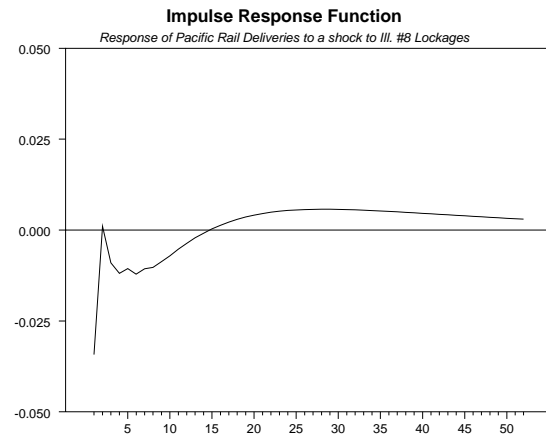
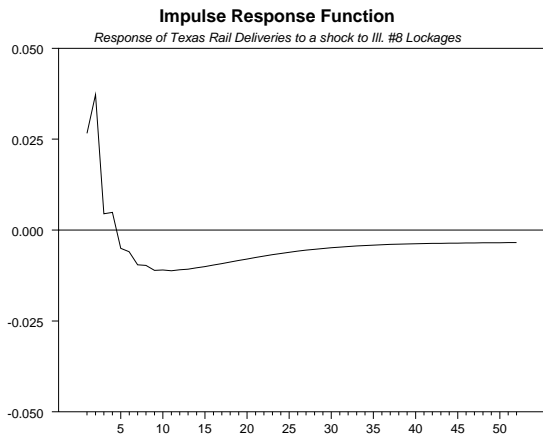
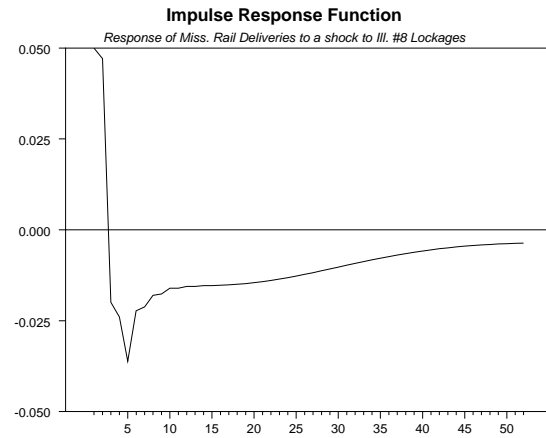
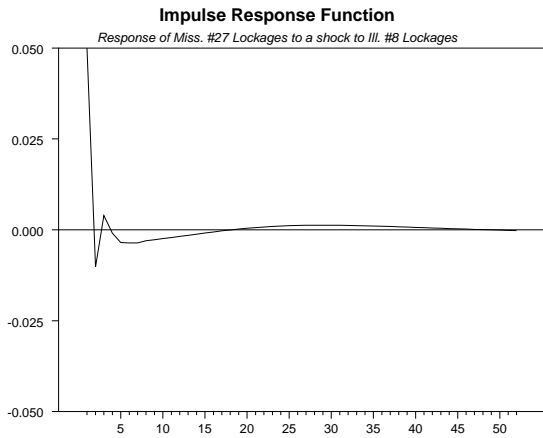
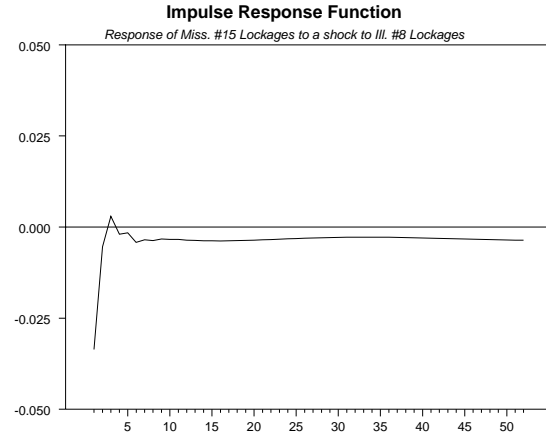
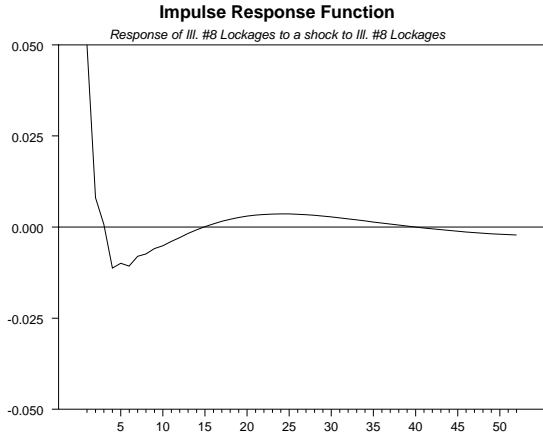
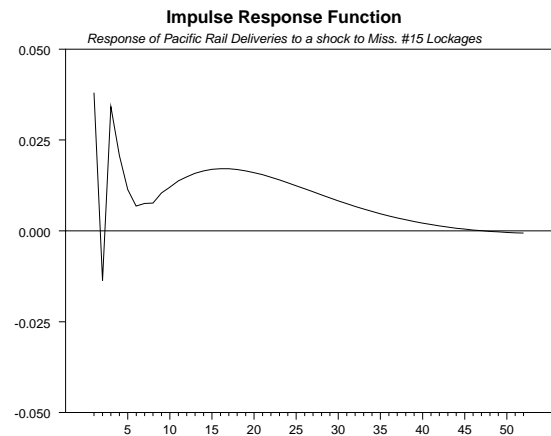
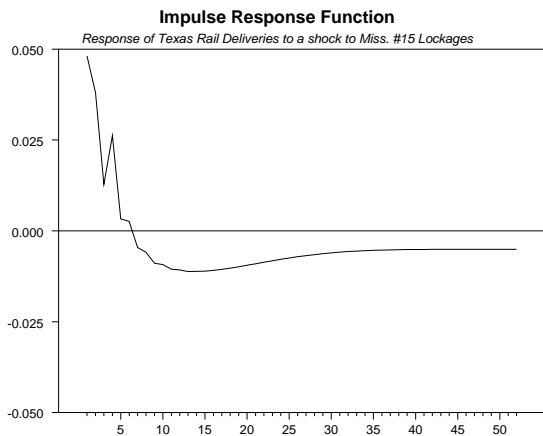
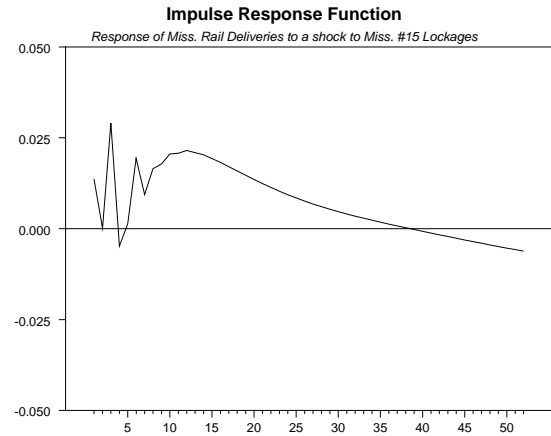
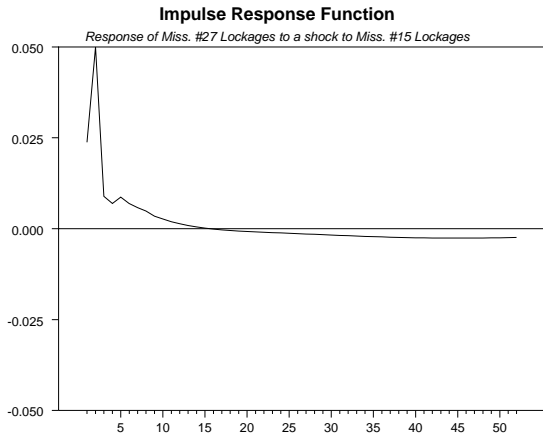
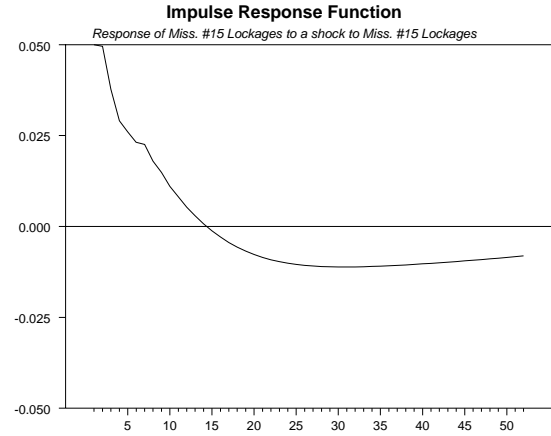
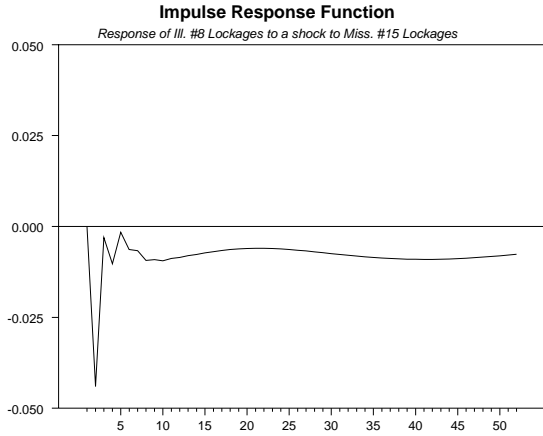
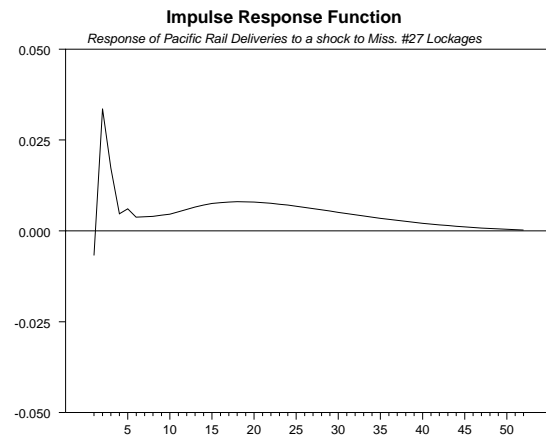
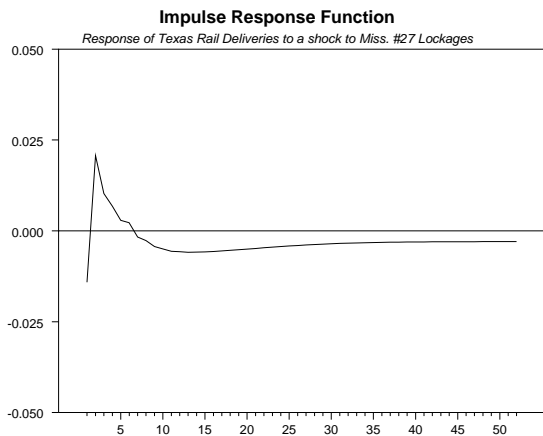
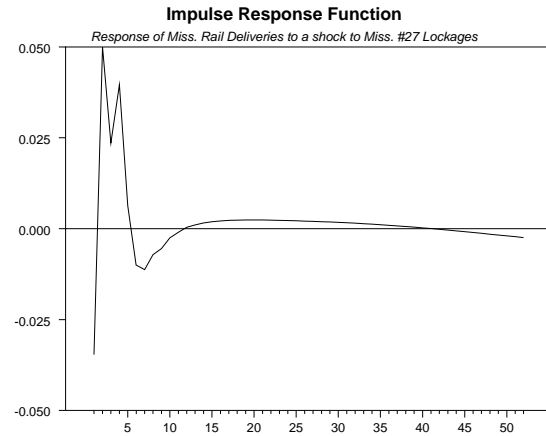
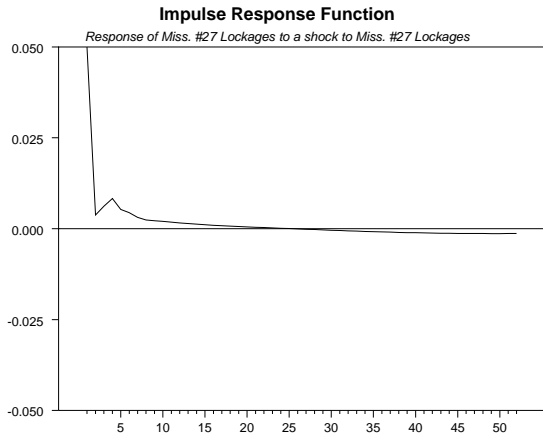
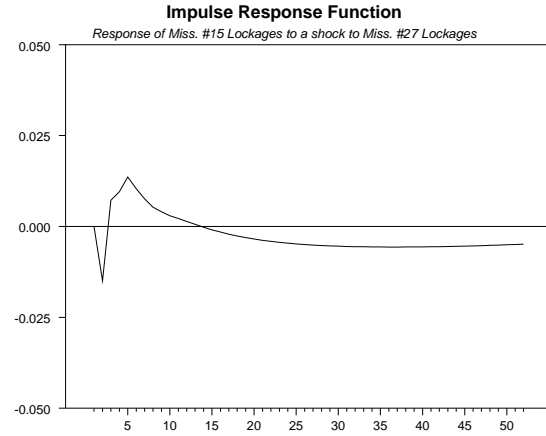
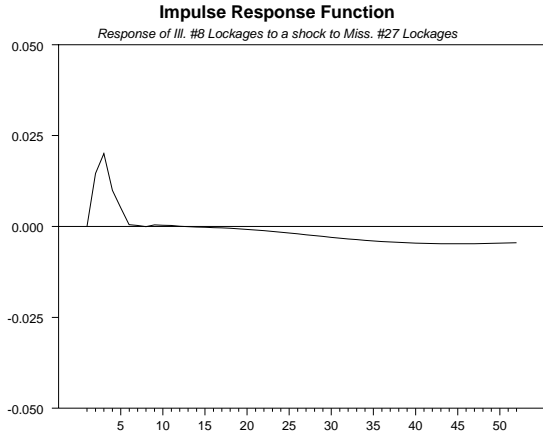


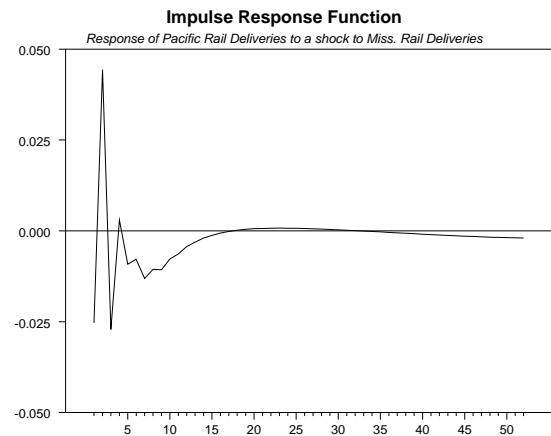
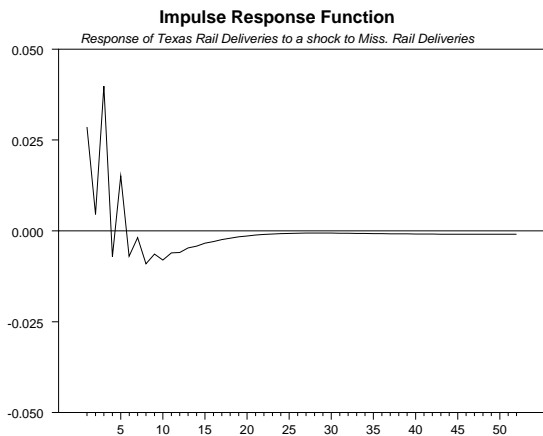
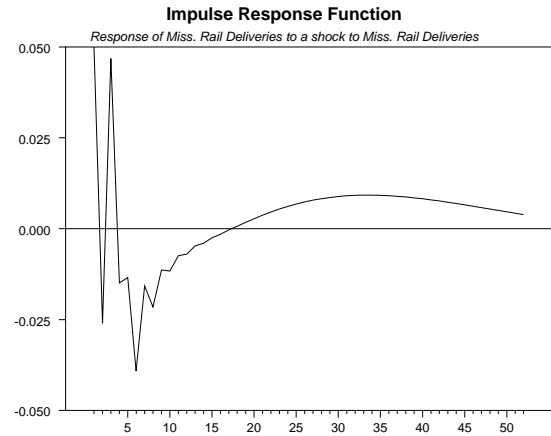
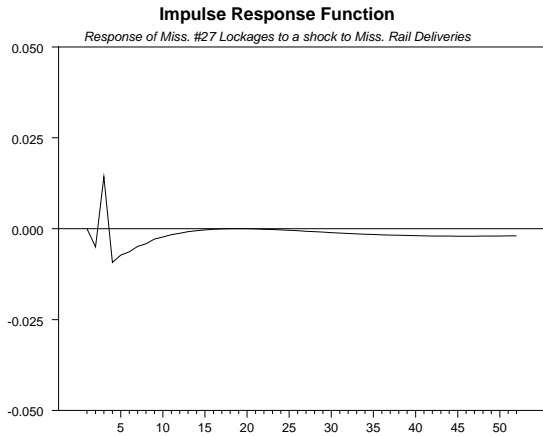
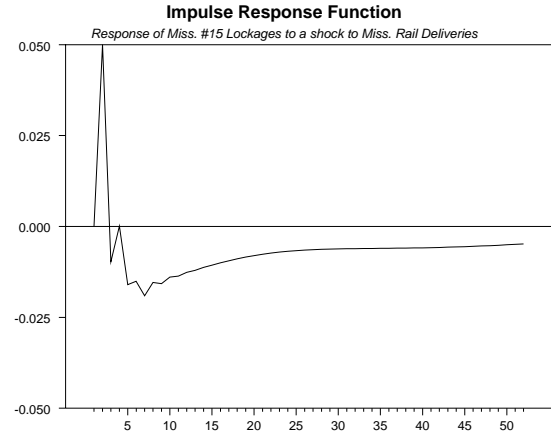
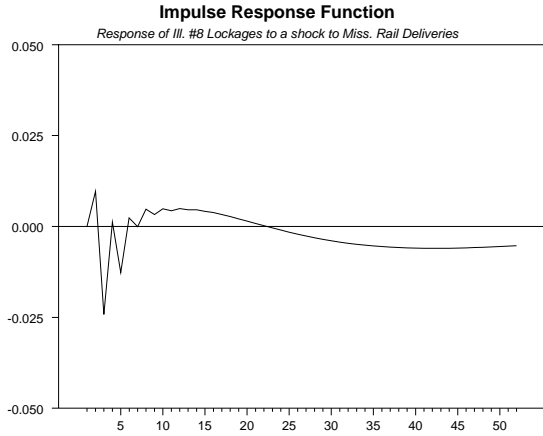
APPENDIX A

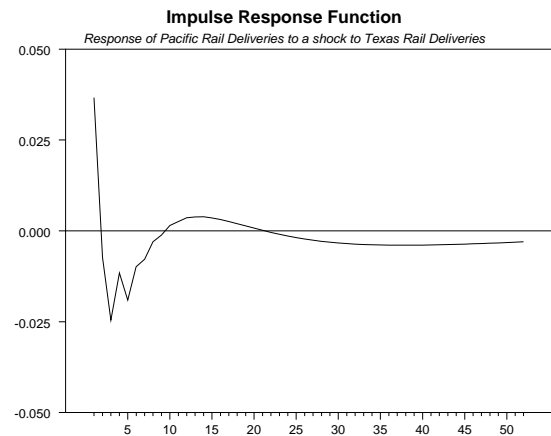
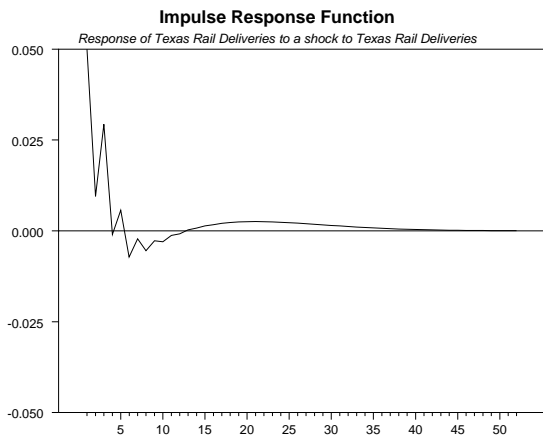
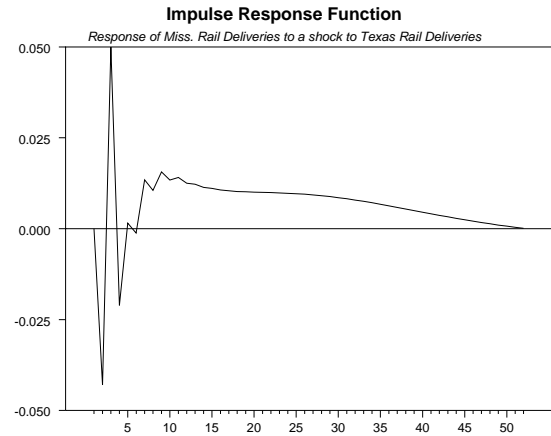
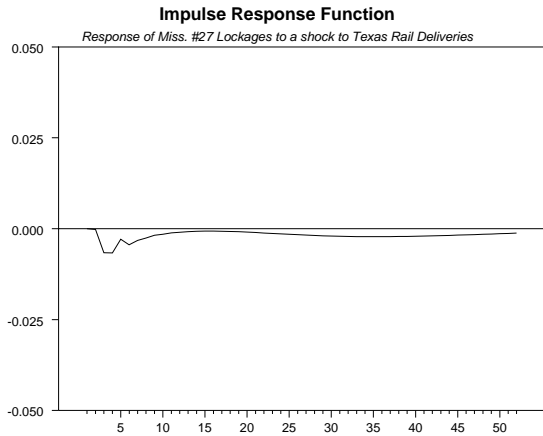
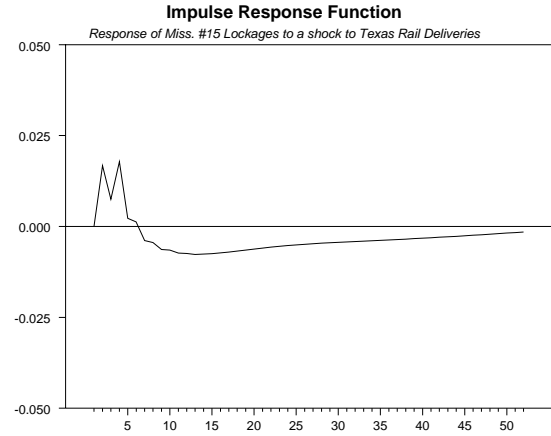
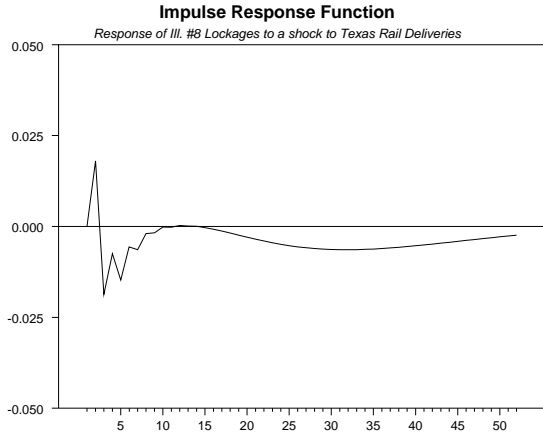
Impulse Responses of Lockages and Rail Deliveries

