

Agricultural Refrigerated Truck

Quarterly

Transportation Services Division
Transportation and Marketing Programs
Agricultural Marketing Service

3rd Quarter
2010
July-September

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More Ocean Carriers Are Phasing Out Providing Container Chassis

Since February 2010, at least eight major ocean carriers have announced they are phasing out the service of providing chassis to move marine containers to and from various ocean and rail terminals. A complete phase-out will end this customer service tradition that is unique to the United States. The carriers are doing this to reduce costs, increase efficiency, save fuel, and decrease emissions.

These announcements followed the June 2009 decision of the largest ocean carrier, Maersk Line,¹ to place all of its 90,000 chassis into "neutral" chassis pools nationwide at marine and rail terminals, beginning August 2009. Maersk calls this program Direct ChassisLink, which is now being mimicked by other companies. By August 2010, two major chassis leasing companies, Flexi-Van Leasing, with their FlexiDay service, and TRAC Intermodal, with their TRAC Connect service, established a series of similar pools.

Most chassis are owned by ocean carriers or by leasing companies, who provide chassis to carriers on long-term leases. A neutral chassis may be used to move any container. By contrast, a chassis provided directly to a trucking company by an ocean carrier or from carriers' cooperative chassis pools may only be used for designated containers.

Trucking companies may lease chassis from neutral chassis pools or from leasing companies, or own the chassis themselves. The trucking companies are responsible for inspecting chassis, reporting defects, providing insurance and road service, and picking up and returning chassis during designated time periods at specified locations. Fees are assessed and repair reimbursements are withheld for deviation from the rules. Trucking companies are responsible for damage, including existing damage not detected during the pre-trip inspection.

Trucking companies will invoice ocean carriers for providing chassis to haul carriers' containers at carriers' direction. The trucking companies will seek shipper and receiver reimbursement for chassis costs not covered by carriers. Direct ChassisLink and TRAC Connect are charging \$11 per calendar day per chassis.

Evolution of Chassis Pools

In October 2004, the Port of Virginia became the first U.S. port to require all chassis stored on its site to participate in its Hampton Roads Chassis Pool II, operated by Virginia Intermodal Management, LLC.² By June 2005 over 15,000 chassis were in the pool. During August 2010 the overall chassis pool utilization rate was 83 percent.

In 2005, an association of 20 major ocean carriers established Consolidated Chassis Management, LLC to develop regional cooperative chassis pools at rail and marine locations. Leasing companies manage pools to improve utilization and reduce inventory. Other functions of the pool include the management of repositioning, maintenance, repair, insurance, tax, and leasing costs. The pools include chassis from

¹ Mention of companies, commercial products, or services does not imply recommendation or endorsement by the U.S. Department of Agriculture over others not mentioned.

² U.S. EPA Office of Transportation & Air Quality. SmartWay Transport Partnership. *A Glance at Clean Freight Strategies: Common Chassis Pools for Drayage*. EPA420-F-06-002. May 2006.

Quarterly Overview

Fruit and Vegetable Shipments

- Reported U.S. truck shipments of fresh produce were 7.9 million tons, 10 percent lower than the previous quarter but 6 percent higher than the same quarter last year.
- California accounted for 43 percent of the total reported shipments of fresh fruits and vegetables during 3rd quarter 2010, with a total 3.4 million tons shipped. Mexico and the Pacific Northwest followed California with 12 percent each.
- The following top 5 commodities accounted for 40 percent of the market during the 3rd quarter 2010:
 - ◇ Potatoes (12 %)
 - ◇ Lettuce (9 %)
 - ◇ Cantaloupe (7 %)
 - ◇ Tomatoes (6 %)
 - ◇ Watermelons (6 %)

Market Insight

both carrier and leasing companies. Trucking, logistics, and other companies participate in some pools under agreements with leasing companies.

The U.S. Environmental Protection Agency encourages the development and use of chassis pools to save fuel and reduce emissions. Pools minimize unnecessary truck movements and idling associated with switching chassis at ports and terminals. Efficient utilization, maintenance, and repair of chassis can free up valuable terminal space, reduce congestion, improve safety, and potentially increase the income of drivers paid by the trip.

Challenges

Chassis pool managers have posted questions and answers, insurance requirements, rules, online registration, interchange agreements, guides, and maps on their websites. Concerns for trucking companies include availability of chassis, liability, lease rates, and fees.

Charges to trucking company accounts continue when specified drop-off locations are closed, or when containers must be left on chassis at ports, rail terminals, shippers, and receivers. The costs of lifting or flipping containers to another chassis are at the expense of the trucking company.

Drivers and trucking companies complain about DOT safety inspection citations they receive for defective chassis they do not own, and the effect of these citations on their safety records and insurance. Also at issue are uncompensated wait times for terminal personnel to switch out defective chassis and provide chassis without defects. These concerns and accidents involving defective chassis resulted in [Requirements for Intermodal Equipment Providers and for Motor Carriers and Drivers Operating Intermodal Equipment; Final Rule](#) mandating chassis marking, inspection, maintenance, repair, recordkeeping, and reporting, beginning December 17, 2009.

On August 20, 2010, the Federal Motor Carrier Safety Administration [extended the compliance date](#) for the collection of driver vehicle inspection reports for chassis with no known damage, defects, or deficiencies from June 30, 2010, to June 30, 2011. A notice of proposed rulemaking will be issued to propose eliminating the requirement, in response to the petition of the Ocean Carrier Equipment Management Association and the International Institute of Container Lessors. The petition estimates that 96 percent of chassis returned to intermodal facilities have no known damage or defect. The petition argues that reporting chassis with no defects would necessitate the completion, transmission, review, and retention of over 38 million reports per year, adding significant costs, while obscuring reports on the 4 percent of chassis with defects.

As more ocean carriers discontinue providing chassis, agricultural exporters and importers will be concerned about the availability and cost of chassis. In the past, some ocean carriers implemented chassis surcharges, which the exporter or importer paid. Now trucking companies will have to recover such costs. Brian.McGregor@ams.usda.gov

Truck Rates

- The 3rd quarter 2010 average truck rate for U.S. produce shipments was \$2.40 per mile, 6 percent higher than last quarter, and 23 percent higher than last year. The average monthly rate reached an annual peak in July at \$2.44 per mile.
- During 3rd quarter 2010, the highest average rate per mile ranged between \$2.85 and \$3.08 for shipments from Arizona. Rates from the PNW were the lowest, ranging from \$0.26 to \$1.91.
- Mexico truck rates for crossings through Arizona averaged \$2.26 per mile—slightly higher than last quarter and 5 percent higher than the same quarter last year. Border crossings through Texas averaged \$1.67 per mile, down 17 percent from last quarter, but up 5 percent from the same quarter last year.

