



### 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
- Southeast
- Florida

### Terms and References

### Contact Information

# Agricultural Refrigerated Truck Quarterly

2nd Quarter, 2015

April—June

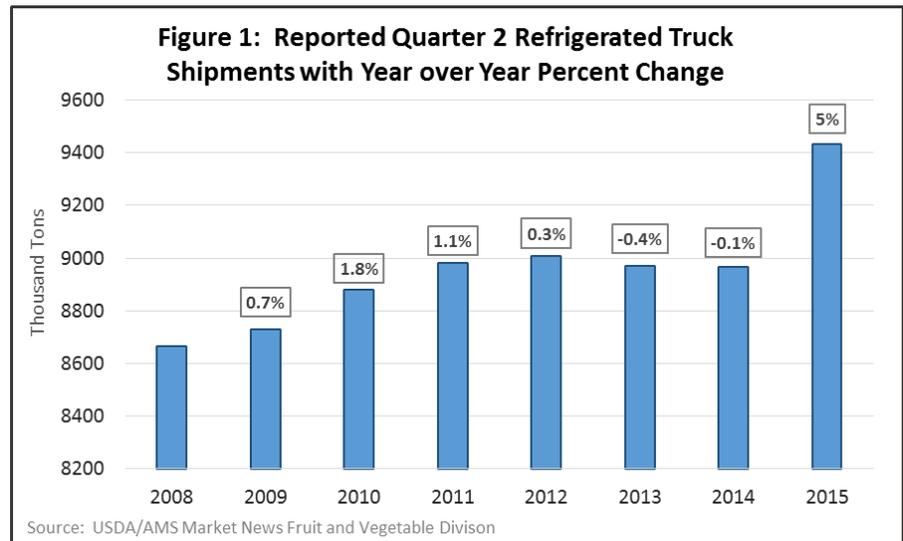
A quarterly publication of the Agricultural Marketing Service  
[www.ams.usda.gov/RTQ](http://www.ams.usda.gov/RTQ)

## Feature Article

### Truck Shipments of Fruit and Vegetables Reach Record High

Fruit and vegetable truck movements as reported to AMS' Specialty Crops Market News Division<sup>1</sup> reached a record high during the 2<sup>nd</sup> quarter 2015. Shipments totaled 9.4 million tons, 5 percent higher than the 2<sup>nd</sup> quarter in 2014 and the 5-year average (see figure 1). Shipments of apples and watermelon made up more than 50 percent of the quarter's year-over-year increase.

Apple shipments experienced the largest increase during the quarter—shipments increased 138,000 tons or 22 percent from last year and totaled more than 778,000 tons. Watermelon shipments followed with an increase of 113,000 tons or 11 percent to total 1.1 million tons. The Pacific Northwest (PNW) saw the greatest increase



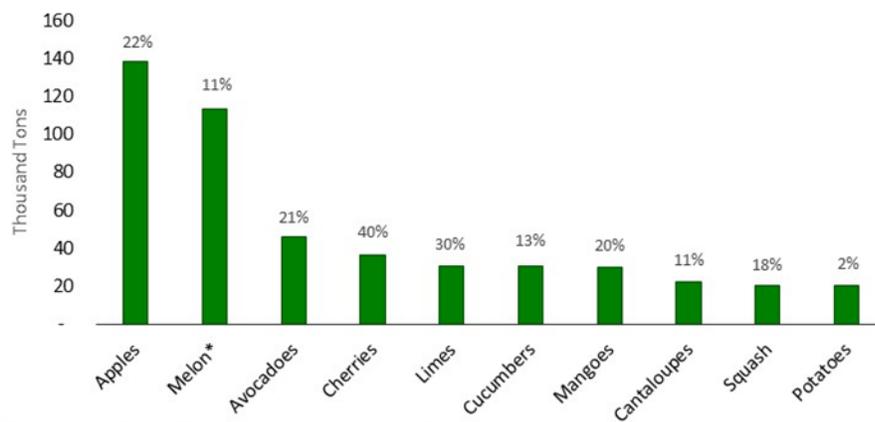
among origins of apple shipments this quarter while watermelon shipments from Mexico and the Southeast United States each increased significantly.

<sup>1</sup> Data on truck shipments and exports for all commodities and origins are not available to AMS Specialty Crops Market News Division. Those obtainable are reported, but should not be interpreted as representing complete movements of a commodity. Truck, air and boat shipments and exports from all states are collected at shipping points and include both inter and intrastate movements. They are obtained from various sources, including Federal marketing orders, administrative committees, Federal State inspection service and shippers.

### Oversupplied Apple Market

Oversupply conditions in the apple market put downward pressure on prices and left plenty of available product in the marketplace. Apple farmers produced the second highest crop on record during marketing year 2014/15 (August-July). Production was 9 percent higher than the 2013/14 marketing year. Because of this record production, the U.S. Apple Growers Association reports the U.S. apple industry started 2015 with a record amount in storage, 25 percent higher than the previous January monthly storage record. In May, fresh apple holdings remained above-average levels.

**Figure 2: Top 10 Commodities with the greatest increase between Q2 2014 and Q2 2015**



Source: USDA/AMS Market News Specialty Crops Division  
\*Watermelon, seedless

In response to the oversupply in the market, the U.S. Apple Growers Association requested assistance from AMS' bonus buy purchase program citing the following two concerns:

- West Coast port disruptions affecting their ability to export products; and
- An imminent harvest in the southern hemisphere with a crop estimated to be 5 percent above last year, which would soon be available in the U.S. market.

The Bonus Buy Purchase Program, part of USDA's Agricultural

Marketing Service, helps protect American farmers from unexpected market conditions that affect their businesses by providing an outlet for surplus goods. The purchases eventually reach households all over the country as the food is distributed through food banks and other charitable institutions.

Apples from the PNW saw the largest increase in shipments during the quarter—shipments increased 161,000 tons or 30 percent. Overall apple prices faced downward pressure during the second quarter due to the surplus supply. According to the Economic Research Service (ERS)<sup>2</sup>, April prices were 8.2 percent lower than the same month in 2014 and May prices were 6.6 percent lower.

### Watermelon

Seedless watermelon was the top reported shipment moved by refrigerated truck during the second quarter surpassing potatoes and apples. Watermelon typically reaches into the top 5 commodities shipped during the second and sometimes third quarters as the U.S. melon market transitions from imports to domestic production. ERS reports, "...cumulative domestic shipments through mid-June were running ahead of last year's by about 9 percent, in part due to the warm weather this winter and spring that accelerated the progress of melon crops in Arizona, California, and parts of the U.S. south."

Shipments from the U.S. Southeast and Mexico showed the greatest increases this quarter over the same quarter last year. Shipments from the southeast increased more than 105,000 tons or 102 percent compared with last year totaling 209,000 tons during the quarter. Shipments from Mexico increased more than 69,000 tons or 21 percent compared with last year to more than 398,000 tons during the quarter.

<sup>2</sup>[Fruit and Tree Nuts Outlook: June 2015](#). FTS-359, June 30, 2015. Economic Research Service

The mild winter and warm spring conditions in the southeast made for an abundant watermelon crop, which arrived in the market slightly earlier than usual. These domestic products, combined with the strong imports from Mexico, provided plenty of supply, putting downward pressure on prices. In April and May, AMS reported nationally advertised retail prices for red flesh miniature seedless watermelons averaging 15-18 cents cheaper than last year. Through mid-June, prices declined from the previous month's average and averaged 26 percent lower than what was advertised the same time last year. Meanwhile, April and May prices for regular-size seedless watermelons averaged 4 to 9 cents higher than the same time a year ago but averaged 7 percent below year-ago levels through mid-June. ([april.taylor@ams.usda.gov](mailto:april.taylor@ams.usda.gov))

## Quarterly Overview

### Fruit and Vegetable Shipments

Reported U.S. truck shipments of fresh produce during the 2nd quarter 2015 were 9.43 million tons, 15.5 percent higher than the previous quarter and 5 percent higher than the same quarter last year.

Shipments from the Mexico were the highest in the 2nd quarter, totaling 2.66 million tons and accounted for 28 percent of the total reported shipments of fresh fruits and vegetables. Shipments from California totaled 2.16 million tons, representing 23 percent of the reported shipments. Movements from the Pacific Northwest totaled 1.5 million tons, representing 16 percent of the reported total.

The following top 5 commodities accounted for 42 percent of the reported truck movements during the 2nd quarter 2015:

- ▶ Watermelon (12%)
- ▶ Potatoes (12 %)
- ▶ Apples (8 %)
- ▶ Onions, dry (6 %)
- ▶ Tomatoes (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 +
<b>Q2 2014</b>	4.32	2.66	2.32	1.45
<b>Q3 2014</b>	5.92	2.65	2.26	1.45
<b>Q4 2014</b>	5.49	2.50	2.33	1.44
<b>Q1 2015</b>	4.68	2.47	2.31	1.32
<b>Q2 2015</b>	5.04	2.62	2.38	1.27
<b>Q2 Change from Previous Quarter</b>	8%	6%	3%	-4%
<b>Q1 Change from Same Quarter Last Year</b>	17%	-2%	2%	-13%

### Diesel Fuel

During the 2nd quarter 2015, the U.S. diesel fuel price averaged \$2.85 per gallon—2.3 percent lower than last quarter and 27.6 percent lower than the same quarter last year.

## Regulatory News and Updates

**USDA Animal and Plant Health Inspection Service (APHIS) Adjusts Fees for Inspections at U.S. Ports of Entry.** Effective December 28, 2015, [agricultural quarantine inspection \(AQI\) fees](#) will align the actual cost of providing the services with what the U.S. Government charges. This adjustment is necessary to sustain a robust AQI program. The AQI fee adjustments are consistent with the United States' international trade obligations. APHIS carefully considered all of the public input it received on the proposed rule, and adjusted the final fees in response. For commercial trucks, the per-trip fee is \$7.55, and the annual fee for a commercial truck transponder is \$301.67.

