

Contents:

Feature Article
Quarterly Overview

Regulatory News
and Updates

National Summary

- Truck Rates
- U.S. Diesel Fuel Prices
- Truck Availability
- Shipments

Regional Markets

- California
- Pacific Northwest
- Mexico
- Arizona
- Florida

Terms and References

Contact Information

Agricultural Refrigerated Truck Quarterly

4th Quarter, 2014
October – December

A quarterly publication of the Agricultural Marketing Service
www.ams.usda.gov/RTQ

Feature Article

Rail and Piggyback Shipments from the Pacific Northwest and California Decreased in 2014

In calendar year 2014, reported refrigerated rail and piggyback shipments¹ of fresh fruit and vegetables from the Pacific Northwest (Idaho, Oregon, and Washington) decreased by 33,900 tons, while California shipments decreased by 10,300 tons (Tables 1 and 2). Railroads experienced congestion nationwide as the economy improved, adversely affecting schedules and service.² Cold Train intermodal container shipments originating at Quincy, WA, were terminated due to reduced service and reliability, and a new requirement to assemble trains off the mainline, which would require an expanded siding to be built. Other intermodal and railcar cross-dock services originating in Fresno and Selma, CA, were terminated as well.³

Pacific Northwest: Reported rail and piggyback shipments of fresh fruit and vegetables from the Pacific Northwest decreased by 33,900 tons or 4 percent in 2014 (Table 1). The decline was largely due to reduced Washington piggyback shipments of apples (-32,800 tons), onions (-9,100 tons), and potatoes (-4,850 tons). These declines were somewhat offset by increased railcar shipments of Washington onions (+8,650 tons), Idaho onions (+4,400 tons), and Washington apples (+2,750 tons) and potatoes (+2,200 tons).

¹ Rail and piggyback shipments were reported by rail carriers that issue the initial line-haul revenue waybills. Rail shipments are those moving in refrigerated railcars. Piggyback shipments include those moving in refrigerated trailer-on-flat-car, container-on-flat-car service, and intermodal. In the [calendar year 2014 Fresh Fruit and Vegetables Shipments](#), USDA's AMS Fruit and Vegetable Programs, Market News Division reports rail and piggyback shipments in units of 100,000 lbs. They are converted here to tons (2,000 lbs per ton). Cooperation of the railroads, members of the produce industry, and officials of State Departments of Agriculture is gratefully acknowledged.

² [United States Rail Service Issues-Performance Data Reporting](#), Docket No. EP 724 (Sub-No. 4). December 30, 2014. Surface Transportation Board

³ [Cold Train ends intermodal service, citing poor BNSF performance](#). August 7, 2014. [BNSF to end Fresno-Chicago intermodal services](#). September 11, 2014. [McKay Transcold ends reefer rail service, citing cross-dock issues](#). November 14, 2014. Mark Szakonyi. JOC.com.

Table 1: Pacific Northwest Rail and Piggyback Shipments, 2013 and 2014 (tons)						
State, commodities	2013		2014		% change 2013 to 2014	
	Rail	Piggyback	Rail	Piggyback	Rail	Piggyback
Idaho						
Potatoes	349,000	4,650	347,050	5,850	-1%	26%
Onions, Dry	44,650	-	49,050	-	10%	-
Subtotal	393,650	4,650	396,100	5,850	1%	26%
Washington						
Apples	126,100	54,800	128,850	22,000	2%	-60%
Onions, Dry	85,300	11,000	93,950	1,900	10%	-83%
Potatoes	20,600	8,350	22,800	3,500	11%	-58%
Pears	4,600	-	3,000	50	-35%	
Cherries	200	-	500	-	150%	-
Subtotal	236,800	74,150	249,100	27,450	5%	-63%
Oregon						
Onions, Dry	48,950	-	48,000	100	-2%	-
Potatoes	9,200	100	7,450	100	-19%	0%
Apples	2,550	3,250	2,300	2,900	-10%	-11%
Pears	350	1,950	500	1,850	43%	-5%
Subtotal	61,050	5,300	58,250	4,950	-5%	-7%
Grand Total	691,500	84,100	703,450	38,250	2%	-55%
Rail + Piggyback	775,600		741,700		-4%	

Source: *Fresh Fruit and Vegetable Shipments By Commodities, States, and Months, FVAS-4 Calendar Year 2014*, Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

California: Reported rail and piggyback shipments of fresh fruit and vegetables from California decreased by 10,300 tons, or 2 percent, in 2014 (Table 2). This was due to reduced piggyback shipments of many commodities, led by carrots (-7,700 tons), iceberg lettuce (-7,300 tons), and romaine lettuce (-5,050 tons). Piggyback shipments increased for oranges (+9,800 tons), grapes (+4,650 tons), and onions (+2,050 tons). Shipments of oranges by railcar decreased by 59,000 tons; celery decreased by 9,850 tons. These declines were offset by increased railcar shipments of carrots (+46,950 tons), grapes (+11,750 tons), onions (+9,400 tons), and broccoli (+3,900 tons).

Table 2: California Rail and Piggyback Shipments, 2013 and 2014 (tons)

Major Commodities	2013		2014		% change 2013 to 2014	
	Rail	Piggyback	Rail	Piggyback	Rail	Piggyback
Oranges	158,300	47,250	99,300	57,050	-37%	21%
Celery	38,650	44,950	28,800	43,750	-25%	-3%
Lettuce-Iceberg	1,750	64,850	2,350	57,550	34%	-11%
Carrots	41,950	20,350	88,900	12,650	112%	-38%
Cantaloupes	31,150	13,600	28,400	10,950	-9%	-19%
Lettuce-Romaine	-	39,600	-	34,550	-	-13%
Onions, Dry	20,100	19,150	29,500	21,200	47%	11%
Potatoes	31,450	3,600	32,850	3,050	4%	-15%
Lemons	5,200	13,800	3,200	14,300	-38%	4%
Broccoli	3,100	14,850	7,000	13,400	126%	-10%
Honeydews	6,950	3,550	6,350	3,400	-9%	-4%
Grapes	4,300	6,050	16,050	10,700	273%	77%
Peppers, Bell Type	1,100	6,300	1,100	4,350	0%	-31%
Tomatoes	500	5,600	800	3,750	60%	-33%
Other*	5,400	18,050	7,350	18,550	36%	3%
Totals	349,900	321,550	351,950	309,200	1%	-4%
Rail + Piggyback	671,450		661,150		-2%	

*including apples, artichokes, avocados, cauliflower, grapefruit, grapes-black juice, mixed juice, grapes for export, lettuce-other, nectarines, peaches, pears, plums, pomegranates, sweet potatoes, and watermelon-seedless

Source: *Fresh Fruit and Vegetable Shipments By Commodities, States, and Months, FVAS-4 Calendar Year 2014*, Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Arizona: Reported rail and piggyback shipments of fresh fruit and vegetables from Arizona increased by 1,400 tons or 2 percent in 2014 (Table 3). Railcar shipments increased by 4,600 tons, led by potatoes (+3,050 tons). Piggyback shipments decreased for many commodities, by a total of 3,200 tons.

Table 3: Arizona Rail and Piggyback Shipments, 2013 and 2014 (tons)

Location	2013		2014		% change 2013 to 2014	
	Rail	Piggyback	Rail	Piggyback	Rail	Piggyback
Lettuce-Iceberg	150	29,650	350	29,100	133%	-2%
Lettuce-Romaine	-	20,100	-	20,300	-	1%
Potatoes	4,900	800	7,950	150	62%	-81%
Broccoli	400	3,050	600	3,100	50%	2%
Cantaloupes	-	3,550	500	3,850		8%
Other*	300	8,900	950	6,350	217%	-29%
Total	5,750	66,050	10,350	62,850	80%	-5%
Rail + Piggyback	71,800		73,200		2%	

*including cauliflower, celery, honeydews, lemons, lettuce-other, onions, and watermelon-seedless

Source: *Fresh Fruit and Vegetable Shipments By Commodities, States, and Months, FVAS-4 Calendar Year 2014*, Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Table 3: Arizona Rail and Piggyback Shipments, 2013 and 2014 (tons)

Location	2013		2014		% change 2013 to 2014	
	Rail	Piggyback	Rail	Piggyback	Rail	Piggyback
Lettuce-Iceberg	150	29,650	350	29,100	133%	-2%
Lettuce-Romaine	-	20,100	-	20,300	-	1%
Potatoes	4,900	800	7,950	150	62%	-81%
Broccoli	400	3,050	600	3,100	50%	2%
Cantaloupes	-	3,550	500	3,850		8%
Other*	300	8,900	950	6,350	217%	-29%
Total	5,750	66,050	10,350	62,850	80%	-5%
Rail + Piggyback	71,800		73,200		2%	

*including cauliflower, celery, honeydews, lemons, lettuce-other, onions, and watermelon-seedless

Source: *Fresh Fruit and Vegetable Shipments By Commodities, States, and Months, FVAS-4 Calendar Year 2014*, Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Factors Influencing Rail and Piggyback Movements: In addition to rail service and congestion, a number of other factors affect the volume of rail and piggyback shipments of fresh fruit and vegetables each year. This includes the availability of over-the-road trucks and drivers, fuel costs, freight rates, and buyer and shipper preferences for rail or trucks. Prices, market outlook, seasonality, planted acreage, weather, harvest yields, domestic demand, export demand, availability of farm workers, and the availability of water for irrigation impact the number and mode of shipments as well.

With some exceptions in the Columbian Basin, Yakima Valley, and Wenatchee District of Washington, Pacific Northwest regions experienced truck availability shortages throughout the 1st quarter, the first 4 weeks of the 2nd quarter, the last 6 weeks of the 3rd quarter, and throughout the 4th quarter. California and Arizona regions experienced holiday-season truck availability shortages in the first week of January, the middle of April, mid-to-late November, and mid-to-late December. Central San Joaquin Valley, CA, had a slight surplus of trucks during the first 6 weeks of the 4th quarter.

The USDA National Agricultural Statistics Service's (NASS) [Noncitrus Fruits and Nuts 2014 Preliminary Summary](#) reported a 9 percent increase in yield per acre for apples; [Vegetables 2014 Summary](#) reported a 4 percent increase in carrots harvested, and [Crop Production 2014 Summary](#) reported a 3 percent increase in potato production.

