

# Mexico Transport Cost Indicator Report



Agricultural  
Marketing  
Service

a quarterly publication of the  
Transportation and Marketing Programs/Transportation Services Division  
[www.ams.usda.gov/AgTransportation](http://www.ams.usda.gov/AgTransportation)

## U.S. Agricultural Exports to Mexico

Mexico was the third largest destination of U.S. agricultural exports after China and Canada. U.S. agricultural exports to Mexico increased 25 percent by value, from \$15.1 billion in 2010 to \$18.9 billion in 2011. Because of the increased exports, transportation demand to Mexico for U.S. agricultural commodities increased in 2011. U.S. bulk agricultural commodities exported to Mexico amounted to about 19 million metric tons (mt), worth \$7.6 billion, up 6 percent from 2010. During 2011, the northern and central states of Mexico suffered the worst drought since 1941, affecting 1,213 counties in 18 states (*Diario Oficial*, 225.12). As the drought continues in 2012, Mexico is expected to become the 2nd largest U.S. agricultural export destination due to an increase in U.S. shipments of corn, wheat, dairy, and poultry (ERS, AERS-73). According to Mexico's National Institute of Statistics and Geography (INEGI) the economy slowed down from a 5.5 percent growth rate in 2010 to 3.9 percent in 2011. The International Monetary Fund (IMF) forecasts that the Mexican economy will grow 3.5 percent in 2012 and 2013.

## Grain and Soybeans

**Costs for Shipping Increase in 2011.** U.S. corn and soybeans to Mexico are mostly shipped by rail, while wheat and sorghum are shipped by ocean (*U.S. Grain and Soybean Exports to Mexico: A Modal Share Transportation Analysis, 2007-2010*). Normally, the shipping time to Mexico takes longer by sea than by land. For example the transit time from Davenport, IA, to Port of New Orleans, and then to Port of Veracruz, Mexico, is about 11–12 days. Barge transit time from Davenport to the Port of New Orleans is typically 9 days. Vessel voyage time from the U.S. Gulf to the Port of Veracruz is usually about 2.5 days. If cargo fumigation is required, the voyage time is extended by about 3 days. Transit time by rail from Davenport to Guadalajara, Mexico, averages 8 days, depending on the time spent crossing the U.S.-Mexico border. On average, the 2011 cost of shipping grains and soybeans by land from the United States to Guadalajara, Mexico, increased 9 percent from 2010 (figure 1). However, total landed cost declined because of higher commodity prices. The cost of shipping corn and wheat increased 7 percent to \$87.46 and \$84.26 per mt, respectively. Soybean shipping costs increased 11 percent to \$88.53 per mt, from \$79.56 per mt in 2010.

- **Rail Rates.** In 2011, higher Mexican bulk grain imports from the United States increased border crossing rail traffic compared to the previous year. During 2011, 48,782 railcars of U.S. grain were delivered to Mexico, up 14 percent compared to 2010. Tariff rail rates to Mexico increased 11 percent to an average of \$6,291 per railcar during 2011. In the same period, the fuel surcharge rose at a lower rate of 3 percent from 2010, to \$646 per railcar.
- **Ocean.** Ocean freight rates for shipping bulk grain from the United States to Mexico decreased during 2011 because of the slowdown of the global economy and an excess of bulk vessel supply. The ocean rate for shipping a metric ton (mt) of grain in a vessel with a capacity of 25,000 mt averaged \$22.02 during 2011—down 5.4 percent from 2010 (figure 2). The cost per metric ton of shipping 35–40,000 mt of grain averaged \$19.68 during 2011—7 percent lower than 2010.

March 13, 2012

## Contents

Summary: What Happened?

Quarterly Bulk Grain and By- Products

Livestock

Fruit and Vegetables

Container Shipments

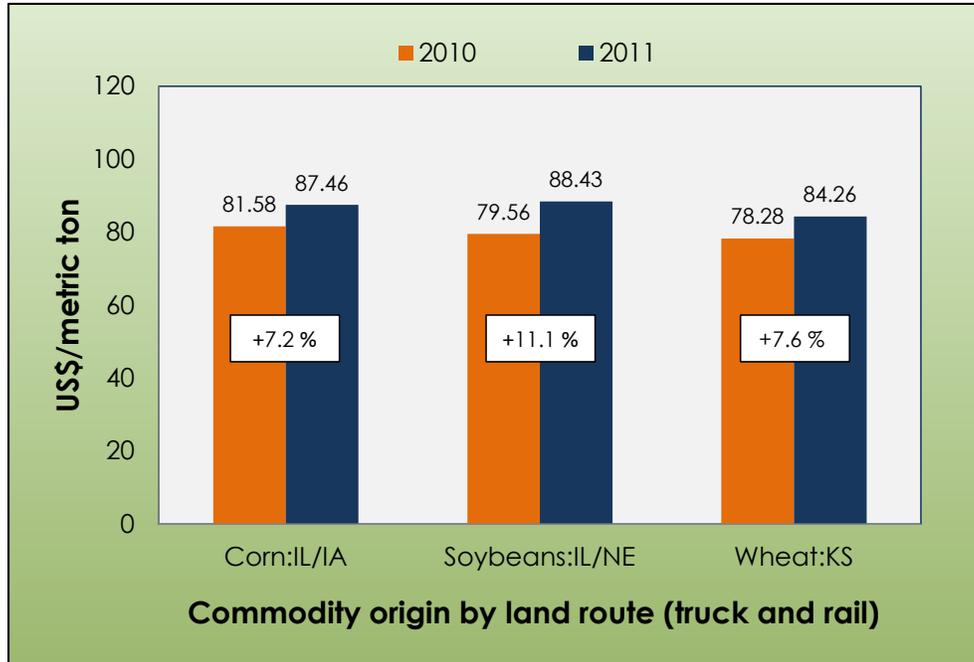
Contact Information

Subscription Information

Data Sets

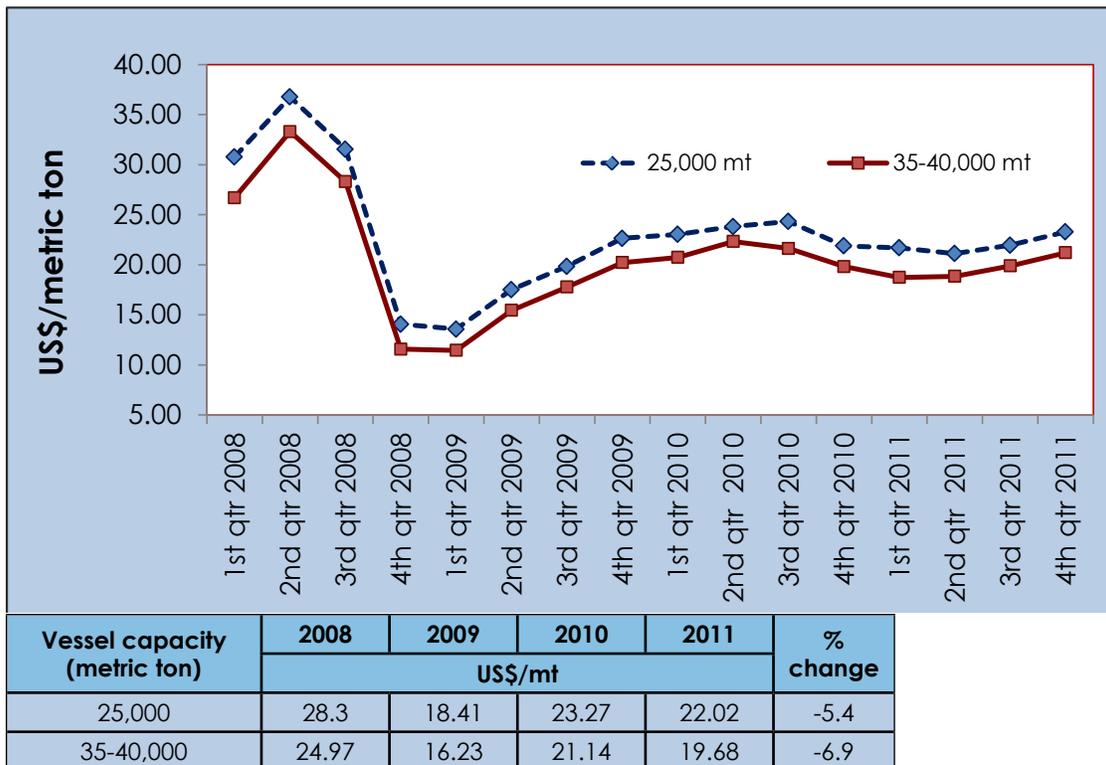


Figure 1. Average cost of shipping U.S. corn, wheat, and soybeans to Guadalajara by land route, Mexico, 2010–2011



