

Mexico Transport Cost Indicator Report

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CONTENTS

Summary: What Happened?	1
Quarterly Bulk Grain and Soybeans	7
Fruit and Vegetable	11
Subscription Information:	14
Related Websites:	14
Data Sets:	14



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SUMMARY: WHAT HAPPENED?

Landed Costs of Grain to Mexico Rose From First to Second Quarter 2026

Given Mexico's status as a major buyer of U.S. grain, low landed costs (transportation costs + farm values) for U.S.-Mexico routes are vital to the competitiveness of U.S. grain (corn, soybeans, and wheat) in Mexico and globally. 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](#), [figs. 1](#) and [2](#)).

Quarter-to-Quarter Transportation Costs. From first quarter 2026 to second quarter 2026 (quarter to quarter), total transportation costs rose for all grains shipped by water and land routes. Rising water-route shipping costs for all grains reflected higher truck, rail, and ocean freight rates.¹ Only barge rates declined. Truck rates rose as truck availability declined and diesel fuel prices increased ([Grain Truck and Ocean Rate Advisory, second quarter 2026](#), and [Grain Transportation Report \(GTR\) fig. 16](#)). Higher rail rates partly reflected record-high fuel surcharges as diesel prices soared ([GTR, July 30, 2026](#)). Barge rates showed their typical seasonal decline after the Upper Mississippi River (UMR) reopened from its annual winter closure in late March.² Ocean freight rates for shipping bulk items, including grain, rose partly because of strong cargo demand and rising bunker fuel costs ([GTR, July 30, 2026](#)).

Land-route shipping costs for all grains increased mainly because of rising rail rates (public tariff, plus fuel surcharge).

Year-to-Year Transportation Costs. From second quarter 2025 to second quarter 2026 (year to year), total costs of shipping corn, soybeans, and wheat to Mexico by the water routes rose, because of increases in truck, barge, and ocean freight rates. For land-route corn and wheat, higher transportation costs reflected higher truck and rail rates. However, for land-route soybeans, lower rail rates pushed down transportation costs.

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

² Repositioning empty barges is easier when UMR is open, and because shippers have improved access to barges, barge rates fall.



Mexico Transport Cost Indicator Report



Quarter-to-Quarter Landed Costs. Quarter to quarter—for water- and land-route corn, soybeans, and wheat—landed costs increased because of rises in both transportation costs and farm values.

The share of landed costs comprising transportation was 14-29 percent for the water routes and 11-29 percent for the land routes. For corn and soybeans by the water route and wheat by both routes, transportation's share of landed costs fell. For corn and soybeans by the land route, transportation's share of landed costs held steady.

Year-to-Year Landed Costs. Year to year, landed costs rose for all route/grain combinations, except land-route corn. For soybeans by the water route and wheat by both routes, higher transportation costs and farm values pushed up landed costs. For water-route corn, landed costs rose because higher transportation costs outweighed lower farm values.

For corn shipped by the land route, landed costs fell because falling farm values outweighed rising transportation costs. For land-route soybeans, landed costs rose because higher farm values outweighed falling transportation costs.

U.S. Exports to Mexico: According to USDA's Foreign Agricultural Service's Global Agricultural Trade System (GATS) data, in second quarter 2026, the United States exported the following volumes to Mexico (with quarter-to-quarter changes): 6.32 million metric tons (mmt) of corn (up 4 percent); 1.02 mmt of soybeans (down 7 percent); and 1.08 mmt of wheat (up 1 percent). Year to year, U.S. exports to Mexico were down 8 percent for corn, unchanged for soybeans, and up 5 percent for wheat.

Ocean Freight Rates: Reflecting the current market condition, second-quarter 2026 ocean rates are estimated for the vessel size category of 30-35,000 metric tons (mt), rather than the 35-40,000-mt category used in prior quarters. Ocean freight rates for shipping bulk grains to Mexico rose quarter to quarter and rose year to year. For vessels of 30,000-35,000-ton capacity, the cost of shipping a metric ton (mt) of grain from the U.S. Gulf to Veracruz, Mexico, averaged \$21.45 per mt in the second quarter. This cost was up 36 percent quarter to quarter, and up 61 percent year to year. The quarter-to-quarter increase in ocean freight rates reflected strong cargo demand and rising bunker fuel costs.