Fresh fruit and vegetable shippers and receivers looking for trucks, and trucking companies looking for drivers, face competition with seasonal freight such as Christmas trees; other growing areas; and other industries, such as construction, oil, and natural gas. Rail and piggyback capacity can provide a competitive option.

Brian.McGregor@ams.usda.gov

Quarterly Overview

Fruit and Vegetable Shipments

Reported U.S. truck shipments of fresh produce during the 4th quarter 2014 were 7.64 million tons, 5 percent lower than the previous quarter but 3 percent higher than the same quarter last year.

Shipments from the Pacific Northwest were highest in the 4th quarter, totaling 1.82 million tons and accounted for 24 percent of the total reported shipments of fresh fruits and vegetables. Shipments from Mexico were just under 1.82 million tons, representing 24 percent of the reported shipments. Movements from California totaled 1.42 million tons, representing 19 percent of the reported total.

The following top 5 commodities accounted for 44 percent of the reported truck movements during the 4th quarter 2014:

- ▶ Potatoes (16 %)
- ▶ Apples (12 %)
- ▶ Onions, dry (6 %)
- ▶ Tomatoes (5 %)
- ▶ Lettuce, Iceberg (5 %)

Truck Rates

The table below provides a snapshot of quarterly rates for U.S. produce shipments over 4 mileage categories—0-500, 501-1,500, 1,501-2,500, and 2,500+ miles. U.S. average truck rates are weighted by regional rates and volumes.

U.S. Average Fruit and Vegetable Truck Rates per Mile				
	0-500 miles	501-1,500 miles	1,501-2,500 miles	2,500 miles +
Q4 2013	4.95	2.27	2.31	1.36
Q1 2014	4.42	2.31	2.27	1.32
Q2 2014	4.32	2.66	2.32	1.45
Q3 2014	5.92	2.65	2.26	1.45
Q4 2014	5.49	2.50	2.33	1.44
Q4 Change from Previous Quarter	-7%	-6%	3%	-0.4%
Q4 Change from Same Quarter Last Year	11%	10%	0.8%	6%

Note: Due to the Government shutdown, USDA was unable to collect truck rate data October 1-16, 2013. This may have impacted October and quarterly averages for rates, causing the reported averages in this report to be slightly higher or lower than the true amounts. The possibility of this error should be taken into consideration when making comparisons between time periods.

Diesel Fuel

During the 4th quarter 2014, the U.S. diesel fuel price averaged \$3.57 per gallon—7 percent lower than last quarter and 8 percent lower than the same quarter last year

Regulatory News and Updates

[FMCSA Shares Study Plan for Commercial Motor Vehicle Driver Restart Study](#): On March 19, 2015, the Federal Motor Carrier Safety Administration (FMCSA) announced that it has posted the study plan for the congressionally mandated naturalistic study of the operational, safety, health, and fatigue impacts of the hours-of-service restart provisions. The plan explains how the research team will measure and compare the fatigue and safety performance levels of drivers who take two or more nighttime rest periods during their 34-hour restart break and those drivers who take one nighttime rest period during their restart break. The plan details the assessment technologies being used, study procedures, and the sampling plan and data analyses.

[FMCSA Establishes Committee to Update Truck and Bus Driver Training](#): March 19-20, 2015, the [Entry-Level Driver Training Advisory Committee](#) met for the second time. The committee comprises a diverse cross-section of motor carrier interests, including training organizations, the intercity bus and trucking industries, law enforcement, labor unions, and safety advocates. The committee is tasked with negotiating the issues to be addressed in a proposed training rule, which the agency intends to issue by the fall of 2015, with a final rule expected in 2016.

[FMCSA Announces New Smartphone App Providing Safety Data on Interstate Commercial Truck and Bus Companies](#): On March 17, 2015, FMCSA updated its announcement of a new Smartphone app that will allow for more convenient access to currently available online safety performance information for interstate truck and bus companies. Called "QCMobile," (QC standing for "Query Central"), the new app retrieves data from a number of FMCSA sources and provides a clear summary of the results. Law enforcement officers and safety inspectors then have the option of retrieving more detailed information on carriers covering their seven Behavior Analysis and Safety Improvement Categories (BASICs) that are a part of FMCSA's cornerstone safety program, Compliance, Safety, Accountability (CSA).

[Update on the Lawsuit over FMCSA Data Quality](#): On March 12, 2015, the Owner-Operator Independent Drivers Association (OOIDA) reported the U.S. Court of Appeals for the District of Columbia Circuit decision of March 10, which "denied the U.S. Department of Transportation's motion to dismiss a [complaint filed by OOIDA challenging the accuracy of the data the department maintains and reports about truck drivers](#) under the Privacy Act." According to OOIDA, both parties must "propose a scheduling order for further proceedings by March 24, 2015."

[U.S.-Mexico Cross-Border Trucking Pilot Program Update](#): On March 10, 2015, [the Teamsters Union announced that it "filed a legal challenge to the Department of Transportation's \(DOT\) recent decision to open the border to Mexican trucks.](#)" The union was joined by Advocates for Highway and Auto Safety and the Truck Safety Coalition. The lawsuit, filed with the U.S. Court of Appeals for the Ninth Circuit, contends that the DOT's final report to Congress violated the Administrative Procedures Act because its conclusion—that Mexico-domiciled carriers operate at a level of safety equal to or greater than U.S. and Canadian carriers—is arbitrary and capricious in light of the admitted lack of significant data from a pilot program Congress required DOT to conduct."

[Crash Weighting Analysis - Report to Congress](#): On January 23, 2015, FMCSA updated its request for public input on its study that examined (1) whether Police Accident Reports provide sufficient, consistent, and reliable information to support crash weighting determinations, (2) whether a crash weighting determination process would offer an even stronger predictor of carrier crash risk than the current assessment method, and (3) how the agency might reasonably manage and support a process for making crash weighting determinations, including the acceptance of public input. FMCSA invites

public comment along with a request for feedback on what steps the agency should take regarding the weighting of crash data in the agency's systems based on the carrier's role in a crash.

[Electronic Logging Devices and Hours of Service Supporting Documents Rulemaking](#): According to [reginfo.gov](#), FMCSA plans to publish a final rule in September 2015 to establish: (1) minimum performance and design standards for hours-of-service (HOS) electronic logging devices (ELDs); (2) requirements for the mandatory use of these devices by drivers currently required to prepare HOS records of duty status (RODS); (3) requirements concerning HOS supporting documents; and (4) measures to address concerns about harassment resulting from the mandatory use of ELDs.

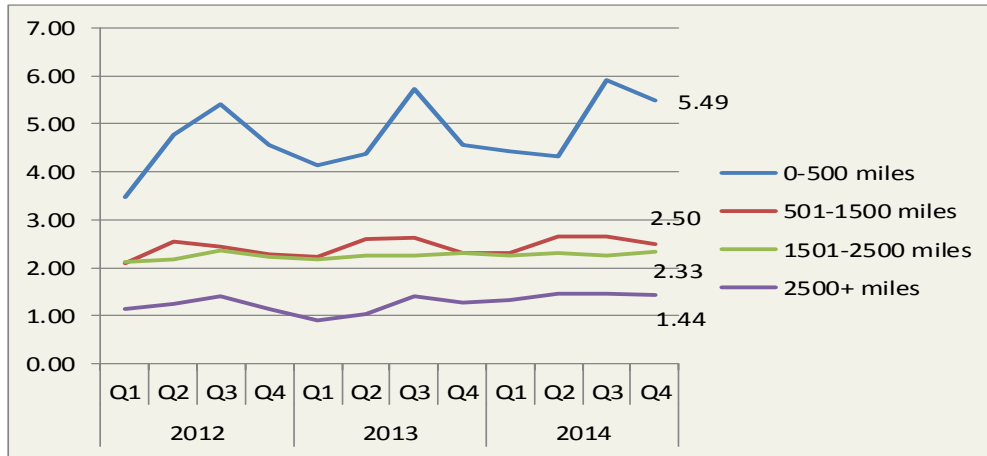
Financial Responsibility for Motor Carriers, Freight Forwarders, and Brokers: On February 26, 2015, the comment period closed on FMCSA's advanced notice of proposed rulemaking to increase the minimum levels of financial responsibility for motor carriers, including liability coverage for bodily injury or property damage; establish financial responsibility requirements for passenger carrier brokers; implement financial responsibility requirements for brokers and freight forwarders, and revise existing rules concerning self-insurance and trip insurance. All comments, including those of the [National Association of Small Trucking Companies](#), [Owner-Operator Independent Drivers Association](#), [American Trucking Associations](#), and [Transportation Intermediaries Association](#) can be viewed at [FMCSA-2014-0211](#).

["Heavier Semis: A Good Idea?"](#) On February 19, 2015, the Soy Transportation Coalition disseminated "the results of a research project, ["Heavier Semis: A Good Idea?"](#) a study analyzing the likely results of expanding semi weight limits over the federal highway system. The study, funded by the soybean checkoff, is an update of an earlier 2009 report that analyzes the impact of increasing semi weight limits on federal roads and bridges from an 80,000 lbs., five-axle configuration to a 97,000 lbs., six-axle configuration on: 1) motorist safety; 2) infrastructure wear and tear; and 3) potential cost savings and efficiency gains for agriculture and the U.S. economy."

National Summary

U.S. Truck Rates

Figure 1: Average Truck Rates for Selected Routes (\$/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Table 1: Average U.S. Truck Rates for Selected Routes between 501 and 1500 miles (\$/Mile)

	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	*Annual
2014	2.31	2.66	2.65	2.50	2.53
2013	2.24	2.60	2.62	2.31	2.44
2012	2.10	2.54	2.45	2.29	2.35
2011	2.02	2.60	2.77	2.26	2.41
2010	1.82	2.21	2.33	1.94	2.08
2009	1.85	1.99	2.02	1.86	1.93
2008	2.02	2.56	2.77	2.24	2.40
2007	1.89	2.23	2.25	2.03	2.10
2006	1.92	2.10	2.21	2.02	2.06

*Annual: Weighted average rate for all 4 quarters.

