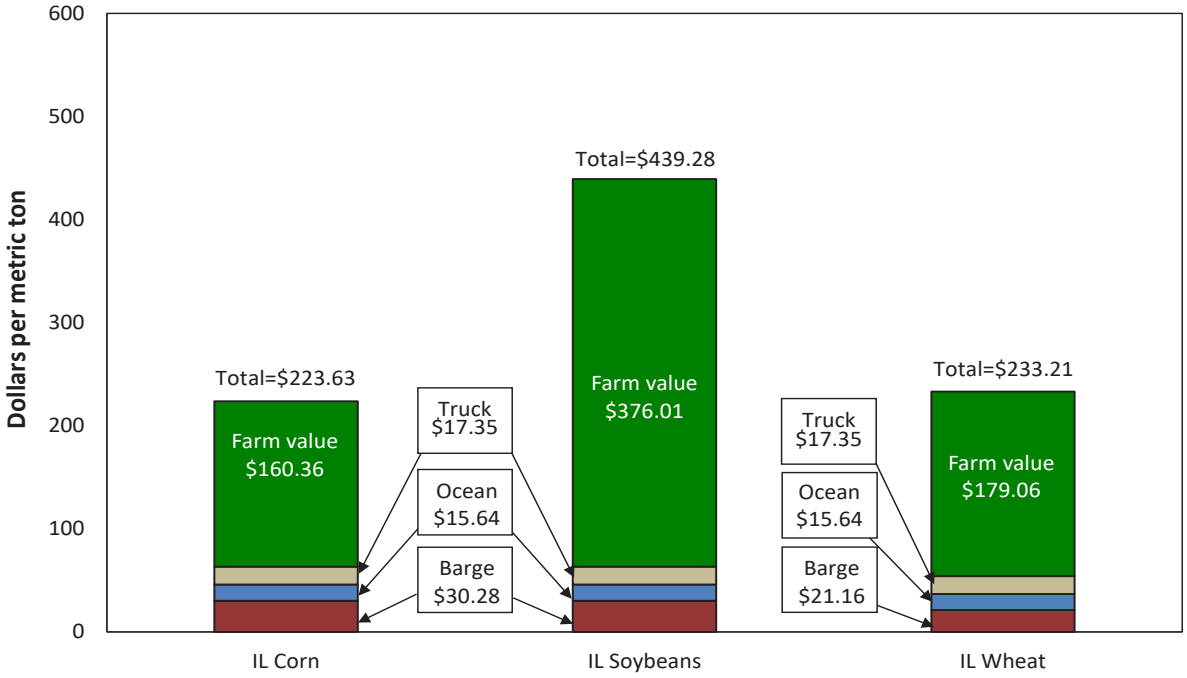
[3]Source: USDA, National Agricultural Statistics Service.

[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.

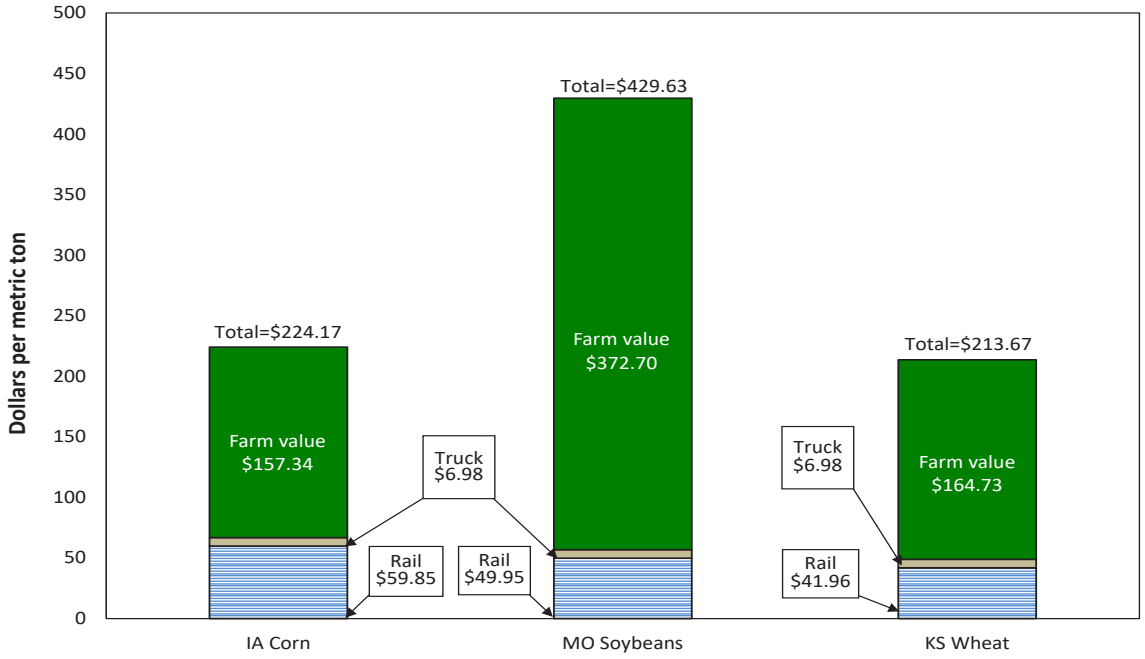
Source: Compiled by the USDA, Agricultural Marketing Service.

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



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

Figure 2. Third-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.