Source: Agricultural Marketing Service (AMS), United States Department of Agriculture (USDA)

Figure 2. Bulk ocean freight rates from the U.S. Gulf to Veracruz, Mexico, 2008–2011



Source: O'Neil Commodity Consultant



## Fruit and Vegetables

Almost half the value of U.S. vegetable imports, both fresh and processed, originates in Mexico ([ERS Vegetables and Melons Outlook](#)). However, in 2011, Mexican fruit and vegetable exports to the United States were down 7 percent from last year, especially tomatoes and cucumbers, due to a severe freeze. The freeze was the most severe since 1957 and also affected peppers and squash ([The Packer](#)) in the growing regions in Mexico, from Hermosillo in the north all the way south to Los Mochis and even south of Culiacan, along the Gulf of California. The weather was much more favorable for onion production leading to a 23 percent increase in shipments to the United States. Mexican onion season reaches its peak in late February ([The Packer](#)). Truck shipments of Mexican onions in 2011 into the United States hit the highest record since 1998 at 649.9 million pounds, 18 percent above the 5 year average. Truck rate increases in 2011 varied between Mexican border crossing areas. The average truck rate through Nogales, AZ, increased only 3 percent compared with the 16 percent increase in truck rates through Pharr, TX. Truck rates have increased every year since 2006 except for a decrease in 2009 due to the economic recession. With minor exceptions, truck availability for all commodities in 2011 followed similar quarterly patterns as seen in 2010. The greatest truck availability occurred during the 3rd quarters, least in the 2nd quarters, and close to adequate in the 1st and 4th quarters.

## Agricultural Container

**Agricultural Container Shipments to Mexico Increased.** Mexican demand of U.S. containerized agricultural products increased in 2011 because of a number of factors, including the drought in the northern and center states, the early February freeze in the northwest region, and a high hospitality industry demand due to a record number of tourists reached in 2011. According to the [Mexican Ministry of Tourism](#), 22.67 million tourist visited Mexico in 2011 similar to the 2008 levels, historically Mexico's best year for international tourism.

The number of U.S. twenty-foot equivalent units (TEU) of U.S. agricultural containerized shipments to Mexico increased in 2011 to 6,289 TEUs, up 23 percent from 2010 (5,132 TEUs). Dextrose and glucose shipments were the number one exported commodity by containerized shipment, followed by vegetables, tobacco products, dairy products, and fruit. The dextrose and glucose shipments accounted for 20 percent of containerized export commodities, compared to 13 percent in 2010. More than 300 additional TEUs of dextrose were shipped to Mexico this year than last year. Dextrose is a natural sugar used in commercially prepared foods and medical products such as thickener and sweetener. More than half of the agricultural containers were originated in the Pacific Northwest and the West Coast.

The Port of Manzanillo has been the top recipient of U.S. containers for the last 5 years, moving 2,104 TEUs of agricultural exports from the United States, more than 30 percent of the total number of U.S. agricultural containers shipped to Mexico in 2011. It is located on the Pacific Ocean; an expansive rail system moves imported products inland to major population centers. Lázaro Cárdenas ranked as the number two receiving port with 1,097 TEUs (17 percent) in 2011, followed by Altamira (14 percent), Merida (11 percent) and Vera Cruz (7 percent). More than half of the agricultural containerized products were originated in the Pacific Northwest and the West Coast.

## Livestock

In 2011, cross-border livestock exports from the U.S. to Mexico were down 35 percent compared to 2010, except for hog and horse exports. Hogs for breeding increased 26 percent and horses for slaughter increased 30 percent. The average price of a U.S. breeding hog exported to Mexico decreased from \$551 in 2010 to \$367 in 2011 ([FAS, GATS](#)). Although prices per head were lower, an increased number of exports raised the overall value to U.S. producers in 2011. Cattle exports were down 43 percent for beef and 40 percent for dairy from 2010. The average per head prices for breeding cattle exported to Mexico in 2011 were \$2,095 for a beef bull, \$1,300 for a beef cow, \$865 for a dairy bull, and \$1,688 for a dairy cow ([FAS, GATS](#)). U.S. cattle exports to Mexico dropped to \$10.4 million from 2010 ([FAS, GATS](#)) because of the severe and prolonged drought in the northern and central regions of Mexico. Furthermore, the drought forced Mexican producers to sell cattle to the United States causing a 15 percent increase in U.S. imports of Mexican cattle between 2010 and 2011 ([ERS LDP Outlook](#)). The increased United States imports consisted mostly of lighter weight feeder cattle (less than 400 pounds). If the drought continues, Mexican cattle exports to the United States could increase as Mexican producers are forced to lower their cattle inventory ([ERS LDP Outlook](#)).



# Quarterly Bulk Grain and Soybeans

**Table 1. Cost of transporting U.S. grain and soybeans to Guadalajara, Mexico, by land route, 2009-2011**

	2009	2010	2011	% change
	US\$/metric ton			
	<b>Corn</b>			
<b>Origin</b>	<b>IA</b>			
Truck	4.76	4.47	3.58	-19.91
Rail <sup>1</sup>	70.00	77.11	83.88	8.78
<b>Total transportation cost</b>	<b>74.76</b>	<b>81.58</b>	<b>87.46</b>	<b>7.21</b>
Farm price	150.06	151.86	234.67	54.53
Landed cost	224.82	233.44	322.13	37.99
<b>Transport % of landed cost</b>	<b>33.3</b>	<b>34.9</b>	<b>27.2</b>	<b>-22.3</b>
	<b>Soybeans</b>			
<b>Origin</b>	<b>NE</b>			
Truck	4.76	4.47	3.58	-19.91
Rail <sup>1</sup>	68.02	75.09	84.85	13.00
<b>Total transportation cost</b>	<b>72.78</b>	<b>79.56</b>	<b>88.43</b>	<b>11.15</b>
Farm price	301.70	360.85	452.56	25.41
Landed cost	374.48	440.41	540.99	22.84
<b>Transport % of landed cost</b>	<b>19.4</b>	<b>18.1</b>	<b>16.3</b>	<b>-9.5</b>
	<b>Wheat</b>			
<b>Origin</b>	<b>KS</b>			
Truck	3.81	4.47	3.58	-19.91
Rail <sup>1</sup>	63.99	73.81	80.68	9.31
<b>Total transportation cost</b>	<b>67.80</b>	<b>78.28</b>	<b>84.26</b>	<b>7.64</b>
Farm price	186.11	187.82	272.21	44.93
Landed cost	253.91	266.10	356.47	33.96
<b>Transport % of landed cost</b>	<b>26.7</b>	<b>29.4</b>	<b>23.6</b>	<b>-19.6</b>

<sup>1</sup>Rail rates include U.S. and Mexico portions of the movement. Mexico rail rates are estimated based on actual quoted market rates. BNSF and Union Pacific quoted rail tariff rates are through rates for shuttle trains.