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Table 2: Quarterly Rates for Key Origins by Month; 501-1500 miles (\$/Mile)

Origin	3rd Qtr 2014			4th Qtr 2014		
	July	August	September	October	November	December
Arizona	n/a	n/a	n/a	2.92	2.82	2.56
California	3.34	3.16	3.19	2.99	2.99	2.98
Florida	3.93	n/a	n/a	2.25	2.22	2.43
Great Lakes	3.88	3.73	n/a	3.16	3.26	3.32
Mexico-Arizona	2.05	1.32	1.52	1.97	2.23	2.50
Mexico-Texas	2.25	2.07	2.04	1.99	2.15	2.23
New York	1.57	2.48	2.25	2.03	2.19	2.10
PNW	1.42	1.50	1.99	2.29	2.42	2.48
Southeast	4.31	4.14	3.60	3.53	3.71	3.72
Texas	2.85	2.66	2.58	2.56	2.36	2.40

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Note: "n/a" indicates rates not available.

Note: The rates for 8 long-haul fruit and vegetable truck corridors are included in the national rate, weighted by commodity and origin volume.

Truck Rates for Selected Routes

Table 3: Origin-Destination Truck Rates for Selected Routes , 4th Quarter 2014 (\$/Mile)

Origin	Destination									
	Atlanta	Baltimore	Boston	Chicago	Dallas	Los Angeles	Miami	New York	Philadelphia	Seattle
Arizona	2.55	2.58	2.53	2.31	2.9	8.03	2.35	2.59	2.58	2.73
California	2.43	2.50	2.46	2.3	2.89	7.48	2.48	2.53	2.49	2.94
Florida	2.63	2.42	2.38	2.01	.	.	.	2.44	2.31	.
Great Lake	3.14	3.28	3.4	4.18	3.07	.	3.07	3.64	3.11	.
Mexico-Ari	2.32	2.13	2.59	2.21	2.61	2	2.47	2.63	2.62	2.31
Mexico-Tex	2.24	2.23	2.34	2.02	2.51	1.59	2.36	2.34	2.28	.
New York	2.35	4.75	9.56	1.3	.	.	2.54	9.92	5.65	.
Other	2.46	2.51	2.76	2.31	3.66	2.05	2.41	2.64	2.58	.
PNW	2.41	2.52	2.61	2.19	2.31	2.4	2.44	2.65	2.54	8.19
Southeast	5.02	4.39	3.69	3.53	.	.	2.92	4.18	4.26	.
Texas	2.64	2.49	2.57	2.31	3.33	1.75	2.5	2.61	2.53	.

Source: AMS, Fruit and Vegetable Programs, Market News Division, Fruit and Vegetable Truck Rate Reports

Truck Rates for Selected Routes

Table 4: Origin-Destination Truck Rates for Selected Routes , 4th Quarter 2014 (\$/Truck)

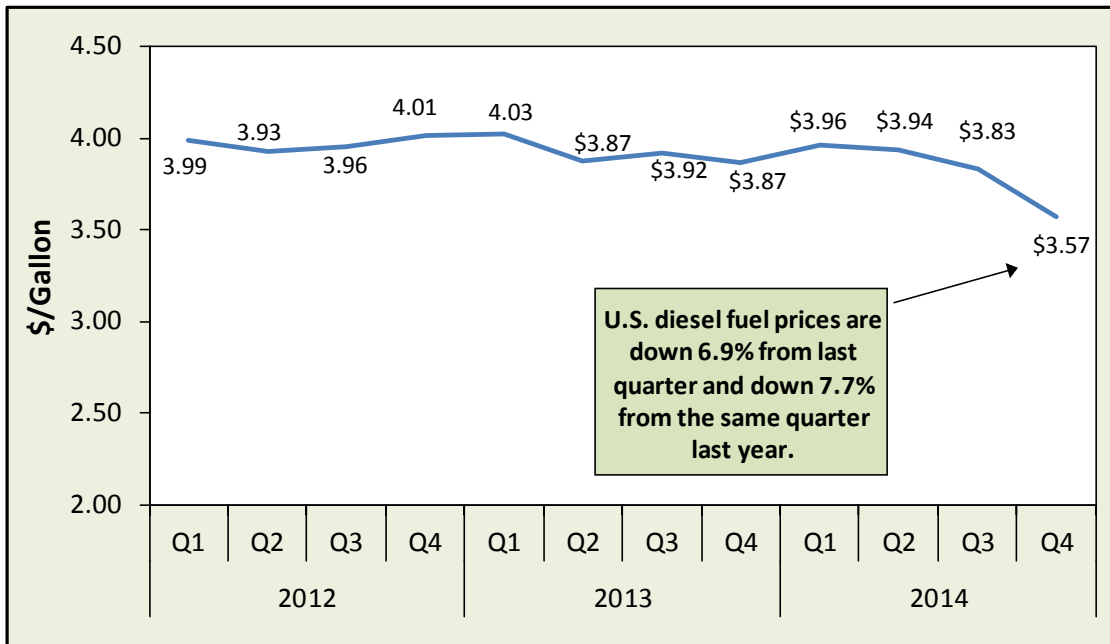
Origin	Destination									
	Atlanta	Baltimore	Boston	Chicago	Dallas	Los Angeles	Miami	New York	Philadelphia	Seattle
Arizona	5,345	6,695	7,345	4,685	3,775	1,205	6,100	7,005	6,825	3,545
California	5,443	6,789	7,505	4,822	4,185	999	6,851	7,173	6,913	3,200
Florida	1,191	2,400	3,347	2,345	.	.	.	2,892	2,558	.
Great Lake	2,986	3,693	4,517	1,275	3,416	.	5,093	4,371	3,699	.
Mexico-Ari	4,170	5,000	6,995	3,973	2,555	1,123	5,627	6,582	6,295	3,700
Mexico-Tex	2,577	4,000	5,158	2,888	1,254	2,542	3,604	4,685	4,338	.
New York	2,354	1,569	1,886	1,095	.	.	3,677	1,722	1,300	.
Other	2,316	3,235	3,433	2,018	1,770	1,909	4,768	3,249	3,432	.
PNW	5,559	6,208	7,150	3,888	4,195	2,272	7,214	6,741	6,392	1,146
Southeast	1,523	2,088	3,315	3,000	.	.	2,250	2,850	2,497	.
Texas	2,632	4,059	5,214	2,886	1,295	2,595	3,586	4,709	4,364	.

Source: AMS, Fruit and Vegetable Programs, Market News Division, Fruit and Vegetable Truck Rate Reports

U.S. Diesel Fuel Prices

The diesel fuel price provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for fruit and vegetable movements.

Figure 2: U.S. Average On-Highway Diesel Fuel Prices



Source: Energy Information Administration/U.S. Department of Energy

Table 5: 4th Quarter 2014 Average Diesel Fuel Prices (All Types - \$/Gallon)

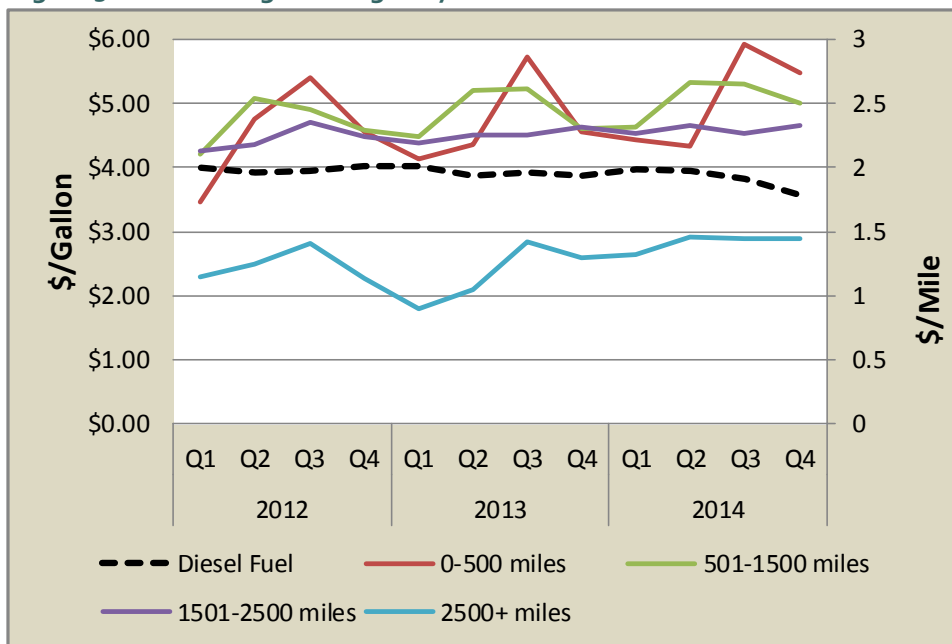
Location	Price	Change From	
		Last Quarter	Same Qtr Last Year
East Coast	3.54	-0.34	-0.36
New England	3.63	-0.35	-0.41
Central Atlantic	3.61	-0.35	-0.34
Lower Atlantic	3.46	-0.33	-0.37
Midwest	3.60	-0.18	-0.30
Gulf Coast	3.48	-0.26	-0.30
Rocky Mountain	3.66	-0.21	-0.20
West Coast	3.70	-0.32	-0.31
West Coast Less California	3.62	-0.32	-0.29
California	3.76	-0.32	-0.32
U.S.	3.57	-0.26	-0.30

Source: Energy Information Administration/U.S. Department of Energy

Relationship Between Diesel Fuel & Truck Rates

The diesel fuel price provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant expense for fruit and vegetable movements.

