MILK HAULING CHARGES IN THE UPPER MIDWEST MARKETING AREA

MAY 2025

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Introduction

This study categorizes and analyzes hauling charges based on state, county, and producer size groups for May 2025. The payroll data for 7,805 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	2025	2024
Producer Deliveries (pounds)	4,637,343,232	4,655,149,375
Total Hauling Charges	$23,591,329.54	$23,430,001.76
Weighted Average Charges (per cwt.)	**$0.5087**	**$ 0.5033**

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 2025 of $0.7902 per cwt., compared to $0. 7969 for 2024. 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 2025 data for each of ten size groups. Skewness dominates the results in Table 2, with 63.3% of the milk produced by 9% of the farms. In addition, these largest categories of farms pay 54% 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 2025

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	1.2586	422,344.94	36,896,105	1,358	27,169	1.1447
50,000 to 99,999	0.7715	848,982.93	111,402,603	1,506	73,973	0.7621
100,000 to 249,999	0.6390	2,264,727.26	353,762,024	2,261	156,463	0.6402
250,000 to 399,999	0.6663	1,515,220.76	227,339,008	727	312,708	0.6665
400,000 to 599,999	0.6481	1,528,132.53	234,958,121	477	492,575	0.6504
600,000 to 999,999	0.5823	2,208,334.04	373,588,956	483	773,476	0.5911
1,000,000 to 1,499,999	0.5790	2,084,571.89	362,196,663	293	1,236,166	0.5755
1,500,000 to 2,499,999	0.5300	3,127,835.77	586,506,923	302	1,942,076	0.5333
2,500,000 to 4,999,999	0.4517	3,560,305.99	802,386,607	227	3,534,743	0.4437
5,000,000 or more	0.4187	6,030,873.43	1,548,306,222	171	9,054,422	0.3895
Total or Average	**0.7552**	**23,591,329.54**	**4,637,343,232**	**7,805**	**594,150**	**0.5087**

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 2025

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	1.0842	1,050,434.91	130,679,635	323	404,581	0.8038
Iowa	1.2166	3,051,911.96	433,727,891	502	864,000	0.7036
Michigan UP	1.0182	90,820.64	13,066,420	31	421,497	0.6951
Minnesota	0.6745	4,133,821.60	901,649,766	1,734	519,983	0.4585
North Dakota	1.7502	122,613.44	17,448,652	23	758,637	0.7027
South Dakota	1.0230	2,300,715.99	415,032,354	119	3,487,667	0.5543
Wisconsin	0.7038	12,841,011.00	2,725,738,513	5,073	537,303	0.4711
Total or Average	**0.7552**	**23,591,329.54**	**4,637,343,232**	**7,805**	**594,150**	**0.5087**

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 show less fluctuation when compared to the more volatile fuel price. 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)	(%)
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	5.32	68.35	0.6177	21.43
2023	3.832	-27.97	0.6137	-0.66
2024	3.725	-2.79	0.7969	29.85
2025	3.439	-7.68	0.7902	-0.84

Chart 1 on the next page shows that over 78.2% of the milk delivered on Federal Order 30 was from Wisconsin and Minnesota. The other states on the order each had 9.4% 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 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 2025, 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 58.8% 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 2025

