MILK HAULING CHARGES IN THE UPPER MIDWEST MARKETING AREA

MAY 2024

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Introduction

This study categorizes and analyzes hauling charges based on state, county, and producer size groups for May 2024. The payroll data for 8,224 dairy producers who were associated with the Upper Midwest Federal Milk Order were examined [2]. The Federal Order 30 Market Administrator's producer database allows options for handlers to report a line-item fee for hauling that can include, but is not limited to, stop charges, fuel charges, or a flat fee. Some handlers will do a combination of charges necessitating some calculations to arrive at a total hauling charge from the database.

Table 1

Average Hauling Charges for the Marketing Area for May

Statistic	2024	2023
Producer Deliveries (pounds)	4,655,149,375	4,580,392,718
Total Hauling Charges	$23,430,001.76	$ 19,248,843.56
Weighted Average Charges (per cwt.)	**$0.5033**	**$ 0.4202**

A flat fee structure possibly leads to a decreasing average hauling charge as viewed on a per hundredweight basis. The possibility also exists that the hauling charge relationship for large producers may differ on a handler-by-handler basis. This relationship may mean the producer pays all charges external to the handler's payroll or may haul their own milk. Previous analysis has indicated that hauling charges are a function of producer pounds, the farm's distance to plants, the farm's distance to population centers, competition among handlers, and the concentration of dairy farms in the local market.

[1] The author, Dr. Areerat Kichkha, is an Agricultural Economist with the Market Administrator's Office, Minneapolis, Minnesota.

[2] Changes were made in the methodology of this paper in 2011. The method used prior to 2011 would have resulted in an average hauling charge for 2024 of $0.7969 per cwt., compared to $0.6137 for 2023. These values are possible to calculate using data from Table 3. Data from 2011 to present are aggregated at the farm level and restricted to States within Federal Order 30 resulting in lower farm counts compared to earlier analysis. The hauling charges in Table 1 are weighted by the producer milk pounds delivered.

Analysis by Size Group

Table 2 presents the May 2024 data for each of ten size groups. Skewness dominates the results in Table 2, with nearly 62% of the milk produced by about 8.4% of the farms. In addition, these largest categories of farms pay over 51% of the total hauling charges. Chart 3, on Page 6, shows the inverse relationship between average pounds of production and average hauling charges for each size category.

Table 2

Average Producer Delivery, by Size Range, for May 2024

Size Range	Simple Average Hauling Charges	Total Hauling Charges	Production	Number of Farms	Producer Average Monthly Delivery	Weighted Average Hauling Charge
(pounds)	($ per cwt.)	($)	(pounds)		(pounds)	($ per cwt.)
Up to 49,999	1.3128	459,536.10	38,063,677	1,403	27,130	1.2073
50,000 to 99,999	0.7724	904,994.25	119,450,360	1,612	74,101	0.7576
100,000 to 249,999	0.6558	2,575,707.97	389,146,707	2,468	157,677	0.6619
250,000 to 399,999	0.6622	1,548,389.53	234,137,985	744	314,702	0.6613
400,000 to 599,999	0.6514	1,583,426.84	243,942,124	499	488,862	0.6491
600,000 to 999,999	0.5956	2,317,304.62	384,723,018	501	767,910	0.6023
1,000,000 to 1,499,999	0.5515	2,034,782.26	372,910,364	304	1,226,679	0.5456
1,500,000 to 2,499,999	0.5237	3,032,278.90	578,808,639	302	1,916,585	0.5239
2,500,000 to 4,999,999	0.4239	3,273,407.56	788,002,068	226	3,486,735	0.4154
5,000,000 or more	0.4017	5,700,173.73	1,505,964,433	165	9,127,057	0.3785
Total or Average	**0.7672**	**23,430,001.76**	**4,655,149,375**	**8, 224**	**566,044**	**0.5033**

Analysis by State

Table 3 represents the May data for each state comprising the Order. Analyzing hauling charges by state has previously led Federal Order 30 staff to hypothesize that non-scale factors affect hauling charges. These include distance to plants and population centers, competition among handlers, along with the predominance of dairying in a market. These factors have been tested and their relevance supported in earlier papers available here: https://www.fmma30.com/Staff_Papers.html.

Table 3

Average Producer Delivery, by State, for May 2024

State	Simple Average Hauling Charges	Total Hauling Charges	Production	Number of Farms	Producer Average Monthly Deliver	Weighted Average Hauling Charge
	($ per cwt.)	($)	(pounds)		(pounds)	($ per cwt.)
Illinois	1.1213	1,103,558.94	135,441,985	338	400,716	0.8148
Iowa	1.1985	2,941,982.95	433,164,054	537	806,637	0.6792
Michigan UP	1.0430	90,714.58	12,895,230	30	429,841	0.7035
Minnesota	0.7361	4,145,891.13	887,728,792	1,845	481,154	0.4670
North Dakota	2.0627	202,051.49	18,634,135	29	642,556	1.0843
South Dakota	0.9962	1,827,982.23	416,402,362	135	3,084,462	0.4390
Wisconsin	0.6974	13,117,820.44	2,750,882,816	5,310	518,057	0.4769
Total or Average	**1.1222**	**23,430,001.76**	**4,655,149,375**	**8,224**	**566,044**	**0.5033**

As seen in Table 3, North Dakota has the highest simple average hauling charge. The state producers have fewer plants and less handler competition. Minnesota and Wisconsin in contrast have low average hauling charges with a high number of farms generally in close proximity to high demand areas. The average pounds in this table, however, do not correlate as well as Table 2 with average hauling charges, implying additional factors determine a farmer's hauling charge.