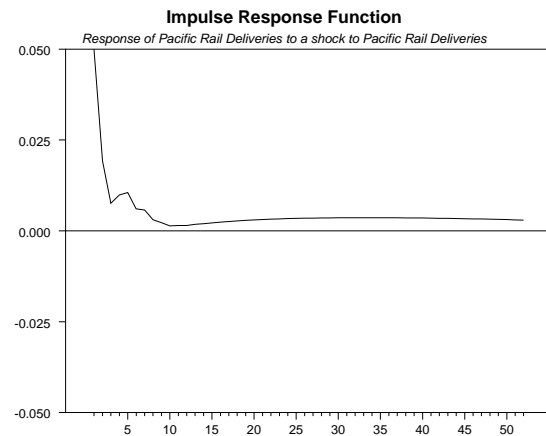
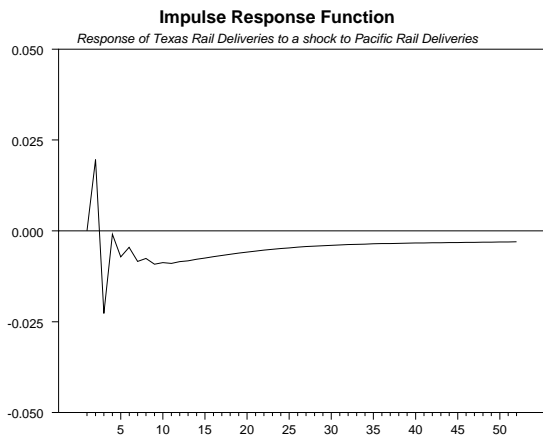
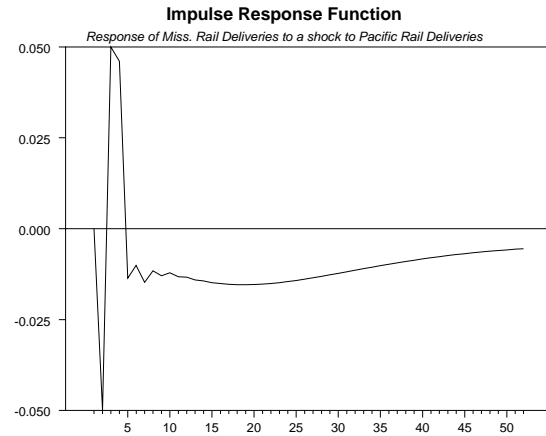
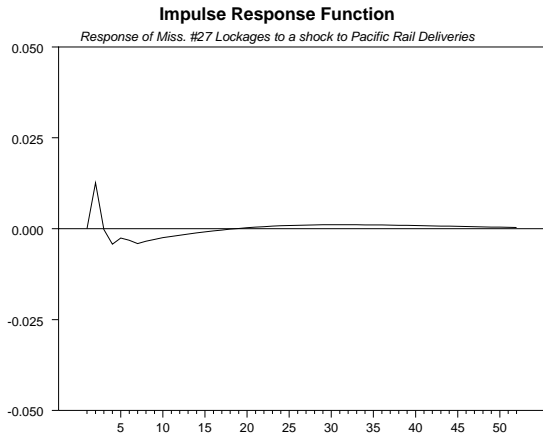
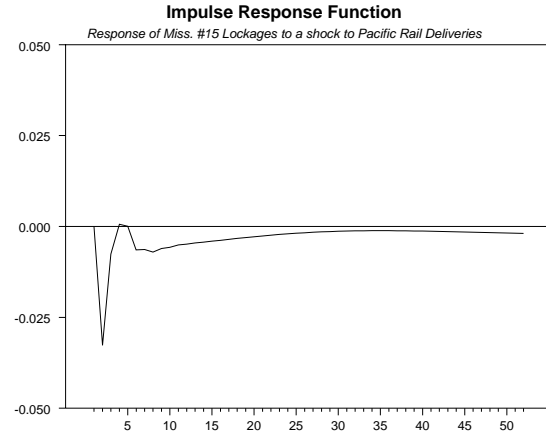
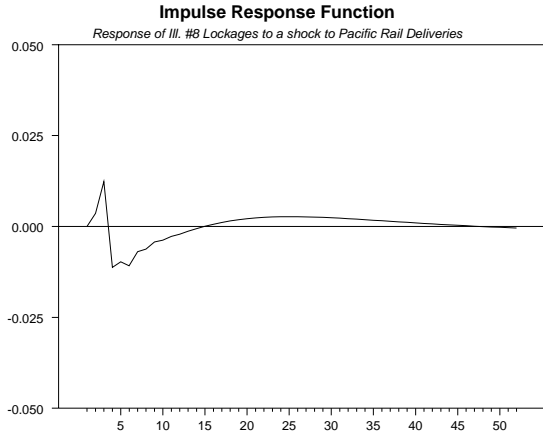


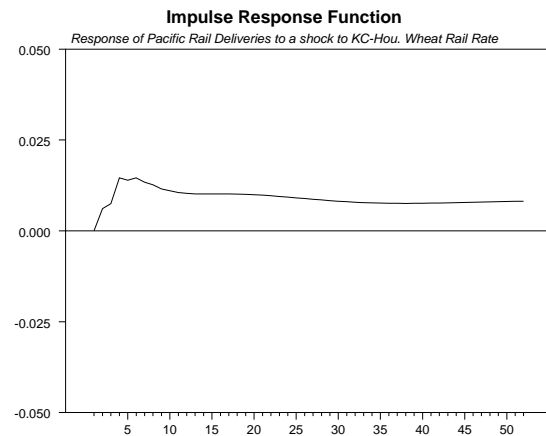
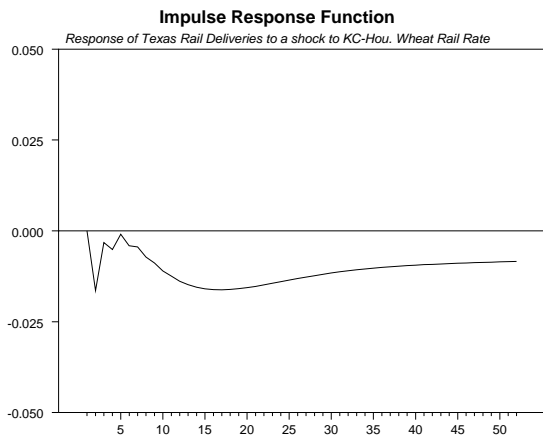
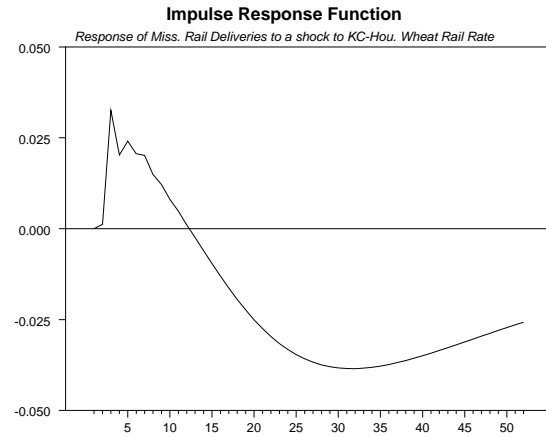
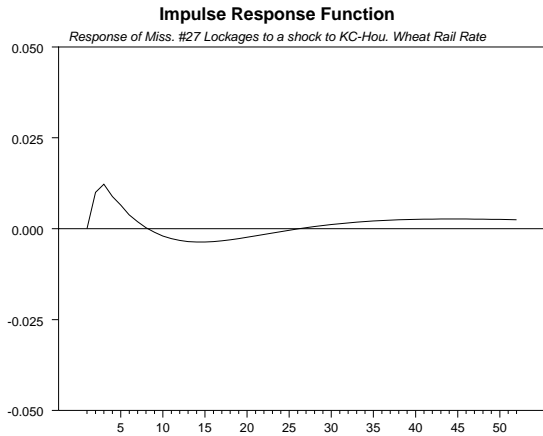
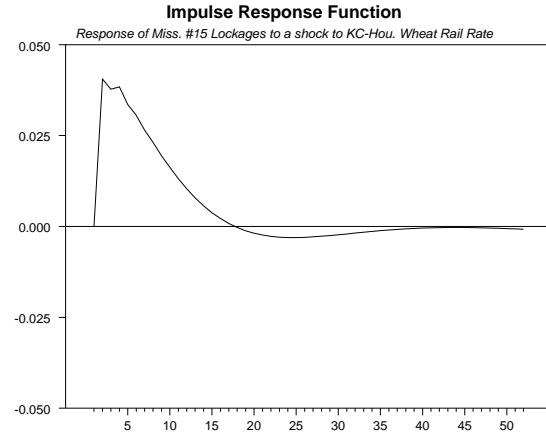
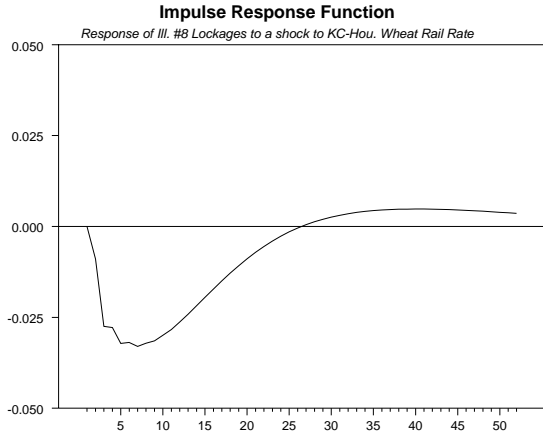


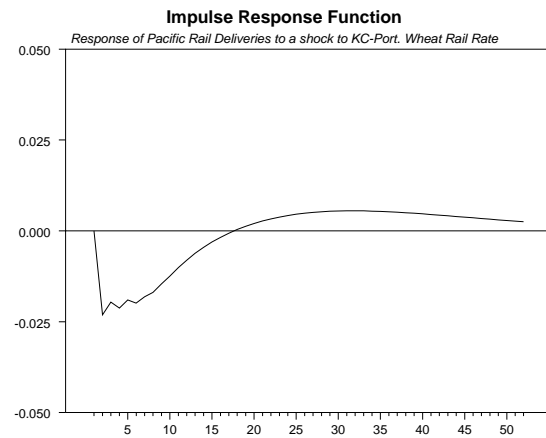
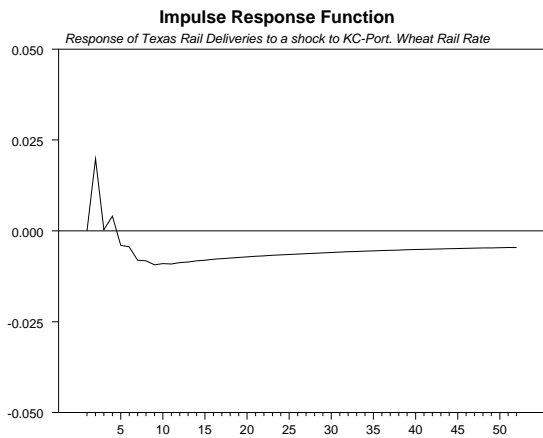
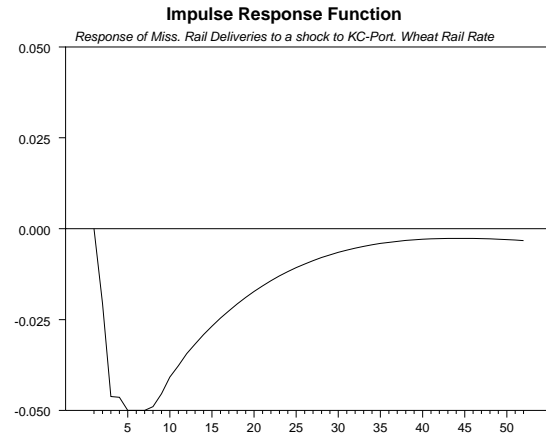
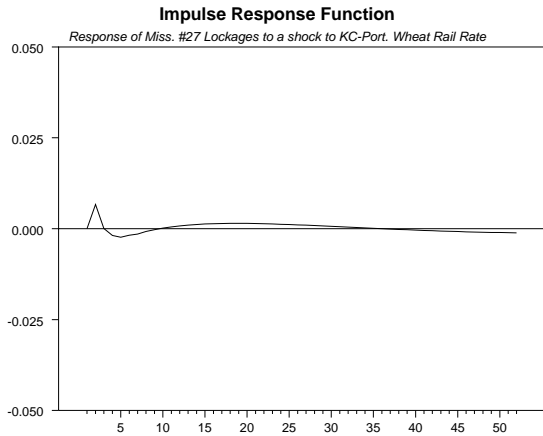
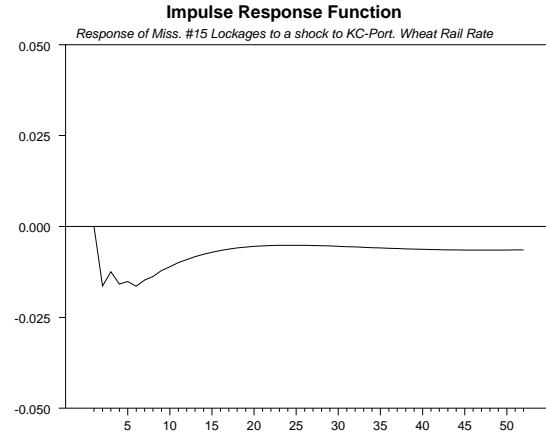
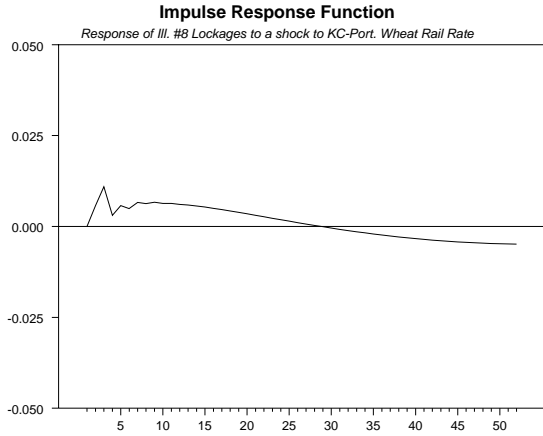


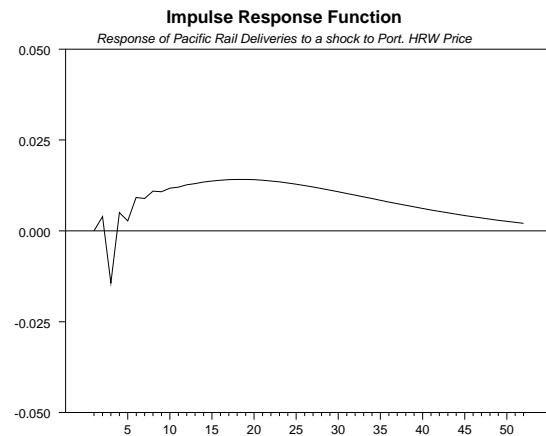
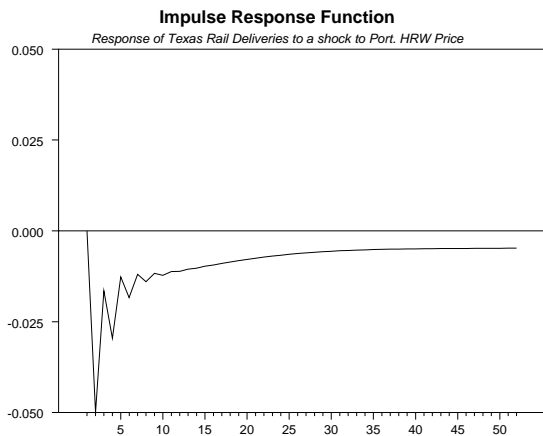
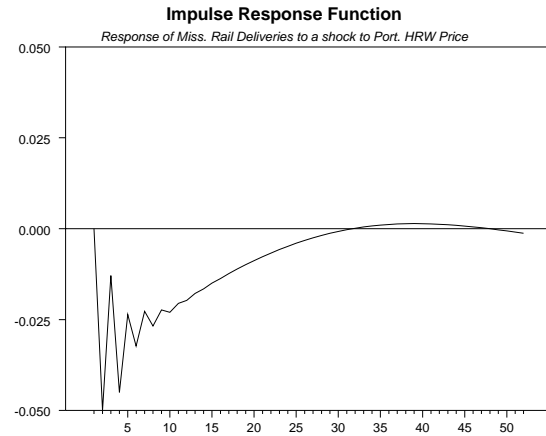
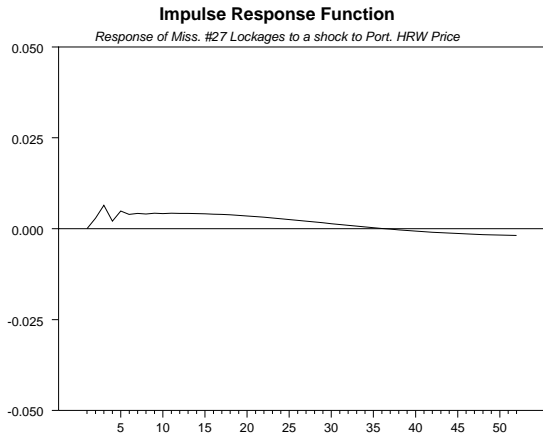
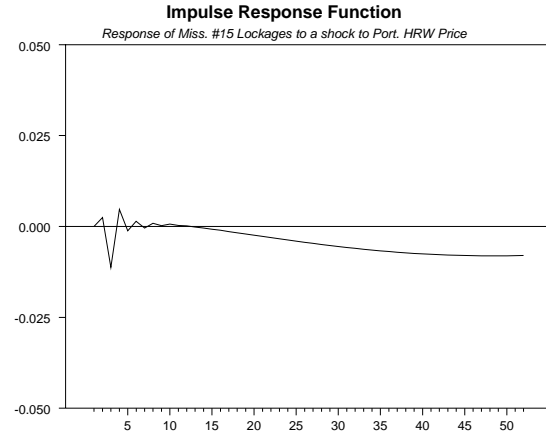
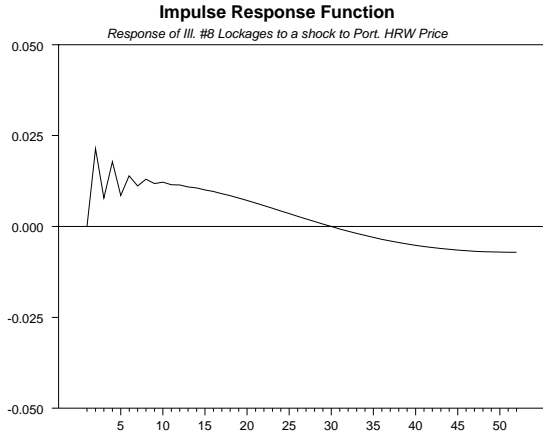


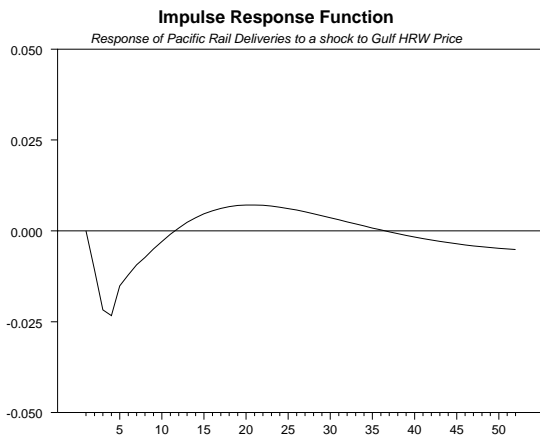
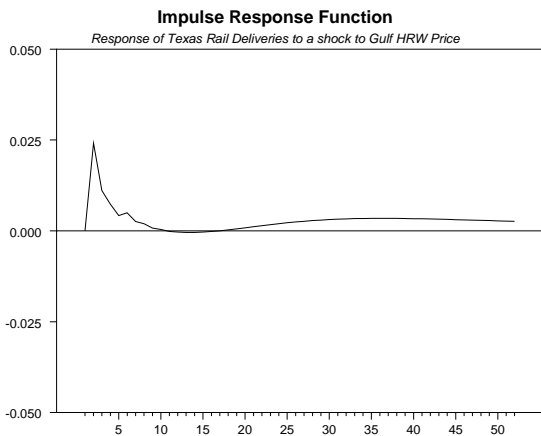
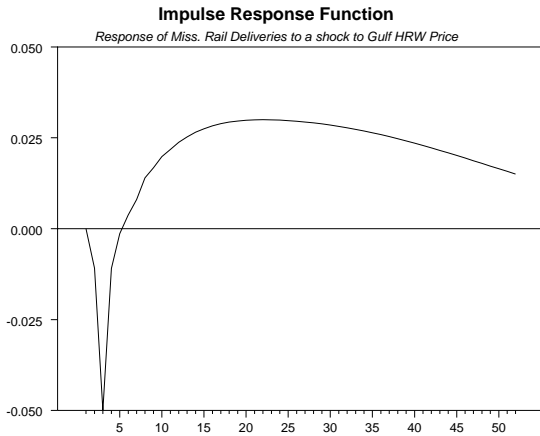
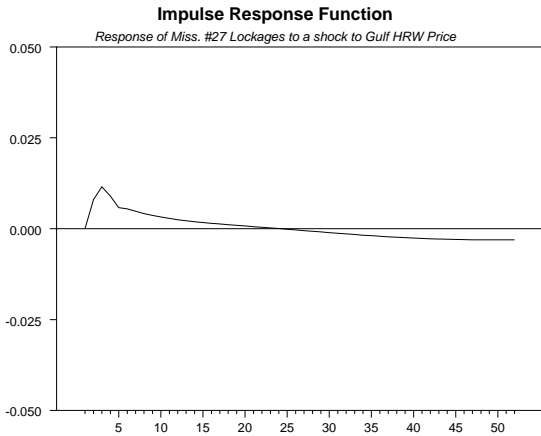
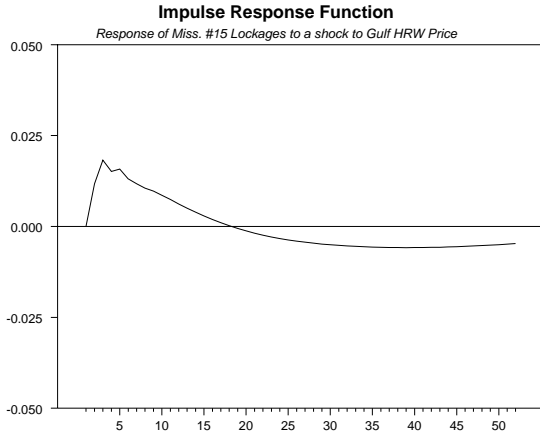
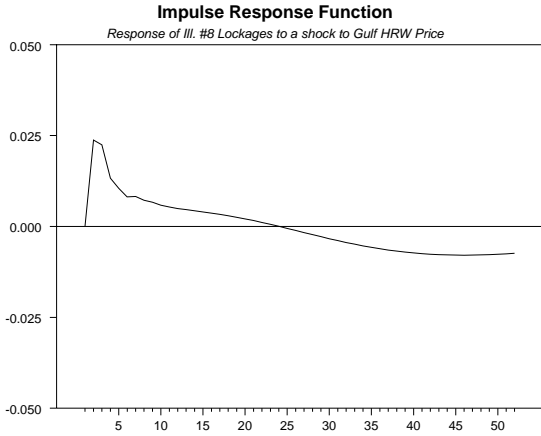