Railroad: According to GATS data, in second quarter 2026, 5.63 mmt of grain and oilseeds (i.e., corn, wheat, and soybeans) were exported to Mexico by land. Exports by land to Mexico are overwhelmingly rail shipments. Land-based exports to Mexico were down 7 percent year to year, but up 9 percent from the prior-3-year second-quarter average.

Rail tariff rates for shipping grain to the U.S.-Mexico border averaged \$4,682 (per car)—down 7 percent year to year and down 5 percent from the prior 3-year average. Fuel surcharges to the border (per car) averaged \$612—up 82 percent quarter to quarter, up 86 percent year to year, and up 44 percent from the prior 3-year average. Overall, rail transportation costs (tariff rates plus fuel surcharges) to the border were up 5 percent quarter to quarter, down 1 percent year to year, and down 1 percent from the prior 3-year average.

Fruit and Vegetables

In second quarter 2026, total reported shipments of fruits and vegetables by refrigerated truck from Mexico were 3.21 mmt, which was down 1 percent year to year. At 399,000 mt—down 12 percent year to year—tomatoes were the largest refrigerated-truck import from Mexico by volume.



Mexico Transport Cost Indicator Report



For shipments crossing the Arizona border from Mexico that traveled 501-1,500 miles, truck rates averaged \$3.84 per mile—up 13 percent quarter to quarter and up 38 percent year to year. For shipments crossing the Texas-Mexico border and traveling 501-1,500 miles, rates averaged \$4.18 per mile—up 13 percent quarter to quarter and up 55 percent year to year.

Diesel fuel prices for border crossings from Arizona averaged \$5.84 per gallon—up 34 percent quarter to quarter and up 52 percent year to year. Diesel fuel prices for border crossings from Texas averaged \$4.98—up 32 percent quarter to quarter and up 55 percent year to year. For Mexico crossings through South Texas and through Calexico and San Luis—despite showing a slight shortage on average for the quarter—truck availability improved month to month and was adequate in June. Truck availability through Nogales was adequate on average, but reported a slight shortage in May.



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Table 1. Quarterly costs of transporting U.S. grain to Veracruz, Mexico and U.S.-Mexico border locations

	Water route (to Veracruz)					Land route (to U.S. - Mexico border locations)				
	2025 2nd qtr	2026 1st qtr	2026 2nd qtr	% change yr. to yr.	% change qtr. to qtr.	2025 2nd qtr	2026 1st qtr	2026 1st qtr	% change yr. to yr.	% change qtr. to qtr.
	US\$/metric ton					US\$/metric ton				
	Corn									
Origin	IL					IA				
Truck	18.07	17.63	18.71	3.5	6.1	6.49	7.26	7.27	12.0	0.1
Rail ¹	-	-	-	-	-	59.84	59.99	63.72	6.5	6.2
Barge	24.29	34.22	29.92	23.2	-12.6	-	-	-	-	-
Ocean ²	13.35	15.73	21.45	60.7	36.4	-	-	-	-	-
Total transportation cost	55.71	67.58	70.08	25.8	3.7	66.33	67.25	70.99	7.0	5.6
Farm price ³	180.44	165.21	175.58	-2.7	6.3	180.31	164.43	170.59	-5.4	3.7
Landed cost ⁴	236.15	232.79	245.66	4.0	5.5	246.64	231.68	241.58	-2.1	4.3
Transport % of landed cost	24	29	29	5	-1	27	29	29	2	0
	Soybeans									
Origin	IL					MO				
Truck	18.07	17.63	18.71	3.5	6.1	6.49	7.26	7.27	12.0	0.1
Rail ¹	-	-	-	-	-	53.41	43.50	45.78	-14.3	5.2
Barge	24.29	34.22	29.92	23.2	-12.6	-	-	-	-	-
Ocean ²	13.35	15.73	21.45	60.7	36.4	-	-	-	-	-
Total transportation cost	55.71	67.58	70.08	25.8	3.7	59.90	50.76	53.05	-11.4	4.5
Farm price ³	388.26	391.93	426.23	9.8	8.8	384.58	398.06	426.23	10.8	7.1
Landed cost ⁴	443.97	459.51	496.31	11.8	8.0	444.48	448.82	479.28	7.8	6.8
Transport % of landed cost	13	15	14	2	-1	13	11	11	-2	0
	Wheat									
Origin	IL					KS				
Truck	18.07	17.63	18.71	3.5	6.1	6.49	7.26	7.27	12.0	0.1
Rail ¹	-	-	-	-	-	44.07	42.51	44.20	0.3	4.0
Barge	15.31	24.06	18.87	23.3	-21.6	-	-	-	-	-
Ocean ²	13.35	15.73	21.45	60.7	36.4	-	-	-	-	-
Total transportation cost	46.73	57.42	59.03	26.3	2.8	50.56	49.77	51.47	1.8	3.4
Farm price ³	200.25	195.97	214.09	6.9	9.2	183.96	176.25	209.81	14.1	19.0
Landed cost ⁴	246.98	253.39	273.12	10.6	7.8	234.52	226.02	261.28	11.4	15.6
Transport % of landed cost	19	23	22	3	-1	22	22	20	-2	-2