On the following page, Table 4 shows the May diesel fuel price in relation to the May average hauling charges. Additionally, the table shows the percentage change from the previous year for both the price of fuel and average hauling charges. The hauling charges have shown less fluctuation when compared to the more volatile fuel price, even though the levels of fluctuation for both percentage changes were about the same in 2024. That volatility is evident in the large positive and negative percentage changes in fuel prices from year to year. In contrast, the percentage changes in the average hauling charge are much smaller. Given the handlers' tendency to subsidize hauling charges, this smaller volatility indicates a strong tendency to resist passing through the increased hauling costs.

Table 4

Midwest Retail Fuel Price and Average Hauling Charges [3]

Year	May Fuel Price	Change from Previous Year	May Average Hauling Charges	Change from Previous Year
	($ per gallon)	(%)	($ per cwt)	(%)
2014	3.910	0.07	0.3280	3.05
2015	2.764	- 29.31	0.3131	- 4.54
2016	2.282	- 17.44	0.3263	1.44
2017	2.494	9.29	0.3409	4.48
2018	3.179	27.47	0.4793	40.59
2019	3.049	- 4.09	0.5015	4.63
2020	2.237	-26.53	0.4985	-4.74
2021	3.162	41.07	0.5087	2.04
2022	5.320	68.35	0.6177	21.43
2023	3.832	-27.97	0.6137	-0.66
2024	3.725	-2.79	0.7969	29.85

Chart 1 on the next page shows that 78.2% of the milk delivered on Federal Order 30 was from Wisconsin and Minnesota. The other states on the order each had 9.3% or less of the milk delivered. This predominance for Wisconsin and Minnesota indicates that their weighted averages will pull the overall average for the order down relative to North Dakota. Wisconsin and Minnesota not only have most of the milk production but also have close proximity to the majority of the population centers and processing plants.

Chart 2 on Page 6 shows the milk production percentage for each size class and also the percentage of total hauling charges paid by each size class. For the eight smaller size classes, the percentage of hauling charges is greater than the percentage of total production. For the latter two classes, their percentage of hauling charges is either closely tied, or smaller than, their percentage of production. The most common explanation for this distribution of charges is that hauling costs are higher for smaller farms, given the increased number of stops in order to fill out a load. Chart 3, on Page 6, builds on Chart 2's size range distribution to show that average hauling charges and average milk production are inversely related.

[3] The hauling charges presented are a simple average by state weighted by the state milk production to generate a weighted average for the Federal order. Being based on a state simple average increases the likelihood that it approximates a typical dairy farmer's average hauling charge over an average weighted by every producer's production.

See https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=pet&s=emd_epd2d_pte_r20_dpg&f=m for the Midwest retail fuel prices data, .

Percentage of Milk Deliveries by State

In May 2024, dairy producers from three states delivered the majority of the milk associated with the Upper Midwest Order. Wisconsin producers delivered the largest volume of any of the states by supplying 59.1% of the total milk volume associated with the market. Producers from Minnesota and Iowa were second and third, respectively, in milk volume supplied to the order.

