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Agricultural Refrigerated Truck Quarterly

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Contents

Feature Article

2018 in Review

According to *ATA American Trucking Trends 2019,* the American Trucking Associations reported that revenue, across all types of trucking service, increased 14 percent in 2018 to over $796 billion. Implementation of the new electronic logging devices (ELD) in late 2017 tightened truck capacity and put pressure on rates throughout much of 2018. The refrigerated truck market experienced similar pressure on rates and tight truck capacity. Reported fruit and vegetable shipments reached record levels in 2018, particularly for the citrus industry, which also impacted truck availability. This article provides a review of volume, rates, and truck availability for fruit and vegetable truck shipments in 2018.

Volume

The reported volume of fruit and vegetable truck shipments in 2018 reached record levels, totaling 37.5 million metric tons, 9 percent more than the previous year. The top 5 commodities remained nearly the same as previous years with one notable exception—shipments of oranges overtook tomatoes for the fifth slot. Potato shipments remained the highest volume commodity for the past 6 years, however, shipments fell 6 percent year-over-year in 2018. Apples and seedless watermelon shipments both increased 1 percent, and dry onions increased 2 percent.

Reported shipments of oranges in 2018 nearly tripled 2017 totals. Strong yields from California growers tripled shipments from that region and shipments from Florida increased 25 percent. In recent years, production of oranges has been down in both California and Florida, especially. However, improvements in the battle against disease helped increase production in 2018. Similarly, lemon shipments totaled more than four times the shipments in 2017, also due to strong yields in California.

According to an article from *The Packer*, orange production in Florida "…has been dwindling for years thanks to…the bacterial disease known as citrus greening." Greening has decimated groves and increased costs for crop maintenance. In 2017, the industry also suffered a blow from Hurricane Irma after the storm smashed into trees in September and damaged fruit. However, the article further explains Florida groves are showing signs of recovery, "[t]he crop is finally getting a bit of a lift after better weather and as more growers develop methods to fight the greening disease."

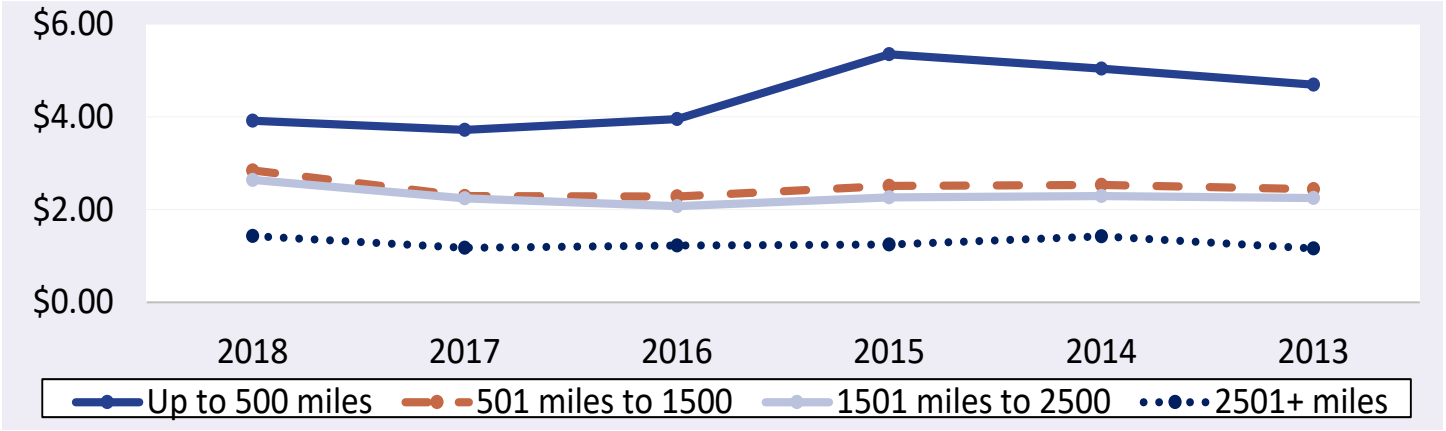
Other than the strong citrus shipments discussed above, most other fruit and vegetable shipments saw at least a modest increase, averaging around 4 percent in 2018. A few particularly strong performers were avocado shipments, which increased 19 percent, and cantaloupes, which increased 15 percent year over year.

Truck Rates and Availability

Reported truck rates for fruit and vegetable shipments in 2018 reached record levels for 3 of the 4 reported mileage categories (see figure). Rates for shipments between 501 and 1,500 miles averaged $2.85 per mile, 24 percent higher than the previous year and 18 percent higher than the 5-year average.

Truck availability for most reported regions ranged from adequate to a shortage throughout the year. In total, there were less than a dozen weekly average occurrences of a slight surplus or surplus truck availability all year. Some regions struggled with capacity more than others. The trucking industry struggled to keep up with strong demand in California, North Carolina, Washington, Oregon, and Florida this year. In particular, North Carolina ranged from a slight shortage to a shortage most of the year. Similarly, Malheur County, Oregon, the Columbia Basin in Washington, and Idaho all settled in the shortage range most of the year. Reports from

Average Annual Truck Rates ($/mile)



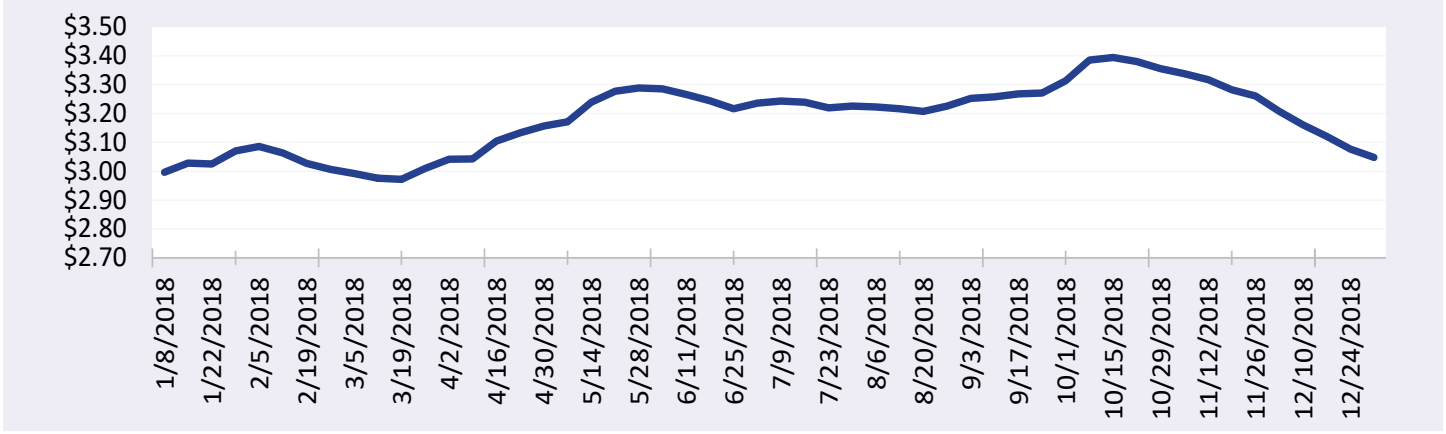
Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data

North and West Florida indicated shortage conditions in June and July. Most reporting regions in California experienced several months of a slight shortage and shortage conditions. Tight truck availability put upward pressure on rates. Additional pressure on drivers to meet the new ELD mandate also impacted truck and driver capacity and therefore truck rates and availability in 2018.

Diesel Fuel Prices

Diesel fuel prices averaged $3.18 per gallon in 2018. Prices began the year around $3 per gallon, increasing nearly 10 cents per gallon by the end of January, and then began to fall until early spring. Prices quickly recovered through April and May and leveled through the summer months. Prices began an upward trend again in September peaking at $3.39 by mid-October. Prices fell continuously through the last quarter to end the year at $3.05. The price of diesel fuel is a key element in truck freight rates impacting costs for both customers and service providers.

Weekly On-Highway Diesel Fuel Prices ($/Gallon)



Source: Energy Information Administration, www.eia.gov/petroleum/gasdiesel

Quarterly Overview

Fruit and Vegetable Shipments

Reported U.S. truck shipments of fresh produce, during the fourth quarter of 2018, were 8.5 million tons; 3 percent lower than the previous quarter, but 10 percent higher than the same quarter last year.

Shipments from California were the highest in the fourth quarter, totaling 2.33 million tons and accounting for 27 percent of the total reported shipments of fresh fruits and vegetables. Movements from Mexico totaled 2.24 million tons, representing 26 percent of the reported total. Shipments from the Pacific Northwest totaled 1.81 million tons, representing 21 percent of the reported shipments.

The following top five commodities accounted for 39 percent of the reported truck movements during the fourth quarter of 2018:

- Potatoes (13 percent)
- Apples (9 percent)
- Onions, dry (7 percent)
- Oranges (5 percent)
- Grapes (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 2,501+ miles. Please note that the U.S. average truck rates provided below are calculated using weighted regional rates and volumes.

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

	0-500 miles	501-1,500 miles	1,501-2,500 miles	2,501+ miles
Q4 2017	2.95	2.56	2.52	1.31
Q1 2018	2.83	2.82	2.68	1.30
Q2 2018	4.36	2.99	2.50	1.26
Q3 2018	5.14	2.74	2.72	1.62
Q4 2018	3.35	2.84	2.67	1.54
Q4 Change from Previous Quarter	-35%	4%	-2%	-5%
Q4 Change from Same Quarter Last Year	50%	11%	6%	18%

Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
Note: “n/a” indicates rates not available.

Diesel Fuel

During the fourth quarter 2018, the U.S. diesel fuel price averaged $3.26 per gallon. This represents a 1 percent increase from the previous quarter and a 14 percent increase from the same quarter last year.

Regulatory News and Updates

FMCSA Seeks Comments on the Definitions of Agricultural Commodity or Livestock

On July 29, 2019, the Federal Motor Carrier Safety Administration (FMCSA) sought comments to assist in determining whether, and if so to what extent, the Agency should revise or otherwise clarify the definitions of "agricultural commodity" or "livestock" in the "Hours of Service (HOS) of Drivers" regulations. Currently, during harvesting and planting seasons as determined by each State, drivers transporting agricultural commodities, including livestock, are exempt from the HOS requirements from the source of the commodities to a location within a 150-air-mile radius from the source. This Advance Notice of Proposed Rulemaking is prompted by indications that the current definition of these terms may not be understood or enforced consistently when determining whether the HOS exemption applies. Comments ended on September 27 and can be viewed at docket number FMCSA-2018-0348.

FMCSA Proposes to Allow Commercial Driver's License Out-of-State Knowledge Test

On July 29, 2019, FMCSA proposed "to allow driver applicants to take the commercial driver's license (CDL) general and specialized knowledge tests in a State (the testing State) other than the applicant's State of domicile. Under this proposed rule, a State would not be required to offer the knowledge tests to out-of-State applicants. However, if the testing State elects to offer the knowledge tests to these applicants, it would transmit the results to the State of domicile, which would be required to accept the results." Comments ended on September 27 and can be viewed at docket number FMCSA-2018-0332.

