USDA Agricultural Marketing Service
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Mexico Transport Cost Indicator Report

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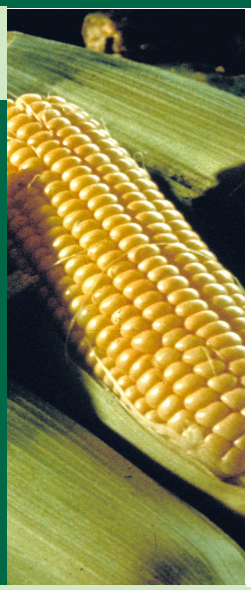

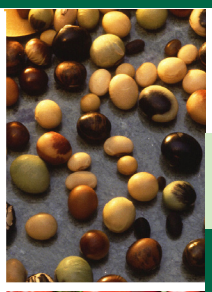

Second Quarter 2021
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Summary: What Happened?

Landed Costs of Grain to Mexico Continued Rising in Second Quarter 2021

Given Mexico's status as a leading importer of U.S. grain (see August 12, 2021 *Grain Transportation Report GTR* tables 13, 14 and 15), low transportation and landed costs for U.S.-Mexico routes are vital to the competitiveness of U.S. grain in Mexico and globally. U.S. grain is transported to Mexico either by cross-border land movements or by sea movements to Mexican ports for inland distribution. This article examines the costs of transporting U.S. grain to Mexico over land to Guadalajara (land routes) and by sea to Veracruz (water routes), tracking changes over time (see table 1).

Quarter-to-quarter transportation costs. Total transportation costs for U.S. corn, soybeans, and wheat increased from first quarter 2021 to second quarter 2021 (quarter to quarter). Water-route shipping costs increased with higher truck and ocean freight rates.[1] Land-route shipping costs rose with higher rates for truck and rail (public tariff, plus fuel surcharge). Ocean freight rates continued to rise, in part, as a result of the sustained global optimism sparked by major economies' reopening early in the year. There was also upward pressure on ocean rates because of increased demand due to expansionary economic policies in the United States and abroad (e.g., stimulus packages) and tighter vessel supply due to congestion. For example, China's infrastructure policy has continued to increase construction activities, generating a strong demand for iron ore (Drewry Maritime Research, Inc.). Truck rates rose at least partly because of higher diesel fuel prices and increased demand for trucking services, especially in grain-producing regions (see August 12, 2021 *GTR* fig. 13). Rail rates increased at least partly because of higher fuel surcharges (see August 12, 2021 *GTR* fig. 7).

Year-to-year transportation costs. From second quarter 2020 to second quarter 2021 (year to year), total costs of shipping all grain (U.S. corn, soybeans, and wheat) to Mexico by the water routes rose because of higher truck, barge, and ocean rates. Likewise, total costs of shipping all grain to Mexico by the land routes rose because of higher truck and rail tariff rates.

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

Quarter-to-quarter landed costs. Quarter to quarter, landed costs increased for all grains shipped via the water and land routes. For both shipping options, landed costs rose with higher transport costs and higher farm values (table 1 and figs. 1 and 2). The transportation share of landed costs ranged from 9 percent to 24 percent for the water routes and from 17 percent to 31 percent for the land routes (see table 1).

Year-to-year landed costs. Year to year, landed costs increased for both waterborne and land-route corn, soybeans, and wheat because of higher transportation costs and farm values.

U.S. Exports to Mexico: According to USDA's Federal Grain Inspection Service, Mexico imported 4.40 mmt of U.S. corn, 0.84 mmt of U.S. soybeans, and 1.00 mmt of U.S. wheat in second quarter 2021. Quarter to quarter, U.S. inspections for export to Mexico increased 34 percent for corn, decreased 31 percent for soybeans, and increased 27 percent for wheat. Year to year, U.S. inspections destined to Mexico rose 11 percent for corn, fell 7 percent for soybeans, and rose 43 percent for wheat. Despite the increases in farm prices and transportation costs, total U.S. grain shipments to Mexico have increased quarter to quarter and year to year. However, if transportation costs do fall in the future, the decline will be an added advantage in maintaining U.S. competitiveness in Mexico.