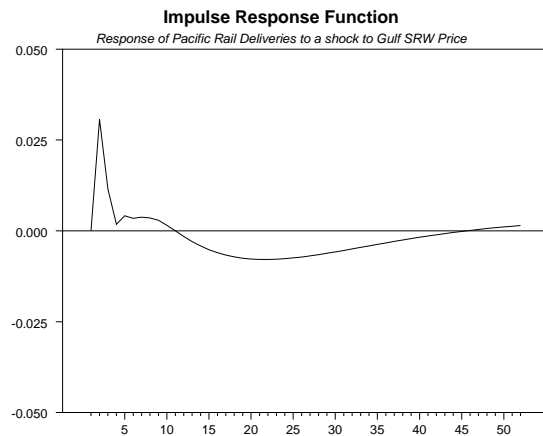
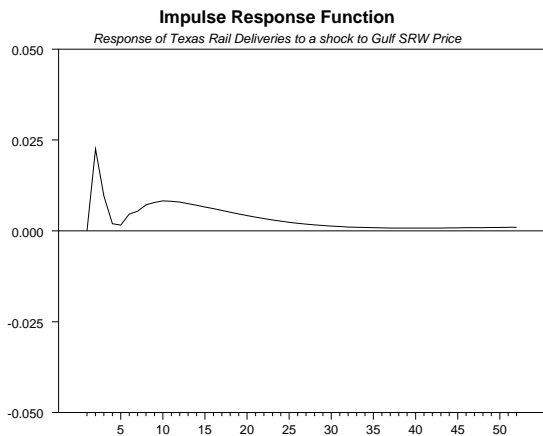
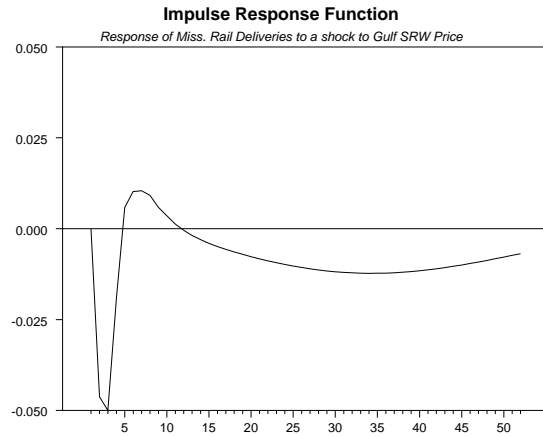
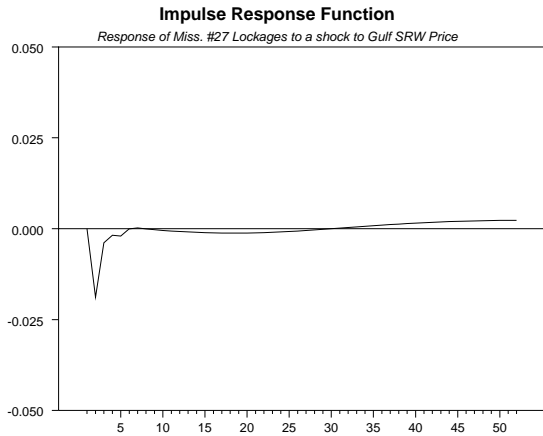
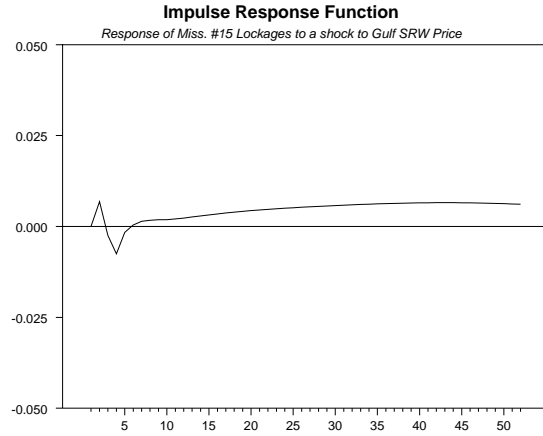
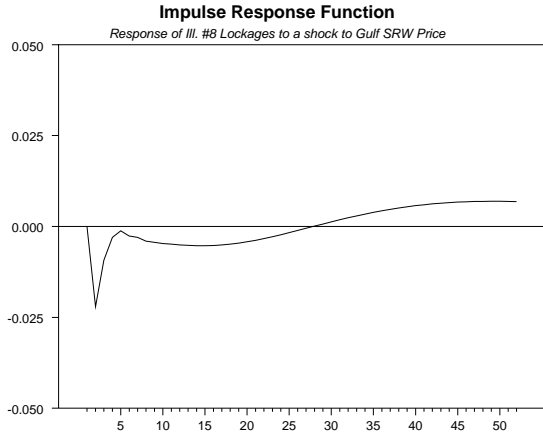


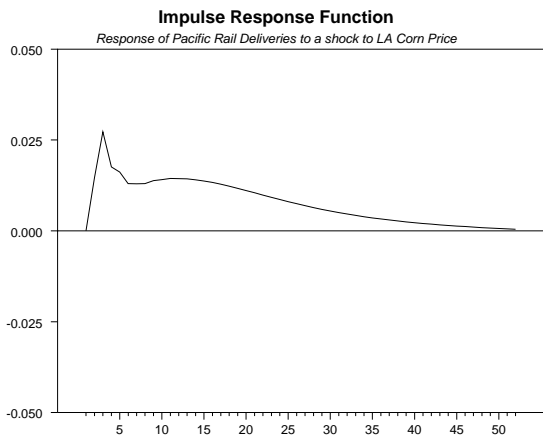
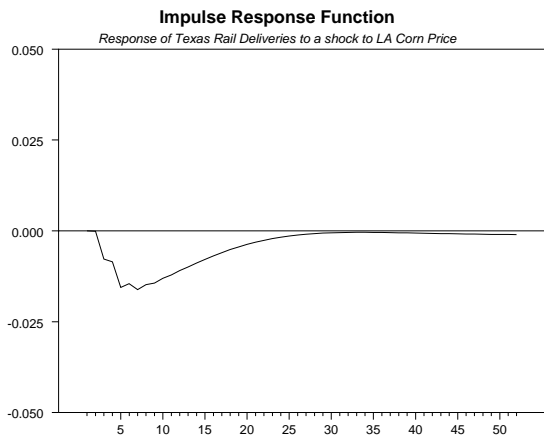
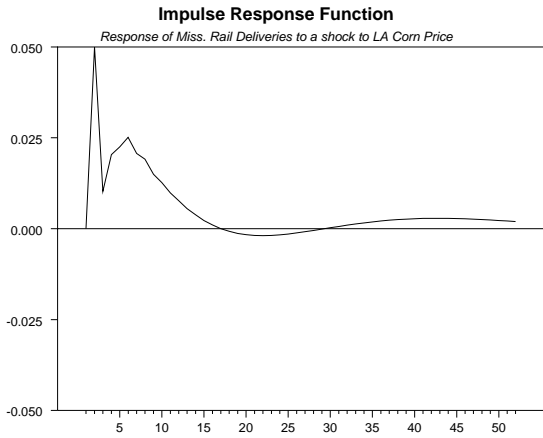
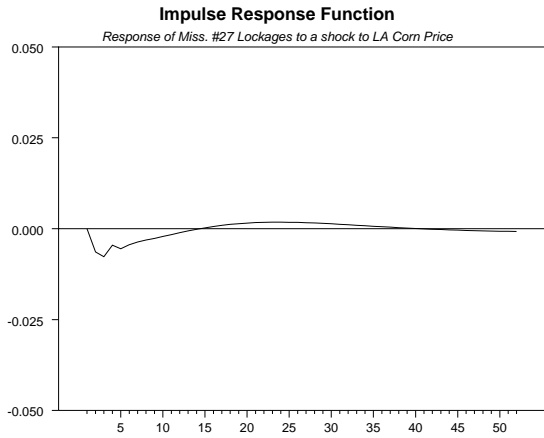
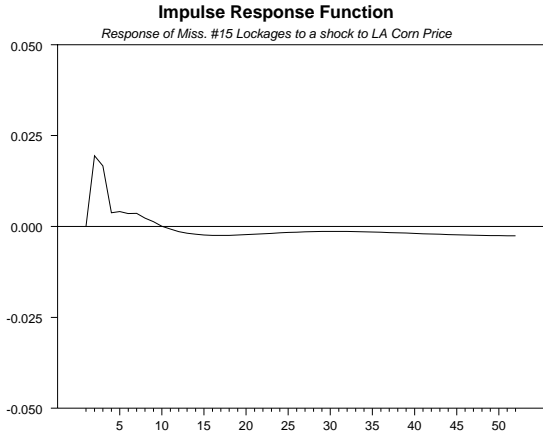
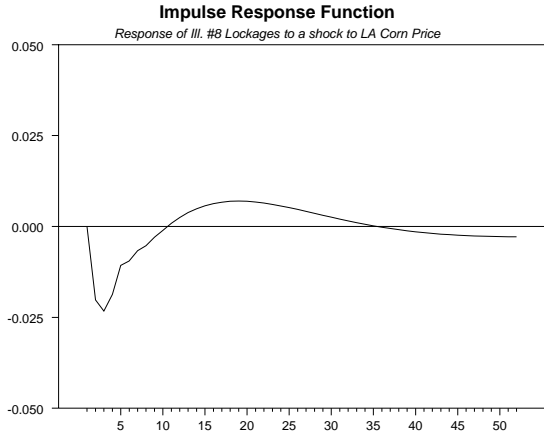


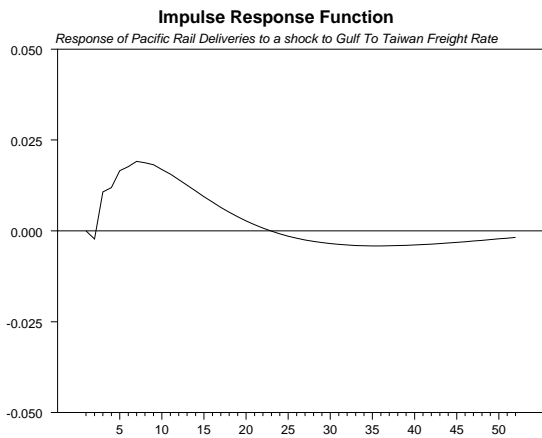
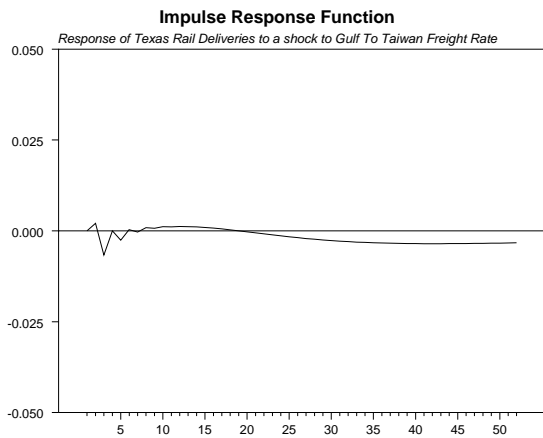
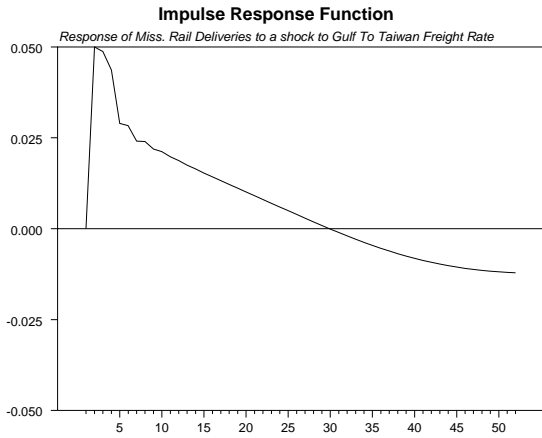
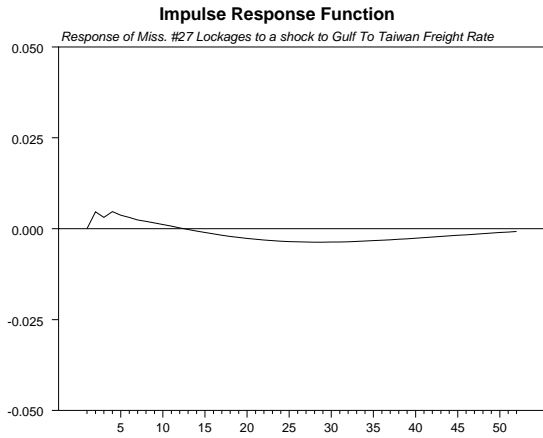
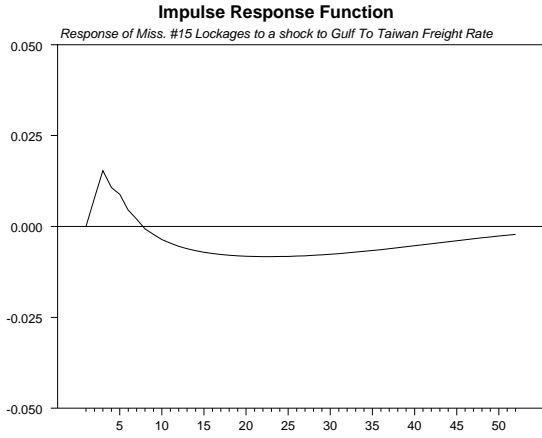
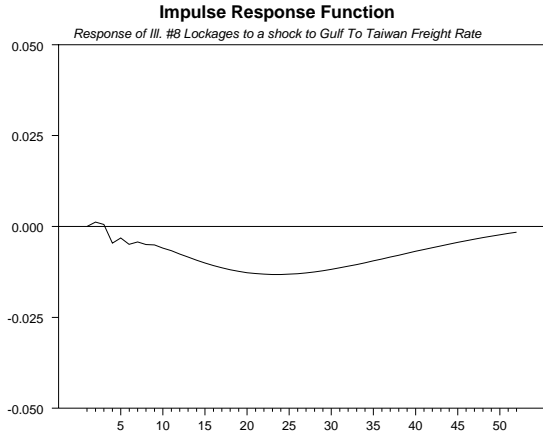


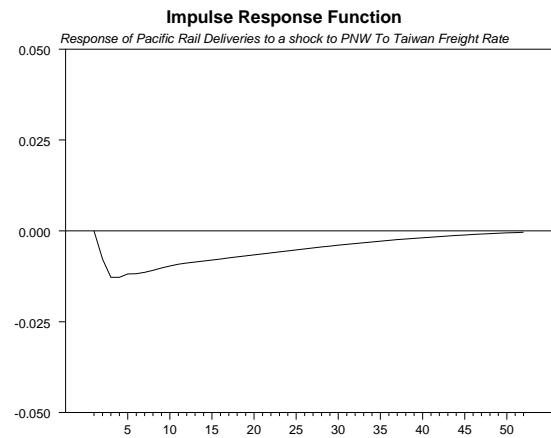
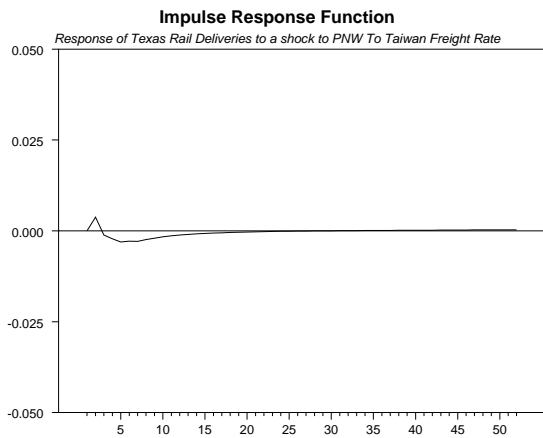
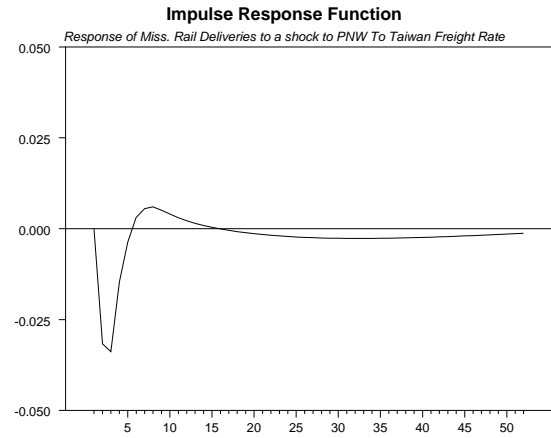
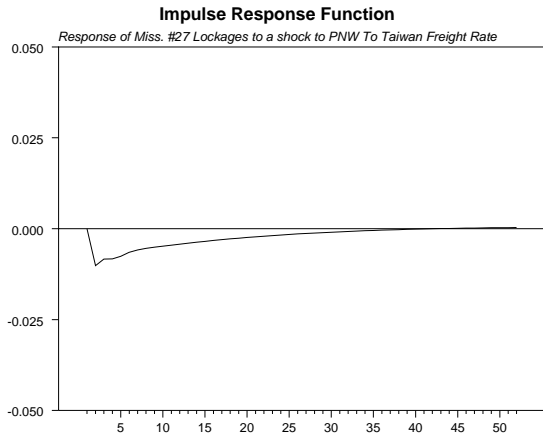
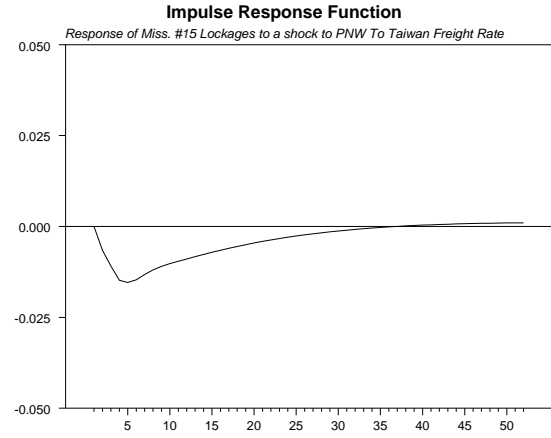
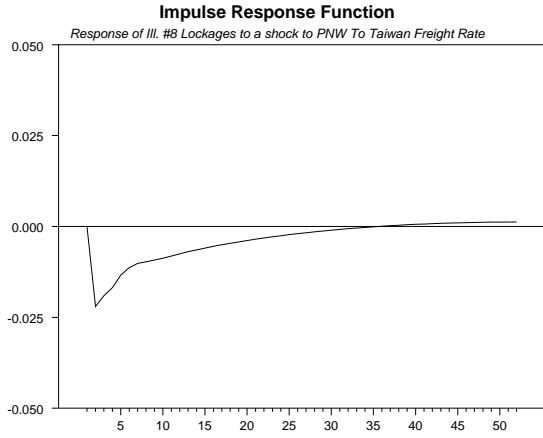