Rail rates include fuel surcharges



## Quarterly Bulk Grain and Soybeans

**Table 2. Average quarterly rail tariff plus fuel surcharge for U.S. bulk grain shipments to Mexico, 2009-2011**

			Tariff <sup>1</sup> plus fuel surcharge per:							
			US\$/metric ton				US\$/bushel <sup>2</sup>			
Commodity	Origin State	Destination	2009	2010	2011	% change	2009	2010	2011	% change
Wheat	MT	Chihuahua, CI	67.18	72.82	79.71	9.45	1.80	1.98	2.17	9.6
	OK	Cuautitlan, EM	59.67	65.17	71.73	10.07	1.61	1.77	1.95	10.0
	KS	Guadalajara, JA	60.53	73.10	80.66	10.34	1.76	1.99	2.19	10.2
	TX	Salinas Victoria, NL	38.55	35.04	38.38	9.53	0.87	0.95	1.05	9.6
	<b>Average</b>		<b>56.48</b>	<b>61.53</b>	<b>67.62</b>	<b>9.85</b>	<b>1.51</b>	<b>1.67</b>	<b>1.84</b>	<b>9.9</b>
Corn	IA	Guadalajara, JA	68.66	76.69	83.88	9.38	1.79	1.95	2.13	9.3
	SD	Penjamo, GJ	67.88	75.32	80.35	6.69	1.81	1.91	2.04	6.6
	NE	Queretaro, QA	65.28	68.30	75.62	10.73	1.68	1.73	1.92	10.8
	SD	Salinas Victoria, NL	47.25	54.15	59.94	10.70	1.34	1.37	1.52	10.8
	MO	Tlalnepantla, EM	60.98	59.86	66.86	11.69	1.47	1.52	1.70	11.6
	SD	Torreon, CU	62.68	62.90	68.74	9.28	1.52	1.60	1.75	9.24
	<b>Average</b>		<b>62.12</b>	<b>66.20</b>	<b>72.57</b>	<b>9.74</b>	<b>1.60</b>	<b>1.68</b>	<b>1.84</b>	<b>9.7</b>
Soybeans	MO	Bojay (Tula), HG	64.14	68.61	75.21	9.61	1.74	1.87	2.05	9.7
	NE	Guadalajara, JA	64.28	74.70	84.85	13.59	1.86	2.04	2.31	13.1
	IA	Penjamo (Celaya), GJ	67.52	77.58	86.13	11.02	1.92	2.12	2.34	10.2
	KS	Torreon, CU	56.04	59.00	67.28	14.04	1.49	1.61	1.83	13.5
	<b>Average</b>		<b>62.99</b>	<b>69.97</b>	<b>78.37</b>	<b>12.06</b>	<b>1.75</b>	<b>1.91</b>	<b>2.13</b>	<b>11.6</b>
Sorghum	OK	Cuautitlan, EM	52.70	52.25	59.74	14.33	1.25	1.33	1.52	13.9
	TX	Guadalajara, JA	57.97	62.22	68.77	10.52	1.39	1.57	1.75	10.9
	NE	Penjamo, GJ	68.20	72.41	78.14	7.92	1.73	1.85	1.98	7.2
	KS	Queretaro, QA	57.36	59.83	66.39	10.97	1.48	1.52	1.69	10.8
	NE	Salinas Victoria, NL	47.83	48.48	53.91	11.20	1.20	1.24	1.37	10.6
	NE	Torreon, CU	55.1	59.48	65.43	10.02	1.42	1.51	1.66	9.6
	<b>Average</b>		<b>56.53</b>	<b>59.11</b>	<b>65.40</b>	<b>10.83</b>	<b>1.41</b>	<b>1.50</b>	<b>1.66</b>	<b>10.5</b>

<sup>1</sup>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.

<sup>2</sup>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



# Quarterly Bulk Grain and Soybeans

**Table 3. Quarterly costs of transporting U.S. grain and soybeans to Guadalajara, Mexico, by land route, 2011**

	1st qtr	2nd qtr	3rd qtr	4th qtr	Average
<b>US\$/metric ton</b>					
<b>Corn</b>					
<b>Origin IA</b>					
Truck	3.50	3.88	3.38	3.54	3.58
Rail <sup>1</sup>	80.58	83.21	85.19	86.54	83.88
<b>Total transportation cost</b>	<b>84.08</b>	<b>87.09</b>	<b>88.57</b>	<b>90.08</b>	<b>87.46</b>
Farm price	209.83	245.66	257.86	225.32	234.67
Landed cost	293.91	332.75	346.43	315.40	322.12
<b>Transport % of landed cost</b>	<b>28.6</b>	<b>26.2</b>	<b>25.6</b>	<b>28.6</b>	<b>27.2</b>
<b>Soybeans</b>					
<b>Origin NE</b>					
Truck	3.50	3.88	3.38	3.54	3.58
Rail <sup>1</sup>	80.51	84.31	85.90	88.69	84.85
<b>Total transportation cost</b>	<b>84.01</b>	<b>88.19</b>	<b>89.28</b>	<b>92.23</b>	<b>88.43</b>
Farm price	445.82	477.67	465.42	421.33	452.56
Landed cost	529.83	565.86	554.70	513.56	540.99
<b>Transport % of landed cost</b>	<b>15.9</b>	<b>15.6</b>	<b>16.1</b>	<b>18.0</b>	<b>16.4</b>
<b>Wheat</b>					
<b>Origin KS</b>					
Truck	3.50	3.88	3.38	3.54	3.58
Rail <sup>1</sup>	78.19	78.32	82.55	83.67	80.68
<b>Total transportation cost</b>	<b>81.69</b>	<b>82.20</b>	<b>85.93</b>	<b>87.21</b>	<b>84.26</b>
Farm price	280.72	288.68	272.64	246.80	272.21
Landed cost	362.41	370.88	358.57	334.01	356.47
<b>Transport % of landed cost</b>	<b>22.5</b>	<b>22.2</b>	<b>24.0</b>	<b>26.1</b>	<b>23.7</b>

<sup>1</sup>Rail rates include U.S. and Mexico portions of the movement. Mexico rail rates are estimated based on actual quoted market rates. BNSF and Union Pacific quoted rail tariff rates are through rates for shuttle trains.

Rail rates include fuel surcharges



# Quarterly Bulk Grain and Soybeans

**Table 4. Quarterly tariff rail rates for U.S. bulk grain shipments to Mexico (US\$/car), 2011**

Commodity	Origin state	Destination	Tariff rate/car <sup>1</sup>					Fuel surcharge per car <sup>2</sup>				
			1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
Wheat	MT	Chihuahua, CI	6,854	6,854	7,491	7,658	7,214	649	557	595	547	587
	OK	Cuautitlan, EM	6,191	6,209	6,610	6,739	6,437	554	584	620	573	583
	KS	Guadalajara, JA	6,825	6,843	7,210	7,344	7,056	828	822	869	844	841
	TX	Salinas Victoria, NL	3,458	3,308	3,656	3,687	3,527	199	233	252	233	229
	<b>Average</b>		<b>5,832</b>	<b>5,804</b>	<b>6,242</b>	<b>6,357</b>	<b>6,059</b>	<b>558</b>	<b>549</b>	<b>584</b>	<b>549</b>	<b>560</b>
Corn	IA	Guadalajara, JA	7,056	7,296	7,445	7,614	7,353	831	848	893	856	857
	SD	Penjamo, GJ	6,619	6,922	7,245	7,599	7,096	849	729	778	715	768
	NE	Queretaro, QA	6,240	6,629	5,802	7,036	6,427	609	753	797	720	720
	SD	Salinas Victoria, NL	4,785	5,337	5,360	5,650	5,283	645	554	592	528	580
	MO	Tlalnepantla, EM	5,428	5,797	5,959	6,167	5,838	593	733	776	721	706
	SD	Torreon, CU	5,681	5,977	6,248	6,431	6,084	711	611	652	599	643
	<b>Average</b>		<b>5,968</b>	<b>6,326</b>	<b>6,343</b>	<b>6,750</b>	<b>6,347</b>	<b>706</b>	<b>705</b>	<b>748</b>	<b>690</b>	<b>712</b>
Soybeans	MO	Bojay (Tula), HG	6,256	6,592	6,705	6,906	6,615	713	737	782	750	746
	NE	Guadalajara, JA	7,069	7,413	7,519	7,823	7,456	810	839	888	857	849
	IA	Penjamo (Celaya), GJ	7,157	7,643	7,770	8,093	7,666	843	725	774	711	763
	KS	Torreon, CU	5,717	5,958	6,042	6,320	6,009	534	575	610	585	576
	<b>Average</b>		<b>6,550</b>	<b>6,902</b>	<b>7,009</b>	<b>7,286</b>	<b>6,936</b>	<b>725</b>	<b>719</b>	<b>764</b>	<b>726</b>	<b>733</b>
Sorghum	OK	Cuautitlan, EM	4,729	5,307	5,350	5,670	5,264	644	554	591	543	583
	TX	Guadalajara, JA	5,781	6,199	6,289	6,653	6,231	552	475	507	465	500
	NE	Penjamo, GJ	6,407	6,795	6,905	7,354	6,865	736	774	822	796	782
	KS	Queretaro, QA	5,641	5,990	6,038	6,301	5,993	445	518	550	508	505
	NE	Salinas Victoria, NL	4,500	4,787	4,818	5,056	4,790	446	493	523	483	486
	NE	Torreon, CU	5,546	5,773	5,804	6,026	5,787	581	616	651	619	617
	<b>Average</b>		<b>5,434</b>	<b>5,809</b>	<b>5,867</b>	<b>6,177</b>	<b>5,822</b>	<b>567</b>	<b>572</b>	<b>607</b>	<b>569</b>	<b>579</b>

<sup>1</sup>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.

