



# Mexico Transport Cost Indicator Report

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## SUMMARY: WHAT HAPPENED?

### Transportation and Landed Costs to Mexico in Fourth Quarter 2025

Low transportation and landed costs for U.S.-Mexico routes are vital to the competitiveness of U.S. grain in Mexico (a top importer of U.S. grain) 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 various border locations (land routes) and by sea to Veracruz (water routes), tracking changes over time (table 1).

**Quarter-to-Quarter Transportation Costs.** From third to fourth quarter 2025 (quarter to quarter), total water-route transportation costs to Mexico were up for U.S. wheat, and up slightly for corn and soybeans.<sup>1</sup> The rise reflected climbing ocean freight rates—driven partly by strong movements of bulk items, such as iron and coal. Transportation costs rose for land-route corn and wheat and fell for land-route soybeans. Higher truck and rail rates (tariffs plus fuel surcharges) drove the rise for land-route corn and wheat, while reduced rail rates drove the decline for land-route soybeans.

**Year-to-Year Transportation Costs.** From fourth quarter 2024 to fourth quarter 2025 (year to year), transportation costs to Mexico fell for all grains except land-route corn. The total costs of all water-route grains fell with declining truck and barge rates. Costs for land-route soybeans and wheat fell with lower rail rates. However, costs for land-route corn rose with higher truck and rail rates.

**Quarter-to-Quarter Landed Costs.** Quarter to quarter, changes in landed costs varied by grain and by route. By the water routes, landed costs rose for corn and wheat, and fell for soybeans.

For land-route corn, landed costs rose with both higher transportation costs and farm values. For land-route wheat, landed costs fell with falling farm values (table 1 and figs. 1 and 2). For land-route soybeans, landed costs held steady, as a dip in transportation costs offset an increase in farm values. The share of landed costs comprising transportation ranged from 14 percent to 28 percent for the water routes.

<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—for water-route corn and soybeans and land-route soybeans—landed costs rose as an increase in farm values outweighed a decrease in transportation costs. For land-route corn and both land- and water-route wheat, landed costs fell. For land-route corn, the decline stemmed from falling farm values, while for land- and water-route wheat, the decline reflected both lower transportation costs and lower farm values.

**U.S. Exports to Mexico:** According to [USDA's Foreign Agricultural Service's Global Agricultural Trade System \(GATS\) data](#), from January to December 2025, the United States exported to Mexico the following volumes (with changes from the same 2024 period in parentheses): 26.11 million metric tons (mmt) of corn (up 5 percent); 5.46 mmt of soybeans (up 9 percent); and 4.33 mmt of wheat (up 14 percent).

**Ocean Freight Rates:** Ocean freight rates for shipping bulk grains to Mexico rose quarter to quarter, rose 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 \$20.38 per mt. This cost was up 8 percent quarter to quarter, up 14 percent year to year, and down 12 percent from the prior 4-year average. By the same route—via vessels of 35,000-40,000-ton capacity—the cost averaged \$17.13 per mt. This average was up 10 percent quarter to quarter, up 15 percent year to year, and down 15 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 \$4,668 (per car)—down 4 percent quarter to quarter, down 8 percent year to year, and down 6 percent from the prior 3-year average. Fuel surcharges to the border (per car) averaged \$353—up 9 percent quarter to quarter, up 6 percent year to year, and down 35 percent from the prior 3-year average. Overall, rail transportation costs (tariff rates plus fuel surcharges) to the border were down 3 percent quarter to quarter, down 7 percent year to year, and down 9 percent from the prior 3-year average.

## Fruit and Vegetables

In fourth quarter 2025, total reported shipments of fruits and vegetables by refrigerated truck from Mexico were 2.43 million metric tons, which was down 2 percent year to year. The sum of the top five commodities was down 7 percent year to year. At 372,000 metric tons—down 19 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 \$2.97 per mile—unchanged quarter to quarter, and down 3 percent year to year. For shipments crossing the Texas-Mexico border and traveling 501-1,500 miles, rates averaged \$2.82 per mile—up 22 percent quarter to quarter and up 6 percent year to year.