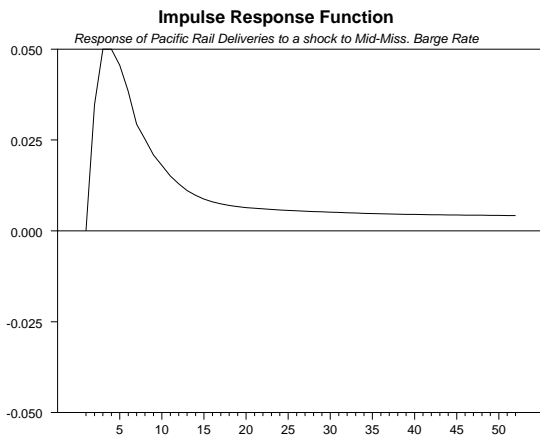
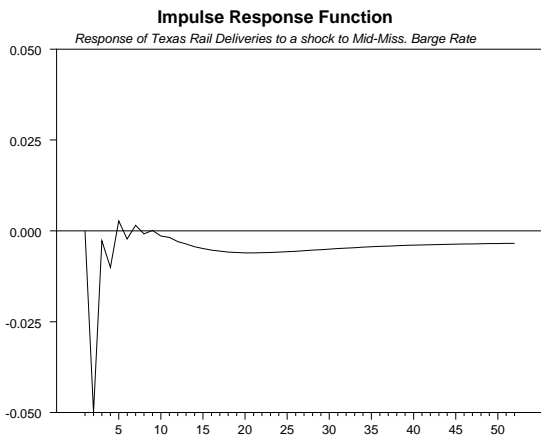
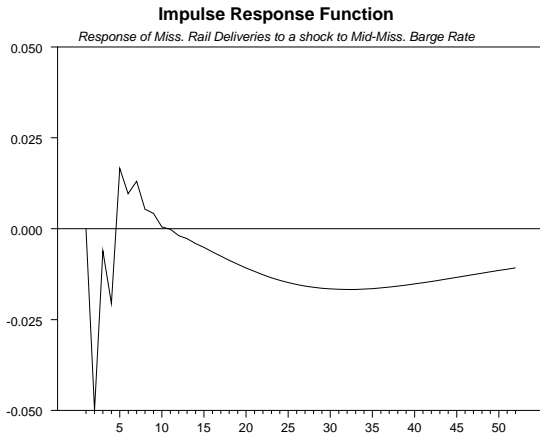
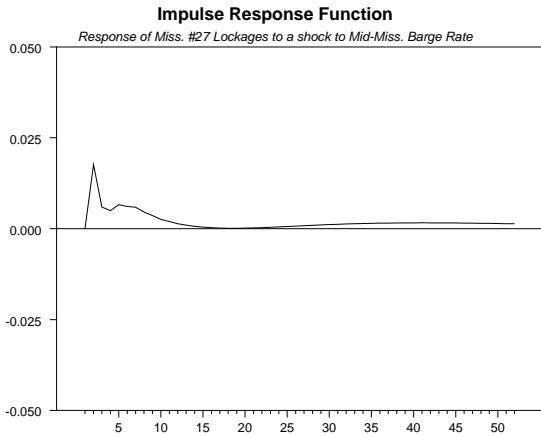
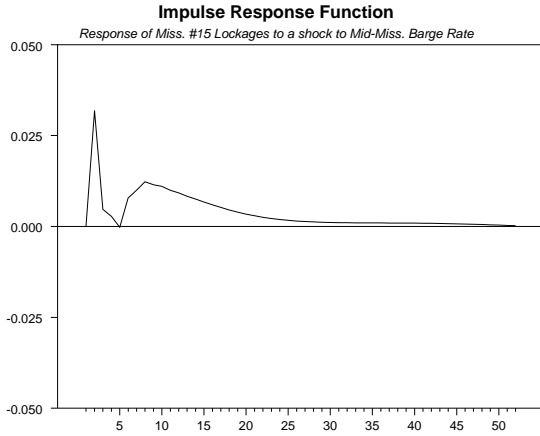
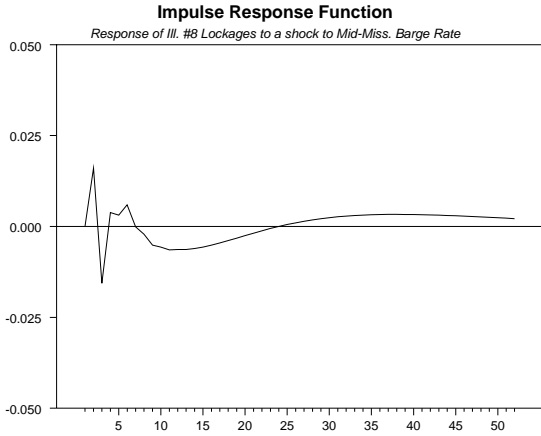


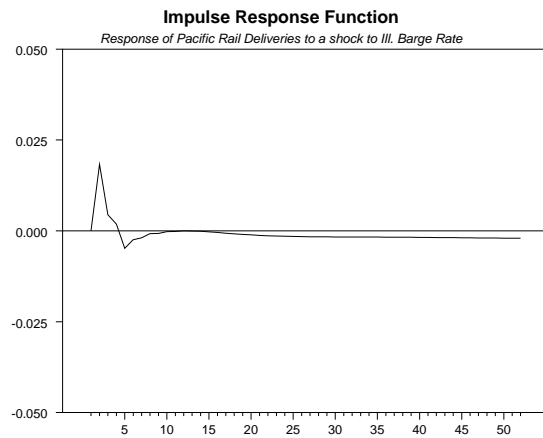
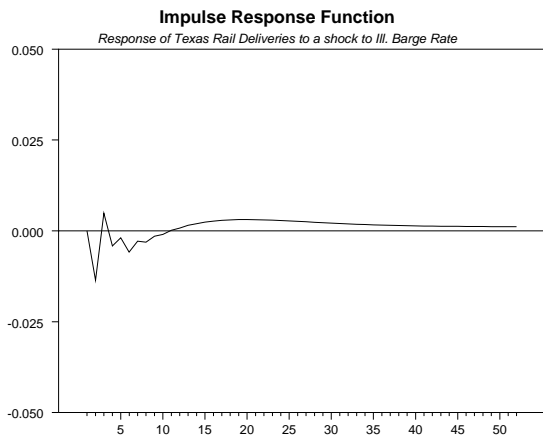
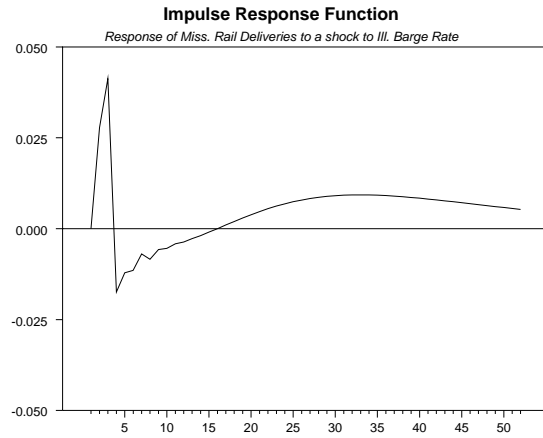
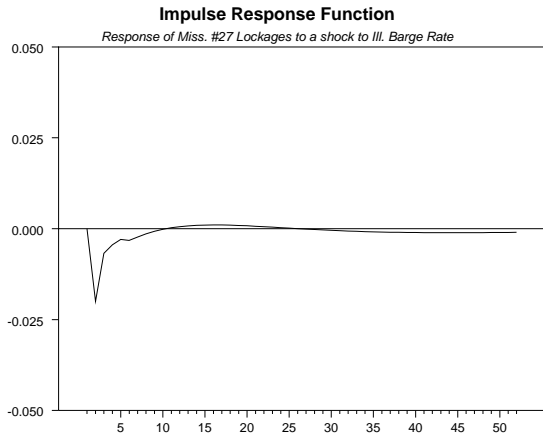
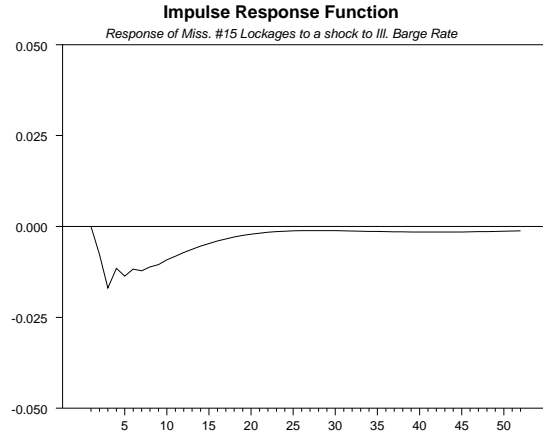
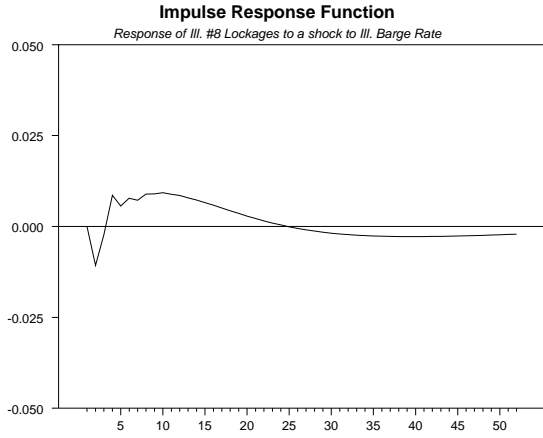


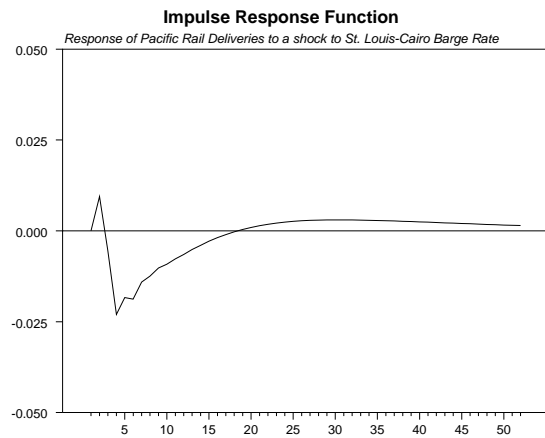
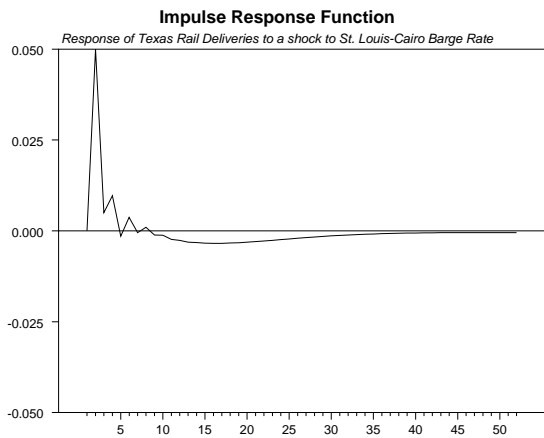
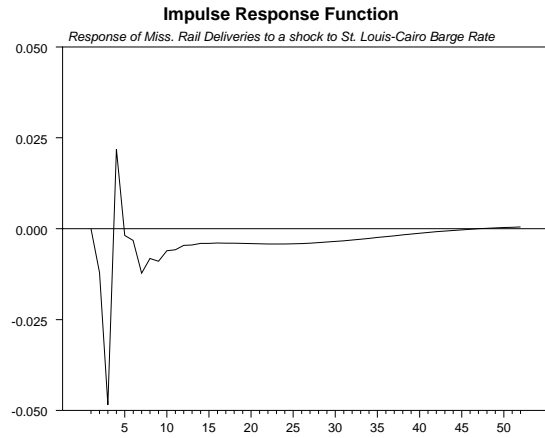
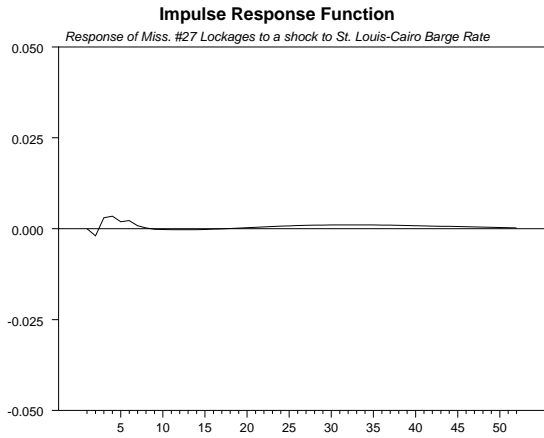
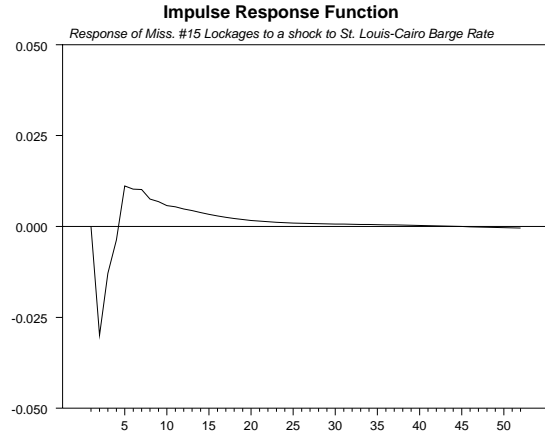
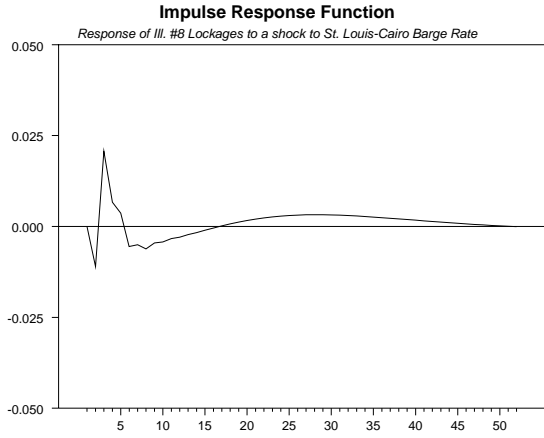


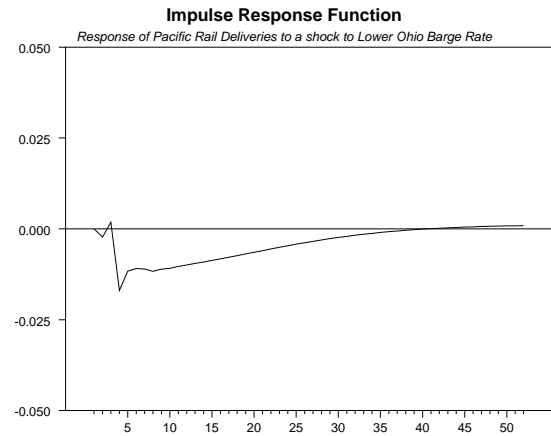
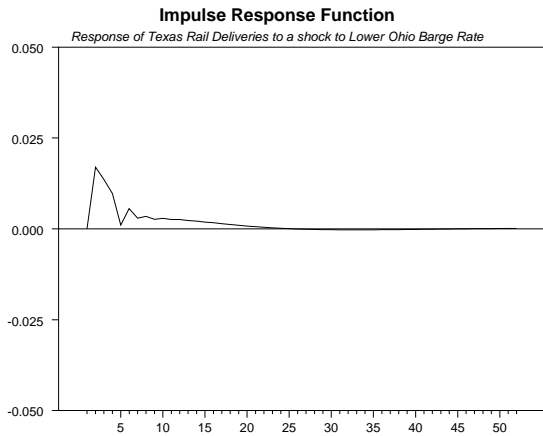
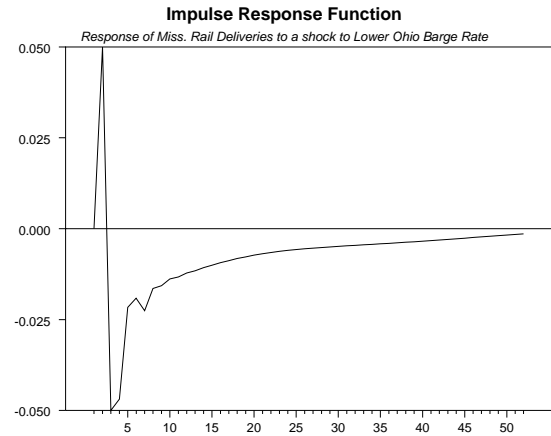
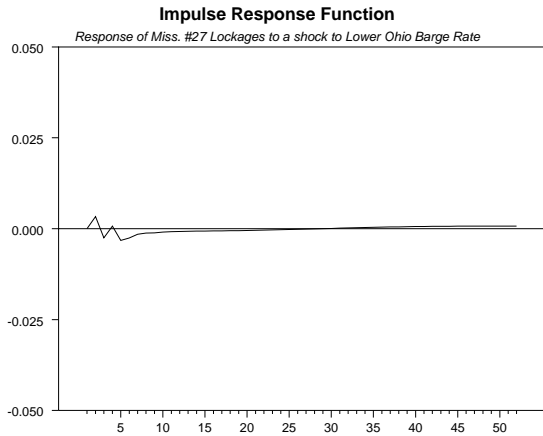
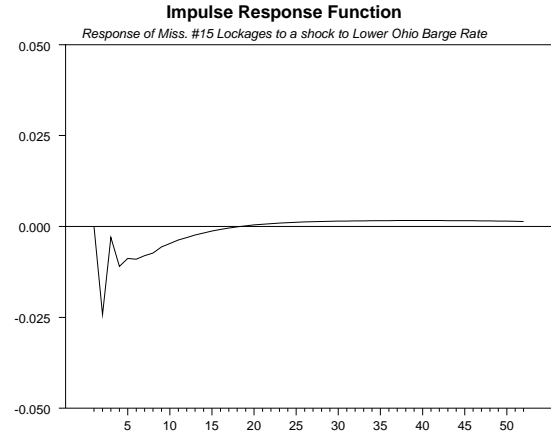
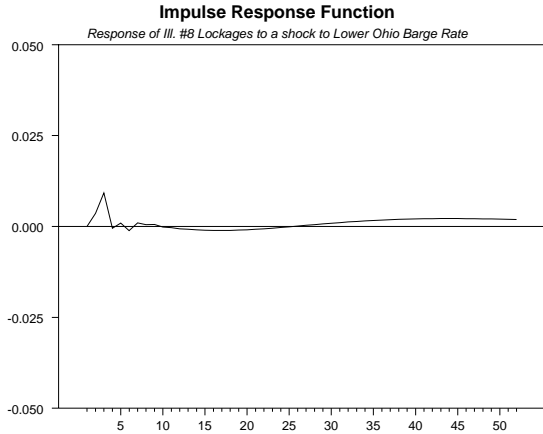


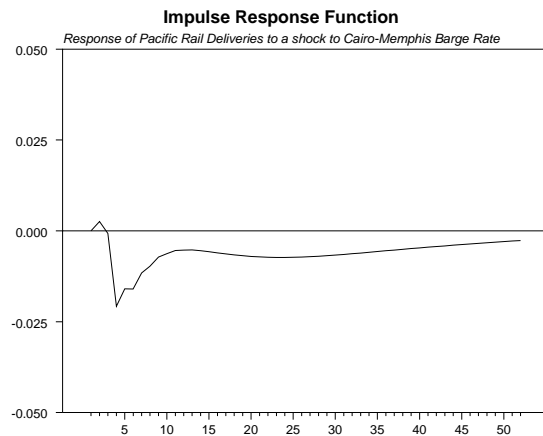
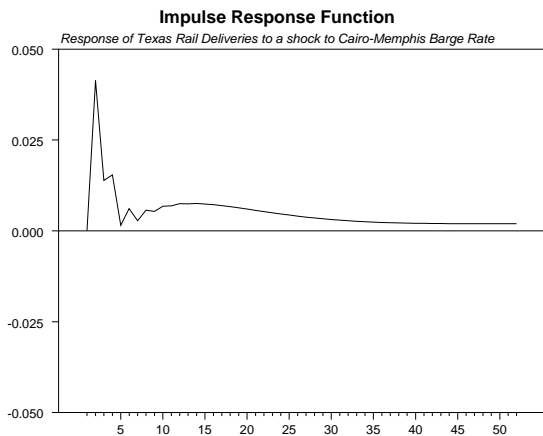
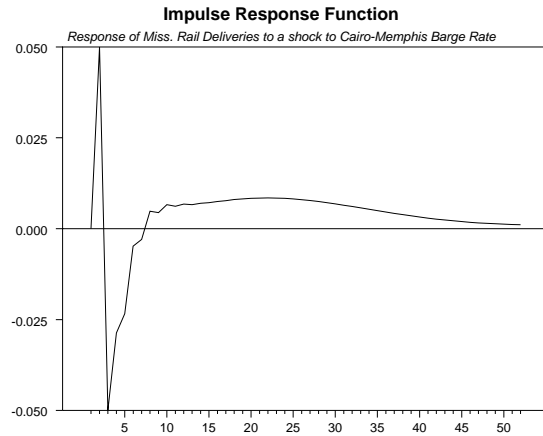
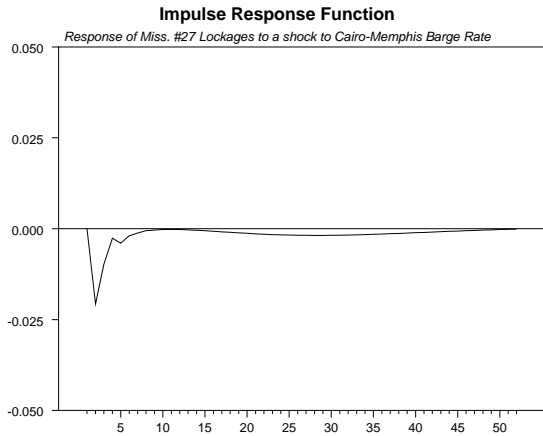
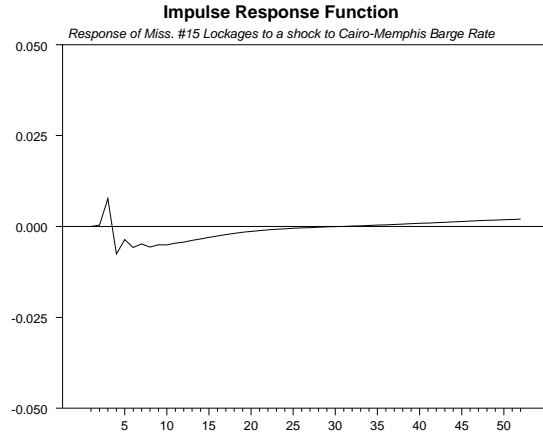
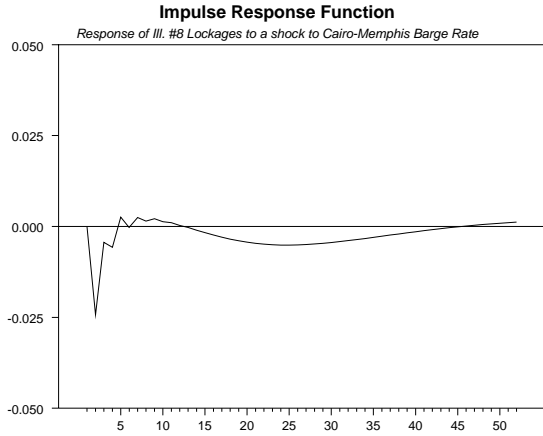