Figure 3: U.S. Average On-Highway Diesel Fuel Prices and Truck Rates



Sources:

Diesel Fuel: Energy Information Administration/U.S. Department of Energy

Truck Rate: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Table 6: Average Diesel Fuel Prices and Truck Rates

		Diesel Fuel (\$/gallon)	Truck Rates (\$/mile) 501-1500 miles	% Change From:			
				Last Qtr		Same Qtr Last Year	
				Diesel	Truck	Diesel	Truck
2012	Q1	3.99	2.10	3%	-7%	11%	4%
	Q2	3.93	2.54	-2%	21%	-2%	-2%
	Q3	3.96	2.45	1%	-4%	2%	-12%
	Q4	4.01	2.29	1.5%	-6%	4%	1%
2013	Q1	4.03	2.24	0%	-2%	1%	7%
	Q2	3.87	2.60	-4%	16%	-1%	2%
	Q3	3.92	2.61	1%	0%	-1%	7%
	Q4	3.87	2.27	-1%	-12%	-4%	1%
2014	Q1	3.96	2.31	2%	2%	-2%	3%
	Q2	3.94	2.65	-0.7%	14%	1.6%	2%
	Q3	3.83	2.65	-2.7%	0%	-2%	2%
	Q4	3.57	2.50	-6.8%	-5.8%	-8%	10%

Sources:

Diesel Fuel: Energy Information Administration/U.S. Department of Energy

Truck Rates: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

4th Quarter 2014 Comparison Analysis

Diesel fuel prices averaged \$3.57 per gallon this quarter, 7 percent lower than last quarter and 8 percent lower than the same quarter last year. Average truck rates for shipments between 501 and 1,500 miles were \$2.50 per mile, 6 percent lower than the previous quarter and 10 percent higher than the same quarter last year.

The effect of a change in diesel fuel prices is compounded for produce haulers because the fuel is needed to run the refrigeration unit as well as the truck.

In many cases, trucking companies and owner-operator independent drivers are not able to pass on the full increase in fuel cost to shippers due to existing contracts, competition, and the need for backhaul cargo to cover at least some of the costs of operation. In addition, some shippers offer enough business to a company that the fuel surcharge is waived. In these cases, the total surcharge collected may not be reported or fully reimbursed to those paying for the fuel.

Quarterly Truck Availability

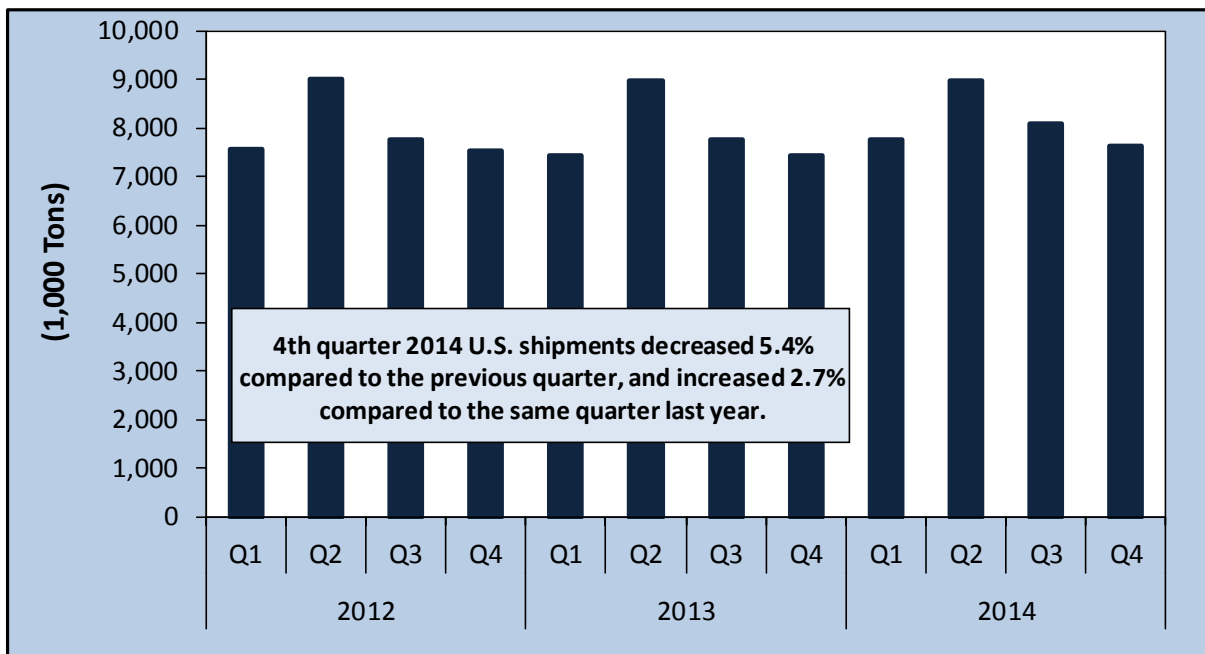
Table 7: U.S. Fresh Fruit and Vegetable Truck Availability, 4thQuarter 2014

Region ¹	Commodity ¹	Truck Availability												
		Surplus - 1		Slight Surplus - 2			Adequate - 3		Slight Shortage - 4		Shortage - 5			
		Week Ending ¹												
		10/7	10/14	10/21	10/28	11/4	11/10	11/18	11/25	12/2	12/9	12/16	12/23	12/30
CALIFORNIA, CENTRAL AND WESTERN ARIZONA														
Central San Joaquin Valley, CA	Apples, Apple Pears, Grapes, Persimmons, Pomegranates	2	2	2	2	2	2	3	4	3	3	4	4	
Imperial, Palo Verde, and Coachella Valleys, CA; Central and Western AZ	Beans, Bell Peppers, Broccoli, Cantaloupes, Eggplant, Honeydews, Iceberg, Leaf, and Romaine Lettuce				3	3	3	4	4	3	3	3	4	4
Kern District, CA	Carrots, Grapes	3	3	3	3	3	3	4	4	3	3	3	4	4
Oxnard District, CA	Cabbage, Celery, Cilantro, Kale, Leaf Lettuce, Parsley, Raspberries, Romaine Lettuce, Strawberries					3	3	4	4	3	3	3	4	4
Salinas-Watsonville, CA	Berries, Broccoli, Cauliflower, Celery, Iceberg, Leaf, and Romaine Lettuce, Raspberries	3	3	3	3	3	3	4	4	3				
San Joaquin Valley, CA	Bell Peppers, Cantaloupes, Corn, Honeydews, Watermelons	3	3	3	3	3								
Santa Maria, CA	Broccoli, Cauliflower, Celery, Iceberg Lettuce, Strawberries, Raspberries	3	3	3	3	3	3	4	4	3	3	3	4	4
South District, CA	Citrus, Raspberries, Strawberries	3	3	3	3	3	3	4	4	4	3	4	4	4
PACIFIC NORTHWEST (ID, OR, WA)														
Columbia Basin, WA ³	Onions, Potatoes	5	5	5	5	4	4	5	5	5	5	5	5	5
Idaho and Malheur County, OR	Onions	5	5	5	5	5	5	5	5	5	5	5	5	5
Upper Valley, Twin Falls-Burley District, ID	Potatoes	4	4	4	4	3	3	5	5	5	5	5	5	5
Yakima Valley & Wenatchee District, WA ³	Apples, Pears	3	3	3	3	3	3	5	5	5	5	5	5	5
FLORIDA														
Central and South	Berries, Mixed Vegetables, Tomatoes				1	2	2	3	1	2	3	3	5	5
South	Melons											3	3	
West District	Tomatoes			1	1	2								
GREAT LAKES (MI & WI)														
Michigan	Apples	3	3	3	3	3	3	5	4	4	4	4	4	4
Michigan	Onions	4	4	4	4	4	4	5	5	4	4	4	4	4
Central Wisconsin	Onions, Potatoes	3	3	3	3	4	4	5	5	4	4	3	3	4
MEXICO BORDER CROSSINGS														
Through Nogales, AZ	Cantaloupes, Cucumbers, Honeydews, Melons, Mixed Vegetables, Squash, Watermelons			1	1	3	3	4	4	3	3	4	5	5
Through Texas	Carrots, Citrus, Mangoes, Mixed Fruit and Vegetables, Tomatoes	2	2	2	2	2	3	3	3	3	3	3	3	5
TEXAS AND OKLAHOMA														
Lower Rio Grande Valley, TX	Cabbage, Cilantro, Grapefruit, Oranges						3	3	3	3	3	3	3	5
Texas and Oklahoma	Watermelons	3	3	3										
SOUTHEAST (GA, SC & NC)														
South Georgia	Beans, Bell Peppers, Broccoli, Cabbage, Corn, Cucumbers, Eggplant, Greens, Mixed Peppers, Squash	3	3	3	3	3	3	3	3	3	3	3	3	3
Eastern North Carolina	Sweet Potatoes	3	3	3	3	3	3	5	4	3	3	3	3	3

¹ Regions reported and commodities shipped vary by week, month, season, and year. Within a region, truck availability can vary by commodity and destination. Source: weekly *Fruit and Vegetable Truck Rate Report*, Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Reported U.S. Shipments

Figure 4: Reported U.S. Fruit and Vegetable Shipments (1,000 Tons)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Table 8: Reported U.S. Fruit and Vegetable Shipments (1,000 Tons)

Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Annual
2014	7,779	8,965	8,081	7,643	32,468
2013	7,451	8,972	7,762	7,444	31,629
2012	7,577	9,008	7,774	7,532	31,890
2011	7,007	8,981	7,887	7,988	31,863
2010	7,065	8,881	7,985	7,522	31,454
2009	7,158	8,728	7,990	7,270	31,147
2008	7,059	8,666	7,426	6,904	30,057
2007	6,959	8,585	7,475	7,099	30,118
2006	6,335	8,400	7,854	6,962	29,551
2005	6,877	8,324	7,737	7,387	30,325
2004	6,867	8,331	6,876	6,732	28,807
2003	6,824	8,013	7,043	6,684	28,564
2002	6,787	8,094	6,414	6,460	27,756
2001	6,822	8,144	6,314	6,471	27,751
2000	6,776	8,155	6,916	6,395	28,242

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Reported Shipments by Selected Commodities

Table 9: Reported Top 10 Commodity Shipments for 4th Quarter 2014 (1,000 Tons)

Commodity	4th Quarter 2014	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
				Previous Qtr	Same Qtr Last Year
Potatoes	1,205	1,097	1,147	10%	5%
Apples	935	565	842	66%	11%
Onions, dry	468	484	503	-3%	-7%
Tomatoes	373	316	372	18%	0%
Lettuce, iceberg	357	314	334	14%	7%
Grapes	292	372	323	-22%	-10%
Lettuce, Romaine	259	198	241	31%	7%
Cucumbers	237	141	221	68%	7%
Pears	213	107	222	98%	-4%
Celery	209	150	214	39%	-3%