Diesel fuel prices for Texas-Mexico border crossings averaged \$3.35 per gallon. Diesel fuel prices for Arizona-Mexico border crossings averaged \$4.02 per gallon. The Texas-Mexico border crossing reported, on average, a slight surplus of trucks in October and an adequate truck availability in November and December. The Arizona-Mexico border crossing average reported availability was adequate in October and November but a slight shortage in December.



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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<br>4th qtr           | 2025<br>3rd qtr | 2025<br>4th qtr | % change<br>yr. to yr. | % change<br>qtr. to qtr. | 2024<br>4th qtr                                | 2025<br>3rd qtr | 2025<br>4th qtr | % change<br>yr. to yr. | % change<br>qtr. to qtr. |
|                            | US\$/metric ton           |                 |                 |                        |                          | US\$/metric ton                                |                 |                 |                        |                          |
|                            | Corn                      |                 |                 |                        |                          |                                                |                 |                 |                        |                          |
| Origin                     | IL                        |                 |                 |                        |                          | IA                                             |                 |                 |                        |                          |
| Truck                      | 17.87                     | 17.35           | 16.31           | -8.7                   | -6.0                     | 5.97                                           | 6.98            | 7.39            | 23.8                   | 5.9                      |
| Rail <sup>1</sup>          | -                         | -               | -               | -                      | -                        | 59.89                                          | 59.85           | 60.27           | 0.6                    | 0.7                      |
| Barge                      | 32.43                     | 30.28           | 29.87           | -7.9                   | -1.4                     | -                                              | -               | -               | -                      | -                        |
| Ocean <sup>2</sup>         | 14.84                     | 15.64           | 17.13           | 15.4                   | 9.5                      | -                                              | -               | -               | -                      | -                        |
| Total transportation cost  | 65.14                     | 63.27           | 63.31           | -2.8                   | 0.1                      | 65.86                                          | 66.83           | 67.66           | 2.7                    | 1.2                      |
| Farm price <sup>3</sup>    | 159.05                    | 160.36          | 161.02          | 1.2                    | 0.4                      | 162.72                                         | 157.34          | 158.78          | -2.4                   | 0.9                      |
| Landed cost <sup>4</sup>   | 224.19                    | 223.63          | 224.33          | 0.1                    | 0.3                      | 228.58                                         | 224.17          | 226.44          | -0.9                   | 1.0                      |
| Transport % of landed cost | 29                        | 28              | 28              | -1                     | 0                        | 29                                             | 30              | 30              | 1                      | 0                        |
|                            | Soybeans                  |                 |                 |                        |                          |                                                |                 |                 |                        |                          |
| Origin                     | IL                        |                 |                 |                        |                          | MO                                             |                 |                 |                        |                          |
| Truck                      | 17.87                     | 17.35           | 16.31           | -8.7                   | -6.0                     | 5.97                                           | 6.98            | 7.39            | 23.8                   | 5.9                      |