Chart 1

Percentage of Delivery Volume, by State, for May 2024

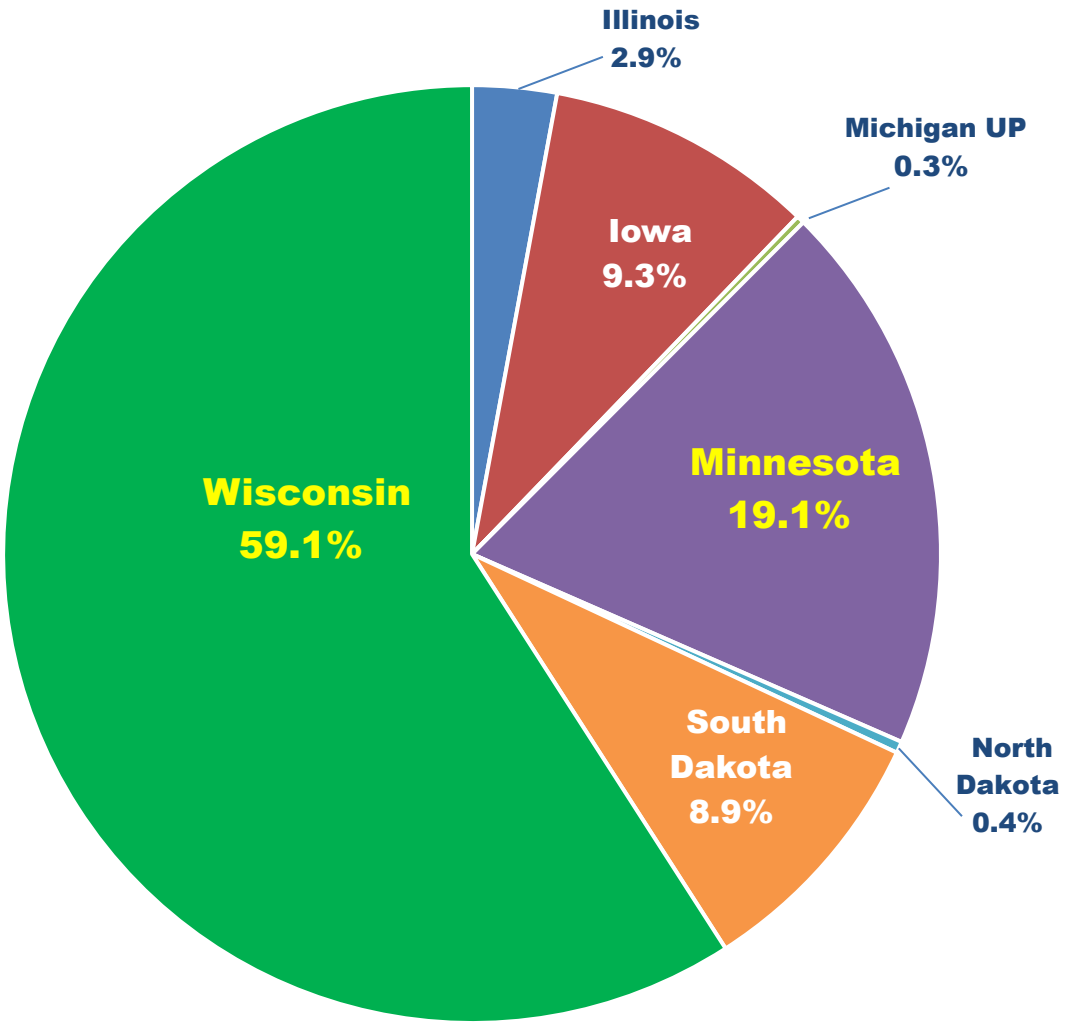


Chart 2

Percentage of Hauling Charges and Producer Deliveries, for May 2024

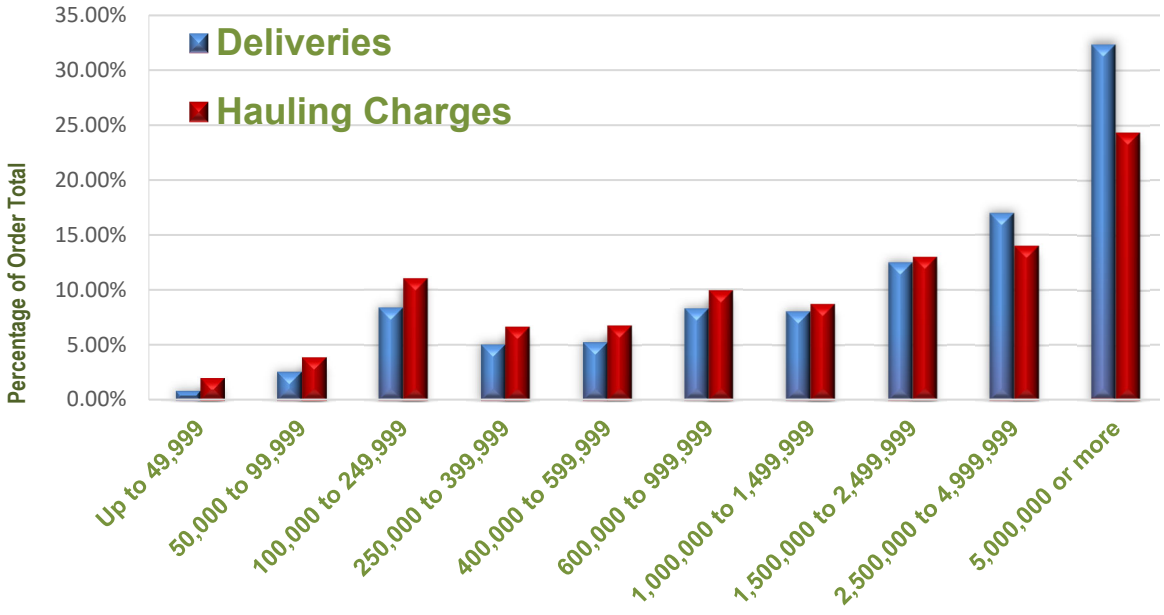
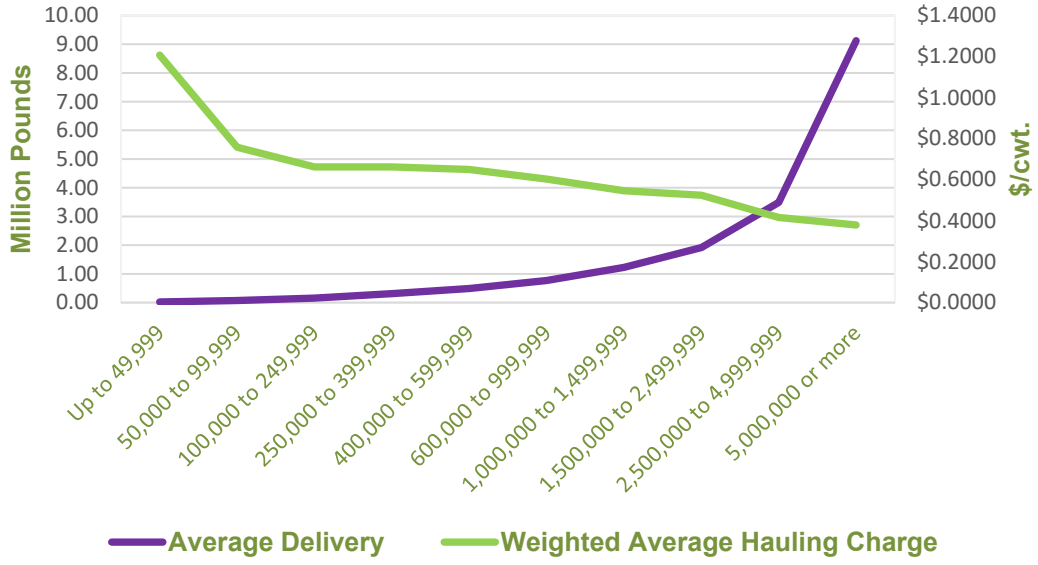


