ALASKA RAILROAD

BUSINESS FACTS

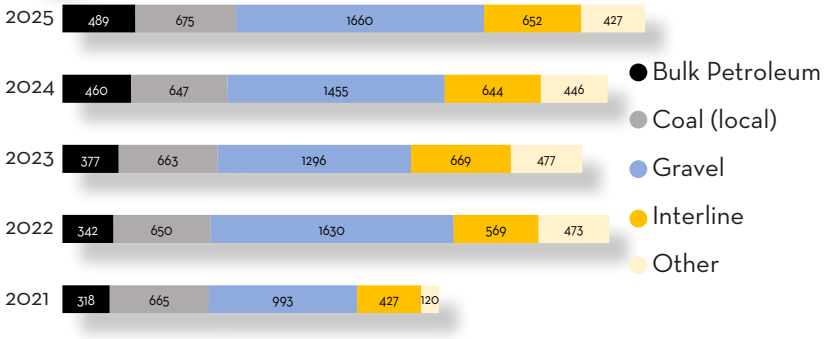
FREIGHT SERVICES 2025

The Alaska Railroad provides seamless freight operations between shipping points in North America to many destinations in Alaska. Port facilities in Seattle, Whittier, Seward and Anchorage provide crucial links between marine and land transportation modes. Rail yards in Seward, Whittier, Anchorage and Fairbanks offer centralized distribution hubs for other transportation modes. Freight is the Alaska Railroad's largest revenue source, generating nearly half of ARRC's operating revenues (excluding capital grants). In 2025 we moved nearly 3.9 million tons of freight.

FREIGHT ROUTES

FREIGHT VOLUME

(in thousands of tons)

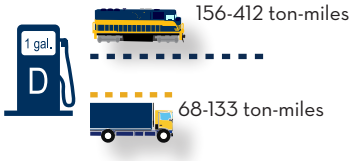


Major lines of freight include:

- **Petroleum** – some products move from Anchorage to a fuel distribution center in North Pole. A fuel distribution system established in 2020 moves products between raillinked facilities in Anchorage and Fairbanks.
- **Barge / Interline Services** – Alaska Rail Marine (ARM) moves rail shipments to/from Alaska via Seattle, interchanging with railroads in the Lower 48 and beyond.
- **Trailers/Containers on Flat Cars** – TOFC/ COFC moves north and south between Seward, Whittier, Anchorage and Fairbanks.
- **Coal** – Coal from Usibelli Coal Mine in Healy moves to the Fairbanks area for local markets.
- **Gravel** – Seasonally (April to October) aggregate products move from mines in the Matanuska-Susitna Valley to Anchorage.
- **Miscellaneous/In-state Local** – Other freight includes specialty movements of very large or oddly-shaped equipment and materials, as well as in-state shipments of cement, scrap metal, military equipment and pipe.

SUSTAINABILITY

- Railroads are ideal for safely and efficiently transporting heavy, bulky freight, ranging from natural resources such as petroleum, gravel and coal, to containerized cargo and heavy equipment. If not for the railroad, many more trucks would be needed to haul commodities over state and municipal roadways.
- In 2025, the railroad moved 30,759 railcars which would require over 200,000 truck movements to carry the same volume of freight.



- According to the FRA trains achieve approximately 156–412 ton-miles per gallon, compared to about 68–133 ton-miles per gallon for trucks - making rail roughly 2 to 3 times more fuel efficient than trucking.

FREIGHT EQUIPMENT

- The railroad has a comprehensive fleet management program involving rehabilitation and replacement of its fleet. ARRC's current revenue-service freight fleet includes (as of 3/26): Flat Cars: 318 Air Dump: 31 Gondolas: 30 Open Top Hopper: 326 Covered Hopper: 51
- ARRC also hauls cargo with cars owned or leased by customers, who contract ARRC to perform operating maintenance only. Tank Car Fleet: 231 privately leased/owned

Scan for route information and customer tools.