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	4,560		4,560	103	120	98		107
	KS	Laredo, TX	5,080	5,080	5,080		5,080	458	478	480		472
	IA	Laredo, TX	5,550	5,550	5,550		5,550	507	530	531		523
	MO	Laredo, TX	5,005	5,005	5,005		5,005	437	457	458		451
	MO	Laredo, TX	5,190	5,190	5,190		5,190	465	485	486		479
	IL	Eagle Pass, TX	4,685	4,685	4,685		4,685	375	392	392		386
	IL	Eagle Pass, TX	4,805	4,805	4,805		4,805	389	407	407		401
	NE	El Paso, TX	5,000	5,000	5,000		5,000	81	94	77		84
Soybeans	KS	Laredo, TX	5,080	5,080	5,080		5,080	458	478	480		472
	TX	El Paso, TX	5,325	5,325	4,992		5,214	87	102	83		91
	NE	Eagle Pass, TX	6,250	6,250	5,817		6,106	356	373	373		367
	MO	Eagle Pass, TX	5,325	5,325	4,992		5,214	87	101	83		90
	MO	Laredo, TX	5,005	5,005	5,005		5,005	437	457	458		451
	IA	Eagle Pass, TX	6,335	6,335	5,902		6,191	373	390	390		384
Wheat	TX	El Paso, TX	3,818	3,512	2,900		3,410	63	73	60		65
	KS	Laredo, TX	4,525	4,383	4,099		4,336	267	280	280		276
	MO	Laredo, TX	5,005	5,005	5,005		5,005	437	457	458		451
	KS	Laredo, TX	4,345	4,238	4,024		4,202	236	246	246		243

[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 calculations.

[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, 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	46.06	45.85		45.93	1.16	1.17	1.17		1.17
	KS	Laredo, TX	54.51	54.70	54.72		54.64	1.38	1.39	1.39		1.39
	IA	Laredo, TX	59.61	59.84	59.85		59.77	1.51	1.52	1.52		1.52
	MO	Laredo, TX	53.56	53.76	53.77		53.70	1.36	1.36	1.37		1.36
	MO	Laredo, TX	55.65	55.86	55.87		55.79	1.41	1.42	1.42		1.42
	IL	Eagle Pass, TX	49.80	49.97	49.96		49.91	1.26	1.27	1.27		1.27
	IL	Eagle Pass, TX	51.12	51.29	51.29		51.23	1.30	1.30	1.30		1.30
	NE	El Paso, TX	50.01	50.14	49.97		50.04	1.27	1.27	1.27		1.27
Soybeans	KS	Laredo, TX	54.51	54.70	54.72		54.64	1.48	1.49	1.49		1.49
	MO	El Paso, TX	53.27	53.41	49.95		52.21	1.45	1.45	1.36		1.42
	NE	Eagle Pass, TX	65.02	65.19	60.92		63.71	1.77	1.77	1.66		1.73
	MO	Laredo, TX	53.26	53.41	49.95		52.21	1.45	1.45	1.36		1.42
	MO	Laredo, TX	53.56	53.76	53.77		53.70	1.46	1.46	1.46		1.46
	IA	Eagle Pass, TX	66.02	66.19	61.93		64.71	1.80	1.80	1.68		1.76
Wheat	TX	El Paso, TX	38.20	35.29	29.13		34.21	1.04	0.96	0.79		0.93
	KS	Laredo, TX	47.17	45.89	43.09		45.38	1.28	1.25	1.17		1.23
	MO	Laredo, TX	53.56	53.76	53.77		53.70	1.46	1.46	1.46		1.46
	KS	Laredo, TX	45.08	44.14	42.03		43.75	1.23	1.20	1.14		1.19

[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 calculations.

[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	589	636	2,539
2025	584	576	565		

*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.

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		17.63
35-40,000	13.64	13.35	15.64		14.21

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 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		2.88
Pharr, Texas	3.1	2.7	2.31		2.7

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

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

3rd quarter 2025														
Legend:	**1 =Surplus**	**2 = Slight surplus**		**3 = Adequate**			**4 = Slight shortage**			**5 = Shortage**				
Truck availability														
Mexico border crossings/month		**July**					**August**				**September**			
Week ending		7/1	7/8	7/15	7/22	7/29	8/5	8/12	8/19	8/26	9/2	9/9	9/16	9/23	9/30
Through Nogales, AZ	Tomato, Squash Cucumber, Honeydew, Watermelon, Mixed Fruits, Vegetables, Mango	**3**	**3**	**3**	**3**	**NA**	**3**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**
Through TX	Vegetables, Limes, Mangoes, Onions, Tomatoes, Broccoli, Mixed Fruits	**NA**	**1**	**1**	**2**	**2**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**1**	**2**

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	3rd qtr 2025	Rank
Tomatoes	370	1
Avocados	234	2
Limes	209	3
Peppers	184	4
Cucumbers	166	5
Mangoes	159	6
Onions	81	7
Papaya	58	8
Watermelons	48	9
Bananas	48	10

Source: USDA, Agricultural Marketing Service, 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 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	99,895	81,622	.	296,342
Peppers	90,158	58,581	40,458	.	189,197
Avocados	61,519	49,644	51,601	.	162,764
Cucumbers	60,404	49,455	36,552	.	146,411
Strawberries	32,770	84,696	10,518	.	127,984
Subtotal	**359,676**	**342,271**	**220,751**	**.**	**922,698**
Other	343,167	368,591	244,245	.	956,000
Total	**702,843**	**710,862**	**464,996**	**.**	**1,878,698**

Source: Data is obtained from the Department of Homeland Security, U.S. Customs and Border Protection through USDA, Agricultural Marketing Service, Market News.

Mexico Transport Cost Indicator Report

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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: Third-quarter 2025 water-route shipment costs ($/mt) to Veracruz, Mexico
- Figure 2: Third-quarter 2025 land-route shipment costs ($/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
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