| Rail <sup>1</sup>          | -                         | -               | -               | -                      | -                        | 53.45                                          | 49.95           | 43.60           | -18.4                  | -12.7                    |
| Barge                      | 32.43                     | 30.28           | 29.87           | -7.9                   | -1.4                     | -                                              | -               | -               | -                      | -                        |
| Ocean <sup>2</sup>         | 14.84                     | 15.64           | 17.13           | 15.4                   | 9.5                      | -                                              | -               | -               | -                      | -                        |
| Total transportation cost  | 65.14                     | 63.27           | 63.31           | -2.8                   | 0.1                      | 59.42                                          | 56.93           | 50.99           | -14.2                  | -10.4                    |
| Farm price <sup>3</sup>    | 369.89                    | 388.26          | 381.64          | 3.2                    | -1.7                     | 362.05                                         | 372.70          | 378.58          | 4.6                    | 1.6                      |
| Landed cost <sup>4</sup>   | 435.03                    | 451.53          | 444.95          | 2.3                    | -1.5                     | 421.47                                         | 429.63          | 429.57          | 1.9                    | 0.0                      |
| Transport % of landed cost | 15                        | 14              | 14              | -1                     | 0                        | 14                                             | 13              | 12              | -2                     | -1                       |
|                            | Wheat                     |                 |                 |                        |                          |                                                |                 |                 |                        |                          |
| Origin                     | IL                        |                 |                 |                        |                          | KS                                             |                 |                 |                        |                          |
| Truck                      | 17.87                     | 17.35           | 16.31           | -8.7                   | -6.0                     | 5.97                                           | 6.98            | 7.39            | 23.8                   | 5.9                      |
| Rail <sup>1</sup>          | -                         | -               | -               | -                      | -                        | 45.15                                          | 41.96           | 42.11           | -6.7                   | 0.4                      |
| Barge                      | 23.88                     | 21.16           | 21.24           | -11.1                  | 0.4                      | -                                              | -               | -               | -                      | -                        |
| Ocean <sup>2</sup>         | 14.84                     | 15.64           | 17.13           | 15.4                   | 9.5                      | -                                              | -               | -               | -                      | -                        |
| Total transportation cost  | 56.59                     | 54.15           | 54.68           | -3.4                   | 1.0                      | 51.12                                          | 48.94           | 49.50           | -3.2                   | 1.1                      |
| Farm price <sup>3</sup>    | 202.95                    | 179.06          | 190.45          | -6.2                   | 6.4                      | 196.33                                         | 164.73          | 161.18          | -17.9                  | -2.2                     |
| Landed cost <sup>4</sup>   | 259.54                    | 233.21          | 245.13          | -5.6                   | 5.1                      | 247.45                                         | 213.67          | 210.68          | -14.9                  | -1.4                     |
| Transport % of landed cost | 22                        | 23              | 22              | 1                      | -1                       | 21                                             | 23              | 23              | 3                      | 1                        |