**White House Completes Two Regulatory Reviews to Enable the Publication of Final Rules in the Federal Register.** The White House Office of Management and Budget, Office of Information and Regulatory Affairs (OIRA) completed regulatory reviews of the final rule [Prohibition of Coercion of Drivers](#) which was published on November 27, 2015 and the final rule *Electronic Logging Devices and Hours of Service Supporting Documents* for subsequent publication. OIRA is currently reviewing a notice concerning *Entry-Level Driver Training* received on November 7, 2015, a proposed rule, *Carrier Safety Fitness Determination* received on June 23, 2015, and a proposed rule *Heavy Vehicle Speed Limiters* received on May 19, 2015. Rulemaking details and status updates are available at <http://www.reginfo.gov/public/> and <https://www.fmcsa.dot.gov/>.

**FMCSA Delays the Effective and Compliance Dates for its August 23, 2013, Unified Registration System (URS) Final Rule.** On October 21, 2015 Federal Motor Carrier Safety Administration (FMCSA) [published a final rule](#) that delays the implementation of the 2013 final URS rule. This will provide FMCSA with additional time to complete the information technology (IT) systems required to fully implement the rule. FMCSA issued the 2013 URS final rule to improve the registration process for motor carriers, property brokers, freight forwarders, intermodal equipment providers (IEPs), hazardous materials safety permit (HMSP) applicants and cargo tank facilities required to register with FMCSA, and streamline the existing Federal registration processes to ensure they can more efficiently track these entities.

**National Freight Strategic Plan Available for Comment.** On October 18, 2015 U.S. Department Transportation (USDOT) welcomed feedback and comments on the [draft National Freight Strategic Plan](#). The most recent surface transportation reauthorization law, the Moving Ahead for Progress in the 21st Century Act (MAP-21), directed USDOT to develop a National Freight Strategic Plan laying out a course of action to meet National Freight Policy goals designed to improve the movement of freight in the United States.

**Feedback on Proposed Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium- and Heavy-Duty Engines and Vehicles—Phase 2.** The U.S. Environmental Protection Agency (EPA) and USDOT National Highway Traffic Safety Administration's (NHTSA) accepted public comments were accepted through October 1, 2015 on their proposed standards for medium- and heavy-duty vehicles that would improve fuel efficiency and cut carbon pollution to reduce the impacts of climate change. With regard to trailers, commenters expressed strong concerns about the statutory authority and assumptions made by EPA and NHTSA, as well as the costs and benefits, and the limited time to provide comments. Among many others, trailer-related comments were submitted by: [Truck Trailer Manufacturers Association](#), [Utility Trailer Manufacturing Company](#), [Great Dane](#), [Wabash National Corporation](#), [Stoughton Trailers](#), [Owner-Operated Independent Drivers Association \(OOIDA\)](#), [American Trucking Association \(ATA\)](#). In their comments, the [California Air Resources Board](#) recommended EPA and NHTSA look at the regulatory requirements for refrigerated trailer insulation and mechanical refrigeration units under the United Nation's Economic Commission for Europe [Agreement on the International Carriage of Perishable Foodstuffs and on the Special Equipment to be Used for such Carriage \(ATP\)](#), which are voluntary in the United States.

**TRB Review of USDOT Technical Reports for the U.S. Department of Transportation Truck Size and Weight Study.** On October 5, 2015 Transportation Research Board (TRB) provided the Federal Highway Administration with a [second report containing the TRB committee's review](#) of the estimates of five categories of impacts of changes in federal truck size and weight limits: (1) effects on bridges, (2) pavements, (3) shares of total freight traffic carried by trucks and other freight modes, (4) safety, and (5) enforcement of truck regulations. TRB believes "a more comprehensive and useful response would have been possible within the resources of the study." TRB accepted public comments on the truck size and weight study through October 13, 2015. Comment can be viewed in Docket Number FHWA-2014-0035 at <http://www.regulations.gov/#!docketDetail;D=FHWA-2014-0035>.

**Jason's Law Truck Parking Survey Results and Comparative Analysis.** Published August 21, 2015, Federal Highway Administration's (FHWA) [survey results](#) and comparative analysis: (1) evaluated the capability of each State to provide adequate parking and rest facilities for commercial motor vehicles engaged in interstate transportation; (2) assessed the volume of commercial motor vehicle traffic in each State; and (3) developed a system of metrics to measure the adequacy of commercial motor vehicle parking facilities in each State. Truck parking shortages are a national safety concern. A [Facilities and Spaces Shape-file](#) can be downloaded for use in Geographic Information Systems (GIS) programs to illustrate public and private truck parking locations. The National Coalition on Truck Parking will continue working to find solutions to truck parking needs and will include FHWA, FMCSA, American Association of State Highway and Transportation Officials, ATA, OOIDA, National Association of Truck Stop Operators and Commercial Vehicle Safety Alliance.

**California Air Resources Board Greenhouse Gas Regulations Update:** On October 22, 2015, the United States Court of Appeals for the District of Columbia Circuit (DC Circuit) heard [oral arguments](#) on the petition for review concerning OOIDA's objections to the EPA waiver, and the associated California Air Resources Board (CARB) [tractor-trailer greenhouse gas \(GHG\) regulations](#). At issue is whether CARB's enforcement of its GHG regulations on trucks that enter California from another State is a violation of the Commerce Clause of the U.S. Constitution. According to law360.com and overdriveonline.com, DC Circuit judges and the EPA questioned the DC Circuit's jurisdiction in the matter and the constitutional precedents OOIDA cited in its petition for review. Their concern is over OOIDA's challenge to the constitutionality of the Board's regulations instead of the constitutionality of [EPA's waiver decision](#). While OOIDA filed its original complaint and an amended complaint with the U.S. District Court of the Eastern District of California, that court said it lacked jurisdiction and directed OOIDA to file a petition of review before the DC Circuit. In lieu of a dismissal of the petition for review, OOIDA requested the DC Circuit transfer OOIDA's amended complaint back to the U.S. District Court for the Eastern District of California.

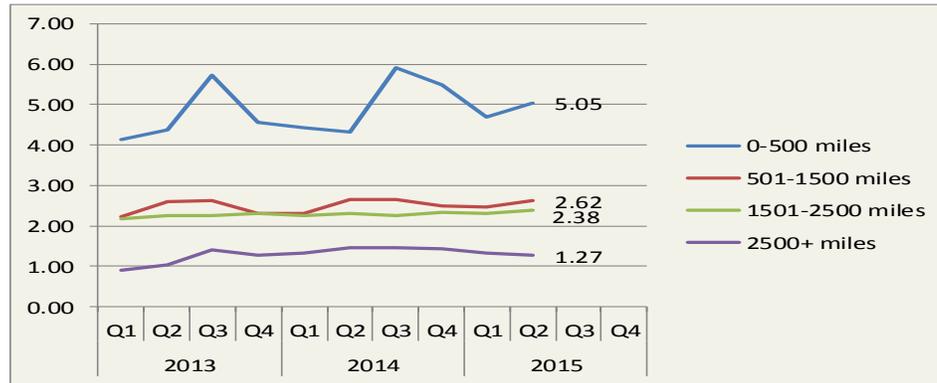
**U.S.-Mexico Cross-Border Trucking Update:** On September 25, 2015, OOIDA filed an [Intervenor's Brief and Exhibits](#) in support of the [Teamsters Union challenge of the USDOT decision to open the border to Mexican trucks](#). The Teamsters were joined by Advocates for Highway and Auto Safety and Truck Safety Coalition. Their lawsuit, filed with the U.S. Court of Appeals for the Ninth Circuit on March 10, 2015, contends that USDOT's final report to Congress, which allowed opening the border to Mexican trucks, violated the Administrative Procedures Act.

**Feedback on Proposed Enhancements to Safety Measurement System.** The FMCSA accepted public comments on its Safety Measurement System (SMS) through July 29, 2015. The comments can be viewed in Docket Number FMCSA-2015-0149 at <http://www.regulations.gov/#!docketDetail;D=FMCSA-2015-0149>. Over 50 commenters expressed concern with SMS data and analysis. Of interest are the comments provided by [Owner-Operator Independent Drivers Association](#); [Transportation Intermediaries Association](#); [Snack Food Association](#); [National Shippers Strategic Transportation Council](#); [American Trucking Associations](#); and [National Motor Freight Traffic Association](#). FMCSA believes the enhancements to SMS will allow it to: (1) sharpen its focus on carriers with high crash rates; (2) more effectively identify driver safety problems and/or Hazardous Materials (HM) carriers with serious safety problems; and (3) more accurately account for carriers that are driving on the roads the most.

# National Summary

## U.S. Truck Rates

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



Source: Agricultural Marketing Service, Specialty Crops 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
2015	2.47	2.62			2.54
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, Specialty Crops Programs, Market News Division

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

Origin	2nd Qtr 2015			1st Qtr 2015		
	April	May	June	January	February	March
Arizona	3.19			2.85	2.84	2.88
California	2.93	2.95	2.99	2.83	2.84	2.96
Florida	2.66	3.04	2.85	2.17	2.42	2.54
Great Lakes	3.28	3.28	3.35	3.31	3.30	3.29
Mexico-Arizona	2.45	2.54	2.51	2.62	2.38	2.27
Mexico-Texas	2.24	2.25	2.23	2.41	2.17	2.20
New York	2.11	1.91	1.83	1.85	1.94	2.02
PNW	2.05	1.98	1.88	2.51	2.40	2.05
Southeast	3.84	3.64	3.75	3.73	3.85	3.91
Texas	2.38	2.38	2.37	2.56	2.33	2.39

Source: Agricultural Marketing Service, Specialty Crops 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 , 2nd Quarter 2015 (\$/Mile)

Origin	Destination									
	Atlanta	Baltimore	Boston	Chicago	Dallas	Los Angeles	Miami	New York	Philadelphia	Seattle
Arizona	.	.	.	2.19	3.19	7.33	.	2.59	2.57	.
California	2.50	2.52	2.52	2.33	2.85	7.63	2.51	2.52	2.52	2.94
Florida	3.10	3.09	2.84	2.61	2.73	.	2.79	3.00	2.92	.
Great Lake	3.21	3.50	3.46	4.19	3.02	.	2.87	3.82	3.29	.
Mexico-Ari	2.48	.	2.54	2.25	2.63	2.38	2.17	2.57	2.56	.
Mexico-Tex	2.35	2.45	2.48	2.12	2.62	1.85	2.24	2.48	2.40	.
New York	2.25	4.92	10.78	1.36	.	.	2.21	10.11	5.85	.
Other	2.48	2.35	2.87	2.25	3.87	2.06	2.18	3.22	4.00	.
PNW	2.31	2.36	2.29	2.14	2.36	1.97	2.12	2.36	2.32	8.65
Southeast	5.41	4.15	3.69	3.52	2.65	2.05	3.29	4.16	4.07	.
Texas	2.55	2.55	2.58	2.23	3.04	1.94	2.35	2.61	2.51	.