¹In 2022, due to tax changes in Mexico, all three Class I railroads that ship from the U.S. to Mexico (BNSF, Union Pacific, and Kansas City Southern) are only reporting rates to the border for interchange, called Rule 11 rates. The estimated total includes the estimated tariff through-rate for shuttle train service to U.S.-Mexico border locations and the reported fuel surcharge. The estimated rate does not include any additional costs for shuttle car service. Rates may be revised from what were previously published.

²Source: O'Neil Commodity Consulting, Inc./World Perspectives, Inc. Reflecting the current market condition, 2nd quarter 2026 ocean rates are estimated for 30-35,000 mt vessel size category as opposed to 35-40,000 mt used in prior quarters.

³Source: USDA, National Agricultural Statistics Service.

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

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

Source: Compiled by the USDA, Agricultural Marketing Service.



Mexico Transport Cost Indicator Report



Table 2. Quarterly costs of transporting U.S. grain and soybeans to Veracruz, Mexico and U.S.-Mexico border locations

	2026									
	Water route (to Veracruz)					Land route (to U.S. - Mexico border locations)				
	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg.	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg.
	US\$/metric ton					US\$/metric ton				
	Corn									
Origin	IL					IA				
Truck	17.63	18.71			18.17	7.26	7.27			7.27
Rail ¹	-	-			-	59.99	63.72			61.86
Barge	34.22	29.92			32.07	-	-			-
Ocean ²	15.73	21.45			18.59	-	-			-
Total transportation cost	67.58	70.08			68.83	67.25	70.99			69.12
Farm price ³	165.21	175.58			170.40	164.43	170.59			167.51
Landed cost ⁴	232.79	245.66			239.23	231.68	241.58			236.63
Transport % of landed cost	29.0	28.5			28.8	29.0	29.4			29.2
	Soybeans									
Origin	IL					MO				
Truck	17.63	18.71			18.17	7.26	7.27			7.27
Rail ¹	-	-			-	43.50	45.78			44.64
Barge	34.22	29.92			32.07	-	-			-
Ocean ²	15.73	21.45			18.59	-	-			-
Total transportation cost	67.58	70.08			68.83	50.76	53.05			51.91
Farm price ³	391.93	426.23			409.08	398.06	426.23			412.15
Landed cost ⁴	459.51	496.31			477.91	448.82	479.28			464.05
Transport % of landed cost	14.7	14.1			14.4	11.3	11.1			11.2
	Wheat									
Origin	IL					KS				
Truck	17.63	18.71			18.17	7.26	7.27			7.27
Rail ¹	-	-			-	42.51	44.20			43.36
Barge	24.06	18.87			21.47	-	-			-
Ocean ²	15.73	21.45			18.59	-	-			-
Total transportation cost	57.42	59.03			58.23	49.77	51.47			50.62
Farm price ³	195.97	214.09			205.03	176.25	209.81			193.03
Landed cost ⁴	253.39	273.12			263.26	226.02	261.28			243.65
Transport % of landed cost	22.7	21.6			22.1	22.0	1.0			11.5

¹In 2022, due to tax changes in Mexico, all three Class I railroads that ship from the U.S. to Mexico (BNSF, Union Pacific, and Kansas City Southern) are only reporting rates to the border for interchange, called Rule 11 rates. The estimated total includes the estimated tariff through-rate for shuttle train service to U.S.-Mexico border locations and the reported fuel surcharge. The estimated rate does not include any additional costs for shuttle car service. Rates may be revised from what were previously published.

