

# CDFA Dairy Marketing Haul Survey

A new format has been created to present milk hauling costs for milk movement in the State of California for Ranch-to-Plant, Plant-to-Plant, and Transportation Allowances Areas. This information was compiled by the Dairy Marketing Branch Cost of Production Unit with cooperation from both the Milk Pooling Branch and California processing plants. Milk hauling costs are collected and compiled twice a year for the months of April and October. The haul survey provides a comparison for the last four periods collected. The following paragraphs provide a brief description for each survey.

**Reporting changes** – In 2008 the haul survey for Ranch to Plant, Plant to Plant, and Transportation Allowances now use **PC Miler® Program** for calculating mileage, prior periods used the PUC table to calculate distance. The transportation allowance rates and mileage brackets adopted after the July 1, 2008 hearing have been incorporated in the Transportation Allowances haul survey.

## **Hauling Rates for Ranch-to-Plant**

The California Ranch-to-Plant Hauling survey provides the geographic regions where milk is produced at the ranch (source) and the plant (destination) of first receipt. The regions are identified on the milk movement map by numerical numbers and the color-coded areas that correspond to the colors indicated on the ranch-to-plant spreadsheet. The survey targets milk moving from ranch-to-plant for select time periods, indicated on the spreadsheet. The published ranch-to-plant haul rates represent the cost to ship one hundred pounds of milk, including stop charges and surcharges. The survey provides the pounds of milk produced and shipped to various regions, with average miles traveled and a mileage range, both based on a one-way destination from ranch-to-plant. It also provides the approximate number of tanker loads of milk based on 50,000 pound loads.

## **Hauling Rates for Plant-to-Plant**

The California Plant-to-Plant Hauling survey provides the geographic regions where milk handlers of first receipt ship to plants of secondary receipt for fluid products. Fluid product haul charges generally are for whole milk, skim milk, condensed milk and cream, etc. The regions are identified on the milk movement map by numerical numbers and the color-coded areas that correspond to the colors indicated on the plant-to-plant spreadsheet. The survey targets milk moving from plant-to-plant for select time periods, indicated on the spreadsheet. The published plant-to-plant haul rates represent the cost to ship one hundred pounds of product based on cost-per-load or hundredweight price provided. The survey provides the pounds of milk products shipped plant-to-plant to various regions, with average miles traveled based on a one-way destination. It also provides the approximate number of tanker loads of milk based on 50,000 pound loads.

## **Hauling Rates for Transportation Allowance Areas**

The California Transportation Allowance spreadsheet breaks down the amount of milk that is produced at the ranch (source) and shipped to the plant (destination) of first receipt that is located within designated areas for Transportation Allowances. The Pooling Plan for Market Milk lists the following Transportation Allowance Receiving Areas: Bay Area, Sacramento, Shasta, North Bay, Southern California, and San Diego (see Pooling Plan for details on how milk qualifies for Transportation Allowances). The spreadsheet breaks down the pounds of milk shipped into the designated areas by mileage brackets and the current transportation allowances rates that correspond, which, are specified in the Pooling Plan for each designated area. It also breaks down the milk movement into mileage brackets in increments of 50 miles traveled into the designated regions, along with the average mileage traveled from ranch-to-plant. The published ranch-to-plant haul rates represent the cost to ship one hundred pounds of milk, including stop charges and surcharges. It also provides the approximate number of tanker loads of milk based on 50,000 pound loads. The designated Transportation Allowance areas is broken down by counties and are slightly different than the areas used for the Ranch-to-Plant and Plant-to-Plant surveys. The designated regions on this survey are color-coded to match the milk movement map to provide a general idea where the designated Transportation Allowance areas are located.