



### Contents:

Feature Article

Quarterly Overview

Regulatory News  
and Updates

National Summary

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

Regional Markets

- California
- Southeast
- Mexico
- Florida
- Pacific Northwest

Terms and References

Contact Information

# Agricultural Refrigerated Truck Quarterly

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## Regulatory News and Updates

### FMCSA to Provide 90-day Temporary Waiver from ELD Requirement for Agricultural Commodities

On November 20, 2017, in advance of the U.S. Department of Transportation’s Federal Motor Carrier Safety Administration’s (FMCSA) December 18, 2017—the implementation deadline for the electronic logging device (ELD) rule—FMCSA [announced](#) it will provide a 90-day temporary waiver from the ELD requirement for transporters of agricultural commodities. The waiver was provided in order to ease the transition of motor carriers to the rule. In the announcement, FMCSA said it will provide additional guidance related to enforcement procedures during the ELD transition, such as the existing Hours-of-Service exemption for the agricultural industry and guidance on the “personal conveyance” provision. FMCSA said the new guidance on the existing 150 air miles hours-of-service agricultural exemption will be provided to improve clarity for both law enforcement and the agricultural industry and allow the agricultural industry to maximize the use of this statutory exemption. FMCSA will consider comments received before publishing the final guidance.

### EPA Proposes to Repeal the Emission Requirements for Glider Vehicles, Glider Engines, and Glider Kits

On November 16, 2017, the Environmental Protection Agency (EPA) [proposed](#) to repeal the application of the Medium- and Heavy-Duty Truck Phase II Greenhouse Gas Emission and Fuel Efficiency Standards for the glider industry. Gliders are a specially manufactured type of heavy duty highway vehicle assembled from newly manufactured kits that include the vehicle’s frame and cab to which a used engine, transmission, and axles are added. EPA estimates that about 10,000 gliders are manufactured annually, comprising less than 5 percent of the Class 8 heavy-duty highway truck market. Comments can be viewed in regulations.gov Docket No. [EPA-HQ-OAR-2014-0827](#).

### Court Grants TTMA Request to Delay the Effectiveness of EPA and NHTSA Trailer Standards

On October 27, 2017, the U.S. Court of Appeals for the District of Columbia Circuit [granted](#) the Truck Trailer Manufacturers Association’s (TTMA) request to stay the January 1, 2018, effectiveness of the trailer standards in the

Greenhouse Gas and Fuel Efficiency Standards for Engines and Vehicles—Phase 2 [final rule](#), pending court review. The trailer standards require trailer manufacturers to provide aerodynamic equipment, low rolling resistant tires, and tire pressure monitoring or automatic tire inflation systems beginning with model year 2018, even when trailer buyers do not want or need these accessories. The trailer accessories are designed to reduce the carbon dioxide emissions and fuel consumption of tractor-trailer combinations when they are traveling at highway speeds. Previous [TTMA comments](#) expressed strong concerns about EPA's and National Highway Traffic Safety Administration's statutory authority to regulate trailers, trailer accessories, and trailer manufacturers, and the trailer operational assumptions made by EPA and NHTSA in the rule.

#### **USDOT Releases 2016 Fatal Traffic Crash Data**

On October 6, 2017, U.S. Department of Transportation's National Highway Traffic Safety Administration (NHTSA) [released](#) fatal traffic crash data for calendar year 2016. There were 4,317 fatalities in crashes involving large trucks, 5.4 percent more fatalities than in 2015, the highest since 2007. Of the 4,317 fatalities, 722 (16.7 percent) were occupants of large trucks, 10.8 percent were non-occupants, and 72.4 percent were occupants of other vehicles.

#### **FMCSA and FRA Withdraw Proposed Rulemaking on Obstructive Sleep Apnea**

On August 8, 2017, FMCSA and the Federal Railroad Administration (FRA) [withdrew](#) the March 10, 2016, advance notice of proposed rulemaking concerning the prevalence of moderate-to-severe obstructive sleep apnea (OSA) among individuals occupying safety sensitive positions in highway and rail transportation and its potential consequences for the safety of highway and rail transportation. FMCSA and FRA have decided to not issue a notice of proposed rulemaking at this time and believe the current safety programs and FRA's rulemaking addressing fatigue risk management are appropriate avenues to address OSA.

#### **FMCSA Rulemaking Procedures Update**

On August 7, 2017, FMCSA [proposed](#) to amend its rulemaking procedures by revising the process for preparing and adopting rules, petitions, and direct final rules. FMCSA also proposed adding new definitions, and general administrative corrections throughout its rulemaking procedures. These proposed actions are authorized under the Fixing America's Surface Transportation Act and the Administrative Procedure Act. Comments can be viewed in regulations.gov [Docket No. FMCSA-2016-0341](#).

## Quarterly Overview

### Fruit and Vegetable Shipments

Reported U.S. truck shipments of fresh produce during the second quarter of 2017 were 9.52 million tons, 1 percent higher than the previous quarter, and 19 percent higher than the same quarter last year.

Shipments from Mexico were the highest in the second quarter, totaling 2.75 million tons and accounting for 29 percent of the total reported shipments of fresh fruits and vegetables. Shipments from California totaled 2.13 million tons, representing 22 percent of the reported shipments. Movements from the Pacific Northwest totaled 1.55 million tons, representing 16 percent of the reported total.

The following top five commodities accounted for 44 percent of the reported truck movements during the second quarter of 2017:

- ▶ Potatoes (12 percent)
- ▶ Watermelons, seedless (12 percent)
- ▶ Apples (8 percent)
- ▶ Onions, dry (7 percent)
- ▶ Tomatoes (4 percent)

### Truck Rates

The table below provides a snapshot of quarterly truck rates for U.S. produce shipments over four mileage categories—0-500, 501-1,500, 1,501-2,500, and 2,500+ miles. Please note the U.S. average truck rates provided below are calculated using weighted 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 2016</b>	3.62	2.34	2.10	1.30
<b>Q3 2016</b>	4.71	2.47	2.05	1.21
<b>Q4 2016</b>	3.36	2.04	2.03	1.08
<b>Q1 2017</b>	2.81	1.86	2.05	1.05
<b>Q2 2017</b>	4.10	2.40	2.12	1.04
<b>Q2 Change from Previous Quarter</b>	46%	29%	3%	-1%
<b>Q2 Change from Same Quarter Last Year</b>	13%	3%	1%	-20%

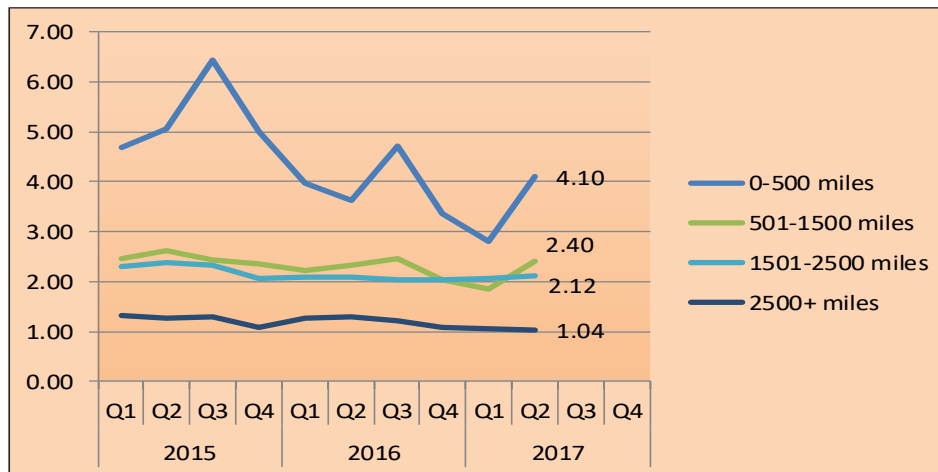
### Diesel Fuel

During the second quarter 2017, the U.S. diesel fuel price averaged \$2.55 per gallon—0.6 percent lower than last quarter but 11 percent higher than the same quarter last year.