²Source: O'Neil Commodity Consulting, Inc./World Perspectives, Inc. Reflecting the current market condition, 2nd quarter 2026 ocean rates are estimated for 30-35,000 mt vessel size category as opposed to 35-40,000 mt used in prior quarters.

³Source: USDA, National Agricultural Statistics Service.

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

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

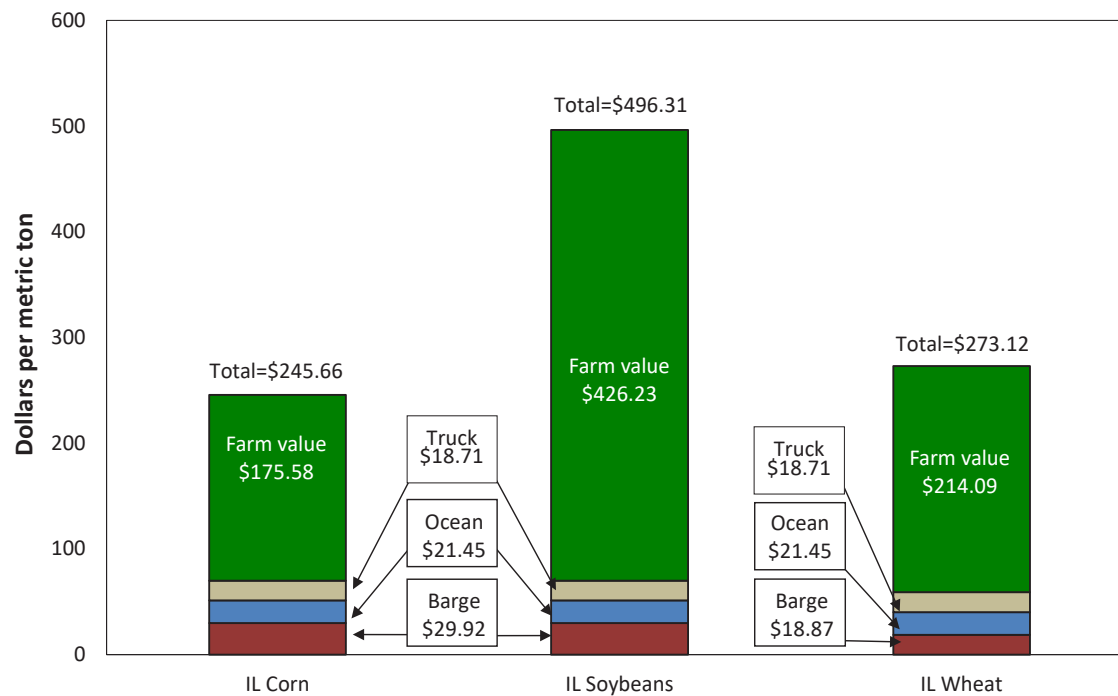
Source: Compiled by the USDA, Agricultural Marketing Service.