<sup>1</sup>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.

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

<sup>3</sup>Source: USDA, National Agricultural Statistics Service.

<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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**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   | 16.31   | 18.35  | 7.24                                           | 6.49    | 6.98    | 7.39    | 7.03   |
| Rail <sup>1</sup>          | -                         |         | -       | -       | -      | 59.61                                          | 59.84   | 59.85   | 60.27   | 59.89  |
| Barge                      | 27.77                     | 24.29   | 30.28   | 29.87   | 28.05  | -                                              | -       | -       | -       | -      |
| Ocean <sup>2</sup>         | 13.64                     | 13.35   | 15.64   | 17.13   | 14.94  | -                                              | -       | -       | -       | -      |
| Total transportation cost  | 63.09                     | 55.71   | 63.27   | 63.31   | 61.35  | 66.85                                          | 66.33   | 66.83   | 67.66   | 66.92  |
| Farm price <sup>3</sup>    | 174.66                    | 180.44  | 160.36  | 161.02  | 169.12 | 177.02                                         | 180.31  | 157.34  | 158.78  | 168.36 |
| Landed cost <sup>4</sup>   | 237.75                    | 236.15  | 223.63  | 224.33  | 230.47 | 243.87                                         | 246.64  | 224.17  | 226.44  | 235.28 |
| Transport % of landed cost | 26.5                      | 23.6    | 28.3    | 28.2    | 26.6   | 27.4                                           | 26.9    | 29.8    | 29.9    | 28.4   |
|                            | Soybeans                  |         |         |         |        |                                                |         |         |         |        |
| Origin                     | IL                        |         |         |         |        | MO                                             |         |         |         |        |
| Truck                      | 21.68                     | 18.07   | 17.35   | 16.31   | 18.35  | 7.24                                           | 6.49    | 6.98    | 7.39    | 7.03   |
| Rail <sup>1</sup>          | -                         |         | -       | -       | -      | 53.16                                          | 53.41   | 49.95   | 43.60   | 50.03  |
| Barge                      | 27.77                     | 24.29   | 30.28   | 29.87   | 28.05  | -                                              | -       | -       | -       | -      |
| Ocean <sup>2</sup>         | 13.64                     | 13.35   | 15.64   | 17.13   | 14.94  | -                                              |         | -       | -       | -      |
| Total transportation cost  | 63.09                     | 55.71   | 63.27   | 63.31   | 61.35  | 60.40                                          | 59.90   | 56.93   | 50.99   | 57.06  |
| Farm price <sup>3</sup>    | 376.01                    | 388.26  | 376.01  | 381.64  | 380.48 | 374.79                                         | 384.58  | 372.70  | 378.58  | 377.66 |
| Landed cost <sup>4</sup>   | 439.10                    | 443.97  | 439.28  | 444.95  | 441.83 | 435.19                                         | 444.48  | 429.63  | 429.57  | 434.72 |
| Transport % of landed cost | 14.4                      | 12.5    | 14.4    | 14.2    | 13.9   | 13.9                                           | 13.5    | 13.3    | 11.9    | 13.1   |
|                            | Wheat                     |         |         |         |        |                                                |         |         |         |        |
| Origin                     | IL                        |         |         |         |        | KS                                             |         |         |         |        |
| Truck                      | 21.68                     | 18.07   | 17.35   | 16.31   | 18.35  | 7.24                                           | 6.49    | 6.98    | 7.39    | 7.03   |
| Rail <sup>1</sup>          | -                         | -       | -       | -       | -      | 45.02                                          | 44.07   | 41.96   | 42.11   | 43.29  |
| Barge                      | 18.65                     | 15.31   | 21.16   | 21.24   | -      | -                                              | -       | -       | -       |        |
| Ocean <sup>2</sup>         | 13.64                     | 13.35   | 15.64   | 17.13   | 14.94  | -                                              | -       | -       | -       | -      |
| Total transportation cost  | 53.97                     | 46.73   | 54.15   | 54.68   | 52.38  | 52.26                                          | 50.56   | 48.94   | 49.50   | 50.32  |
| Farm price <sup>3</sup>    | 216.05                    | 200.25  | 179.06  | 190.45  | 196.45 | 195.35                                         | 183.96  | 164.73  | 161.18  | 176.31 |
| Landed cost <sup>4</sup>   | 270.02                    | 246.98  | 233.21  | 245.13  | 248.84 | 247.61                                         | 234.52  | 213.67  | 210.68  | 226.62 |
| Transport % of landed cost | 19.99                     | 18.9    | 23.2    | 22.3    | 21.1   | 21.1                                           | 21.6    | 22.9    | 23.5    | 22.3   |

<sup>1</sup>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.