# 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
2017	1.86	2.40			
2016	2.22	2.34	2.47	2.04	2.26
2015	2.47	2.62	2.43	2.36	2.47
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 2017			1st Qtr 2017		
	April	May	June	January	February	March
California	2.59	2.83	3.17	2.59	2.41	2.49
Florida	2.32	2.47	2.45	1.99	2.00	2.04
Great Lakes	3.02	3.41	3.41	3.08	3.06	3.08
Mexico-Arizona	2.16	2.32	2.48	2.10	1.97	2.07
Mexico-Texas	2.21	2.23	2.18	2.22	2.15	2.21
PNW	1.93	1.75	1.63	2.22	2.17	2.04
Southeast	3.62	3.19	3.23	3.59	3.91	3.91

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 2017 (\$/Mile)

Origin	Destination									
	Atlanta	Baltimore	Boston	Chicago	Dallas	Los Angeles	Miami	New York	Philadelphia	Seattle
Arizona	2.67	2.45	2.28	2.23	.	.	.	2.44	2.45	.
California	2.47	2.41	2.36	2.29	2.81	5.92	2.49	2.42	2.38	2.72
Florida	2.90	2.51	2.43	2.19	.	1.64	2.91	2.58	2.39	.
Great Lakes	3.06	3.08	2.98	3.87	2.56	.	2.96	4.08	3.59	.
Mexico-Arizona	.	.	.	1.94	2.51	2.13	2.36	2.44	2.43	.
Mexico-Texas	2.31	2.29	2.32	2.10	2.64	1.71	2.20	2.33	2.32	2.09
New York	2.29	3.70	7.22	.	.	.	2.08	7.49	5.79	.
Other	2.42	2.64	2.41	1.96	2.96	1.88	2.02	2.69	3.31	.
PNW	1.93	2.07	2.07	1.96	1.95	1.78	1.91	2.14	2.05	5.82
Southeast	5.21	3.82	3.25	3.11	2.45	1.54	3.22	3.73	3.60	.
Texas	2.49	2.40	2.39	2.07	3.06	1.80	2.26	2.41	2.43	2.18

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 2017 (\$/Truck)

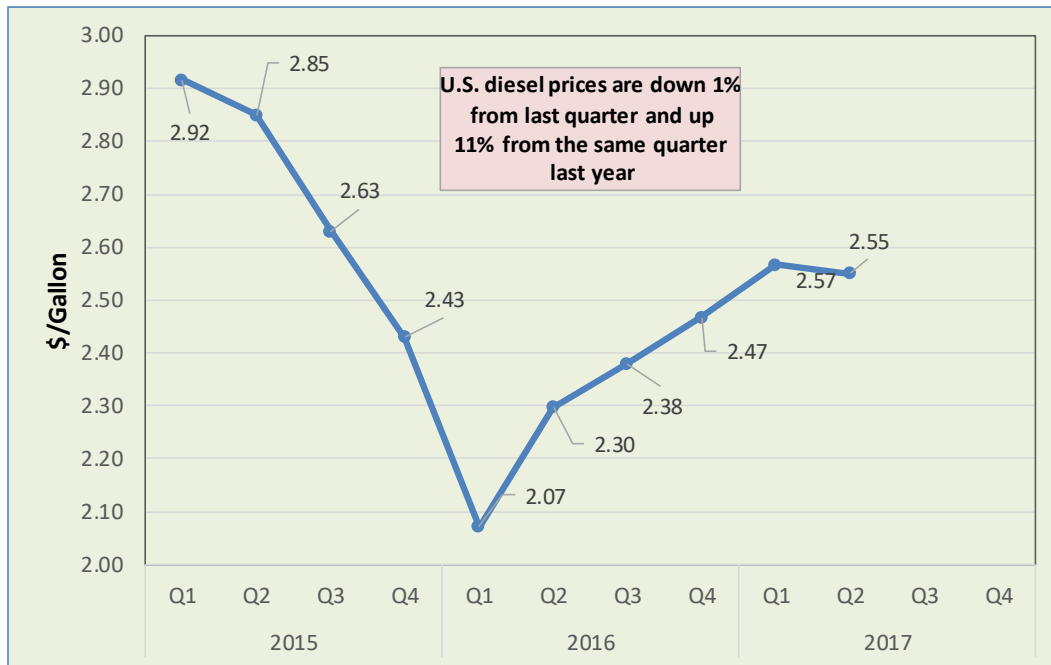
Origin	Destination									
	Atlanta	Baltimore	Boston	Chicago	Dallas	Los Angeles	Miami	New York	Philadelphia	Seattle
Arizona	4,800	5,600	6,050	3,900	.	.	.	5,875	5,725	.
California	5,481	6,578	7,181	4,804	4,097	769	6,822	6,857	6,595	2,910
Florida	1,302	2,487	3,282	2,534	.	4,125	756	2,923	2,579	.
Great Lakes	2,764	3,130	3,561	1,042	2,903	.	4,485	3,218	3,041	.
Mexico-Arizona	.	.	.	3,500	2,462	1,192	5,369	6,088	5,838	.
Mexico-Texas	2,662	4,104	5,108	3,004	1,319	2,742	3,365	4,665	4,415	5,027
New York	2,286	1,220	1,227	.	.	.	3,017	1,123	1,332	.
Other	2,158	3,154	3,528	1,969	1,561	1,754	4,131	3,451	3,190	.
PNW	4,336	4,898	5,694	3,499	3,593	1,801	5,701	5,436	5,142	815
Southeast	1,358	1,952	3,080	2,694	2,330	3,625	2,104	2,715	2,145	.
Texas	2,597	4,059	5,006	2,747	1,281	2,700	3,281	4,516	4,356	5,000

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 2017 Average Diesel Fuel Prices (All Types - \$/Gallon)**

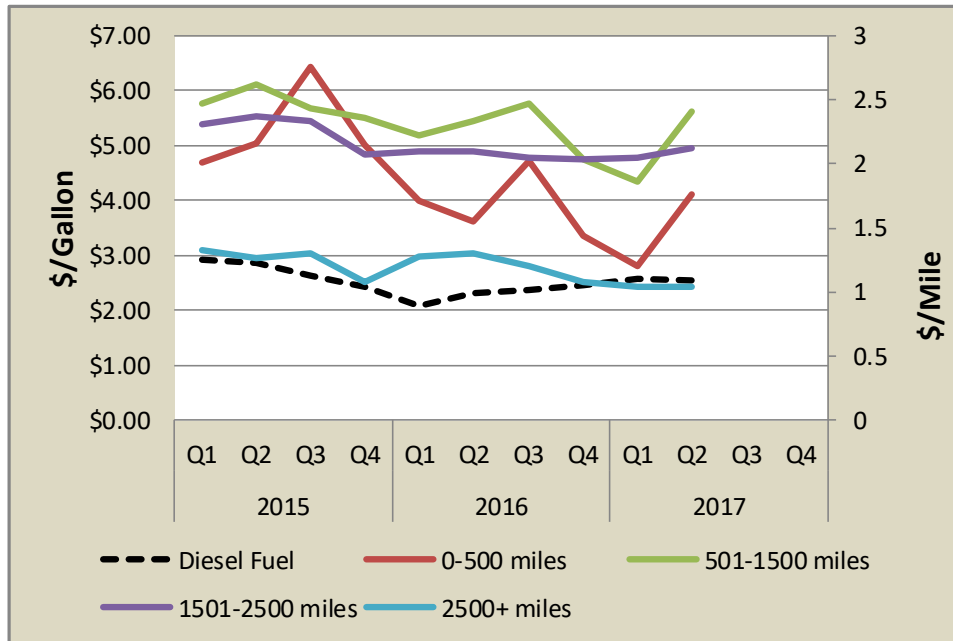
Location	Price	Change From	
		Last Quarter	Same Qtr Last Year
East Coast	2.59	-0.03	0.26
New England	2.62	-0.03	0.25
Central Atlantic	2.74	-0.03	0.31
Lower Atlantic	2.49	-0.02	0.24
Midwest	2.48	-0.02	0.22
Gulf Coast	2.40	-0.02	0.23
Rocky Mountain	2.64	0.08	0.34
West Coast	2.72	-0.14	0.18
California	2.91	0.08	0.09
U.S.	2.55	-0.02	0.25

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
2015	Q1	2.92	2.47	-25%	9%	-28%	10%
	Q2	2.85	2.62	-2%	6%	-26%	1%
	Q3	2.63	2.43	-8%	-7%	-33%	-7%
	Q4	2.43	2.36	-8%	-3%	-37%	4%
2016	Q1	2.07	2.22	-15%	-6%	-29%	-10%
	Q2	2.30	2.34	11%	5%	-19%	-11%
	Q3	2.38	2.47	3%	6%	-10%	2%
	Q4	2.47	2.04	4%	-17%	2%	-14%
2017	Q1	2.57	1.86	4%	-9%	24%	-16%
	Q2	2.55	2.40	-1%	29%	11%	3%
	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 2017 Comparison Analysis**

Diesel fuel prices averaged \$2.55 per gallon this quarter, 0.8 percent lower than last quarter but 11 percent higher than the same quarter last year. Average truck rates for shipments between 501 and 1,500 miles were \$2.40 per mile, 29 percent higher than the previous quarter and 2.6 percent higher than the same quarter last year.