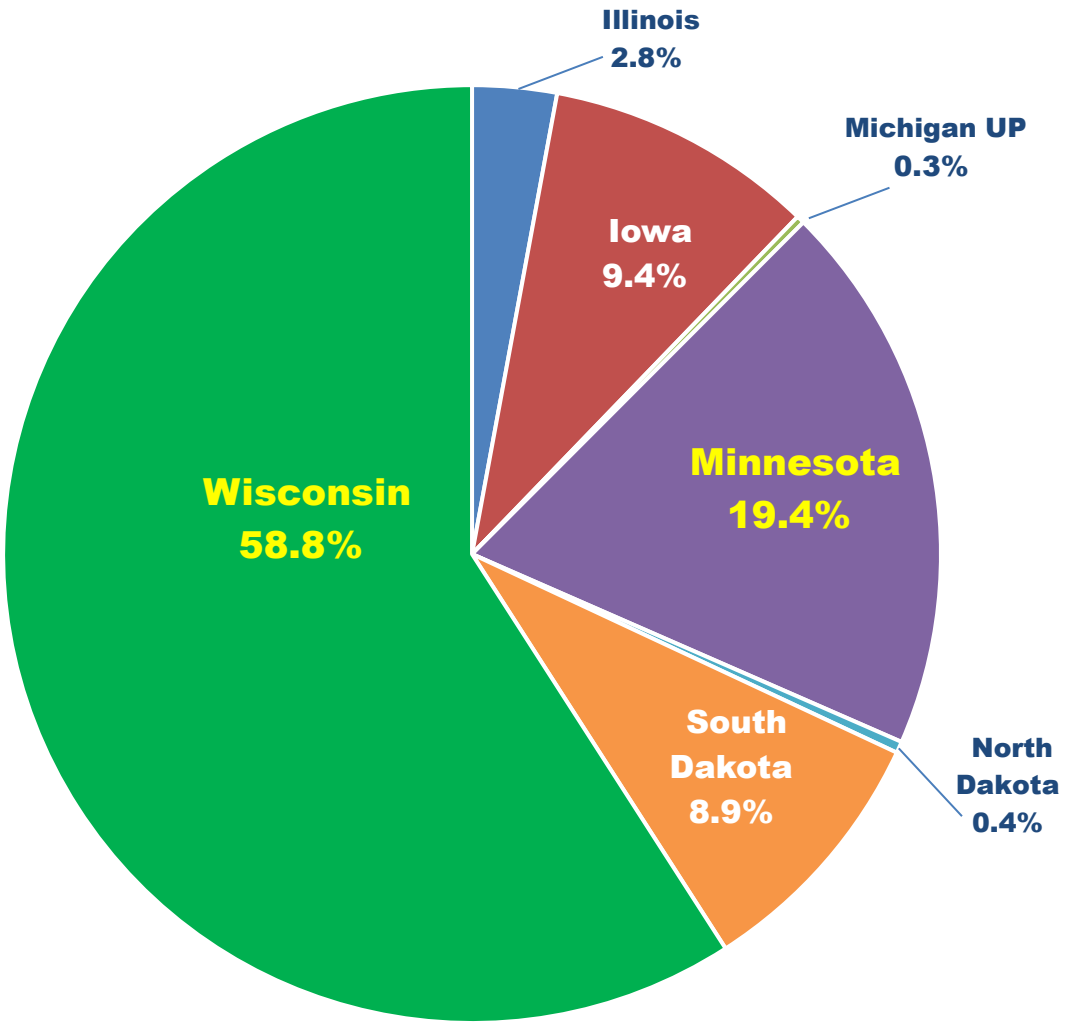


Chart 2

Percentage of Hauling Charges and Producer Deliveries, for May 2025

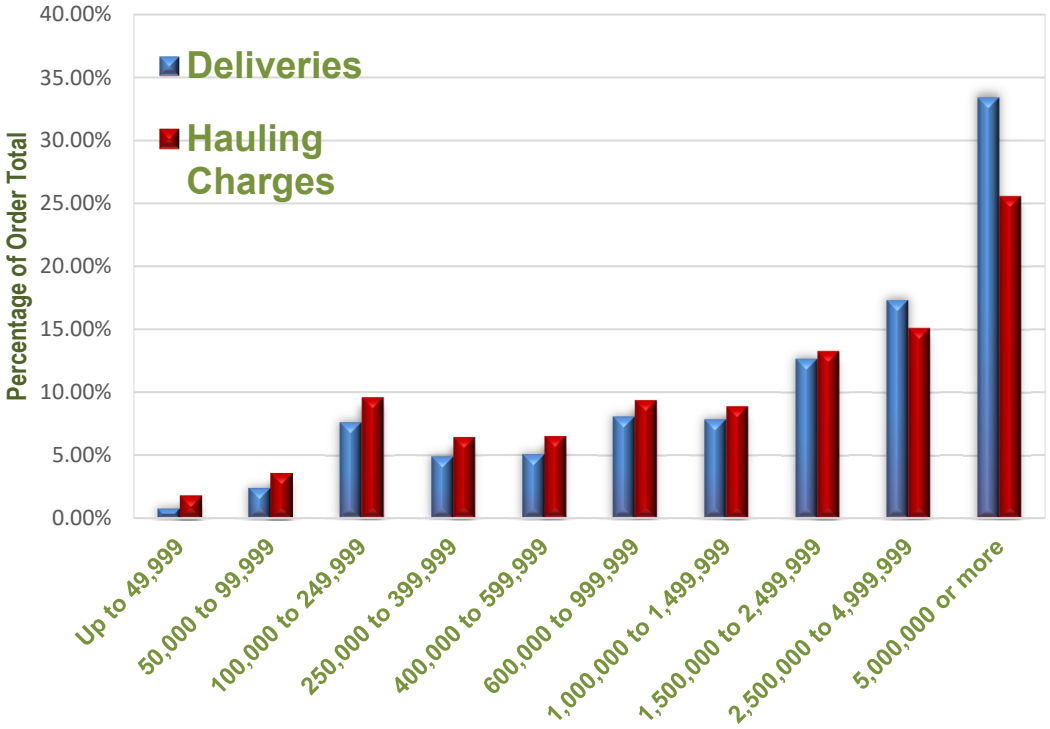