Study of Harassment and Assaults Against Minority and Female Truckers

On July 23, 2019, FMCSA asked for comments on its information collection request to "allow for a study to understand the prevalence, seriousness, and nature of the problem of harassment and assaults against minority and female truckers." Comments ended on September 23 and can be viewed at docket number FMCSA-2018-0278.

U.S. Department of Labor Issues Opinion Letter on Time Spent by Drivers in a Sleeper Berth

On July 22, 2019, the U.S. Department of Labor issued a new Wage and Hour Opinion Letter stating "the time drivers are relieved of all duties and permitted to sleep in a sleeper berth is presumptively non-working time that is not compensable."

Information Requested on Driver Delays During Loading and Unloading and the Impact on Safety

On June 10, FMCSA requested "information on existing or potential sources of data to better understand driver detention times during the loading and unloading of commercial motor vehicles (CMVs) and the potential impact of such delays on roadway safety. A recent study by the U.S. Department of Transportation's (DOT) Office of Inspector General found that better data are needed to fully understand the issues associated with driver detention." Comments ended on September 9 and can be viewed at docket number FMCSA-2019-0054.

Pilot Program to Allow Non-Military Drivers Aged 18, 19, and 20 to Cross State Lines

On May 15, 2019, FMCSA requested comments on allowing drivers 18, 19 and 20 years old, who may currently operate commercial motor vehicles

in intrastate commerce, to operate in interstate commerce. Comments ended on August 14 and can be viewed at docket number FMCSA-2018-0346.

Commercial Vehicle Safety Alliance Encourages Proper Assignment of Responsibility for Improper Cargo Securement in Sealed Trailers and Containers

On May 8, 2019, the Commercial Vehicle Safety Alliance encouraged FMCSA and the Canadian Council of Motor Transport Administrators to address shipper, carrier, and driver responsibility when a driver is not allowed to break a door seal to determine whether or not the cargo is properly secured inside a trailer or container.

Alternate Methods for Securement of Agricultural Commodities Allowed

On April 15, 2019, FMCSA granted "a limited 5-year exemption… to allow certain alternate methods for the securement of agricultural commodities transported in wood and plastic boxes and bins and large fiberglass tubs, as well as hay, straw, and cotton bales that are grouped together into large singular units."

California's Meal and Rest Break Rule Preemption Update

On March 22, 2019, FMCSA updated its website regarding FMCSA's December 21, 2019 preemption of California's meal and rest break rules for drivers, citing safety, cost of goods, uniformity, and FMCSA's legal opinion on pending lawsuits.

Commercial Driver's License Upgrade Costs Reduced

On March 6, 2019, FMCSA issued a final rule "to reduce the training time and costs incurred by Class B CDL holders upgrading to a Class A CDL."

California's Meal and Rest Break Rules for Commercial Motor Vehicle Drivers Preempted

On December 21, 2018, FMCSA granted a petition to preempt California's meal and rest break rules for drivers. FMCSA determined the California rules address commercial motor vehicle safety but are incompatible and more stringent than FMCSA's regulations. FMCSA found the rules provide no additional safety benefits and interfere with interstate commerce.

States May Issue a Commercial Learner's Permit Valid for One Year

On December 21, 2018, FMCSA issued a final rule "to allow States the option of issuing a commercial learner's permit (CLP) with an expiration date of up to one year from the date of initial issuance."

Commercial Vehicle Safety Alliance Petition on Personal Conveyance Received

On December 18, 2018, FMCSA received a Commercial Vehicle Safety Alliance (CVSA) petition to define "the maximum distance and/or time a driver may operate for personal conveyance" while they are off-duty. Citing FMCSA's guidance and the response to CVSA's comments on the draft guidance, CVSA asked that the distance and time issue be addressed in the proposed rule on the hours of service of drivers.

Commercial Vehicle Safety Alliance Expresses Concern About Exemptions

On December 17, 2018, CVSA sent a letter to FMCSA in opposition to exemptions from FMCSA regulations, citing the impact on roadside inspectors, uniformity of enforcement, resources, training, communication, and safety.

Protecting Perishable Foods During Transport by Truck and Rail (Summary)

This is a summary of "Protecting Perishable Foods During Transport by Truck and Rail" by Jeffrey K. Brecht and Steven A. Sargent, Professors, Horticultural Sciences Department, University of Florida, Gainesville, FL; Patrick E. Brecht, President, PEB Commodities, Inc., Petaluma, CA; Jorge Saenz, President, Wireless Data Solutions, Weston, FL; and Leonard Rodowick, Strategic Relations – Food Safety & OEM, Thermo King Corporation, Nixa, MO. The University of Florida, Institute of Food and Agricultural Sciences Extension (UF/IFAS Extension) report received funding from USDA's Agricultural Marketing Service (AMS) through cooperative agreement number 17-TMTSD-FL-0007. The views and opinions expressed in the UF/IFAS Extension report are those of the authors and do not necessarily reflect the policies and opinions of the U.S. Department of Agriculture. The full report is available at: https://edis.ifas.ufl.edu/pdffiles/HS/HS132800.pdf.

The issuance of the Food and Drug Administration (FDA) Food Safety Modernization Act (FSMA) Final Rule on Sanitary Transportation of Human and Animal Food led to a request by the authors to revise USDA AMS Agriculture Handbook No. 669, "Protecting Perishable Foods During Transport by Truck," last revised in 1995. The initial 1987 edition of Handbook 669 superseded Handbook No. 105, "Protecting Perishable Foods During Transport by Motortruck," revised in 1970, after its initial publication in 1956.

"These handbooks have been extremely popular, and tens of thousands of copies have been distributed worldwide. The importance of protecting perishable foods from loss of quality during transport has long been recognized... Thus, an updated version of this handbook has been long overdue, addressing both the advances in technology and the importance of food safety considerations in the transport of perishable foods."[1]

"Many individuals and organizations provided information or other assistance in revising this handbook. Special recognition goes to the University of Florida, Institute of Food and Agricultural Science, Communications Office, for formatting the handbook and for preparing the illustrations. We appreciate the suggestions offered by those with whom we discussed this publication. A great deal of the information on recommended handling requirements for fresh fruits and vegetables is from the recently updated USDA Handbook No. 66, "The Commercial Storage of Fruits, Vegetables, and Florist and Nursery Stocks."[2]

The report discusses the following topics, with additional information in the appendices: Important Factors in Protection of Perishable Foods; Preparation for Loading; Loading and Unloading Considerations; Loading (Stowage) Patterns; Individual Commodity Requirements; Regulatory Considerations for Truck Construction Materials, Cleaning Compounds, and Sanitation; and Food Safety Considerations for Transporting Perishable Foods by Truck.

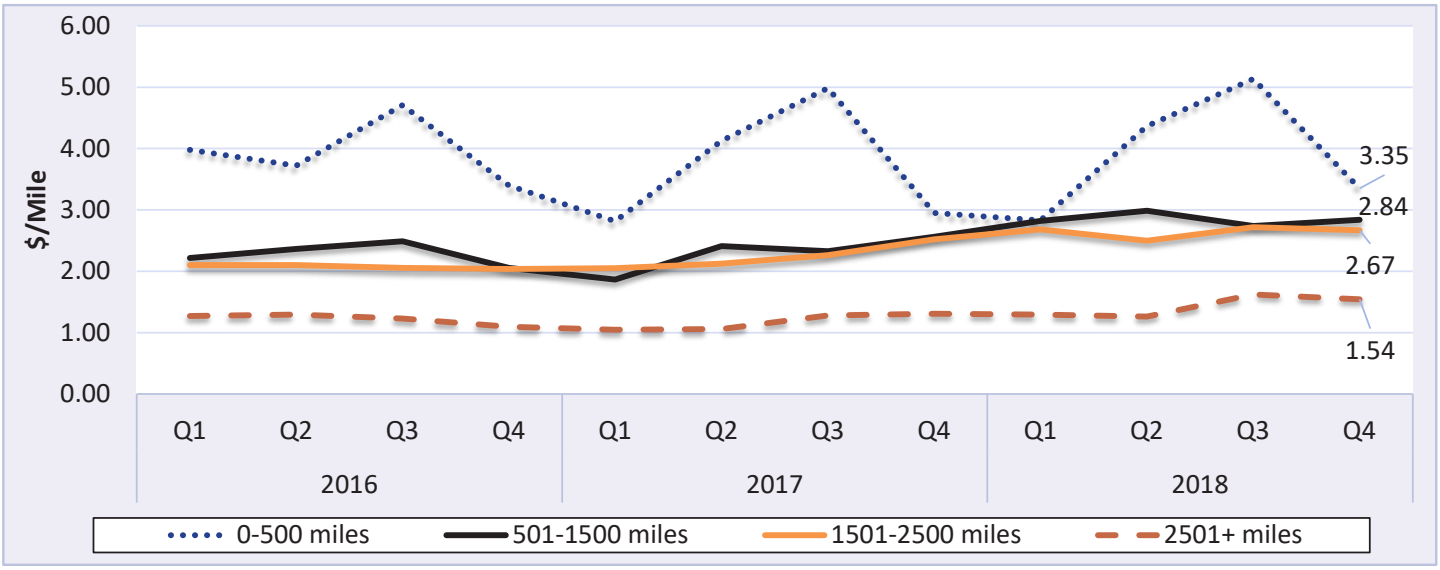
"This updated edition reflects the dynamic changes and innovations in the handling and transportation of perishable foods. Some of these include improved insulation and air movement, microprocessors for more efficient refrigeration, expert systems to control the transport environment and conserve fuel energy, and the use of telematics to monitor and control the performance of refrigerated vehicles during transit. This edition includes descriptions and recommendations for food transported over the road and by rail in marine containers, as well as in railcars."[3]

1, 2, 3 Brecht, Jeffrey K., Steven A. Sargent, Patrick E. Brecht, Jorge Saenz, and Leonard Rodowick. Protecting Perishable Foods During Transport by Truck or Rail, Preface, p. ix, HS1328, Horticultural Sciences Department, University of Florida/Institute of Food and Agricultural Sciences Extension, April 2019. Web. https://edis.ifas.ufl.edu/pdffiles/HS/HS132800.pdf.

NATIONAL SUMMARY

Truck Rates

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



Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data

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
2018	2.82	2.99	2.74	2.84	2.85
2017	1.86	2.41	2.33	2.56	2.29
2016	2.22	2.37	2.49	2.06	2.28
2015	2.47	2.63	2.59	2.36	2.51
2014	2.32	2.67	2.64	2.49	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

Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
Note: "n/a" indicates rates not available.

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

	4th Quarter 2018			3rd Quarter 2018		
Origin	October	November	December	July	August	September
Arizona	n/a	3.91	4.16	n/a	n/a	n/a
California	3.09	3.40	3.10	3.16	3.22	3.17
Florida	1.67	2.11	2.31	3.78	n/a	n/a
Great Lakes	3.61	3.51	3.58	3.66	3.69	3.72
Mexico-Arizona	1.93	2.69	2.62	2.89	2.32	n/a
Mexico-Texas	2.20	2.33	2.53	2.47	2.18	2.10
New York	2.92	2.92	2.92	2.83	n/a	2.92
Other	2.60	2.92	2.96	2.74	2.72	2.69
PNW	2.22	2.58	2.65	2.01	2.00	2.15
Southeast	6.65	3.99	3.99	4.26	5.85	6.81
Texas	2.44	2.53	2.67	2.65	2.39	2.34

Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
Note: "n/a" indicates rates not available.
Note: The rates for 8 long-haul fruit and vegetable truck corridors are included in the national rate, weighted by commodity and origin volume.