# Quarterly Truck Availability

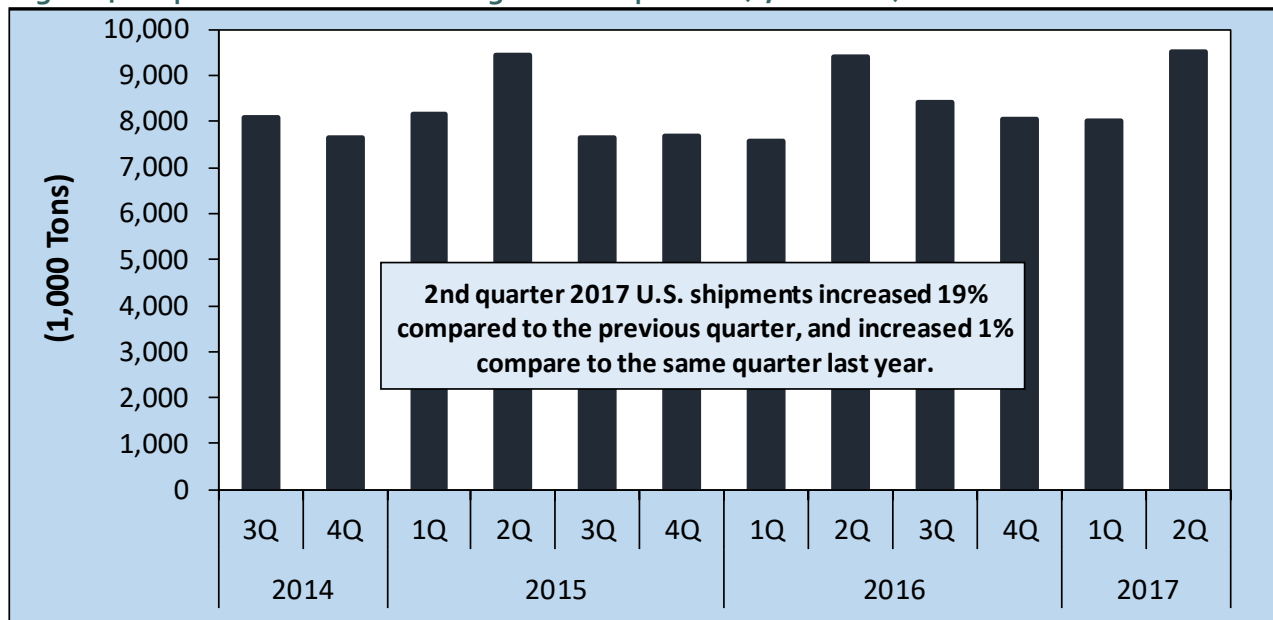
Table 7: U.S. Fresh Fruit and Vegetable Truck Availability, 2nd Quarter 2017

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>												
		4/4	4/11	4/18	4/25	5/2	5/9	5/16	5/23	5/30	6/6	6/13	6/20	6/27
<b>CALIFORNIA, CENTRAL, AND WESTERN ARIZONA</b>														
Central And Western Arizona	Leaf Lettuce, Lettuce, Lettuce Romaine	3	3											
Central San Joaquin Valley California	Leaf Lettuce, Lettuce, Lettuce Romaine	3	3	4	4									
Imperial & Coachella Valley California	Leaf Lettuce, Lettuce, Lettuce Romaine, Broccoli, Cauliflower, Melons, Bell Peppers, Corn, Eggplant	3				3	4	3	4	4	4	4	3	3
Kern District California	Carrots, Potatoes	3	3	4	4	3	4	3	4	4	4	4	3	3
Oxnard District California	Cabbage, Celery, Cilantro, Strawberries	3	3	4	4	3	4	3	4	4	4	4	3	3
Salinas-Watsonville California	Leaf Lettuce, Lettuce, Lettuce Romaine, Broccoli, Cauliflower	3	3	4	4	3	4	3	4	4	4	4	3	3
Santa Maria California	Leaf Lettuce, Lettuce, Lettuce Romaine, Broccoli, Cauliflower, Strawberries	3	3	4	4	3	4	3	4	4	4	4	3	3
South & Central District California	Plum Type Tomatoes, Tomatoes	3	3	3	3	3	3	3	3	3				
South District California	Avocados, Citrus	3	3	3	3	3	3	3	5	5	5	3	3	3
San Joaquin Valley California	Onions											3	3	3
	Nectarines, Peaches, Plums											4	3	3
Central District California	Tomatoes, Corn, Artichokes, Roma Tomatoes													3
<b>FLORIDA</b>		4/4	4/11	4/18	4/25	5/2	5/9	5/16	5/23	5/30	6/6	6/13	6/20	6/27
Central & North Florida	Blueberries	3	3	3	3	3	3	3						
Central & South Florida	Tomatoes, Berries, Mixed Vegetables, Melons, Vegetables	3	5	5	5	5	5	4	5	3	4	5	5	
Florida	Potatoes	2	2	2	2	2	2	2	2	2	2	2		
South Florida	Melons	4	4	4		3		3						
West District Florida	Tomatoes										4	5	5	
<b>GREAT LAKE (MI &amp; WI)</b>		4/4	4/11	4/18	4/25	5/2	5/9	5/16	5/23	5/30	6/6	6/13	6/20	6/27
Central Wisconsin	Potatoes	3	3	3	1	1	1	1	3	1	3	3	3	3
Michigan	Apples	3	3	3	3	3	3	3	3	3	3	3	3	3
<b>MEXICO BORDER CROSSINGS</b>		4/4	4/11	4/18	4/25	5/2	5/9	5/16	5/23	5/30	6/6	6/13	6/20	6/27
Mexico Crossings Through Nogales, Arizona	Tomatoes, Mixed Vegetables, Melons, Mangoes, Grapes	3	4	3	3	4	4	3	4	4	4	4	3	3
Mexico Crossings Through Texas	Broccoli, Carrots, Tomatoes, Mangoes, Limes, Mixed Fruits, Vegetables	3	3	3	3	3	4	4	5	4	5	4	3	5
<b>PACIFIC NORTHWEST (ID, OR, &amp; WA)</b>		4/4	4/11	4/18	4/25	5/2	5/9	5/16	5/23	5/30	6/6	6/13	6/20	6/27
Columbia Basin Washington	Potatoes, Onions	2	2	2	2	2	2	2	2	2	2	2	2	2
Idaho And Malheur County, Oregon	Onions	3	3	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	2	2	2	2	2	2	2	2	2	2	2	2	3
<b>SOUTHEAST (GA, SC, &amp; NC)</b>		4/4	4/11	4/18	4/25	5/2	5/9	5/16	5/23	5/30	6/6	6/13	6/20	6/27
Eastern North Carolina	Sweet Potatoes	4	4	4	3	4	4	5	3	4	5	3	3	5
Vidalia District Georgia	Onions				4	4	4	3	3	3	3	3	3	3
South Georgia	Cabbage, Blueberries, Melons, Corn, Eggplant, Beans, Cucumber, Squash, Peppers					3	3	3	3	3	3	3	3	3
Charleston-Beaufort District South Carolina	Tomatoes, Melons											4	5	5
<b>TEXAS AND OKLAHOMA</b>		4/4	4/11	4/18	4/25	5/2	5/9	5/16	5/23	5/30	6/6	6/13	6/20	6/27
Lower Rio Grande Valley, Texas	Onions	3	3	3	3	3	3	3						
	Watermelons	3	3	3	3	3	4	4	5	4	5	4	3	
Texas	Watermelons													4

<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: 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, 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
2017	8,017	9,518			17,535
2016	7,562	9,417	8,406	8,053	33,438
2015	8,166	9,433	7,659	7,699	32,957
2014	7,779	8,965	8,081	7,643	32,468
2013	7,451	8,972	7,762	6,546	30,731
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	6,960	29,550
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	27,755
2001	6,822	8,144	6,314	6,471	27,751

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 2017 (1,000 Tons)

Commodity	2nd Quarter 2017	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
				Previous Qtr	Same Qtr Last Year
Potatoes	1,174	1,119	1,093	5%	7%
Watermelons, Seedless	1,134	149	1,479	660%	-23%
Apples	740	832	616	-11%	20%
Onions Dry	691	665	685	4%	1%
Tomatoes	407	763	642	-47%	-37%
Strawberries	372	370	351	1%	6%
Corn-Sweet	350	178	370	96%	-6%
Lettuce, Iceberg	326	327	349	0%	-7%
Lettuce, Romaine	263	337	255	-22%	3%
Avocados	252	509	482	-50%	-48%