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Regional Markets

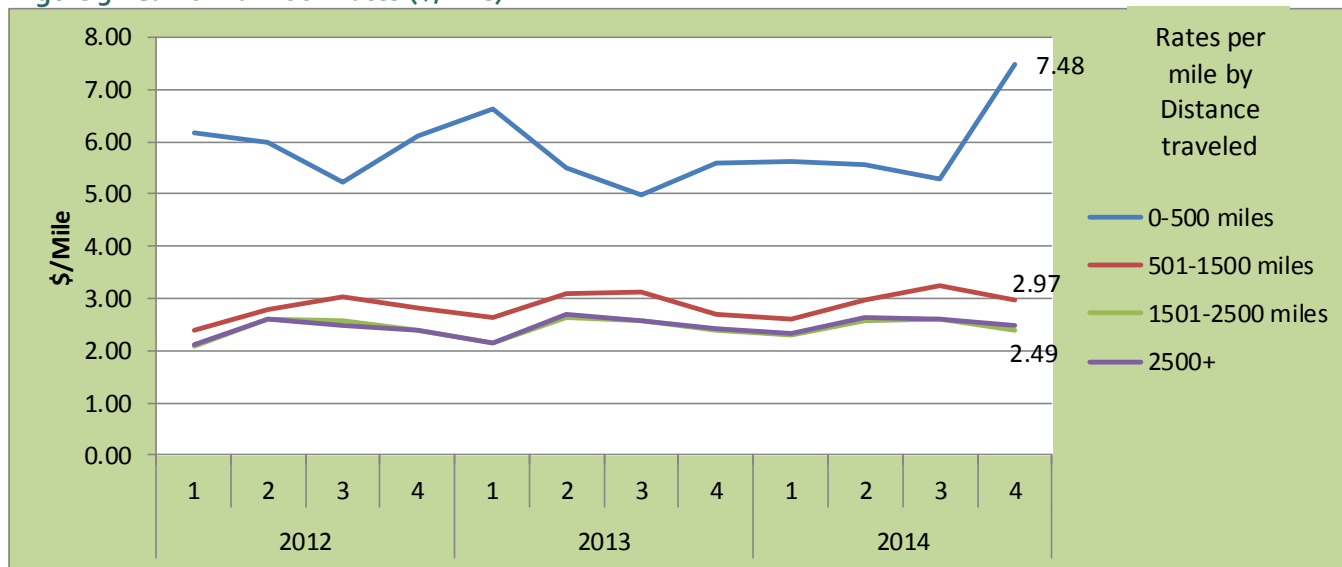
California

Table 10: Reported Top Five Commodities Shipped from California (1,000 tons)

Commodity	4th Quarter 2014	Share of California Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Grapes	292	21%	370	323	-21%	-10%
Celery	192	14%	131	200	46%	-4%
Lettuce, Iceberg	149	11%	307	171	-51%	-13%
Lettuce, Romaine	121	9%	197	131	-39%	-8%
Strawberries	77	5%	229	96	-66%	-20%
Top 5 Total	831	59%	1,234	921	-33%	-10%
California Total	1,416	100%	3,152	1,543	-55%	-8%

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division
 "-" indicates no reported shipments during the quarter.

Figure 5: California Truck Rates (\$/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Figure 6: California Truck Overview

Region/Reporting District	Diesel Fuel	Truck Rate 501 to 1500 miles	Oct	Nov	Dec
			Monthly Rating		
	\$/per gallon	\$/per mile	1=Surplus to 5=Shortage		
Regional Average	\$3.76	\$2.97	2.86	3.34	3.41
Central San Joaquin Valley, CA			2.00	2.75	3.50
Imperial, Palo Verde, and Coachella Valleys, CA			3.00	3.50	3.25
Kern District, CA			3.00	3.50	3.25
Salinas-Watsonville, CA			3.00	3.50	
San Joaquin Valley, CA onions2					
San Joaquin Valley, CA			3.00		
Santa Maria, CA			3.00	3.50	3.33
South District, CA			3.00	3.75	3.67

Diesel Fuel Source: Energy Information Administration/U.S. Department of Energy

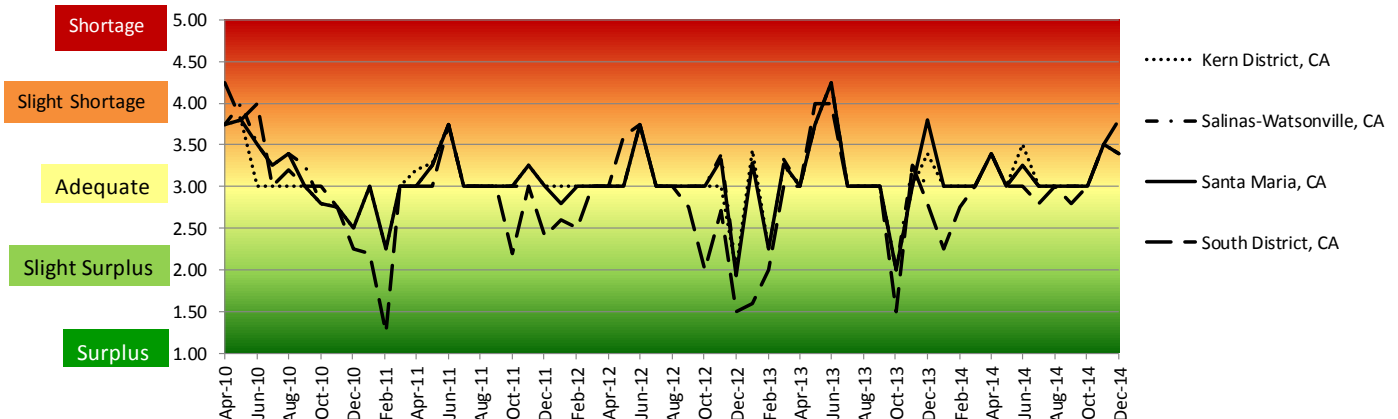
For the purpose of this report the California sub-group of the West Coast PAD District 5 was used to represent the diesel fuel price.

Volume: Total reported shipments of fruits and vegetables from California during the 4th quarter of 2014 were 1.42 million tons, an 8 percent decrease from the same quarter last year. The sum of the top five commodities decreased 10 percent from the same quarter last year, reflecting a 10 percent decrease in grapes. The Packer reported the drought and lingering heat in California meant less water for grapes, resulting in smaller fruit and lower volumes.

Rates: The quarterly average truck rate for shipments between 501 and 1,500 miles was \$2.97 per mile, 8 percent lower than the previous quarter but 10 percent higher than same quarter last year.

Truck Overview: Diesel fuel prices averaged \$3.76 per gallon, 8 percent lower than last quarter and 8 percent lower than the same period last year. Truck availability for California was adequate during the quarter, except for two brief periods of a slight shortage at the ends of both November and December and a slight surplus in the Central San Joaquin Valley through mid-November.

Fig 7: Refrigerated Truck Availability Monthly Ratings for California



Pacific Northwest (PNW)

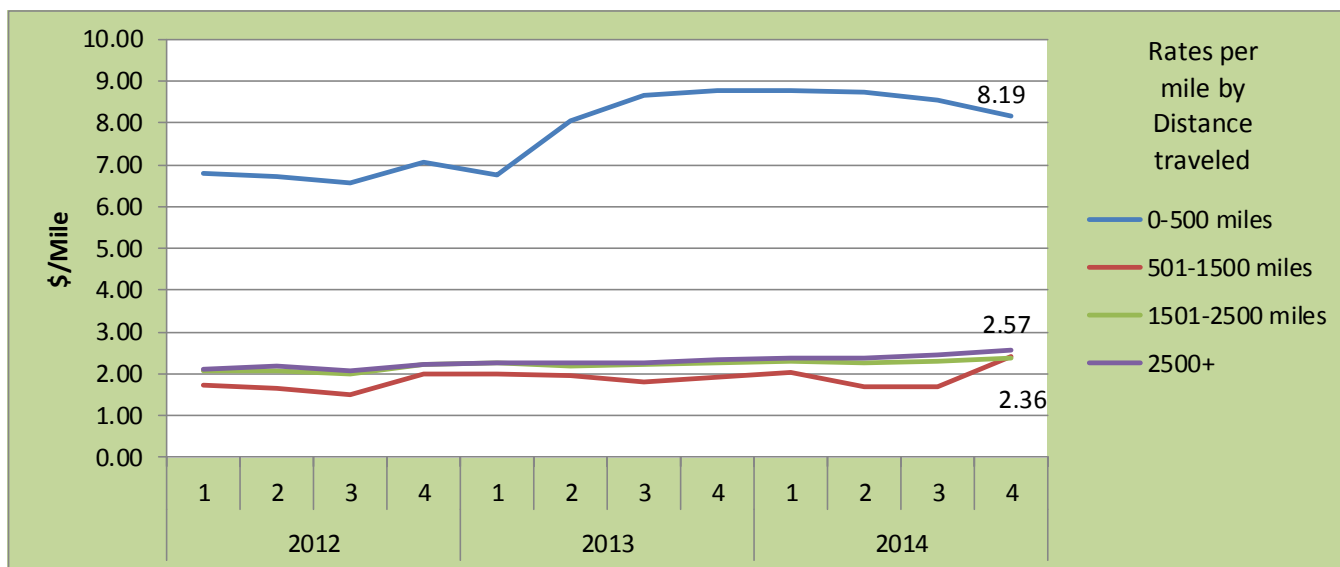
Table 11: Reported Top 5 Commodities Shipped from PNW (1,000 tons)

Commodity	4th Quarter 2014	Share of PNW Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Apples	525	29%	482	659	9%	-20%
Potatoes	324	18%	527	490	-39%	-34%
Onions, dry	207	11%	186	365	11%	-43%
Pears	1	0%	64	213	-98%	-99%
Cranberries	0.4	0%	0.04	1	914%	-72%
Top 5 Total	1,057	58%	1,259	1,728	-16%	-39%
PNW Total	1,819	100%	1,426	1,729	28%	5%

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Note: "-" indicates no reported shipments during the quarter.