<sup>2</sup>Approximate load per car = 97.87 mt: corn & sorghum 56 lbs/bu, wheat & soybeans 60 lbs/bu

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



**Table 5. Quarterly tariff plus fuel surcharge rail rates for U.S. bulk grain shipments to Mexico, 2011**

Commodity	Origin state	Destination	US\$/metric ton					US\$/bushel <sup>2</sup>				
			1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
Wheat	MT	Chihuahua, CI	76.66	75.73	82.62	83.83	79.71	2.08	2.06	2.25	2.28	2.17
	OK	Cuautitlan, EM	68.92	69.41	73.87	74.71	71.73	1.87	1.89	2.01	2.03	1.95
	KS	Guadalajara, JA	78.19	78.32	82.47	83.67	80.66	2.13	2.13	2.24	2.27	2.19
	TX	Salinas Victoria, NL	37.36	36.18	39.93	40.06	38.38	1.02	0.98	1.09	1.09	1.05
	<b>Average</b>			<b>65.28</b>	<b>64.91</b>	<b>69.72</b>	<b>70.57</b>	<b>67.62</b>	<b>1.78</b>	<b>1.77</b>	<b>1.90</b>	<b>1.92</b>
Corn	IA	Guadalajara, JA	80.58	83.21	85.19	86.54	83.88	2.04	2.11	2.16	2.20	2.13
	SD	Penjamo, GJ	76.30	78.18	81.98	84.95	80.35	1.94	1.98	2.08	2.16	2.04
	NE	Queretaro, QA	69.98	75.42	77.64	79.45	75.62	1.78	1.91	1.97	2.02	1.92
	SD	Salinas Victoria, NL	55.48	60.19	60.81	63.28	59.94	1.41	1.53	1.54	1.61	1.52
	MO	Tlalnepantla, EM	61.53	66.72	68.82	70.38	66.86	1.56	1.69	1.75	1.79	1.70
	SD	Torreon, CU	65.31	67.31	70.50	71.83	68.74	1.66	1.71	1.79	1.82	1.75
	<b>Average</b>			<b>68.20</b>	<b>71.84</b>	<b>74.16</b>	<b>76.07</b>	<b>72.57</b>	<b>1.73</b>	<b>1.82</b>	<b>1.88</b>	<b>1.93</b>
Soybeans	MO	Bojay (Tula), HG	71.21	74.89	76.50	78.23	75.21	1.94	2.04	2.08	2.13	2.05
	NE	Guadalajara, JA	80.51	84.31	85.90	88.69	84.85	2.19	2.29	2.34	2.41	2.31
	IA	Penjamo (Celaya), GJ	81.75	85.50	87.30	89.96	86.13	2.22	2.32	2.37	2.45	2.34
	KS	Torreon, CU	63.87	66.75	67.96	70.55	67.28	1.74	1.81	1.85	1.92	1.83
	<b>Average</b>			<b>74.34</b>	<b>77.86</b>	<b>79.42</b>	<b>81.86</b>	<b>78.37</b>	<b>2.02</b>	<b>2.12</b>	<b>2.16</b>	<b>2.23</b>
Sorghum	OK	Cuautitlan, EM	54.90	59.88	60.70	63.48	59.74	1.39	1.52	1.54	1.61	1.52
	TX	Guadalajara, JA	64.71	68.19	69.43	72.73	68.77	1.64	1.73	1.76	1.85	1.75
	NE	Penjamo, GJ	72.99	77.34	78.95	83.28	78.14	1.85	1.96	2.00	2.11	1.98
	KS	Queretaro, QA	62.18	66.50	67.30	69.57	66.39	1.58	1.69	1.71	1.77	1.69
	NE	Salinas Victoria, NL	50.53	53.94	54.57	56.60	53.91	1.28	1.37	1.38	1.44	1.37
	NE	Torreon, CU	62.60	65.28	65.96	67.89	65.43	1.59	1.66	1.67	1.72	1.66
	<b>Average</b>			<b>61.32</b>	<b>65.19</b>	<b>66.15</b>	<b>68.93</b>	<b>65.40</b>	<b>1.56</b>	<b>1.66</b>	<b>1.68</b>	<b>1.75</b>

<sup>1</sup>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.

<sup>2</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)



# Quarterly Bulk Grain and Soybeans

**Table 6. Tariff Rail Rates for U.S. Distillers' Dried Grains (DDGS) Shipments to Mexico Destinations (US\$/metric ton), 2011**

Origin BEA <sup>2</sup>	Border Crossing	Destination	Tariff rate/metric ton <sup>1</sup>					Fuel surcharge/metric ton				
			1st qtr	2nd qtr	3rd qtr	4th qtr	Avg	1st qtr	2nd qtr	3rd qtr	4th qtr	Avg
Des Moines, IA	Eagle Pass	Guadalajara, JA	n/a	94.27	95.91	97.14	95.77	n/a	12.20	12.88	12.42	12.50
	El Paso	Guadalajara, JA	n/a	89.33	95.14	96.98	93.82	n/a	10.20	13.03	12.40	11.88
	Eagle Pass	Aguascalientes, AGS	n/a	86.56	87.10	88.33	87.33	n/a	10.84	11.26	10.76	10.95
	El Paso	Aguascalientes, AGS	n/a	102.56	86.72	88.56	92.61	n/a	13.58	11.49	10.82	11.96
	Eagle Pass	Yurecuaro, MIC	n/a	102.62	89.62	90.85	94.36	n/a	13.18	11.72	11.24	12.05
	El Paso	Yurecuaro, MIC	n/a	93.75	89.28	91.12	91.38	n/a	12.03	11.96	11.30	11.76
	Eagle Pass	Torreon, COA	n/a	94.20	82.01	83.24	86.48	n/a	11.69	10.33	9.81	10.61
	El Paso	Torreon, COA	n/a	96.27	81.57	83.41	87.08	n/a	12.47	10.55	9.85	10.96
<b>Average</b>				<b>94.94</b>	<b>88.42</b>	<b>89.95</b>	<b>91.11</b>		<b>12.02</b>	<b>11.65</b>	<b>11.08</b>	<b>11.58</b>
Minneapolis, MN	Eagle Pass	Guadalajara, JA	n/a	102.56	102.56	105.26	103.46	n/a	13.58	13.58	13.84	13.67
	El Paso	Guadalajara, JA	n/a	102.62	101.87	103.62	102.70	n/a	13.18	13.43	13.18	13.26
	Eagle Pass	Aguascalientes, AGS	n/a	93.75	93.75	96.45	94.65	n/a	12.03	11.96	12.18	12.06
	El Paso	Aguascalientes, AGS	n/a	94.20	93.45	95.20	94.28	n/a	11.69	11.89	11.59	11.72
	Eagle Pass	Yurecuaro, MIC	n/a	96.27	96.27	98.97	97.17	n/a	12.47	12.43	12.65	12.52
	El Paso	Yurecuaro, MIC	n/a	96.76	96.01	96.93	96.57	n/a	12.14	12.35	12.08	12.19
	Eagle Pass	Torreon, COA	n/a	88.66	88.66	91.36	89.56	n/a	11.13	11.03	11.22	11.13
	El Paso	Torreon, COA	n/a	89.05	88.30	90.05	89.13	n/a	10.78	10.94	10.62	10.78
<b>Average</b>				<b>95.48</b>	<b>95.11</b>	<b>97.23</b>	<b>95.94</b>		<b>12.12</b>	<b>12.20</b>	<b>12.17</b>	<b>12.16</b>
Sioux Falls, SD	Eagle Pass	Guadalajara, JA	n/a	101.18	103.42	105.42	103.34	n/a	12.75	13.32	13.04	13.04
	El Paso	Guadalajara, JA	n/a	104.60	104.60	105.49	104.90	n/a	12.27	12.89	12.65	12.61
	Eagle Pass	Aguascalientes, AGS	n/a	92.37	94.61	96.61	94.53	n/a	11.20	11.70	11.38	11.43
	El Paso	Aguascalientes, AGS	n/a	96.18	96.18	97.07	96.48	n/a	10.79	11.34	11.07	11.07
	Eagle Pass	Yurecuaro, MIC	n/a	94.89	97.13	99.13	97.05	n/a	11.64	12.16	11.85	11.89
	El Paso	Yurecuaro, MIC	n/a	98.74	98.74	99.63	99.04	n/a	11.24	11.81	11.55	11.53
	Eagle Pass	Torreon, COA	n/a	87.28	89.52	91.52	89.44	n/a	10.30	10.77	10.42	10.49
	El Paso	Torreon, COA	n/a	91.03	91.03	91.92	91.33	n/a	9.88	10.40	10.10	10.13
<b>Average</b>				<b>95.78</b>	<b>96.90</b>	<b>98.35</b>	<b>97.01</b>		<b>11.26</b>	<b>11.80</b>	<b>11.51</b>	<b>11.52</b>

<sup>1</sup>1 to 24 railcars per shipment. C-114 heavy axle load railcars loaded to 90 metric tons per railcar.