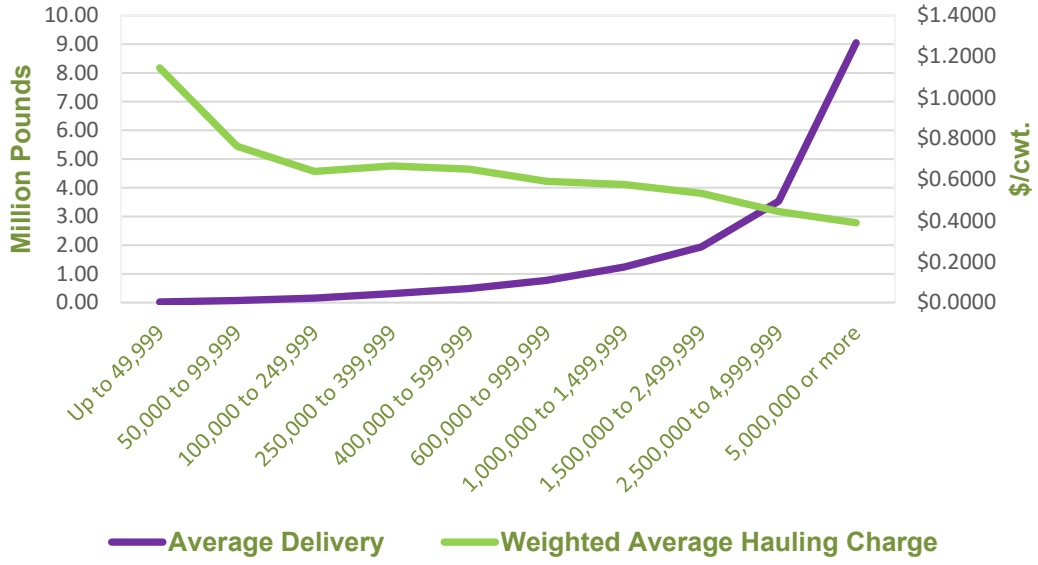


Chart 3

Producer Delivery versus Average Hauling Charges for May 2025



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 2025

(Dollars per cwt.)