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

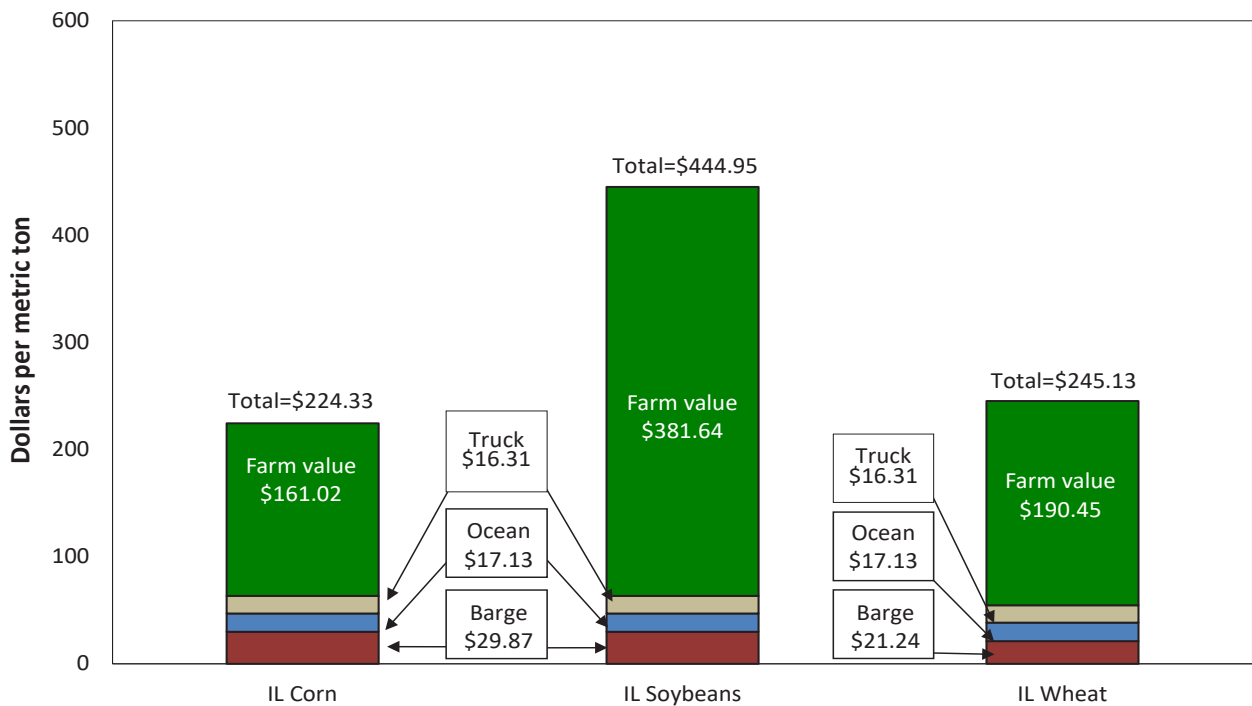
<sup>3</sup>Source: USDA, National Agricultural Statistics Service.

<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.

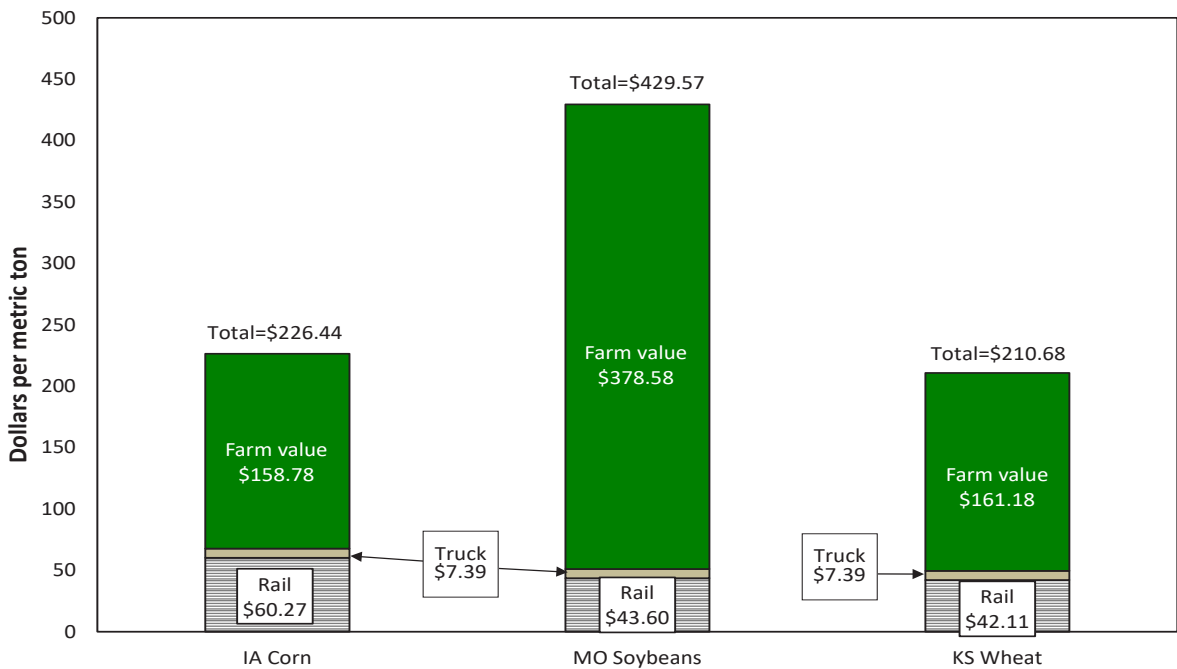
Source: Compiled by the USDA, Agricultural Marketing Service.