Chart 3

Producer Delivery versus Average Hauling Charges for May 2024



Average Milk Hauling Charges by Size Range of Producer Delivery

The data shown in Table 5 indicates that there are several other factors that contribute to fluctuating hauling charges. The aforementioned relationship between farm location and distances to competing dairy plant manufacturing operations does not explain all of the variation in average hauling charges. This study found that even though a specific dairy producer may be located a very long distance from the Upper Midwest market's largest fluid milk disposition area, it does not necessarily mean that this producer will pay the market's highest rate per hundredweight for hauling. This study recognizes that other factors exist; including the fact that a dairy producer's milk volume influences the producer's cost of hauling.

Table 5 displays the market's dairy producers in ten size ranges, or producer milk volume categories. The numbers presented in Table 5 show a strong indication that as a producer's milk volume increases, the average hauling charge per hundredweight decreases.

Table 5

Average Hauling Charges, by Size Range and State, for May 2024

(Dollars per cwt.)

Size Range	Illinois	Iowa	Michigan	Minnesota	North Dakota	South Dakota	Wisconsin	Weighted Average Hauling Charge
Up to 49,999	1.8000	1.7342	R	1.3608	2.3415	2.1593	1.0426	1.2073
50,000 to 99,999	1.3261	1.4975	1.2149	0.7037	R	1.4552	0.6753	0.7576
100,000 to 249,999	0.9747	1.1532	1.0161	0.5629	1.8994	0.9686	0.6088	0.6619
250,000 to 399,999	0.9190	0.9468	1.2992	0.4255	R	1.1215	0.6752	0.6613
400,000 to 599,999	1.0530	0.9685	R	0.4793	R	0.5718	0.6319	0.6491
600,000 to 999,999	0.8680	0.9785	1.0035	0.4894	R	0.8165	0.5583	0.6023
1,000,000 to 1,499,999	0.7215	0.8141	R	0.4182	R	0.7275	0.5383	0.5456
1,500,000 to 2,499,999	0.8896	0.8825	--	0.4431	R	0.5951	0.4821	0.5239
2,500,000 to 4,999,999	0.4885	0.8043	R	0.4349	0.6044	0.4735	0.3520	0.4154
5,000,000 or more	R	0.4056	--	0.4178	--	0.3932	0.3534	0.3785
Weighted Average Hauling Charge	0.8148	0.6792	0.7035	0.4670	1.0843	0.4390	0.4769	0.5033

R = Restricted, fewer than three producers. -- No producers.

The study acknowledges that there are several major factors causing differences in hauling charges between individual producer sizes. The most obvious factor responsible for influencing the producer's hauling rate per hundredweight, by size range, is that many Upper Midwest handlers use a fixed hauling charge, regardless of the volume of milk the particular producer is marketing. Therefore, as one of these producers' milk production increases, the hauling charge per hundredweight will automatically decrease. This increase / decrease relationship is apparent when examining most of the data in Table 5.