# Regional Markets

## California

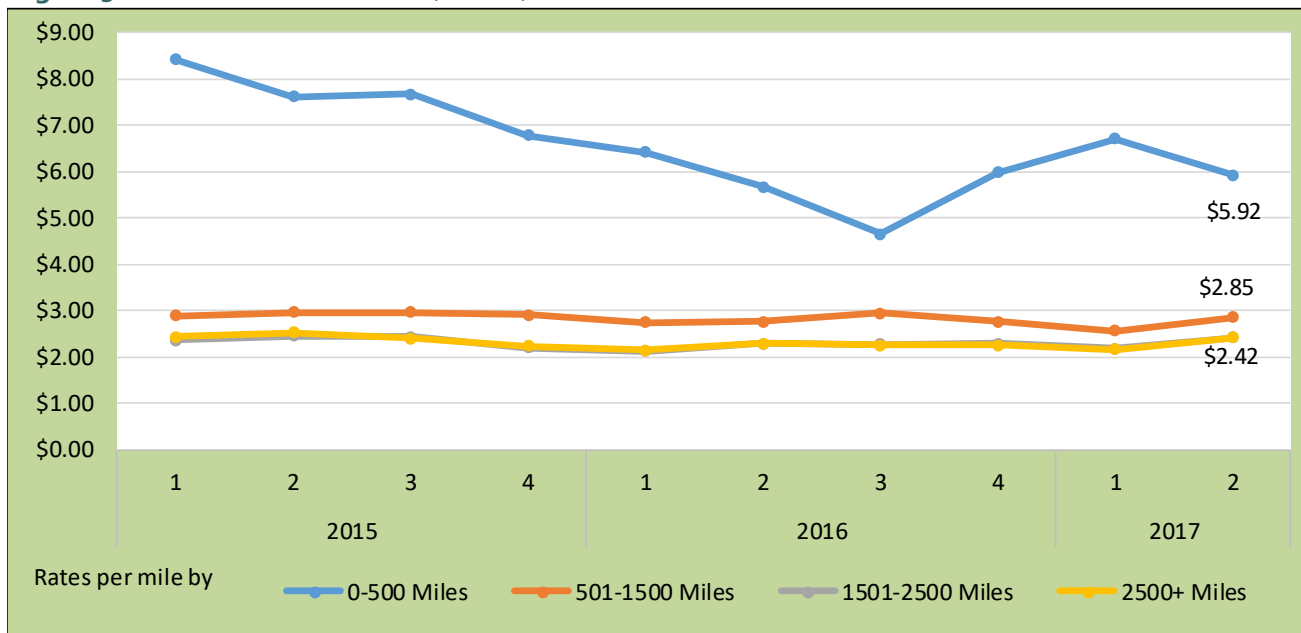
Table 10: Reported Top Five Commodities Shipped from California (1,000 tons)

Commodity	2nd Quarter 2017	Share of California Total	Previous Quarter	Same Quarter Last Year	Current Quarter as %	
					Previous Qtr	Same Qtr Last Year
Strawberries	361	17%	57	335	528%	8%
Lettuce, Iceberg	292	14%	48	295	513%	-1%
Lettuce, Romaine	238	11%	56	223	323%	7%
Celery	144	7%	115	172	25%	-16%
Onions Dry	113	5%	9	121	1228%	-6%
<b>Top 5 Total</b>	<b>1,148</b>	<b>54%</b>	<b>285</b>	<b>1,147</b>	<b>303%</b>	<b>0%</b>
<b>California Total</b>	<b>2,128</b>	<b>100%</b>	<b>561</b>	<b>2,266</b>	<b>280%</b>	<b>-6%</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	Availability Rating, 1=Surplus to 5=Shortage			
	April	May	June	2nd Quarter
Central District California	n/a	n/a	3.00	3.00
Central San Joaquin Valley California	3.50	n/a	n/a	3.50
Imperial, Palo Verde, And Coachella Valleys	3.00	3.62	3.50	3.37
Kern District California	3.50	3.60	3.50	3.53
Oxnard District California	3.50	3.66	3.50	3.55
Salinas-Watsonville California	3.50	3.59	3.50	3.53
San Joaquin Valley California	n/a	n/a	3.20	3.20
Santa Maria California	3.50	3.60	3.50	3.53
South District California	3.00	3.80	3.50	3.43
South & Central District California	3.00	3.00	n/a	3.00
<b>Regional Average Availability</b>	3.31	3.55	3.40	3.42
<b>Diesel Fuel Price (\$/gallon)</b>	2.94	2.92	2.90	2.92

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

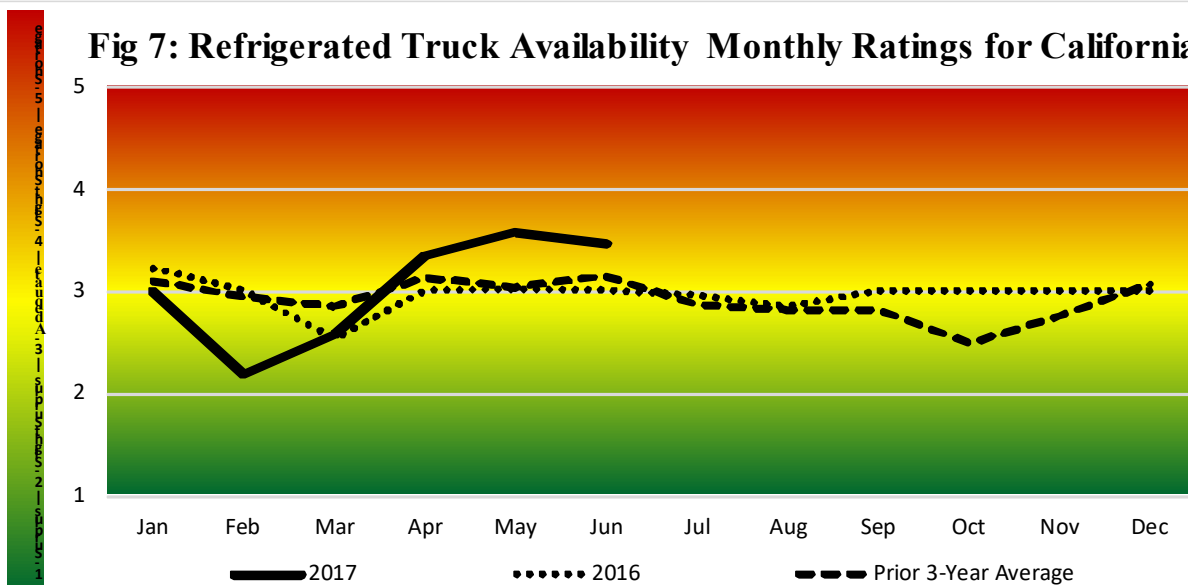
For the purpose of this report the California sub-group of the West Coast PAD District 5 was used to represent the diesel fuel price.

**Volume:** Total reported shipments of fruits and vegetables from California during the second quarter of 2017 were just over 2.1 million tons, a 6 percent decrease from the same quarter last year. The sum of the top five commodities increased by less than 1 percent, with slight decreases in celery, onions, and iceberg lettuce offset by increased shipments of strawberries and romaine lettuce.

**Rates:** The quarterly average truck rate for shipments between 501 and 1,500 miles was \$2.85 per mile, 11 percent higher than the previous quarter, and 3 percent higher than the same quarter last year.

**Truck Overview:** Diesel fuel prices averaged \$2.92 per gallon, 1 percent lower than the previous quarter, but 11 percent higher than the same period last year. Truck availability for California was reported as adequate in all reporting districts during the quarter.

Fig 7: Refrigerated Truck Availability Monthly Ratings for California



## Pacific Northwest (PNW)

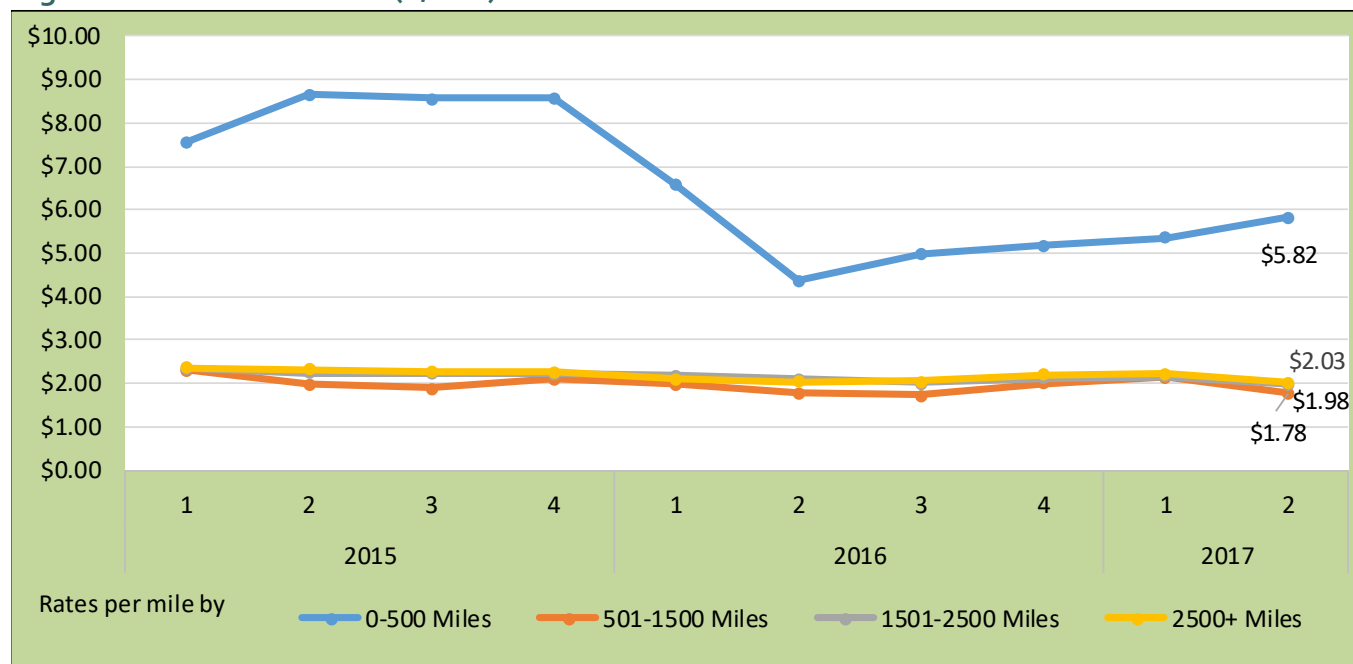
Table 11: Reported Top Five Commodities Shipped from PNW (1,000 tons)