Diesel Fuel

- During 3rd quarter 2010, the U.S. diesel fuel price averaged \$2.94 per gallon—3 percent lower than last quarter but 13 percent higher than the same quarter last year.

Regulatory News/Updates

OMB Extends Review of Proposed Rule for Hours of Service

On October 27, the Office of Management and Budget (OMB) extended its [90-day review](#) of the Federal Motor Carrier Safety Administration's (FMCSA) notice of proposed rulemaking regarding truck drivers' maximum hours of service and their required off-duty time. The proposed rule is part of the October 26, 2009, [settlement agreement](#) between Public Citizen, Advocates for Highway and Auto Safety, Truck Safety Coalition and FMCSA, which delayed judicial review of the [current hours of service rule](#), pending publication of the proposed rule. Supporting documents and comments may be filed and viewed at <http://www.regulations.gov>, under docket ID number [FMCSA-2004-19608](#). Once released by OMB, the proposed rule will be available on the website as well as in the [Federal Register](#).

In [brief comments](#) filed on June 17, Public Citizen et al. argue for a maximum of 8 hours of driving during a 12-hour maximum on-duty period. During a 14-hour maximum on-duty period, 11 hours of driving are currently permitted. Public Citizen et al. argue for a minimum of 48 hours off-duty time for drivers, prior to restarting a new 7-day period. Currently drivers may take a minimum of 34 consecutive hours off duty in order to restart a 7- or 8-consecutive-day period of 60 or 70 hours maximum on-duty time. Over a 7-day period, Public Citizen et al. would like FMCSA to restrict drivers to a maximum of 40 hours of driving and a maximum of 60 hours on-duty time.

Fatalities Involving Large Trucks Declined 20 Percent in 2009

[Highlights of 2009 Motor Vehicle Crashes](#), published August 2010 by the National Highway Traffic Safety Administration, show a 20 percent reduction in fatalities and crashes involving large trucks. The number of fatalities dropped from 4,245 in 2008 to 3,380 in 2009. The number of fatal crashes dropped from 3,754 in 2008 to 2,987 in 2009. Despite a very slight increase in vehicle miles traveled (VMT) for all types of vehicles, the fatality rate per 100 million VMT fell by 10 percent to 1.13—a historic low—and the injury rate declined by 6.3 percent, to 74. On September 29, FMCSA discussed its economic and regulatory analysis of the data, including specific fatal crash factors, in a webinar called [2009: Historic Truck Crash Declines](#).

FMCSA Comprehensive Safety Analysis 2010 Will Be Publicly Available in December

An FMCSA Comprehensive Safety Analysis 2010 [data preview website](#) has been updated regularly, providing trucking companies and enforcement personnel with assessments on unsafe driving, fatigued driving (hours of service violations), driver fitness, controlled substance/alcohol testing, vehicle maintenance, cargo-related issues, and crash risk indicators. In December 2010, all assessments, with the exception of the crash risk indicators, will become public information. The assessments are based on carriers' roadside inspections, crashes, and investigation findings.

FMCSA Grants Two-Year Limited Exemption for Anhydrous Ammonia Transportation

On October 6, the Federal Motor Carrier Safety Administration (FMCSA) granted a two-year, [limited exemption](#) from the federal hours-of-service regulations for the transportation of anhydrous ammonia. The exemption covers shipments from any distribution point to a local farm retailer or the ultimate consumer, and from a local farm retailer to the ultimate consumer, as long as the transportation takes place within a 100 air-mile radius of the retail or wholesale distribution point. The exemption will remain in effect until October 9, 2012, unless revoked earlier by FMCSA. Supporting documents and comments may be viewed at <http://www.regulations.gov>, under docket ID number [FMCSA-2010-0230](#).

California Air Resources Board Hearings to Be Held in November and December

On November 18 the the California Air Resources Board (board) considered [amendments](#) to: (1) provide compliance flexibility to owners of model year 2003 and 2004 transport refrigeration unit engines, due to the limited availability of certain diesel particulate matter filters; (2) establish future retrofit schedules based on an engine's emissions profile; and (3) establish engine emissions reporting requirements for manufacturers. The

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board will schedule a December hearing to consider [amendments](#) to its truck and bus, drayage truck, and tractor-trailer greenhouse gas regulations to reduce their economic impact.

Over 45 Public Comments Received on Implementing the Sanitary Food Transportation Act

Over 45 distinct public comments were received by August 30 in response to the U.S. Food and Drug Administration's (FDA) [Advanced Notice of Proposed Rulemaking](#) on Implementing the Sanitary Food Transportation Act of 2005. Supporting documents and comments may be viewed at <http://www.regulations.gov>, under docket ID number [FDA-2010-N-0013](#). After evaluating the comments, FDA will propose specific regulations to implement the statute. FDA will coordinate with the U.S. Departments of Agriculture and Transportation in this rulemaking process.

Quality Inspection of Mexican Produce Now Done in Arizona Instead of Sonora, Mexico

Effective November 1, mandatory and voluntary fruit and vegetable quality inspections previously done at three locations in Sonora, Mexico, by Arizona Department of Agriculture employees under license from the U.S. Department of Agriculture, Agricultural Marketing Service (AMS), are now done at importers' warehouses in Nogales, AZ. Tomatoes must be inspected from October 10 through June 15, and grapes must be inspected from April 10 to July 10. Peak periods for mandatory inspections are February through April for tomatoes, and May and June for grapes. All other quality inspections of Mexican produce, including non-mandatory inspections of tomatoes and grapes, are done upon request. AMS is working with the Arizona Department of Agriculture and importers in the Nogales area to identify options that will reduce delays in obtaining inspections.

Feature Article

Retaliatory Tariffs Renewed and Revised Due to the Cross-Border Mexican Trucking Dispute

On August 18, Mexico published a renewed and revised list of 99 agricultural and industrial products subject to retaliatory tariffs, stating that it “has yet to receive a formal proposal for the resolution of this dispute and an unequivocal signal that the U.S. government is working to eliminate the barriers that Mexican long-haul carriers face to access the U.S. market.” The previous list was issued March 18, 2009, soon after the United States terminated the U.S.–Mexico Cross-Border Trucking Demonstration Program.