Size Range	Illinois	Iowa	Michigan	Minnesota	North Dakota	South Dakota	Wisconsin	Weighted Average Hauling Charge
Up to 49,999	1.9494	1.7236	1.1426	1.1466	1.7405	2.3837	1.0433	1.1447
50,000 to 99,999	1.1676	1.4495	1.0673	0.7164	1.8295	1.4725	0.6858	0.7621
100,000 to 249,999	0.9639	1.1487	1.0364	0.4738	2.2922	1.0464	0.6035	0.6402
250,000 to 399,999	0.9598	0.9674	R	0.4683	R	0.8654	0.6591	0.6665
400,000 to 599,999	1.0994	0.9570	R	0.4733	R	0.9925	0.6322	0.6504
600,000 to 999,999	0.7583	0.9980	0.9977	0.5286	--	0.7844	0.5324	0.5911
1,000,000 to 1,499,999	0.7737	0.7959	R	0.5543	R	0.7651	0.5423	0.5755
1,500,000 to 2,499,999	0.9632	0.8273	--	0.5215	--	0.5913	0.4854	0.5333
2,500,000 to 4,999,999	0.1615	0.8344	R	0.4003	0.4659	0.7657	0.3800	0.4437
5,000,000 or more	R	0.4696	--	0.3683	--	0.4931	0.3326	0.3895
Weighted Average Hauling Charge	**0.8038**	**0.7036**	**0.6951**	**0.4585**	**0.7027**	**0.5543**	**0.4711**	**0.5087**

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, with one notable difference in the North Dakota third size range. The North Dakota disparateness might be a small sample bias, requiring further investigation, e.g., if distances to their handlers have better influence in this case.

Further, this study finds that 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 2025.

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 2025

Size Range	Production	Number of Farms	Producer Average Monthly Delivery
	(pounds)		(pounds)
Up to 49,999	2,072,092	86	24,094
50,000 to 99,999	3,841,424	55	69,844
100,000 to 249,999	7,958,271	52	153,044
250,000 to 399,999	3,874,665	12	322,889
400,000 to 599,999	4,720,536	10	472,054
600,000 to 999,999	21,315,429	27	789,460
1,000,000 to 1,499,999	24,061,624	20	1,203,081
1,500,000 to 2,499,999	71,140,135	36	1,976,115
2,500,000 to 4,999,999	218,756,778	60	3,645,946
5,000,000 or more	558,239,557	52	10,735,376
Total	**915,980,511**	**410**	**2,234,099**

Table 7

Producers with Zero Hauling Charges, by State, for May 2025

State	Production	Number of Farms	Producer Average Monthly Delivery
	(pounds)		(pounds)
Illinois	21,963,155	6	3,660,526
Iowa	70,798,316	12	5,899,860
Minnesota	123,242,553	49	2,515,154
North Dakota	11,127,574	4	2,781,894
South Dakota	95,805,218	12	7,983,768
Wisconsin and Michigan UP	593,043,695	327	4,108,513
Total	**915,980,511**	**410**	**2,234,099**

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 915,980,511 pounds in 2025. 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 **($23,591,330 / 3,721,362,720) * 100 = $0.6339**. The weighted average hauling charge per hundredweight increases from $0.5087 to $0.6339.

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 2025

Size Range	Total Hauling Charges	Production	Production Without Zeros	Weighted Average Charges Without Zeros
	($)	(pounds)	(pounds)	($ per cwt.)
Up to 49,999	422,345	36,896,105	34,824,012	1.2128
50,000 to 99,999	848,983	111,402,603	107,561,179	0.7893
100,000 to 249,999	2,264,727	353,762,024	345,803,753	0.6549
250,000 to 399,999	1,515,221	227,339,008	223,464,343	0.6781
400,000 to 599,999	1,528,133	234,958,121	230,237,585	0.6637
600,000 to 999,999	2,208,334	373,588,956	352,273,527	0.6269
1,000,000 to 1,499,999	2,084,572	362,196,663	338,135,039	0.6165
1,500,000 to 2,499,999	3,127,836	586,506,923	515,366,788	0.6069
2,500,000 to 4,999,999	3,560,306	802,386,607	583,629,829	0.6100
5,000,000 or more	6,030,873	1,548,306,222	990,066,665	0.6091
Total	**23,591,330**	**4,637,343,232**	**3,721,362,720**	0.6339