<sup>2</sup>Business Economic Areas (BEA) as defined by the Department of Commerce.

Sources: Gavilon de Mexico S.A. de C.V. for the Mexican portion of the rates and BNSF Railway and Union Pacific Railroad for the U.S. portion of the rates.



# Quarterly Bulk Grain and Soybeans

**Table 7. 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
2007	164	170	184	190	708
2008	247	284	332	325	1,188
2009	316	377	371	395	1,459
2010	439	399	424	383	1,645
2011	506	430	476	369	1,781

\*Data are for brewers' and distillers' dregs and waste of which Distillers' Dried Grains with Soluble is a principal component. On November 2, 2010, data was revised.

Source: USDA, Economic Research Service (ERS), Feed grains database

**Table 8. Quarterly ocean freight rate for bulk shipments from the U.S. Gulf to Veracruz, Mexico (US\$/metric ton)**

Vessel capacity (metric ton)	1st qtr 2008	2nd qtr 2008	3rd qtr 2008	4th qtr 2008	Average
25,000	30.79	36.77	31.55	14.08	28.3
35-40,000	26.7	33.3	28.3	11.58	24.97
Vessel capacity (metric ton)	1st qtr 2009	2nd qtr 2009	3rd qtr 2009	4th qtr 2009	Average
25,000	13.58	17.53	19.86	22.65	18.41
35-40,000	11.46	15.46	17.78	20.22	16.23
Vessel capacity (metric ton)	1st qtr 2010	2nd qtr 2010	3rd qtr 2010	4th qtr 2010	Average
25,000	23.04	23.83	24.33	21.89	23.27
35-40,000	20.75	22.34	21.64	19.83	21.14
Vessel capacity (metric ton)	1st qtr 2011	2nd qtr 2011	3rd qtr 2011	4th qtr 2011	Average
25,000	21.71	21.13	21.96	23.29	22.02
35-40,000	18.75	18.86	19.89	21.21	19.68

Source: O'Neil Commodity Consulting



**Table 9. U.S. livestock exports to Mexico by border crossings\*, 2011 (head)**

Border Crossing	TX	NM	AZ	Total
<b>Beef cattle</b>				
Slaughter	0	0	0	0
Breeding males	364	98	72	534
Breeding females	471	168	163	802
Total beef	835	266	235	1,336
<b>Hogs</b>				
Slaughter	0	0	0	0
Breeding males	1,277	0	262	1,539
Breeding females	5,287	0	2,710	7,997
Total hogs	6,564	0	2,972	9,536
<b>Sheep</b>				
Slaughter lambs	0	0	0	0
Slaughter ewes	13,004	0	0	13,004
Breeding males	23	0	0	23
Breeding females	15	0	0	15
Total sheep	13,042	0	0	13,042
<b>Dairy cattle</b>				
Breeding males	20	0	0	20
Breeding females	8,779	3,015	981	12,775
Total dairy	8,799	3,015	981	12,795
<b>Goats</b>				
Angora	0	0	0	0
Spanish	325	0	0	325
Other	0	0	0	0
Total goats	325	0	0	325
<b>Horses</b>				
Slaughter	56,576	11,853	0	68,429
Breeding males	1,705	1,047	612	3,364
Breeding females	2,672	1,314	780	4,766
Geldings	428	284	123	835
Burro/mule/pony	256	0	11	267
Total horses	61,647	14,498	1,526	77,671
<b>Exotics**</b>	287	0	0	287
<b>Grand total</b>	<b>91,499</b>	<b>17,779</b>	<b>5,714</b>	<b>114,992</b>

\*Weekly AMS data will not necessarily sum to the total U.S. Dept. of Commerce, Bureau of Census data  
 \*\*Refer to animals that are not included in other categories such as zebras, deer, elephants, and yaks.  
 Source: Agricultural Marketing Service (AMS), Livestock and Seed Programs



## Fruit and Vegetables

**Table 10. Fruit and vegetable truck rates for selected U.S.-Mexico border crossing\* (US\$/mile)**

Origin/border crossing	1st qtr 2006	2nd qtr 2006	3rd qtr 2006	4th qtr 2006	Average
Nogales, Arizona	1.70	1.77	2.22	1.78	1.87
Pharr, Texas	1.75	1.80	1.64	1.63	1.71
Origin/border crossing	1st qtr 2007	2nd qtr 2007	3rd qtr 2007	4th qtr 2007	Average
Nogales, Arizona	1.90	1.89	2.05	2.00	1.96
Pharr, Texas	1.65	1.83	1.86	1.74	1.77
Origin/border crossing	1st qtr 2008	2nd qtr 2008	3rd qtr 2008	4th qtr 2008	Average
Nogales, Arizona	1.96	2.24	2.80	1.97	2.24
Pharr, Texas	1.93	2.19	2.12	1.87	2.03
Origin/border crossing	1st qtr 2009	2nd qtr 2009	3rd qtr 2009	4th qtr 2009	Average
Nogales, Arizona	1.72	2.01	2.15	1.79	1.92
Pharr, Texas	1.70	1.71	1.59	1.58	1.65
Origin/border crossing	1st qtr 2010	2nd qtr 2010	3rd qtr 2010	4th qtr 2010	Average
Nogales, Arizona	1.97	2.25	2.26	2.23	2.17
Pharr, Texas	1.70	2.02	1.67	1.69	1.77
Origin/border crossing	1st qtr 2011	2nd qtr 2011	3rd qtr 2011	4th qtr 2011	Average
Nogales, Arizona	1.88	2.52	2.17	2.20	2.19
Pharr, Texas	1.97	2.20	1.98	2.08	2.06

\*Voluntarily reported to AMS, Market News  
 Source: Agricultural Marketing Service (AMS), Fruit and Vegetable Programs



**Table 11. Quarterly U.S.-Mexico border crossing fresh fruit and vegetables truck availability, 4th quarter, 2011**

Legend:		Truck availability												
														1 = Surplus
Mexico border crossings/month		October				November					December			
Week		10/4	10/11	10/18	10/25	11/1	11/8	11/15	11/22	11/29	12/6	12/13	12/20	12/27
Through Pharr, TX	Mixed Fruits and Vegetables	1	2	1	2	3	3	5	4	4	3	3	3	5
	Lemons, Limes	1	2	1	2	3	3	5	4	4				
	Roma Tomatoes						3	5	4	4				
	Carrots, Broccoli						3	5	4	4	3	3	3	5
	Citrus, Tomatoes, Cucumbers										3	3	3	5
Through Nogales, AZ	Cucumbers, Squash					3								
	Melons					3	3	4	3	3	3	3	3	3
	Mixed Vegetables						3	4	3	3	3	3	3	3

Source: USDA, Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch, *Fruit and Vegetable Truck Rate Report*