The revised list includes a total of 54 agricultural products with an estimated annual trade value of \$1.7 billion.¹ In order to maintain market share, U.S. producers may have to accept lower prices. Mexican consumers may be faced with higher prices, depending on demand and alternative sources of supply.

New tariffs

The 19 new agricultural commodities added to the list have an estimated 2009 annual trade value of over \$839 million. They include fresh and frozen hams (5% tariff); pork skin pellets (20%), fresh, processed, and specialty cheeses (20–25%); processed sweet corn (15%); pistachios, oranges, grapefruit, and apples (20%); processed oats (10%); chewing gum, chocolate, and tomato ketchup (20%).

The biggest potential impact will be on hams (nearly \$437 million in 2009 trade value); apples (\$191 million); and cheeses (\$126 million). The U.S. Meat Export Federation has been working hard in Mexico to maintain market share despite the new tariffs on hams and pork skin pellets.

Mexico is the top export market for U.S. apples. According to the Economic Research Service (ERS), Mexico accounted for over one-third of total fresh-apple export volume in the United States over the past five years.² The Northwest Horticultural Council estimates apple revenues will decrease by \$44 million.³

Mexico has historically accounted for a small share of U.S. orange exports, amounting to less than 2 percent in calendar year 2009, and about 2 percent through July 2010.⁴ U.S. grapefruit exports to Mexico also account for a relatively small share (1–2 percent) of total U.S. grapefruit exports.

Renewed and revised tariffs

The 35 agricultural commodities remaining on the list have an estimated annual trade value of nearly \$860 million in 2008. They include Christmas trees (20% tariff); onions, lettuce (10%) almonds, dates, grapes, pears, apricots, cherries, strawberries, processed nuts, dried fruits (20%), pasta (10%); frozen potatoes (5%), canned peas, peanuts, juices, soy sauce, condiments, seasonings (20%), soups, broths (10%); juice concentrates, prepared foods with more than 10 percent milk solids (15%); mineral water, wine, beer (20%); sunflower oilcake, rapeseed oilcake (15%); and pet food (10%). The 20 percent tariff on peanut butter was eliminated.

¹ Foreign Agricultural Service. [Mexico Increases Trucking Retaliation Against Ag Products](#). GAIN Report Number MX0054. August 18, 2010.

² Economic Research Service. [Fruit and Tree Nuts Outlook FTS-344](#). September 30, 2010.

³ The Packer. Updated: U.S. fruit shippers brace for expanded Mexican tariffs. Bruce Blythe. August 17, 2010.

⁴ Economic Research Service. [Fruit and Tree Nuts Outlook FTS-344](#). September 30, 2010.

The largest trade impacts have been on soups and broths (\$178 million trade value in 2008), condiments and seasonings (\$102 million), nuts (\$95 million), frozen potatoes (\$78 million), pears (\$71 million), grapes (\$62 million), and strawberries (\$30 million). According to the California Strawberry Commission, exports of strawberries to Mexico were off by 57 percent in 2009 due to the tariff.¹

The 20-percent tariff on frozen potatoes, which contributed to a 41 percent decrease in U.S. exports² and an increase in Canada's market share, was revised to 5 percent. The U.S. Potato Board has been working hard to maintain sales.

The 45 percent tariff on grapes was revised to 20 percent. U.S. grape exports to Mexico declined from 110 million pounds in 2008/09 to 32.6 million pounds in the 2009/10, the lowest volume since 1996/97, according to ERS.³ The lower volume represented a 5 percent share of U.S. grape exports compared to 13 percent over the previous 10 years. The reduced tariff is not expected to encourage a substantial recovery.

The tariff on pears and a larger Mexican pear crop in 2009 lowered U.S. exports by 13 percent in 2009/10.⁴ Mexico is the top export market for U.S. pears, accounting for over one-third of total volume. Mexico seeks full implementation of the North American Free Trade Agreement trucking provisions, and will not accept a new cross-border trucking demonstration program.⁵ The terminated demonstration program allowed 27 Mexican carriers with 104 trucks to operate beyond the U.S. commercial zones along the border between the United States and Mexico.

Unaffected by the dispute are about 860 Mexican carriers with over 1,700 trucks operating beyond the commercial zones between specific U.S.-Mexico points under separate permanent authority granted between 1982 and 1994. Also unaffected are 7,785 Mexican carriers with 29,967 trucks and 27,187 drivers which operate within the commercial zones.⁶

Mexico is the United States' second largest agricultural trading partner and the second largest foreign supplier of crude oil and products to the U.S. market. In calendar year 2009, U.S. agricultural exports to Mexico were \$12.9 billion and imports were \$11.4 billion. U.S. fresh fruit and vegetable exports to Mexico were \$465 million and imports were \$4.77 billion. (Brian.McGregor@ams.usda.gov)

¹ The Packer. Growers see a small increase in exports. Tom Burfield. April 1, 2010.

² United States Potato Board. *USPB Program Spurs New Sales in Mexico Despite Market Troubles*. October 20, 2010.

³ Economic Research Service. [Fruit and Tree Nuts Outlook FTS-344](#). September 30, 2010.

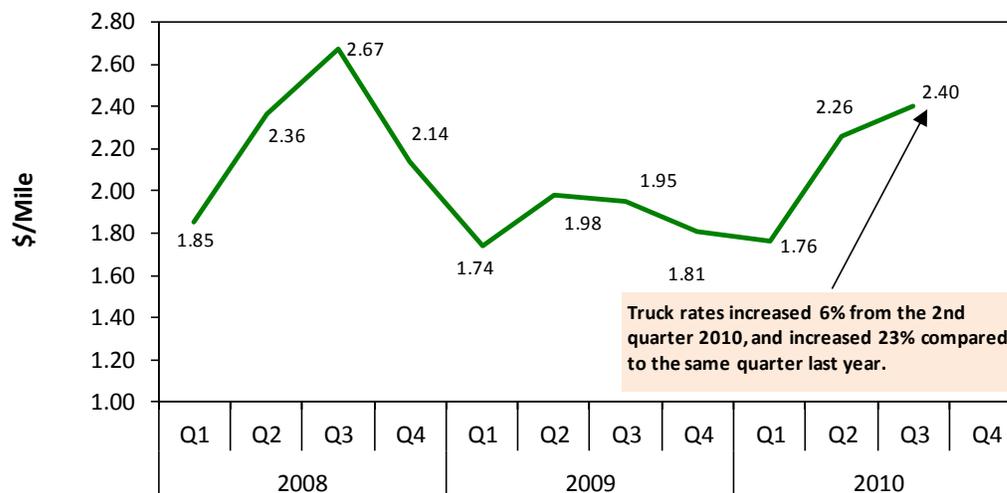
⁴ Ibid.