Mexico Transport Cost Indicator Report



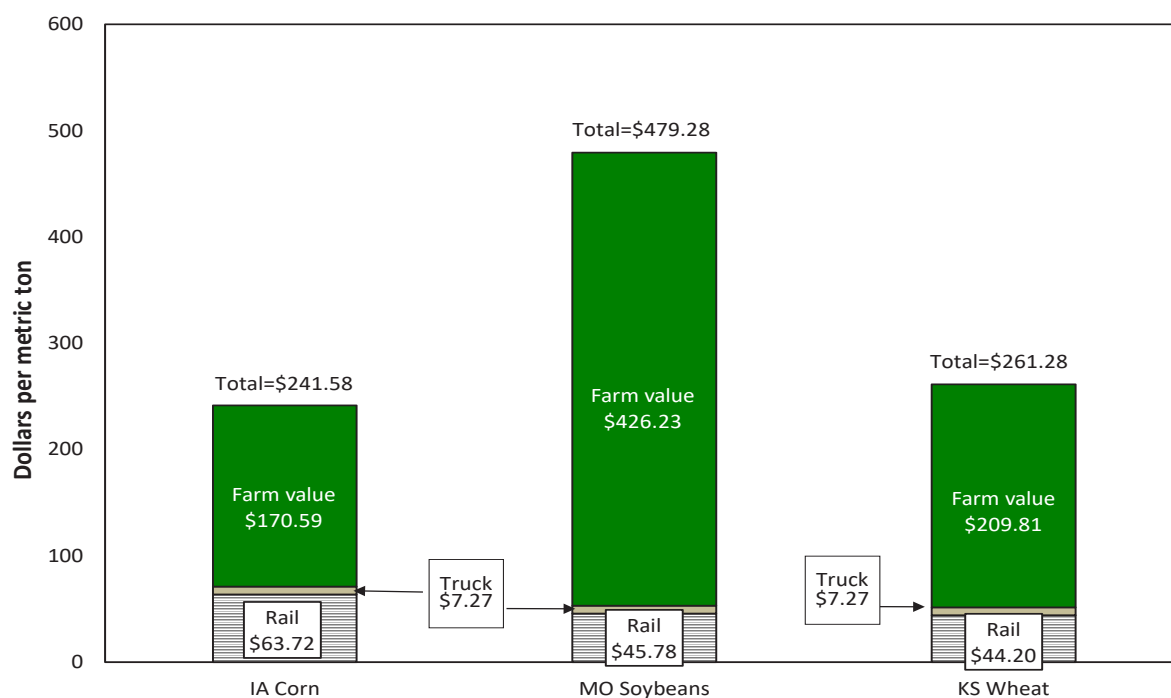
Figure 1. Second-quarter 2026 water-route shipment costs (\$/mt) to Veracruz, Mexico



Note: IL = Illinois.

Source: USDA, Agricultural Marketing Service.

Figure 2. Second-quarter 2026 land-route shipment costs (\$/mt) to U.S. - Mexico border locations



Note: IA = Iowa; MO = Missouri; KS = Kansas.

Source: USDA, Agricultural Marketing Service.



Mexico Transport Cost Indicator Report



QUARTERLY BULK GRAIN AND SOYBEANS

Table 3. Quarterly tariff rail rates for U.S. bulk grain shipments to Mexico (US\$/car), 2026

Commodity	Origin State	Destination	Tariff rate/car ^{1,3}					Fuel surcharge per car ²				
			1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
Corn	IL	El Paso, TX	4,641	4,641			4,641	111	385			248
	NE	El Paso, TX	4,622	4,622			4,622	87	303			195
	KS	Laredo, TX	5,080	5,080			5,080	493	835			664
	IA	Laredo, TX	5,550	5,550			5,550	545	924			735
	MO	Laredo, TX	5,005	5,005			5,005	470	798			634
	MO	Laredo, TX	5,190	5,190			5,190	499	846			673
	IL	Eagle Pass, TX	4,535	4,535			4,535	404	677			541
	IL	Eagle Pass, TX	4,655	4,655			4,655	420	703			562
Soybeans	MO	El Paso, TX	4,325	4,325			4,325	94	327			211
	MO	Eagle Pass, TX	4,325	4,325			4,325	94	325			210
	KS	Laredo, TX	5,080	5,080			5,080	493	835			664
	MO	Laredo, TX	5,005	5,005			5,005	470	798			634
	NE	Eagle Pass, TX	4,950	4,950			4,950	385	644			515
	IA	Eagle Pass, TX	5,035	5,035			5,035	403	675			539
Wheat	TX	El Paso, TX	2,900	2,883			2,892	68	236			152
	MO	Laredo, TX	5,005	5,005			5,005	470	798			634
	KS	Laredo, TX	4,325	4,325			4,325	289	483			386
	KS	Laredo, TX	4,065	4,065			4,065	254	426			340

¹Rail tariff rates to Mexico are only estimated values. Due to tax changes in Mexico, all three Class I railroads that ship from the U.S. to Mexico (BNSF, Union Pacific, and Kansas City Southern) are only reporting rates to the border for interchange, called Rule 11 rates. Due to lack of data, Mexico tariff rate changes were estimated using the historical correlation between changes in US tariff rates (GTR Table 6) and Mexico tariff rates. The estimated total includes the estimated tariff through-rate for shuttle train service to Mexico and the reported fuel surcharge. The estimated rate does not include any additional costs for shuttle car service.

²Corrections were made to previously reported rail fuel surcharge calculations.