Source: Agricultural Marketing Service, Specialty Crops Programs, Market News Division

## Truck Rates for Selected Routes

Table 4: Origin-Destination Truck Rates for Selected Routes , 2nd Quarter 2015 (\$/Truck)

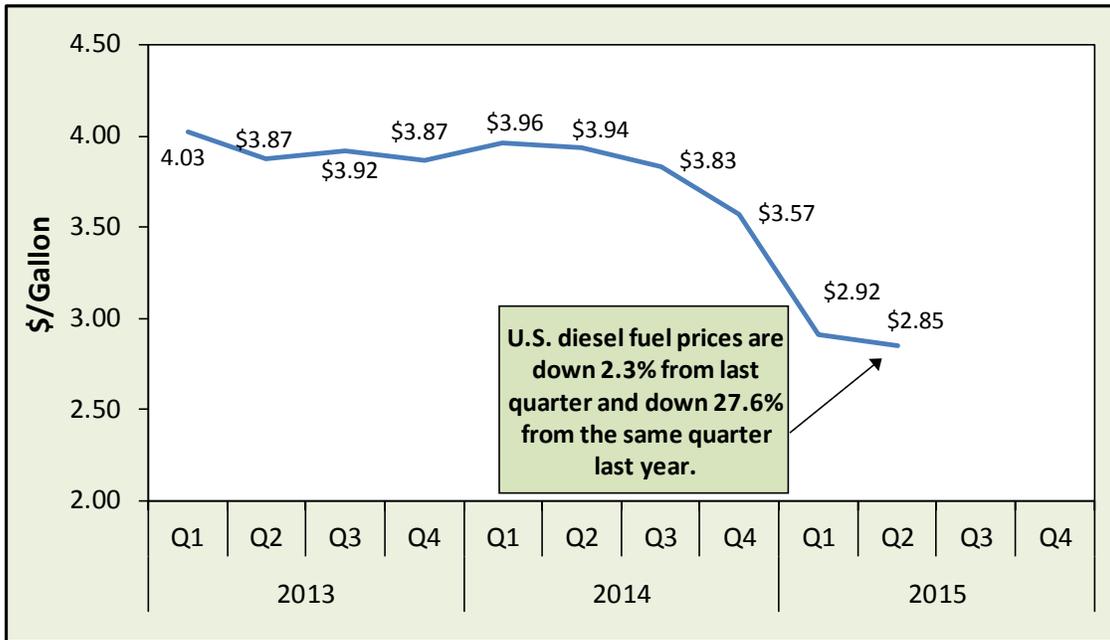
Origin	Destination									
	Atlanta	Baltimore	Boston	Chicago	Dallas	Los Angeles	Miami	New York	Philadelphia	Seattle
Arizona	.	.	.	4,450	4,150	1,100	.	7,000	6,800	.
California	5,571	6,824	7,653	4,875	4,177	1,014	7,035	7,139	6,977	3,177
Florida	1,398	2,921	3,876	3,062	2,975	.	723	3,445	3,184	.
Great Lake	3,191	3,847	4,500	1,343	3,347	.	4,746	4,523	3,823	.
Mexico-Ari	4,467	.	6,871	4,054	2,579	1,331	4,930	6,433	6,142	.
Mexico-Tex	2,708	4,385	5,465	3,031	1,308	2,954	3,435	4,954	4,558	.
New York	2,254	1,624	1,919	1,146	.	.	3,200	1,594	1,346	.
Other	2,189	3,332	3,344	2,143	1,694	1,920	4,476	3,446	3,269	.
PNW	5,372	5,846	6,303	3,822	4,336	1,846	6,309	6,027	5,861	1,212
Southeast	1,409	2,213	3,483	3,026	2,520	4,825	2,119	3,013	2,543	.
Texas	2,704	4,388	5,477	3,031	1,308	2,954	3,435	4,965	4,569	.

Source: Agricultural Marketing Service, Specialty Crops Programs, Market News Division

## 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: 2nd Quarter 2015 Average Diesel Fuel Prices (All Types - \$/Gallon)

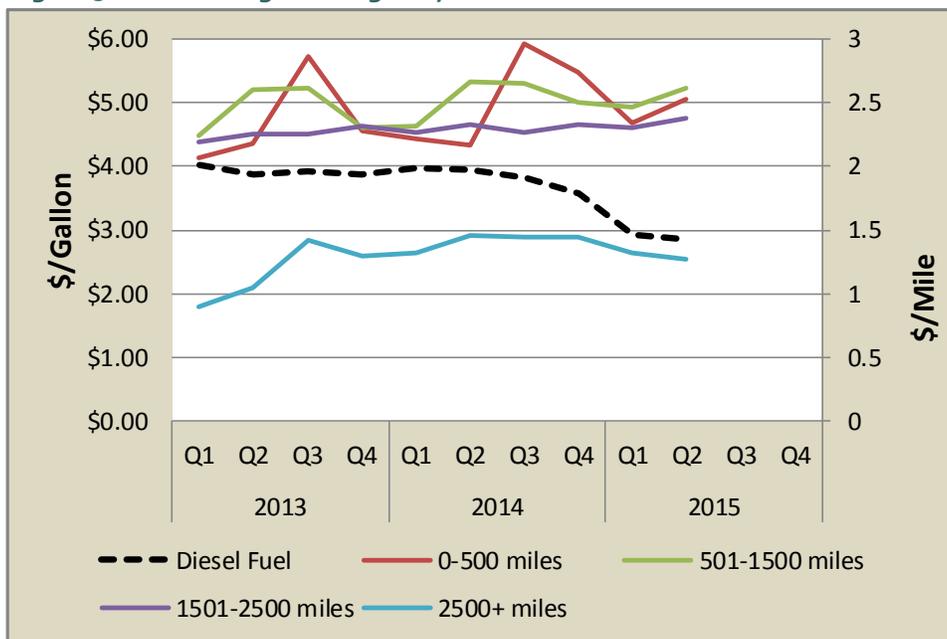
Location	Price	Change From	
		Last Quarter	Same Qtr Last Year
East Coast	2.97	-0.06	-1.06
New England	3.08	-0.09	-1.07
Central Atlantic	3.12	-0.07	-1.01
Lower Atlantic	2.83	-0.06	-1.09
Midwest	2.73	-0.11	-1.06
Gulf Coast	2.74	-0.07	-1.06
Rocky Mountain	2.78	-0.06	-1.17
West Coast	3.07	0.05	-0.95
West Coast Less California	2.94	0.08	-0.99
California	3.18	0.01	-0.92
U.S.	2.85	-0.07	-1.09

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, Specialty Crops 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
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%	-13%	-4%	-1%
2014	Q1	4.03	2.31	2%	2%	-2%	3%
	Q2	3.87	2.65	-1%	14%	2%	2%
	Q3	3.83	2.65	-3%	0%	-2%	2%
	Q4	3.57	2.50	-7%	-6%	-8%	10%
2015	Q1	2.92	2.47	-18%	-1%	-26%	7%
	Q2	2.85	2.62	-2%	6%	-28%	-1%
	Q3						
	Q4						

Sources:  
 Diesel Fuel: Energy Information Administration/U.S. Department of Energy  
 Truck Rates: Agricultural Marketing Service, Specialty Crops Programs, Market News Division

**2nd Quarter 2015 Comparison Analysis**

Diesel fuel prices averaged \$2.85 per gallon this quarter, 2.3 percent lower than last quarter and 27.6 percent lower than the same quarter last year. Average truck rates for shipments between 501 and 1,500 miles were \$2.62 per mile, 6 percent higher than the previous quarter but 2 percent lower 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, 2nd Quarter 2015**