Ocean Freight Rates: Ocean freight rates for shipping bulk grains to Mexico increased quarter to quarter, year to year, and from the 4-year average. In the second quarter—via 25,000 ton-capacity vessels from the U.S. Gulf to Veracruz, Mexico—the cost of shipping a metric ton (mt) of grain averaged $27.14 per mt. This was up 20 percent quarter to quarter, up 77 percent year to year, and up 72 percent from the prior-4-year average. The cost of shipping in a 35,000-40,000 ton-capacity vessel averaged $23.75 per mt. This amounted to a 24-percent increase quarter to quarter, 91-percent increase year to year, and 78-percent increase from the prior-4-year average. Dry bulk trade, including grain remained strong during the quarter, supporting the rates.

Railroad: In second quarter 2021, railroads transported 47,133 carloads of grain and oilseeds to Mexico, up 20 percent quarter to quarter and up 21 percent year to year. Tariff rail rates per grain car averaged $7,688, unchanged quarter to quarter and year to year, but up 2 percent from the prior-3-year average. Fuel surcharges per railcar averaged $256, up 45 percent quarter to quarter, up 61 percent year to year, and up 44 percent from the prior-3-year average. Overall, rail transportation costs (tariff rates plus fuel surcharges) were up 1 percent quarter to quarter and year to year and were up 3 percent from the prior-3-year average.

Fruit and Vegetables

In second quarter 2021, total reported shipments of fruits and vegetables by refrigerated truck from Mexico were 3.51 million tons, a 20-percent increase from year to year. The sum of the top five commodities increased by 206,000 tons, or 18 percent. At 377,000 tons—a 27-percent increase from year to year—seedless watermelons were the largest reported refrigerated truck import from Mexico by volume.

Truck rates for shipments crossing the Arizona border from Mexico and traveling 501-1,500 miles averaged $3.90 per mile, up 23 percent quarter to quarter and up 53 percent year to year. Rates for shipments crossing the Texas-Mexico border and traveling 501-1,500 miles averaged $3.19 per mile, up 9 percent quarter to quarter and up 42 percent year to year.

Diesel fuel prices for Texas-Mexico border crossings averaged $2.99 per gallon for the quarter. Diesel fuel prices for Arizona-Mexico border crossings averaged $3.36 per gallon. Truck availability for Texas-Mexico border crossings ranged from adequate to slight shortage throughout the quarter. On average, truck availability for Arizona-Mexico border crossings fluctuated from slight shortage to shortage throughout the quarter.

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

	2021									
	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				
	Corn									
Origin	IL					IA				
Truck	13.66	13.99			13.83	4.88	4.98			4.93
Rail[1]						95.30	96.73			96.02
Barge	20.87	17.29			19.08					
Ocean[2]	19.19	23.75			21.47					
Total transportation cost	53.72	55.03			54.38	100.18	101.71			100.95
Farm price[3]	180.44	229.91			205.18	185.82	230.57			208.20
Landed cost[4]	234.16	284.94			259.55	286.00	332.28			309.14
Transport % of landed cost	22.9	19.3			20.9	35.0	30.6			32.7
	Soybeans									
Origin	IL					NE				
Truck	13.66	13.99			13.83	4.88	4.98			4.93
Rail[1]						97.77	99.21			98.49
Barge	20.87	17.29			19.08					
Ocean[2]	19.19	23.75			21.47					
Total transportation cost	53.72	55.03			54.38	102.65	104.19			103.42
Farm price[3]	442.15	527.88			485.02	445.82	519.31			482.57
Landed cost[4]	495.87	582.91			539.39	548.47	623.50			585.99
Transport % of landed cost	10.8	9.4			10.1	18.7	16.7			17.7
	Wheat									
Origin	KS					KS				
Truck	4.88	4.98			4.93	4.88	4.98			4.93
Rail[1]	42.07	42.07			42.07	81.72	83.37			82.55
Ocean[2]	19.19	23.75			21.47					
Total transportation cost	66.14	70.80			68.47	86.60	88.35			87.48
Farm price[3]	215.20	227.44			221.32	215.20	227.44			221.32
Landed cost[4]	281.34	298.24			289.79	301.80	315.79			308.80
Transport % of landed cost	23.5	23.7			23.6	28.7	28.0			28.3

[1]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.