Truck Rates for Selected Routes

Table 3: Origin-Destination Truck Rates for Selected Routes, 4th Quarter 2018 ($/Mile)

Origin	Destination									
	Atlanta	Baltimore	Boston	Chicago	Dallas	Los Angeles	Miami	New York	Philadelphia	Seattle
Arizona	3.53	3.45	3.24	3.30	4.24	n/a	3.33	3.37	3.43	3.44
California	2.81	2.85	2.76	2.71	3.08	n/a	2.89	2.89	2.82	3.16
Florida	2.27	2.13	2.25	1.65	n/a	n/a	n/a	2.38	2.22	n/a
Great Lakes	3.52	3.51	3.40	4.13	2.98	n/a	3.16	3.70	3.88	n/a
Mexico-Arizona	2.55	n/a	n/a	2.27	3.12	2.12	2.68	2.78	2.59	n/a
Mexico-Texas	2.53	2.33	2.44	2.16	2.88	1.94	2.48	2.43	2.35	2.19
New York	2.90	n/a	9.33	3.27	n/a	n/a	2.59	9.63	8.70	n/a
Other	2.96	3.12	3.20	2.66	4.01	2.06	2.69	3.17	2.93	n/a
PNW	2.59	2.71	2.67	2.54	2.62	2.46	2.59	2.83	2.72	8.57
Southeast	8.42	10.28	5.95	4.38	3.83	n/a	4.95	7.38	8.35	n/a
Texas	2.74	2.43	2.53	2.27	3.35	2.04	2.60	2.55	2.46	2.27

Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
Note: "n/a" indicates rates not available

Table 4: Origin-Destination Truck Rates for Selected Routes, 4th Quarter 2018 ($/Truck)

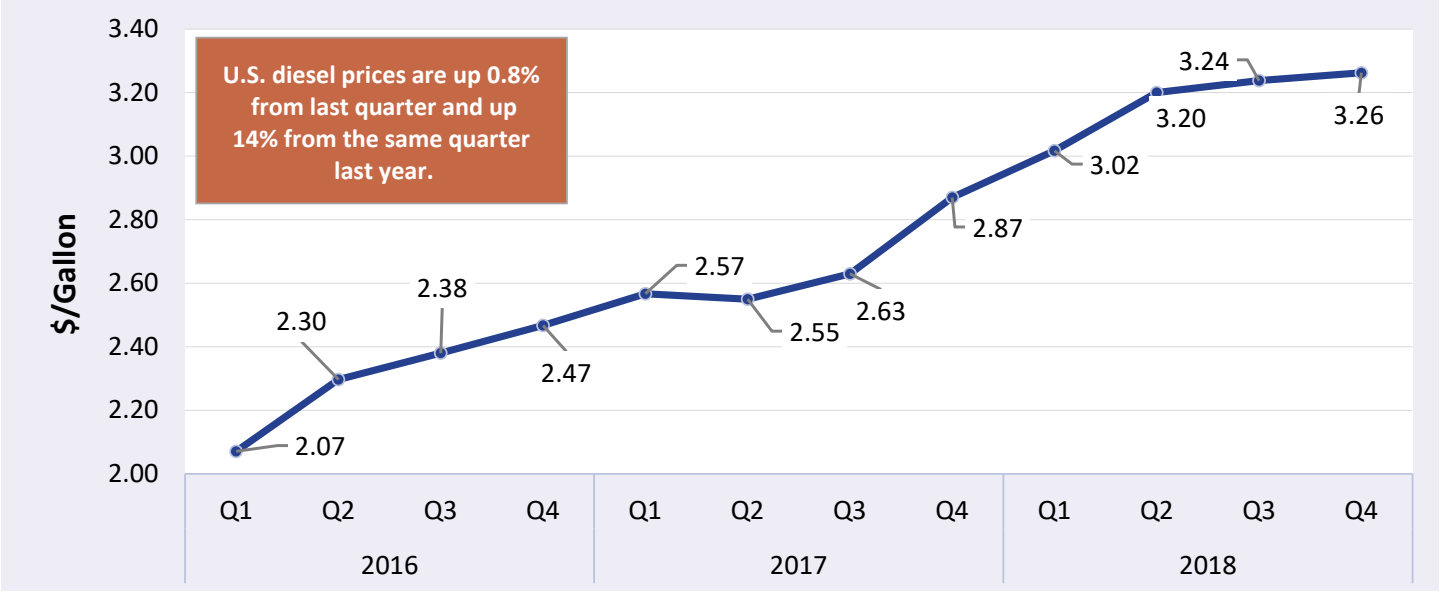
Origin	Destination									
	Atlanta	Baltimore	Boston	Chicago	Dallas	Los Angeles	Miami	New York	Philadelphia	Seattle
Arizona	6,350	7,892	8,575	5,767	4,492	n/a	8,183	8,121	8,017	4,750
California	6,350	7,804	8,482	5,735	4,637	n/a	8,231	8,228	7,891	3,374
Florida	1,158	2,106	3,133	2,033	n/a	n/a	n/a	2,783	2,419	n/a
Great Lakes	3,408	3,787	4,092	1,313	3,345	n/a	5,117	4,057	3,616	n/a
Mexico-Arizona	4,583	n/a	n/a	4,081	3,057	1,188	6,088	6,957	6,214	n/a
Mexico-Texas	2,904	4,173	5,358	3,088	1,438	3,096	3,800	4,850	4,473	5,262
New York	2,900	n/a	2,063	2,750	n/a	n/a	3,750	1,825	2,000	n/a
Other	2,661	4,249	4,389	2,299	2,208	2,206	5,351	4,393	3,952	n/a
PNW	5,758	6,643	7,332	4,371	4,763	2,493	7,451	7,185	6,816	1,200
Southeast	3,369	3,394	4,406	3,725	4,600	n/a	3,813	3,838	3,591	n/a
Texas	2,904	4,173	5,365	3,088	1,438	3,096	3,800	4,850	4,473	5,262

Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
Note: "n/a" indicates rates not available

U.S. Diesel Fuel Prices

The diesel fuel price provides a proxy for trends in U.S. truck rates. Diesel fuel is a significant component underlying truck rates.

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



Source: AMS Transportation Services Division analysis of Energy Information Administration/U.S. Department of Energy data.

Table 5: Average Diesel Fuel Prices (All Types)

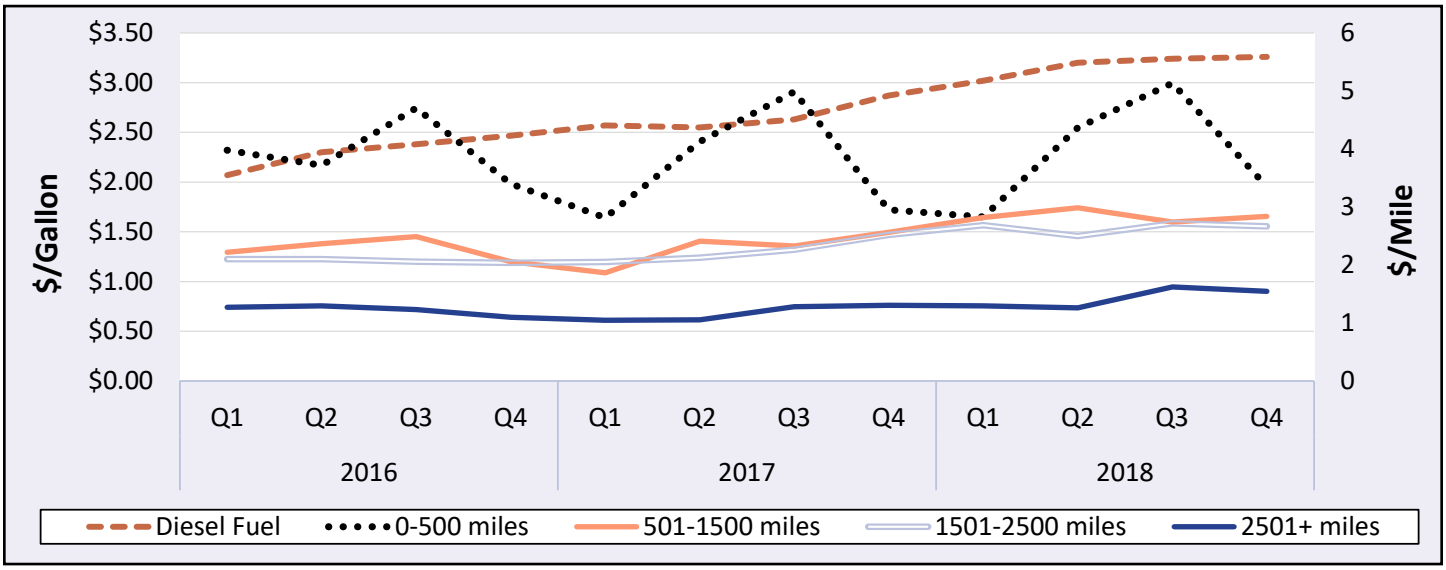
Location	4th Quarter 2018 Price $/Gallon	Change From Last Quarter	Change From Same Quarter Last Year
East Coast	3.27	0.04	0.41
New England	3.32	0.05	0.48
Central Atlantic	3.44	0.05	0.43
Lower Atlantic	3.14	0.04	0.37
Midwest	3.19	0.02	0.36
Gulf Coast	3.04	0.02	0.37
Rocky Mountain	3.31	-0.05	0.35
West Coast	3.75	0.02	0.48
California	3.99	0.03	0.55
U.S.	**3.26**	**0.02**	**0.39**

Source: AMS Transportation Services Division analysis of Energy Information Administration/U.S. Department of Energy data.

Relationship Between Diesel Fuel 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: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data and Energy Information Administration/U.S. Department of Energy data.

Table 6: Average Diesel Fuel Prices and Truck Rates

Year	Quarter	Diesel Fuel ($/gallon)	Truck Rates ($/mile) 501-1500 miles	% Change From			
				Last Quarter		Last Year	
				Diesel	Truck	Diesel	Truck
2016	**1**	2.08	2.22	-15%	-6%	-29%	-10%
	2	2.30	2.37	11%	7%	-32%	-6%
	3	2.38	2.49	4%	5%	-31%	-2%
	4	2.47	2.06	4%	-17%	-28%	-1%
2017	**1**	2.57	1.86	4%	-9%	24%	-16%
	2	2.55	2.41	-1%	29%	11%	2%
	3	2.63	2.33	3%	-4%	10%	-7%
	4	2.87	2.56	9%	10%	16%	25%
2018	**1**	3.02	2.82	5%	10%	18%	51%
	2	3.20	2.99	6%	6%	25%	24%
	3	3.24	2.74	1%	-8%	23%	18%
	4	3.26	2.84	1%	4%	14%	11%

Sources: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data and Energy Information Administration/U.S. Department of Energy data.