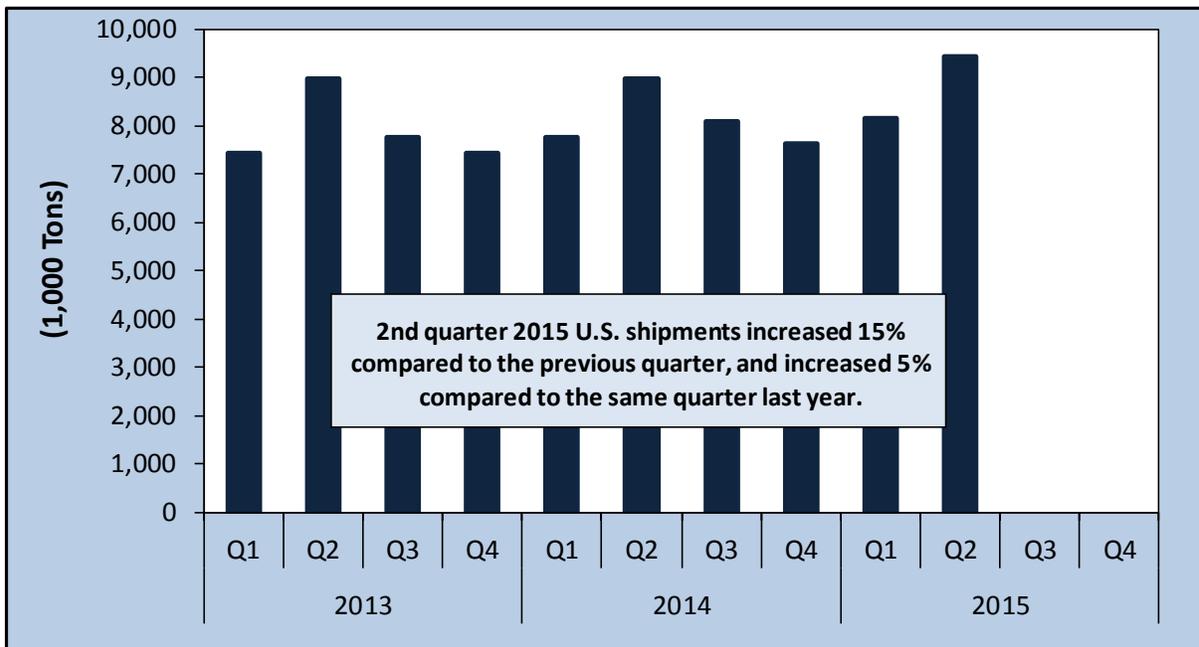
Region <sup>1</sup>	Commodity <sup>1</sup>	Truck Availability													
		Surplus - 1		Slight Surplus - 2			Adequate - 3				Slight Shortage - 4		Shortage - 5		
		Week Ending <sup>1</sup>													
		4/7	4/14	4/21	4/28	5/5	5/12	5/19	5/26	6/2	6/9	6/16	6/23	6/30	
<b>CALIFORNIA, CENTRAL, AND WESTERN ARIZONA</b>		4/7	4/14	4/21	4/28	5/5	5/12	5/19	5/26	6/2	6/9	6/16	6/23	6/30	
Central San Joaquin Valley California	Iceberg Lettuce, Blueberries, Watermelons, Corn, Peppers, Apricots, Cherries, Nectarines, Peaches, Plums	3	3					3	3	4	3	3	4	3	
Imperial, Palo Verde And Coachella Valleys, California And Central And Western Arizona	Iceberg Lettuce	3													
Kern District California	Carrots, Grapes, Potatoes	3	3	3	3	3	3	3	3	3	3	3	3	3	
Oxnard District California	Cabbage, Celery, Leaf Lettuce, Raspberries, Romaine Lettuce, Strawberries	3	3	3	3	3	3	3	3	3	3	3	3	3	
Salinas-Watsonville California	Leaf Lettuce, Strawberries, Broccoli, Cauliflower, Lettuce, Lettuce Romaine, Berries	3	3	3	3	3	3	3	3	3	3	3	3	3	
Santa Maria California	Iceberg Lettuce, Leaf Lettuce, Strawberries, Broccoli, Cauliflower, Romaine, Blackberries, Iceberg, Strawberries Blackberries	3	3	3	3	3	3	3	3	3	3	3	3	3	
South District California	Citrus, Avocados	3	3	2	2	3	3	3	3	3	3	3	4	3	
Imperial & Coachella Valley California	Grapes, Beans, Corn, Peppers, Cantaloupes, Eggplant, Watermelon, Honeydews		3	3	3	3	3	3	3	3	3	3	3	3	
Imperial Valley California	Onions				3	3	3	3	3						
San Joaquin Valley California	Onions									3	3	3	3	3	
<b>FLORIDA</b>		4/7	4/14	4/21	4/28	5/5	5/12	5/19	5/26	6/2	6/9	6/16	6/23	6/30	
Central & North Florida	Blueberries	3	3	3	3	3	3								
Central & South Florida	Mixed Vegetables, Tomatoes, Melons	3	3	3	4	5	5	5	4	3	3	3			
Florida	Potatoes	3	3	3	3	3	3	3	3	3	3	3			
South Florida	Melons	3	3	3	4	5	5	5	5						
West District Florida	Tomatoes										3	3	3	4	
<b>GREAT LAKE (MI &amp; WI)</b>		4/7	4/14	4/21	4/28	5/5	5/12	5/19	5/26	6/2	6/9	6/16	6/23	6/30	
Central Wisconsin	Potatoes	3	3	3	3	3	3	2	2	2	2	3	3	3	
Michigan	Apples	3	3	3	3	3	3	3	3	3	3	3	3	3	
<b>MEXICO BORDER CROSSINGS</b>		4/7	4/14	4/21	4/28	5/5	5/12	5/19	5/26	6/2	6/9	6/16	6/23	6/30	
Mexico Crossings Through Nogales, Arizona	Grapes, Mixed Vegetables, Melons, Mangoes	3	3	3	4	3	3	4	3	4	3	3	3	3	
Mexico Crossings Through Texas	Carrots, Citrus, Tomatoes, Mixed Fruits, Vegetables, Watermelons	3	3	3	4	4	4	4	4	4	3	3	3	2	
<b>PACIFIC NORTHWEST (ID, OR, &amp; WA)</b>		4/7	4/14	4/21	4/28	5/5	5/12	5/19	5/26	6/2	6/9	6/16	6/23	6/30	
Columbia Basin Washington	Potatoes, Onions	4	3	3	3	3	3	3	3	3	3	3	3	3	
Idaho And Malheur County, Oregon	Onions	4	3	3	3	3	3								
Upper Valley, Twin Falls-Burley District Idaho	Potatoes	3	3	3	3	3	3	3	3	3	3	3	3	3	
Yakima Valley & Wenatchee District Washington	Apples, Pears, Cherries	3	3	3	3	3	3	3	3	3	3	3	3	3	
<b>SOUTHEAST (GA, SC, &amp; NC)</b>		4/7	4/14	4/21	4/28	5/5	5/12	5/19	5/26	6/2	6/9	6/16	6/23	6/30	
Eastern North Carolina	Sweet Potatoes	4	4	4	4	3	5	4	5	5	4	4	4	4	
Vidalia District Georgia	Onions				3	3	3	3	3	3	3	3	3	3	
South Georgia	Cabbage, Blueberries, Melons, Beans, Corn, Greens, Squash, Cucumbers, Eggplant, Bell Peppers					3	3	3	3	3	3	3	3	3	
South Carolina	Tomatoes, Melons													4	
	Peaches									3	3	3	3	3	
<b>TEXAS AND OKLAHOMA</b>		4/7	4/14	4/21	4/28	5/5	5/12	5/19	5/26	6/2	6/9	6/16	6/23	6/30	
Lower Rio Grande Valley, Texas	Cabbage, Watermelons, Cilantro, Grapefruit, Oranges	3	3	3	4	4	4	4	4	4	3	3	3	2	

<sup>1</sup> Regions reported and commodities shipped vary by week, month, season, and year. Within a region, truck availability may vary by commodity and destination.

Source: Agricultural Marketing Service, Specialty Crops Programs, Market News Division

## Reported U.S. Shipments

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



Source: Agricultural Marketing Service, Specialty Crops 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
2015	8,166	9,434			17,600
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, Specialty Crops Programs, Market News Division

## Reported Shipments by Selected Commodities

Table 9: Reported Top 10 Commodity Shipments for 2nd Quarter 2015 (1,000 Tons)

Commodity	2nd Quarter 2015	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
				Previous Qtr	Same Qtr Last Year
Watermelons, Seedless	1,113	47	1,000	-	11%
Potatoes	1,103	1,162	1,082	-5%	2%
Apples	779	911	641	-14%	22%
Onions Dry	545	517	542	5%	1%
Tomatoes	440	490	435	-10%	1%
Corn-Sweet	358	105	370	241%	-3%
Strawberries	351	293	365	20%	-4%
Lettuce, Iceberg	326	417	333	-22%	-2%
Avocados	264	256	218	3%	21%
Cucumbers	263	265	232	-1%	13%

Source: Agricultural Marketing Service, Specialty Crops Programs, Market News Division

# Regional Markets

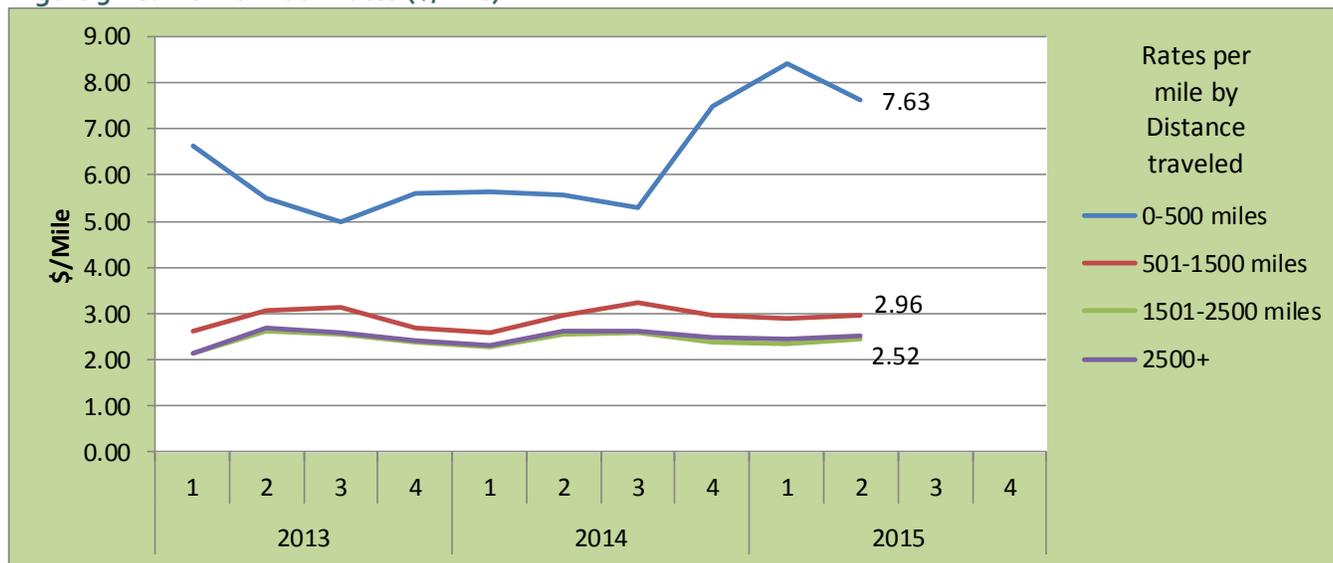
## California

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

Commodity	2nd Quarter 2015	Share of California Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Strawberries	345	16%	129	355	168%	-3%
Lettuce, Iceberg	306	14%	94	301	227%	2%
Lettuce, Romaine	204	9%	78	206	162%	-1%
Celery	158	7%	118	162	34%	-2%
Onions, Dry	107	5%	12	112	805%	-4%
<b>Top 5 Total</b>	<b>1,120</b>	<b>52%</b>	<b>430</b>	<b>1,135</b>	<b>161%</b>	<b>-1%</b>
<b>California Total</b>	<b>2,164</b>	<b>100%</b>	<b>750</b>	<b>2,125</b>	<b>189%</b>	<b>2%</b>