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

Sources: www.bnsf.com; www.uprr.com; www.kcsouthern.com.



Mexico Transport Cost Indicator Report



Table 4. Quarterly tariff rail rates plus fuel surcharges for U.S. bulk grain shipments to Mexico, 2026

Commodity	Origin State	Destination	Tariff ^{1,2} plus fuel surcharge per:									
			US\$/metric ton					US\$/bushel ³				
			1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
Corn	IL	El Paso, TX	46.77	49.46			48.12	1.19	1.26			1.23
	NE	El Paso, TX	46.35	48.47			47.41	1.18	1.23			1.21
	KS	Laredo, TX	54.85	58.22			56.54	1.39	1.48			1.44
	IA	Laredo, TX	59.99	63.72			61.86	1.52	1.62			1.57
	MO	Laredo, TX	53.89	57.11			55.50	1.37	1.45			1.41
	MO	Laredo, TX	55.99	59.41			57.70	1.42	1.51			1.47
	IL	Eagle Pass, TX	48.61	51.29			49.95	1.24	1.30			1.27
	IL	Eagle Pass, TX	49.95	52.74			51.35	1.27	1.34			1.31
Soybeans	MO	El Paso, TX	43.50	45.78			44.64	1.18	1.25			1.22
	MO	Eagle Pass, TX	43.49	45.77			44.63	1.18	1.25			1.22
	KS	Laredo, TX	54.85	58.22			56.54	1.49	1.58			1.54
	MO	Laredo, TX	53.89	57.11			55.50	1.47	1.55			1.51
	NE	Eagle Pass, TX	52.50	55.06			53.78	1.43	1.50			1.47
	IA	Eagle Pass, TX	53.52	56.20			54.86	1.46	1.53			1.50
Wheat	TX	El Paso, TX	29.21	30.70			29.96	0.80	0.83			0.82
	MO	Laredo, TX	53.89	57.11			55.50	1.47	1.55			1.51
	KS	Laredo, TX	45.41	47.32			46.37	1.23	1.29			1.26
	KS	Laredo, TX	42.51	44.20			43.36	1.16	1.20			1.18

¹Rail tariff rates to Mexico are only estimated values. Due to tax changes in Mexico, all three Class I railroads that ship from the U.S. to Mexico (BNSF, Union Pacific, and Kansas City Southern) are only reporting rates to the border for interchange, called Rule 11 rates. Due to lack of data, Mexico tariff rate changes were estimated using the historical correlation between changes in US tariff rates (GTR Table 6) and Mexico tariff rates. The estimated total includes the estimated tariff through-rate for shuttle train service to Mexico and the reported fuel surcharge. The estimated rate does not include any additional costs for shuttle car service.

²Corrections were made to previously reported rail fuel surcharge calculations.

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

Sources: www.bnsf.com; www.uprr.com; www.kcsouthern.com.



Mexico Transport Cost Indicator Report



Table 5. Quarterly exports of U.S. distillers' dried grains with soluble (DDGS) to Mexico*

Year	Thousand metric tons				
	1st qtr	2nd qtr	3rd qtr	4th qtr	Total
2010	439	399	424	383	1,645
2011	506	430	476	369	1,781
2012	426	388	352	332	1,498
2013	284	329	290	381	1,285
2014	356	420	366	435	1,577
2015	497	276	413	463	1,649
2016	483	467	470	490	1,910
2017	604	475	551	551	2,181
2018	516	516	514	467	2,013
2019	410	574	475	491	1,950
2020	526	344	396	476	1,742
2021	481	647	611	644	2,383
2022	584	513	604	530	2,231
2023	534	510	621	530	2,195
2024	681	633	589	636	2,539
2025	584	576	565	542	2,268
2026	615	650			

*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.