Table 9

Average Hauling Charges, by State, with Zero Charges Removed, for May 2025

State	Total Hauling Charges	Production	Production Without Zeros	Weighted Average Charges Without Zeros
	($)	(pounds)	(pounds)	($ per cwt.)
Illinois	1,050,435	130,679,635	108,716,480	0.9662
Iowa	3,051,912	433,727,891	362,929,575	0.8409
Michigan	90,821	13,066,420	8,470,611	1.0722
Minnesota	4,133,822	901,649,766	778,407,213	0.5311
North Dakota	122,613	17,448,652	6,321,078	1.9398
South Dakota	2,300,716	415,032,354	319,227,136	0.7207
Wisconsin	12,841,011	2,725,738,513	2,137,290,627	0.6008
Total	**23,591,330**	**4,637,343,232**	**3,721,362,720**	0.6339

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 continued to be mainly located in Illinois, Iowa, and North Dakota. The distant counties in Minnesota and South Dakota, however, moved up the list among the counties with highest average hauling charges. 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, 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.

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2025

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		---------- (Dollars Per Cwt.) ----------	
Illinois	Adams	1.4292	0.5794
	Bond	0.9186	1.0695
	Boone	0.8384	1.1274
	Carroll	0.7266	0.3704
	Champaign	R	R
	Clark	R	R
	Clay	R	R
	Clinton	0.8876	0.9779
	Cumberland	0.7962	0.7893
	De Kalb	1.1062	1.1247
	Douglas	1.3116	1.3051
	Effingham	0.8150	0.8194
	Fayette	1.0949	0.8596
	Franklin	R	R
	Fulton	R	R
	Hancock	R	R
	Iroquois	R	R
	Jackson	1.8500	1.8500
	Jasper	0.7878	0.7877
	Jo Daviess	0.6318	0.4577
	Kane	1.7587	1.4111
	Kendall	R	R
	La Salle	R	R
	Lake	R	R
	Livingston	1.2472	1.1870
	Logan	R	R
	McHenry	1.4306	0.8858
	McLean	R	R
	Macoupin	R	R
	Madison	0.8144	0.8112
	Marion	R	R
	Marshall	R	R
	Monroe	1.6972	1.6942
	Montgomery	1.5303	1.1328
	Moultrie	1.4826	1.5111
	Ogle	0.7300	0.6727
	Perry	R	R
	Piatt	R	R
	Pike	R	R

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2025

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		---------- (Dollars Per Cwt.) ----------	
Illinois *(continued)*	Randolph	1.8730	1.8843
	Richland	0.9092	0.8058
	Rock Island	0.9376	0.7232
	St. Clair	R	R
	Shelby	R	R
	Stephenson	0.8817	0.5687
	Tazewell	R	R
	Washington	1.3595	1.5027
	Wayne	R	R
	Whiteside	1.7721	1.0353
	Will	R	R
	Winnebago	0.8428	0.5442
Iowa	Allamakee	0.9996	0.9851
	Appanoose	R	R
	Benton	R	R
	Black Hawk	R	R
	Bremer	2.0865	1.0280
	Buchanan	1.3324	1.1295
	Butler	R	R
	Carroll	R	R
	Cedar	R	R
	Cerro Gordo	R	R
	Cherokee	R	R
	Chickasaw	1.6676	1.4225
	Clarke	R	R
	Clay	R	R
	Clayton	0.9556	0.8105
	Clinton	1.2018	0.6793
	Davis	0.5173	0.7559
	Decatur	R	R
	Delaware	1.3444	1.1429
	Des Moines	R	R
	Dubuque	1.1408	0.7828
	Fayette	1.4555	1.1078
	Floyd	1.3882	1.3893
	Franklin	R	R
	Hamilton	R	R
	Hancock	R	R

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2025

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		---------- (Dollars Per Cwt.) ----------	
Iowa *(continued)*	Hardin	R	R
	Howard	1.4031	1.3326
	Humboldt	R	R
	Ida	R	R
	Iowa	R	R
	Jackson	1.0883	0.7987
	Jasper	2.3685	2.1666
	Johnson	R	R
	Jones	0.9949	0.7791
	Kossuth	R	R
	Lee	R	R
	Lyon	0.7307	0.2924
	Mahaska	2.3522	1.8207
	Marshall	R	R
	Mitchell	1.2879	1.2665
	Muscatine	R	R
	O'Brien	1.2532	0.5796
	Osceola	1.3161	0.7228
	Plymouth	R	R
	Pocahontas	R	R
	Pottawattamie	1.7071	1.5413
	Sac	R	R
	Scott	R	R
	Shelby	R	R
	Sioux	0.6668	0.5066
	Story	R	R
	Van Buren	1.1734	1.0434
	Wapello	R	R
	Washington	1.2521	1.1397
	Wayne	R	R
	Winnebago	R	R
	Winneshiek	1.1594	1.0243
	Woodbury	R	R
	Worth	1.8304	1.8292
Michigan	Delta	R	R
	Dickinson	1.2760	1.2759
	Menominee	0.9812	0.6210