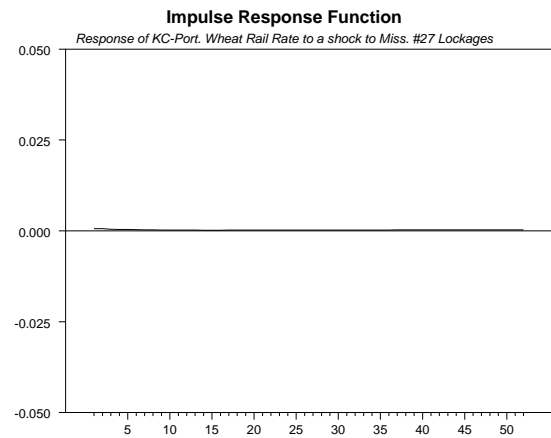
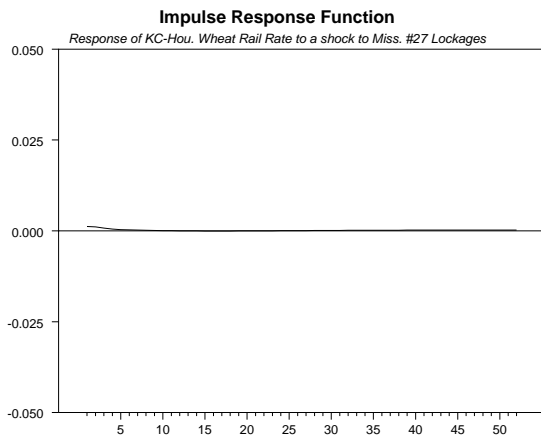
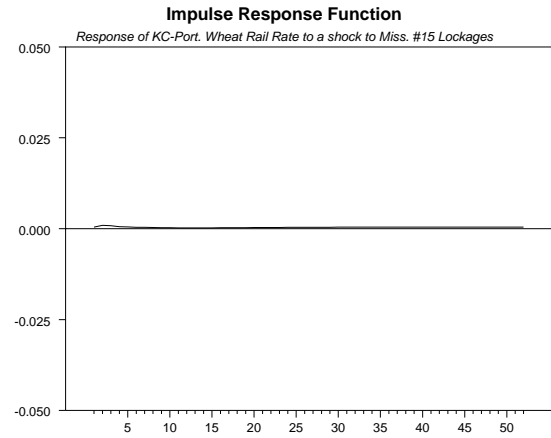
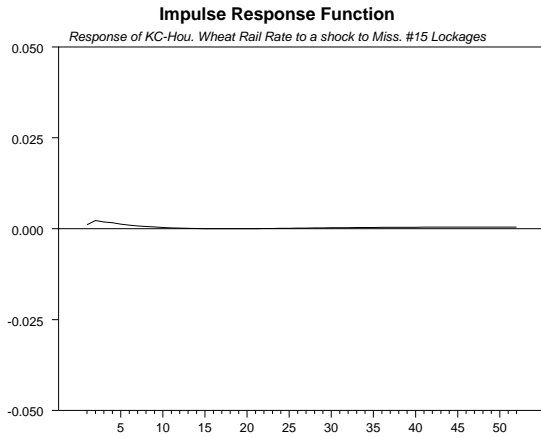
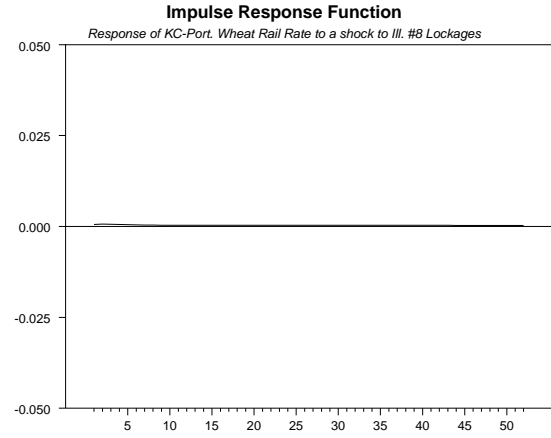
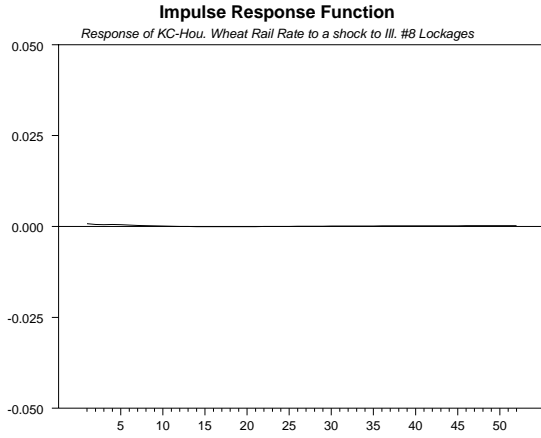


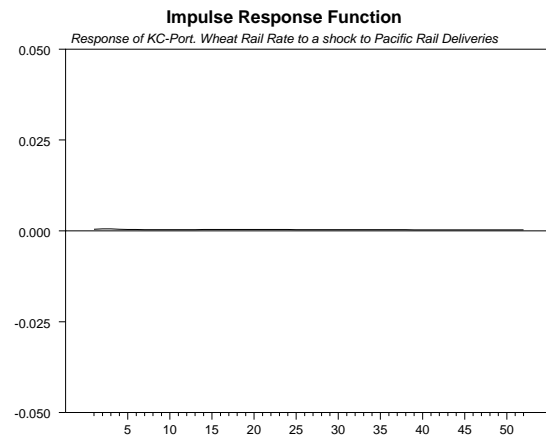
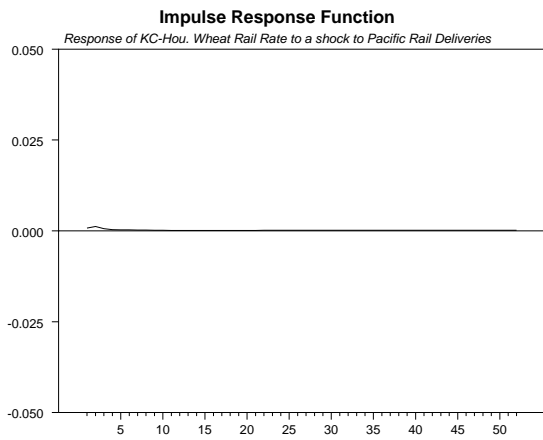
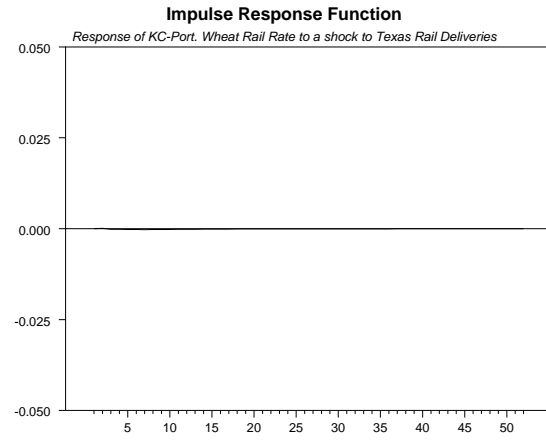
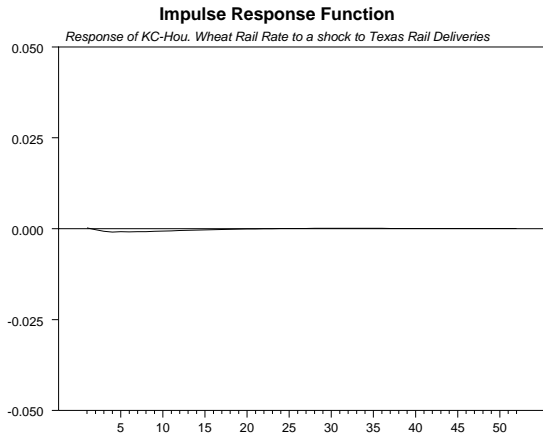
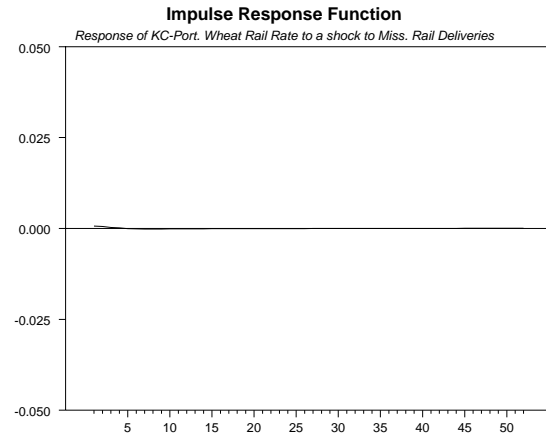
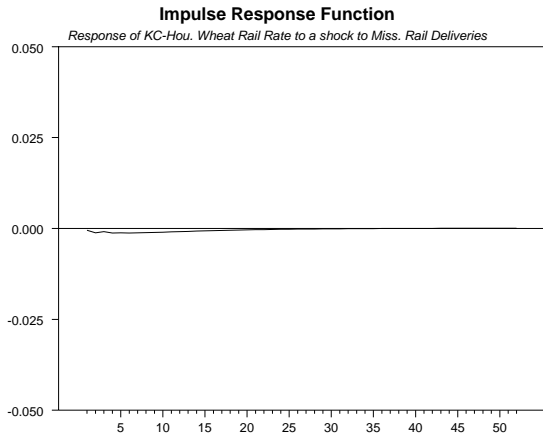


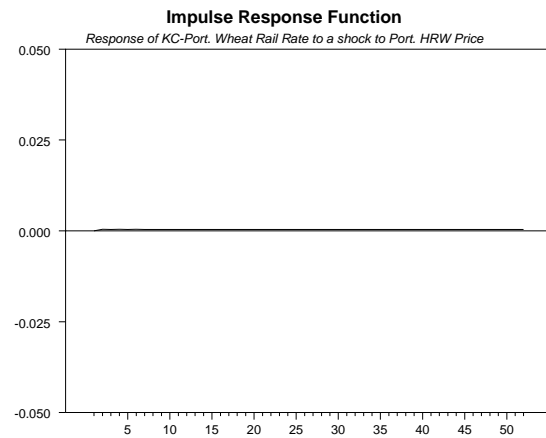
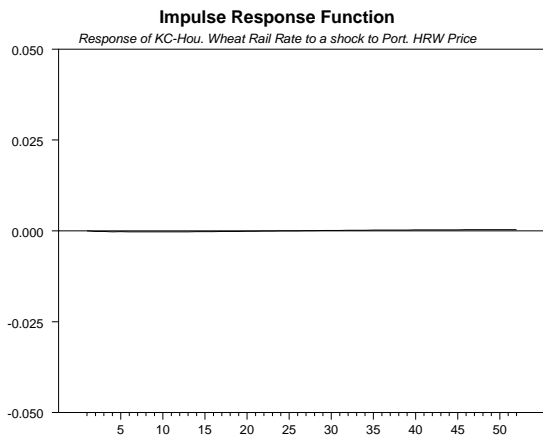
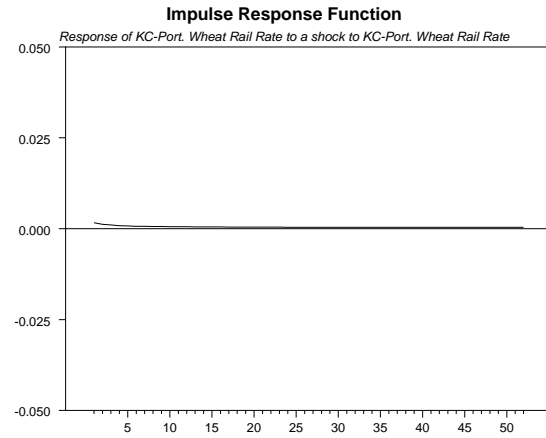
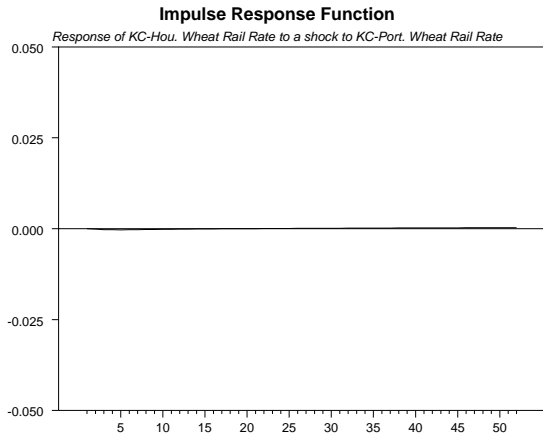
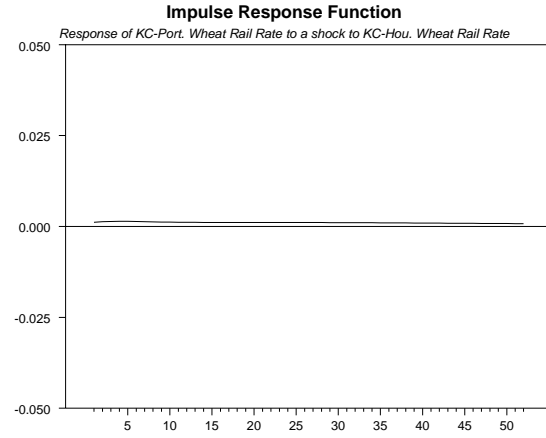
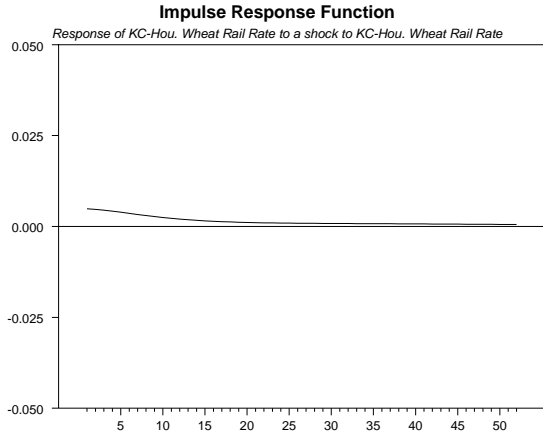


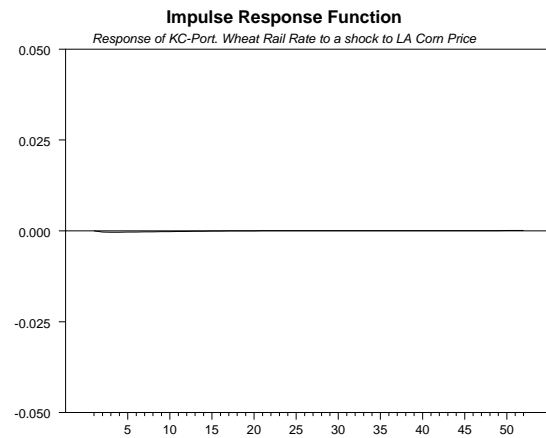
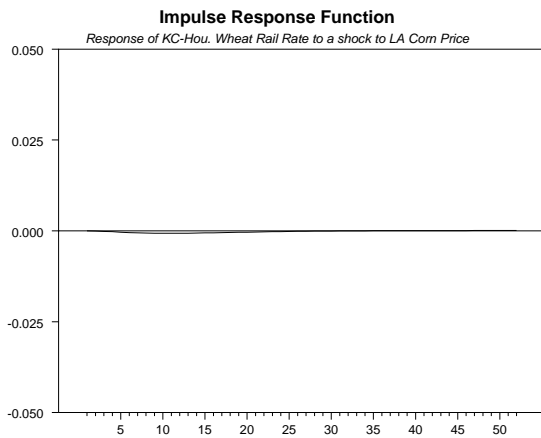
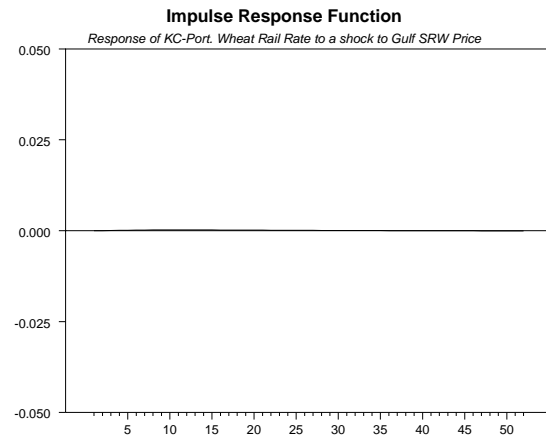
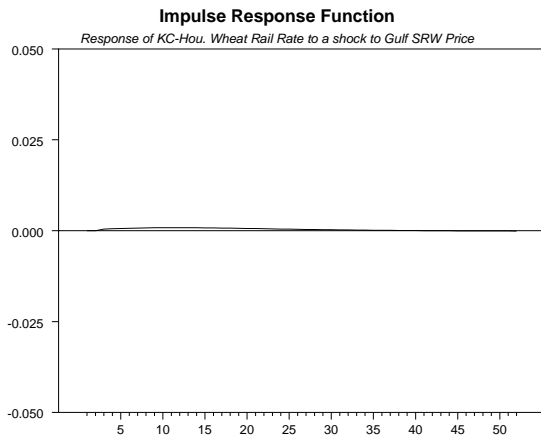
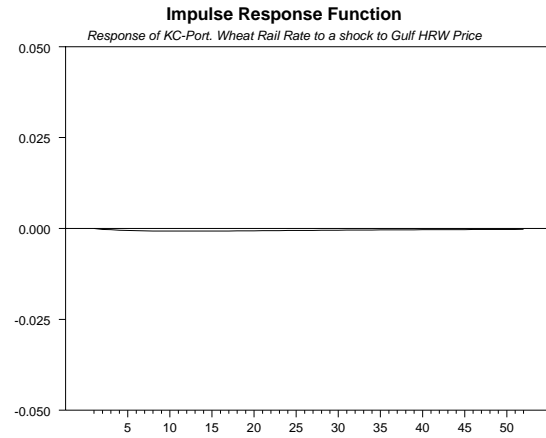
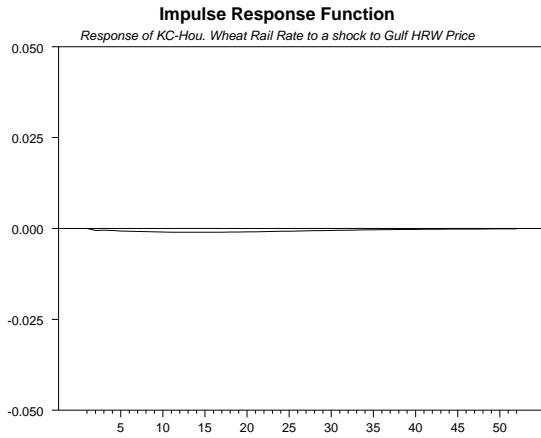
APPENDIX B

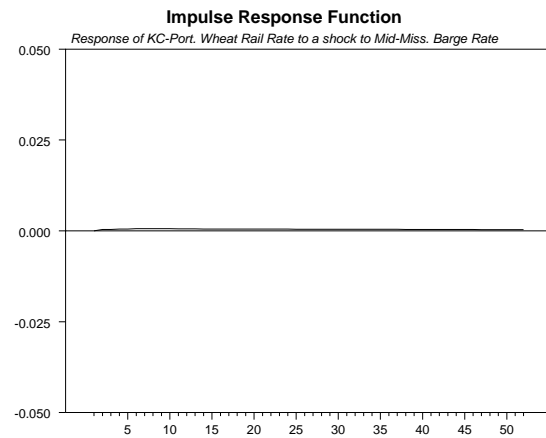
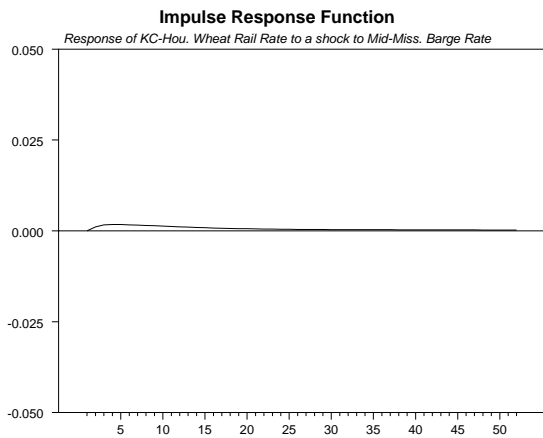
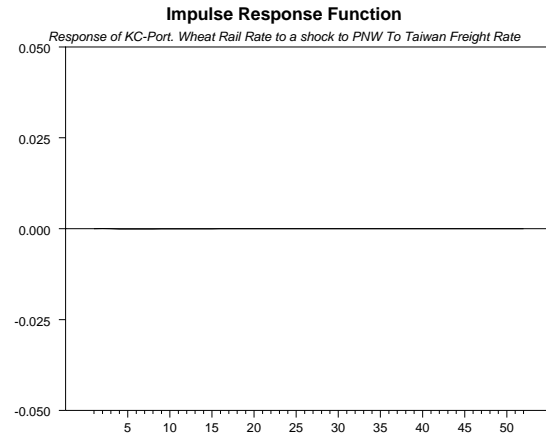
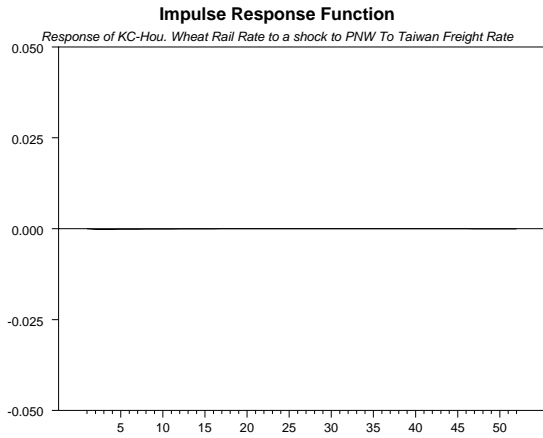
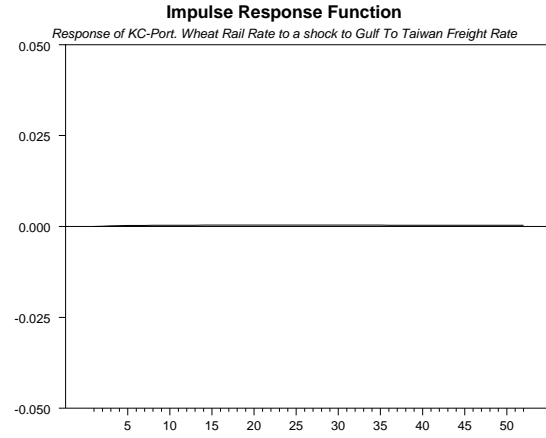
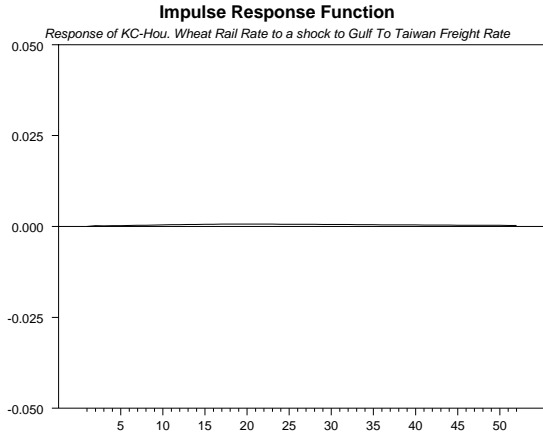
Impulse Responses of Rail Rates