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



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

Figure 2. Fourth-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.



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## 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 <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 |
| Corn      | IL           | El Paso, TX    | 4,560                          | 4,560   | 4,560   | 4,641   | 4,580 | 103                                 | 120     | 98      | 124     | 111 |
|           | KS           | Laredo, TX     | 5,080                          | 5,080   | 5,080   | 5,080   | 5,080 | 458                                 | 478     | 480     | 518     | 484 |
|           | IA           | Laredo, TX     | 5,550                          | 5,550   | 5,550   | 5,550   | 5,550 | 507                                 | 530     | 531     | 574     | 536 |
|           | MO           | Laredo, TX     | 5,005                          | 5,005   | 5,005   | 5,005   | 5,005 | 437                                 | 457     | 458     | 495     | 462 |
|           | MO           | Laredo, TX     | 5,190                          | 5,190   | 5,190   | 5,190   | 5,190 | 465                                 | 485     | 486     | 525     | 490 |
|           | IL           | Eagle Pass, TX | 4,685                          | 4,685   | 4,685   | 4,535   | 4,648 | 375                                 | 392     | 392     | 417     | 394 |
|           | IL           | Eagle Pass, TX | 4,805                          | 4,805   | 4,805   | 4,655   | 4,768 | 389                                 | 407     | 407     | 433     | 409 |
|           | NE           | El Paso, TX    | 5,000                          | 5,000   | 5,000   | 4,622   | 4,906 | 81                                  | 94      | 77      | 98      | 88  |
| Soybeans  | KS           | Laredo, TX     | 5,080                          | 5,080   | 5,080   | 5,080   | 5,080 | 458                                 | 478     | 480     | 518     | 484 |
|           | TX           | El Paso, TX    | 5,325                          | 5,325   | 4,992   | 4,325   | 4,992 | 87                                  | 102     | 83      | 105     | 94  |
|           | NE           | Eagle Pass, TX | 6,250                          | 6,250   | 5,817   | 4,950   | 5,817 | 356                                 | 373     | 373     | 397     | 375 |
|           | MO           | Eagle Pass, TX | 5,325                          | 5,325   | 4,992   | 4,325   | 4,992 | 87                                  | 101     | 83      | 105     | 94  |
|           | MO           | Laredo, TX     | 5,005                          | 5,005   | 5,005   | 5,005   | 5,005 | 437                                 | 457     | 458     | 495     | 462 |
|           | IA           | Eagle Pass, TX | 6,335                          | 6,335   | 5,902   | 5,035   | 5,902 | 373                                 | 390     | 390     | 416     | 392 |
| Wheat     | TX           | El Paso, TX    | 3,818                          | 3,512   | 2,900   | 2,900   | 3,283 | 63                                  | 73      | 60      | 76      | 68  |
|           | KS           | Laredo, TX     | 4,525                          | 4,383   | 4,099   | 4,099   | 4,277 | 267                                 | 280     | 280     | 298     | 281 |
|           | MO           | Laredo, TX     | 5,005                          | 5,005   | 5,005   | 5,005   | 5,005 | 437                                 | 457     | 458     | 495     | 462 |
|           | KS           | Laredo, TX     | 4,345                          | 4,238   | 4,024   | 4,024   | 4,158 | 236                                 | 246     | 246     | 262     | 248 |