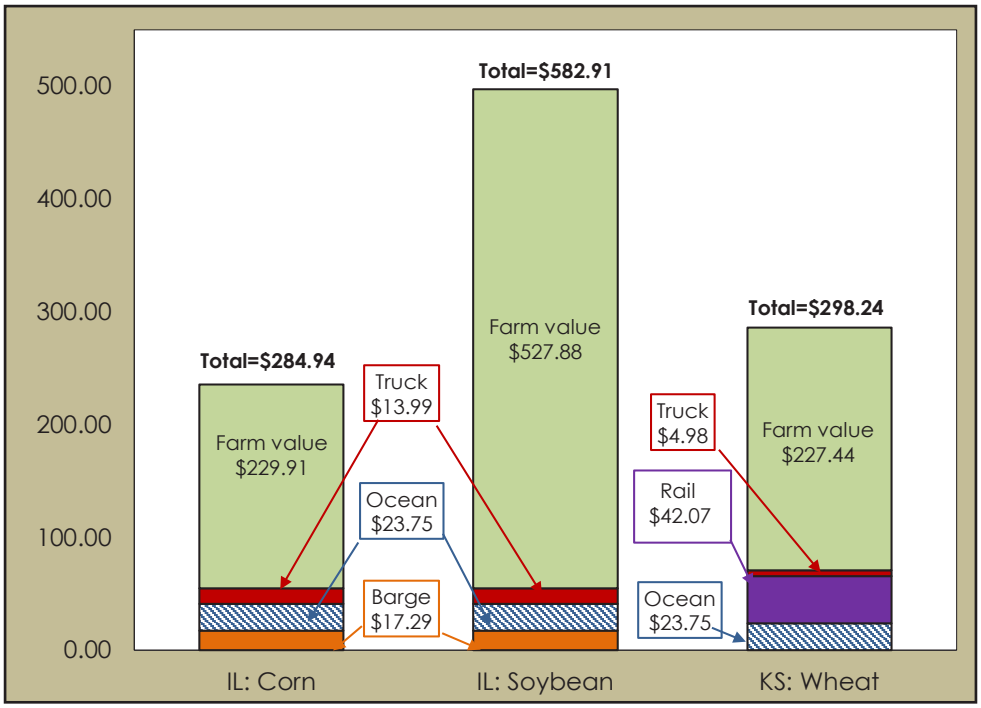
[2]Source: O'Neil Commodity Consulting, Inc.

[3]Source: USDA/NASS

*Due to the closure of several lock and dam facilities on Illinois River between July 1 and October 27, 2020, mid-Mississippi barge rate was substituted forIllinois rate as the benchmark for calculating cost index during the closures.

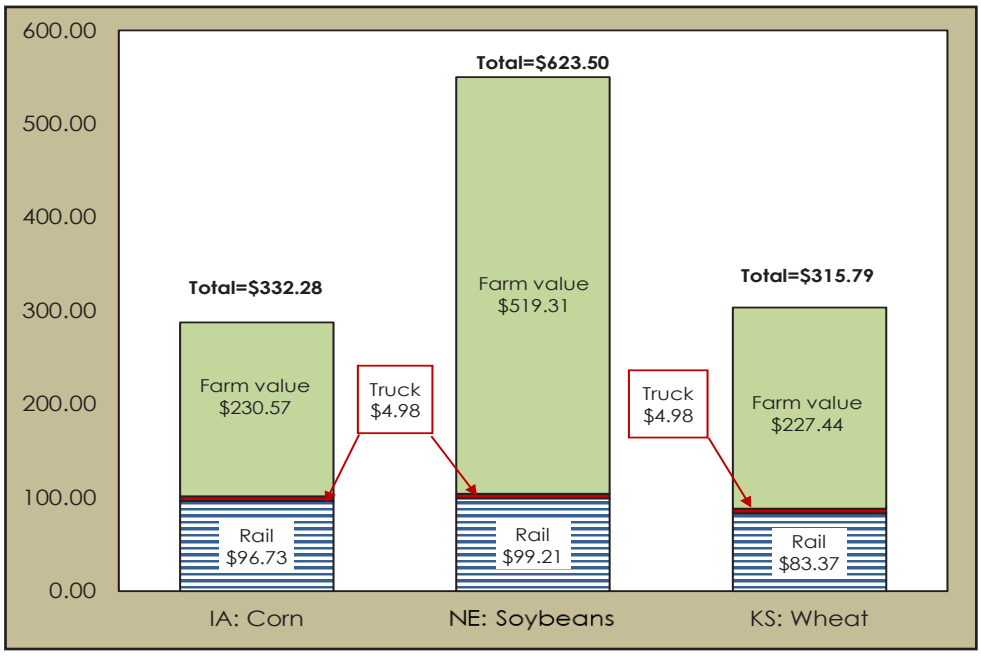
[4]Landed cost is total transportation cost plus the farm price.