Quarterly Truck Availability

Table 7: U.S. Fresh Fruit and Vegetable Truck Availability

Truck availability legend				
1=Surplus	2=Slight surplus	3=Adequate	4=Slight shortage	5=Shortage

CALIFORNIA, CENTRAL, AND WESTERN ARIZONA	Commodity	10/2	10/9	10/16	10/23	10/30	11/6	11/13	11/20	11/27	12/4	12/11	12/18	12/25
Central And Southern San Joaquin Valley California	Apples, Grapes, Nectarines, Peaches, Plums, Iceberg Lettuce	3	3	3	3	3	3	3	3	3	3	3	3	3
Kern District California	Grapes, Carrots	3	3	3	3	3	3	3	4	3	3	3	3	3
Salinas-Watsonville California	Broccoli, Cauliflower, Iceberg Lettuce, Leaf Lettuce, Lettuce Romaine, Celery	3	3	3	3	3	3	3	4	3	3	3		
Santa Maria California	Broccoli, Cauliflower, Iceberg Lettuce, Leaf Lettuce, Celery, Strawberries	3	3	3	3	3	3	3	4	3	3	3	3	3
South District California	Avocados, Citrus	2	2	2	2	3	3	5	5	3	3	3	3	3
Oxnard District California	Leaf Lettuce, Lettuce Romaine, Celery, Strawberries, Cilantro, Kale, Parsley						3	3	4	3	3	3	3	3
Western Arizona	Broccoli, Cauliflower, Iceberg Lettuce, Leaf Lettuce, Romaine							3	4	3	3	3	3	3

GREAT LAKES (MI & WI)	Commodity	10/2	10/9	10/16	10/23	10/30	11/6	11/13	11/20	11/27	12/4	12/11	12/18	12/25
Central Wisconsin	Onions, Potatoes	4	3	3	3	3	3	5	3	3	3	3	4	3
Michigan	Apples			3	3	3	3	3	3	3	3	3	3	

MEXICO BORDER CROSSINGS	Commodity	10/2	10/9	10/16	10/23	10/30	11/6	11/13	11/20	11/27	12/4	12/11	12/18	12/25
Mexico Crossings Through Nogales, Arizona	Cucumbers, Melons, Mixed Vegetables, Squash, Beans, Eggplant, Peppers	3	3	1	1	3	3	4	3	3	3	3	4	5
Mexico Crossings Through Texas	Limes, Mangoes, Tomatoes, Broccoli, Mixed Fruits, Vegetables, Limes, Tomatoes, Broccoli, Mixed Fruits	3	3	3	3	3	3	3	3	3	3	3	4	4

Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data

Table 7, continued: U.S. Fresh Fruit and Vegetable Truck Availability

Truck availability legend				
1=Surplus	2=Slight surplus	3=Adequate	4=Slight shortage	5=Shortage

PACIFIC NORTHWEST (ID, OR, & WA)	Commodity	10/2	10/9	10/16	10/23	10/30	11/6	11/13	11/20	11/27	12/4	12/11	12/18	12/25
Columbia Basin Washington	Onions, Potatoes	4	4	4	4	4	3	3	3	4	4	4	4	4
Idaho And Malheur County, Oregon	Onions	3	3	3	3	3	5	5	5	4	4	4	4	4
Upper Valley, Twin Falls-Burley District Idaho	Potatoes	3	3	3	3	3	4	4	5	4	4	4	4	
Yakima Valley & Wenatchee District Washington	Apples, Peaches, Nectarines, Pears	4	4	3	3	3	3	5	5	4	4	3	3	3

SOUTHEAST (GA, SC, & NC)	Commodity	10/2	10/9	10/16	10/23	10/30	11/6	11/13	11/20	11/27	12/4	12/11	12/18	12/25
Eastern North Carolina	Sweet Potatoes	3	3	5	3	3	3	3	3	3	3	3	3	

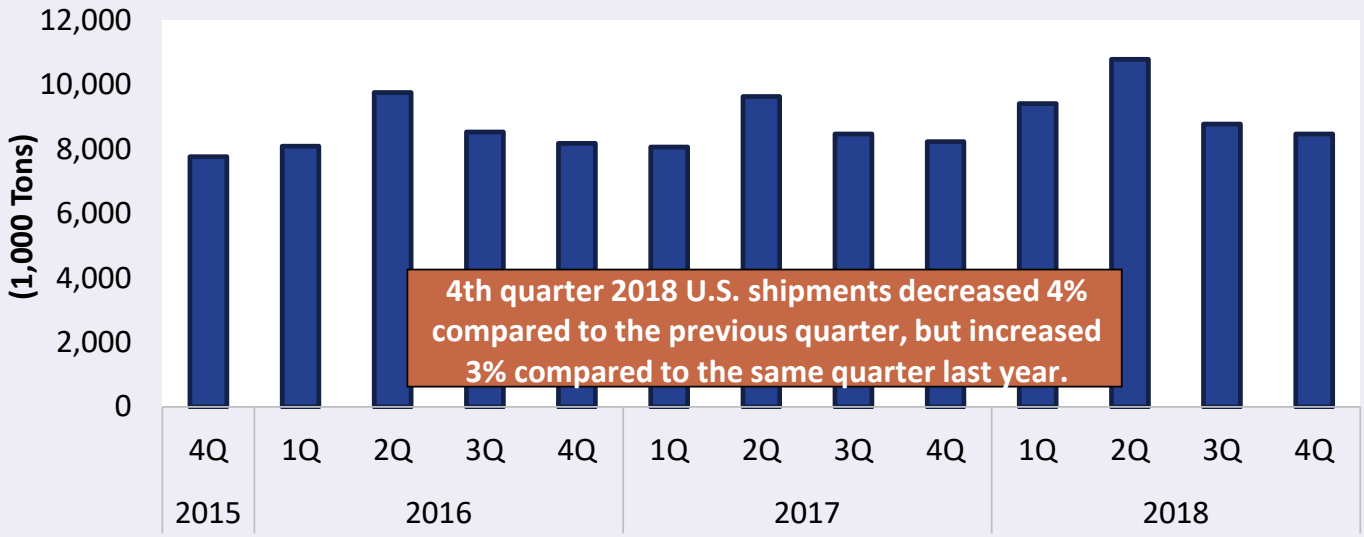
TEXAS AND OKLAHOMA	Commodity	10/2	10/9	10/16	10/23	10/30	11/6	11/13	11/20	11/27	12/4	12/11	12/18	12/25
Lower Rio Grande Valley, Texas	Watermelons, Cabbage, Oranges, Grapefruit	3	3	3	3	3	3	3	3	3	3	3	4	4

FLORIDA	Commodity	10/2	10/9	10/16	10/23	10/30	11/6	11/13	11/20	11/27	12/4	12/11	12/18	12/25
Central & South Florida	Mixed Vegetables, Tomatoes, Berries					1	3	3	4	3	3	3	3	4

Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data

Reported U.S. Shipments

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



Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data

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

Year	1st Quarter	2nd Quarter	3rd Quarter	4th Quarter	Annual
2018	9,419	10,795	8,789	8,474	37,478
2017	8,072	9,642	8,479	8,241	34,433
2016	8,094	9,761	8,541	8,188	34,583
2015	8,118	9,630	8,324	7,771	33,842
2014	7,733	9,139	8,080	7,725	32,677
2013	7,451	8,972	7,762	6,546	30,731
2012	7,577	9,008	7,774	7,532	31,890
2011	7,007	8,981	7,887	7,988	31,863
2010	7,065	8,881	7,985	7,522	31,454
2009	7,158	8,728	7,990	7,270	31,147
2008	7,059	8,666	7,426	6,904	30,057
2007	6,959	8,585	7,475	7,099	30,118
2006	6,335	8,400	7,854	6,960	29,550
2005	6,877	8,324	7,737	7,387	30,325
2004	6,867	8,331	6,876	6,732	28,807
2003	6,824	8,013	7,043	6,684	28,564
2002	6,787	8,094	6,414	6,460	27,755

Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data

Reported Shipments by Selected Commodities

Table 9: Reported Top 10 Commodity Shipments (1,000 Tons)

Commodity	4th Quarter 2018	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from Previous Quarter	Current Quarter as % change from Same Quarter Last Year
Potatoes	1,100	1,070	1,205	3%	-9%
Watermelons, Seedless	1,026	1,103	950	-7%	8%
Apples	608	767	605	-21%	0%
Onions Dry	536	669	569	-20%	-6%
Grapes	371	173	355	114%	4%
Cantaloupes	358	250	303	43%	18%
Lettuce, Iceberg	321	356	306	-10%	5%
Strawberries	311	420	292	-26%	6%
Tomatoes	292	373	312	-22%	-6%
Lettuce, Romaine	245	274	237	-11%	3%

Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data

Regional Markets

California

Volume

Total reported shipments of fruits and vegetables from California during the fourth quarter of 2018 were 2.3 million tons, an 18 percent increase from the same quarter last year. The sum of the top five commodities increased 24 percent from the same quarter last year. Orange shipments rose to the top of the list followed by grapes and lemons. Lemon shipments saw the largest increase, with more than double the shipments moved during the same quarter last year.

Rates

The quarterly average truck rate for shipments between 501 and 1,500 miles was $3.21 per mile, 0.7 percent higher than the previous quarter, and 16 percent higher than the same quarter last year.

Truck Overview

Diesel fuel prices averaged $3.99 per gallon, 1 percent higher than the previous quarter, and 16 percent higher than the same period last year. On average shippers reported adequate truck availability in all California districts throughout the quarter. In the South District, availability was a slight surplus during October, spiked to a slight shortage in November, and leveled out to adequate in December.