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

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



Source: Agricultural Marketing Service, Specialty Crops Programs, Market News Division

Figure 6: California Truck Overview

Region/Reporting District	Diesel Fuel	Truck Rate 501 to 1500 miles	April	May	June
			Monthly Rating		
	\$/per gallon	\$/per mile	1=Surplus to 5=Shortage		
<b>Regional Average</b>	<b>\$3.18</b>	<b>\$2.96</b>	<b>2.93</b>	<b>3.00</b>	<b>3.10</b>
Central San Joaquin Valley, CA			3.00	3.00	3.40
Imperial, Palo Verde, and Coachella Valleys, CA			3.00		
Kern District, CA			3.00	3.00	3.00
Oxnard District, CA			3.00	3.00	3.00
Salinas-Watsonville, CA			3.00	3.00	3.00
Santa Maria, CA			3.00	3.00	3.00
South District, CA			2.50	3.00	3.20

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

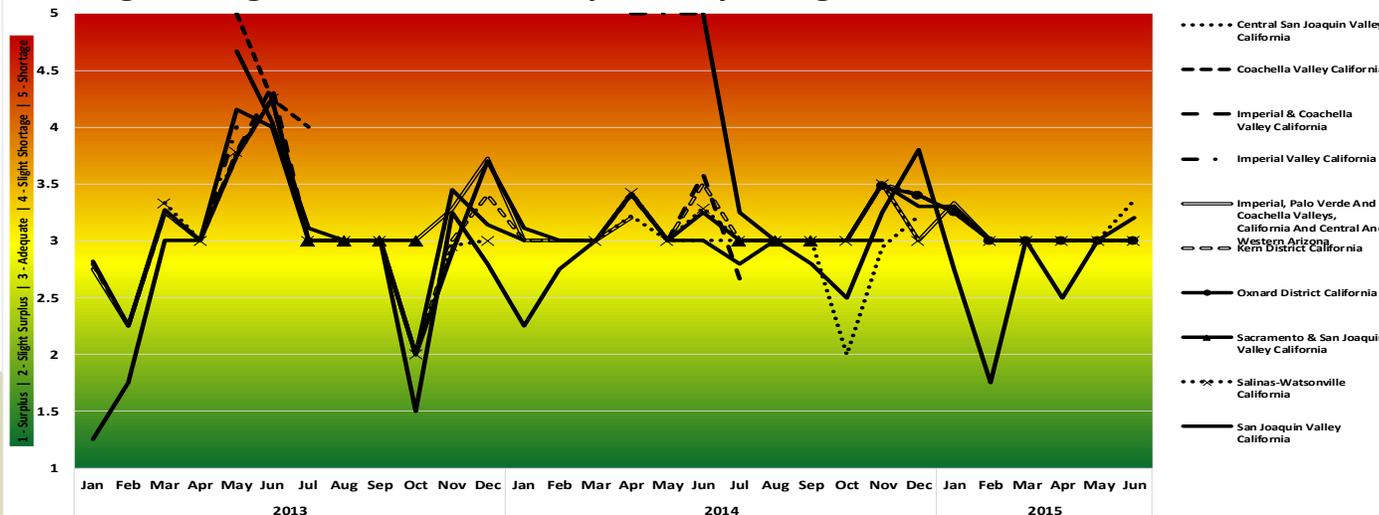
For the purpose of this report the California sub-group of the West Coast PAD District 5 was used to represent the diesel fuel price.

**Volume:** Total reported shipments of fruits and vegetables from California during the 2<sup>nd</sup> quarter of 2015 were 2.2 million tons, a 2 percent increase from the same quarter last year. The sum of the top five commodities decreased slightly by 1 percent from the same quarter last year. Of the top five, iceberg lettuce increased the most, by 2 percent, and dry onions decreased the most, by 4 percent.

**Rates:** The quarterly average truck rate for shipments between 501 and 1,500 miles was \$2.96 per mile, 3 percent lower than the previous quarter, but unchanged from the same quarter last year.

**Truck Overview:** Diesel fuel prices averaged \$3.18 per gallon, unchanged from the last quarter, but 22.5 percent lower than the same period last year. Truck availability for California was adequate in most Districts during the quarter. The South District experienced slight surpluses in May, and the Central San Joaquin Valley and the South District experienced slight shortages in June.

Fig 7: Refrigerated Truck Availability Monthly Ratings for California



## Pacific Northwest (PNW)

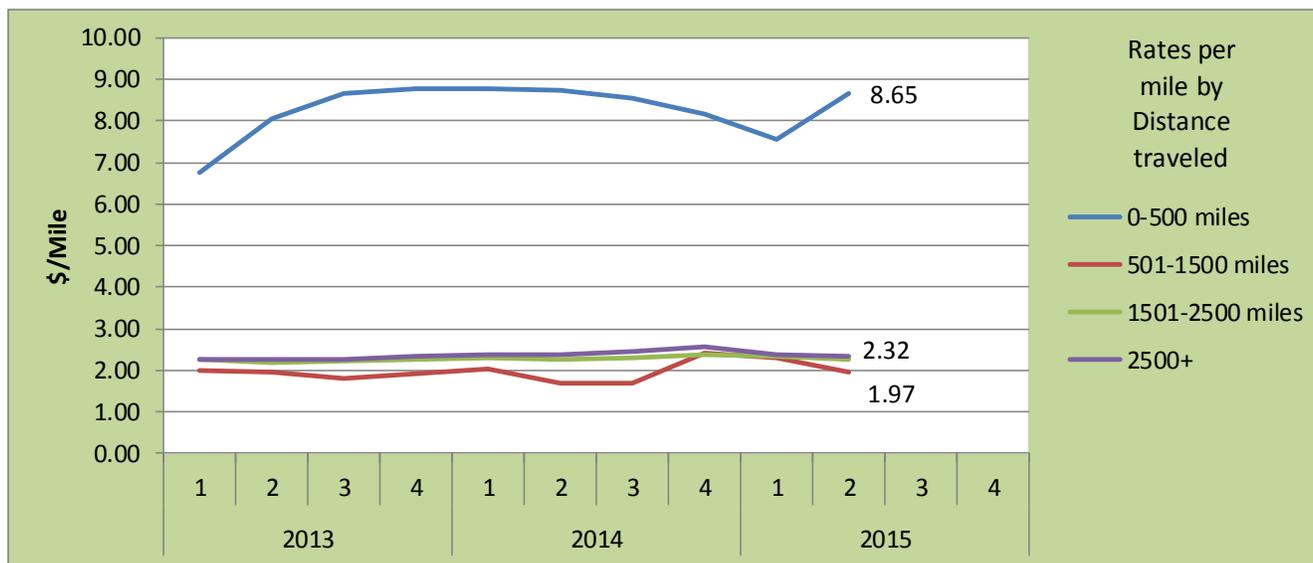
Table 11: Reported Top 5 Commodities Shipped from PNW (1,000 tons)

Commodity	2nd Quarter 2015	Share of PNW Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Apples	706	46%	783	544	-10%	30%
Potatoes	476	31%	497	456	-4%	4%
Onions, dry	155	10%	345	96	-55%	62%
Cherries	92	6%	-	76	-	21%
Pears	82	5%	176	86.0	-	-5%
<b>Top 5 Total</b>	<b>1,510</b>	<b>99%</b>	<b>1,800</b>	<b>1,257</b>	<b>-16%</b>	<b>20%</b>
<b>PNW Total</b>	<b>1,524</b>	<b>100%</b>	<b>1,800</b>	<b>1,269</b>	<b>-15%</b>	<b>20%</b>

Source: Agricultural Marketing Service, Specialty Crops Programs, Market News Division

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

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



Source: Agricultural Marketing Service, Specialty Crops Programs, Market News Division

Figure 9: PNW Truck Overview

Region/Reporting District	Diesel Fuel	Truck Rate 501 to 1500 miles	April	May	June
			Monthly Rating		
	\$/per gallon	\$/per mile	1=Surplus to 5=Shortage		
<b>Regional Average</b>	<b>\$2.94</b>	<b>\$1.97</b>	<b>3.13</b>	<b>3.00</b>	<b>3.00</b>
Columbia Basin, WA			3.25	3.00	3.00
Idaho and Malheur County, OR			3.25	3.00	
Upper Valley, Twin Falls-Burley District, ID			3.00	3.00	3.00
Yakima Valley & Wenatchee District, WA			3.00	3.00	3.00

n/a: availability data not reported

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

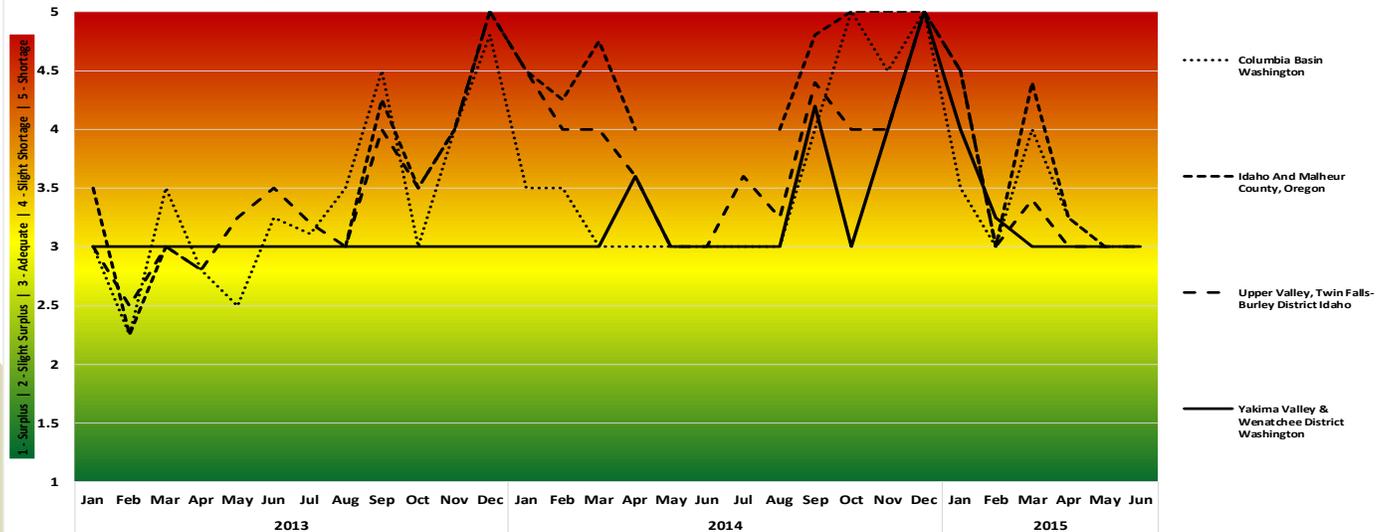
For the purpose of this report the West Coast less California District was used to represent the diesel fuel price for PNW.