Commodity	2nd Quarter 2017	Share of PNW Total	Previous Quarter	Same Quarter Last Year	Current Quarter as %	
					Previous Qtr	Same Qtr Last Year
Apples	680	44%	723	541	-6%	26%
Potatoes	558	36%	559	469	0%	19%
Onions Dry	181	12%	378	139	-52%	31%
Pears	70	5%	123	67	-43%	5%
Cherries	55	3.6%	0.0	77	-	-28%
<b>Top 5 Total</b>	<b>1,544</b>	<b>99%</b>	<b>1,783</b>	<b>1,293</b>	<b>-13%</b>	<b>19%</b>
<b>PNW Total</b>	<b>1,554</b>	<b>100%</b>	<b>1,783</b>	<b>1,314</b>	<b>-13%</b>	<b>18%</b>

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

"-" 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	Availability Rating, 1=Surplus to 5=Shortage			
	April	May	June	2nd Quarter
Columbia Basin Washington	2.00	2.00	2.25	<b>2.08</b>
Idaho And Malheur County, Oregon	3.00	3.00	n/a	<b>3.00</b>
Upper Valley, Twin Falls-Burley District Idaho	3.00	3.00	3.25	<b>3.08</b>
Yakima Valley & Wenatchee District Washington	2.00	2.00	2.25	<b>2.08</b>
<b>Regional Average Availability</b>	2.50	2.50	2.58	<b>2.53</b>
<b>Diesel Fuel Price (\$/gallon)</b>	2.77	2.74	2.67	<b>2.73</b>

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

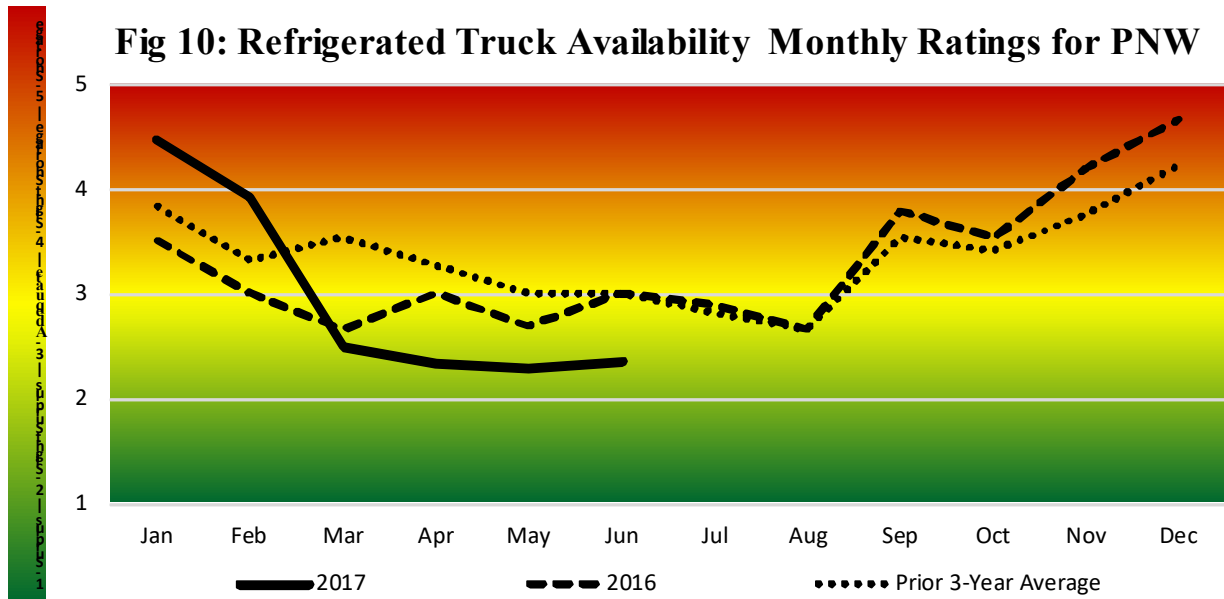
For the purpose of this report the West Coast less California District was used to represent the diesel fuel price for PNW.

**Volume:** Total reported shipments of fruits and vegetables from the PNW during the second quarter of 2017 were 1.5 million tons, an increase of 18 percent from the same quarter last year. The sum of the top five commodities increased 19 percent. The top four commodities, apples, potatoes, dry onions, and pears increased compared with last year, while cherries fell 28 percent compared with last year.

**Rates:** The quarterly average truck rate for shipments between 501 and 1,500 miles was \$1.78 per mile, 17 percent lower than the previous quarter but only \$0.01 higher than the same quarter last year.

**Truck Overview:** Diesel fuel prices averaged \$2.73 per gallon, 1 percent lower than last quarter, but 13 percent higher than the same period last year. Shippers reported a slight surplus in Washington and adequate availability for Oregon and Idaho throughout the quarter.

Fig 10: Refrigerated Truck Availability Monthly Ratings for PNW



## Mexico Border Crossings

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

Commodity	2nd Quarter 2017	Share of Mexico-Tot Total	Previous Quarter	Same Quarter Last Year	Current Quarter as %	
					Previous Qtr	Same Qtr Last Year
Watermelons, Seedless	295	11%	74	413	301%	-28%
Tomatoes	199	7%	282	207	-30%	-4%
Grapes	190	7%	0	142	-	33%
Tomatoes, Plum Type	188	7%	217	236	-13%	-20%
Avocados	185	7%	248	189	-25%	-2%
<b>Top 5 Total</b>	<b>1,056</b>	<b>38%</b>	<b>820</b>	<b>1,187</b>	29%	-11%
<b>Mexico Total</b>	<b>2,756</b>	<b>100%</b>	<b>2,965</b>	<b>2,830</b>	-7%	-3%

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

"-" indicates no reported shipments during the quarter.

**Figure 11: Mexico Truck Overview**

Region/Reporting District	Availability Rating, 1=Surplus to 5=Shortage			
	April	May	June	2nd Quarter
Mexico Crossings Through Nogales, Arizona	3.25	3.80	3.50	<b>3.52</b>
Mexico Crossings Through Texas	3.00	4.00	4.00	<b>3.67</b>
<b>Regional Average Availability</b>	3.13	3.90	3.75	<b>3.59</b>
<b>Diesel Fuel Price, through Arizona(\$/gallon)</b>	2.77	2.74	2.67	<b>2.73</b>
<b>Diesel Fuel Price, through Texas (\$/gallon)</b>	2.44	2.41	2.36	<b>2.40</b>

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.