Figure 1. Second-quarter 2021 water-route shipment costs ($/mt) to Veracruz, Mexico



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

Figure 2. Second-quarter 2021 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), 2021

			Tariff rate/car[1]					Fuel surcharge per car[2]				
Commodity	Origin State	Destination	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
Wheat	MT	Chihuahua, CI	7,384	7,384			7,384	0	0			0
	OK	Cuautitlan, EM	6,713	6,746			6,729	67	135			101
	KS	Guadalajara, JA	7,471	7,491			7,481	527	668			597
	TX	Salinas Victoria, NL	4,347	4,347			4,347	41	82			61
Corn	IA	Guadalajara, JA	8,902	8,902			8,902	425	565			495
	SD	Celaya, GJ	8,140	8,140			8,140	0	0			0
	NE	Queretaro, QA	8,300	8,300			8,300	139	280			209
	SD	Salinas Victoria, NL	6,905	6,905			6,905	0	0			0
	MO	Tlalnepantla, EM	7,665	7,665			7,665	135	273			204
	SD	Torreon, CU	7,690	7,690			7,690	0	0			0
Soybeans	MO	Bojay (Tula), HG	8,547	8,547			8,547	401	531			466
	NE	Guadalajara, JA	9,157	9,157			9,157	412	553			482
	IA	El Castillo, JA	9,410	9,410			9,410	0	0			0
	KS	Torreon, CU	8,014	8,014			8,014	274	379			327
Sorghum	NE	Celaya, GJ	7,772	7,772			7,772	367	498			433
	KS	Queretaro, QA	8,108	8,108			8,108	84	168			126
	NE	Salinas Victoria, NL	6,713	6,713			6,713	68	135			101
	NE	Torreon, CU	7,092	7,092			7,092	243	345			294

[1]Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75-110 cars that meet railroad efficiency requirements. The cost of obtaining empty grain cars in the Secondary Grain Car markets, which in times of high demand may exceed the tariff rate plus fuel surcharge, is not included.

[2]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 3. Quarterly tariff rail rates plus fuel surcharges for U.S. bulk grain shipments to Mexico, 2021

			Tariff[1] plus fuel surcharge per:									
			US$/metric ton					US$/bushel[2]				
Commodity	Origin State	Destination	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
Wheat	MT	Chihuahua, CI	75.45	75.45			75.45	2.05	2.05			2.05
	OK	Cuautitlan, EM	69.27	70.30			69.79	1.88	1.91			1.90
	KS	Guadalajara, JA	81.72	83.37			82.54	2.22	2.27			2.24
	TX	Salinas Victoria, NL	44.83	45.25			45.04	1.22	1.23			1.22
Corn	IA	Guadalajara, JA	95.30	96.73			96.01	2.42	2.45			2.44
	SD	Celaya, GJ	83.17	83.17			83.17	2.11	2.11			2.11
	NE	Queretaro, QA	86.22	87.67			86.94	2.19	2.22			2.21
	SD	Salinas Victoria, NL	70.55	70.55			70.55	1.79	1.79			1.79
	MO	Tlalnepantla, EM	79.70	81.10			80.40	2.02	2.06			2.04
	SD	Torreon, CU	78.57	78.57			78.57	1.99	1.99			1.99
Soybeans	MO	Bojay (Tula), HG	91.42	92.75			92.08	2.49	2.52			2.50
	NE	Guadalajara, JA	97.77	99.21			98.49	2.66	2.70			2.68
	IA	El Castillo, JA	96.15	96.15			96.15	2.61	2.61			2.61
	KS	Torreon, CU	84.68	85.76			85.22	2.30	2.33			2.32
Sorghum	NE	Celaya, GJ	83.17	84.50			83.83	2.11	2.14			2.13
	KS	Queretaro, QA	83.70	84.56			84.13	2.12	2.15			2.13
	NE	Salinas Victoria, NL	69.28	69.97			69.62	1.76	1.78			1.77
	NE	Torreon, CU	74.95	75.99			75.47	1.90	1.93			1.92