<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 tariff rail rates plus fuel surcharges for U.S. bulk grain shipments to Mexico, 2025**

| 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  |
| Corn      | IL           | El Paso, TX    | 45.89                                          | 46.06   | 45.85   | 46.90   | 46.18 | 1.16                     | 1.17    | 1.17    | 1.19    | 1.17 |
|           | KS           | Laredo, TX     | 54.51                                          | 54.70   | 54.72   | 55.10   | 54.76 | 1.38                     | 1.39    | 1.39    | 1.40    | 1.39 |
|           | IA           | Laredo, TX     | 59.61                                          | 59.84   | 59.85   | 60.27   | 59.89 | 1.51                     | 1.52    | 1.52    | 1.53    | 1.52 |
|           | MO           | Laredo, TX     | 53.56                                          | 53.76   | 53.77   | 54.13   | 53.81 | 1.36                     | 1.36    | 1.37    | 1.38    | 1.37 |
|           | MO           | Laredo, TX     | 55.65                                          | 55.86   | 55.87   | 56.25   | 55.91 | 1.41                     | 1.42    | 1.42    | 1.43    | 1.42 |
|           | IL           | Eagle Pass, TX | 49.80                                          | 49.97   | 49.96   | 48.74   | 49.62 | 1.26                     | 1.27    | 1.27    | 1.24    | 1.26 |
|           | IL           | Eagle Pass, TX | 51.12                                          | 51.29   | 51.29   | 50.08   | 50.95 | 1.30                     | 1.30    | 1.30    | 1.27    | 1.29 |
|           | NE           | El Paso, TX    | 50.01                                          | 50.14   | 49.97   | 46.45   | 49.14 | 1.27                     | 1.27    | 1.27    | 1.18    | 1.25 |
| Soybeans  | KS           | Laredo, TX     | 54.51                                          | 54.70   | 54.72   | 55.10   | 54.76 | 1.48                     | 1.49    | 1.49    | 1.50    | 1.49 |
|           | MO           | El Paso, TX    | 53.27                                          | 53.41   | 49.95   | 43.60   | 50.06 | 1.45                     | 1.45    | 1.36    | 1.19    | 1.36 |
|           | NE           | Eagle Pass, TX | 65.02                                          | 65.19   | 60.92   | 52.62   | 60.94 | 1.77                     | 1.77    | 1.66    | 1.43    | 1.66 |
|           | MO           | Laredo, TX     | 53.26                                          | 53.41   | 49.95   | 43.60   | 50.06 | 1.45                     | 1.45    | 1.36    | 1.19    | 1.36 |
|           | MO           | Laredo, TX     | 53.56                                          | 53.76   | 53.77   | 54.13   | 53.81 | 1.46                     | 1.46    | 1.46    | 1.48    | 1.47 |
|           | IA           | Eagle Pass, TX | 66.02                                          | 66.19   | 61.93   | 53.65   | 61.95 | 1.80                     | 1.80    | 1.68    | 1.46    | 1.69 |
| Wheat     | TX           | El Paso, TX    | 38.20                                          | 35.29   | 29.13   | 29.29   | 32.98 | 1.04                     | 0.96    | 0.79    | 0.80    | 0.90 |
|           | KS           | Laredo, TX     | 47.17                                          | 45.89   | 43.09   | 43.28   | 44.86 | 1.28                     | 1.25    | 1.17    | 1.18    | 1.22 |
|           | MO           | Laredo, TX     | 53.56                                          | 53.76   | 53.77   | 54.13   | 53.81 | 1.46                     | 1.46    | 1.46    | 1.48    | 1.47 |
|           | KS           | Laredo, TX     | 45.08                                          | 44.14   | 42.03   | 42.18   | 43.36 | 1.23                     | 1.20    | 1.14    | 1.15    | 1.18 |

<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).



# 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 |

\*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 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        | 20.38        | 18.32   |
| 35-40,000                    | 13.64        | 13.35        | 15.64        | 17.13        | 14.94   |

Source: O'Neil Commodity Consulting.