Figure 8: PNW Truck Rates (\$/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Figure 9: PNW Truck Overview

Region/Reporting District	Diesel Fuel	Truck Rate 501 to 1500 miles	Oct	Nov	Dec
			Monthly Rating		
	\$/per gallon	\$/per mile	1=Surplus to 5=Shortage		
Regional Average	\$3.62	\$2.40	4.15	4.69	5.00
Columbia Basin, WA			4.80	4.75	5.00
Idaho and Malheur County, OR			5.00	5.00	5.00
Upper Valley, Twin Falls-Burley District, ID			3.80	4.50	5.00
Yakima Valley & Wenatchee District, WA			3.00	4.50	5.00

n/a: availability data not reported

Diesel Fuel Source: Energy Information Administration/U.S. Department of Energy

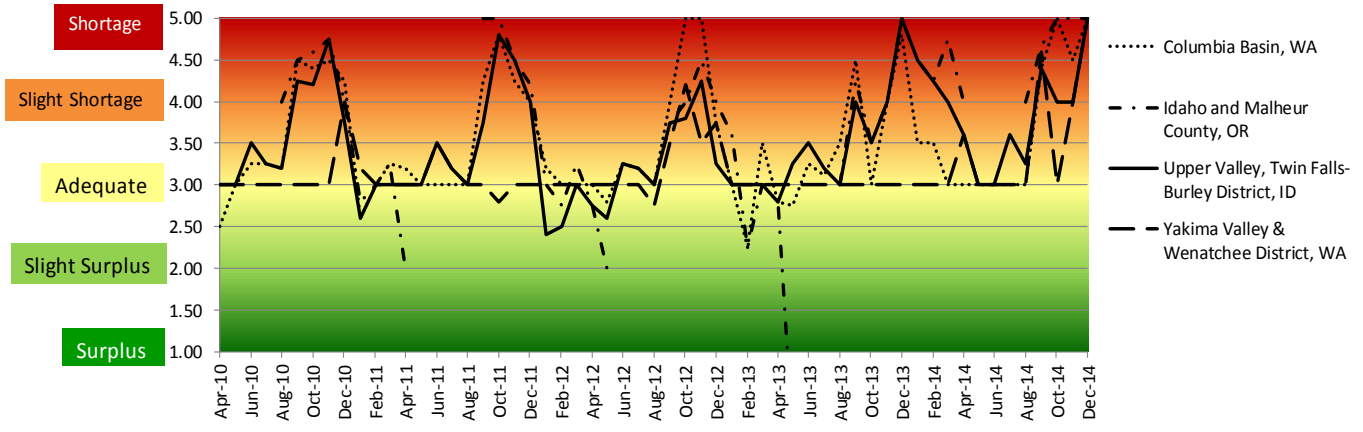
For the purpose of this report the West Coast less California District was used to represent the diesel fuel price for PNW.

Volume: Total reported shipments of fruits and vegetables from the Pacific Northwest (PNW) during the 4th quarter of 2014 were 1.8 million tons, an increase of 5 percent from the same quarter last year. The sum of the top five commodities increased 5 percent as well. Shipments of potatoes and apples remain the top commodities shipped from the PNW, each gained slightly over the same quarter last year. On the other hand, onions and pears experienced slight decreases. The Packer reported a bumper crop of apples for Washington during the 4th quarter, despite a sudden freeze in mid-November. Most growers had already harvested their crop.

Rates: The quarterly average truck rate for shipments between 501 and 1,500 miles was \$2.40 per mile, 42 percent higher than the previous quarter and 25 percent higher than same quarter last year.

Truck Overview: Diesel fuel prices averaged \$3.62 per gallon, 8 percent lower than last quarter and 7 percent lower than the same period last year. There was a persistent truck shortage across the Pacific Northwest throughout most of the quarter, with the exception of adequate availability during the first 6 weeks of the quarter for the Yakima Valley and Wenatchee District. However, this region also experienced a shortage for the rest of the quarter.

Fig 10: Refrigerated Truck Availability Monthly Ratings for the Pacific Northwest



Mexico Border Crossings

Table 12: Reported Top 5 Commodities Shipped from Mexico (1,000 tons)

Commodity	4th Quarter 2014	Share of Mexico Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Avocados	196	11%	130	154	50%	27%
Cucumbers	180	10%	61	158	196%	14%
Tomatoes	164	9%	87	139	87%	18%
Peppers, Other	152	8%	116	174	31%	-13%
Squash	112	6%	19	117	490%	-4%
Top 5 Total	803	44%	413	741	94%	8%
Mexico Total	1,816	100%	1,181	1,713	53.7%	6%

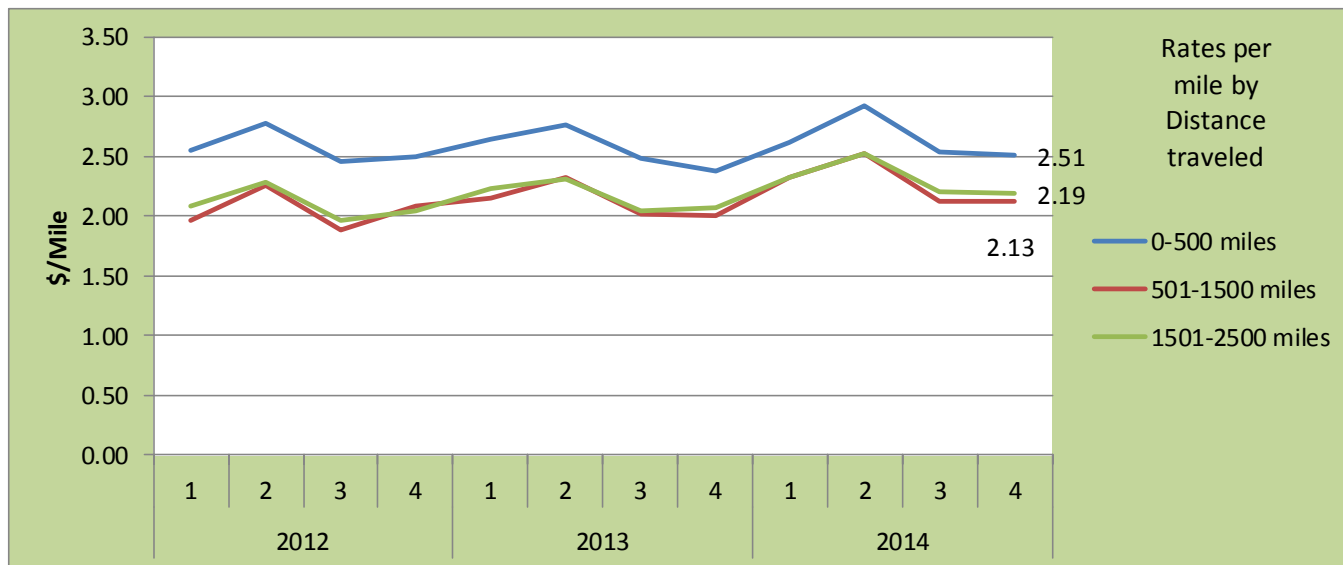
Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Note: "-" indicates no reported shipments during the quarter.

Table 13: Top 5 Commodities Shipped to U.S from Mexico by State of Entry (1,000 tons)

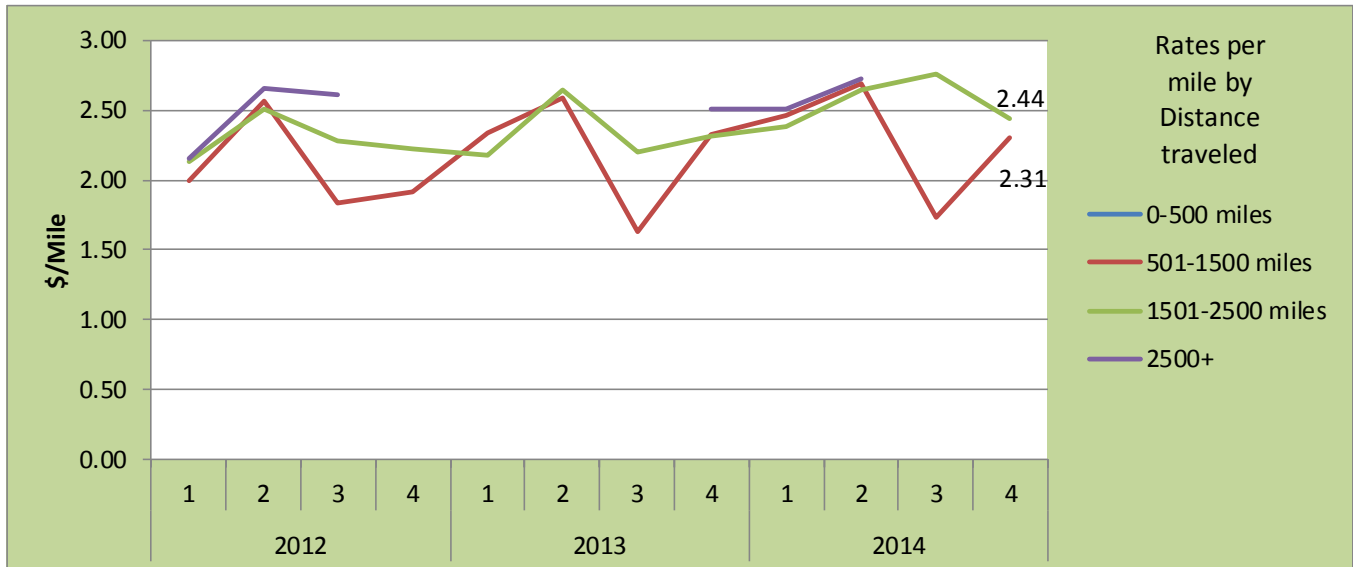
Texas		California		Arizona	
Avocados	129	Tomatoes, plum type	37	Watermelons, Seedless	276
Limes	111	Misc. tropical	30	Grapes	138
Mangos	106	Onions, green	27	Tomatoes	91
Tomatoes	85	Cucumbers	26	Tomatoes, plum type	89
Watermelons	68	Tomatoes	22	Cucumbers	81
Other	446	Other	168	Other	360
Total	944	Total	310	Total	1,036

Figure 11: Mexico - Texas Truck Rates (\$/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Figure 12: Mexico - Arizona Truck Rates (\$/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Figure 13: Mexico Border Truck Overview

Region/Reporting District	Diesel Fuel	Truck Rate	Oct	Nov	Dec
			Monthly Rating		
	\$/per gallon	\$/per mile	1=Surplus to 5=Shortage		
Regional Crossing Average			1.83	3.25	3.50
Through Texas	\$3.48	\$2.13	2.00	3.00	3.00
Through Nogales, AZ	\$3.66	\$2.31	1.67	3.50	4.00

Diesel Fuel Source: Energy Information Administration/U.S. Department of Energy

For the purpose of this report the Gulf Coast PAD District 3 was used to represent the diesel fuel price through Texas.