Further, this study finds that over 78.2% of the producer milk is procured from Minnesota and Wisconsin. The study also finds that these two states have more small dairy producers. Many of these producers are located near multiple milk processors. Therefore, these producers may pay for shorter hauling distances, and their hauling charges on a per hundredweight basis, therefore, are going to be less than similar size producers located in other parts of the market's procurement area. Chart 3 shows the average hauling charges, by size range, for all producer milk associated with the market for May 2024.

As mentioned above, one factor that contributes to varying hauling rate charges is the dairy producer's location in the market, or those areas possessing strong procurement competition among fluid dairy processors and/or cheese manufacturing plants. This factor is quite noticeable in the milkshed areas found in Minnesota and Wisconsin. The study finds that lower hauling charges in these areas reflect strong procurement competition accompanied by shorter hauling distances between dairy farm operations and dairy manufacturing plants.

Analysis of Producers with Zero Milk Hauling Charges

A small percentage of producers on Federal Order 30 have zero hauling charges listed in handlers' payroll records. Reasons for this lack of deduction include use of waiving the hauling charge as a milk procurement tool, hauling for the producer may be self-funded separate from the handler, or the handler may pay for the hauling via a third-party hauler that is not reflected in the payroll records submitted to this office. Substantial anecdotal evidence indicates that the two latter situations account for nearly all the zero hauling deductions.

Tables 6 and 7 indicate that the producers with zero hauling charges are spread among all the size categories with more producers not paying hauling in the more plentiful small size categories.

The tables also indicate that more farms are charged no hauling in states with more dairy farms such as in Minnesota and Wisconsin. The overall average producer delivery for zero hauling charge producers greatly exceeds that of the larger dataset as shown in Table 3.

Table 6

Producers with Zero Hauling Charges, by Size Range, for May 2024

Size Range	Production	Number of Farms	Producer Average Monthly Delivery
	(pounds)		(pounds)
Up to 49,999	2,514,862	98	25,662
50,000 to 99,999	5,505,949	76	72,447
100,000 to 249,999	7,817,157	53	147,494
250,000 to 399,999	4,546,826	14	324,773
400,000 to 599,999	7,070,509	15	471,367
600,000 to 999,999	17,008,523	22	773,115
1,000,000 to 1,499,999	21,971,061	18	1,220,615
1,500,000 to 2,499,999	81,340,270	41	1,983,909
2,500,000 to 4,999,999	189,046,363	53	3,566,913
5,000,000 or more	534,148,422	51	10,473,498
Total	**870,969,942**	**441**	**1,974,989**

Table 7

Producers with Zero Hauling Charges, by State, for May 2024

State	Production	Number of Farms	Producer Average Monthly Delivery
	(pounds)		(pounds)
Illinois	22,166,486	9	2,462,943
Iowa	80,218,256	10	8,021,826
Minnesota	92,951,101	45	2,065,580
North Dakota	6,015,483	3	2,005,161
South Dakota	90,628,536	10	9,062,854
Wisconsin and Michigan UP	578,990,080	364	1,590,632
Total	**870,969,942**	**441**	**1,974,989**

Effects of Zero Hauling Charges on Order-Wide Data

The dairy farms producing milk for which there is no deduction on the producer payroll accounted for 870,969,942 pounds in 2024. Recalculating the weighted average hauling charges, for the order as a whole, entails dividing the total hauling charges by the production on the order, less the production of the dairy farms with zero hauling charge. This recalculation is **($23,430,002 / 3,784,179,433) * 100 = $0.6192**. The weighted average hauling charge per hundredweight increases from $0.5033 to $0.6192.

This procedure is repeated in Table 8 and Table 9 for the weighted average hauling charges, by scale and by state, using data from Tables 2, 3, 6 and 7.

Table 8

Average Hauling Charges, by Size Range, with Zero Charges Removed, for May 2024

Size Range	Total Hauling Charges	Production	Production Without Zeros	Weighted Average Charges Without Zeros
	($)	(pounds)	(pounds)	($ per cwt.)
Up to 49,999	459,536	38,063,677	35,548,815	1.2927
50,000 to 99,999	904,994	119,450,360	113,944,411	0.7942
100,000 to 249,999	2,575,708	389,146,707	381,329,550	0.6755
250,000 to 399,999	1,548,390	234,137,985	229,591,159	0.6744
400,000 to 599,999	1,583,427	243,942,124	236,871,615	0.6685
600,000 to 999,999	2,317,305	384,723,018	367,714,495	0.6302
1,000,000 to 1,499,999	2,034,782	372,910,364	350,939,303	0.5798
1,500,000 to 2,499,999	3,032,279	578,808,639	497,468,369	0.6095
2,500,000 to 4,999,999	3,273,408	788,002,068	598,955,705	0.5465
5,000,000 or more	5,700,174	1,505,964,433	971,816,011	0.5865
Total	**23,430,002**	**4,655,149,375**	**3,784,179,433**	0.6192