Mexico Transport Cost Indicator Report



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 2021	2nd qtr 2021	3rd qtr 2021	4th qtr 2021	Average
25,000	22.56	27.14	30.33	27.66	26.92
35-40,000	19.19	23.75	27.68	25.23	23.96
Vessel capacity (metric ton)	1st qtr 2022	2nd qtr 2022	3rd qtr 2022	4th qtr 2022	Average
25,000	25.81	30.00	27.12	24.42	26.84
35-40,000	22.51	26.27	23.33	20.73	23.21
Vessel capacity (metric ton)	1st qtr 2023	2nd qtr 2023	3rd qtr 2023	4th qtr 2023	Average
25,000	22.39	22.53	21.19	22.49	22.15
35-40,000	18.75	19.14	18.48	19.74	19.03
Vessel capacity (metric ton)	1st qtr 2024	2nd qtr 2024	3rd qtr 2024	4th qtr 2024	Average
25,000	22.22	20.99	19.69	17.93	20.21
35-40,000	19.43	17.70	16.52	14.84	17.12
Vessel capacity (metric ton)	1st qtr 2025	2nd qtr 2025	3rd qtr 2025	4th qtr 2025	Average
25,000	17.09	16.85	18.95	20.38	18.32
35-40,000	13.64	13.35	15.64	17.13	14.94
Vessel capacity (metric ton)	1st qtr 2026	2nd qtr 2026	3rd qtr 2026	4th qtr 2026	Average
25,000	18.79				18.79
30-35,000		21.45			21.45
35-40,000	15.73				15.73

Note: Reflecting the current market condition, 2nd quarter 2026 ocean rates are estimated for 30-35,000 mt vessel size category as opposed to 35-40,000 mt used in prior quarters.

Source: O'Neil Commodity Consulting/World Perspectives, Inc.



Mexico Transport Cost Indicator Report



FRUIT AND VEGETABLE

Table 7. Fruit and vegetable truck rates for shipments between 501 and 1,500 miles crossing the U.S.-Mexico border

US\$/mile					
Origin/border crossing	1st qtr 2021	2nd qtr 2021	3rd qtr 2021	4th qtr 2021	Average
Nogales, Arizona	3.16	3.9	2.1	3.28	3.11
Pharr, Texas	2.93	3.19	2.9	3.44	3.11
Origin/border crossing	1st qtr 2022	2nd qtr 2022	3rd qtr 2022	4th qtr 2022	Average
Nogales, Arizona	3.66	3.44	2.86	2.92	3.22
Pharr, Texas	3.77	3.5	3.01	3.08	3.34
Origin/border crossing	1st qtr 2023	2nd qtr 2023	3rd qtr 2023	4th qtr 2023	Average
Nogales, Arizona	2.87	2.92	2.62	2.47	2.72
Pharr, Texas	3.1	2.9	2.81	2.79	2.9
Origin/border crossing	1st qtr 2024	2nd qtr 2024	3rd qtr 2024	4th qtr 2024	Average
Nogales, Arizona	2.81	2.73	2.65	3.07	2.81
Pharr, Texas	2.85	2.61	2.29	2.67	2.6
Origin/border crossing	1st qtr 2025	2nd qtr 2025	3rd qtr 2025	4th qtr 2025	Average
Nogales, Arizona	2.89	2.78	2.96	2.97	2.9
Pharr, Texas	3.1	2.7	2.31	2.82	2.73
Origin/border crossing	1st qtr 2026	2nd qtr 2026	3rd qtr 2026	4th qtr 2026	Average
Nogales, Arizona	3.41	3.84			3.63
Pharr, Texas	3.69	4.18			3.94

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



Mexico Transport Cost Indicator Report



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

2nd quarter 2026															
Legend:		1 =Surplus		2 = Slight surplus		3 = Adequate		4 = Slight shortage		5 = Shortage					
Truck availability															
Mexico border crossings/month			April				May				June				
Week ending			4/7	4/14	4/21	4/28	5/5	5/12	5/19	5/26	6/2	6/9	6/16	6/23	6/30
Through Nogales, AZ	Tomato, Squash Cucumber, Honeydew, Watermelon, Mixed Fruits, Vegetables, Mango		3	5	3	2	2	4	4	3	3	3	3	3	2
Through TX	Vegetables, Limes, Mangoes, Onions, Tomatoes, Broccoli, Mixed Fruits		4	4	4	4	3	5	5	3	3	3	3	3	4

Note: NA = not available.

Source: USDA, Agricultural Marketing Service, Specialty Crop Program, Market News Division, Fruit and Vegetable Truck Rate Report.