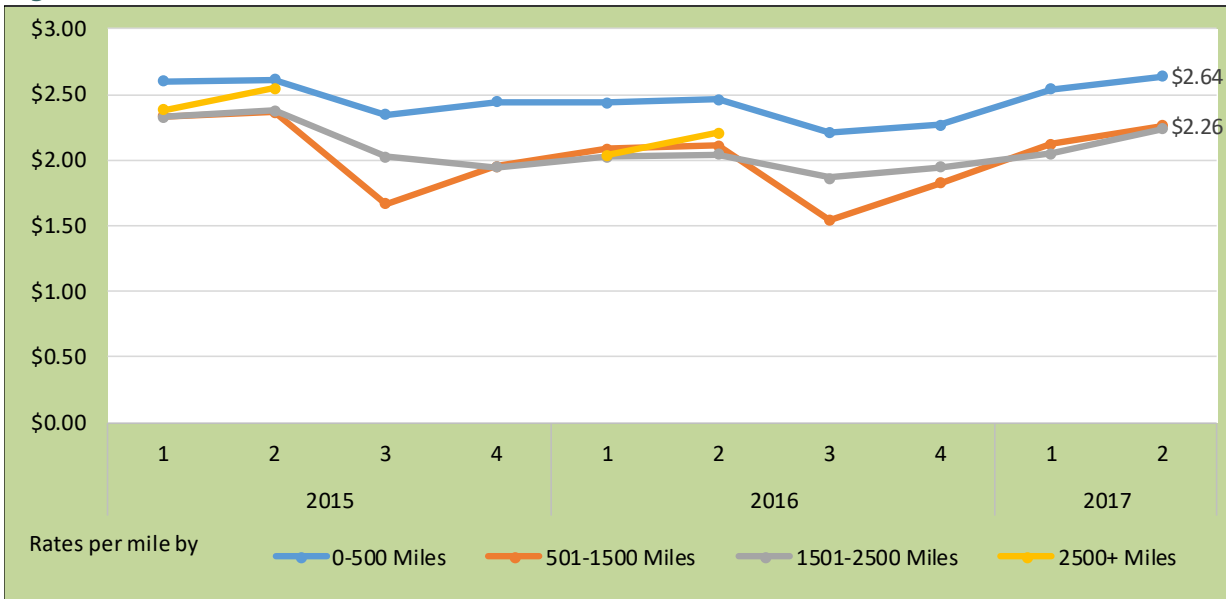
For the purpose of this report the West Coast less California District was used to represent the diesel fuel price through Arizona.

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

Texas		California		Arizona		New Mexico	
Avocados	182	Onions Green	42	Watermelons, Seedless	295	Onions Dry	19.5
Limes	142	Misc Tropical	41	Grapes	188	Peppers, Other	2.2
Mangoes	106	Cucumbers	33	Tomatoes, Plum Type	95	Misc Tropical	1.7
Tomatoes	99	Tomatoes, Plum Type	30	Squash	87	-	-
Tomatoes, Plum Type	62	Tomatoes	21	Cucumbers	80	-	-
<b>Top 5 Total</b>	<b>592</b>	<b>Top 5 Total</b>	<b>168</b>	<b>Top 5 Total</b>	<b>745</b>	<b>Top 5 Total</b>	<b>23.4</b>
<b>Mexico-TX Total</b>	<b>1,211</b>	<b>Mexico-CA Total</b>	<b>389</b>	<b>Mexico-AZ Total</b>	<b>1,133</b>	<b>Mexico-NM Total</b>	<b>23.4</b>

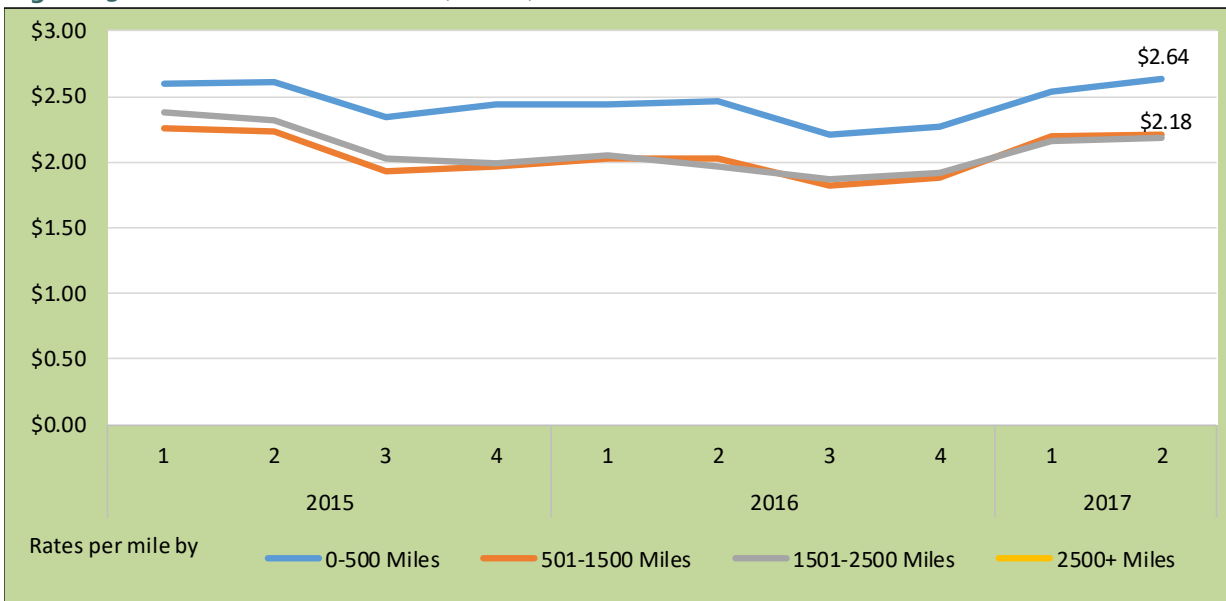


Figure 12: Mexico Truck Rates (\$/Mile)



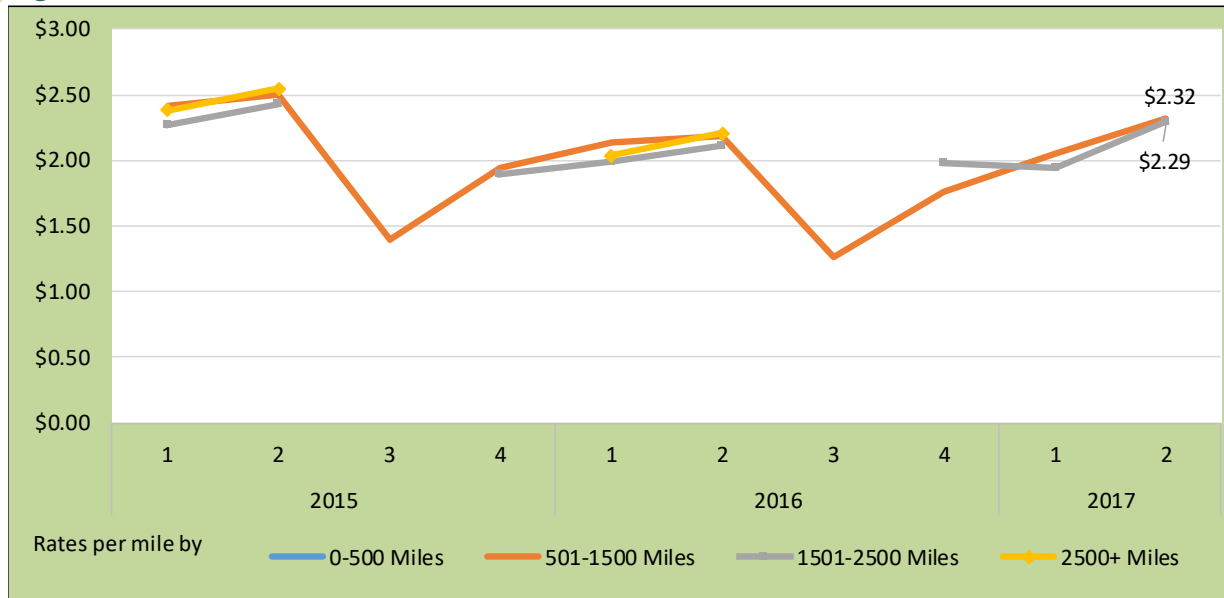
Source: Agricultural Marketing Service, Specialty Crops Programs, Market News Division

Figure 13: Mexico-Tex Truck Rates (\$/Mile)



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

Figure 14: Mexico-Ari Truck Rates (\$/Mile)



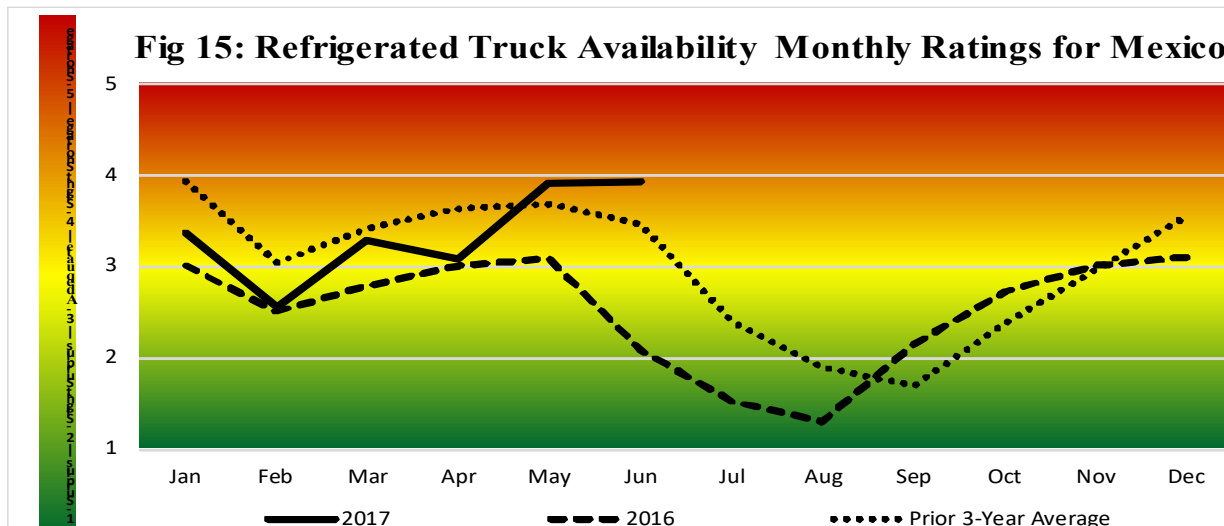
Source: Agricultural Marketing Service, Specialty Crops Programs, Market News Division

**Volume:** Total reported shipments of fruits and vegetables from Mexico during the second quarter of 2017 were 2.8 million tons, 3 percent less than the same quarter in 2016, but the sum of the top five commodities decreased 11 percent from last year. Shipments of watermelons decreased 28 percent, followed by plum tomatoes at 20 percent, and tomatoes and avocados with slight decreases. Only shipments of grapes increased—33 percent higher than the same quarter last year.