[1]Rates are based upon published tariff rates for high-capacity shuttle trains. Shuttle trains are available for qualified shipments of 75-110 cars that meet railroad efficiency requirements. The cost of obtaining empty grain cars in the Secondary Grain Car markets, which in times of high demand may exceed the tariff rate plus fuel surcharge, is not included.

[2]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 exports of U.S. distillers' dried grains with soluble (DDGS) to Mexico*

	Thousand metric tons				
Year	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			1,128

*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 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 2013	2nd qtr 2013	3rd qtr 2013	4th qtr 2013	Average
25,000	20.19	19.59	20.47	20.01	20.07
35-40,000	17.89	17.58	17.85	17.13	17.61
Vessel capacity (metric ton)	1st qtr 2014	2nd qtr 2014	3rd qtr 2014	4th qtr 2014	Average
25,000	20.08	17.48	15.75	16.32	17.41
35-40,000	17.53	15.48	13.56	13.96	15.13
Vessel capacity (metric ton)	1st qtr 2015	2nd qtr 2015	3rd qtr 2015	4th qtr 2015	Average
25,000	13.67	14.23	14.59	13.95	14.11
35-40,000	11.63	11.89	12.85	12.12	12.12
Vessel capacity (metric ton)	1st qtr 2016	2nd qtr 2016	3rd qtr 2016	4th qtr 2016	Average
25,000	12.34	13.47	15.00	14.85	13.92
35-40,000	10.44	11.65	13.20	13.26	12.14
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			24.85
35-40,000	19.19	23.75			21.47

Source: O'Neil Commodity Consulting

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 2013**	**2nd qtr 2013**	**3rd qtr 2013**	**4th qtr 2013**	**Average**
Nogales, Arizona	2.34	2.59	1.63	2.33	2.22
Pharr, Texas	2.15	2.33	2.02	2.01	2.13
Origin/border crossing	**1st qtr 2014**	**2nd qtr 2014**	**3rd qtr 2014**	**4th qtr 2014**	**Average**
Nogales, Arizona	2.46	2.69	1.74	2.31	2.30
Pharr, Texas	2.32	2.53	2.12	2.13	2.28
Origin/border crossing	**1st qtr 2015**	**2nd qtr 2015**	**3rd qtr 2015**	**4th qtr 2015**	**Average**
Nogales, Arizona	2.41	2.49	2.71	2.51	2.53
Pharr, Texas	2.26	2.23	2.50	2.27	2.32
Origin/border crossing	**1st qtr 2016**	**2nd qtr 2016**	**3rd qtr 2016**	**4th qtr 2016**	**Average**
Nogales, Arizona	2.31	2.43	2.53	2.65	2.48
Pharr, Texas	2.98	2.17	2.24	2.34	2.43
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	2.30
Pharr, Texas	2.16	2.21	2.00	2.36	2.18
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			3.53
Pharr, Texas	2.93	3.19			3.06