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

Commodity	4th Quarter 2018	Share of California Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Oranges	377	16%	97	369	287%	2%
Grapes	351	15%	368	267	-5%	32%
Lemons	214	9%	139	92	54%	132%
Celery	211	9%	155	179	36%	18%
Lettuce, Iceberg	156	7%	318	146	-51%	7%
Top 5 Total	**1,309**	**56%**	**1,077**	**1,052**	**22%**	**24%**
California Total	**2,333**	**100%**	**3,589**	**1,979**	**-35%**	**18%**

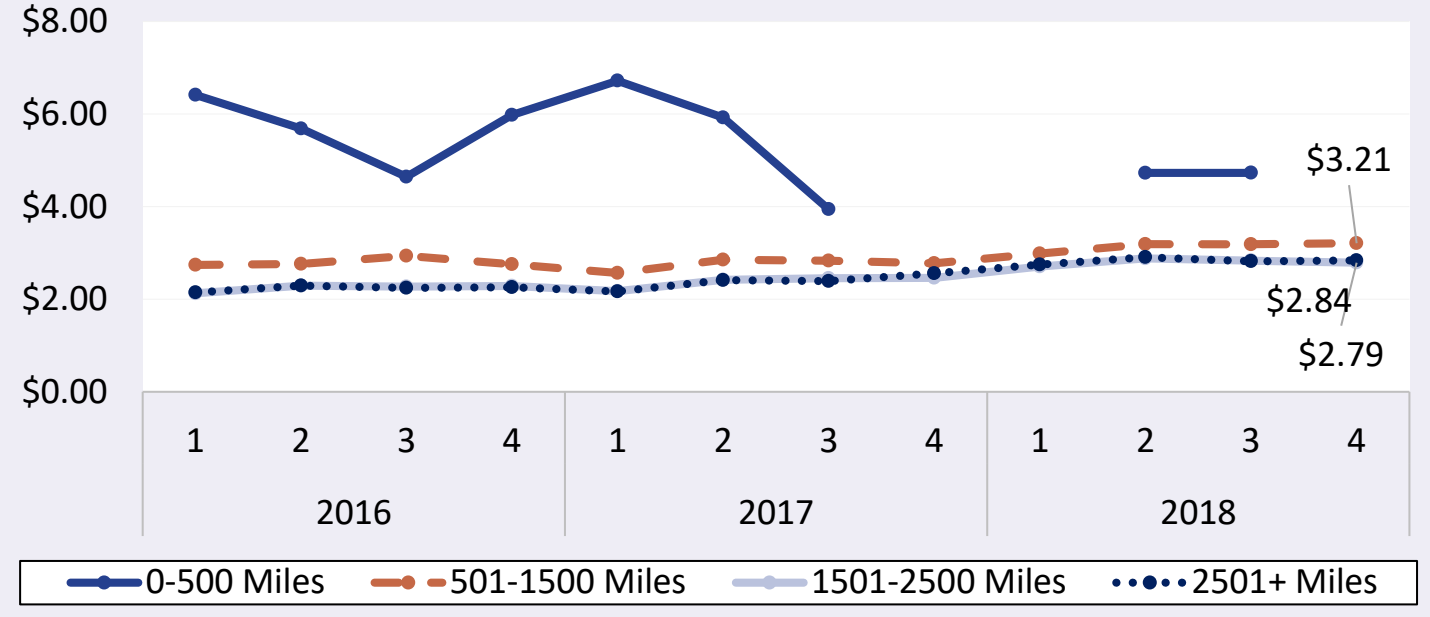
Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.

Table 11: California Truck Overview (Availability Rating: 1=Surplus to 5=Shortage)

Region/Reporting District	Availability Rating, 1=Surplus to 5=Shortage			
	October	November	December	4th Quarter
Central And Southern San Joaquin Valley, California	3.00	3.00	3.00	3.00
Kern District, California	3.00	3.25	3.00	3.08
Oxnard District California	n/a	3.35	3.00	3.17
Salinas-Watsonville, California	3.00	3.25	3.00	3.08
Santa Maria, California	3.00	3.25	3.00	3.08
South District, California	2.20	4.00	3.00	3.07
Regional Average Availability	**2.84**	**3.35**	**3.00**	**3.06**
Diesel Fuel Price ($/gallon)	**4.09**	**4.02**	**3.86**	**3.99**

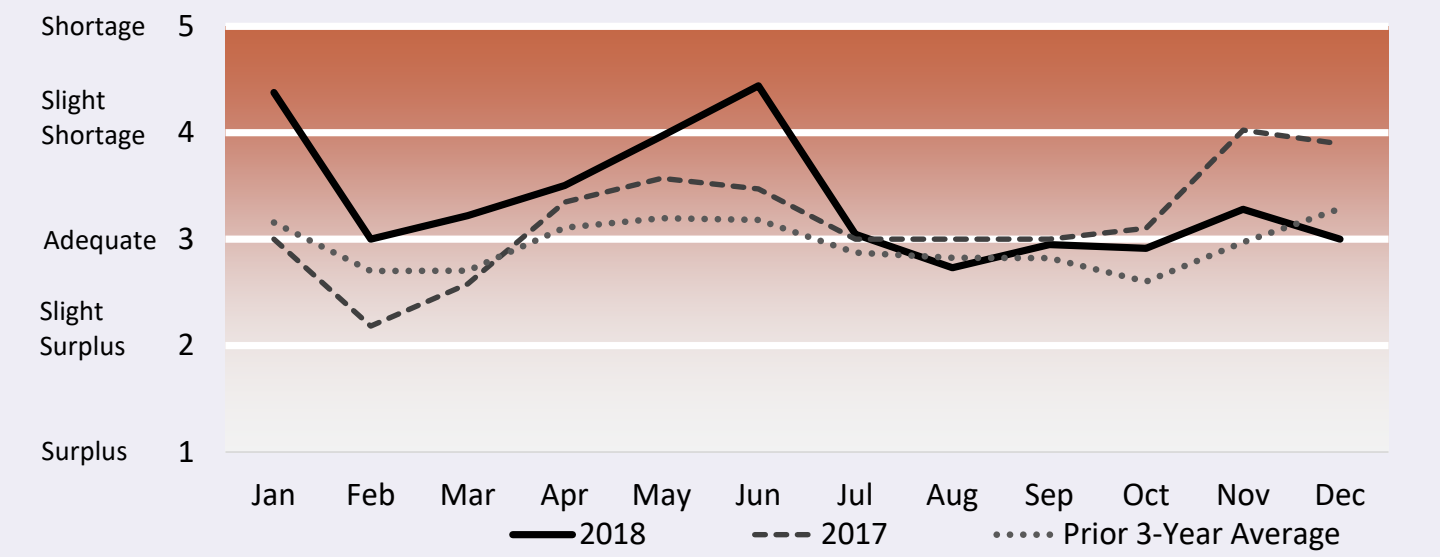
Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.

Figure 5: California Truck Rates ($/Mile by Distance Travelled)



Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.
Gaps in the chart lines are the result of quarters with no reported data for the region.

Figure 6: Refrigerated Truck Availability Monthly Ratings for California



Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.
Gaps in the chart lines are the result of quarters with no reported data for the region.

Mexico

Volume

Total reported shipments of fruits and vegetables from Mexico during the fourth quarter of 2018 were 2.23 million tons, 3 percent less than the same quarter last year. The sum of the top five commodities declined 4 percent from last year with decreases in cucumbers, peppers, tomatoes, and squash. Only avocado shipments rose, increasing by 6 percent.

Rates

Truck rates for shipments between 501 and 1,500 miles from the Texas border crossings averaged $2.34 per mile. This is a 3.3 percent increase from the previous quarter but is 1 percent lower than the same quarter last year. Rates for shipments between 501 and 1,500 miles from the Arizona border crossings averaged $2.47 per mile, down 10 percent from last quarter, but 4 percent higher than the same quarter last year.

Truck Overview

Diesel fuel prices for border crossings from Texas averaged $3.04 per gallon, 1 percent higher than the previous quarter, and 14 percent higher than the same quarter last year. Diesel fuel prices for border crossings from Arizona averaged $3.46 per gallon, 0.2 percent higher than the previous quarter, and 13 percent higher than the same period last year. On average, shippers reported adequate truck availability conditions at Texas Border crossings throughout the quarter. At Arizona border crossings, shippers reported a slight surplus in October followed by adequate conditions through the end of the year.

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

Commodity	4th Quarter 2018	Share of Mexico Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Avocados	249	11%	176	235	41%	6%
Cucumbers	216	10%	71	222	206%	-3%
Peppers, Other	176	8%	136	181	30%	-3%
Tomatoes	167	7%	122	199	37%	-16%
Squash	156	7%	23	166	565%	-6%
Top 5 Total	**965**	**43%**	**528**	**1,003**	**83%**	**-4%**
Mexico Total	**2,232**	**100%**	**1,483**	**2,313**	**51%**	**-3%**

Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.

Table 13: Mexico Truck Overview (Availability Rating: 1=Surplus to 5=Shortage)

Region/Reporting District	Availability Rating, 1=Surplus to 5=Shortage			
	October	November	December	4th Quarter
Mexico Crossings Through Nogales, Arizona	1.75	3.25	3.75	2.92
Mexico Crossings Through Texas	3.00	3.00	3.40	3.13
Regional Average Availability	2.38	3.13	3.58	3.03
Diesel Fuel Price, through Arizona($/gallon)	**3.56**	**3.50**	**3.32**	**3.46**
Diesel Fuel Price, through Texas ($/gallon)	**3.14**	**3.07**	**2.91**	**3.04**

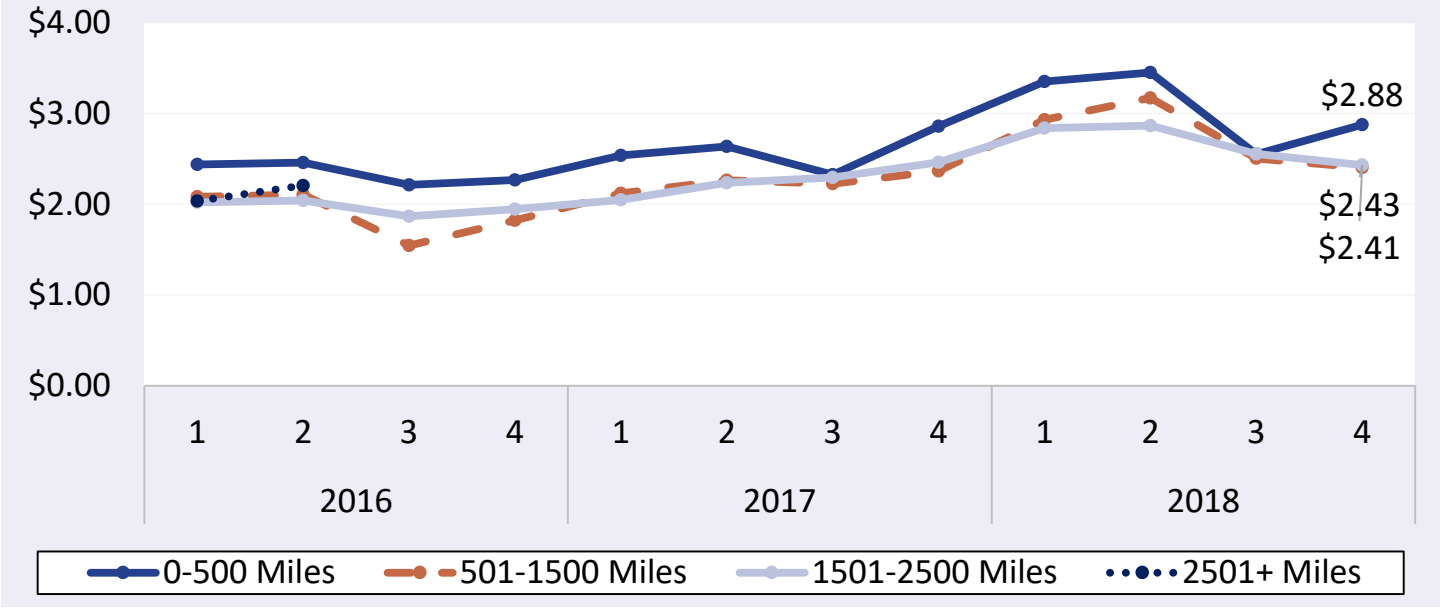
Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.