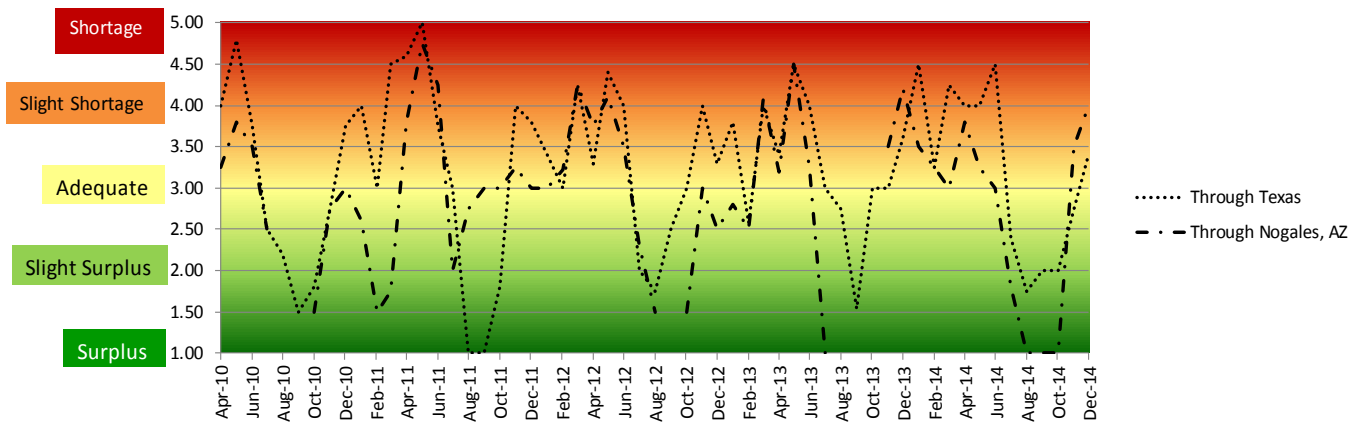
For the purpose of this report the West Coast less California District was used to represent the diesel fuel price through Arizona.

Volume: Total reported shipments of fruits and vegetables from Mexico during the 4th quarter of 2014 were 1.8 million tons, a 6 percent increase from the same quarter last year. The sum of the top 5 commodities increased 8 percent from last year. Avocado shipments were up 27 percent and tomato shipments were up 18 percent from last year. Mexico is the world’s top exporter of avocados. The Packer reported shipments of Mexican tomatoes also increased to many Asian countries such as China and Japan.

Rates: Truck rates for shipments between 501 and 1,500 miles through the Texas border crossings averaged \$2.13 per mile, up less than 1 percent from last quarter and 6 percent higher than the same quarter last year. Rates for shipments between 501 and 1,500 miles through the Arizona border crossings averaged \$2.31 per mile, up 33 percent from last quarter but 1 percent less than the same quarter last year.

Truck Overview: Diesel fuel prices for border crossings through Texas averaged \$3.48 per gallon, 7 percent lower than the previous quarter and 8 percent lower than the same quarter last year. Diesel fuel prices for border crossings through Arizona averaged \$3.62 per gallon, 8 percent lower than the previous quarter and 7 percent lower than the same period last year. Truck availability was either a surplus or slight surplus at the beginning of the quarter for Nogales and at the Texas border, but remained adequate through most of the quarter with the exception of a shortage during the last two weeks of December.

Fig 14: Refrigerated Truck Availability Monthly Ratings at Mexico Border Crossings



Florida

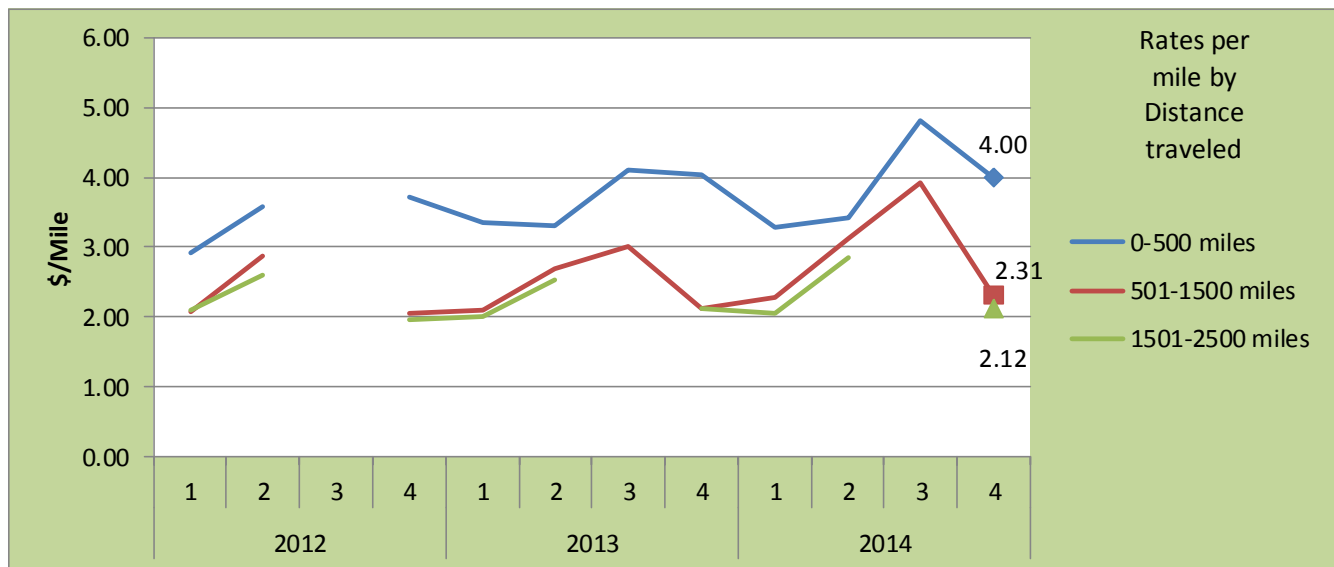
Table 14: Reported Top 5 Commodities Shipped from Florida (1,000 tons)

Commodity	4th Quarter 2014	Share of Mexico Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Tomatoes	128	24%	6	140	-	-8%
Grapefruit	93	17%	1	91	-	2%
Oranges	56	11%	1	56	-	-1%
Peppers, Bell type	39	7%	-	41	-	-5%
Tangerines	34	6%	1	36	-	-5%
Top 5 Total	350	66%	8	363	-	-4%
Mexico Total	532	100%	39	571	-	-7%

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Note: "-" indicates no reported shipments during the quarter.

Figure 15: Florida Truck Rates (\$/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Volume: Total reported shipments of fruits and vegetables from Florida during the 4th quarter of 2014 were 0.53 million tons, a 7 percent decrease from the same quarter last year. The sum of the top five commodities was 4 percent below the same quarter last year, lowered by an 8 percent decrease in tomatoes. The Packer reported lighter than normal tomato production for many growers during the quarter. However, consumer demand for tomatoes was also below normal, reducing shipments of tomatoes.

Rates: The quarterly average truck rate for shipments between 501 and 1,500 miles was \$2.31 per mile, 41 percent lower than the previous quarter but 9 percent higher than same quarter last year.

Truck Overview: Diesel fuel prices averaged \$3.46 per gallon, 9 percent lower than last quarter and 10 percent lower than the same period last year. Truck availability for Florida started with a surplus at the beginning of the quarter but was adequate by mid-December. However, Central and South Florida had a shortage during the last two weeks of December for berries, mixed vegetables, and tomatoes.

Figure 16: Florida Truck Overview

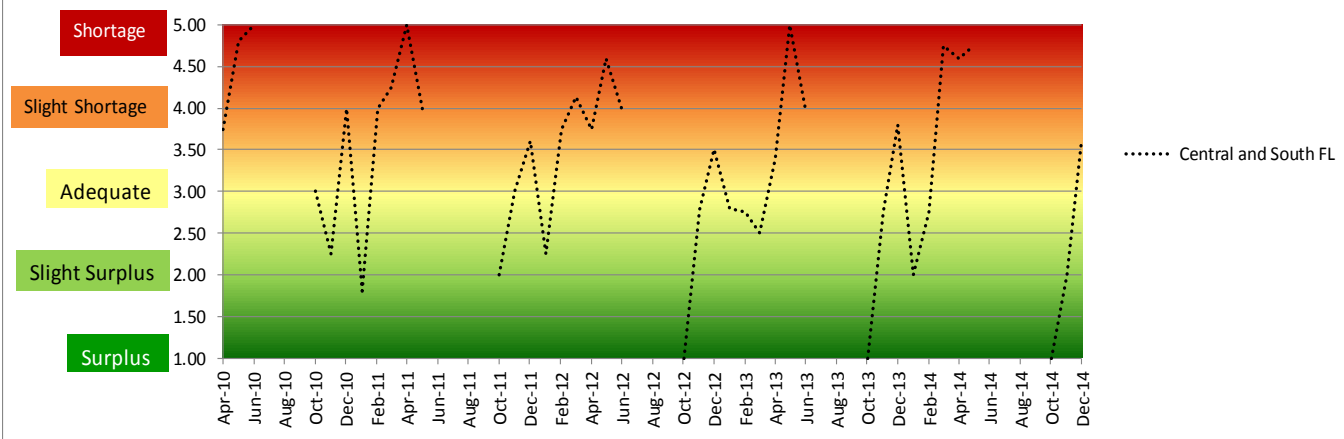
Region/Reporting District	Diesel Fuel	Truck Rate 501 to 1500 miles	Oct	Nov	Dec
			Monthly Rating		
	\$/per gallon	\$/per mile	1=Surplus to 5=Shortage		
Regional Average	\$3.46	\$2.31	1.42	2.00	3.67
Central and South South			1.50	2.00	3.67
West District (tomatoes)			1.33		

n/a: availability data not reported

Diesel Fuel Source: Energy Information Administration/U.S. Department of Energy

For the purpose of this report the Lower Atlantic District was used to represent the diesel fuel price for Southeast.