**Rates:** Truck rates for shipments between 501 and 1,500 miles from the Texas border crossings averaged \$2.21 per mile, up 1 percent from the previous quarter, and 9 percent higher than the same quarter last year. Rates for shipments between 501 and 1,500 miles from the Arizona border crossings averaged \$2.32 per mile, up 13 percent from last quarter, and 6 percent higher than the same quarter last year.

**Truck Overview:** Diesel fuel prices for border crossings from Texas averaged \$2.40 per gallon, 1 percent lower than the previous quarter, but 11 percent higher than the same quarter in 2016. Diesel fuel prices for border crossings from Arizona averaged \$2.73 per gallon, 1 percent lower than the previous quarter, but 13 percent higher than the same period in 2016. On average, truck availability was adequate through both border crossings throughout the quarter but showed a slight shortage through Texas in May and June.

Fig 15: Refrigerated Truck Availability Monthly Ratings for Mexico



# Southeast

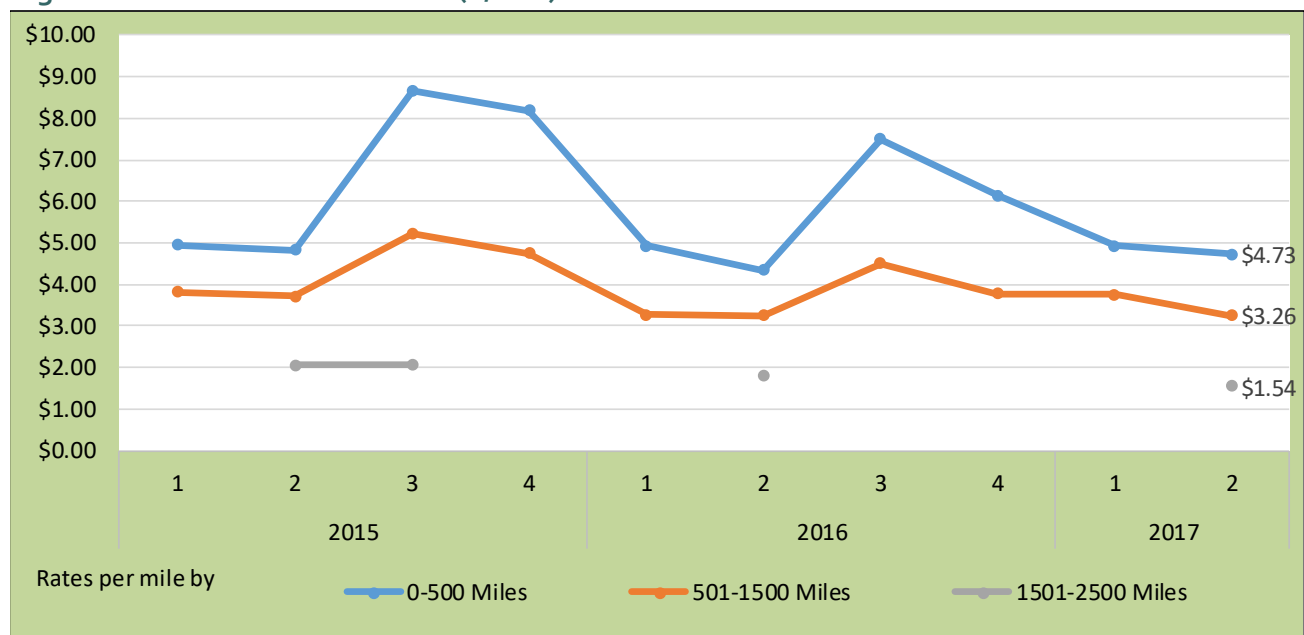
**Table 14: Reported Top Five Commodities Shipped from Southeast (1,000 tons)**

Commodity	2nd Quarter 2017	Share of Southeast Total	Previous Quarter	Same Quarter Last Year	Current Quarter as %	
					Previous Qtr	Same Qtr Last Year
Watermelons, Seedless	289	33%	0	173	-	67%
Corn-Sweet	119	14%	0	108	-	10%
Onions Dry	104	12%	0	85	-	22%
Sweet Potatoes	87	10%	93	78	-6%	13%
Cucumbers	38	4%	0	37	-	2%
<b>Top 5 Total</b>	<b>637</b>	<b>73%</b>	<b>93</b>	<b>480</b>	<b>587%</b>	<b>33%</b>
<b>Southeast Total</b>	<b>875</b>	<b>100%</b>	<b>125</b>	<b>744</b>	<b>601%</b>	<b>18%</b>

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

"-" indicates no reported shipments during the quarter.

**Figure 16: 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 second quarter of 2017 were 875 thousand tons, an 18 percent increase from the same quarter last year. The sum of the top five commodities increased 33 percent from the same quarter last year, led by a 67 increase for watermelons and with moderate increases for other commodities.

**Rates:** The quarterly average truck rate for shipments between 501 and 1,500 miles was \$3.26 per mile, 13 percent lower than the previous quarter, but only \$0.01 higher than the same quarter last year.

**Truck Overview:** Diesel fuel prices averaged \$2.49 per gallon, 1 percent lower than the previous quarter but 11 percent higher than the same period last year. There was a slight shortage for truck availability reported during the quarter with the exception of adequate availability for South Georgia.

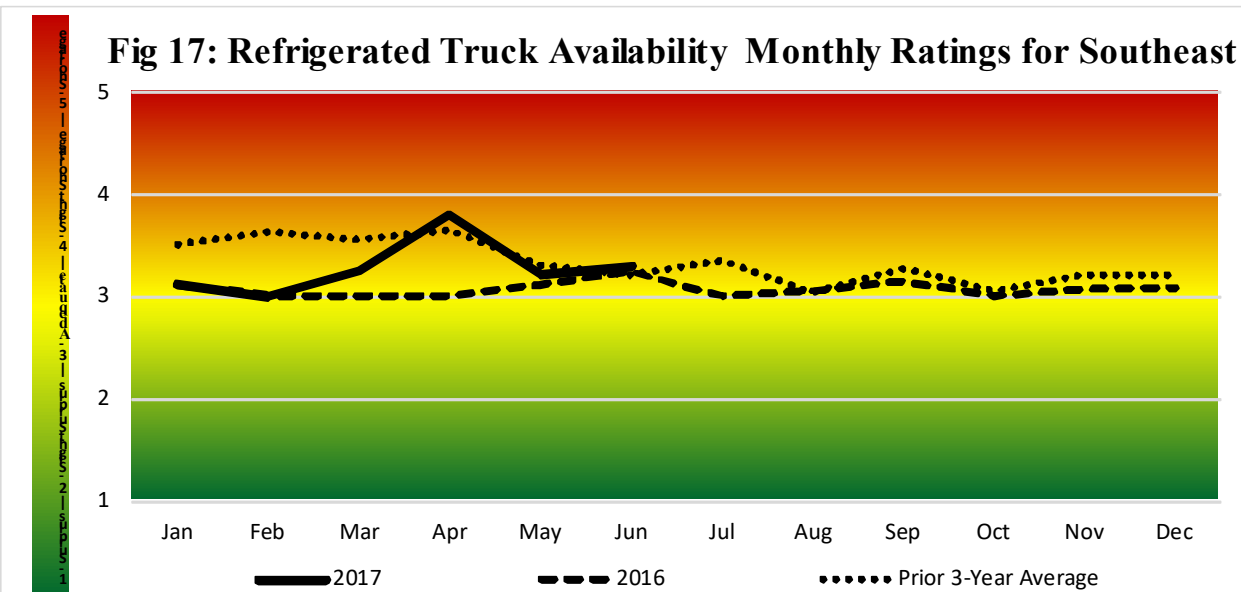


Figure 18: Southeast Truck Overview

Region/Reporting District	Availability Rating, 1=Surplus to 5=Shortage			
	April	May	June	2nd Quarter
Charleston-Beaufort District South Carolina	n/a	n/a	4.67	4.67
Eastern North Carolina	3.75	4.00	4.00	3.92
South Georgia	n/a	3.00	3.00	3.00
Vidalia District Georgia	4.00	3.40	3.25	3.55
<b>Regional Average Availability</b>	3.75	4.00	4.33	<b>4.03</b>
<b>Diesel Fuel Price (\$/gallon)</b>	2.52	2.50	2.44	<b>2.49</b>