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2025

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		---------- (Dollars Per Cwt.) ----------	
Minnesota	Aitkin	R	R
	Becker	0.4167	0.1982
	Beltrami	R	R
	Benton	0.5389	0.6047
	Blue Earth	1.7989	1.3767
	Brown	0.6031	0.4366
	Carlton	3.0904	1.0272
	Carver	0.6597	0.3907
	Cass	1.9774	0.7594
	Chippewa	R	R
	Chisago	0.7947	0.4838
	Clay	R	R
	Cottonwood	R	R
	Crow Wing	0.2999	0.2525
	Dakota	0.5250	0.5290
	Dodge	0.9252	0.3241
	Douglas	0.4495	0.2913
	Faribault	0.6112	0.8046
	Fillmore	1.2226	1.0916
	Freeborn	1.7565	0.7196
	Goodhue	0.6201	0.4291
	Grant	0.2103	0.0113
	Hennepin	0.4351	0.2855
	Houston	1.1370	1.1854
	Hubbard	R	R
	Isanti	0.6559	0.2143
	Jackson	R	R
	Kanabec	2.9806	1.9620
	Kandiyohi	0.3233	0.4048
	Lac qui Parle	R	R
	Le Sueur	0.8973	0.5049
	Lincoln	0.5675	0.2664
	Lyon	0.7665	0.7908
	McLeod	0.4601	0.2242
	Mahnomen	0.1479	0.1630
	Marshall	R	R
	Martin	R	R
	Meeker	0.4277	0.3404
	Mille Lacs	0.8363	0.7284
	Morrison	0.5432	0.4117

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2025

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		---------- (Dollars Per Cwt.) ----------	
Minnesota *(continued)*	Mower	1.6047	0.9615
	Murray	1.2304	0.7993
	Nicollet	0.5382	0.3587
	Nobles	1.1276	1.0386
	Norman	1.3291	0.2318
	Olmsted	0.8911	0.8900
	Otter Tail	0.5860	0.2861
	Pennington	R	R
	Pine	1.4379	0.5298
	Pipestone	0.9655	0.9647
	Polk	1.6777	1.4879
	Pope	1.0770	0.4142
	Ramsey	R	R
	Red Lake	R	R
	Redwood	0.7182	0.4513
	Renville	0.6710	0.2141
	Rice	0.9332	0.9240
	Rock	1.9500	0.9958
	Roseau	R	R
	St. Louis	0.5165	0.4295
	Scott	0.9111	0.4288
	Sherburne	0.6019	0.2387
	Sibley	0.5412	0.4318
	Stearns	0.5217	0.3594
	Steele	0.6899	0.7245
	Stevens	0.4450	0.0856
	Swift	0.2114	0.2396
	Todd	0.6240	0.3914
	Traverse	R	R
	Wabasha	0.3714	0.4452
	Wadena	0.5409	0.6048
	Waseca	1.2566	0.9407
	Washington	0.8576	0.2355
	Watonwan	R	R
	Winona	0.5399	0.6501
	Wright	0.7196	0.4025
	Yellow Medicine	1.0204	0.4074
North Dakota	Barnes	R	R
	Cass	R	R