Table 14: Top 5 Commodities Shipped to U.S. from Mexico by State of Entry (1,000 tons)

Texas		California		Arizona		New Mexico	
Commodity	Volume	Commodity	Volume	Commodity	Volume	Commodity	Volume
Avocados	243	Onions Green	37	Cucumbers	147	Peppers, Other	97
Limes	136	Tomatoes, Plum Type	32	Squash	140	Misc Tropical	1
Tomatoes	128	Misc Tropical	30	Watermelons, Seedless	99	Corn-Sweet	0.5
Tomatoes, Plum Type	67	Peppers, Other	23	Peppers, Bell Type	57	Cucumbers	0.1
Broccoli	62	Asparagus	16	Honeydews	35		
Mexico through TX Total	**1170**	**Mexico through CA Total**	**296**	**Mexico through AR Total**	**669**	**Mexico through NM Total**	**98**

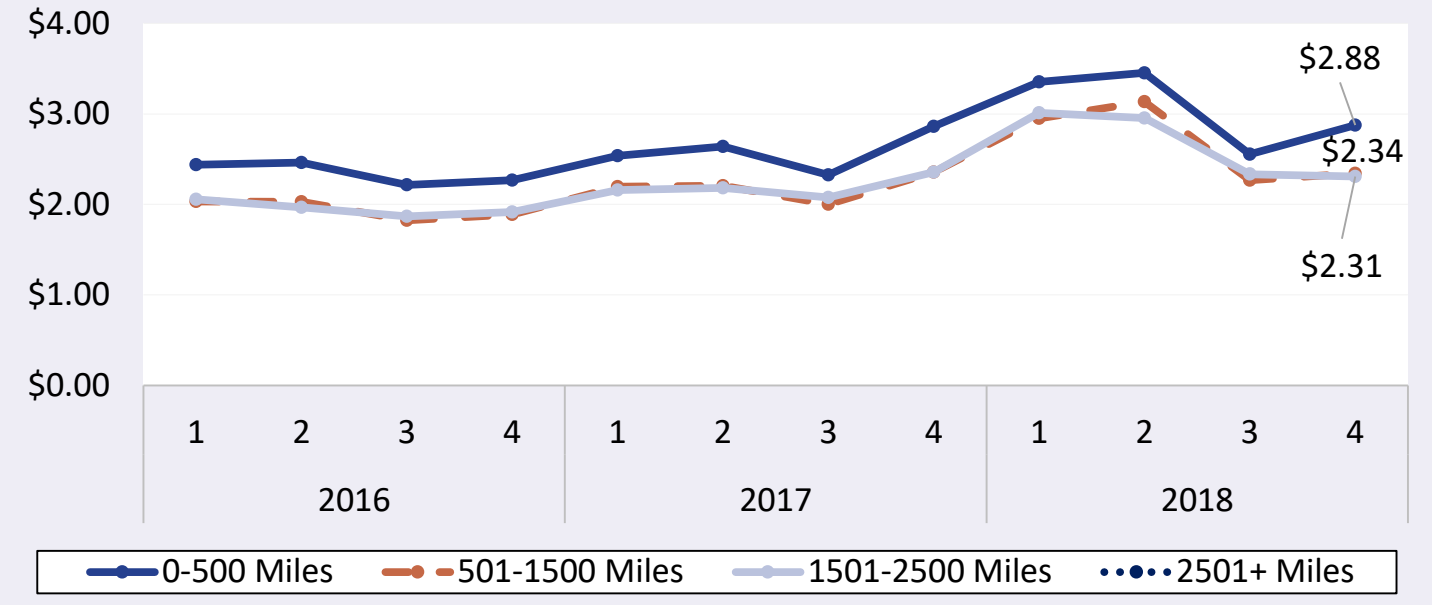
Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.

Figure 7: Mexico Truck Rates ($/Mile by Distance Travelled)



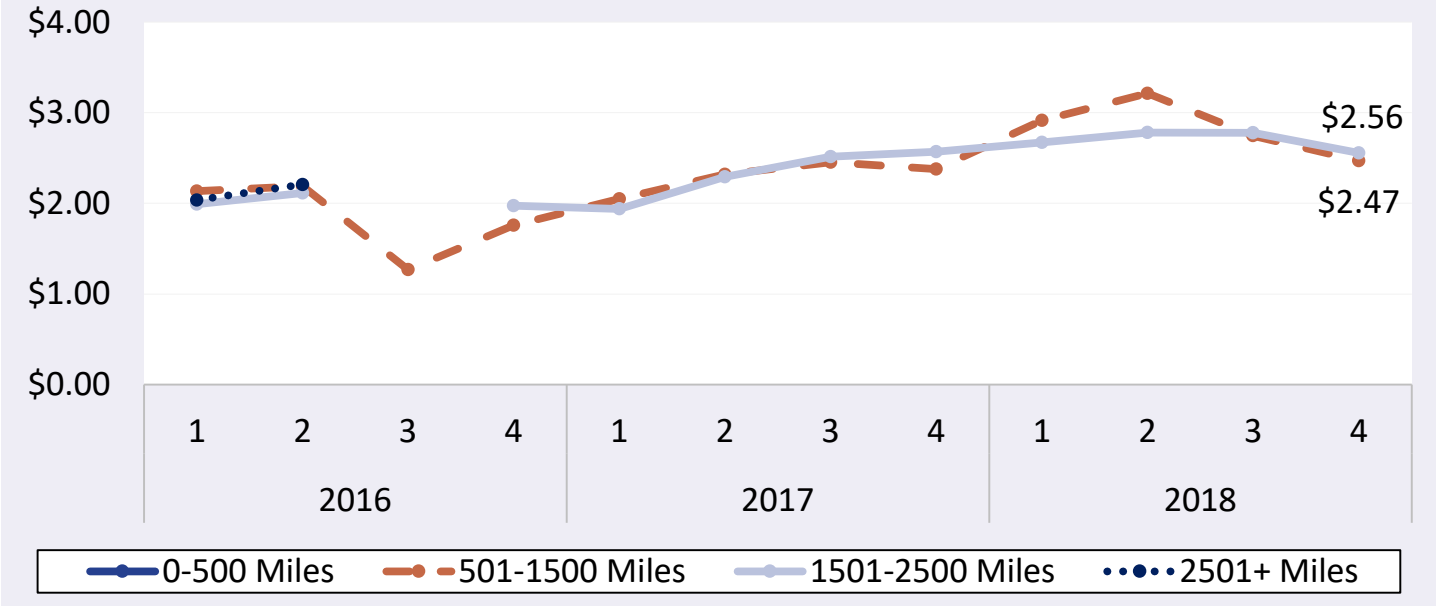
Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.
Gaps in the chart lines are the result of quarters with no reported data for the region.

Figure 8: Mexico through Texas Truck Rates ($/Mile by Distance Travelled)



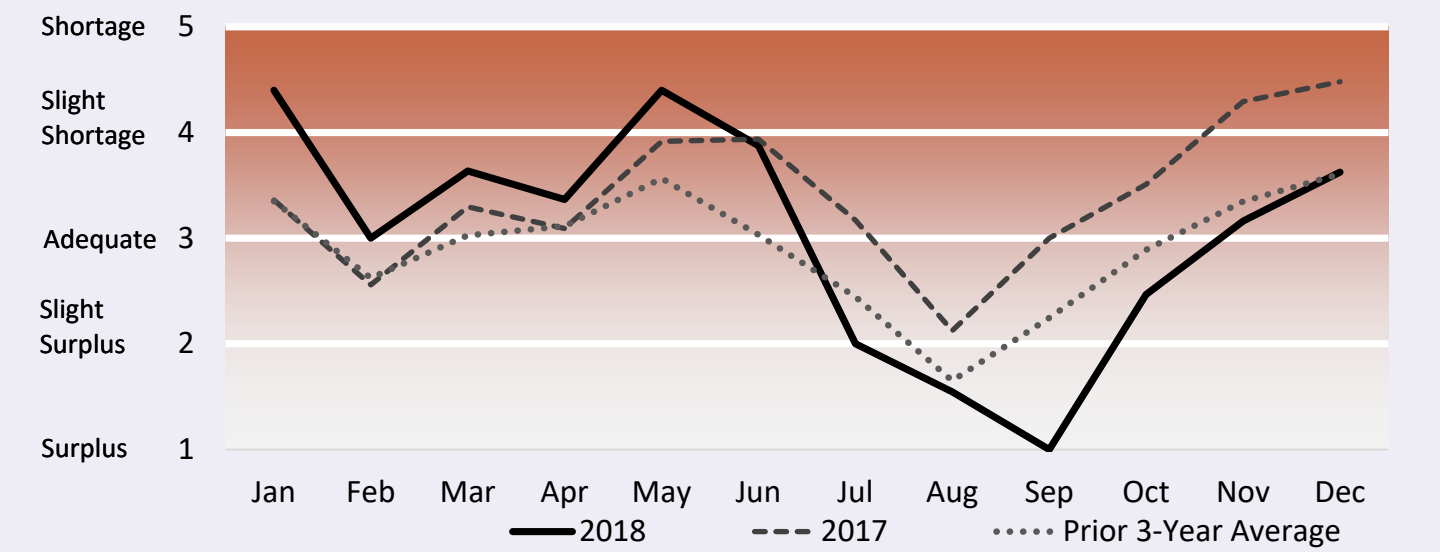
Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.
Gaps in the chart lines are the result of quarters with no reported data for the region.

Figure 9: Mexico through Arizona Truck Rates ($/Mile by Distance Travelled)



Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.
Gaps in the chart lines are the result of quarters with no reported data for the region.

Figure 10: Refrigerated Truck Availability Monthly Ratings for Mexico



Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.
Gaps in the chart lines are the result of quarters with no reported data for the region.

Pacific Northwest

Volume

Total reported shipments of fruits and vegetables from the Pacific Northwest (PNW) during the fourth quarter of 2018 were 1.8 million tons, a decrease of 3 percent from the same quarter last year. Changes in volume varied among the top five commodities. Shipments of apples and potatoes, the top two commodities, decreased by 15 and 8 percent, respectively. Other commodities' shipments increased, with dry onions up 21 percent, pears up 8 percent, and cranberries up 74 percent.

Rates

The quarterly average truck rate for shipments between 501 and 1,500 miles was $2.46 per mile, 20 percent higher than the previous quarter, and 3 percent higher than the same quarter last year.

Truck Overview

Diesel fuel prices averaged $3.46 per gallon, 0.2 percent higher than last quarter, and 13 percent higher than the same period last year. On average, shippers in the Washington Columbia Basin experienced slight shortage to shortage conditions throughout the quarter. In October, shippers in Oregon, Idaho, and the Yakima Valley and Wenatchee District in Washington experienced adequate conditions. However, shortages began in November and continued into December.