**Table 9. Top ten commodities shipped by truck to the U.S. from Mexico, 2026
(1,000 metric tons)**

Commodity	2nd qtr 2026	Rank
Tomatoes	399	1
Watermelons	317	2
Avocados	300	3
Peppers	261	4
Cucumbers	219	5
Onions	178	6
Grapes	171	7
Mangoes	166	8
Limes	161	9
Lettuce	79	10

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



Mexico Transport Cost Indicator Report



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

Commodity	1st qtr 2023	2nd qtr 2023	3rd qtr 2023	4th qtr 2023	Total 2023
Tomatoes	114,199	105,179	81,018	87,746	388,142
Avocados	75,760	64,797	42,147	64,005	246,709
Peppers	81,169	65,627	40,895	58,450	246,141
Cucumbers	62,688	53,310	33,600	43,709	193,307
Watermelons	34,834	74,347	15,768	41,485	166,434
Subtotal	368,650	363,260	213,428	295,395	1,240,733
Other	368,473	414,606	234,715	239,534	1,257,328
Total	737,123	777,866	448,143	534,929	2,498,061
Commodity	1st qtr 2024	2nd qtr 2024	3rd qtr 2024	4th qtr 2024	Total 2024
Tomatoes	110,289	103,169	85,613	101,142	400,213
Peppers	88,190	59,390	39,717	64,736	252,033
Avocados	74,655	55,730	39,762	65,628	235,775
Cucumbers	57,998	49,571	34,477	49,892	191,938
Watermelons	26,492	75,129	18,924	34,315	154,860
Subtotal	357,624	342,989	218,493	315,713	1,234,819
Other	345,363	370,688	219,756	230,132	1,165,939
Total	702,987	713,677	438,249	545,845	2,400,758
Commodity	1st qtr 2025	2nd qtr 2025	3rd qtr 2025	4th qtr 2025	Total 2025
Tomatoes	114,825	99,895	81,622	82,109	378,451
Peppers	90,158	58,581	40,458	58,975	248,172
Avocados	61,519	49,644	51,601	71,441	234,205
Cucumbers	60,404	49,455	36,552	44,682	191,093
Watermelons	32,770	84,696	10,518	32,595	160,579
Subtotal	359,676	342,271	220,751	289,802	1,212,500
Other	343,167	368,591	244,245	245,904	1,201,907
Total	702,843	710,862	464,996	535,706	2,414,407
Commodity	1st qtr 2026	2nd qtr 2026	3rd qtr 2026	4th qtr 2026	Total 2026
Tomatoes	96,783	87,952	.	.	184,735
Peppers	83,908	66,165	.	.	149,082
Avocados	82,917	57,595	.	.	141,503
Cucumbers	60,228	48,373	.	.	108,601
Limes	32,020	69,777	.	.	99,510
Subtotal	355,856	329,862	.	.	683,431
Other	342,970	377,195	.	.	722,452
Total	698,826	707,057	.	.	1,405,883

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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Related Websites:

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

Data Sets:

- [Figure 1: Second-quarter 2026 water-route shipment costs \(\\$/mt\) to Veracruz, Mexico](#)
- [Figure 2: Second-quarter 2026 land-route shipment costs \(\\$/mt\) to U.S. - Mexico border locations](#)
- [Table 1: Quarterly costs of transporting U.S. grain to Veracruz, Mexico and U.S.-Mexico border locations](#)
- [Table 2: Quarterly costs of transporting U.S. grain to Veracruz, Mexico and U.S.-Mexico border locations](#)
- [Table 3: Quarterly tariff rail rates for U.S. bulk grain shipments to Mexico \(US\\$/car\), 2026](#)
- [Table 4: Quarterly tariff rail rates plus fuel surcharge for U.S. bulk grain shipments to Mexico, 2026](#)
- [Table 5: Quarterly exports of U.S. Distillers' Dried Grains with Soluble \(DDGS\) to Mexico](#)
- [Table 6: Quarterly ocean freight rate for bulk shipments from the U.S. Gulf to Veracruz, Mexico](#)
- [Table 7: Fruit and vegetable truck rates for shipments between 501 and 1,500 miles crossing the U.S.-Mexico border](#)
- [Table 8: Quarterly U.S.-Mexico border crossing fresh fruit and vegetables truck availability](#)
- [Table 9: Top ten commodities shipped by truck to the U.S. from Mexico, 2026 \(1,000 metric tons\)](#)
- [Table 10: Top five commodities shipped by truck to the U.S. from Mexico \(10,000 lbs\)](#)

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