# Mexico Transport Cost Indicator Report



## 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         | 2.97         | 2.9     |
| Pharr, Texas           | 3.1          | 2.7          | 2.31         | 2.82         | 2.73    |

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



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

| 4th quarter 2025              |                                                                                            |            |       |                    |       |              |       |                     |       |              |      |       |       |
|-------------------------------|--------------------------------------------------------------------------------------------|------------|-------|--------------------|-------|--------------|-------|---------------------|-------|--------------|------|-------|-------|
| Legend:                       |                                                                                            | 1 =Surplus |       | 2 = Slight surplus |       | 3 = Adequate |       | 4 = Slight shortage |       | 5 = Shortage |      |       |       |
| Truck availability            |                                                                                            |            |       |                    |       |              |       |                     |       |              |      |       |       |
| Mexico border crossings/month |                                                                                            | October    |       |                    |       | November     |       |                     |       | December     |      |       |       |
| Week ending                   |                                                                                            | 10/7       | 10/14 | 10/21              | 10/28 | 11/4         | 11/11 | 11/18               | 11/25 | 12/2         | 12/9 | 12/16 | 12/23 |
| Through Nogales, AZ           | Tomato, Squash<br>Cucumber, Honeydew,<br>Watermelon, Mixed<br>Fruits, Vegetables,<br>Mango | NA         | NA    | NA                 | 3     | 3            | 3     | 4                   | 4     | 4            | 3    | 4     | 5     |
| Through TX                    | Vegetables, Limes,<br>Mangoes, Onions,<br>Tomatoes, Broccoli,<br>Mixed Fruits              | 2          | 2     | 3                  | 3     | 3            | 3     | 3                   | 3     | 4            | 4    | 5     | 5     |

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    | 4th qtr 2025 | Rank |
|--------------|--------------|------|
| Tomatoes     | 372          | 1    |
| Avocados     | 324          | 2    |
| Peppers      | 268          | 3    |
| Cucumbers    | 203          | 4    |
| Limes        | 183          | 5    |
| Watermelons  | 148          | 6    |
| Lettuce      | 78           | 7    |
| Broccoli     | 66           | 8    |
| Papaya       | 56           | 9    |
| Strawberries | 53           | 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 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> |
| 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> |

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          |
| <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         | 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          |
| <b>Subtotal</b>          | <b>368,640</b> | <b>361,919</b> | <b>206,780</b> | <b>292,406</b> | <b>1,228,341</b> |
| Other                    | 366,744        | 406,507        | 230,644        | 239,094        | 1,244,393        |
| <b>Total</b>             | <b>735,384</b> | <b>768,426</b> | <b>437,424</b> | <b>531,500</b> | <b>2,472,734</b> |
| 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          |
| <b>Subtotal</b>          | <b>36,1564</b> | <b>341,547</b> | <b>212,518</b> | <b>298,003</b> | <b>1,197,307</b> |
| Other                    | 338,523        | 362,750        | 216,037        | 229,849        | 1,151,872        |
| <b>Total</b>             | <b>700,087</b> | <b>704,297</b> | <b>428,555</b> | <b>527,852</b> | <b>2,349,179</b> |
| 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         | 248,173          |
| Avocados                 | 61,519         | 49,644         | 51,601         | 71,441         | 234,205          |
| Cucumbers                | 60,404         | 49,455         | 36,552         | 44,682         | 191,093          |
| Strawberries             | 32,770         | 84,696         | 10,518         | 32,595         | 160,580          |
| <b>Subtotal</b>          | <b>359,676</b> | <b>342,271</b> | <b>220,751</b> | <b>289,802</b> | <b>1,212,502</b> |
| Other                    | 343,167        | 368,591        | 244,245        | 245,904        | 1,201,904        |
| <b>Total</b>             | <b>702,843</b> | <b>710,862</b> | <b>464,996</b> | <b>535,706</b> | <b>2,414,406</b> |

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 (all XLS files):

- [Figure 1: Fourth-quarter 2025 water-route shipment costs \(\\$/mt\) to Veracruz, Mexico](#)
- [Figure 2: Fourth-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](#)
- [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 \(US\\$/car\), 2025](#)
- [Table 4: Quarterly tariff rail rates plus fuel surcharge for U.S. bulk grain shipments to Mexico, 2025](#)
- [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](#)
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- [Table 9: Top ten commodities shipped by truck to the U.S. from Mexico, 2025 \(1,000 metric tons\)](#)
- [Table 10: Top five commodities shipped by truck to the U.S. from Mexico \(10,000 lbs\)](#)

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