Table 15: Pacific Northwest Reported Top Five Commodities Shipped (1,000 tons)

Commodity	4th Quarter 2018	Share of PNW Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Apples	635	35%	545	743	16%	-15%
Potatoes	542	30%	572	588	-5%	-8%
Onions Dry	463	26%	259	382	79%	21%
Pears	167	9%	48	155	246%	8%
Cranberries	2	0%	0	1	1215%	74%
Top 5 Total	**1,809**	**100%**	**1,424**	**1,870**	**27%**	**-3%**
PNW Total	**1,809**	**100%**	**1,592**	**1,871**	**14%**	**-3%**

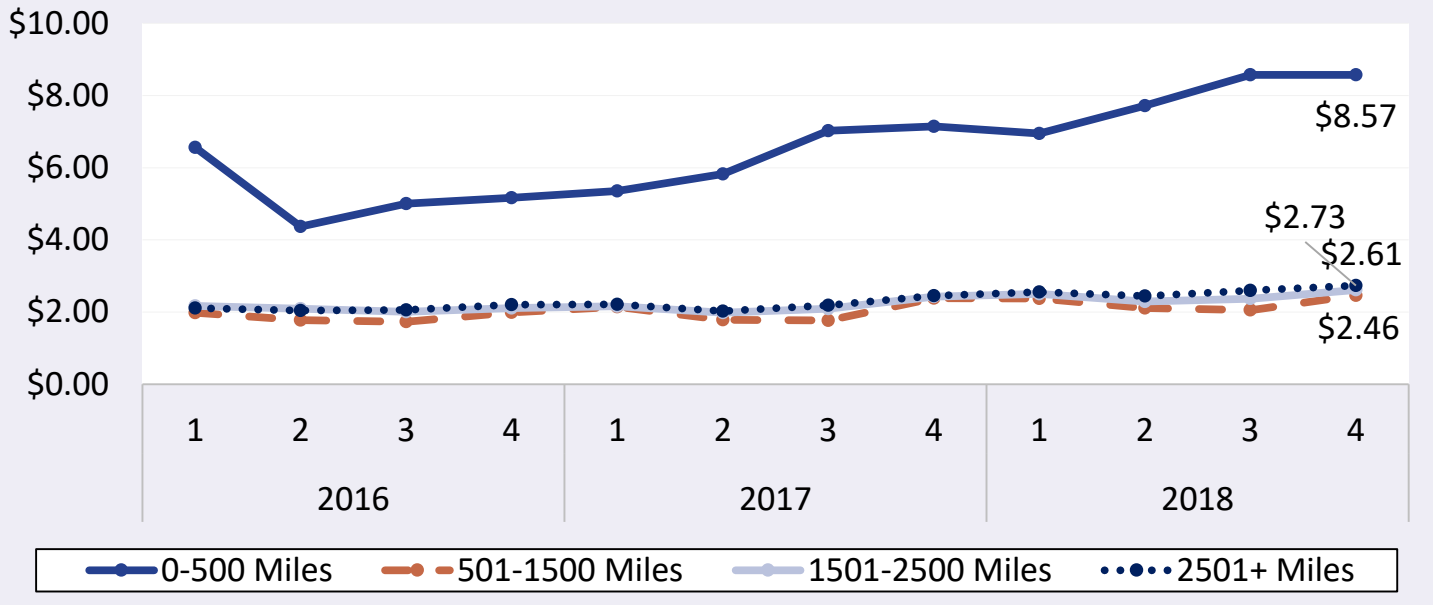
Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.

Table 16: Pacific Northwest Truck Overview (Availability Rating: 1=Surplus to 5=Shortage)

Region/Reporting District	Availability Rating, 1=Surplus to 5=Shortage			
	October	November	December	4th Quarter
Columbia Basin, Washington	4.00	4.75	4.00	4.25
Idaho And Malheur County, Oregon	3.00	4.75	4.00	3.92
Upper Valley, Twin Falls-Burley District, Idaho	3.00	4.25	4.00	3.75
Yakima Valley & Wenatchee District, Washington	3.40	4.25	3.23	3.63
Regional Average Availability	**3.35**	**4.50**	**3.81**	**3.89**
Diesel Fuel Price ($/gallon)	**3.56**	**3.50**	**3.32**	**3.46**

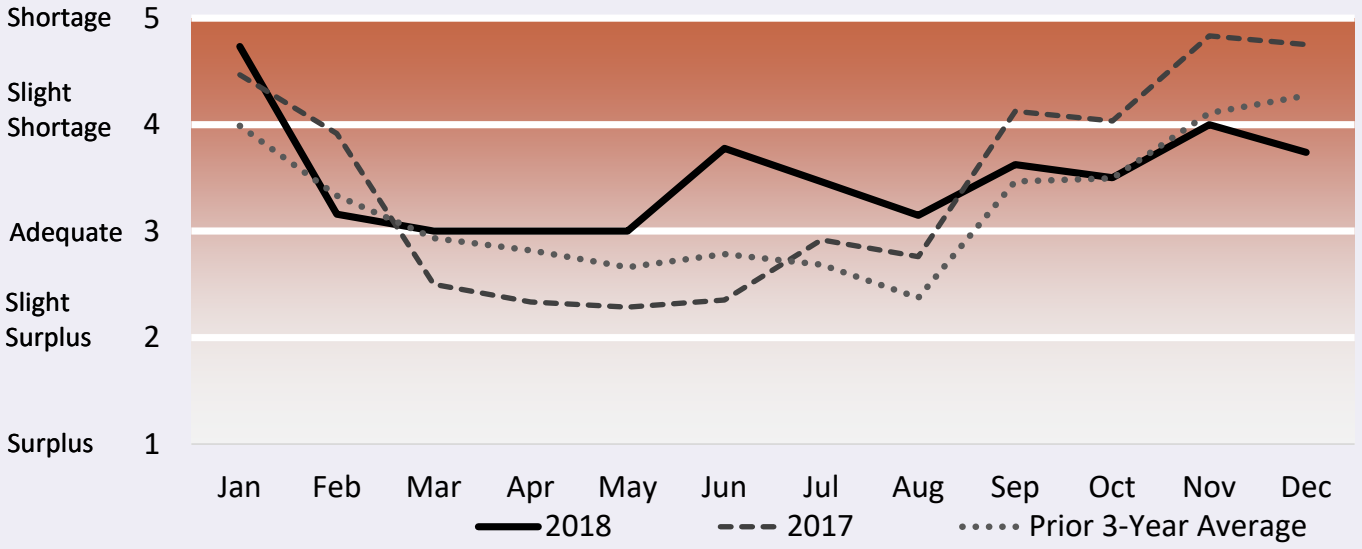
Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.

Figure 11: Pacific Northwest Truck Rates ($/Mile by Distance Travelled)



Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.
Gaps in the chart lines are the result of quarters with no reported data for the region.

Figure 12: Pacific Northwest Refrigerated Truck Availability Monthly Ratings



Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.
Gaps in the chart lines are the result of quarters with no reported data for the region.

Arizona

Volume

Total reported shipments of fruits and vegetables from Arizona during the fourth quarter of 2018 were 479 thousand tons, up 12 percent from the same quarter last year. The sum of the top five commodities increased 20 percent from the same quarter last year. A decrease in romaine lettuce shipments could not offset strong increases in iceberg lettuce (up 23 percent), processed lettuce (up 17 percent), and broccoli shipments (up 32 percent).

Rates

The quarterly average truck rate for shipments between 501 and 1,500 miles was $4.04 per mile, 40 percent higher than the same quarter last year.

Truck Overview

Diesel fuel prices averaged $3.46 per gallon, 0.2 percent higher than the previous quarter and 13 percent higher than the same period last year. Shippers in Arizona reported slight surplus conditions in October followed by adequate to slight shortage conditions in November and December.

Table 17: Reported Top Five Commodities Shipped from Arizona (1,000 tons)

Commodity	4th Quarter 2018	Share of Arizona Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Lettuce, Iceberg	149	31%	0	121	-	23%
Lettuce, Romaine	119	25%	0	131	-	-9%
Lettuce, Processed	67	14%	0	57	-	17%
Cantaloupes	36	7%	0	0	-	-
Broccoli	19	4%	0	14	-	32%
Top 5 Total	**389**	**81%**	**0**	**323**	**-**	**20%**
Arizona Total	**479**	**100%**	**33**	**427**	**1368%**	**12%**

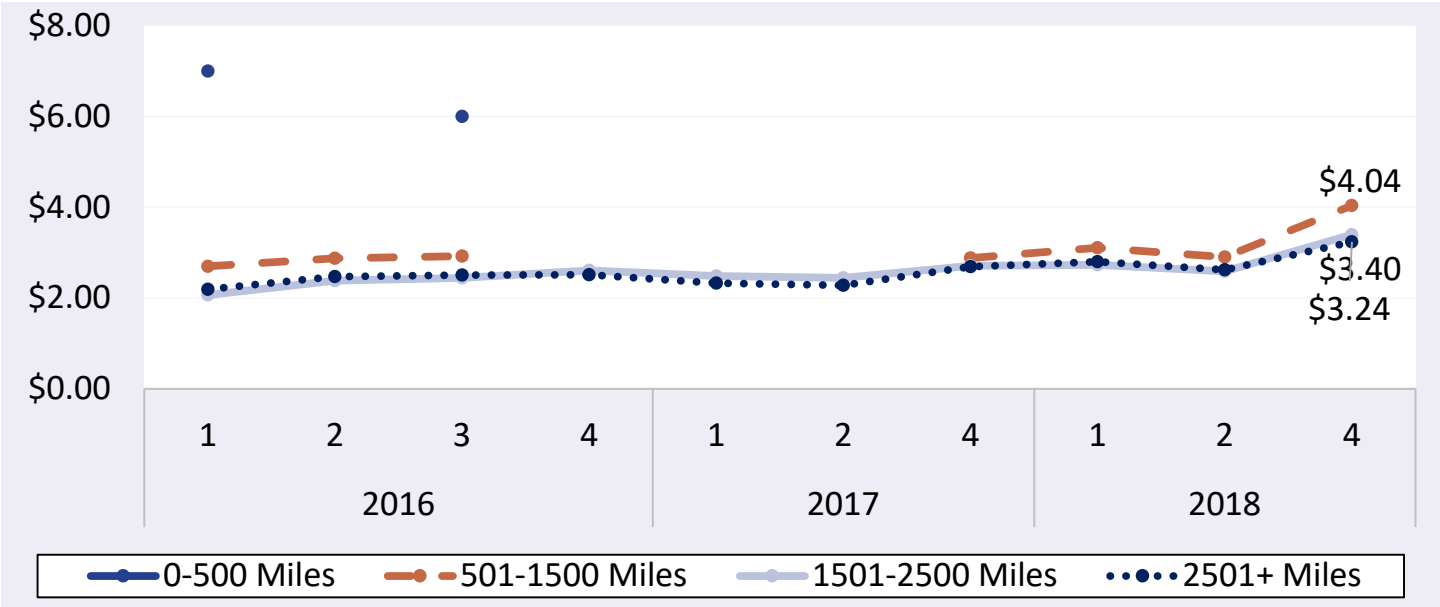
Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.