**Table 12. Top five commodities shipped to the U.S. from Mexico (10,000 lbs.)**

Commodity	1st qtr 2007	2nd qtr 2007	3rd qtr 2007	4th qtr 2007	Total 2007
Tomatoes, Plum	81,569	49,510	16,541	26,462	174,082
Peppers	39,988	21,882	16,609	30,259	108,738
Watermelon, Seedless	19,736	60,559	306	18,214	98,815
Limes	15,931	20,420	21,860	19,090	77,301
Cucumbers	31,681	17,622	4,709	22,438	76,450
<b>Subtotal</b>	<b>188,905</b>	<b>169,993</b>	<b>60,025</b>	<b>116,463</b>	<b>535,386</b>
Other	151,494	159,783	77,029	108,830	497,136
<b>Total</b>	<b>340,399</b>	<b>329,776</b>	<b>137,054</b>	<b>225,293</b>	<b>1,032,522</b>
Commodity	1st qtr 2008	2nd qtr 2008	3rd qtr 2008	4th qtr 2008	Total 2008
Tomatoes, Plum	66,049	53,659	15,156	26,271	161,135
Peppers	43,219	38,961	17,356	27,565	127,101
Watermelon, Seedless	26,601	73,261	2,202	18,531	120,595
Limes	15,557	26,505	20,834	18,705	81,601
Cucumbers	31,017	29,092	5,415	21,587	87,111
<b>Subtotal</b>	<b>182,443</b>	<b>221,478</b>	<b>60,963</b>	<b>112,659</b>	<b>577,543</b>
Other	156,348	207,080	74,194	113,146	550,768
<b>Total</b>	<b>338,791</b>	<b>428,558</b>	<b>135,157</b>	<b>225,805</b>	<b>1,128,311</b>
Commodity	1st qtr 2009	2nd qtr 2009	3rd qtr 2009	4th qtr 2009	Total 2009
Tomatoes, Plum	62,337	64,976	21,173	44,530	193,016
Peppers	43,303	23,396	21,903	33,946	122,548
Watermelon, Seedless	21,643	64,976	1,949	21,428	109,996
Limes	17,499	21,253	23,706	19,829	82,287
Cucumbers	32,819	20,464	8,059	29,719	91,061
<b>Subtotal</b>	<b>177,601</b>	<b>195,065</b>	<b>76,790</b>	<b>149,452</b>	<b>598,908</b>
Other	181,069	143,027	80,567	129,714	534,377
<b>Total</b>	<b>181,069</b>	<b>338,092</b>	<b>157,357</b>	<b>279,166</b>	<b>955,684</b>

—Continued on next page—

Source: Data is obtained from the Department of Homeland Security (DHS), U.S. Customs and Border Protection (CBP) through USDA, AMS, Market News



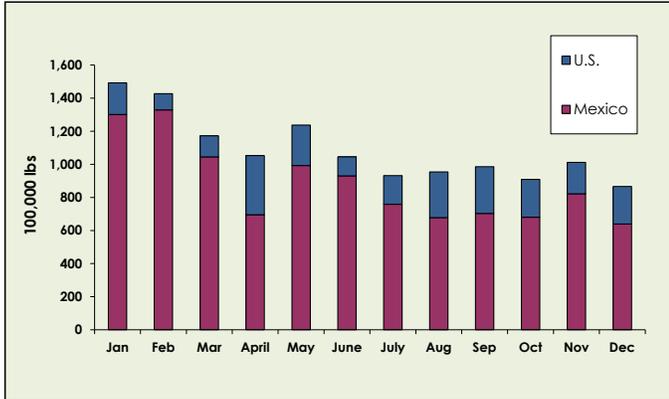
**Table 12. Top five commodities shipped to the U.S. from Mexico (10,000 lbs.)  
—Continued—**

Commodity	1st qtr 2010	2nd qtr 2010	3rd qtr 2010	4th qtr 2010	Total 2010
Tomatoes, Plum	113,379	77,048	34,226	43,291	267,944
Peppers	52,381	29,135	18,481	33,718	133,715
Cucumbers	39,925	23,695	9,314	30,169	103,103
Squash	24,242	12,827	2,852	19,740	59,661
Avocados	20,065	15,120	8,696	17,242	61,123
<b>Subtotal</b>	<b>249,992</b>	<b>157,825</b>	<b>73,569</b>	<b>144,160</b>	<b>625,546</b>
Other	178,749	264,046	116,397	133,112	692,304
<b>Total</b>	<b>428,741</b>	<b>421,871</b>	<b>189,966</b>	<b>277,272</b>	<b>1,317,850</b>
Commodity	1st qtr 2011	2nd qtr 2011	3rd qtr 2011	4th qtr 2011	Total 2011
Tomatoes	93,831	61,825	40,136	40,329	236,121
Peppers	49,137	27,150	21,775	30,018	128,080
Cucumbers	31,749	27,481	9,879	22,275	91,384
Onions	30,159	20,994	6,747	7,090	64,990
Watermelon	25,181	66,908	3,082	14,777	109,948
<b>Subtotal</b>	<b>230,057</b>	<b>204,358</b>	<b>81,619</b>	<b>114,489</b>	<b>630,523</b>
Other	181,726	199,596	109,240	103,717	594,279
<b>Total</b>	<b>411,783</b>	<b>403,954</b>	<b>190,859</b>	<b>218,206</b>	<b>1,224,802</b>

Source: Data is obtained from the Department of Homeland Security (DHS), U.S. Customs and Border Protection (CBP) through USDA, AMS, Market News

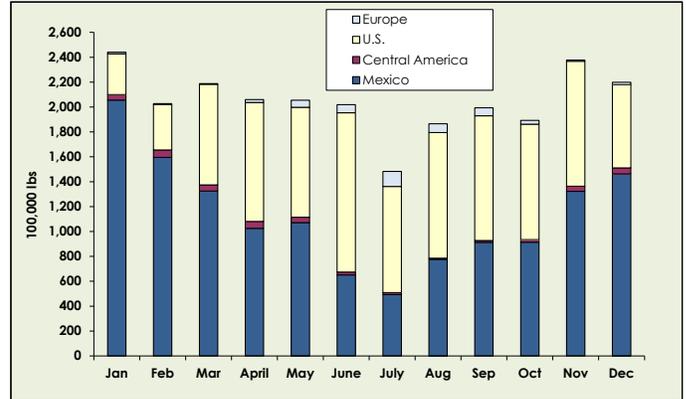


**Figure 3. Monthly U.S. shipments of domestic and imported plum tomatoes, 2011**



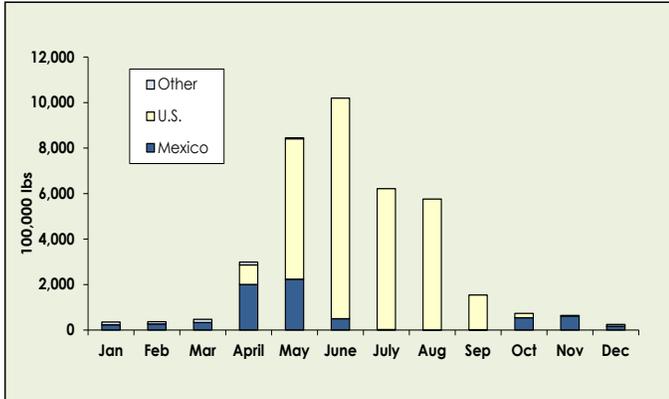
Source: Agricultural Marketing Service (AMS), USDA

**Figure 4. Monthly U.S. shipments of domestic and imported peppers (all varieties), 2011**



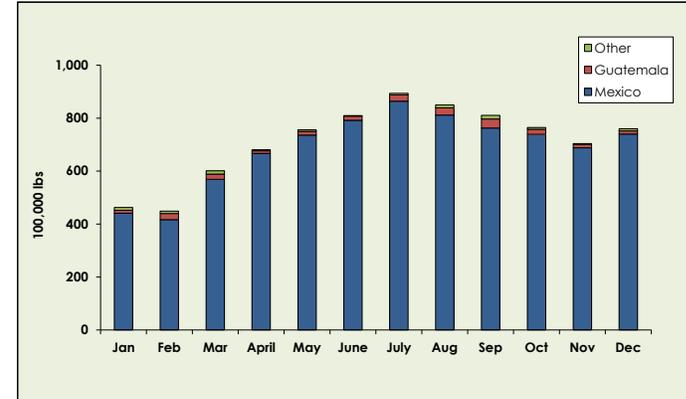
Source: Agricultural Marketing Service (AMS), USDA

**Figure 5. Monthly U.S. shipments of domestic and imported seedless watermelons, 2011**



Source: Agricultural Marketing Service (AMS), USDA

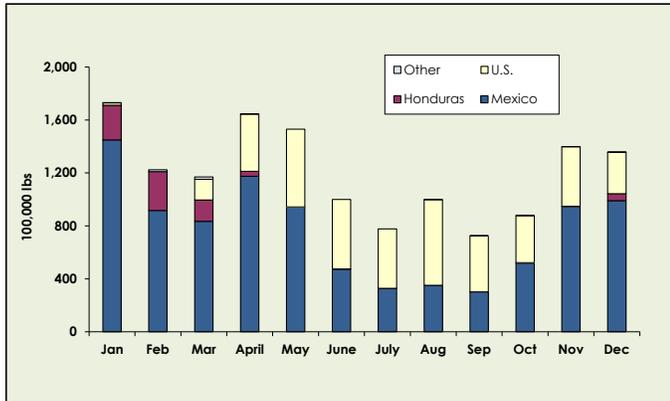
**Figure 6. Monthly U.S. shipments of domestic and imported limes, 2011**