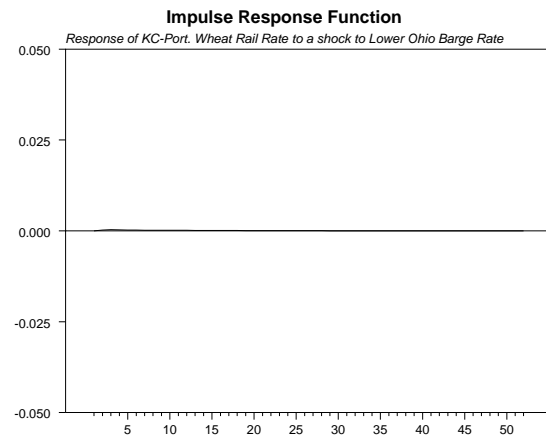
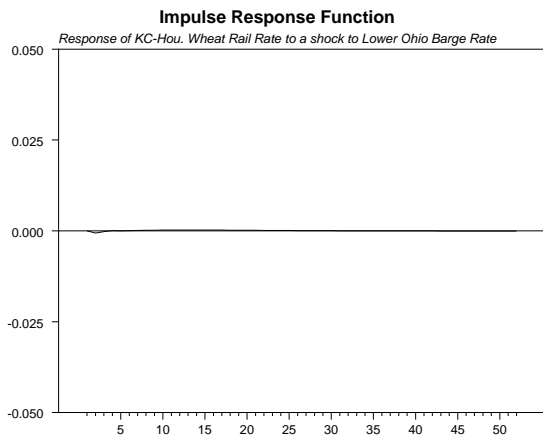
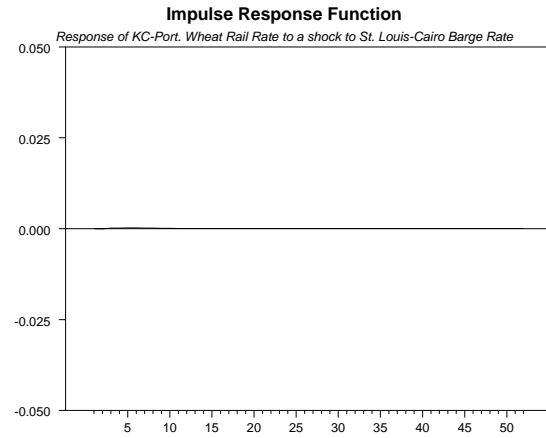
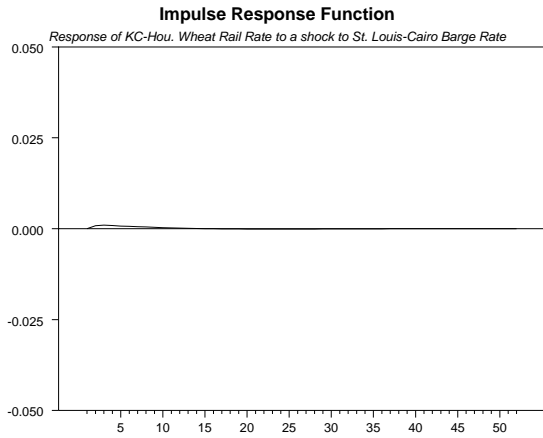
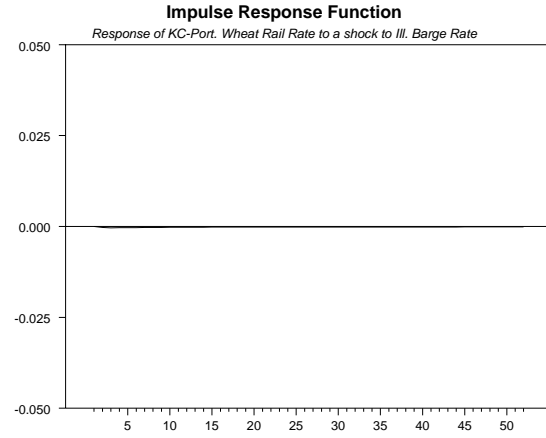
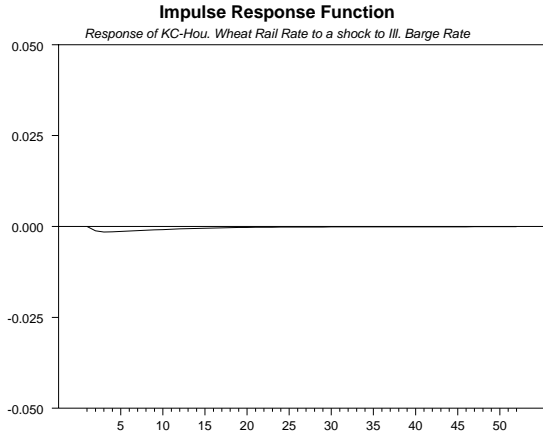


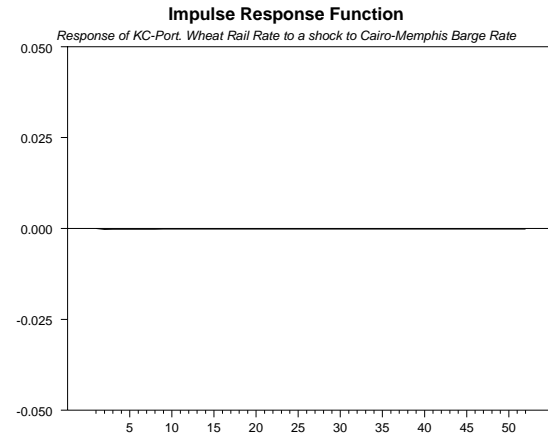
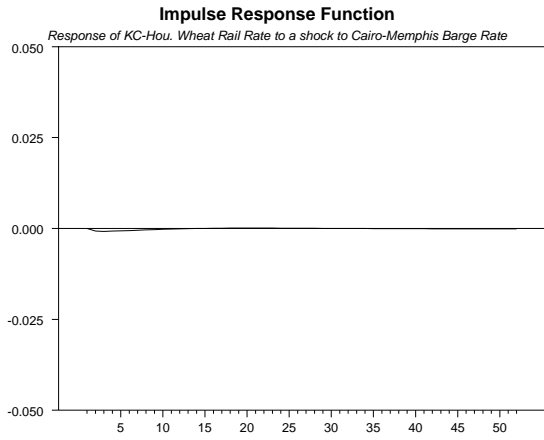






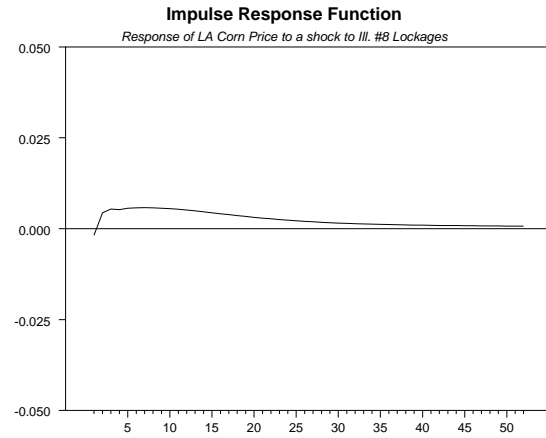
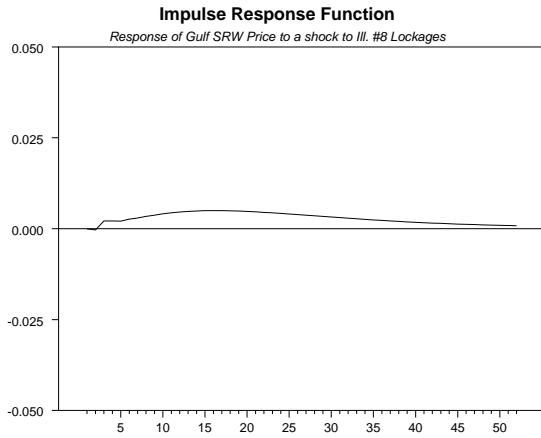
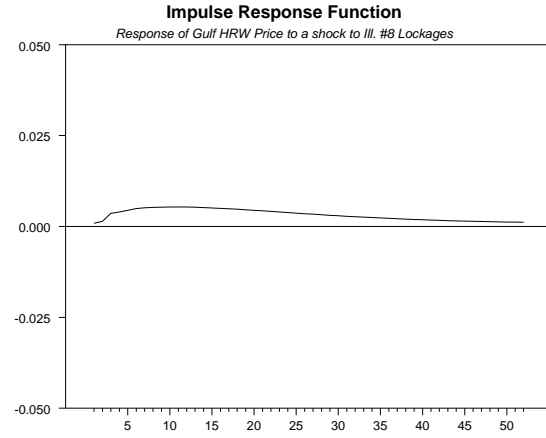
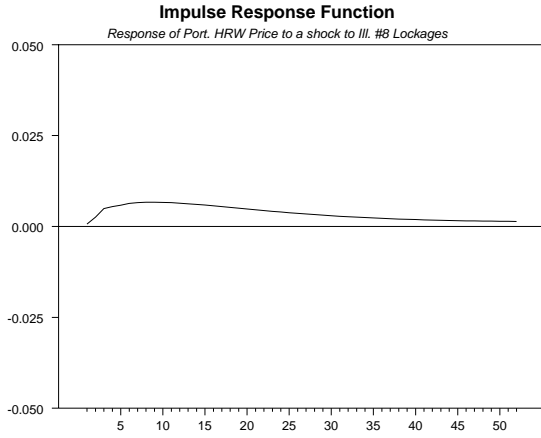


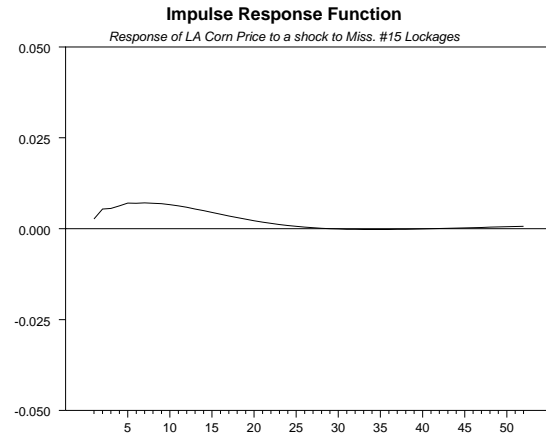
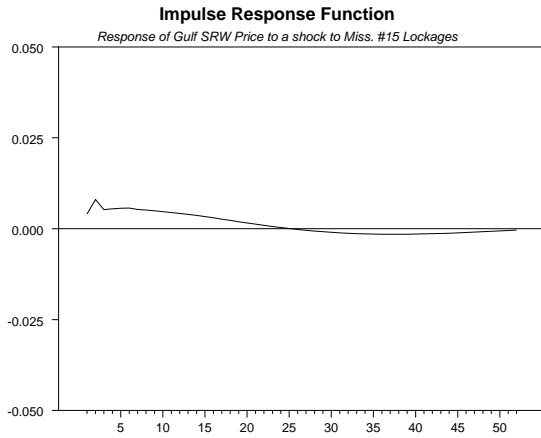
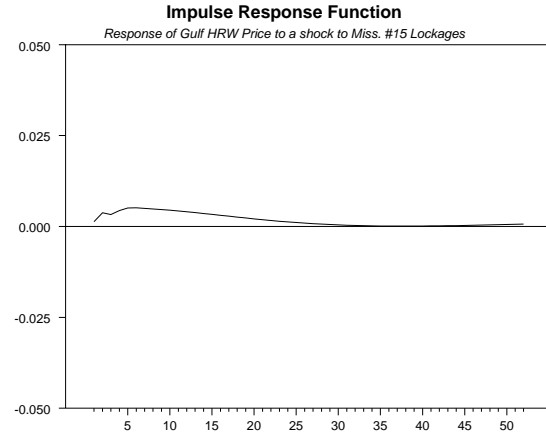
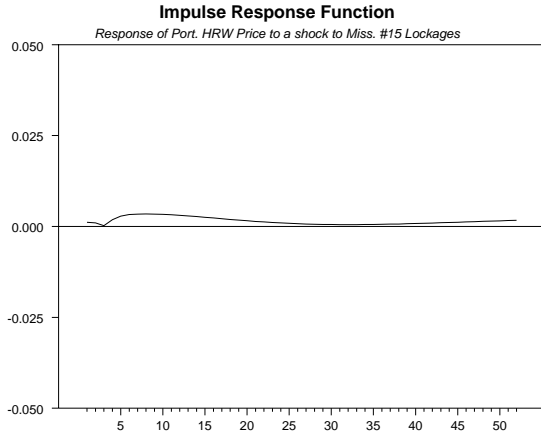


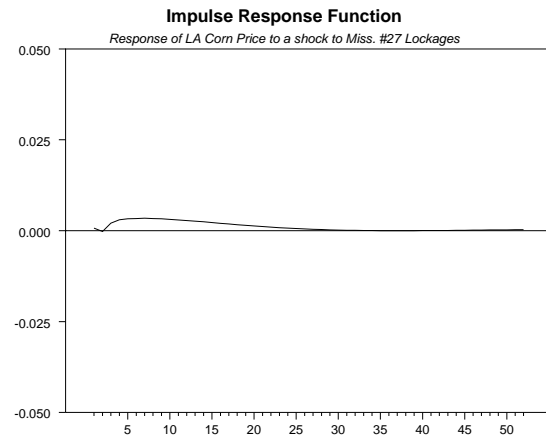
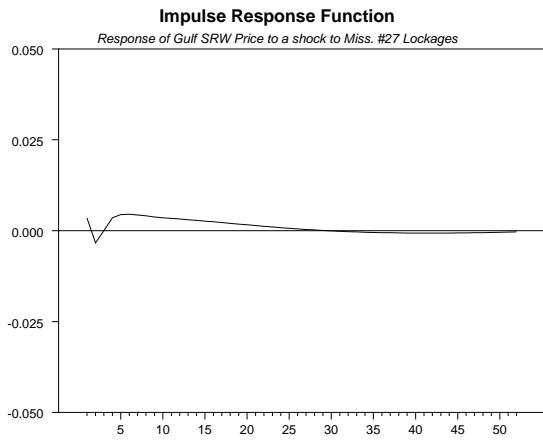
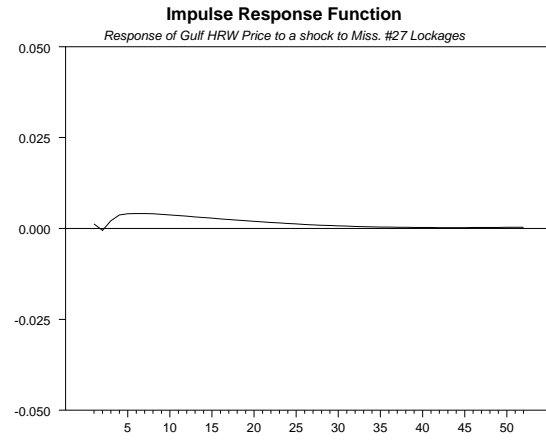
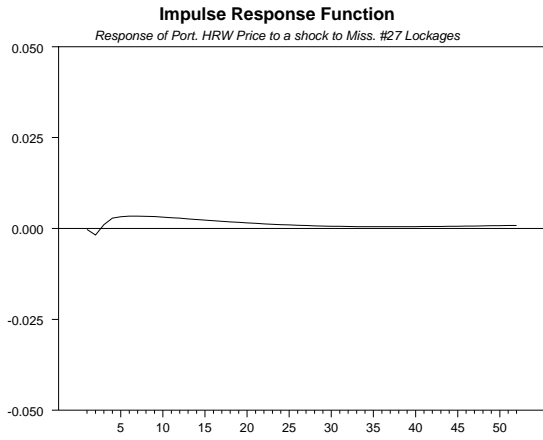


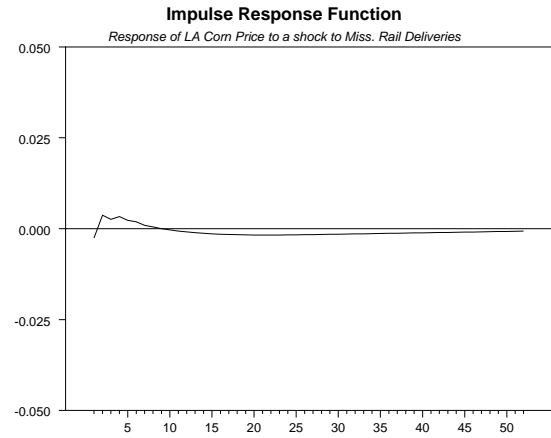
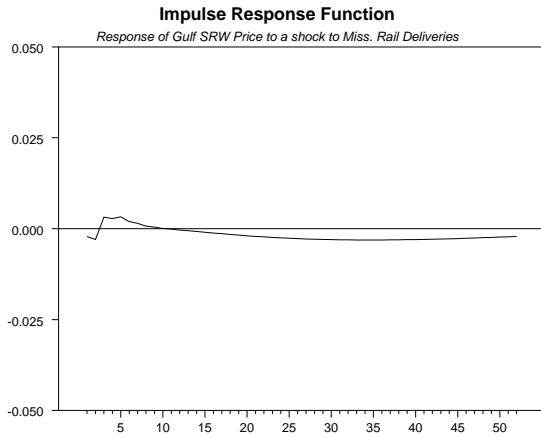
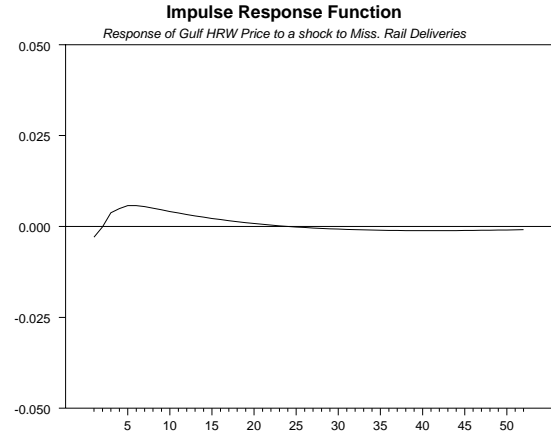
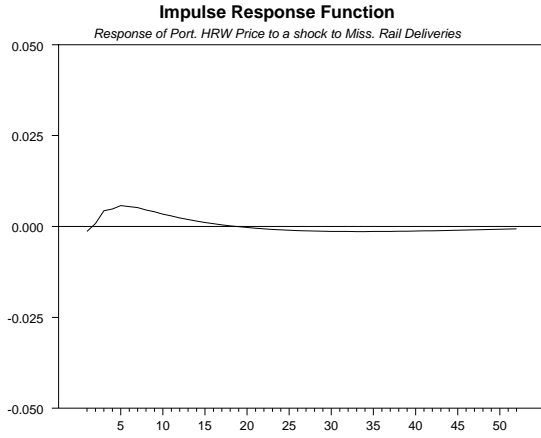
APPENDIX C

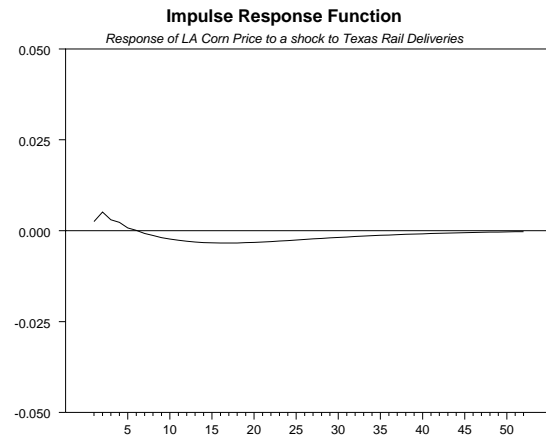
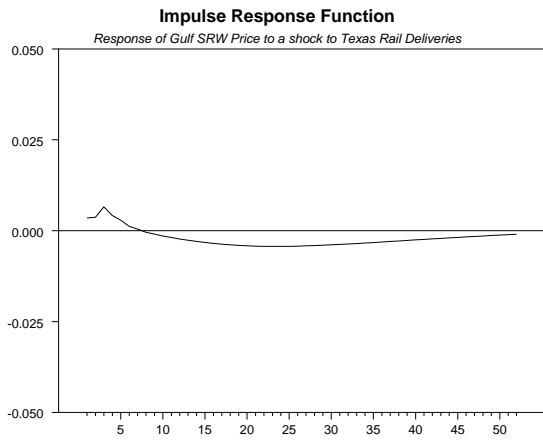
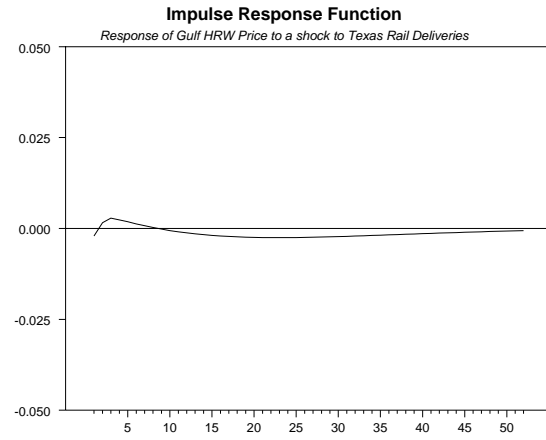
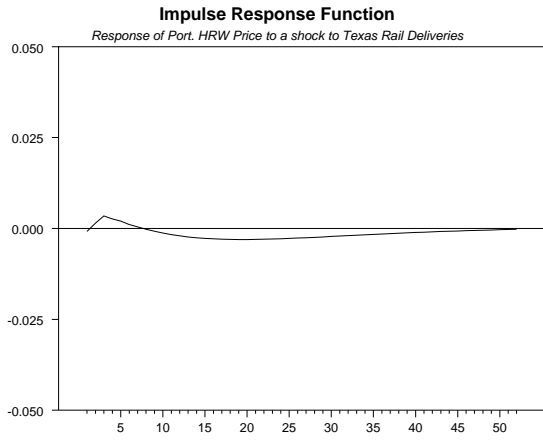
Impulse Responses of Grain Bids