Table 18: Arizona Truck Overview (Availability Rating: 1=Surplus to 5=Shortage)

Region/Reporting District	Availability Rating, 1=Surplus to 5=Shortage			
	October	November	December	4th Quarter
Mexico Crossings Through Nogales, Arizona	1.75	3.25	3.75	2.92
Western Arizona	n/a	3.47	3.00	3.24
Regional Average Availability	**1.75**	**3.36**	**3.38**	**2.83**
Diesel Fuel Price ($/gallon)	**3.56**	**3.50**	**3.32**	**3.46**

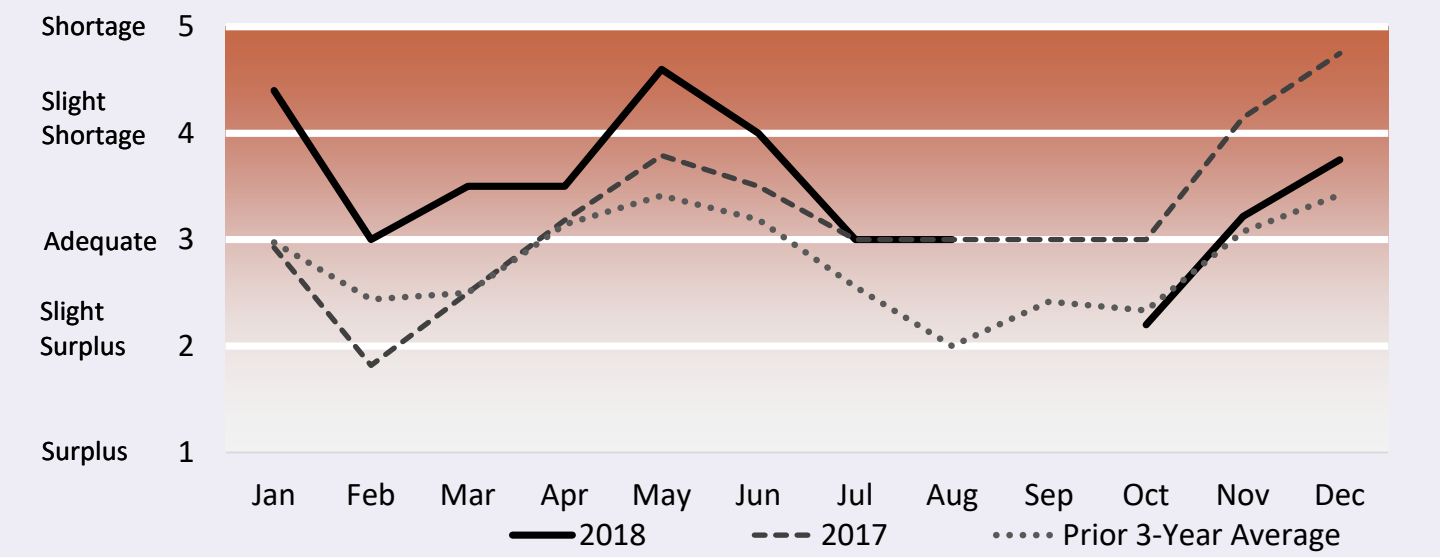
Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.

Figure 13: Arizona Truck Rates ($/Mile by Distance Travelled)



Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.
Gaps in the chart lines are the result of quarters with no reported data for the region.

Figure 14: Refrigerated Truck Availability Monthly Ratings for Arizona



Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.
Gaps in the chart lines are the result of quarters with no reported data for the region.

Florida

Volume

Total reported shipments of fruits and vegetables from Florida during the fourth quarter of 2018 were 371 thousand tons, up 37 percent from the same quarter last year. The sum of the top five commodities also increased 56 percent from the same quarter last year. Each of the top five commodities saw significant increases including plum tomatoes, which increased 147 percent and sweet corn that increased 62 percent.

Rates

The quarterly average truck rate for shipments between 501 and 1,500 miles was $2.15 per mile, 43 percent lower than the previous quarter, and 8 percent lower than the same quarter last year.

Truck Overview

Diesel fuel prices averaged $3.14 per gallon, 1 percent higher than the previous quarter and 14 percent higher than the same period last year. Shippers in Florida reported surplus conditions in October followed adequate conditions in November and December.

Table 19: Reported Top Five Commodities Shipped from Florida (1,000 tons)

Commodity	4th Quarter 2018	Share of Florida Total	Previous Quarter	Same Quarter Last Year	Current Quarter as % change from:	
					Previous Qtr	Same Qtr Last Year
Tomatoes	110	30%	2	69	-	60%
Grapefruit	34	9%	0	26	-	31%
Tomatoes, Plum Type	34	9%	0	14	-	147%
Oranges	31	8%	-	26	-	19%
Corn-Sweet	28	8%	0	17	-	62%
Top 5 Total	**236**	**64%**	**2**	**152**	**-**	**56%**
Florida Total	**371**	**100%**	**20**	**272**	**1795%**	**37%**

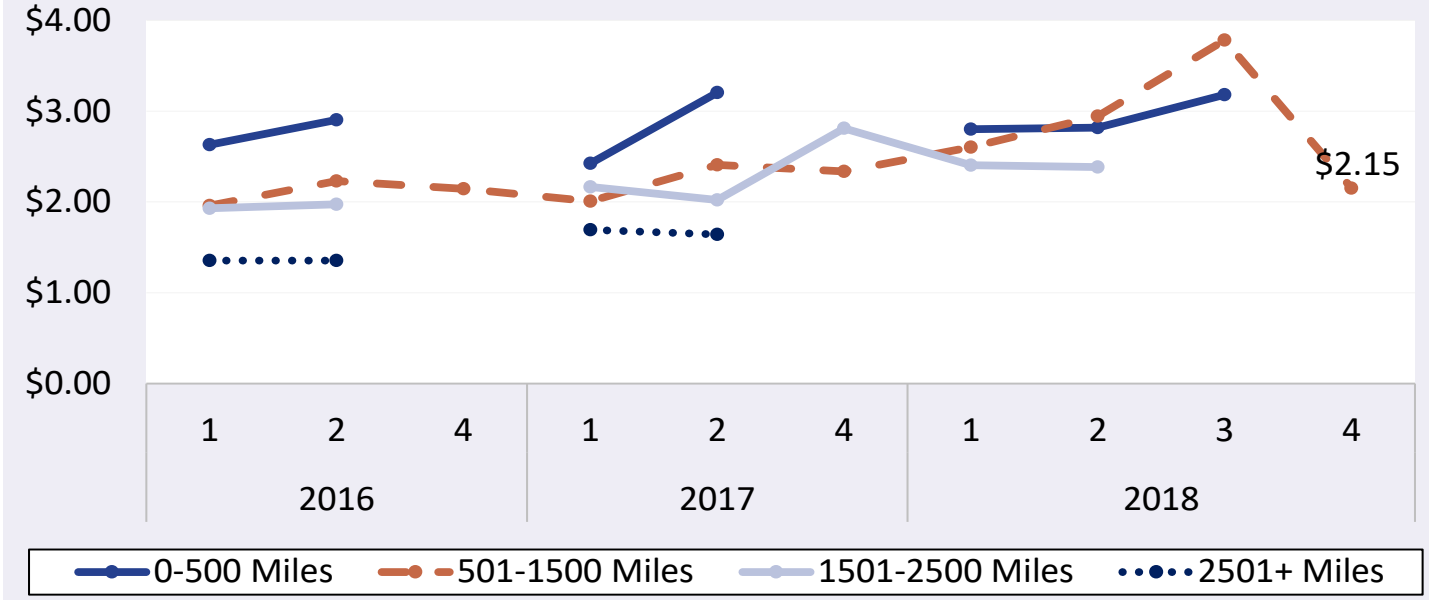
Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.

Table 20: Florida Truck Overview (Availability Rating: 1=Surplus to 5=Shortage)

Region/Reporting District	Availability Rating, 1=Surplus to 5=Shortage			
	October	November	December	4th Quarter
Central & South Florida	1.00	3.25	3.25	2.50
Regional Average Availability	**1.00**	**3.25**	**3.25**	**2.50**
Diesel Fuel Price ($/gallon)	**3.23**	**3.18**	**3.03**	**3.14**

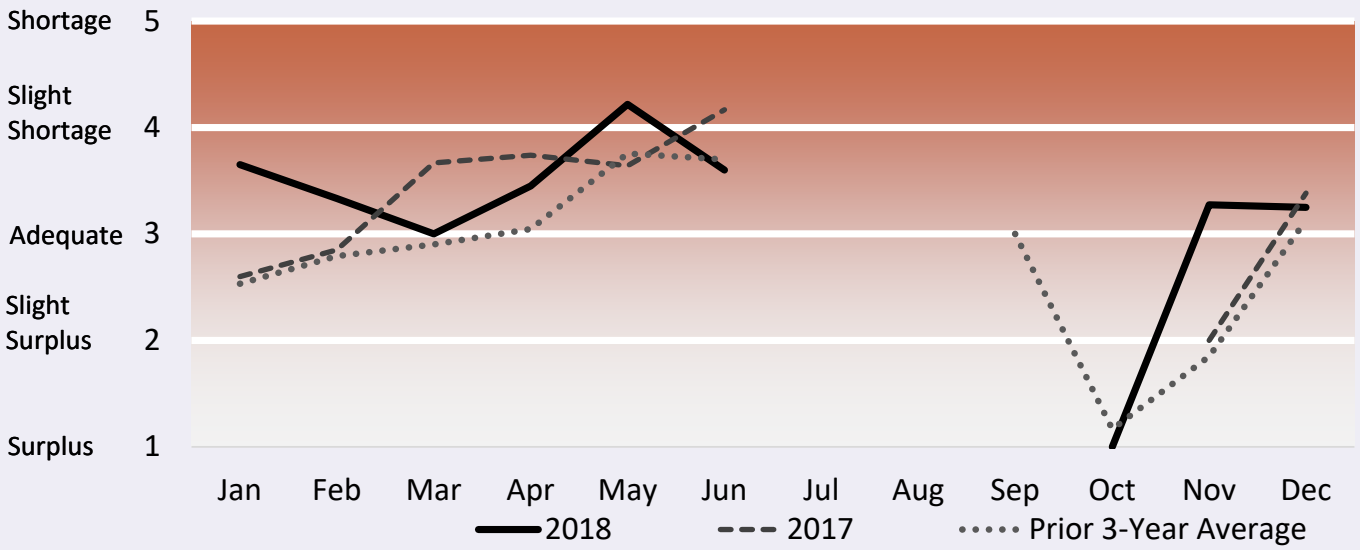
Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.

Figure 15: Florida Truck Rates ($/Mile by Distance Travelled)



Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.
Gaps in the chart lines are the result of quarters with no reported data for the region.

Figure 16: Refrigerated Truck Availability Monthly Ratings for Florida



Source: AMS Transportation Services Division analysis of AMS Specialty Crops Program Market News data.
"-" indicates no reported shipments during the quarter.
Gaps in the chart lines are the result of quarters with no reported data for the region.

Terms and References

Data Sources

This information is compiled from the weekly Specialty Crops Truck Rate Report by USDA, Agricultural Marketing Service (AMS), Specialty Crops Program, 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 Specialty Crops 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

Specialty Crops Truck Rate 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

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

Refrigerated Truck Quarterly Datasets
https://www.ams.usda.gov/services/transportation-analysis/agricultural-refrigerated-truck-quarterly-datasets

Protecting Perishable Foods During Transport by Truck and Rail
https://edis.ifas.ufl.edu/pdffiles/HS/HS132800.pdf

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