Table 9

Average Hauling Charges, by State, with Zero Charges Removed, for May 2024

State	Total Hauling Charges	Production	Production Without Zeros	Weighted Average Charges Without Zeros
	($)	(pounds)	(pounds)	($ per cwt.)
Illinois	1,103,559	135,441,985	113,275,499	0.9742
Iowa	2,941,983	433,164,054	352,945,798	0.8336
Michigan	90,715	12,895,230	8,295,932	1.0935
Minnesota	4,145,891	887,728,792	794,777,691	0.5216
North Dakota	202,051	18,634,135	12,618,652	1.6012
South Dakota	1,827,982	416,402,362	325,773,826	0.5611
Wisconsin	13,117,820	2,750,882,816	2,176,492,034	0.6027
Total	**23,430,002**	**4,655,149,375**	**3,784,179,433**	0.6192

Average Milk Hauling Charges by State and County

In the Appendix is a list of average hauling charges by State and County. The counties with the highest average hauling charges were mainly located in Illinois, Northern Iowa, and North Dakota. The study acknowledges that many of these counties lack multiple dairy plant operators and/or ample local competition for milk procurement. The dairy producers and plant operations found in these areas are geographically more scattered compared to many dairy producers and plant operations in other counties within the marketing area. The added distance between these farms and plants raises the actual transportation cost for moving their milk to market.

As mentioned above, the vast majority of handlers on this market charge producers a flat hauling value, regardless of the size or volume of milk being marketed. Therefore, the lower

the producer's milk production, the higher the average hauling charge on a per hundredweight basis. This study finds that many of these semi-remote counties do in fact lack a couple of these "large dairy farm" operations that would otherwise have decreased the county's average hauling rate considerably. Many of these smaller farms were located in these more remote counties possessing lower populations.

Many of the counties that had the lowest average hauling charges are geographically located in close proximity to large Class I fluid markets. Most of the counties with the lowest average hauling charges were found in areas with large numbers of dairy farm operations and/or within close proximity to multiple competing dairy manufacturers. Most of the counties with the lowest average hauling charges had several large dairy farm operations that helped to reduce the county's average hauling rate considerably.

Summary

The average hauling distance to the point of delivery is normally highest in perimeter, remote and / or isolated counties. In many instances, the added cost required for hauling milk in these areas, combined with a lack of competition among milk procuring handlers, results in an increase in the average hauling charges. On the other hand, counties with the lowest average hauling charges tend to be located in areas with relatively high concentrations of dairy farms, combined with an adequate supply of milk procuring handlers.

This study revealed that a majority of handlers participating in the Upper Midwest Marketing Order charge their producers a flat hauling value, regardless of the producer's size or volume of milk being marketed. In each of these cases where the handler charges a flat rate, the hauling charge per hundredweight declines as the producer's milk volume increases. A specific county's average hauling charge can be greatly influenced by the county's composition of farm sizes.

Weighted average hauling charges are lowest for larger producers in states with a high concentration of milk processors and population centers. Hauling charges are highest for small producers at increased distances to processors and the effect is amplified if the concentration of farms is lower. These effects lead to larger charges for farmers in Illinois, Northern Iowa, North Dakota, and the distant counties in Minnesota and South Dakota. Lastly, the weighted average hauling charges for Federal Order 30 show handlers passed on little of the recent changes in fuel costs to farmers, despite the higher increase in average hauling charges in May 2024.

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2024

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		---------- (Dollars Per Cwt.) ----------	
Illinois	Adams	1.8900	0.8732
	Bond	0.9300	1.0842
	Boone	0.8800	1.1850
	Carroll	0.7100	0.3580
	Champaign	R	R
	Clark	R	R
	Clay	R	R
	Clinton	0.9100	1.0199
	Cumberland	0.8100	0.8022
	De Kalb	1.2300	1.1164
	Douglas	1.5500	1.5312
	Effingham	0.8100	0.8158
	Fayette	0.9800	0.8769
	Franklin	R	R
	Fulton	R	R
	Hancock	R	R
	Iroquois	R	R
	Jackson	2.8000	1.8914
	Jasper	0.7800	0.7818
	Jo Daviess	0.5800	0.4522
	Kane	2.0000	1.8277
	Kendall	R	R
	La Salle	R	R
	Lake	R	R
	Livingston	1.2400	1.1924
	Logan	R	R
	McHenry	1.6100	1.3216
	McLean	R	R
	Macoupin	R	R
	Madison	1.0300	0.8352
	Marion	R	R
	Marshall	R	R
	Monroe	1.5100	1.5058
	Montgomery	1.4200	1.1193
	Moultrie	1.5500	1.5410
	Ogle	0.7300	0.6741
	Peoria	R	R
	Perry	R	R
	Piatt	R	R