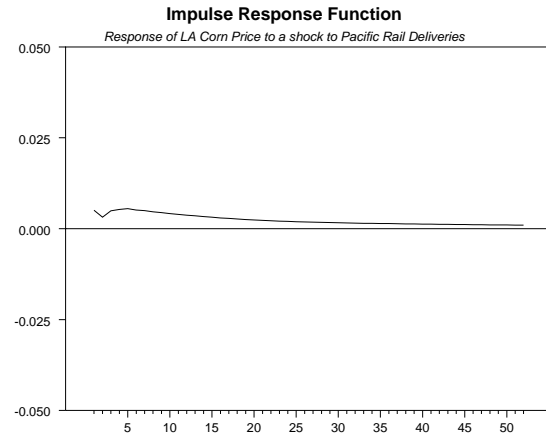
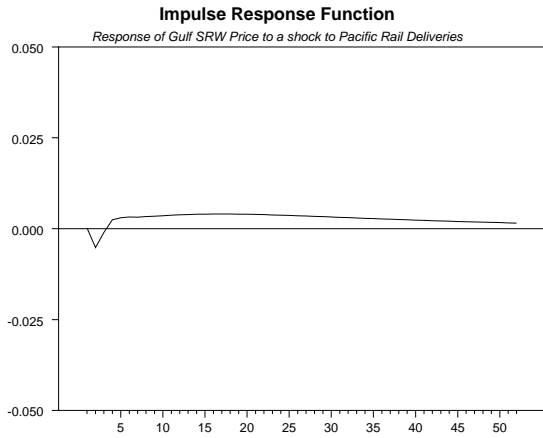
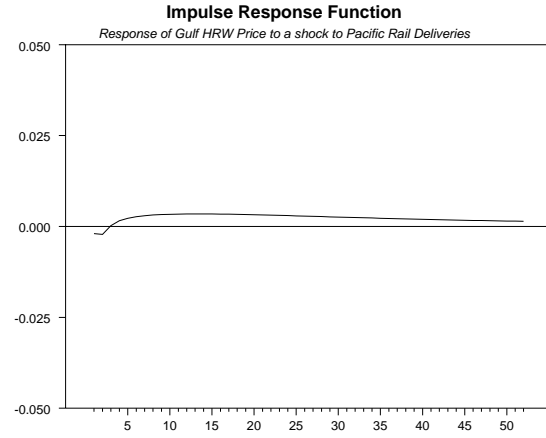
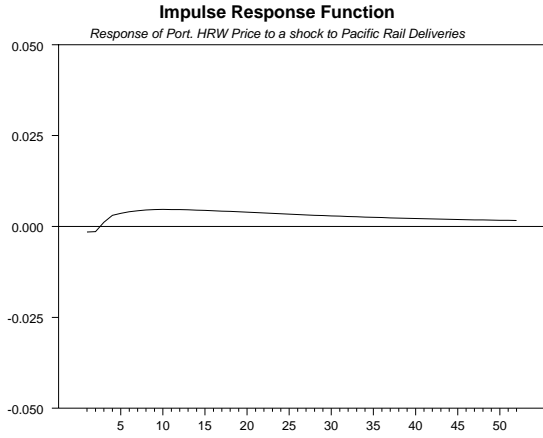


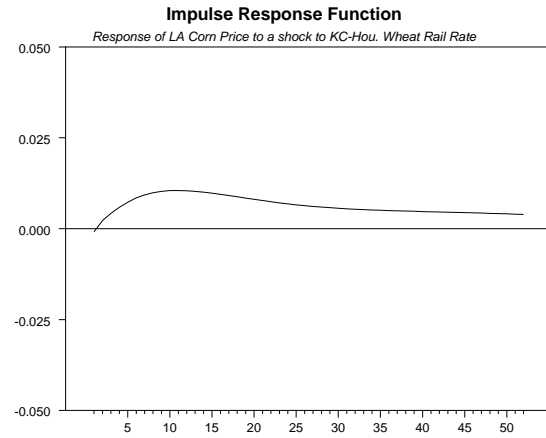
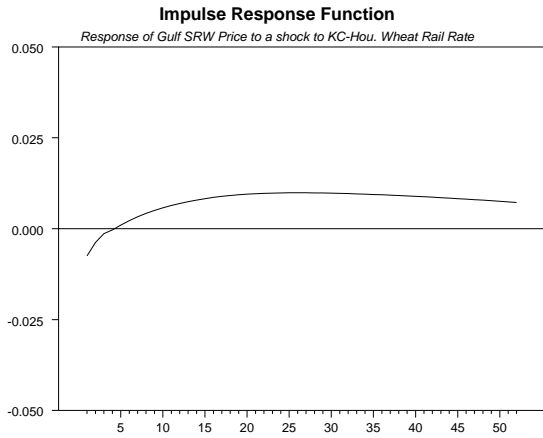
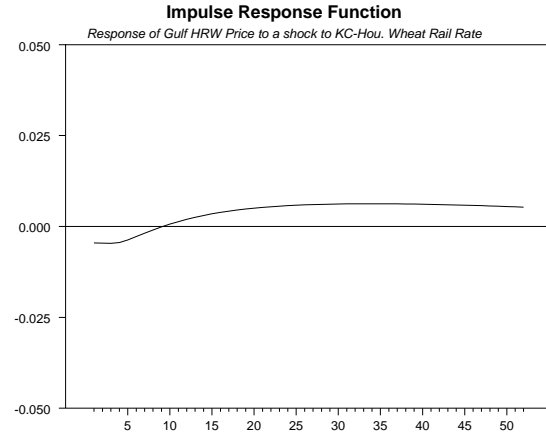
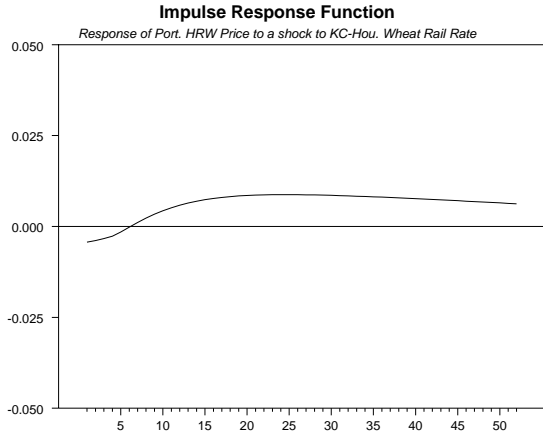


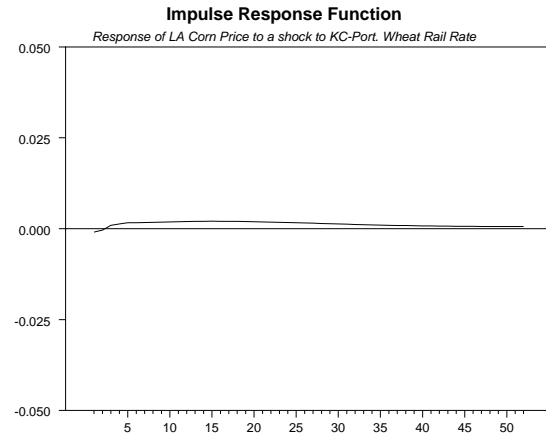
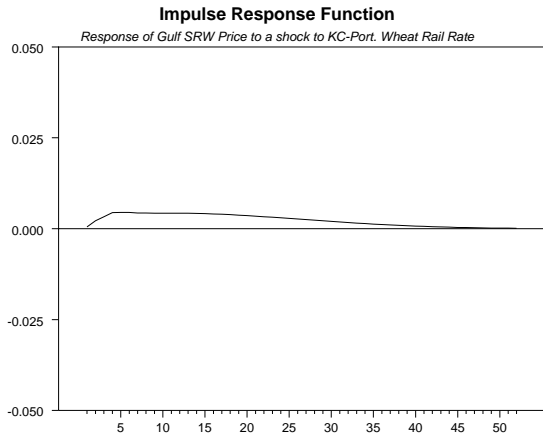
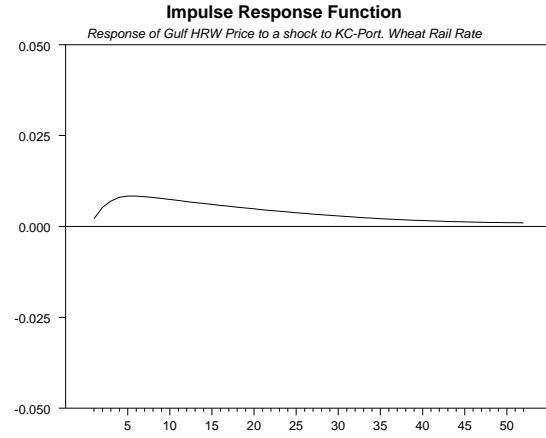
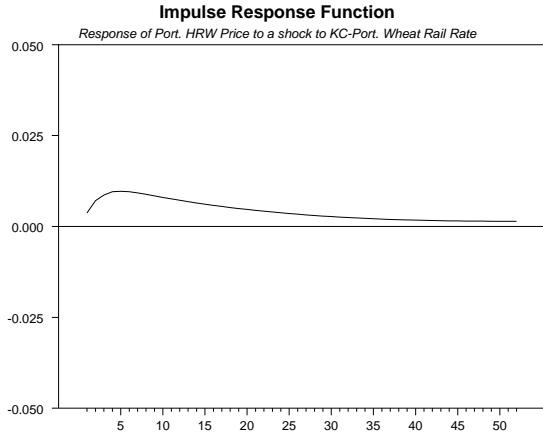


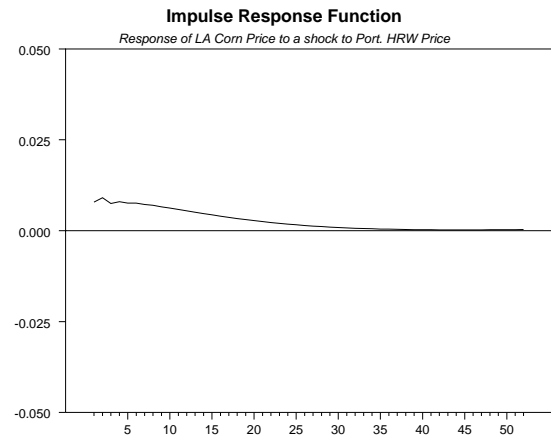
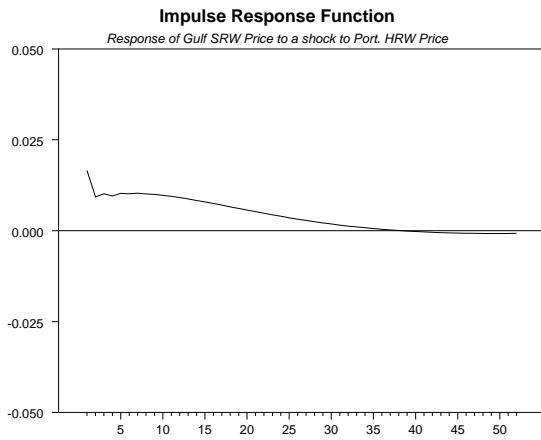
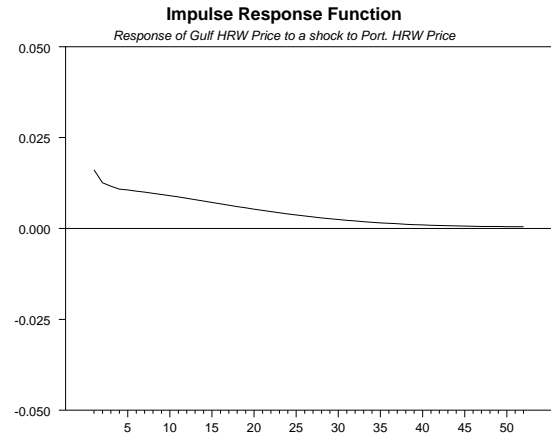
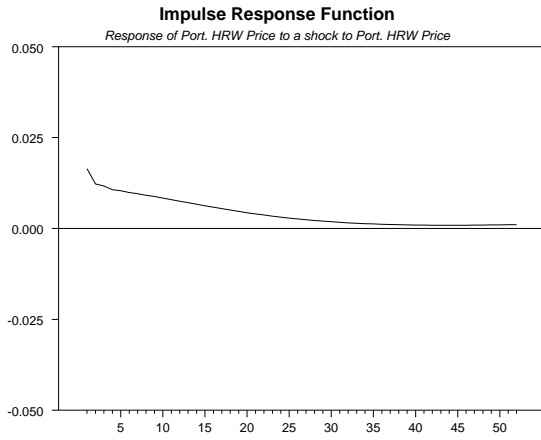


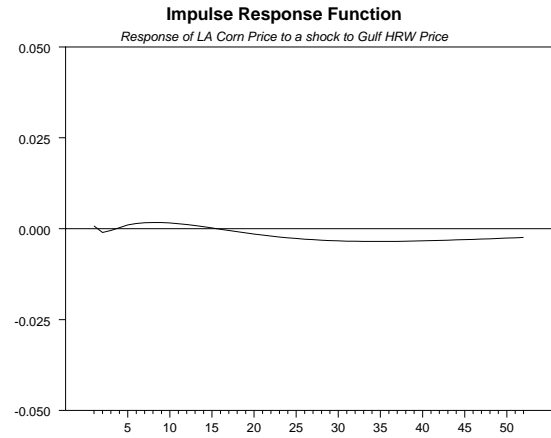
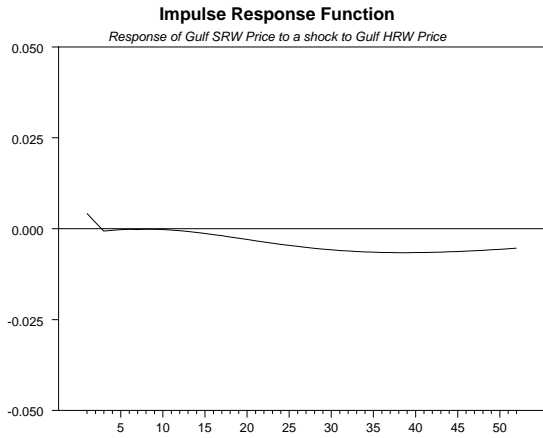
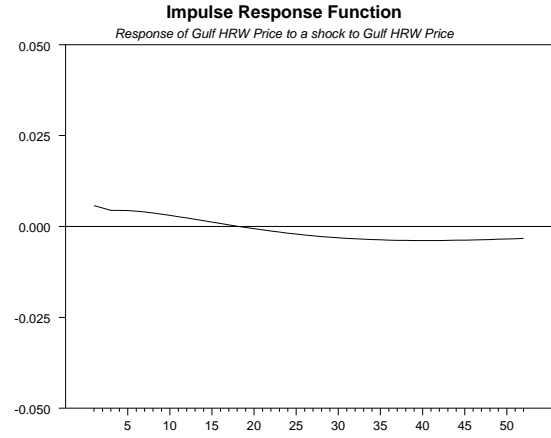
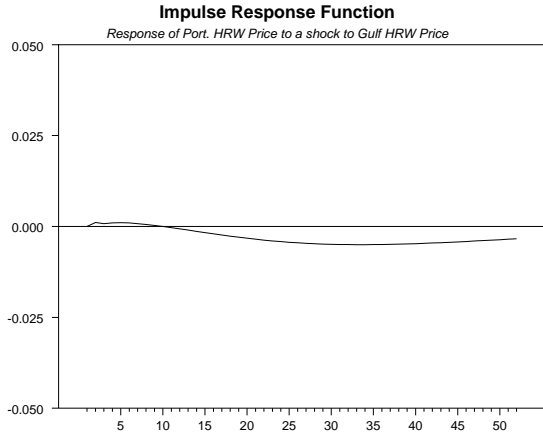


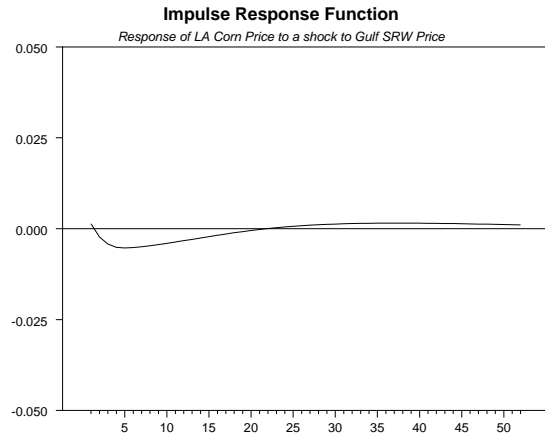
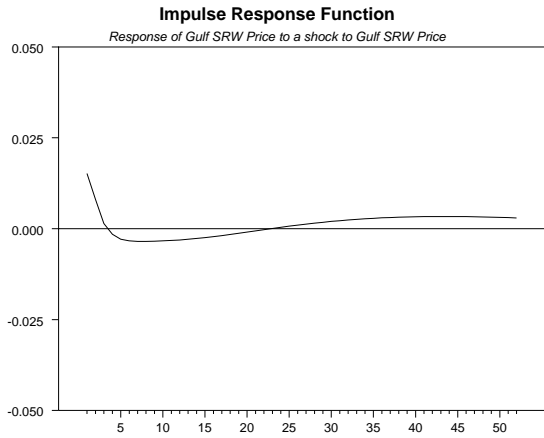
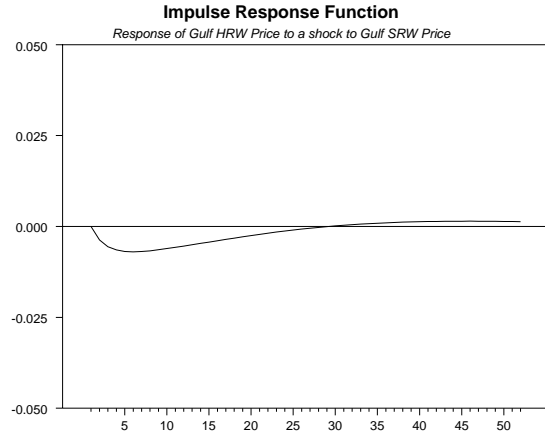
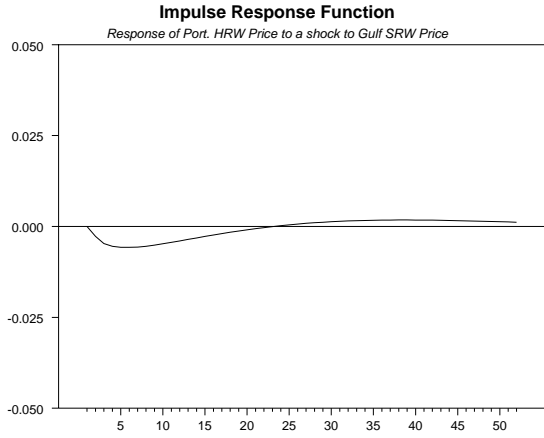


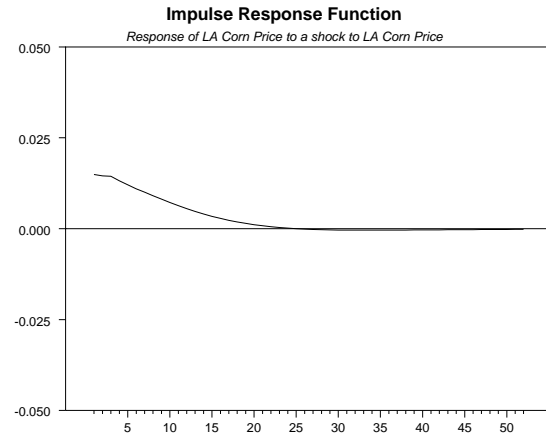
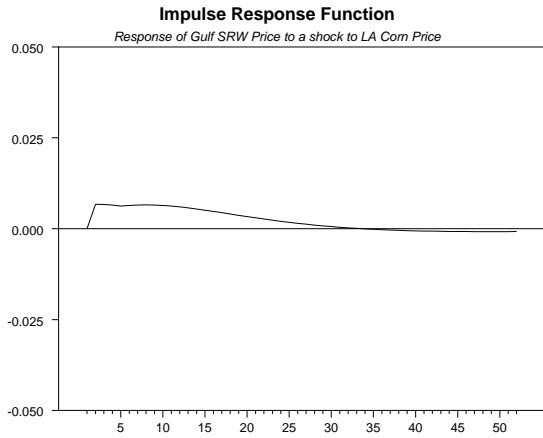
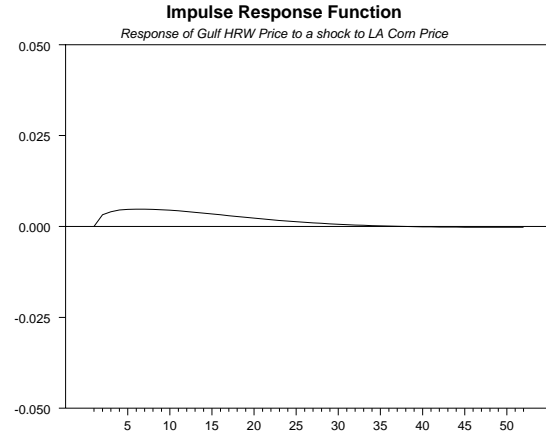
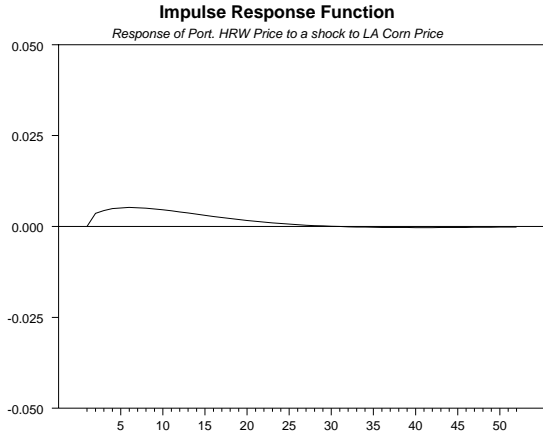