**Volume:** Total reported shipments of fruits and vegetables from the Pacific Northwest (PNW) during the 2nd quarter of 2015 were 1.5 million tons, an increase of 20 percent from the same quarter last year. The sum of the top 5 commodities increased 20 percent as well. Along with a 30 percent increase in apples, shipments of dry onions increased 62 percent and cherries increased 21 percent. Potatoes also increased slightly at 4 percent. Pears decreased by 5 percent, the only commodity in the top 5 to fall from the same quarter last year. The apple market is working through a record crop in the 2014/15 marketing year provided plenty of supply in the market which put downward pressure on rates.

**Rates:** The quarterly average truck rate for shipments between 501 and 1,500 miles was \$1.97 per mile, 14 percent lower than the previous quarter but 17 percent higher than same quarter last year.

**Truck Overview:** Diesel fuel prices averaged \$2.94 per gallon, 2.9 percent higher than last quarter but 25.2 percent lower than the same period last year. Shippers report adequate truck availability across the entire quarter with the exception of a slight shortage during the first week in April in the Columbia Basin, Idaho and Malheur County, Oregon.

Fig 10: Refrigerated Truck Availability Monthly Ratings for the PNW



## Mexico Border Crossings

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

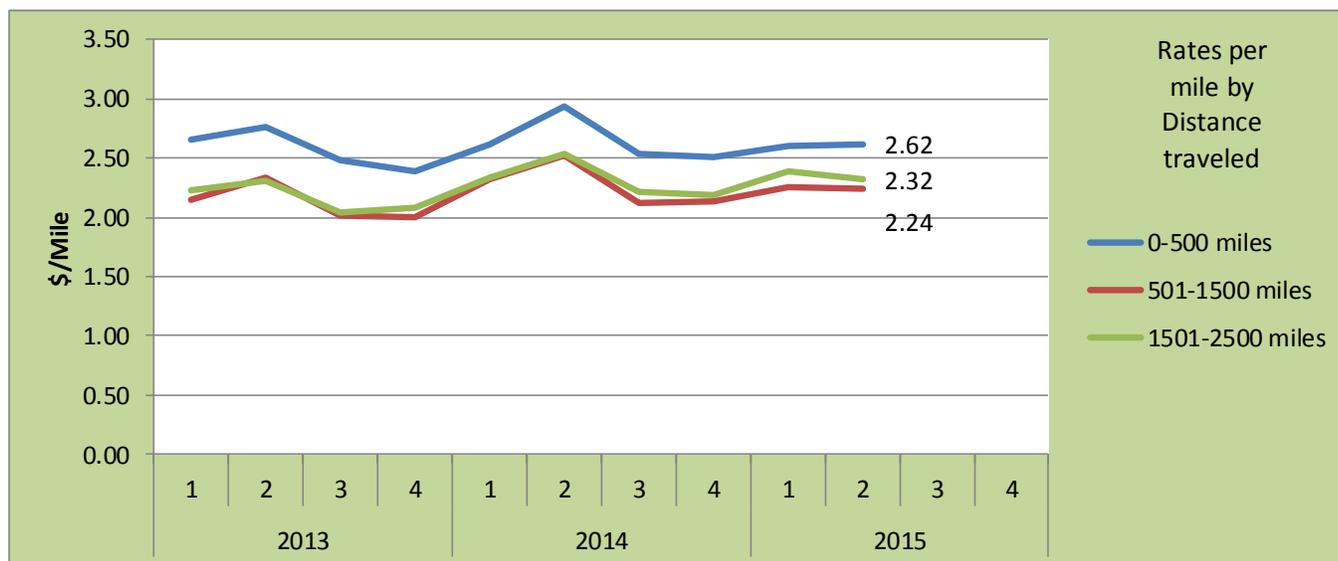
Commodity	2nd Quarter 2015	Share of Mexico Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Watermelons, Seedless	399	15%	47	330	743%	21%
Avocados	188	7%	23	132	735%	43%
Tomatoes	182	7%	280	181	-35%	0%
Mangoes	176	7%	35	146	409%	20%
Cucumbers	173	6%	251	155	-31%	12%
<b>Top 5 Total</b>	<b>1,118</b>	<b>42%</b>	<b>635</b>	<b>944</b>	<b>76%</b>	<b>18%</b>
<b>Mexico Total</b>	<b>2,663</b>	<b>100%</b>	<b>2,546</b>	<b>2,455</b>	<b>4.6%</b>	<b>8%</b>

Source: Agricultural Marketing Service, Specialty Crops 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)

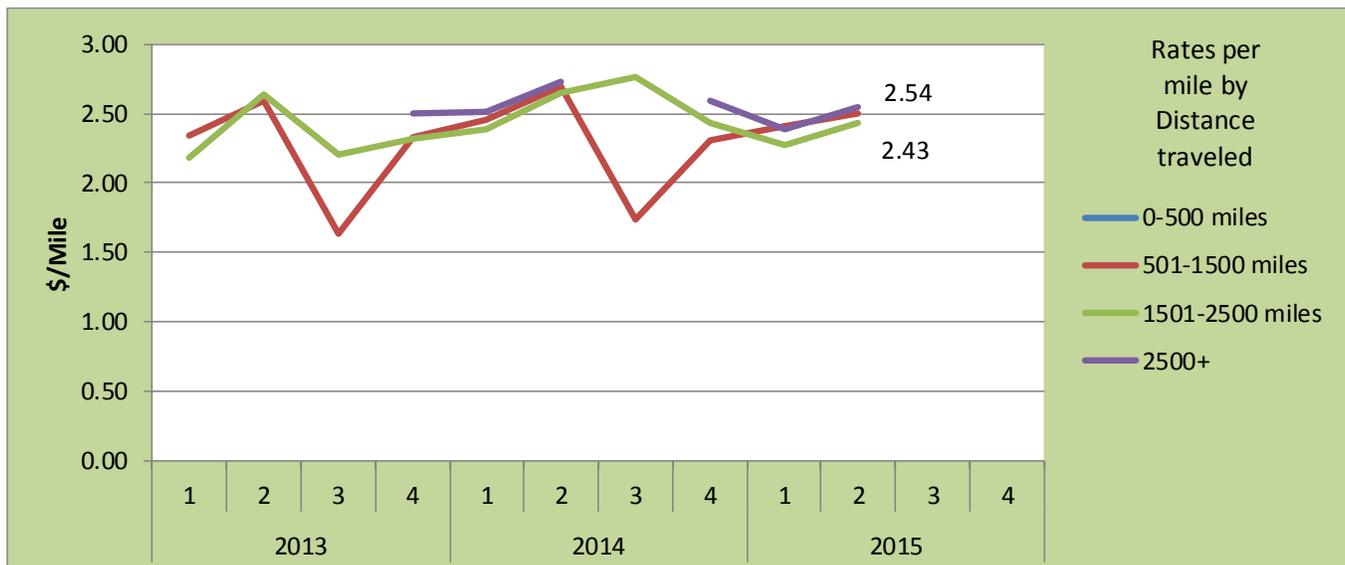
Texas		California		Arizona	
Avocados	129	Tomatoes, plum type	37	Watermelons, Seedless	276
Limes	111	Misc. tropical	30	Grapes	138
Mangos	106	Onions, green	27	Tomatoes	91
Tomatoes	85	Cucumbers	26	Tomatoes, plum type	89
Watermelons	68	Tomatoes	22	Cucumbers	81
Other	944	Other	168	Other	360
<b>Total</b>	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

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



Source: Agricultural Marketing Service, Specialty Crops Programs, Market News Division

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



Source: Agricultural Marketing Service, Specialty Crops Programs, Market News Division

Figure 13: Mexico Border Truck Overview

Region/Reporting District	Diesel Fuel	Truck Rate	April	May	June
			Monthly Rating		
	\$/per gallon	\$/per mile	1=Surplus to 5=Shortage		
<b>Regional Crossing Average</b>			<b>3.25</b>	<b>3.63</b>	<b>3.10</b>
<b>Through Texas</b>	\$2.74	\$2.24	3.25	4.00	3.00
<b>Through Nogales, AZ</b>	\$2.94	\$2.50	3.25	3.25	3.20

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.

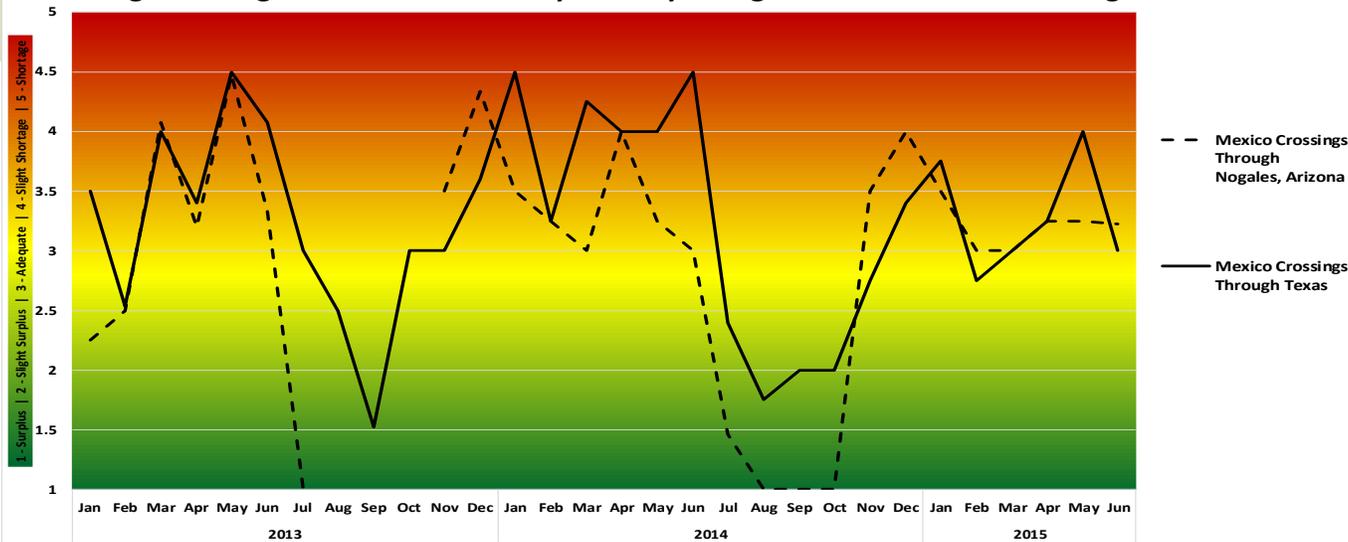
For the purpose of this report the West Coast less California District was used to represent the diesel fuel price through Arizona.