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

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

2nd quarter 2021													
Legend:	1 =Surplus	2 = Slight surplus		3 = Adequate		4 = Slight shortage		5 = Shortage					
Truck availability													
Mexico border crossings/month		April				May				June			
Week ending		4/6	4/13	4/20	4/27	5/4	5/11	5/18	5/25	6/1	6/8	6/15	6/22	6/29
Through Nogales, AZ	Tomatoes, Squash, Cucumbers, Mangoes, Honeydew, Watermelons, Mixed Fruits, Vegetables,	5	4	4	5	5	5	5	5	4	3	3	2	3
Through TX	Vegetables, Limes, Mangoes, Onions, Tomatoes, Broccoli, Mixed Fruits	4	4	4	3	4	5	4	4	3	3	4	4	4

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, 2021 (1,000 metric tons)

Commodity	2nd qtr 2021	Rank
Watermelons, seedless	377	1
Avocados	293	2
Cucumbers	241	3
Tomatoes, plum type	211	4
Tomatoes	209	5
Grapes	182	6
Limes	177	7
Mangoes	175	8
Peppers, other	154	9
Peppers, bell type	135	10

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

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

Commodity	1st qtr 2014	2nd qtr 2014	3rd qtr 2014	4th qtr 2014	Total 2014
Tomatoes (all varieties)	102,223	75,885	41,364	59,367	278,839
Peppers (all varieties)	61,170	32,403	28,315	49,764	171,652
Cucumbers	25,327	8,7584	3,815	20,131	136,857
Avocados	37,704	25,948	26,937	39,197	129,786
Squash	4,7115	30,353	12,534	37,227	127,229
Subtotal	**273,539**	**252,173**	**112,965**	**205,686**	**844,363**
Other	218,822	231,589	126,002	166,317	742,730
Total	**492,361**	**483,762**	**238,967**	**372,003**	**1,587,093**
Commodity	**1st qtr 2015**	**2nd qtr 201**	**3rd qtr 2015**	**4th qtr 2015**	**Total 2015**
Tomatoes (all varieties)	97,953	71,449	45,992	65,381	280,775
Peppers (all varieties)	44,215	37,154	43,044	49,722	174,135
Cucumbers	59,876	33,752	30,679	47,396	171,703
Avocados	23,537	95,273	7,213	23,195	149,218
Squash	49,684	33,603	15,717	37,875	136,879
Subtotal	**275,265**	**271,231**	**142,645**	**223,569**	**912,710**
Other	232,251	250,443	138,828	185,012	806,534
Total	**507,516**	**521,674**	**281,473**	**408,581**	**1,719,244**
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
Cucumbers	60,241	37,679	34,993	40,457	173,370
Avocados	21,726	85,723	7,560	33,670	148,679
Squash	48,999	32,842	14,670	39,803	136,314
Subtotal	**323,871**	**286,527**	**142,837**	**245,734**	**998,969**
Other	270,078	265,393	157,375	201,602	894,448
Total	**593,949**	**551,920**	**300,212**	**447,336**	**1,893,417**
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
Cucumbers	49,565	36,996	32,133	47,015	165,709
Avocados	47,336	32,892	16,064	44,415	140,707
Squash	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**

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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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
Peppers (all varieties)	74,252	46,390	35,103	57,726	213,471
Cucumbers	55,189	49,914	35,246	49,781	190,130
Avocados	51,964	36,452	14,131	43,288	145,835
Squash	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
Cucumbers	57,162	25,622	42,135	58,520	183,439
Avocados	24,868	88,165	11,138	30,506	154,677
Squash	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
Cucumbers	58,796	48,461	45,480	63,907	217,195
Avocados	51,075	71,858	12,878	47,328	154,587
Squash	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			210,537
Peppers (all varieties)	85,890	57,801			143,691
Cucumbers	74,254	58,525			132,779
Avocados	54,355	81,417			108,332
Squash	38,041	48,229			102,584
Subtotal	**372,341**	**336,708**			**697,923**
Other	338,366	364,523			714,015
Total	**710,707**	**701,231**			**1,411,938**

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 2021 water-route shipment costs ($/mt) to Veracruz, Mexico
- Figure 2: Second-quarter 2021 land-route shipment costs ($/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), 2021
- Table 3: Quarterly tariff rail rates plus fuel surcharge for U.S. bulk grain shipments to Mexico, 2021
- 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, 2021 (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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