Source: Agricultural Marketing Service (AMS), USDA

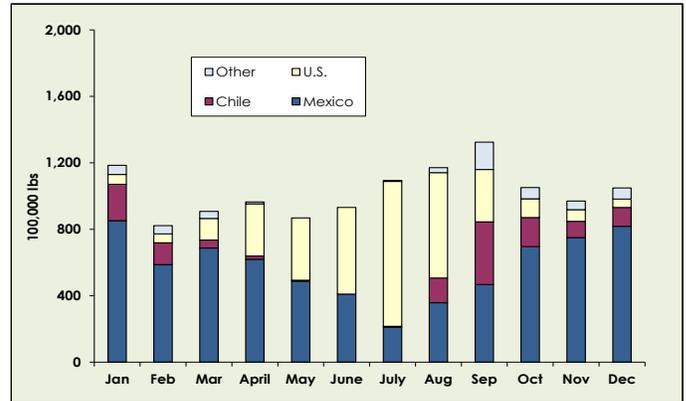


**Figure 7. Monthly U.S. shipments of domestic and imported cucumbers, 2011**



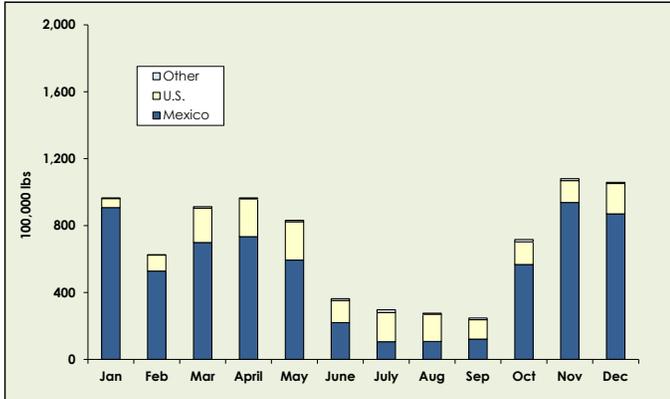
Source: Agricultural Marketing Service (AMS), USDA

**Figure 8. Monthly U.S. shipments of domestic and imported avocados, 2011**



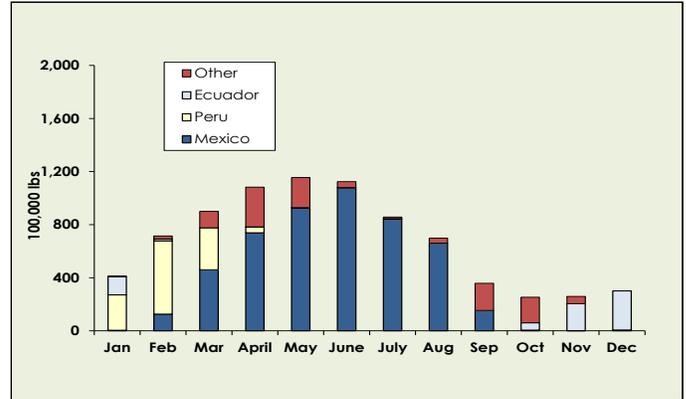
Source: Agricultural Marketing Service (AMS), USDA

**Figure 9. Monthly U.S. shipments of domestic and imported squash, 2011**



Source: Agricultural Marketing Service (AMS), USDA

**Figure 10. Monthly U.S. shipments of domestic and imported mangoes, 2011**



Source: Agricultural Marketing Service (AMS), USDA



**Table 13. Top ten U.S. containerized agricultural exports to Mexico\*, 2011**

1st qtr	Commodity	Quantity (mt)	# of TEUs**	Percentage share	Rank
	Vegetables	6,323	363	21.0	1
	Tobacco products	4,788	458	15.9	2
	Dextrose, glucose	3,392	153	11.3	3
	Coffee	2,374	143	7.9	4
	Dairy products	2,158	163	7.2	5
	Wine	1,384	84	4.6	6
	Beer, ale	1,372	152	4.6	7
	Grocery items	1,342	137	4.5	8
	Bulbs & seeds	960	103	3.2	9
	Edible nuts	919	89	3.0	10
<b>Subtotal</b>		<b>25,011</b>	<b>1,845</b>	<b>83.0</b>	
Other		5,126	445	17.0	
<b>Total Exports</b>		<b>30,137</b>	<b>2,290</b>	<b>100</b>	
2nd qtr	Commodity	Quantity (mt)	# of TEUs**	Percentage share	Rank
	Dextrose, glucose	4,328	192	19.0	1
	Dairy products	3,977	304	17.0	2
	Vegetables	3,196	203	14.0	3
	Tobacco products	2,130	219	9.0	4
	Edible nuts	1,669	155	7.0	5
	Wine	1,350	74	6.0	6
	Grocery items	959	124	4.0	7
	Tomatoes, prepared	945	45	4.0	8
	Fruit	841	74	4.0	9
	Beer, ale	539	50	2.0	10
<b>Subtotal</b>		<b>19,934</b>	<b>1,440</b>	<b>86.0</b>	
Other		3,170	288	14.0	
<b>Total Exports</b>		<b>23,104</b>	<b>1,728</b>	<b>100</b>	

—Continued on next page—

\*PIERS data will not necessarily sum to the total U.S. Dept. of Commerce, Bureau of Census data

\*\*Twenty Foot Equivalent Unit (TEU) is a 20-foot shipping container

Source: Port Import Export Reporting Services (PIERS), 2011



# Container Shipments

**Table 13. Top ten U.S. containerized agricultural exports to Mexico\*, 2011**  
—Continued—

3rd qtr	Commodity	Quantity (mt)	# of TEUs**	Percentage share	Rank
	Dextrose, glucose	4,886	181	28.4	1
	Fruit	3,175	277	18.4	2
	Vegetables	2,234	154	13.0	3
	Dairy products	1,215	84	7.1	4
	Tomatoes, prepared	1,058	45	6.1	5
	Grocery items	938	120	5.4	6
	Edible nuts	623	60	3.6	7
	Frozen fish	617	57	3.6	8
	Tobacco products	566	65	3.3	9
	Wine	409	22	2.4	10
<b>Subtotal</b>		<b>15,719</b>	<b>1,066</b>	<b>91.2</b>	
Other		1,508	161	9	
<b>Total Exports</b>		<b>17,227</b>	<b>1,227</b>	<b>100</b>	
4th qtr	Commodity	Quantity (mt)	# of TEUs**	Percentage share	Rank
	Dextrose, glucose	3,894	146	31.2	1
	Fruit	1,343	144	10.8	2
	Tobacco products	1,098	110	8.8	3
	Dairy products	857	55	6.9	4
	Grocery items	787	120	6.3	5
	Vegetables	579	74	4.6	6
	Frozen fish	491	49	3.9	7
	Coffee	379	30	3.0	8
	Wine	364	23	2.9	9
	Bulbs and seeds	290	24	2.3	10
<b>Subtotal</b>		<b>10,083</b>	<b>774</b>	<b>80.7</b>	
Other		2,408	270	19.3	
<b>Total Exports</b>		<b>12,491</b>	<b>1,045</b>	<b>100</b>	
<b>Total Exports 2011</b>		<b>82,958</b>	<b>6,289</b>		

\*PIERS data will not necessarily sum to the total U.S. Dept. of Commerce, Bureau of Census data

\*\*Twenty Foot Equivalent Unit (TEU) is a 20-foot shipping container

Source: Port Import Export Reporting Services (PIERS), 2011



**Table 14. Top ten U.S. agricultural container exports to Mexico\*, 2010-2011**

Commodity	2010	2011	Percentage share	Rank
	# of TEUs**			
Tobacco products	362	852	14.0	1
Vegetables	1,019	793	13.0	2
Dextrose, glucose	355	672	11.0	3
Dairy products	588	606	10.0	4
Fruit	426	541	9.0	5
Grocery items	353	501	8.0	6
Edible nuts	105	327	5.0	7
Beer, ale	214	204	3.0	8
Wine	68	203	3.0	9
Coffee	403	187	3.0	10
<b>Subtotal</b>	<b>3,893</b>	<b>4,886</b>	<b>78.0</b>	
Other	1,239	1,403	22.0	
<b>Total Exports</b>	<b>5,132</b>	<b>6,289</b>	<b>100</b>	

\*PIERS data will not necessarily sum to the total U.S. Dept. of Commerce, Bureau of Census data