⁵ Journal of Commerce. Mexican Official Insists on Permanent Truck Program. R.G. Edmonson. October 15, 2010.

⁶ Federal Motor Carrier Safety Administration. Motor Carrier Management Information System. December 18, 2009 snapshot.

U.S. Truck Rates

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



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

Table 1: Average U.S. Truck Rates for Selected Long-Haul Routes (\$/Mile)

	1st Qtr	2nd Qtr	3rd Qtr	4th Qtr	*Annual
2010	1.76	2.26	2.40		2.14
2009	1.74	1.98	1.95	1.81	1.87
2008	1.85	2.36	2.67	2.14	2.26
2007	1.70	2.11	2.08	2.00	1.97
2006	1.79	1.84	2.14	1.84	1.90
2005	1.56	1.88	2.10	2.08	1.91

*Annual: Weighted average rate for all 4 quarters.

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

Table 2: Quarterly Rates for Key Origins by Month (\$/Mile)

Origin	3rd Qtr 2010			2nd Qtr 2010		
	July	August	Sept	Apr	May	June
Arizona	2.95	n/a	n/a	2.20	2.12	2.78
California	2.66	2.57	2.57	2.30	2.47	2.59
Great Lakes	2.64	2.79	2.85	2.93	2.94	2.92
Mexico - Arizona	2.26	n/a	n/a	2.22	2.28	2.28
Mexico - Texas	1.72	1.64	1.61	1.88	2.10	2.06
PNW	1.72	1.64	1.61	1.61	1.63	1.60
Texas	2.01	1.94	1.98	2.19	2.45	2.42

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

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 and Commodities

Table 3: Origin-Destination Truck Rates for Selected Routes and Commodities, 3rd Quarter 2010 (\$/Mile)

Origin	Commodity	Destination							
		New York	Atlanta	Chicago	Boston	Baltimore	Miami	Philadelphia	Seattle
Arizona	Melons	2.93	3.08		2.85	2.97		2.93	
California	Carrots	2.57	2.53	2.35	2.47	2.44	2.18	2.48	3.81
	Lettuce	2.62	2.62	2.51	2.52	2.52	2.22	2.53	3.61
	Melons	2.58	2.58		2.55	2.55		2.52	
	Onions	2.03		1.87	1.92	1.94	1.82	1.92	
	Citrus	2.52	2.51	2.39	2.44	2.46		2.45	3.70
	Peaches	2.52	2.47	2.48	2.41	2.48	2.23	2.46	
	Pears	2.57	2.57	2.47	2.49	2.47		2.48	
Great Lakes	Apples	3.08	2.44	2.80	2.55	2.89	2.16	2.85	
	Blueberries	3.63	2.43	2.93		2.98			
	Cabbage		1.90	2.16					
	Cucumbers	3.00	2.41	2.59	2.59			2.83	
	Onions		2.47	1.90			2.31		
	Potatoes	3.76	2.59	2.93	2.78	3.57	2.36	3.11	
Mexico - AZ	Mangoes	2.41		1.88				2.50	
Mexico - TX	Citrus	1.65	1.71	1.40	1.82	1.72	1.79	1.59	
Pacific Northwest	Apples	1.97	2.13	1.89	1.79	1.77	1.63	1.74	0.26
	Onions	1.92	1.74	1.65	1.72	1.69	1.58	1.63	
	Potatoes	1.83	1.60	1.45	1.65	1.68	1.53	1.61	
Texas	Watermelon	2.02	2.11	1.84	2.15	2.04		1.89	

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

Truck Rates for Selected Routes and Commodities

Table 4: Origin-Destination Truck Rates for Selected Routes and Commodities, 3rd Quarter 2010 (\$/Truck)

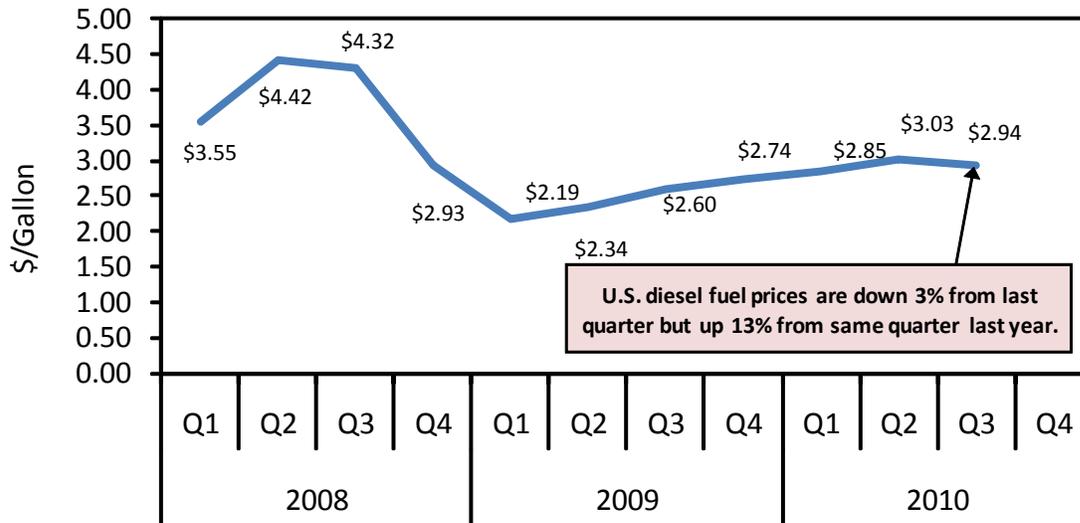
Origin	Commodity	Destination							
		New York	Atlanta	Chicago	Boston	Baltimore	Miami	Philadelphia	Seattle
Arizona	Melons	7,233	5,683		7,683	6,983		7,033	
California	Carrots	7,208	5,569	4,700	7,442	6,669	6,808	6,915	2,865
	Lettuce	7,335	5,765	5,021	7,602	6,902	6,932	7,052	2,712
	Melons	7,233	5,683		7,683	6,983		7,033	
	Onions	5,692		3,749	5,783	5,298	5,692	5,358	
	Citrus	7,069	5,519	4,788	7,358	6,723		6,846	2,781
	Peaches	7,054	5,427	4,965	7,269	6,781	6,969	6,854	
	Pears	7,200	5,650	4,930	7,514	6,755		6,918	
	Great Lakes	Apples	2,460	2,125	812	2,460	2,090	3,230	2,220
Blueberries		2,900	2,112	850		2,150			
Cabbage			1,650	625					
Cucumbers		2,400	2,100	750	2,500			2,200	
Onions			2,150	550			3,450		
Potatoes		3,010	2,258	850	2,688	2,580	3,525	2,419	
Mexico - AZ	Mangoes	6,150		3,775				5,888	
Mexico - TX	Citrus	3,277	1,965	2,062	4,000	3,075	2,767	2,995	
Pacific Northwest	Apples	5,131	5,123	3,400	5,458	4,908	5,473	4,931	650
	Onions	4,994	4,165	2,975	5,270	4,675	5,312	4,611	
	Potatoes	4,756	3,851	2,619	5,037	4,665	5,148	4,559	
Texas	Watermelon	3,525	2,040	2,135	4,225	3,188		3,142	

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

U.S. Diesel Fuel Prices

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

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



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

Table 5: 3rd Quarter 2010 Average Diesel Fuel Prices (All Types - \$/Gallon)

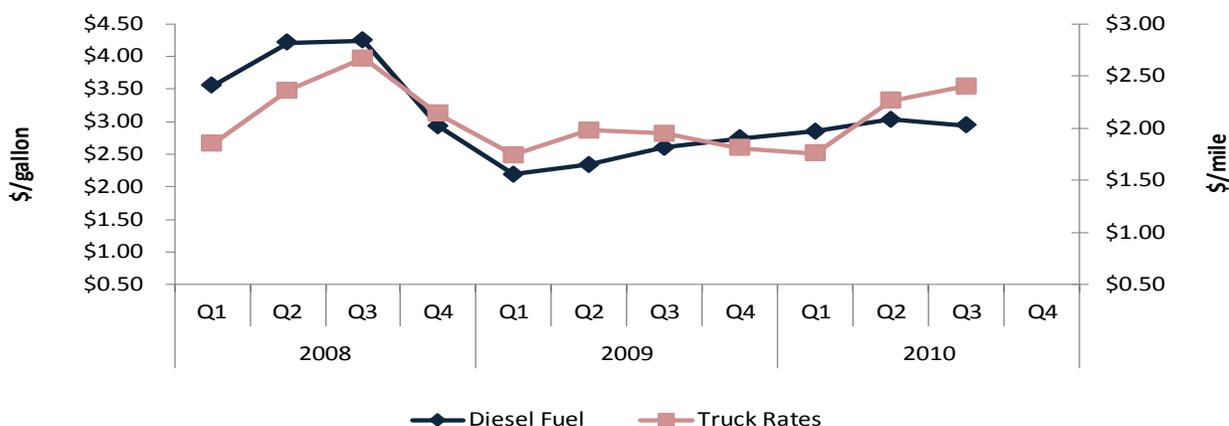
Location	Price	Change From	
		Last Quarter	Same Qtr Last Year
East Coast	2.94	-0.10	0.32
New England	3.01	-0.07	0.32
Central Atlantic	3.03	-0.12	0.31
Lower Atlantic	2.90	-0.09	0.32
Midwest	2.91	-0.09	0.34
Gulf Coast	2.89	-0.09	0.34
Rocky Mountain	2.98	-0.10	0.35
West Coast	3.09	-0.05	0.38
California	3.15	-0.03	0.34
U.S.	2.94	-0.09	0.34

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

Relationship Between Diesel Fuel Prices and Truck Rates

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

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



Sources:

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

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

Table 6: Average Diesel Fuel Prices and Truck Rates

		Diesel Fuel (\$/Gallon)	Truck Rates (\$/mile)	% Change From:			
				Last Qtr		Same Qtr Last Year	
				Diesel	Truck	Diesel	Truck
2008	Q1	3.55	1.85	9%	-8%	40%	9%
	Q2	4.21	2.36	19%	28%	50%	12%
	Q3	4.32	2.67	3%	13%	49%	22%
	Q4	2.93	2.14	-32%	-20%	-10%	7%
2009	Q1	2.19	1.74	-25%	-19%	-38%	-6%
	Q2	2.34	1.98	7%	14%	-44%	-16%
	Q3	2.60	1.95	11%	-2%	-40%	-27%
	Q4	2.74	1.81	5%	-7%	-6%	-15%
2010	Q1	2.85	1.76	4%	-3%	30%	1%
	Q2	3.03	2.26	6%	28%	29%	14%
	Q3	2.94	2.40	-3%	6%	13%	23%
	Q4						

Sources:

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

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

3rd Quarter 2010 Comparison Analysis

Diesel fuel prices averaged \$2.94 per gallon this quarter, 3 percent lower than last quarter, but 13 percent higher than the same quarter last year. Truck rates increased 6 percent from the previous quarter and 23 percent from 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. Some shippers offer enough business to a company that the fuel surcharge is waived. The total surcharge collected, however, may not be reported or fully reimbursed to those paying for the fuel.

Quarterly Truck Availability

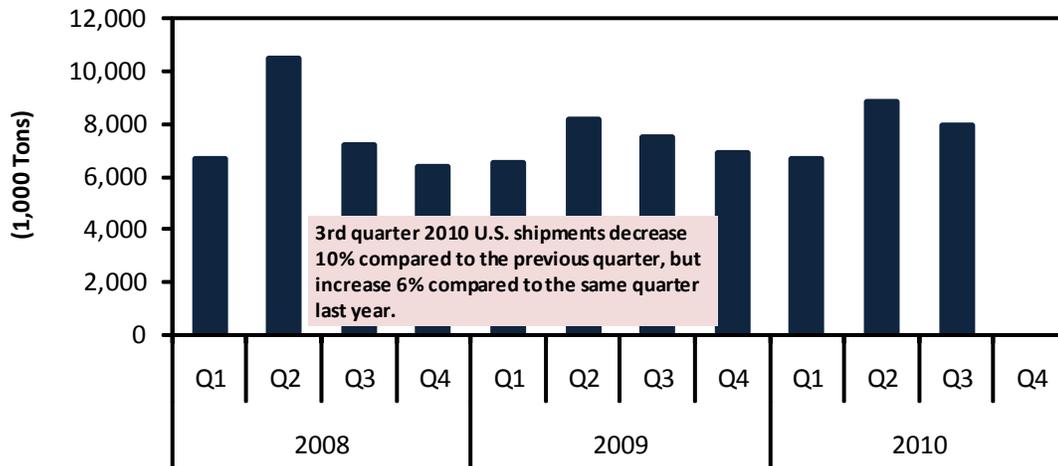
Table 7: U.S. Fresh Fruit and Vegetable Truck Availability, 3rd Qtr 2010

Region	Commodity	Truck Availability												
		Surplus - 1		Slight Surplus - 2		Adequate - 3		Slight Shortage - 4		Shortage - 5				
		Week Ending												
		7/6	7/13	7/20	7/27	8/3	8/10	8/17	8/24	8/31	9/7	9/14	9/21	9/28
CALIFORNIA														
Imperial & Coachella Valley, CA	Melons, Bell Peppers, Grapes	3	3	3										
Central and Southern San Joaquin Valley, CA	Peaches, Nectarines, Plums	3	3	3	3	3	3	3	4	4	3	3	3	3
	Apricots	3	3											
	Grapes						3	3	4	4	3	3	3	3
	Melons							3	4	4	3	3	3	3
Kern District, CA	Carrots	3	3	3	3	3	3	3	3	3	3	3	3	3
	Potatoes	3	3	3										
	Grapes				3	3	3	3	3	3	3	3	3	3
Salinas-Watsonville, CA	Lettuce, Mix Veg, Strawberries, Raspber	3	3	3	3	4	4	3	3	3	3	4	3	3
Sacramento and San Joaquin Valley, CA	Pears			3	3	3	3	3	4	3	3	3	3	3
San Joaquin Valley, CA	Onions*			4	4	4	2	2	2	2				
South District, CA	Citrus, Avocados	3	3	4	4	3	3	3	4	3	3	3	3	3
Santa Maria, CA	Lettuce, Mixed Vegetables, Strawberries	3	3	3	4	4	4	3	3	3	3	3	3	3
PACIFIC NORTHWEST (WA, ID, OR)														
Columbia Basin, WA	Potatoes	3	3	3	4	4	3	3	3	3	3	5	5	5
	Onions									3	3	5	5	5
Yakima Valley & Wenatchee District, WA	Apples, Pears	3	3	3	3	3	3	3	3	3	3	3	3	3
Upper Valley, Twin Falls-Burley District, ID	Potatoes	3	3	3	4	4	3	3	3	3	3	5	5	4
Idaho and Malheur County, OR	Onions									4	4	5	5	4
GREAT LAKES (MI, MN, & WI)														
Michigan	Apples	3	3	3	3	3				3	3	3	3	3
	Blueberries	3	3	3	3	3	3	3	3	3	3	3	3	
	Cucumbers	3	3	3	3	3	3	3	3	3	3	3	3	
	Onions								3	3	3	3	3	3
Big Lake and Central Minnesota	Potatoes					3	3	3	5	5	5	5		
Southeastern Wisconsin	Cabbage			3	3	3	3	3	3	3	3	3	3	3
Central Wisconsin	Potatoes						3	3	3	4	4	5	3	5
MEXICO BORDER CROSSINGS														
Through TX	Citrus, Mixed Fruit & Vegetables	3	3	3	1	1	3	3	3	1	1	3	1	1
	Mangoes	3	3	3	1	1	3	3	3	1	1	3		
	Avocados	3	3	3	1	1	3	3						
Through Nogales, AZ	Mangoes	3	3	2	2									
	Grapes	3	3											
TEXAS, NEW MEXICO, OKLAHOMA														
Texas	Watermelons	3	3	3										
Texas and Oklahoma	Watermelons			3	1	1	3	4	4	2	2	4	4	4
Southern New Mexico	Onions	3	3	3	4	4	3	3	3					

Source: Agricultural Marketing Service, Fruit and Vegetable Programs, Market News Branch, *Fruit and Vegetable Truck Rate Report*
 * generally flatbeds, open trucks, or dry vans are used for San Joaquin Valley, CA onions

U.S. Shipments

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



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

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

Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Annual
2010	6,690	8,849	7,947	-	23,486
2009	6,505	8,139	7,464	6,897	29,005
2008	6,669	10,462	7,173	6,368	30,672
2007	6,704	8,683	7,324	6,640	29,351
2006	6,542	8,595	7,140	6,733	29,010
2005	6,610	8,405	7,351	6,618	28,984

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

Shipments by Selected Commodities

Table 9: Top 10 Commodity Shipments for 3rd Quarter 2010 (1,000 Tons)

Commodity	3rd Quarter 2010	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
				Previous Qtr	Same Qtr Last Year
Potatoes	723	789	1,175	-8%	-38%
Lettuce	510	574	592	-11%	-14%
Cantaloupe	403	303	405	33%	-1%
Tomatoes	379	608	571	-38%	-34%
Watermelon	377	942	780	-60%	-52%
Grapes	345	187	431	84%	-20%
Onions	304	463	577	-34%	-47%
Strawberries	246	360	219	-32%	12%
Apples	225	350	364	-36%	-38%
Peppers	209	237	250	-12%	-16%

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

California

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

Commodity	3rd Quarter 2010	Share of California Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Lettuce	496	14%	498	564	-0.3%	-12%
Cantaloupe	372	11%	72	328	415%	13%
Grapes	331	10%	48	427	593%	-22%
Strawberries	246	7%	344	219	-29%	12%
Tomatoes	187	5%	4	204	-	-8%
Top 5 Total	1,632	47%	966	1,742	69%	-6%
California Total	3,441	100%	2,152	3,131	60%	10%

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

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



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

Figure 6: Truck Overview

Region/Reporting District	Diesel Fuel	Truck Rate	July	August	September
			Monthly Rating		
	\$/per gallon	\$/per mile	1=Surplus to 5=Shortage		
Regional Average	\$3.15	\$2.59	3.22	3.16	3.04
Imperial & Coachella Valley, CA			3.00	n/a	n/a
Central and Southern San Joaquin Valley, CA			3.00	3.52	3.00
Kern District, CA			3.00	3.00	3.00
Salinas-Watsonville, CA			3.00	3.40	3.25
Sacramento and San Joaquin Valley, CA			3.00	3.20	3.00
San Joaquin Valley, CA			4.00	2.40	n/a
South District, CA			3.50	3.20	3.00
Santa Maria, CA			3.25	3.40	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 California sub-group of the West Coast PAD District 5 was used to represent the diesel fuel price.

Regional Overview, 3rd Quarter, 2010

Volume: While the volume for the top five commodities shipped from California declined 6 percent from the same quarter last year, overall shipments increased by 10 percent. Cantaloupe shipments increased 13 percent, reflecting retail prices lower than last year; increased demand; and shipments later in the season because of cool, wet spring weather, as reported by ERS. Strawberry shipments increased 12 percent, reflecting increased production of newer varieties, better quality, and associated demand, according to *The Packer*. Grape shipments decreased 22 percent due to cold and wet weather in spring and early summer. According to ERS, this weather caused mildew problems, slowed crop maturity, and led to harvest delays, so shipments through early September remained well below the same period last year. Tomato shipments declined 8 percent as the San Joaquin Valley experienced a cool, wet spring and below-normal summer temperatures, ERS reported. Lettuce shipments decreased 12 percent because of the weather and a lower demand in September.

Rates: The quarterly average truck rate was \$2.59 per mile, 5 percent higher than last quarter and 26 percent higher than the same quarter last year. The average rate per mile during this same period last year was \$2.06.

Truck Overview: Diesel fuel prices averaged \$3.15 per gallon, 1 percent less than last quarter, but a 12 percent increase from the same period last year. Truck availability was mostly adequate during the 3rd quarter; some slight shortages were experienced during late July and August. The slight shortages appeared during late July in the San Joaquin Valley, South District, and Santa Maria. During the first half of August, slight shortages appeared in the Salinas-Watsonville region, the San Joaquin Valley, and Santa Maria. The last 2 weeks of August experienced slight shortages in the Imperial and Coachella Valley and the Central and Southern San Joaquin Valley. September brought adequate supply in all the major shipping regions.

Pacific Northwest

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

Commodity	3rd Quarter 2010	Share of PNW Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Potatoes	499	53%	463	452	8%	10%
Apples	192	20%	307	177	-37%	8%
Cherries	99	10%	30	112	229%	-12%
Onions	91	10%	74	280	22%	-68%
Blueberries	35	4%	1	-	-	-
Top 5 Total	916	97%	875	1,021	5%	-10%
PNW Total	940	100%	939	1,066	0.2%	-12%

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

Figure 7: PNW Truck Rates (\$/Mile)



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

Figure 8: Truck Overview

Region/Reporting District	Diesel Fuel	Truck Rate	July	August	September
			Monthly Rating		
	\$/per gallon	\$/per mile	1=Surplus to 5=Shortage		
Regional Average	\$3.09	\$1.64	3.17	3.33	4.06
Columbia Basin, WA			3.25	3.10	4.50
Yakima Valley & Wenatchee District, WA			3.00	3.00	3.00
Upper Valley, Twin Falls-Burley District, ID			3.25	3.20	4.25
Idaho and Malheur County, OR			n/a	4.00	4.50

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 PAD District 5 was used to represent the diesel fuel price for PNW.

Regional Overview, 3rd Quarter, 2010

Volume: The top five commodities moved by truck from the PNW increased 5 percent from the previous quarter but were 12 percent lower than the same quarter last year. Reported potato and apple shipments increased by 10 and 8 percent, respectively, from the same quarter last year. However, these increases were not enough to offset the decreases in cherry and onion shipments, which fell by 12 and 68 percent, respectively. According to ERS, fall onion production is expected to be low this year, but both domestic and export demand remains high, putting pressure on onion prices to remain above the previous year's levels. Apple shipments from the PNW will likely continue to be strong this year; several apple-producing States in the eastern and central portions of the country experienced poor weather conditions, driving down their production. The anticipated increase in Washington apple production this year will probably be in high demand.

Rates: The average rate per mile in PNW was \$1.64, an increase of 1 percent from last quarter, and nearly a 5-percent increase from the same quarter last year.

Truck Overview: Diesel fuel prices averaged \$3.09 per gallon, 2 percent lower than last quarter, but nearly 14 percent higher than the same quarter last year. Truck availability ranged from mostly adequate to slight shortages throughout the quarter. During the last week in July and the first week in August, the Columbia Basin, WA, and the Upper Valley and Twin Falls-Burley District, ID, saw slight shortages in truck availability. Shortages occurred during the last 3 weeks in September in the Columbia Basin, Upper Valley and Twin Falls-Burley District, and the Idaho and Malheur County, OR region, which experienced at least slight shortages during the entire month of September.

Arizona

Table 12: Top Five Commodities Shipped from Arizona (1,000 tons)

Commodity	3rd Quarter		Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
	2010	Share of Arizona Total			Previous Qtr	Same Qtr Last Year
Watermelon	30	46%	66	32	-54%	-6%
Cantaloupe	30	46%	159	15	-81%	96%
Honeydew	4	6%	17	2	-79%	80%
Melons	1	2%	5	1	-77%	78%
Corn	0	0%	73	-	-100%	-
Top 5 Total	65	100%	320	50	-80%	30%
Arizona Total	65	100%	460	57	-86%	14%

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

Figure 9: Arizona Truck Rates (\$/Mile)



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

Figure 10: Truck Overview

Region/Reporting District	Diesel Fuel	Truck Rate	July	August	September
			Monthly Rating		
	\$/per gallon	\$/per mile	1=Surplus to 5=Shortage		
Regional Average	\$3.09	\$2.95	2.75	n/a	n/a
Through Nogales, AZ			2.75	n/a	n/a

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 PAD District 5 was used to represent the diesel fuel price for Arizona.

Regional Overview, 3rd Quarter, 2010

Volume: The top 5 commodities shipped from Arizona during the third quarter represented 100 percent of shipments for the quarter. Total shipments were up 14 percent from the same quarter last year. Cantaloupe, honeydew, and other melon shipments saw significant increases, but watermelon shipments—the quarter's top commodity—saw a 6 percent decrease. ERS reported in its most recent *Vegetable and Melon Outlook* this summer (largely July-September), the area for harvest of the three leading melon crops was estimated to be 2 percent lower than a year earlier. The area planted is expected to be 3 percent lower for watermelon and 2 percent for honeydew. The cantaloupe area is expected to increase 1 percent. Imports of watermelons and honeydews are higher as well; imports of cantaloupes are slightly lower, based on January–June data. With lower yields and reduced market volume for all melons, prices have moved higher than the previous year, with July wholesale prices for all melons averaging 20 percent higher, encouraging shippers to sell, and possibly increasing shipments from Arizona.

Rates: The truck rate per mile averaged \$2.95 during the 3rd quarter 2010, 24 percent higher than last quarter and 23 percent higher than the same period last year.

Truck Overview: Diesel fuel prices averaged \$3.09 per gallon, 2 percent lower than last quarter but 14 percent higher than the same quarter last year. On average, truck availability was adequate to a slight surplus during the 3rd quarter, particularly during the last 2 weeks in July.

Great Lakes

Table 13: Top 5 Commodities Shipped from Great Lakes (1,000 tons)

Commodity	3rd Quarter		Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
	2010	Share of Great Lakes Total			Previous Qtr	Same Qtr Last Year
Cucumbers	74	24%	3	59		25%
Potatoes	65	22%	83	91	-21%	-28%
Blueberries	29	10%	0.5	23		25%
Cabbage	21	7%	1	27		-24%
Tomatoes	19	6%	-	15	-	30%
Top 5 Total	208	69%	87	215	138%	-3%
Great Lakes Total	302	100%	134	308	125%	-2%

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

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

Figure 11: Great Lakes Truck Rates (\$/Mile)



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

Figure 12: Truck Overview

Region/Reporting District	Diesel Fuel	Truck Rate	July	August	September
			Monthly Rating		
	\$/per gallon	\$/per mile	1=Surplus to 5=Shortage		
Regional Average	\$2.91	\$2.79	3.00	3.26	3.81
Michigan			3.00	3.00	3.00
Big Lake and Central Minnesota			n/a	3.80	5.00
Southeastern Wisconsin			3.00	3.00	3.00
Central Wisconsin			n/a	3.25	4.25

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

For the purpose of this report the Midwest PAD District 2 was used to represent the diesel fuel price.

Regional Overview, 3rd Quarter, 2010

Volume: Shipments of the top five commodities decreased 3 percent compared to the same quarter last year. Potatoes remained within the top two commodities during the third quarter, with total potato shipments decreasing by 28 percent from the same quarter last year. Lower acreages and lower yields account for the decline, according to the November 9 crop production report from the USDA's National Agricultural Statistics Service. About 893,000 acres of potatoes were planted for fall harvests, down from 937,000 acres in 2009. Tomato shipments increased by 30 percent, followed by increases in cucumbers and blueberries, both by 25 percent over the same quarter last year. Weather-related harvest delays and yield reductions in California this year probably helped encouraged the movement of tomatoes and blueberries from the Great Lakes region. Additionally, strong prices and reduced volumes for cucumbers in some major southern production States helped increase these reported shipments during the 3rd quarter.

Rates: The average rate per mile in the Great Lakes region was \$2.79, down 5 percent from last quarter, but up 4 percent from the same quarter last year.

Truck Overview: Diesel fuel prices averaged \$2.91 per gallon, 3 percent lower than the previous quarter. Truck availability was adequate for Michigan apples throughout the entire quarter. Agricultural shippers experienced shortages in Big Lake and Central Minnesota during the last 2 weeks in August and the first 2 weeks of September. In Central Wisconsin, truck availability for potato and onion shipments was a little tight; shippers experienced shortages for 2 weeks.

Mexico

Table 14: Top Five Commodities Shipped from Mexico (1,000 tons)

Commodity	3rd Quarter 2010	Share of Mexico Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Tomatoes	171	18%	385	106	-56%	61%
Limes	127	13%	104	119	22%	6%
Mangoes	115	12%	125	56	-8%	106%
Peppers	92	10%	146	110	-37%	-16%
Misc Tropical	48	5%	58	42	-17%	14%
Top 5 Total	553	58%	818	433	-32%	28%
Mexico Total	950	100%	2,109	787	-55%	21%

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

"-" indicates no reported shipments during the quarter

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



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

Figure 14: Truck Overview

Region/Reporting District	Diesel Fuel	Truck Rate	July	August	September
			Monthly Rating		
	\$/per gallon	\$/per mile	1=Surplus to 5=Shortage		
Regional Crossing Average			2.63	2.24	1.75
Through Texas	\$2.89	\$1.67	2.50	2.24	1.75
Through Arizona	\$3.09	\$2.26	2.75	n/a	n/a

n/a: availability data not reported

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 PAD District 5 was used to represent the diesel fuel price through Arizona.

Regional Overview, 3rd Quarter, 2010

Volume: The 3rd quarter is the slowest time of year for refrigerated agricultural imports by truck from Mexico. However, some relatively large year-over-year increases occurred this year. During the third quarter, total shipments from Mexico increased 21 percent from the same quarter last year. Some commodities that saw significant increases were mangoes (106 percent), tomatoes (61 percent) and miscellaneous tropical fruit (14 percent). Strong U.S. demand for mangoes and other tropical fruits coupled with increased production of these commodities in Mexico this year have resulted in large increases in cross-border shipments this quarter. The latest Vegetable and Melon Outlook by ERS reports that the maturity of the California tomato crop was delayed 1–2 weeks throughout much of the season because of cooler-than-normal temperatures through August across most of the San Joaquin Valley, encouraging increased tomato imports from Mexico.

Rates: Truck rates for border crossings through Texas averaged \$1.67 per mile, 18 percent above last quarter and 18 percent higher than the same quarter last year. Rates for crossings through Arizona averaged \$2.26 per mile, 14 percent above last quarter and 12 percent higher than the same quarter last year.

Truck Overview: Diesel fuel rates for border crossings through Texas averaged \$2.89 per gallon, a 3 percent decrease from the previous quarter. Diesel fuel rates for border crossings through Nogales, AZ, averaged \$3.09 per gallon, a 2 percent decrease from the previous quarter. Truck availability on average ranged from adequate to a slight surplus during the 3rd quarter of 2010 for both border crossing locations.

Terms and References

Data Sources: This information is compiled from the weekly *Fruit and Vegetable Truck Rate Reports* by USDA, Agricultural Marketing Service (AMS), Fruit and Vegetable Programs, Market News Branch. 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 and Wisconsin.

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 Reports*. 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. This information is compiled from the weekly *Fruit and Vegetable Truck Rate Reports* by USDA, Agricultural Marketing Service (AMS), Fruit and Vegetable Programs, Market News Branch.

Regional Rates: Rate data for 8 destination markets are used to calculate average origin regional rates.

Long-Haul Route Detail: The national rates reflect long-haul truck rates. The rates include the national rate, weighted by commodity and origin volume. For the purpose of this report long-hauls considered as distance traveled over 100 miles from point of origin to the destination.

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Related Websites

Fruit and Vegetable Programs	http://www.ams.usda.gov/AMSV1.0/fv
Fruit and Vegetable Truck Rate Report	http://search.ams.usda.gov/mnsearch/MNSearchResults.aspx
Economic Research Service Vegetable and Melons Outlook	http://www.ers.usda.gov/publications/vgs/
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