**Volume:** Total reported shipments of fruits and vegetables from Mexico during the 2nd quarter of 2015 increased 8 percent from the same quarter in 2014, with the sum of the top 5 commodities also increasing 18 percent from last year. Shipments of seedless watermelons increased a notable 21 percent to 399,000 tons, marking the largest quarterly shipment on record.

**Rates:** Truck rates for shipments between 501 and 1,500 miles through the Texas border crossings averaged \$2.24 per mile, down 1 percent from last quarter and 11 percent lower than the same quarter last year. Rates for shipments between 501 and 1,500 miles through the Arizona border crossings averaged \$2.50 per mile, up 4 percent from last quarter but 11 percent lower than the same quarter last year.

**Truck Overview:** Diesel fuel prices for border crossings through Texas averaged \$2.74 per gallon, 7 cents lower than the previous quarter, and \$1.06 lower than the same quarter in 2013. Diesel fuel prices for border crossings through Arizona averaged \$2.94 per gallon, 8 cent higher than the previous quarter and 99 cents lower than the same period in 2014. Truck availability was mostly adequate at Nogales during the 2<sup>nd</sup> quarter of 2015, whereas the availability showed a slight shortage from the last week of April to through the first week of June.

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



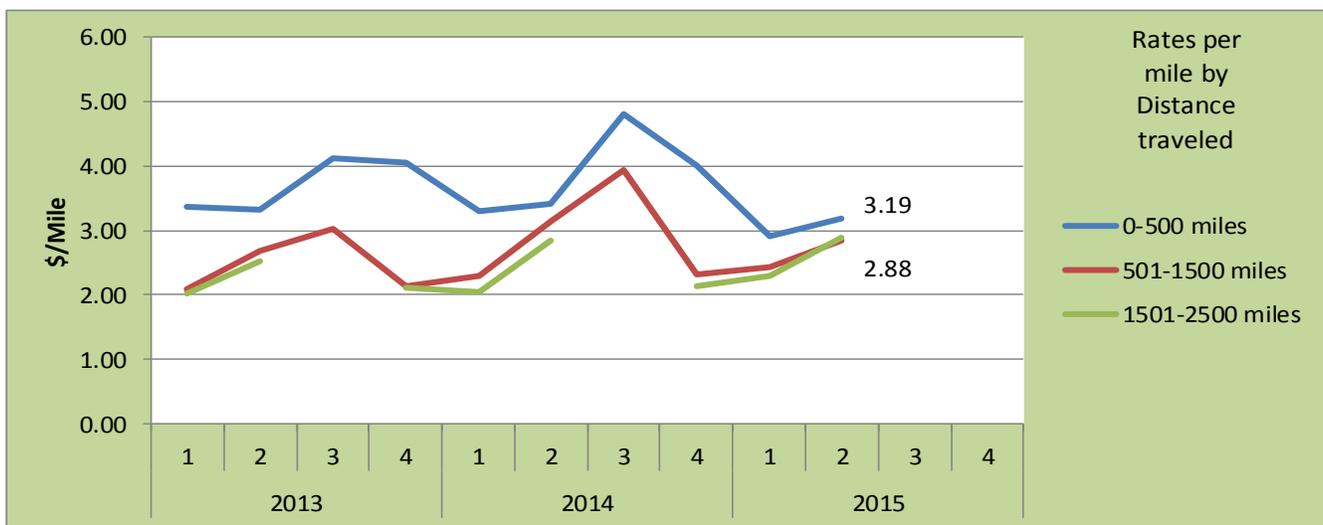
# Florida

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

Commodity	2nd Quarter 2015	Share of Florida Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Watermelons, Seedless	327	28%	0.2	321	-	2%
Tomatoes	185	16%	186	183	-1%	1%
Corn-Sweet	150	13%	72	180	109%	-16%
Potatoes	105	9%	54	110	94%	-4%
Peppers, Bell Type	61	5%	94	57	-	7%
<b>Top 5 Total</b>	<b>828</b>	<b>70%</b>	<b>406</b>	<b>850</b>	<b>104%</b>	<b>-3%</b>
<b>Florida Total</b>	<b>1,186</b>	<b>100%</b>	<b>996</b>	<b>1,219</b>	<b>19%</b>	<b>-3%</b>

Source: Agricultural Marketing Service, Specialty Crops Programs, Market News Division  
 Note: "-" indicates no reported shipments during the quarter.

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



Source: Agricultural Marketing Service, Specialty Crops Programs, Market News Division

**Volume:** Total reported shipments of fruits and vegetables from Florida during the 2nd quarter of 2015 decreased 3 percent from the same quarter in 2014. The sum of the top 5 commodities decreased 3 percent as well with shipments decreasing in Sweet corn and potatoes. Watermelons was the top commodity shipped as the second quarter is its typical high harvest time.

**Rates:** The quarterly average truck rate for shipments between 501 and 1,500 miles was \$2.84 per mile, 17 percent higher than the previous quarter and 9 percent lower than same quarter last year.

**Truck Overview:** Diesel fuel prices averaged \$2.83 per gallon, 5 cent lower than last quarter and 28 percent lower than the same period last year. Truck availability was adequate Statewide for the whole 2<sup>nd</sup> quarter. South Florida experienced truck shortage for melons, berries, mixed vegetables in May but truck availability became adequate again in June.

Figure 16: Florida Truck Overview

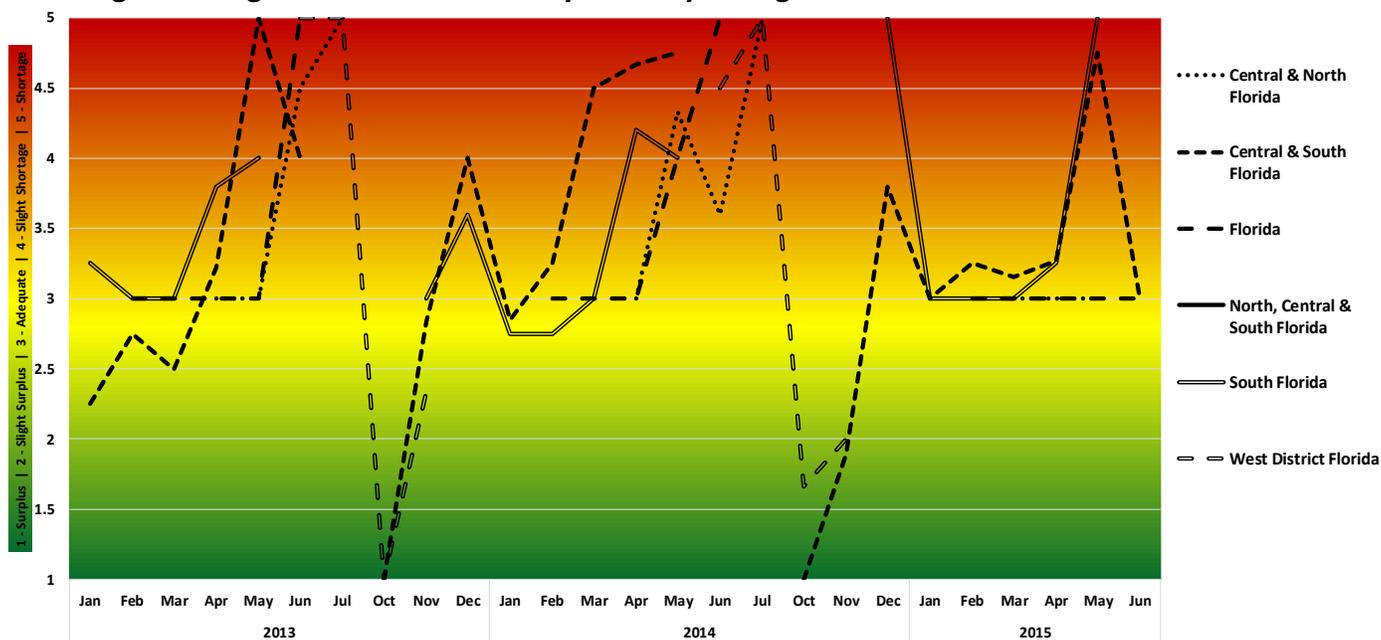
Region/Reporting District	Diesel Fuel	Truck Rate 501 to 1500 miles	April	May	June
			Monthly Rating		
	\$/per gallon	\$/per mile	1=Surplus to 5=Shortage		
<b>Regional Average</b>	<b>\$2.83</b>	<b>\$2.84</b>	<b>3.00</b>	<b>3.08</b>	<b>3.05</b>
Central & North Florida			3.00	3.00	
Central & South Florida			3.25	4.75	3.00
Florida Statewide			3.00	3.00	3.00
South Florida			3.25	5.00	
West District Florida					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.