\*\*Twenty Foot Equivalent Unit (TEU) is a 20-foot shipping container

Source: Port Import Export Reporting Services (PIERS), 2011

**Table 15. Top five U.S. bulk agricultural exports to Mexico\*, 2010-2011**

Commodity	2010	2011	Percentage share	Rank
	Quantity (mt)			
Bulk grains	3,262,754	3,584,153	46.0	1
Bread, cereal, flour	1,397,970	1,430,153	18.0	2
Soybeans	1,303,882	993,827	13.0	3
Rice	509,612	579,825	7.0	4
Vegetables	98,702	439,123	6.0	5
<b>Subtotal</b>	<b>6,572,920</b>	<b>7,027,081</b>	<b>48.0</b>	
Other	427,276	713,369	9.2	
<b>Total Exports</b>	<b>7,000,196</b>	<b>7,740,450</b>	<b>100</b>	

\*PIERS data will not necessarily sum to the total U.S. Dept. of Commerce, Bureau of Census data

Source: Port Import Export Reporting Services (PIERS), Journal of Commerce, 2011



**Table 16. Top 5 U.S. agricultural container shipments to Mexico by port\*, 2010-2011**

U.S. region**	Mexican port	2010	2011	% change
		Number of TEUs***		
U.S. Gulf	Manzanillo	17	-	-
Pacific Northwest		1,184	865	-27.0
West Coast		652	1,139	74.7
East Coast		100	100	0.5
<b>Subtotal</b>		<b>1,953</b>	<b>2,104</b>	<b>7.7</b>
U.S. Gulf	Lázaro Cárdenas	-	-	-
Pacific Northwest		193	35	-81.9
West Coast		753	1,058	40.5
East Coast		-	4	-
<b>Subtotal</b>		<b>946</b>	<b>1,097</b>	<b>16.0</b>
U.S. Gulf	Altamira	307	-	-
Pacific Northwest		-	-	-
West Coast		1	-	-
East Coast		242	866	257.8
<b>Subtotal</b>		<b>550</b>	<b>866</b>	<b>57.4</b>
U.S. Gulf	Merida	486	700	44.1
Pacific Northwest		-	-	-
West Coast		-	-	-
East Coast		-	-	-
<b>Subtotal</b>		<b>486</b>	<b>700</b>	<b>44.1</b>
U.S. Gulf	Vera Cruz	-	199	-
Pacific Northwest		-	-	-
West Coast		-	-	-
East Coast		393	239	-39.3
<b>Subtotal</b>		<b>393</b>	<b>438</b>	<b>11.3</b>
<b>Total of Top 5 Ports</b>		4,328	5,205	20.3
<b>Other Ports</b>		804	1,084	34.8
<b>TOTAL</b>		5,132	6,289	22.5

\*PIERS data will not necessarily sum to the total U.S. Dept. of Commerce, Bureau of Census data

\*\*U.S. Gulf includes Houston, New Orleans, Port Everglades

Pacific Northwest includes Seattle, Portland

West Coast includes Oakland, Long Beach, Los Angeles

East Coast includes New York, Baltimore, Norfolk, Charleston, Savannah, Jacksonville, West Palm Beach, Miami

\*\*\* Twenty Foot Equivalent Unit (TEU) is a 20-foot shipping container

Source: Port Import Export Reporting Services (PIERS), 2011



# Container Shipments

**Table 17. U.S. bulk agricultural exports to Mexico by receiving port\*, 2010-2011**

Mexican port	2010	2011	Percentage share	Rank
	Quantity (mt)			
Veracruz	4,847,113	5,171,025	69.24	1
Progreso	1,151,637	1,154,845	16.45	2
Coatzacoalcos	656,708	704,571	9.38	3
Tuxpan	338,249	498,342	4.83	4
Manzanillo	40	89,589	0.001	5
<b>Subtotal</b>	<b>6,993,747</b>	<b>7,618,372</b>	<b>99.9</b>	
Other	6,449	122,078	0.1	
<b>Total Exports</b>	<b>7,000,196</b>	<b>7,740,450</b>	<b>100</b>	

\*PIERS data will not necessarily sum to the total U.S. Dept. of Commerce, Bureau of Census data  
 Source: Port Import Export Reporting Services (PIERS), 2011



**Contact Information:**

Delmy L. Salin  
Senior Economist, Project Manager

[delmy.salin@ams.usda.gov](mailto:delmy.salin@ams.usda.gov)

---

Adam Sparger  
Assistant Project Manager,  
Livestock, Fruit and Vegetable Analyst

[adam.sparger@ams.usda.gov](mailto:adam.sparger@ams.usda.gov)

---

Marvin Prater  
Economist, Rail Analyst

[marvin.prater@ams.usda.gov](mailto:marvin.prater@ams.usda.gov)

---

Surajudeen Olowolayemo  
Agricultural Economist,  
Ocean Bulk Shipments Analyst

[surajudeen.olowolayemo@ams.usda.gov](mailto:surajudeen.olowolayemo@ams.usda.gov)

---

April Taylor  
Economist,  
Container Shipments Analyst

[april.taylor@ams.usda.gov](mailto:april.taylor@ams.usda.gov)

---

Jessica E. Ladd, Graphic Analyst

[jessica.ladd@ams.usda.gov](mailto:jessica.ladd@ams.usda.gov)

**Subscription Information:** Send e-mail address to [GTRContactUs@usda.gov](mailto:GTRContactUs@usda.gov) for an electronic copy.

**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: Average cost of shipping U.S. corn, wheat, and soybeans to Guadalajara by land route, Mexico, 2010-2011
- ◆ Figure 2: Bulk ocean freight rates from the U.S. Gulf to Veracruz, Mexico, 2008-2011
- ◆ Figure 3: Monthly U.S. shipments of domestic and imported plum tomatoes, 2011
- ◆ Figure 4: Monthly U.S. shipments of domestic and imported peppers (all varieties), 2011
- ◆ Figure 5: Monthly U.S. shipments of domestic and imported seedless watermelons, 2011
- ◆ Figure 6: Monthly U.S. shipments of domestic and imported limes, 2011
- ◆ Figure 7: Monthly U.S. shipments of domestic and imported cucumbers, 2011
- ◆ Figure 8: Monthly U.S. shipments of domestic and imported avocados, 2011
- ◆ Figure 9: Monthly U.S. shipments of domestic and imported squash, 2011
- ◆ Figure 10: Monthly U.S. shipments of domestic and imported mangoes, 2011
  
- ◆ Table 1: Cost of transporting U.S. grain and soybeans to Guadalajara, Mexico, by land route, 2009-2011
- ◆ Table 2: Average quarterly rail tariff plus fuel surcharge for U.S. bulk grain shipments to Mexico, 2009-2011
- ◆ Table 3: Quarterly costs of transporting U.S. grain and soybeans to Guadalajara, Mexico, by land route, 2011
- ◆ Table 4: Quarterly tariff rail rates for U.S. bulk grain shipments to Mexico (US\$/car), 2011
- ◆ Table 5: Quarterly tariff plus fuel surcharge rail rates for U.S. bulk grain shipments to Mexico, 2011
- ◆ Table 6: Tariff Rail Rates for U.S. Distillers' Dried Grains (DDGS) Shipments to Mexico Destinations (US\$/metric ton), 2011
- ◆ Table 7: Quarterly exports of U.S. Distillers' Dried Grains with Soluble (DDGS) to Mexico
- ◆ Table 8: Quarterly ocean freight rate for bulk shipments from the U.S. Gulf to Veracruz, Mexico (US\$/metric ton)
- ◆ Table 9: U.S. livestock exports to Mexico by border crossings\*, 2011 (head)
- ◆ Table 10: Fruit and vegetable truck rates for selected U.S.-Mexico border crossing\* (US\$/mile)
- ◆ Table 11: Quarterly U.S.-Mexico border crossing fresh fruit and vegetables truck availability, 4th quarter, 2011
- ◆ Table 12: Top five commodities shipped to the U.S. from Mexico (10,000 lbs.)
- ◆ Table 13: Top ten U.S. containerized agricultural exports to Mexico\*, 2011
- ◆ Table 14: Top ten U.S. agricultural container exports to Mexico\*, 2010-2011
- ◆ Table 15: Top five U.S. bulk agricultural exports to Mexico\*, 2010-2011
- ◆ Table 16: Top five U.S. agricultural container shipments to Mexico by port\*, 2010-2011
- ◆ Table 17: U.S. bulk agricultural exports to Mexico by receiving port\*, 2010-2011

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance program (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD). To file a complaint of discrimination, write to USDA, Director, Office of Civil Rights, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410, or call (800) 795-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer.