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Feature Article

AMS-TSD Releases Profiles of Top U.S. Agricultural Ports, 2015

USDA's Transportation Services Division of the Agricultural Marketing Service has published [a new report](#) detailing the importance of U.S. ocean ports to agricultural imports and exports. The report describes how agricultural cargo moves through the top 20 U.S. ocean ports for agricultural trade and breaks down the top containerized and bulk agricultural products moved through the individual ports. It further describes the use of refrigeration, the top origin and destination markets, and the top shipping lines used. The data are sourced from the Port Import Export Reporting Service (PIERS) which is a collection of bills of lading and manifest data that provide a view of agricultural trade by how it moves through the ocean transportation network.¹ This article aims to provide a brief introduction of the top five ports in 2015. Readers are encouraged to find more information in the USDA's [Profiles of Top U.S. Agricultural Ports](#) website.

Top 5 U.S. Ports Moving Waterborne Agricultural Trade

In 2015, more than 186 million metric tons of waterborne agricultural cargo moved through U.S. seaports. The top five ports (by volume) moving waterborne agricultural trade were the New Orleans Ports Region² (36 percent of total U.S. waterborne agricultural trade), New York/New Jersey (6 percent of the total share), Kalama (5 percent of the total share), Houston (5 percent of the total share), and Los Angeles (4 percent of the total share). Table 1 summarizes the tonnages of total agricultural export and import, along with their percentages of the total, moved by these ports. Together, these five ports represented about 56 percent of the waterborne agricultural trade in 2015. As indicated, U.S. agricultural trade is largely dominated by exports. The New Orleans Port Region was the leading seaport, moving 46 percent of the total exports and 36 percent of total waterborne agricultural trade.

¹The data are not considered official trade data, as only the waterborne portions of the trade are provided.

²Includes New Orleans, South Louisiana, St. Rose, Destrehan, Baton Rouge, Avondale, and Gramercy. Ports situated along the Mississippi River

Table 1: Top 5 U.S. Ports Moving Waterborne Agricultural Trades, Total, and Shares

Rank	U.S. Ports	State	Imports (Metric Tons)	% of Total Import	Export (Metric Tons)	% of Total export	Total (Metric Tons)	Share
1	New Orleans Ports Region	LA	1,680,820	3.8%	65,846,219	46.3%	67,527,039	36%
2	New York/New Jersey	NY	8,661,345	19.7%	1,743,929	1.2%	10,405,273	6%
3	Kalama	WA	0	0.0%	8,736,975	6.1%	8,736,975	5%
4	Houston	TX	2,160,880	4.9%	6,433,753	4.5%	8,594,633	5%
5	Los Angeles	CA	2,564,535	5.8%	5,499,759	3.9%	8,064,294	4%

Source: 2015 PIERS

Each of the major coastlines and their respective seaports offer unique opportunities and services for agricultural shippers, and the grain industry takes advantage of the vast transportation system around the country to move grain and agricultural products through all major seaports. The next section provides a summary of the key characteristics of export and import seaports in 2015.

Top U.S. Export and Import Ports

The New Orleans Port Region was the top U.S. port region moving agricultural trade in 2015 (65.8 million metric tons (mmt) for exports and 8.6 mmt for imports). The port brings all modes of transportation (ocean, barge, rail, and truck) together by allowing ocean-going vessels to serve ports 228 miles upriver from the Gulf of Mexico. The Port of Kalama, located northwest of Portland, OR, is an important port for bulk exports through the Pacific Northwest (PNW). With an industrial area of about 7 miles of riverfront property adjacent to the deep-draft navigation channel of the Columbia River, Kalama handled 8.7 million metric tons of grain and animal feed exports in 2015. More than 99 percent of agricultural exports through New Orleans and Kalama moved in bulk vessels. The Port of Houston, ranked third for total waterborne agricultural exports in 2015 (6.4 mmt of agricultural exports), is a 25-mile complex of public and private facilities located in the Gulf of Mexico. The Port moved more than 6.4 mmt of agricultural exports, about 17 percent of which were containerized and 31 percent were refrigerated.

Different from the Gulf seaports, the agricultural cargos shipped through Los Angeles, Long Beach, and Tacoma are highly containerized commodities.¹ The large population base and extensive transportation network in that region attracts a significant percentage of consumer import products, which are almost exclusively moved in containers. These imports also leave a pool of empty containers for the export market. West Coast ports also provide direct access to some of the United States' largest export markets in Eastern Asian countries.

Table 2 and Table 3 show the top five U.S. export and import ports for agricultural products in 2015. These tables demonstrate that a variety of U.S. regions support U.S. agricultural trade and help meet domestic and global demand. The United States is the top supplier of grain and oilseeds globally and, as such, these products are among the top agricultural commodities exported from each of the ports listed. On the other hand, beverages (both alcoholic and non-alcoholic), wine, meat, fruit, and grocery items are major import commodities. While the Gulf and Pacific Northwest ports operate mostly bulk, grain shipments, agricultural trade through major seaports on the East and Southwest coasts are mostly high-valued containerized products.

¹Since 2015, Tacoma and Seattle formed the Northwest Seaports Alliance: <https://www.nwseaportalliance.com/#/maps/overview>

Table 2: Top 5 U.S. Export Ports Moving Waterborne Agricultural Trades

Rank	U.S. Ports	Metric Tons (% of Share)	% of containers	% of Refrigerated	Top Export Commodities	Top Trade Partners
1	New Orleans Ports Region	65,846,219 (46%)	1%	1%	Grain Products, Soybeans, Animal feed	China, Japan, Mexico
2	Kalama	8,736,975 (6%)	0%	0%	Soybeans, Bulk grains, Grain Products	China, Japan, South Korea
3	Houston	6,433,753 (5%)	17%	31%	Bulk Grains, Candy Confections, Grain Products	Canada, China, Mexico
4	Los Angeles	5,499,759 (4%)	100%	14%	Animal Feed, Soybeans, Cotton	China, Japan, Taiwan
5	Tacoma	5,436,342 (4%)	55%	20%	Soybeans, Animal Feed, Grain Products	China, Japan, Taiwan

Source: 2015 PIERS

Table 3: Top 5 U.S. Import Ports Moving Waterborne Agricultural Trades

Rank	U.S. Ports	Metric Tons (% of Share)	% of containers	% of Refrigerated	Top Import Commodities	Top Trade Partners
1	New York/New Jersey	8,661,344 (20%)	86%	23%	Non-Alcoholic Beverage, Wine, Beer/Ale	Italy, China, Brazil
2	Philadelphia	3,139,143 (7%)	56%	50%	Wine, Meat, Fruit	Canada, Australia, New Zealand
3	Los Angeles	2,564,535 (6%)	97%	40%	Fruit, Grocery Items, Non-Alcoholic Beverage	China, Thailand, Chile
4	Long Beach	2,509,078 (6%)	91%	32%	Non-Alcoholic Beverage, Beer/Ale, Grocery Items	China, New Zealand, Australia
5	Houston	2,160,880 (5%)	79%	32%	Beer/Ale, Guar Gum, Non-Alcoholic Beverage	India, Costa Rica, Belgium

Source: 2015 PIERS

The top U.S. agricultural import ports are concentrated in the most populated regions, the Northeast and Southwest. The top two import ports, New York/New Jersey and Philadelphia (see Table 2), handled only about a quarter of the total U.S. waterborne agricultural imports in 2015 from a variety of origins including Europe, Eastern Asia, South America, and Australia. California seaports transported just over 10 percent of the imports mostly from Eastern Asian and southwestern Pacific countries (see Table 3).

Conclusion

The agricultural community uses ocean transportation networks extensively to serve its global customers. The Profiles of Top U.S. Agricultural Ports provides a view of the top 20 U.S. ocean ports moving U.S. agricultural export and import traffic, along with shipping lines used, and destination and origin countries.

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Quarterly Overview

Fruit and Vegetable Shipments

Reported U.S. truck shipments of fresh produce during the first quarter of 2017 were 8.02 million tons, 0.4 percent lower than the previous quarter, but 6 percent higher than the same quarter last year.

Shipments from Mexico were the highest in the first quarter, totaling 2.97 million tons and accounting for 37 percent of the total reported shipments of fresh fruits and vegetables. Shipments from the Pacific Northwest totaled 1.8 million tons, representing 22 percent of the reported shipments. Movements from Florida totaled 861,000 tons, representing 11 percent of the reported total.

The following top five commodities accounted for 43 percent of the reported truck movements during the first quarter of 2017:

- ▶ Potatoes (14 percent)
- ▶ Apples (10 percent)
- ▶ Onions, dry (7 percent)
- ▶ Tomatoes (6 percent)
- ▶ Lettuce, romaine (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 +
Q1 2016	3.98	2.22	2.10	1.27
Q2 2016	3.62	2.34	2.10	1.30
Q3 2016	4.71	2.47	2.05	1.21
Q4 2016	3.36	2.04	2.03	1.08
Q1 2017	2.81	1.86	2.05	1.05
Q1 Change from Previous Quarter	-16%	-9%	1%	-3%
Q1 Change from Same Quarter Last Year	-29%	-16%	-2%	-18%

Diesel Fuel

During the first quarter 2017, the U.S. diesel fuel price averaged \$2.57 per gallon—4 percent higher than last quarter and 24 percent higher than the same quarter last year.

Regulatory News and Updates

Improving Motor Carrier Safety Measurement

On June 27, 2017, the National Academies of Sciences, Engineering, and Medicine [announced](#) the availability of the report, [Improving Motor Carrier Safety Measurement](#), required by [Section 5221](#) under Part II—Compliance, Safety Accountability Reform of the Fixing America's Surface Transportation Act. The announcement stated that “while the Federal Motor Carrier Safety Administration’s (FMCSA) Safety Measurement System (SMS) used to identify commercial motor vehicle carriers at high risk for future crashes is conceptually sound, several features of its implementation need improvement...” FMCSA will submit the report to Congress and the Inspector General for the U.S. Department of Transportation. Within 120 days of submitting the report, FMCSA will submit a corrective action plan to Congress and the Inspector General. Within an additional 120 days of receiving the corrective action plan, the Inspector General will submit a review of the corrective action plan to Congress.

Flexible Sleeper Berth Pilot Program

On June 27, 2017, FMCSA [proposed](#) for public comment, an information collection to support “a pilot program to allow temporary regulatory relief from the Agency's sleeper berth regulation for a limited number of commercial drivers who have a valid commercial driver's license (CDL), and who regularly use a sleeper berth to accumulate their required 10 hours of non-duty work status. During the pilot program, participating drivers would have the option to split their sleeper berth time within parameters specified by FMCSA. Driver metrics would be collected for the duration of the study, and participants' safety performance and fatigue levels would be analyzed. This pilot program seeks to produce statistically reliable evidence on the question as to whether split sleeper berth time affects driver safety performance and fatigue levels.”

Supreme Court Declined to Review Driver Privacy Cases Involving Data Logging and Records

On June 19, 2017, [Landlinemag.com](#) reported that the Supreme Court did not accept the [petition](#) to review a lower court’s [decision](#) that dismissed Operator-Owner Independent Drivers’ Association (OOIDA) members’ case involving the Privacy Act and FMCSA’s release of [Pre-Employment Screening Program](#) data. OOIDA maintains that under the [Privacy Act](#), FMCSA should not disseminate inspection reports that contain references to alleged safety violations that it has determined to be serious driver-related safety violations, when these type of violations are not listed in FMCSA’s system of records.

On June 12, 2017, [Landlinemag.com](#) reported that the Supreme Court denied the OOIDA [petition](#) to review a lower court’s [decision](#) to not vacate FMCSA’s Electronic Logging Devices and Hours of Service Supporting Documents; [Final Rule](#). OOIDA contends the rule violates the [Fourth Amendment’s](#) protection against warrantless searches and seizures.

Under Supreme Court [procedures](#), “four of the nine Justices must vote to accept a case....the Court usually is not under any obligation to hear these cases, and it usually only does so if the case could have national significance, might harmonize conflicting decisions in the federal Circuit courts, and/or could have precedential value. In fact, the Court accepts 100-150 of the more than 7,000 cases that it is asked to review each year.” In a [recent case](#), Chief Justice Roberts stated “it is important to recall our frequent admonition that “[t]he denial of a writ of certiorari [a request that the Supreme Court review a lower court’s decision] imports no expression of opinion upon the merits of the case.”

Electronic Logging Device Implementation National Tour

On July 10, 2017, FMCSA announced its electronic logging device (ELD) Implementation National Tour – a public

education and outreach campaign geared towards helping commercial motor vehicle (CMV) drivers transition to ELDs. On the tour, FMCSA subject matter experts will discuss what drivers need to do to ensure compliance with the ELD rule. Participants will have the opportunity at select events to attend a presentation on ELD implementation, as well as ask subject matter experts questions at FMCSA's interactive exhibit booth, where they will have access to consumer-friendly resources and materials.

Event dates and locations are as follows:

July 13-15 – [Iowa 80 Truckstop Jamboree \(Walcott, IA\)](#)

August 24-26 – [Great American Trucking Show \(Dallas, TX\)](#)

September 25-27 – [North American Commercial Vehicle Show \(Atlanta, GA\)](#)

October 14-15 – [California Trucking Show \(Ontario, CA\)](#)

October 21-24 – [American Trucking Associations Management Conference & Exhibition \(Orlando, FL\)](#)

November 6-8 – [Women in Trucking Accelerate! Conference & Expo \(Kansas City, MO\)](#)

Applications for an Exemption from Electronic Logging Device Requirements

FMCSA published, for public comment, the following applications for an exemption from the requirement that a motor carrier install and require each of its drivers to use an ELD to record the driver's hours-of-service (HOS) no later than December 18, 2017:

MBI Energy Services, [July 10, 2017](#)

Pipe Line Contractors Association, [July 10, 2017](#)

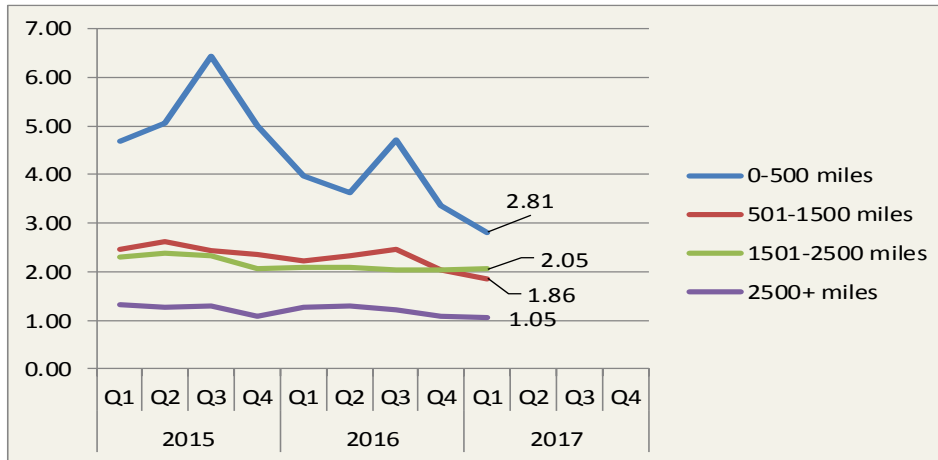
United Parcel Service Inc., [June 9, 2017](#)

In each case, FMCSA must determine whether an exemption, if granted, will achieve a level of safety that is equivalent to, or greater than, the level that would be achieved absent the exemption.

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				
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	1st Qtr 2017			4th Qtr 2016		
	January	February	March	October	November	December
California	2.59	2.41	2.49	2.74	2.72	2.64
Florida	1.99	2.00	2.04	2.06	2.10	2.22
Great Lakes	3.08	3.06	3.08	3.00	3.09	3.10
Mexico-Arizona	2.10	1.97	2.07	1.36	1.84	1.87
Mexico-Texas	2.22	2.15	2.21	1.78	1.92	1.95
PNW	2.22	2.17	2.04	1.81	1.96	2.22
Southeast	3.59	3.91	3.91	4.57	3.35	3.27

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, 1st Quarter 2017 (\$/Mile)

Origin	Destination									
	Atlanta	Baltimore	Boston	Chicago	Dallas	Los Angeles	Miami	New York	Philadelphia	Seattle
Arizona	2.75	2.42	2.33	2.35	.	.	.	2.44	2.46	.
California	2.28	2.14	2.08	1.95	2.52	6.72	2.27	2.15	2.14	2.41
Florida	2.16	2.10	2.20	1.65	.	1.69	2.11	2.13	2.18	.
Great Lakes	2.93	2.93	2.81	3.79	2.62	.	2.76	3.73	3.37	.
Mexico-Arizona	.	.	.	1.76	2.06	2.03	2.02	1.99	1.98	.
Mexico-Texas	2.32	2.20	2.26	2.07	2.54	1.88	2.23	2.21	2.18	2.14
New York	2.31	3.50	5.90	2.24	.	.	2.05	6.01	4.78	.
Other	2.36	2.41	2.70	2.07	2.86	1.87	2.19	2.46	2.34	.
PNW	2.16	2.23	2.20	2.10	2.20	2.15	2.10	2.26	2.24	5.36
Southeast	5.50	4.28	3.88	3.53	.	.	3.25	4.55	4.43	.

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

Truck Rates for Selected Routes

Table 4: Origin-Destination Truck Rates for Selected Routes, 1st Quarter 2017 (\$/Truck)

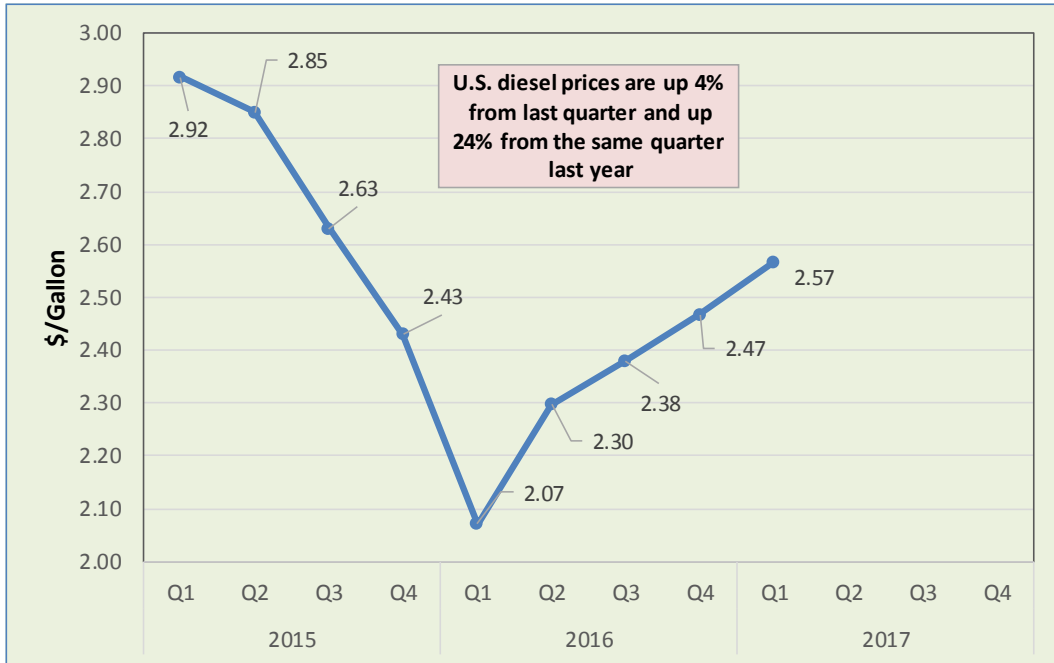
Origin	Destination									
	Atlanta	Baltimore	Boston	Chicago	Dallas	Los Angeles	Miami	New York	Philadelphia	Seattle
Arizona	4,946	5,550	6,162	4,115	.	.	.	5,892	5,754	.
California	5,116	5,763	6,233	4,053	3,681	742	6,335	6,016	5,871	2,638
Florida	1,160	2,075	3,188	2,097	.	4,250	506	2,604	2,403	.
Great Lakes	2,776	3,275	3,741	1,164	2,925	.	4,400	3,598	3,195	.
Mexico-Arizona	.	.	.	3,177	2,023	1,138	4,588	4,985	4,746	.
Mexico-Texas	2,669	3,938	4,981	2,958	1,269	3,004	3,412	4,415	4,150	5,142
New York	2,306	1,154	1,315	1,596	.	.	2,977	1,035	1,138	.
Other	2,240	3,016	3,227	1,832	1,680	1,744	4,340	3,016	2,932	.
PNW	4,982	5,447	6,028	3,737	3,996	2,165	6,238	5,729	5,621	750
Southeast	2,063	1,540	3,000	3,000	.	.	2,500	2,513	2,053	.

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: 1st Quarter 2017 Average Diesel Fuel Prices (All Types - \$/Gallon)

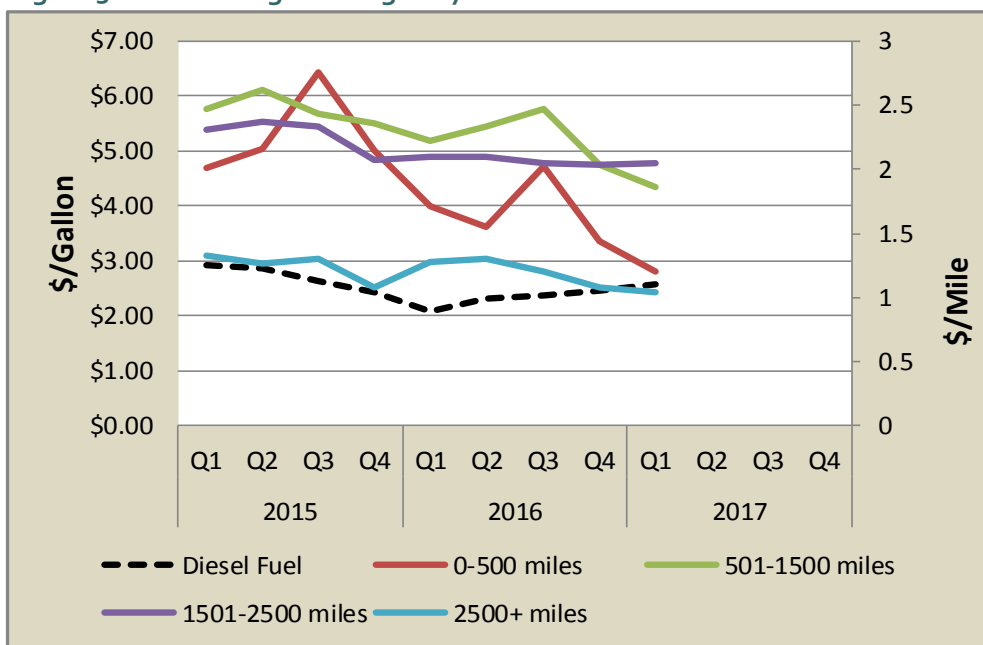
Location	Price	Change From	
		Last Quarter	Same Qtr Last Year
East Coast	2.62	0.14	0.48
New England	2.65	0.15	0.42
Central Atlantic	2.77	0.18	0.51
Lower Atlantic	2.51	0.12	0.48
Midwest	2.50	0.08	0.49
Gulf Coast	2.42	0.08	0.46
Rocky Mountain	2.56	0.06	0.56
West Coast	2.86	0.11	0.56
California	2.94	0.11	0.53
U.S.	2.57	0.10	0.50

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						
	Q3						
	Q4						

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

1st Quarter 2017 Comparison Analysis

Diesel fuel prices averaged \$2.57 per gallon this quarter, 4 percent higher than last quarter and 24 percent higher than the same quarter last year. Average truck rates for shipments between 501 and 1,500 miles were \$1.86 per mile, 9 percent lower than the previous quarter and 16 percent lower than the same quarter last year.

Quarterly Truck Availability

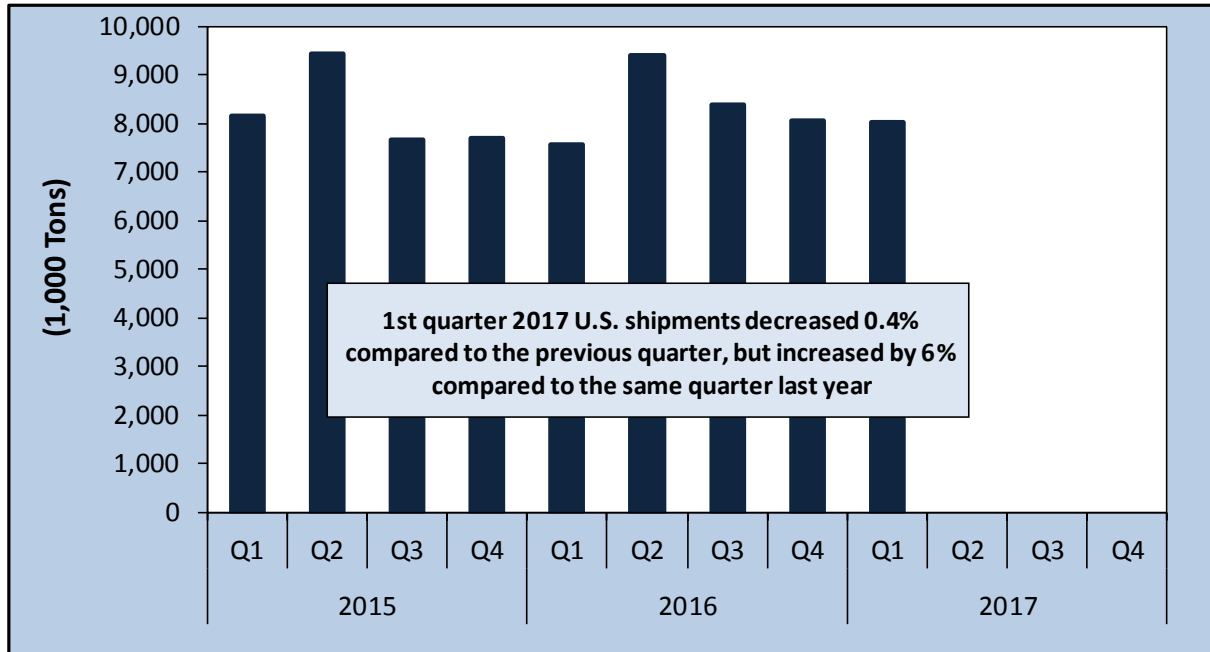
Table 7: U.S. Fresh Fruit and Vegetable Truck Availability, 1st Quarter 2017

Region ¹	Commodity ¹	Truck Availability											
		Surplus - 1		Slight Surplus - 2		Adequate - 3		Slight Shortage - 4		Shortage - 5			
		Week Ending ¹											
CALIFORNIA, CENTRAL, AND WESTERN ARIZONA		1/3	1/10	1/17	1/24	1/31	2/7	2/14	3/7	3/14	3/21	3/28	
Central And Western Arizona	Broccoli, Cauliflower, Leaf Lettuce, Lettuce, Lettuce Romaine	3	3	3	3								
Imperial & Coachella Valley California	Broccoli, Cauliflower, Leaf Lettuce, Lettuce, Lettuce Romaine	3	3	3	3	3	3	2	2	2	3	3	
Kern District California	Carrots, Grapes	3	3	3	3	3	3	2	2	2	3	3	
Oxnard District California	Lettuce Romaine, Cabbage, Celery, Cilantro, Lettuce Other, Strawberries	3	3	3	3	3	3	2	2	2	3	3	
Santa Maria California	Broccoli, Cauliflower, Celery	3	3	3	3	3	3	2	2	2	3	3	
South & Central District California	Kiwi, Plum Type Tomatoes, Tomatoes	3	3	3	3	3	3	3	3	3	3	3	
South District California	Citrus, Avocados	3	3	3	3	3	3	3	3	3	3	3	
Salinas-Watsonville California	Broccoli, Cauliflower									2	3	3	
FLORIDA		1/3	1/10	1/17	1/24	1/31	2/7	2/14	3/7	3/14	3/21	3/28	
Central & South Florida	Tomatoes, Berries, Mixed Vegetables	4	2	3	2	2	4	3	4	4	4	4	
South Florida	Melons	4	2	3	2	2	3	3	3	3			
Florida	Potatoes						3	3	3	3	3	3	
GREAT LAKE (MI & WI)		1/3	1/10	1/17	1/24	1/31	2/7	2/14	3/7	3/14	3/21	3/28	
Central Wisconsin	Onions, Potatoes	4	4	3	3	3	3	3	3	3	3	3	
Michigan	Onions, Apples	3	3	3	3	3	3	3	3	3	3	3	
MEXICO BORDER CROSSINGS		1/3	1/10	1/17	1/24	1/31	2/7	2/14	3/7	3/14	3/21	3/28	
Mexico Crossings Through Nogales, Arizona	Tomatoes, Mixed Vegetables, Melons, Mangoes	3	3	3	3	2	2	1	2	2	3	3	
Mexico Crossings Through Texas	Broccoli, Carrots, Tomatoes, Lemons, Limes, Mixed Fruits, Vegetables, Mangos, Mangoes	4	4	4	3	3	3	3	4	4	4	3	
PACIFIC NORTHWEST (ID, OR, & WA)		1/3	1/10	1/17	1/24	1/31	2/7	2/14	3/7	3/14	3/21	3/28	
Columbia Basin Washington	Onions, Potatoes	5	5	5	5	5	5	5	2	2	2	2	
Idaho And Malheur County, Oregon	Onions	5	5	5	5	5	5	5	3	3	3	3	
Upper Valley, Twin Falls-Burley District Idaho	Potatoes	5	5	5	5	5	5	5	3	3	3	3	
Yakima Valley & Wenatchee District Washington	Apples, Pears	4	4	3	3	3	3	3	3	3	2	2	
SOUTHEAST (GA, SC, & NC)		1/3	1/10	1/17	1/24	1/31	2/7	2/14	3/7	3/14	3/21	3/28	
Eastern North Carolina	Sweet Potatoes	3	3	3	4	3	3	3	3	3	3	4	
South Georgia	Cabbage, Greens	3	3										

¹ 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				8,017
2016	7,562	9,417	8,400	8,053	33,433
2015	8,166	9,434	7,663	7,699	32,962
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 1st Quarter 2017 (1,000 Tons)

Commodity	1st Quarter 2017	Previous Quarter	Same Quarter Last Year	Current Quarter % change from:	
				Previous Qtr	Same Qtr Last Year
Potatoes	1,119	1,221	1,037	-8%	8%
Apples	832	968	786	-14%	6%
Onions Dry	573	526	493	9%	16%
Tomatoes	481	400	434	20%	11%
Lettuce, Romaine	320	300	294	7%	9%
Lettuce, Iceberg	300	324	327	-8%	-8%
Strawberries	269	144	212	87%	26%
Peppers, Bell Type	267	216	240	23%	11%
Avocados	261	210	317	24%	-18%
Tomatoes, Plum Type	255	163	276	56%	-8%

Regional Markets

California

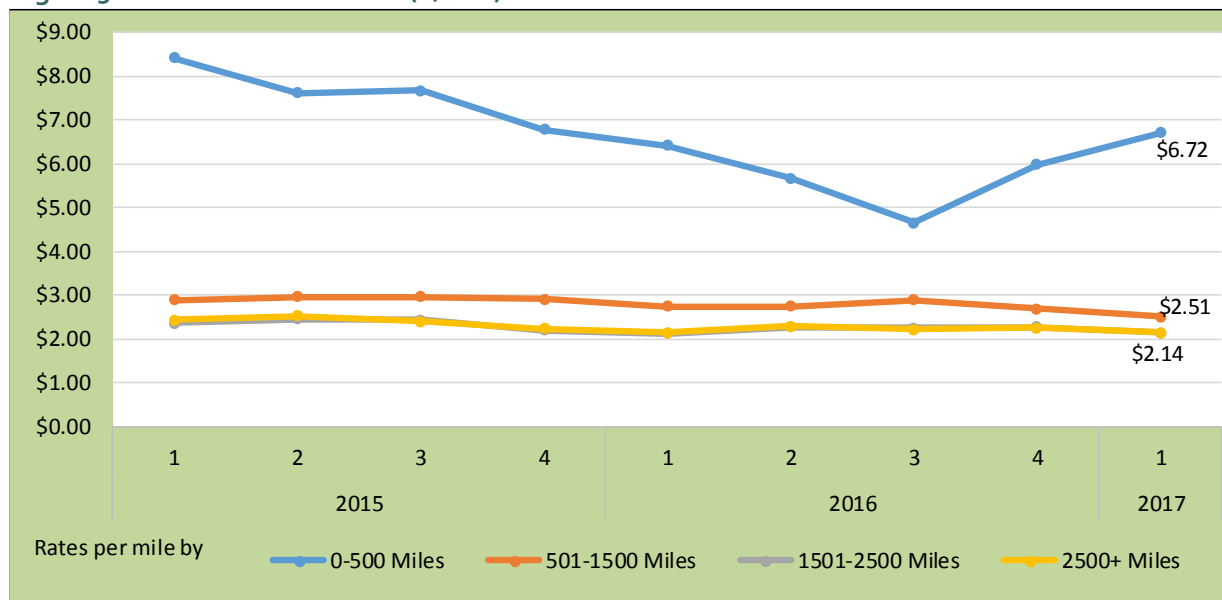
Table 10: Reported Top Five Commodities Shipped from California (1,000 tons)

Commodity	1st Quarter 2017	Share of California Total	Previous Quarter	Same Quarter Last Year	Current Quarter % change from:	
					Previous Qtr	Same Qtr Last Year
Celery	115	21%	201	111	-43%	3%
Carrots	85	15%	78	74	8%	15%
Strawberries	57	10%	86	66	-33%	-12%
Lettuce, Romaine	56	10%	140	53	-60%	7%
Lettuce, Iceberg	48	8%	161	46	-70%	3%
Top 5 Total	361	64%	667	350	-46%	3%
California Total	561	100%	1,399	588	-60%	-5%

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			
	January	February	March	1st Quarter
Imperial, Palo Verde, And Coachella Valleys	3.00	2.00	2.50	2.50
Kern District California	3.00	2.00	2.50	2.50
Oxnard District California	3.00	2.00	2.50	2.50
Salinas-Watsonville California	n/a	n/a	2.70	2.70
Santa Maria California	3.00	2.00	2.50	2.50
South District California	3.00	3.00	3.00	3.00
South & Central District California	3.00	3.00	3.00	3.00
Regional Average Availability	3.00	2.33	2.67	2.67
Diesel Fuel Price (\$/gallon)	2.93	2.96	2.94	2.94

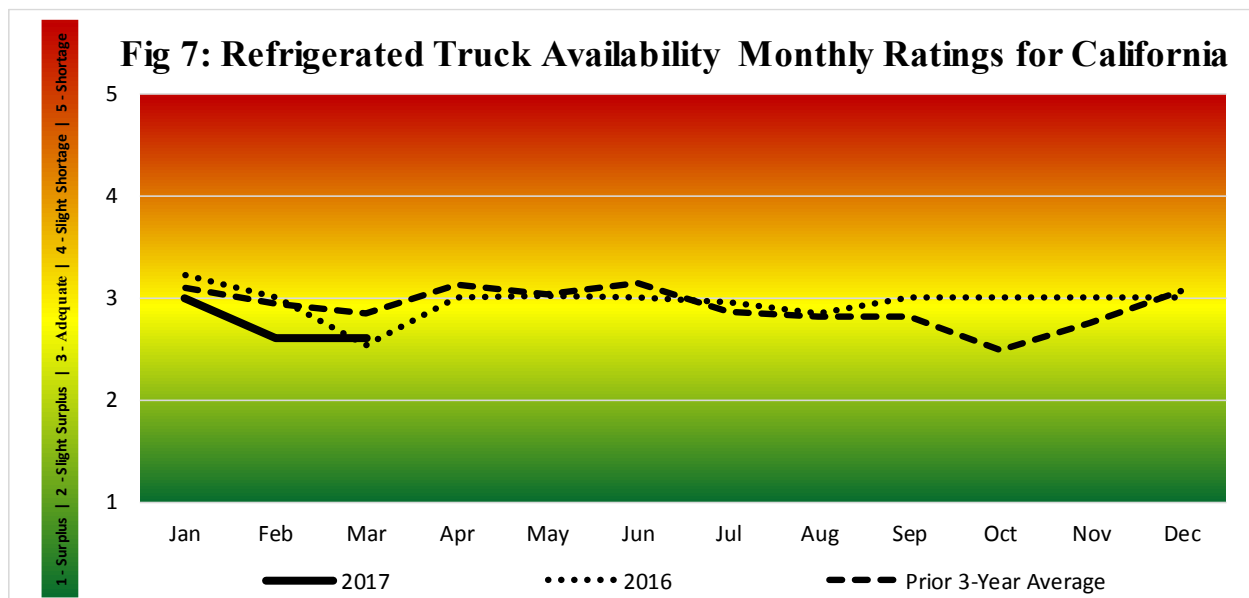
Diesel Fuel Source: Energy Information Administration/U.S. Department of Energy

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 first quarter of 2017 were nearly 561 thousand tons, a 5 percent decrease from the same quarter last year. The sum of the top five commodities increased by 3 percent, led by a 15 percent increase in carrot shipments, a 7 percent increase in romaine lettuce, and 3 percent increases for both celery and iceberg lettuce. Strawberry shipments decreased by 12 percent.

Rates: The quarterly average truck rate for shipments between 501 and 1,500 miles was \$2.51 per mile, 7 percent lower than both the previous quarter, and 9 percent lower than the same quarter last year.

Truck Overview: Diesel fuel prices averaged \$2.94 per gallon, 4 percent higher than the previous quarter, and 22 percent higher than the same period last year. Truck availability for California was reported as adequate to a slight surplus in all reporting districts during the quarter.



Pacific Northwest (PNW)

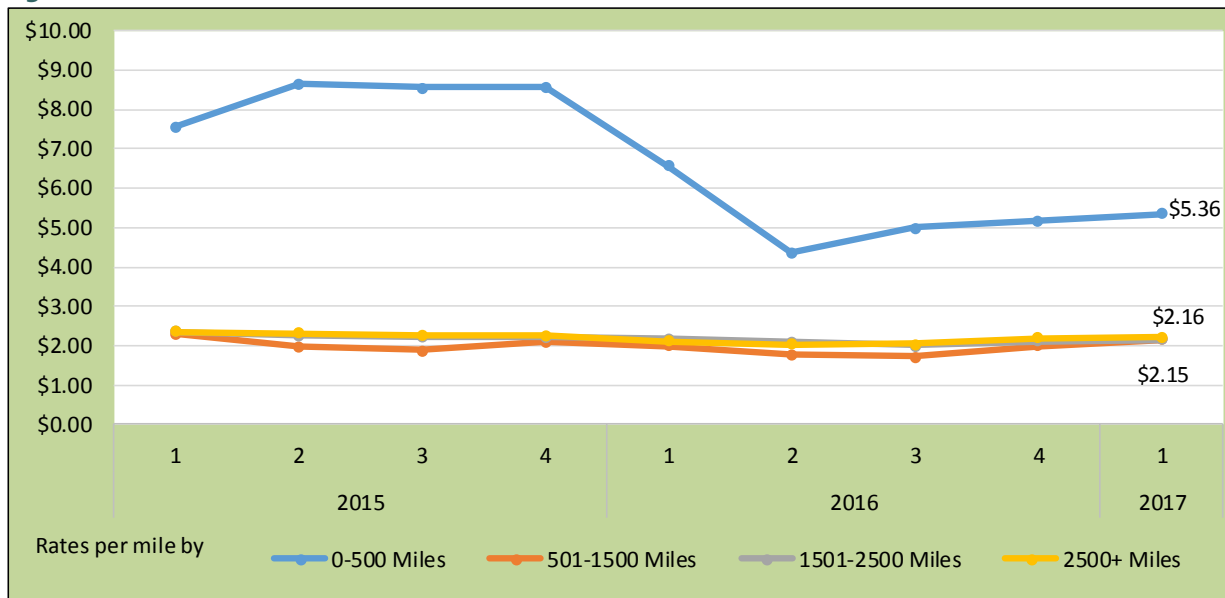
Table 11: Reported Top Five Commodities Shipped from PNW (1,000 tons)

Commodity	1st Quarter 2017	Share of PNW Total	Previous Quarter	Same Quarter Last Year	Current Quarter % change from:	
					Previous Qtr	Same Qtr Last Year
Apples	723	41%	792	659	-9%	10%
Potatoes	559	31%	581	474	-4%	18%
Onions Dry	378	21%	385	329	-2%	15%
Pears	123	7%	178	175	-31%	-30%
Rhubarb	0.1	0%	0.01	0.1	-	14%
Top 5 Total	1,783	100%	1,936	1,638	-8%	9%
PNW Total	1,783	100%	1,937	1,638	-8%	9%

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			
	January	February	March	1st Quarter
Columbia Basin Washington	5.00	4.25	2.00	3.75
Idaho And Malheur County, Oregon	5.00	4.50	3.00	4.17
Upper Valley, Twin Falls-Burley District Idaho	5.00	4.50	3.00	4.17
Yakima Valley & Wenatchee District Washington	3.40	3.00	2.50	2.97
Regional Average Availability	4.60	4.06	2.63	3.76
Diesel Fuel Price (\$/gallon)	2.76	2.76	2.73	2.75

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

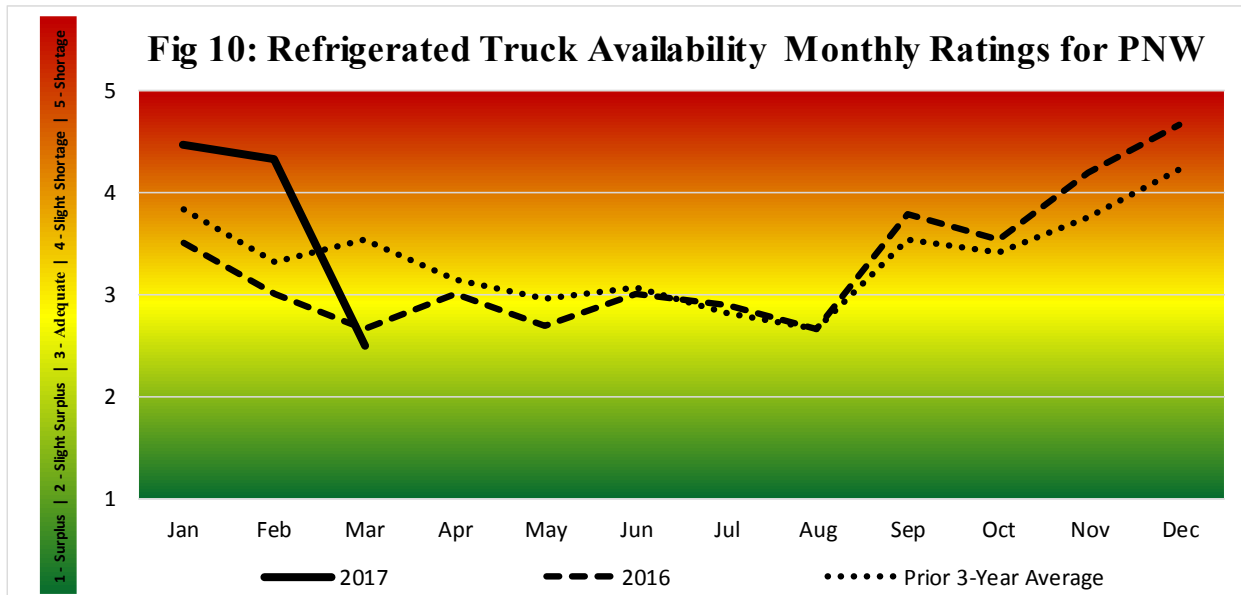
For the purpose of this report the West Coast less California District was used to represent the diesel fuel price for PNW.

Volume: Total reported shipments of fruits and vegetables from the Pacific Northwest (PNW) during the first quarter of 2017 were 1.8 million tons, an increase of 9 percent from the same quarter last year. The sum of the top five commodities increased 9 percent as well. The top three commodities, apples, potatoes, and dry onions, increased compared with last year, while pears fell 30 percent compared with last year. The top five commodities represent 100 percent of reported shipments from the Pacific Northwest Region.

Rates: The quarterly average truck rate for shipments between 501 and 1,500 miles was \$2.15 per mile, 8 percent higher than the previous quarter and the same quarter last year.

Truck Overview: Diesel fuel prices averaged \$2.75 per gallon, 4 percent higher than last quarter, and 28 percent higher than the same period last year. Shippers reported a shortage of trucks in January, but by March, conditions improved to a slight shortage, and by April, reports were adequate to a slight surplus.

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	1st Quarter 2017	Share of Mexico Total	Previous Quarter	Same Quarter Last Year	Current Quarter % change from:	
					Previous Qtr	Same Qtr Last Year
Tomatoes	282	10%	182	319	55%	-12%
Avocados	248	8%	202	288	22%	-14%
Cucumbers	236	8%	199	229	19%	3%
Tomatoes, Plum Type	217	7%	128	253	69%	-14%
Peppers, Bell Type	205	7%	97	191	111%	7%
Top 5 Total	1,187	40%	808	1,280	47%	-7%
Mexico Total	2,965	100%	2,237	2,789	33%	6%

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			
	January	February	March	1st Quarter
Mexico Crossings Through Nogales, Arizona	2.80	1.50	2.50	2.27
Mexico Crossings Through Texas	3.60	3.00	3.75	3.45
Regional Average Availability	3.20	2.25	3.13	2.86
Diesel Fuel Price, through Arizona(\$/gallon)	2.76	2.76	2.73	2.75
Diesel Fuel Price, through Texas (\$/gallon)	2.43	2.42	2.40	2.42

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

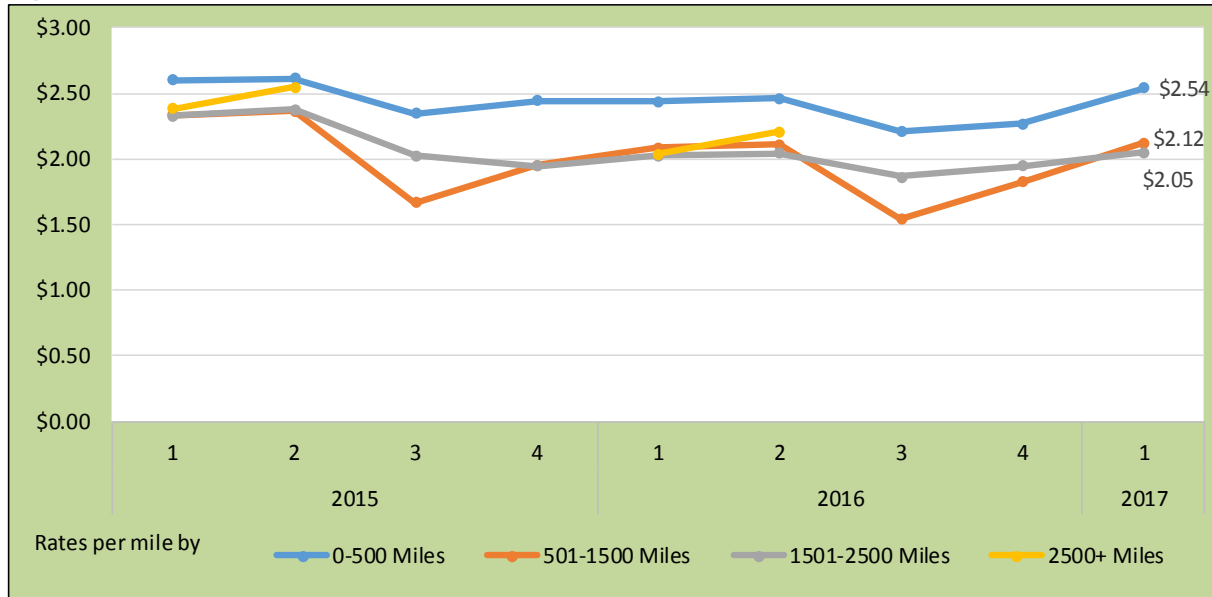
For the purpose of this report the Gulf Coast PAD District 3 was used to represent the diesel fuel price through Texas.

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)

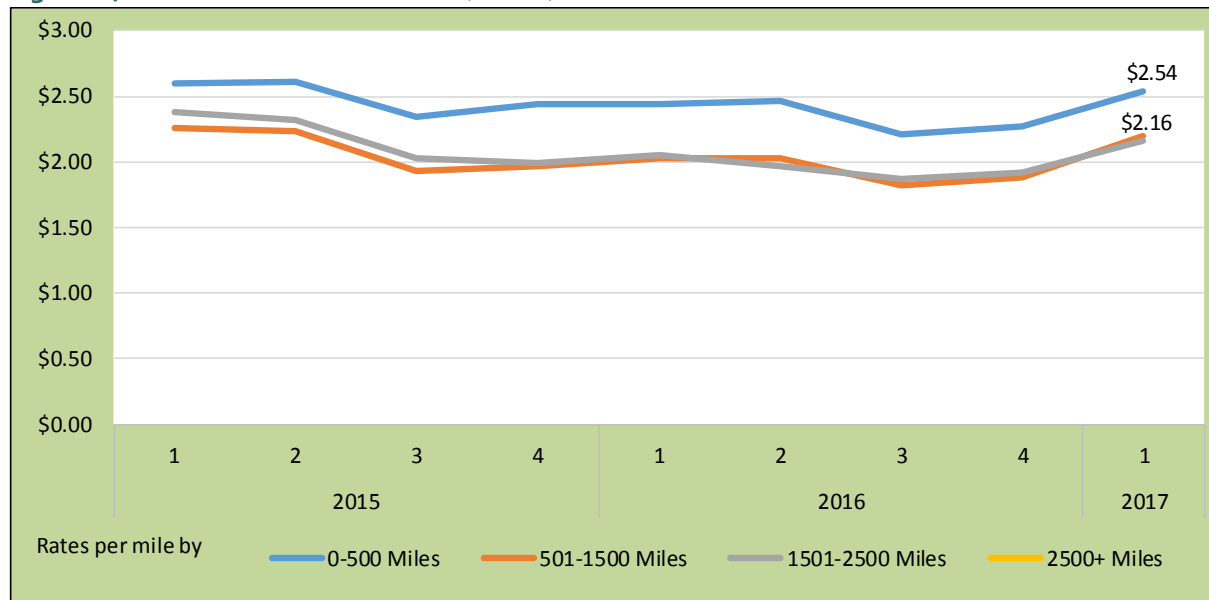
Texas		California		Arizona		New Mexico	
Avocados	242	Asparagus	60	Cucumbers	158	Peppers, Other	19
Tomatoes	141	Onions Green	40	Peppers, Bell Type	156	Misc Tropical	1
Limes	108	Misc Tropical	37	Squash	141	Corn-Sweet	1
Onions Dry	91	Strawberries	24	Tomatoes	138	-	-
Watermelons	82	Brussels Sprouts	21	Tomatoes, Plum Type	137	-	-
Top 5 Total	664	Top 5 Total	183	Top 5 Total	731	Top 5 Total	21
Mexico-TX Total	1,396	Mexico-CA Total	407	Mexico-AZ Total	1,141	Mexico-NM Total	21

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



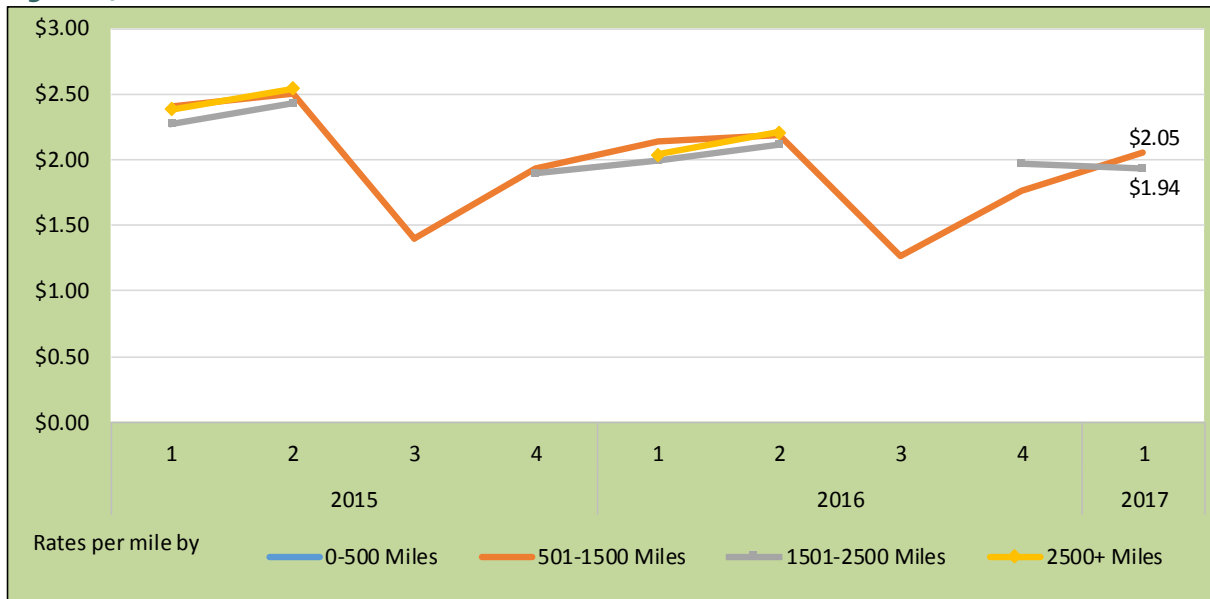
Source: Agricultural Marketing Service, Specialty Crops Programs, Market News Division

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



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

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



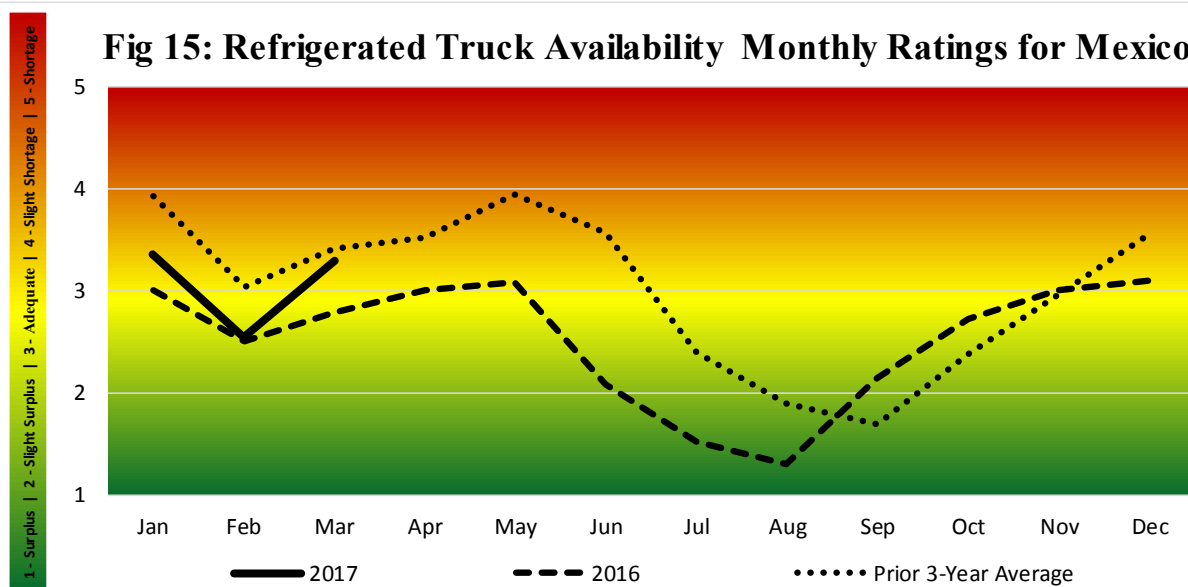
Source: Agricultural Marketing Service, Specialty Crops Programs, Market News Division

Volume: Total reported shipments of fruits and vegetables from Mexico during the first quarter of 2017 were nearly 3 million tons—an increase of 6 percent from the same quarter in 2016, but the sum of the top five commodities decreased 7 percent from last year. Shipments of tomatoes decreased 12 percent, followed by avocados at 14 percent plum tomatoes by 14 percent. Bell peppers increased 7 percent and cucumbers increased 3 percent.

Rates: Truck rates for shipments between 501 and 1,500 miles from the Texas border crossings averaged \$2.19 per mile, up 16 percent from the previous quarter, and 8 percent higher than the same quarter last year. Rates for shipments between 501 and 1,500 miles from the Arizona border crossings averaged \$2.05 per mile, up 17 percent from last quarter, but 4 percent lower than the same quarter last year.

Truck Overview: Diesel fuel prices for border crossings from Texas averaged \$2.42 per gallon, 3 percent higher than the previous quarter, and 23.5 percent higher than the same quarter in 2016. Diesel fuel prices for border crossings from Arizona averaged \$2.75 per gallon, 4 percent higher than the previous quarter, and 28 percent higher than the same period in 2016. Truck availability data for the quarter showed a slight surplus to adequate at both major border crossings during the quarter.

Fig 15: Refrigerated Truck Availability Monthly Ratings for Mexico



Arizona

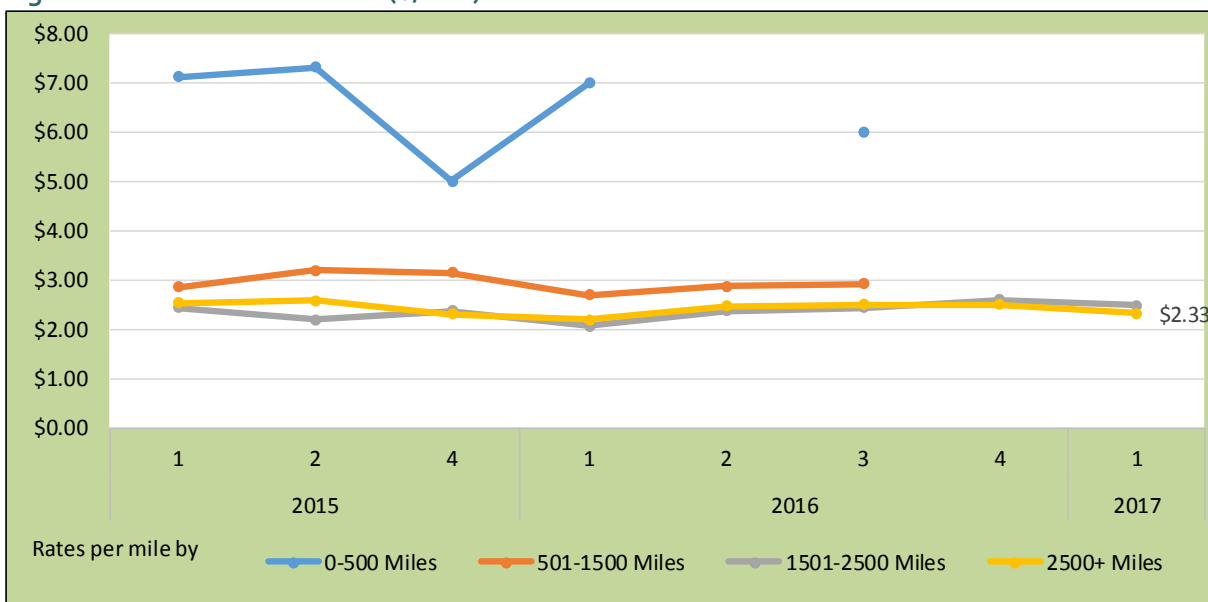
Table 14: Reported Top Five Commodities Shipped from Arizona (1,000 tons)

Commodity	1st Quarter 2017	Share of Arizona Total	Previous Quarter	Same Quarter Last Year	Current Quarter % change from:	
					Previous Qtr	Same Qtr Last Year
Lettuce, Romaine	246	32%	150	224	64%	10%
Lettuce, Iceberg	224	29%	149	251	51%	-11%
Lettuce, Processed	105	14%	63	122	68%	-13%
Spinach	32	4%	18	33	78%	-3%
Celery	31	4%	3	46	-	-33%
Top 5 Total	638	83%	382	676	67%	-6%
Arizona Total	765	100%	497	799	54%	-4%

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

"-" indicates no reported shipments during the quarter.

Figure 16: Arizona Truck Rates (\$/Mile)



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

Volume: Total reported shipments of fruits and vegetables from Arizona during the first quarter of 2017 were 765,000 tons, a 4 percent decrease from the same quarter last year. The sum of the top five commodities decreased 6 percent from the same quarter last year with an increase of 10 percent for romaine lettuce, but decreases for iceberg (-11 percent) and processed (-13 percent) lettuces, as well as a 3 percent decrease of spinach shipments and a 33 percent decrease for celery. In total, 88 percent of reported shipments were lettuce and other leafy greens.

Rates: Insufficient data was available to identify the quarterly average truck rate for shipments between 501 and 1,500 miles.

Truck Overview: Diesel fuel prices averaged \$2.75 per gallon, 4 percent higher than the previous quarter and 28 percent higher than the same period last year. Truck availability reported for Arizona ranged from a slight surplus to adequate throughout the quarter.

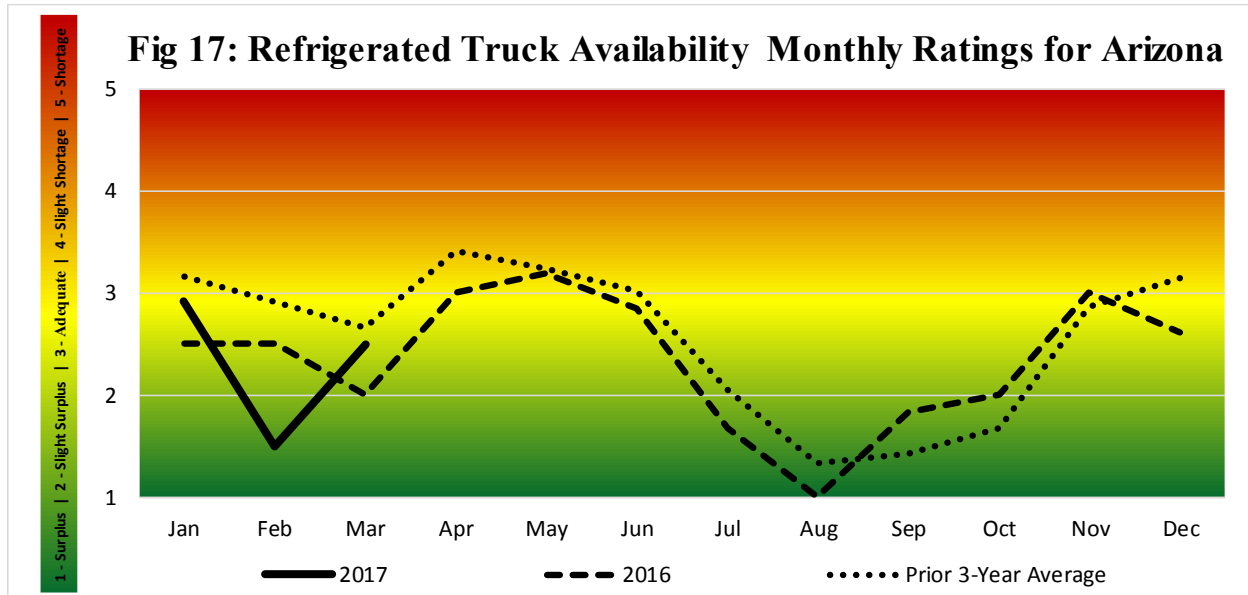


Figure 18: Arizona Truck Overview

Region/Reporting District	Availability Rating, 1=Surplus to 5=Shortage			
	January	February	March	1st Quarter
Central And Western Arizona	3.00	2.00	2.50	2.50
Mexico Crossings Through Nogales, Arizona	2.80	1.50	2.50	2.27
Regional Average Availability	2.90	1.75	2.50	2.38
Diesel Fuel Price (\$/gallon)	2.76	2.76	2.73	2.75

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 Arizona.

Florida

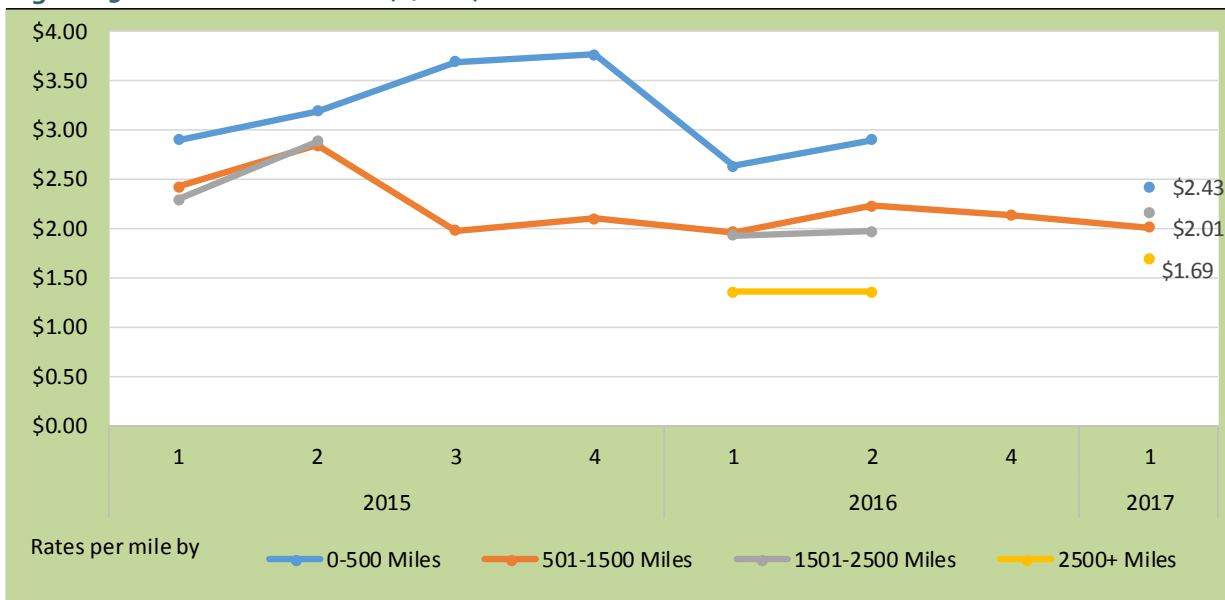
Table 15: Reported Top Five Commodities Shipped from Florida (1,000 tons)

Commodity	1st Quarter 2017	Share of Florida Total	Previous Quarter	Same Quarter Last Year	Current Quarter % change from:	
					Previous Qtr	Same Qtr Last Year
Tomatoes	176	20%	142	98	24%	81%
Strawberries	110	13%	24	84	350%	31%
Cabbage	86	10%	9	63	901%	35%
Corn-Sweet	83	10%	-	44	-	88%
Grapefruit	59	7%	63	86	-6%	-32%
Top 5 Total	513	60%	238	375	116%	37%
Florida Total	861	100%	492	647	75%	33%

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 first quarter of 2017 were more than 861,000 tons, up 33 percent from the same quarter in 2016. The sum of the top five commodities increased by 37 percent, with only one (grapefruit) of the top five commodities posting a decrease (-32 percent). Tomatoes, strawberries, cabbage, and sweet corn each increased significantly. Tomatoes and sweet corn showed increases of over 80 percent while cabbage and strawberries increased more than 30 percent.

Rates: The quarterly average truck rate for shipments between 501 and 1,500 miles was \$2.01 per mile, 3 percent higher than the same quarter last year.

Truck Overview: Diesel fuel prices averaged \$2.51 per gallon, 5 percent higher than last quarter, and 24 percent higher than the same period last year. Shippers in Florida reported adequate truck availability throughout the majority of the quarter with the exception of a slight shortage in March in the Central and South Florida region.

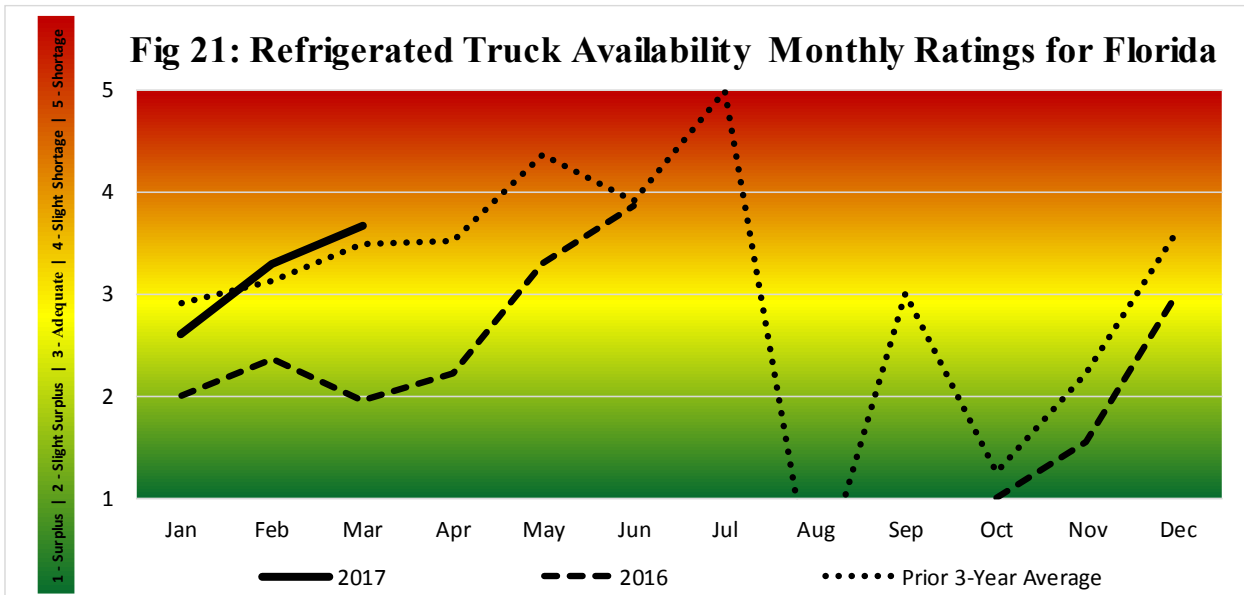
Figure 20: Florida Truck Overview

Region/Reporting District	Availability Rating, 1=Surplus to 5=Shortage			
	January	February	March	1st Quarter
Central & South Florida	2.60	2.75	4.00	3.12
Florida	n/a	3.00	3.00	3.00
South Florida	3.00	3.00	3.00	3.00
Regional Average Availability	2.80	2.92	3.33	3.02
Diesel Fuel Price (\$/gallon)	2.51	2.52	2.51	2.51

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.

Fig 21: Refrigerated Truck Availability Monthly Ratings 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.

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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

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National Agricultural Statistics Service, Crops

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

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