Fig 17: Refrigerated Truck Availability Monthly Ratings for Florida



Arizona

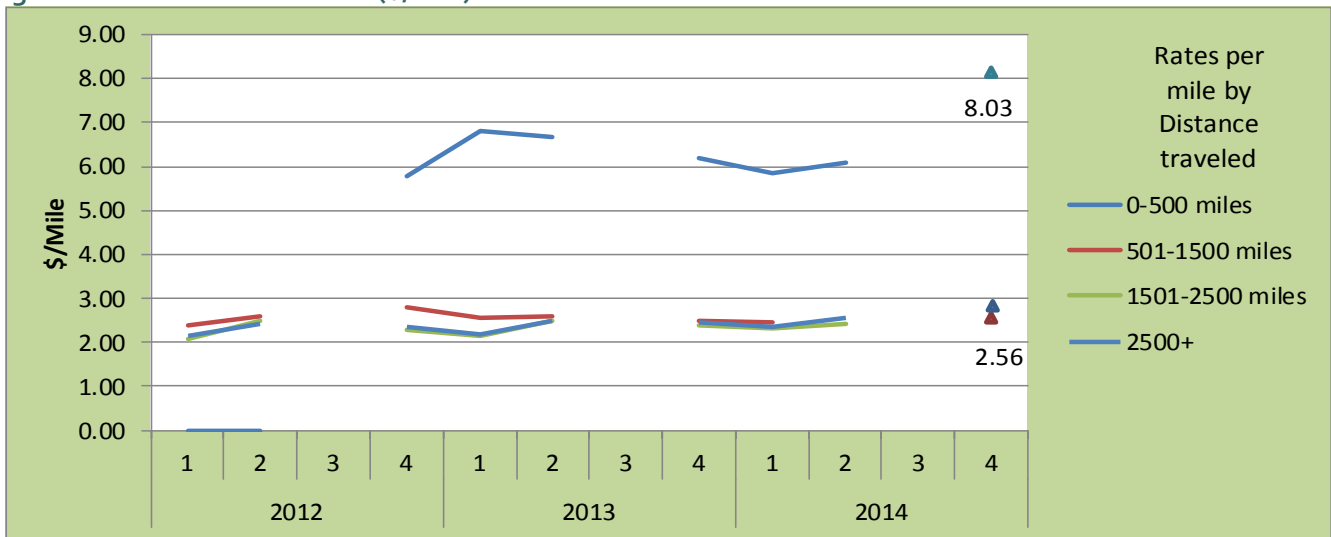
Table 15: Reported Top 5 Commodities Shipped from Arizona (1,000 tons)

Commodity	4th Quarter 2014	Share of Mexico Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Lettuce, Iceberg	187	36%	-	147	-	28%
Lettuce, Romaine	126	24%	-	101	-	25%
Cantaloups	58	11%	20	35	183%	65%
Lettuce, Processed	42	8%	-	40	-	6%
Broccoli	17	3%	-	14	-	23%
Top 5 Total	430	82%	20	336	-	28%
Arizona Total	523	100%	45	407	-	29%

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Note: "-" indicates no reported shipments during the quarter.

Figure 18: Arizona Truck Rates (\$/Mile)



Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Division

Volume: Total reported shipments of fruits and vegetables from Arizona during the 4th quarter of 2014 were 0.52 million tons, a 29 percent increase from the same quarter last year. The sum of the top five commodities increased 27 percent from the same quarter last year, with large increases for lettuce and cantaloupes. The Packer reported warm weather for Arizona desert growers during the 4th quarter. The favorable weather helped increase production three weeks ahead of the normal pace for many lettuce growers.

Rates: The quarterly average truck rate for shipments between 501 and 1,500 miles was \$2.76 per mile, 10 percent higher than same quarter last year.

Truck Overview: Diesel fuel prices averaged \$3.62 per gallon, 8 percent lower than last quarter and 7 percent lower than the same period last year. Truck availability for Arizona was adequate during the quarter, except for two brief periods of a slight shortage at the ends of both November and December.

Figure 19: Arizona Truck Overview

Region/Reporting District	Diesel Fuel	Truck Rate 501 to 1500 miles	Oct	Nov	Dec
			Monthly Rating		
	\$/per gallon	\$/per mile	1=Surplus to 5=Shortage		
Regional Average	\$3.48	\$2.76	3.00	3.50	3.25
Imperial, Palo Verde, and Coachella Valleys, CA; Central and Western AZ			3.00	3.50	3.25

n/a: availability data not reported

Diesel Fuel Source: Energy Information Administration/U.S. Department of Energy

For the purpose of this report the Lower Atlantic District was used to represent the diesel fuel price for Southeast.

Terms and References

Data Sources: This information is compiled from the weekly *Fruit and Vegetable Truck Rate Report* by USDA, Agricultural Marketing Service (AMS), Fruit and Vegetable Programs, Market News Division. The website is: <http://marketnews.usda.gov/portal/fv>.

Regional Markets: For the regional markets, some States are grouped into producing regions. The Pacific Northwest region includes Idaho, Oregon, and Washington. The Great Lakes region includes Michigan, Minnesota, and Wisconsin. The Southeast region includes North Carolina, South Carolina and Georgia.

Shipment Volumes: Truck shipments for all commodities and origins are not available. Those obtainable are reported, but should not be interpreted as representing complete movements of a commodity. Truck shipments from all States are collected at shipping points and include both interstate and intrastate movements. They are obtained from various sources, including Federal marketing orders, administrative committees, Federal State Inspection Service, and shippers. Volume amounts are represented in 10,000 pound units, or 1,000 10-lb packages but are converted to 1,000 tons for this report. Mexican border crossings through Arizona and Texas data is obtained from the Department of Homeland Security (DHS), U.S. Customs and Border and Protection (CBP) through USDA, AMS, Market News.

Rates: This information is compiled from the weekly *Fruit and Vegetable Truck Rate Report*. Rates quoted represent open (spot) market rates that shippers or receivers pay depending on basis of sale, per load, including truck brokers fees for shipments in truck load volume to a single destination. Extra charges for delivery to terminal markets, multipickup and multidrop shipments are not included unless otherwise stated. Rates are based on the most usual loads in 48-53 foot trailers from the origin shipping area to the destination receiving city. In areas where rates are based on package rates, per load rates were derived by multiplying the package rate by the number of packages in the most usual load in a 48-53 foot trailer. Slightly cheaper rates will be reported during Quarters 2 and 3 as about 50 percent of onion shipments from California are hauled on open flatbed trailers. During Quarter 3, less than 20 percent of onions hauled from Washington, Idaho, and Oregon are on open flatbeds.

Regional Rates: Rate data for 10 destination markets are used to calculate average origin regional rates.

National Rates: The national rates reflect the average of the regional rates, separated by mileage category and weighted by volume between origin and destination.

Contact Us

Coordinator Adam Sparger	Adam.Sparger@ams.usda.gov	202.205-8701
Quarterly Overview, U.S. Diesel Prices April Taylor	April.Taylor@ams.usda.gov	202.295-7374
Regulatory News/Updates Brian McGregor	Brian.McGregor@ams.usda.gov	202.720.0035
Regional Analysis - Southeast, Great Lakes, PNW April Taylor	April.Taylor@ams.usda.gov	202.295-7374
Regional Analysis - California, Mexico Adam Sparger	Adam.Sparger@ams.usda.gov	202.205-8701
U.S. Truck Rates and Shipments Pierre Bahizi	Pierre.Bahizi@ams.usda.gov	202.690.0992
Truck Availability Brian McGregor	Brian.McGregor@ams.usda.gov	202.720.0035
Fruit and Vegetable Programs, Market News Division Data Barbara Maxwell	Barbara.Maxwell@ams.usda.gov	202.720.9936
To subscribe, please send e-mail to: (Printed copies are available upon request.)	Adam.Sparger@ams.usda.gov	

Related Websites:

Fruit and Vegetable Programs

<http://www.ams.usda.gov/fv>

Fruit and Vegetable Truck Report

<http://search.ams.usda.gov/mnsearch/MNSearchResults.aspx>

Economic Research Service Vegetable and Pulses

<http://www.ers.usda.gov/topics/crops/vegetables-pulses.aspx>

Economic Research Service Fruit and Tree Nuts

<http://www.ers.usda.gov/topics/crops/fruit-tree-nuts.aspx>

National Agricultural Statistics Service, Crops

http://www.nass.usda.gov/Statistics_by_Subject/index.php?sector=CROPS

Preferred Citation

U.S. Department of Agriculture, Agricultural Marketing Service. Agricultural Refrigerated Truck Quarterly Report. March 2015. Web. <<http://dx.doi.org/10.9752/TS051.03-2015>>

The U.S. Department of Agriculture (USDA) prohibits discrimination in all of its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex (including gender identity and expression), marital status, familial status, parental status, religion, sexual orientation, political beliefs, genetic information, 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 Assistant Secretary for Civil Rights, Office of the Assistant Secretary for Civil Rights, 1400 Independence Avenue, S.W., Stop 9410, Washington, DC 20250-9410. Or call toll-free at (866) 632-9992 (English) or (800) 877-8339 (TDD) or (866) 377-8642 (English Federal-relay) or (800) 845-6136 (Spanish Federal-relay). USDA is an equal opportunity provider and employer.