

			Henderson KY to Chicago IL			Henderson KY to Pittsburgh PA		
			All cost Expressed in dollars/Ton					
All Costs are Expressed Per Ton			Truck	Rail	Barge	Truck	Rail	Barge
Freight Transportation Cost per Ton each Mode			\$ 50.11	\$ 61.65	\$ 15.00	\$ 56.82	\$ 66.00	\$ 18.00
Trucking from Manufacturer to Henderson Co. Port			\$ -	\$ 3.00	\$ 3.00		\$ 3.00	\$ 3.00
Transfer from Truck to Henderson Co. port warehouse				\$ 2.75	\$ 2.75		\$ 2.75	\$ 2.75
Transfer from port warehouse to Rail or Barge				\$ 4.00	\$ 5.00		\$ 4.00	\$ 5.00
Transfer from Rail or Barge to Warehouse near Customer				\$ 4.00	\$ 5.00		\$ 4.00	\$ 5.00
Transfer from Warehouse to Local Truck				\$ 2.75	\$ 2.75		\$ 2.75	\$ 2.75
Local Trucking from Warehouse to Customer				\$ 15.00	\$ 15.00		\$ 15.00	\$ 15.00
Total Cost of Each			\$ 50.11	\$ 93.15	\$ 48.50	\$ 56.82	\$ 97.50	\$ 51.50
			Chicago			Pittsburgh		
At first pass, the typical truck freight shipper has no reason to change freight transportation modes.								
Given the comparison, the typical truck shipper might save a few dollars shipping via barge but added weeks travel time, higher risks of damage and loss.								
Given the cost structure above and ease of access why would a typical manufacturer consider moving away from trucks?								
Closer examination of the direct costs might offer some value to the nation, by creating jobs, lowering the need to additional highway lanes and actually provide savings to industries by having workflow inventory warehoused close by instead of rolling down the highway								
Would switching to barge transport create additional Jobs?					yes			yes
Would switching to barge create demand for close by warehouses					yes			yes
Would switching lower manufacturer overtime costs when waiting for raw materials					yes			yes
Would switching cause a shift of funds spent on fuel to funds available to pay people					yes			yes
Would switching lower accidents and deaths from vehicle accidents					yes			yes
Would switching lower air emissions					yes			yes
The questions to ponder are;								
1. Does the nation need additional highway lanes or a shift in freight practices?								
2. Is the nation better off spending money for concrete or creating jobs and lowering foreign oil needs?								
3. Is the nation better off with a unemployment rate of 10% or should policies be in acted that create jobs by adopting a national freight policy?								