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 the Southeast

# Florida

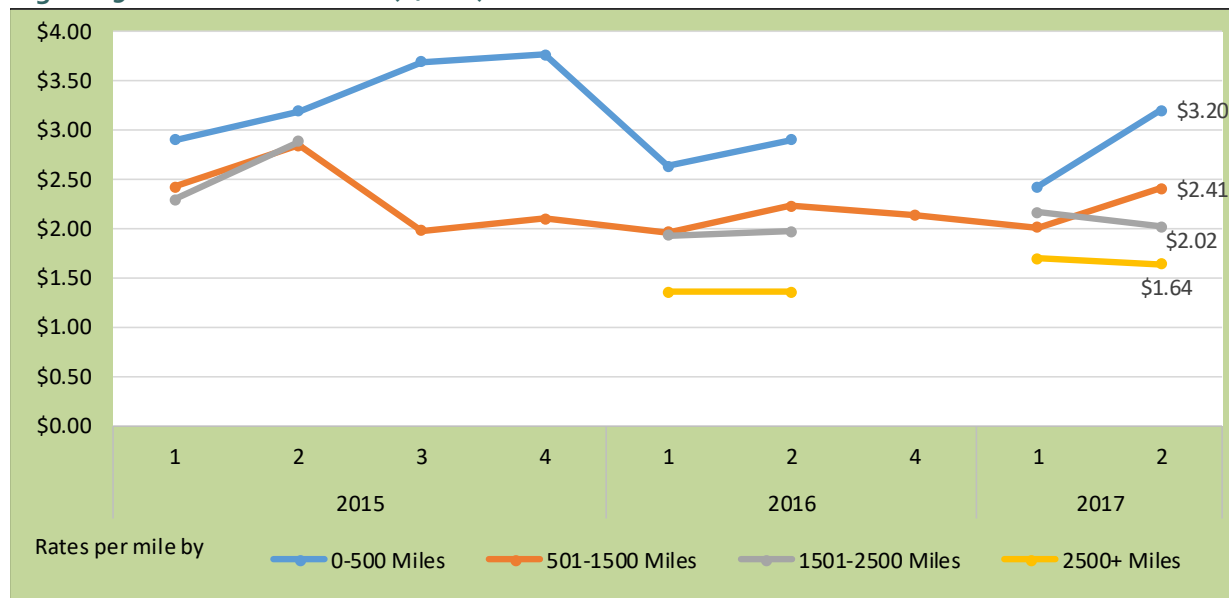
**Table 15: Reported Top Five Commodities Shipped from Florida (1,000 tons)**

Commodity	2nd Quarter 2017	Share of Florida Total	Previous Quarter	Same Quarter Last Year	Current Quarter as %	
					Previous Qtr	Same Qtr Last Year
Watermelons, Seedless	319	32%	2	309	-	4%
Tomatoes	144	15%	176	164	-18%	-12%
Corn-Sweet	139	14%	83	145	67%	-5%
Potatoes	83	8%	-	86	-	-4%
Watermelons, Seeded	42	4%	0	36	-	19%
<b>Top 5 Total</b>	<b>728</b>	<b>74%</b>	<b>262</b>	<b>740</b>	<b>178%</b>	<b>-2%</b>
<b>Florida Total</b>	<b>984</b>	<b>100%</b>	<b>861</b>	<b>1,072</b>	<b>14%</b>	<b>-8%</b>

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

"-" indicates no reported shipments during the quarter.

**Figure 19: 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 second quarter of 2017 were 984 thousand tons, down 8 percent from the same quarter in 2016. The sum of the top five commodities decreased slightly by 2 percent with increases in watermelons offset by decreases in tomatoes, corn, and potatoes.

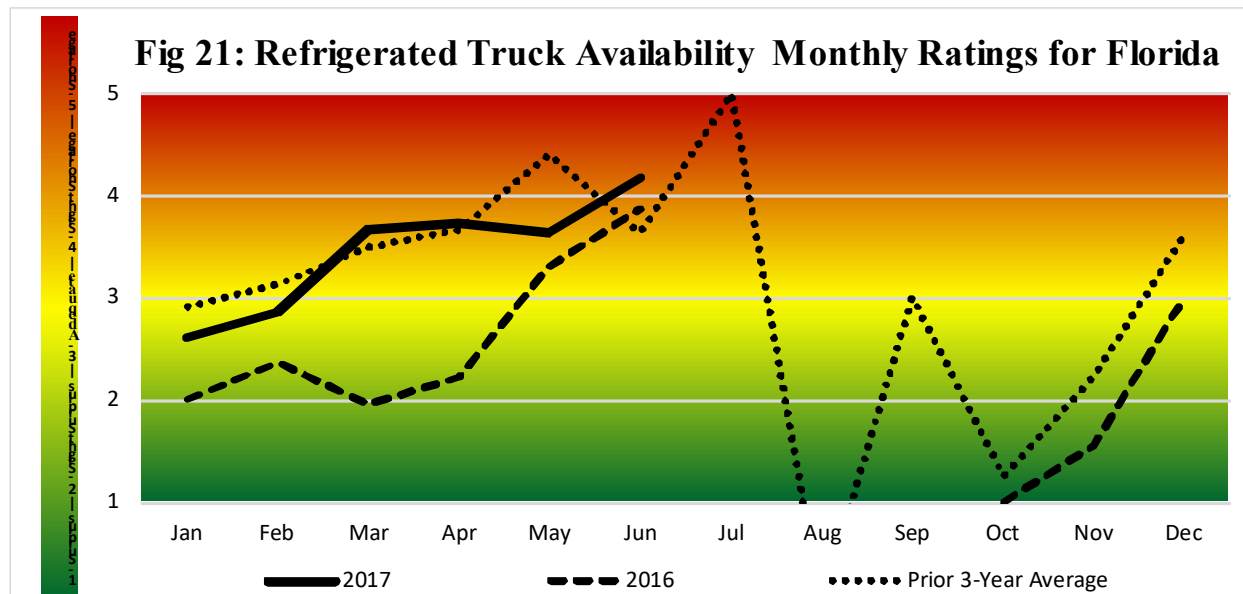
**Rates:** The quarterly average truck rate for shipments between 501 and 1,500 miles was \$2.41 per mile, 20 percent higher than the previous quarter, and 8 percent higher than the same quarter last year.

**Truck Overview:** Diesel fuel prices averaged \$2.49 per gallon, 1 percent lower than last quarter, but 11 percent higher than the same period last year. Shippers in Florida reported adequate truck availability on average across the State but with slight shortages in the Central and South, South, and West District regions.

Figure 20: Florida Truck Overview

Region/Reporting District	Availability Rating, 1=Surplus to 5=Shortage			
	April	May	June	2nd Quarter
Central & North Florida	3.00	3.00	n/a	3.00
Central & South Florida	4.50	4.40	4.67	4.52
Florida	2.00	2.00	2.00	2.00
South Florida	4.00	3.00	n/a	3.50
West District Florida	n/a	n/a	4.67	4.67
<b>Regional Average Availability</b>	3.38	3.10	3.78	3.42
<b>Diesel Fuel Price (\$/gallon)</b>	2.52	2.50	2.44	2.49

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 Florida.



## Terms and References

**Data Sources:** This information is compiled from the weekly Fruit and Vegetable Truck Rate Report by USDA, Agricultural Marketing Service (AMS), [Specialty Crops Program](https://www.marketnews.usda.gov/mnp/fv-home), Market News Division. The website is: <https://www.marketnews.usda.gov/mnp/fv-home>.

**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	<a href="mailto:Adam.Sparger@ams.usda.gov">Adam.Sparger@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
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 Patty Willkie	<a href="mailto:Patty.Willkie@ams.usda.gov">Patty.Willkie@ams.usda.gov</a>	202-720-2175
To subscribe, please send e-mail to: (Printed copies are available upon request.)	<a href="mailto:Adam.Sparger@ams.usda.gov">Adam.Sparger@ams.usda.gov</a>	

### Related Websites:

Specialty Crops Program

<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)



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