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2024

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		---------- (Dollars Per Cwt.) ----------	
Illinois *(continued)*	Pike	1.5700	1.5015
	Randolph	1.8200	1.7795
	Richland	0.9200	0.8177
	Rock Island	0.9000	0.7544
	St. Clair	R	R
	Shelby	R	R
	Stephenson	0.7700	0.6092
	Tazewell	R	R
	Washington	1.1900	1.3125
	Wayne	R	R
	Whiteside	1.5400	1.0537
	Will	R	R
	Winnebago	0.6900	0.5057
Iowa	Allamakee	1.0000	1.0063
	Appanoose	R	R
	Benton	R	R
	Black Hawk	R	R
	Bremer	1.4800	0.9176
	Buchanan	1.2800	1.1007
	Butler	R	R
	Carroll	R	R
	Cedar	R	R
	Cerro Gordo	R	R
	Cherokee	R	R
	Chickasaw	1.5600	1.3920
	Clarke	R	R
	Clay	R	R
	Clayton	0.9400	0.6885
	Clinton	1.2000	0.6705
	Davis	0.5100	0.7990
	Decatur	R	R
	Delaware	1.3200	1.1128
	Des Moines	R	R
	Dubuque	1.0500	0.7816
	Fayette	1.4500	1.1222
	Floyd	1.4100	1.4127
	Franklin	R	R
	Hamilton	R	R
	Hancock	R	R

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2024

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		---------- (Dollars Per Cwt.) ----------	
Iowa *(continued)*	Hardin	R	R
	Howard	1.4500	1.3555
	Humboldt	R	R
	Ida	R	R
	Iowa	R	R
	Jackson	1.1000	0.8087
	Jasper	2.4100	2.0968
	Johnson	R	R
	Jones	1.2000	1.3749
	Kossuth	R	R
	Lee	R	R
	Lyon	0.8300	0.2860
	Mahaska	2.1700	1.8064
	Marshall	R	R
	Mitchell	1.3300	1.3333
	Muscatine	R	R
	O'Brien	1.0700	0.5002
	Osceola	1.4000	0.7455
	Plymouth	R	R
	Pocahontas	R	R
	Poweshiek	1.7600	1.5558
	Sac	R	R
	Scott	R	R
	Shelby	R	R
	Sioux	0.6900	0.4998
	Story	R	R
	Tama	R	R
	Van Buren	1.2000	1.1291
	Wapello	R	R
	Washington	1.2300	1.1634
	Wayne	1.3000	0.9270
	Winnebago	R	R
	Winneshiek	1.1900	1.0578
	Woodbury	R	R
	Worth	1.7100	1.7274
Michigan	Delta	R	R
	Dickinson	1.3000	1.2992
	Menominee	1.0000	0.6288

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2024

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		---------- (Dollars Per Cwt.) ----------	
Minnesota	Aitkin	R	R
	Becker	0.4100	0.2145
	Beltrami	R	R
	Benton	0.5500	0.5474
	Blue Earth	1.6200	1.3103
	Brown	0.7200	0.5537
	Carlton	0.8500	0.6010
	Carver	0.6000	0.3500
	Cass	2.0500	1.2879
	Chippewa	R	R
	Chisago	0.8600	0.5324
	Clay	R	R
	Cottonwood	1.4400	1.0423
	Crow Wing	0.9100	0.3850
	Dakota	0.9700	0.5178
	Dodge	0.8100	0.2971
	Douglas	0.9700	0.7262
	Faribault	0.5600	0.8119
	Fillmore	1.1100	0.9554
	Freeborn	1.9800	0.9190
	Goodhue	0.5700	0.3796
	Grant	0.2100	0.0125
	Hennepin	0.4100	0.2987
	Houston	1.2600	0.9470
	Hubbard	R	R
	Isanti	0.6500	0.2340
	Jackson	R	R
	Kanabec	3.6300	1.8577
	Kandiyohi	0.3500	0.4525
	Lac qui Parle	R	R
	Le Sueur	0.8300	0.4805
	Lincoln	0.5900	0.2471
	Lyon	0.7800	0.8717
	McLeod	0.4800	0.2219
	Mahnomen	0.5800	0.2236
	Marshall	2.7000	1.6452
	Martin	R	R
	Meeker	0.4200	0.3289
	Mille Lacs	0.7600	0.6800
	Morrison	0.5700	0.4904

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2024

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		---------- (Dollars Per Cwt.) ----------	
Minnesota *(continued)*	Mower	1.3300	1.0640
	Murray	1.2100	1.0324
	Nicollet	0.4900	0.3653
	Nobles	1.0200	0.8307
	Norman	1.3700	0.2578
	Olmsted	0.7500	0.7090
	Otter Tail	1.2900	0.5034
	Pennington	R	R
	Pine	1.4000	0.5401
	Pipestone	0.9200	0.9688
	Polk	1.8700	1.3880
	Pope	0.9700	0.4310
	Ramsey	R	R
	Red Lake	1.3300	1.2580
	Redwood	0.8200	0.5060
	Renville	0.5200	0.2212
	Rice	0.7400	0.6506
	Rock	1.5500	0.9119
	Roseau	R	R
	St. Louis	0.9900	0.5983
	Scott	0.5000	0.4276
	Sherburne	0.8500	0.4535
	Sibley	0.5000	0.1984
	Stearns	0.5700	0.3811
	Steele	0.6500	0.6810
	Stevens	0.5100	0.1677
	Swift	0.2500	0.4615
	Todd	1.0800	0.5551
	Traverse	R	R
	Wabasha	0.3900	0.4096
	Wadena	0.5000	0.5445
	Waseca	1.0400	0.7353
	Washington	0.9400	0.3186
	Watonwan	R	R
	Winona	0.4800	0.4578
	Wright	0.8200	0.3950
	Yellow Medicine	1.0100	0.3992
North Dakota	Barnes	R	R
	Cass	R	R