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2025

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		---------- (Dollars Per Cwt.) ----------	
North Dakota *(continued)*	Foster	R	R
	Hettinger	R	R
	Kidder	R	R
	La Moure	R	R
	Logan	1.6998	1.5380
	McHenry	R	R
	McIntosh	R	R
	Mercer	R	R
	Morton	2.2658	2.5097
	Ransom	R	R
	Richland	R	R
	Sargent	R	R
	Stutsman	R	R
South Dakota	Bon Homme	1.3521	1.3374
	Brookings	0.8092	0.5744
	Brown	R	R
	Campbell	R	R
	Charles Mix	R	R
	Clark	0.3123	0.1135
	Codington	1.1108	0.6289
	Davison	R	R
	Day	R	R
	Deuel	1.5307	0.5929
	Edmunds	R	R
	Faulk	R	R
	Grant	0.4448	0.5117
	Gregory	R	R
	Hamlin	0.5315	0.2429
	Hand	R	R
	Hanson	R	R
	Hutchinson	R	R
	Kingsbury	1.0117	0.8640
	Lake	0.6107	0.6915
	Lincoln	R	R
	McCook	1.0431	0.9789
	Marshall	R	R
	Minnehaha	0.9986	0.6246
	Moody	0.4667	0.2403

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2025

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		---------- (Dollars Per Cwt.) ----------	
South Dakota *(continued)*	Roberts	R	R
	Spink	R	R
	Turner	2.3840	0.9613
	Union	R	R
	Yankton	R	R
Wisconsin	Adams	0.9173	0.0671
	Ashland	1.4819	0.6627
	Barron	0.7920	0.4659
	Bayfield	1.2412	1.2569
	Brown	0.6644	0.4373
	Buffalo	0.8174	0.5055
	Burnett	0.8776	0.1590
	Calumet	0.6186	0.5394
	Chippewa	0.7103	0.5322
	Clark	0.4401	0.3037
	Columbia	0.7756	0.5337
	Crawford	0.8316	0.6343
	Dane	0.7812	0.6257
	Dodge	0.8126	0.6371
	Door	0.9219	0.2975
	Douglas	0.5856	0.4907
	Dunn	0.7566	0.4874
	Eau Claire	0.8085	0.6483
	Florence	R	R
	Fond du Lac	0.5613	0.4799
	Grant	0.6180	0.5788
	Green	0.5096	0.3118
	Green Lake	0.7611	0.6210
	Iowa	0.6762	0.5121
	Iron	1.1250	0.0667
	Jackson	0.5246	0.3421
	Jefferson	1.0061	0.8129
	Juneau	1.2898	0.9629
	Kenosha	1.1273	0.9991
	Kewaunee	0.6260	0.1907
	La Crosse	1.0711	0.7451
	LaFayette	0.5110	0.4518
	Langlade	0.6429	0.4745
	Lincoln	0.5402	0.5761

Appendix

Upper Midwest Order Reported Payroll Average Hauling Charges, By state and County, for May 2025

State	County	Simple Average Hauling Charges	Weighted Average Hauling Charges
		---------- (Dollars Per Cwt.) ----------	
Wisconsin *(continued)*	Manitowoc	0.6070	0.3766
	Marathon	0.4942	0.3178
	Marinette	0.8963	0.6449
	Marquette	0.7027	0.7071
	Monroe	0.9183	0.9563
	Oconto	1.0621	0.4077
	Outagamie	0.6330	0.2757
	Ozaukee	1.1280	0.2054
	Pepin	0.6660	0.5279
	Pierce	0.6605	0.5740
	Polk	1.0015	0.4101
	Portage	0.5693	0.2999
	Price	1.5810	0.5081
	Racine	0.6703	0.5124
	Richland	0.7290	0.6826
	Rock	0.8269	0.6378
	Rusk	1.2131	0.8308
	St. Croix	0.6832	0.4395
	Sauk	0.8675	0.7158
	Sawyer	1.2186	0.9932
	Shawano	0.7780	0.5065
	Sheboygan	0.4786	0.4081
	Taylor	0.7174	0.4451
	Trempealeau	1.1515	0.6691
	Vernon	0.9429	0.8533
	Walworth	0.8434	0.6728
	Washburn	2.0634	0.5693
	Washington	0.8982	0.5862
	Waukesha	0.9167	0.5824
	Waupaca	0.8028	0.4479
	Waushara	0.6292	0.1766
	Winnebago	0.9076	0.3041
	Wood	0.3324	0.1534

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