Fig 17: Refrigerated Truck Availability Monthly Ratings for Florida



# Southeast

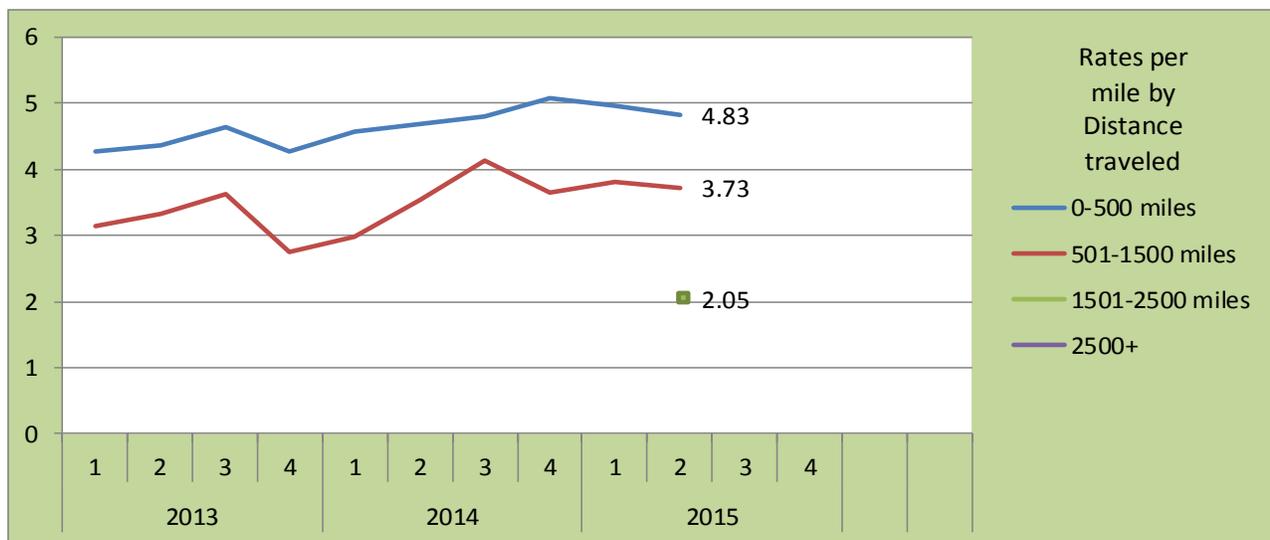
**Table 15: Reported Top 5 Commodities Shipped from the Southeast (1,000 tons)**

Commodity	2nd Quarter 2015	Share of Mexico Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Watermelons, Seedless	209	26%	-	104	-	102%
Corn-Sweet	123	15%	-	109	-	13%
Sweet Potatoes	79	10%	85	65	-6%	23%
Onions Dry	66	8%	-	66	-	0%
Cucumbers	47	6%	-	38	-	23%
<b>Top 5 Total</b>	<b>524</b>	<b>65%</b>	<b>85</b>	<b>381</b>	<b>518%</b>	<b>38%</b>
<b>Southeast Total</b>	<b>811</b>	<b>100%</b>	<b>122</b>	<b>635</b>	<b>566%</b>	<b>28%</b>

Source: Agricultural Marketing Service, Specialty Crops Programs, Market News Division

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

**Figure 18: Southeast Truck Rates (\$/Mile)**



Source: Agricultural Marketing Service, Specialty Crops Programs, Market News Division

**Volume:** Total reported shipments of fruits and vegetables from the Southeast during the 2nd quarter of 2015 were 811,000 tons, an increase of 28 percent from the same quarter last year. The sum of the top 5 commodities increased 38 percent. Each of the top 5 commodities increased over the previous year. Watermelon shipments increased the most, 102 percent. Watermelon production was particularly good in the southeast this year (Florida and Georgia) due to a mild winter and warm spring.

**Rates:** The quarterly average truck rate for shipments between 501 and 1,500 miles was \$3.72 per mile, 2 percent lower than the previous quarter but 5 percent higher than same quarter last year.

**Truck Overview:** Diesel fuel prices averaged \$3.12 per gallon, 2.1 percent lower than last quarter and 24.5 percent lower than the same period last year. Eastern North Carolina sweet potato shippers reported a slight shortage in April, a shortage 3 of the 4 weeks in May, and a slight shortage in June. The rest of the region reported adequate availability except for a slight shortage the last week of June in South Carolina.

Figure 19: Southeast Truck Overview

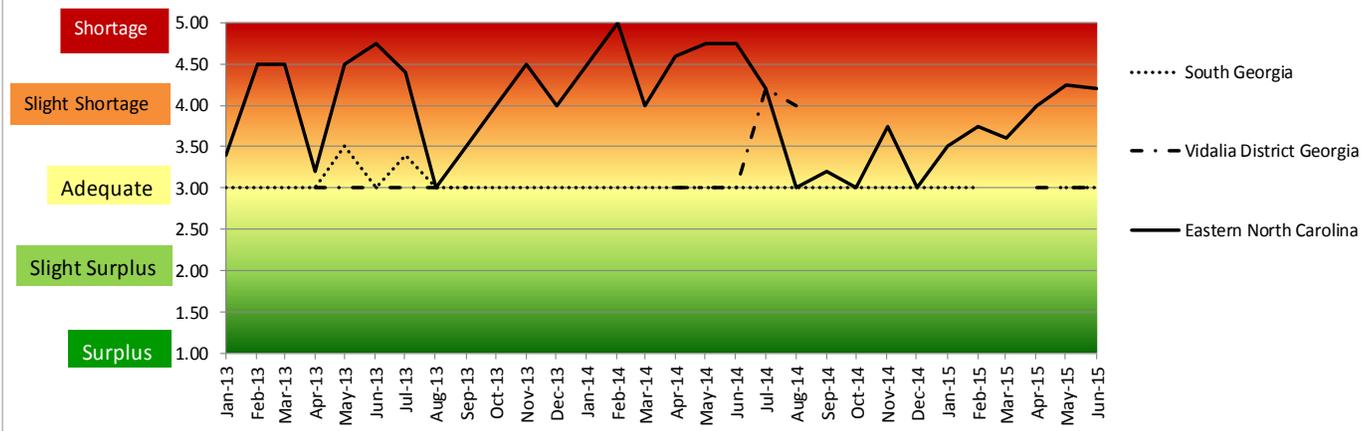
Region/Reporting District	Diesel Fuel	Truck Rate 501 to 1500 miles	April	May	June
			Monthly Rating		
	\$/per gallon	\$/per mile	1=Surplus to 5=Shortage		
<b>Regional Average</b>	<b>\$3.12</b>	<b>\$3.73</b>	<b>3.25</b>	<b>3.00</b>	<b>3.00</b>
<b>Eastern North Carolina (Sweet Potatoes)</b>			4.00	4.25	4.20
<b>Vidalia District Georgia</b>			3.00	3.00	3.00
<b>South Georgia</b>				3.00	3.00
<b>South Carolina (Tomatoes, Melons)</b>					4.00
<b>South Carolina (Peaches)</b>				3.00	3.00

n/a: availability data not reported

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

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

Fig 20: Refrigerated Truck Availability Monthly Ratings for the 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 April Taylor	<a href="mailto:April.Taylor@ams.usda.gov">April.Taylor@ams.usda.gov</a>	202.295.7374
Quarterly Overview, U.S. Diesel Prices April Taylor	<a href="mailto:April.Taylor@ams.usda.gov">April.Taylor@ams.usda.gov</a>	202.295.7374
Regulatory News/Updates Brian McGregor	<a href="mailto:Brian.McGregor@ams.usda.gov">Brian.McGregor@ams.usda.gov</a>	202.720.0035
Regional Analysis—Southeast, Great Lakes, PNW, California, Mexico April Taylor	<a href="mailto:April.Taylor@ams.usda.gov">April.Taylor@ams.usda.gov</a>	202.295.7374
U.S. Truck Rates and Shipments Pierre Bahizi	<a href="mailto:Pierre.Bahizi@ams.usda.gov">Pierre.Bahizi@ams.usda.gov</a>	202.690.0992
Truck Availability Jesse Gastelle	<a href="mailto:Jesse.gastelle@ams.usda.gov">Jesse.gastelle@ams.usda.gov</a>	202.690.1144
Specialty Crops Programs, Market News Division Data Terry Long	<a href="mailto:Terry.Long@ams.usda.gov">Terry.Long@ams.usda.gov</a>	202-720-2745
To subscribe, please send e-mail to: (Printed copies are available upon request.)	<a href="mailto:April.Taylor@ams.usda.gov">April.Taylor@ams.usda.gov</a>	

### Related Websites:

Specialty Crops Programs

<http://www.ams.usda.gov/about-ams/programs-offices/specialty-crops-program>

Fruit and Vegetable Truck Report

<http://www.ams.usda.gov/market-news/fruits-vegetables>

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](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. December 2015. Web. <<http://dx.doi.org/10.9752/TS051.12-2015>>

In accordance with Federal civil rights law and U.S. Department of Agriculture (USDA) civil rights regulations and policies, the USDA, its Agencies, offices, and employees, and institutions participating in or administering USDA programs are prohibited from discriminating based on race, color, national origin, religion, sex, gender identity (including gender expression), sexual orientation, disability, age, marital status, family/parental status, income derived from a public assistance program, political beliefs, or reprisal or retaliation for prior civil rights activity, in any program or activity conducted or funded by USDA (not all bases apply to all programs). Remedies and complaint filing deadlines vary by program or incident.

Persons with disabilities who require alternative means of communication for program information (e.g., Braille, large print, audiotape, American Sign Language, etc.) should contact the responsible Agency or USDA's TARGET Center at (202) 720-2600 (voice and TTY) or contact USDA through the Federal Relay Service at (800) 877-8339. Additionally, program information may be made available in languages other than English.

To file a program discrimination complaint, complete the USDA Program Discrimination Complaint Form, AD-3027, found online at [http://www.ascr.usda.gov/complaint\\_filing\\_cust.html](http://www.ascr.usda.gov/complaint_filing_cust.html) and at any USDA office or write a letter addressed to USDA and provide in the letter all of the information requested in the form. To request a copy of the complaint form, call (866) 632-9992. Submit your completed form or letter to USDA by:

(1) mail: U.S. Department of Agriculture  
Office of the Assistant Secretary for Civil Rights  
1400 Independence Avenue, SW  
Washington, D.C. 20250-9410;

(2) fax: (202) 690-7442; or

(3) email: [program.intake@usda.gov](mailto:program.intake@usda.gov).

USDA is an equal opportunity provider, employer, and lender.