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2024

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		---------- (Dollars Per Cwt.) ----------	
North Dakota *(continued)*	Emmons	R	R
	Foster	R	R
	Grant	R	R
	Hettinger	R	R
	Kidder	R	R
	La Moure	R	R
	Logan	1.5000	1.4127
	McHenry	R	R
	McIntosh	R	R
	Mercer	R	R
	Morton	1.7700	1.5293
	Ransom	R	R
	Richland	R	R
	Sargent	R	R
	Stutsman	2.7700	2.1907
South Dakota	Beadle	R	R
	Bon Homme	1.3700	1.3625
	Brookings	0.7900	0.3632
	Brown	R	R
	Charles Mix	1.9100	1.4535
	Clark	0.2600	0.0962
	Codington	0.9700	0.4135
	Davison	3.5800	2.3116
	Day	R	R
	Deuel	1.3100	0.2549
	Edmunds	R	R
	Faulk	R	R
	Grant	0.2800	0.1763
	Gregory	R	R
	Hamlin	0.5000	0.1329
	Hand	R	R
	Hanson	R	R
	Hutchinson	1.5100	0.5933
	Kingsbury	0.8900	0.7630
	Lake	0.6100	0.6588
	Lincoln	1.0700	0.9362
	McCook	0.8000	0.8894
	Marshall	R	R

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2024

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		---------- (Dollars Per Cwt.) ----------	
South Dakota *(continued)*	Minnehaha	0.9800	0.6094
	Moody	0.2600	0.1329
	Roberts	R	R
	Spink	R	R
	Turner	1.6300	0.8491
	Union	R	R
	Yankton	R	R
Wisconsin	Adams	0.9800	0.0275
	Ashland	1.3600	0.6231
	Barron	0.9600	0.4454
	Bayfield	1.2900	1.2110
	Brown	0.6500	0.3848
	Buffalo	0.8200	0.4427
	Burnett	1.1700	0.2974
	Calumet	0.5500	0.5031
	Chippewa	0.7300	0.4978
	Clark	0.3900	0.2749
	Columbia	0.8900	0.5255
	Crawford	0.8300	0.6844
	Dane	0.8100	0.6261
	Dodge	0.8500	0.6968
	Door	0.7600	0.3004
	Douglas	0.6300	0.6114
	Dunn	0.8200	0.6404
	Eau Claire	0.8300	0.5885
	Florence	R	R
	Fond du Lac	0.5800	0.4743
	Grant	0.6800	0.5687
	Green	0.5200	0.3109
	Green Lake	0.7400	0.6726
	Iowa	0.6600	0.5028
	Iron	1.1300	0.0863
	Jackson	0.5600	0.3624
	Jefferson	0.9600	0.8164
	Juneau	1.2800	0.9055
	Kenosha	1.5500	1.4043
	Kewaunee	0.5800	0.1614
	La Crosse	1.1600	0.7871
	LaFayette	0.5100	0.4686

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2024

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		---------- (Dollars Per Cwt.) ----------	
Wisconsin *(continued)*	Langlade	0.6300	0.5017
	Lincoln	0.6300	0.7042
	Manitowoc	0.6100	0.3453
	Marathon	0.4500	0.3371
	Marinette	0.8300	0.6786
	Marquette	0.6400	0.7134
	Monroe	0.9500	0.9757
	Oconto	0.9100	0.3984
	Outagamie	0.6700	0.3034
	Ozaukee	0.7800	0.2059
	Pepin	0.6300	0.3926
	Pierce	0.6300	0.5616
	Polk	0.9600	0.4222
	Portage	0.5400	0.2835
	Price	1.4600	0.4999
	Racine	1.5800	1.4844
	Richland	0.7000	0.6397
	Rock	0.8700	0.8246
	Rusk	1.2900	0.8333
	St. Croix	0.4700	0.4432
	Sauk	0.8400	0.7114
	Sawyer	1.1800	0.9942
	Shawano	0.7400	0.4852
	Sheboygan	0.4700	0.3971
	Taylor	0.6500	0.3948
	Trempealeau	1.1100	0.6577
	Vernon	0.9500	0.8690
	Walworth	1.2300	0.8247
	Washburn	1.7500	0.5566
	Washington	0.7300	0.5690
	Waukesha	1.4700	1.2874
	Waupaca	0.6900	0.4487
	Waushara	0.4800	0.1316
	Winnebago	0.8000	0.3333
	Wood	0.3300	0.1548

R = Restricted data, counties with fewer than 3 producers delivering to the market.