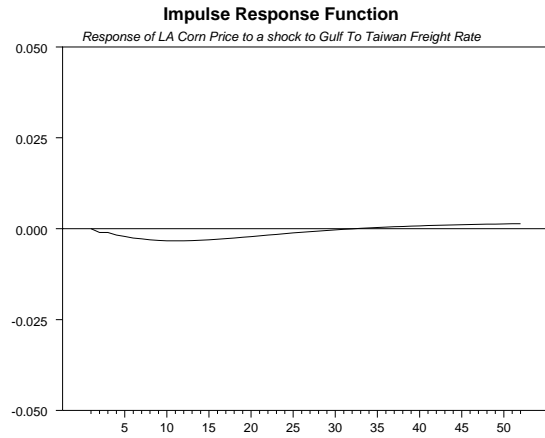
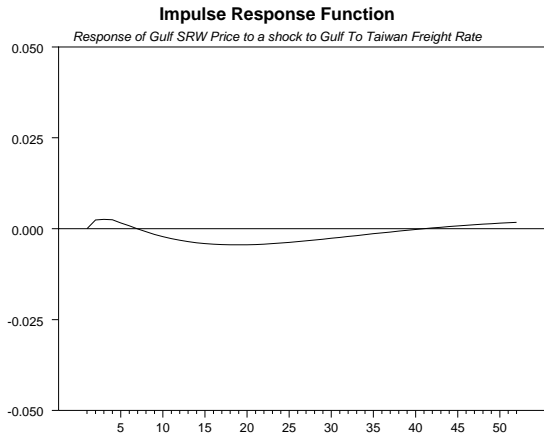
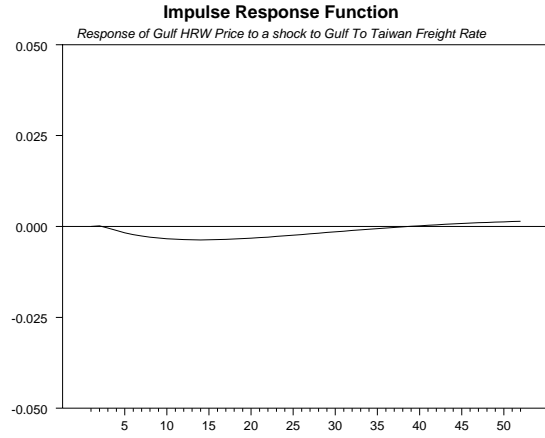
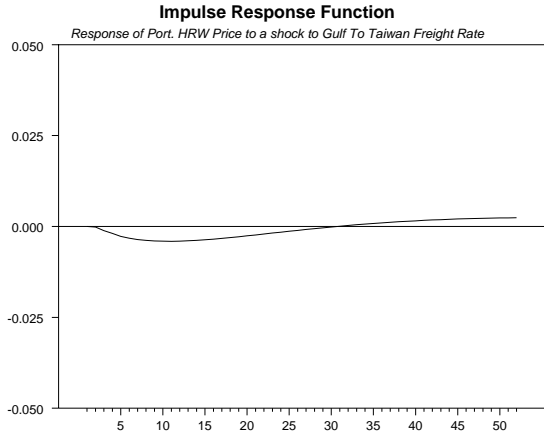


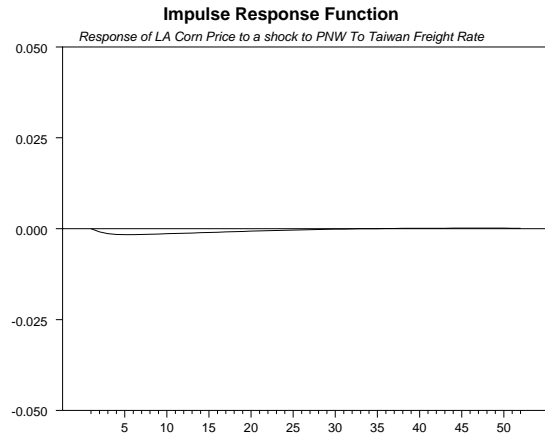
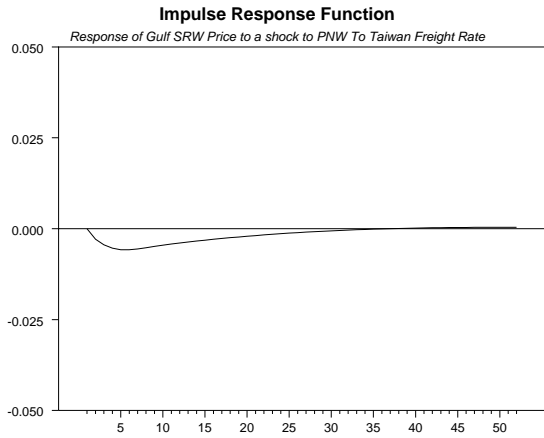
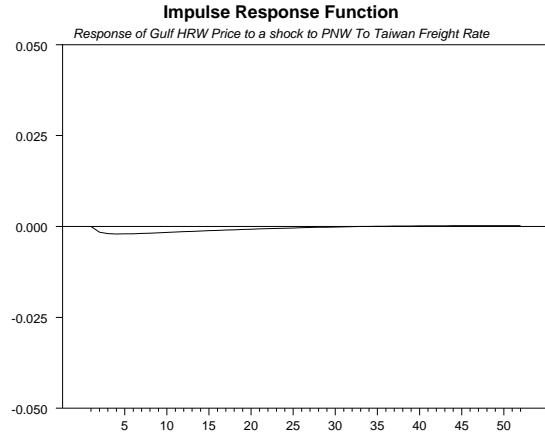
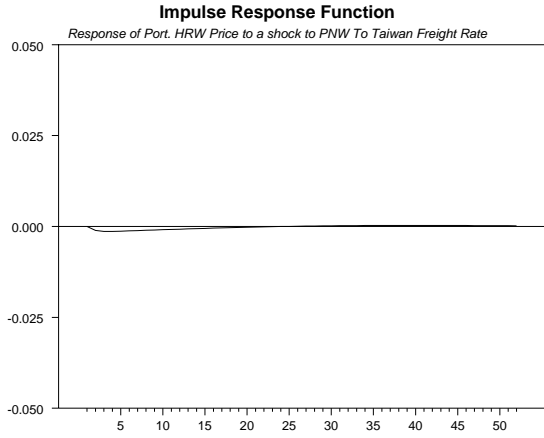


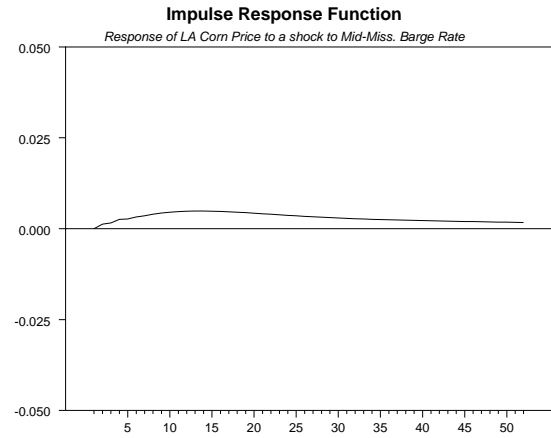
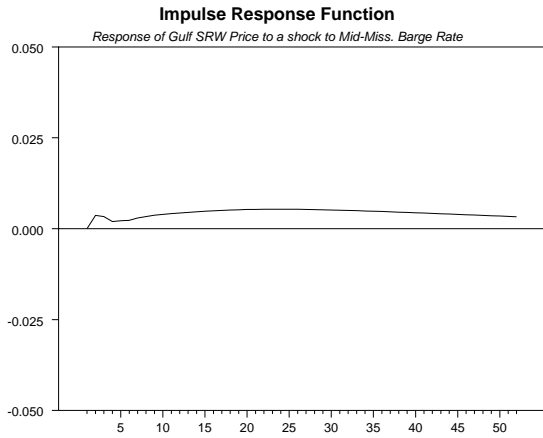
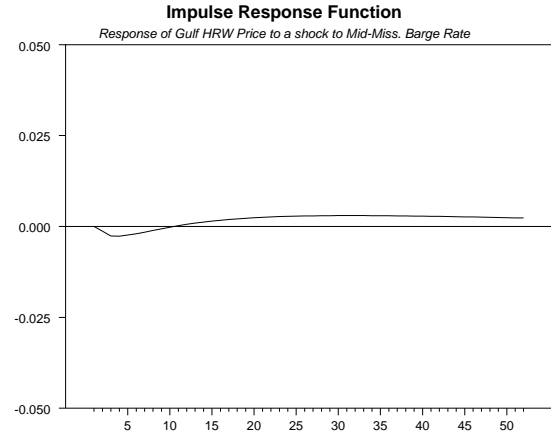
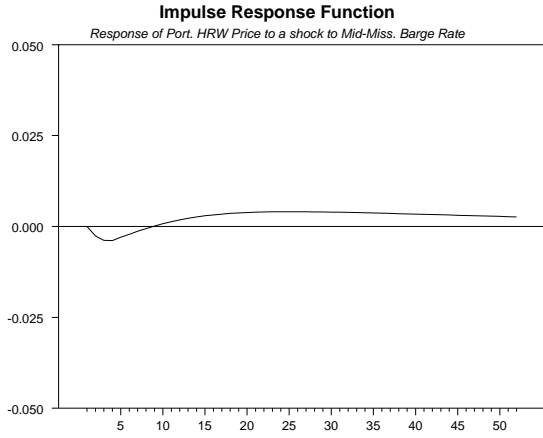


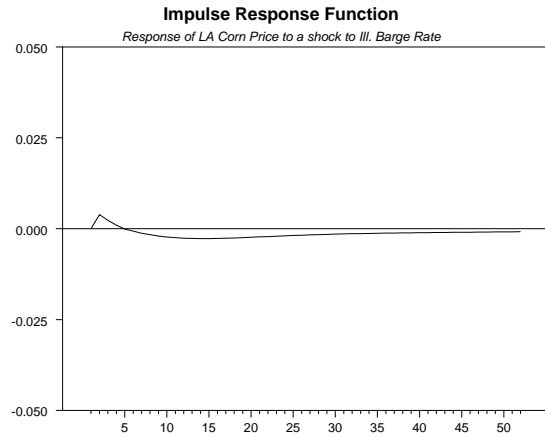
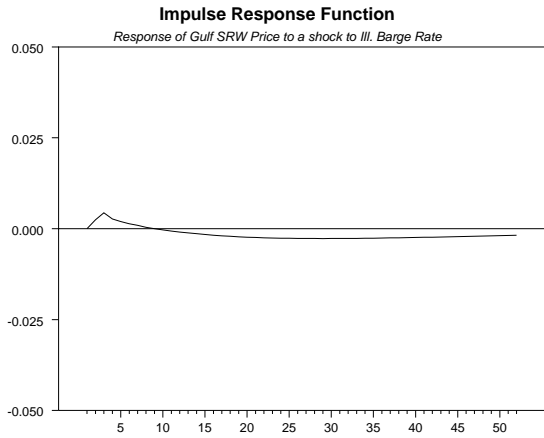
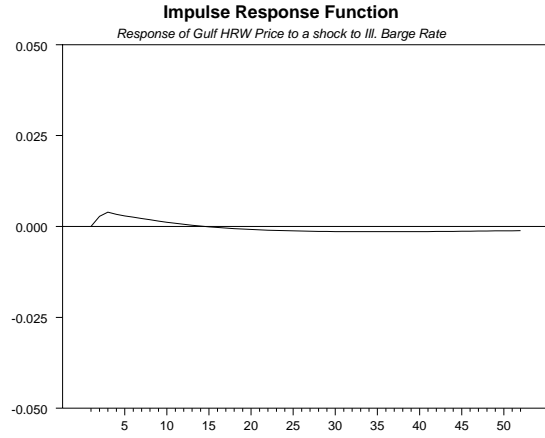
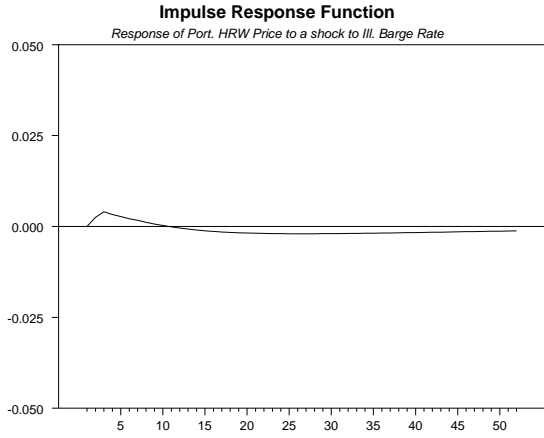


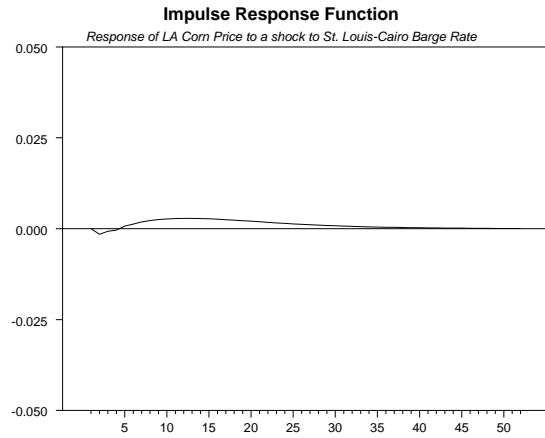
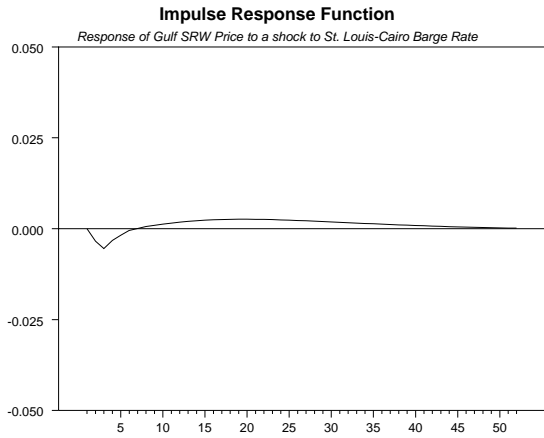
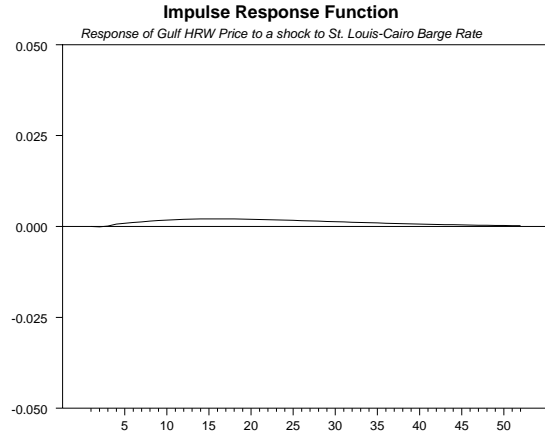
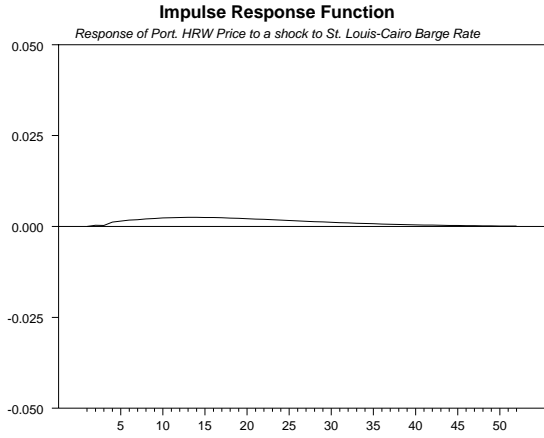


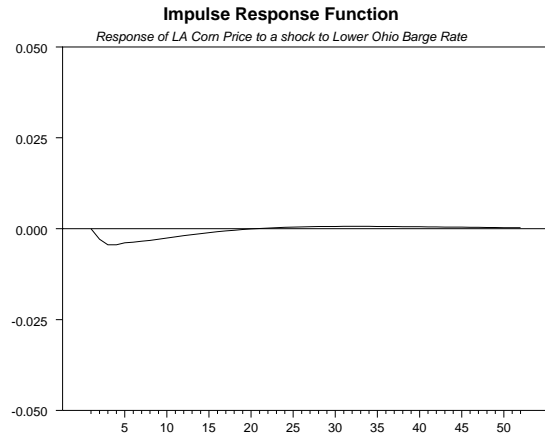
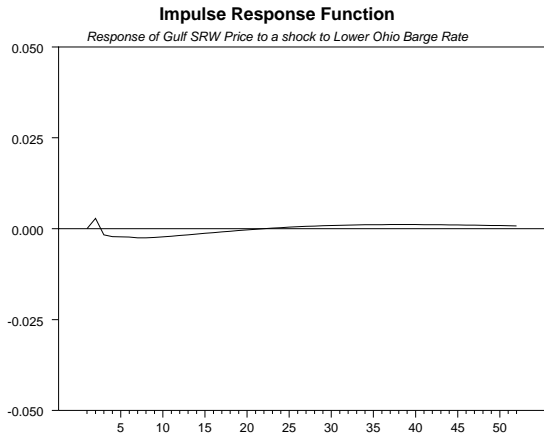
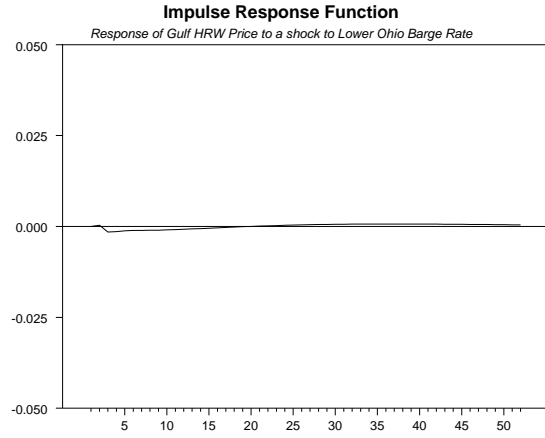
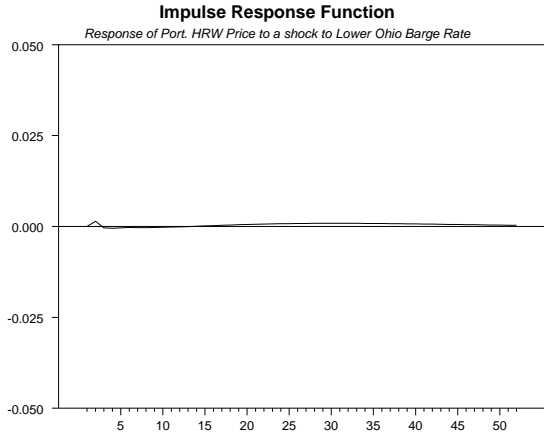


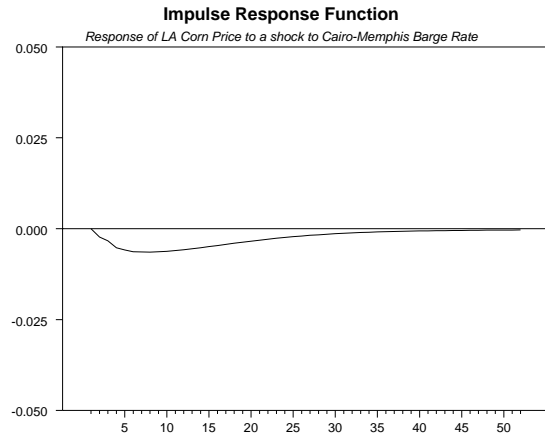
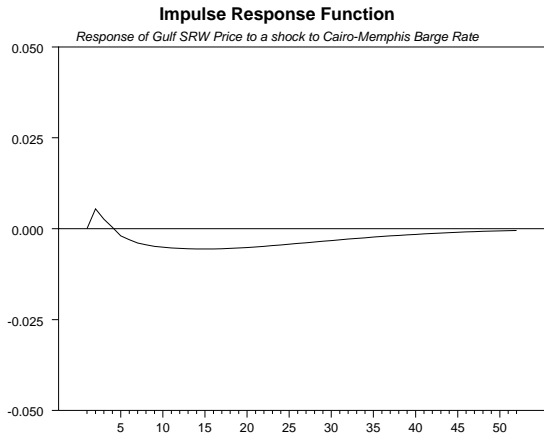
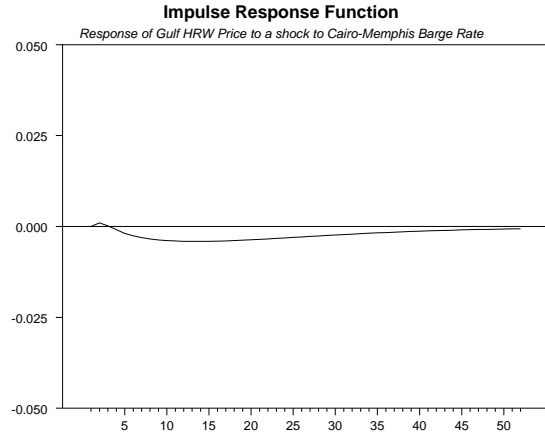
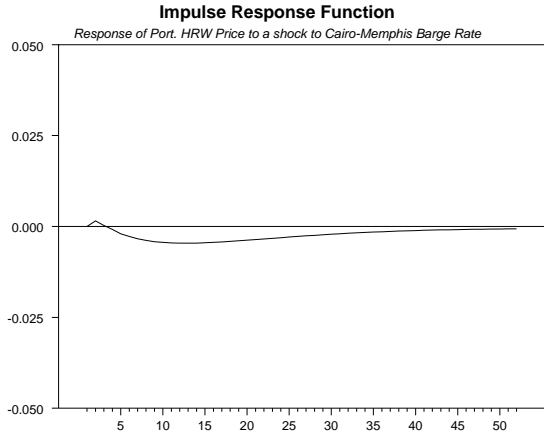






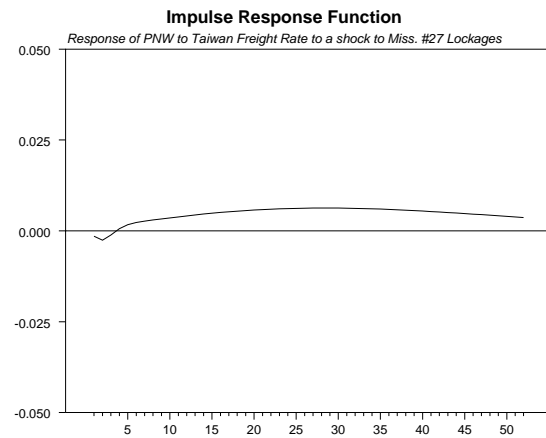
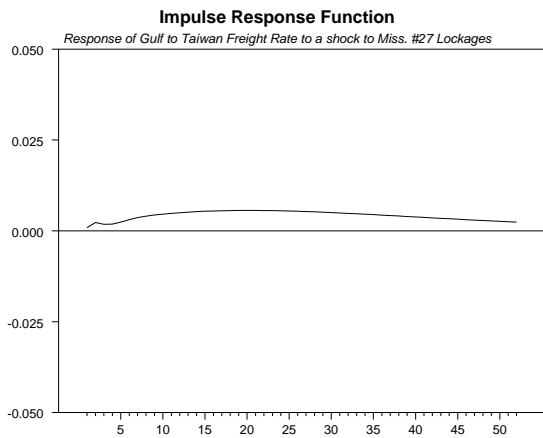
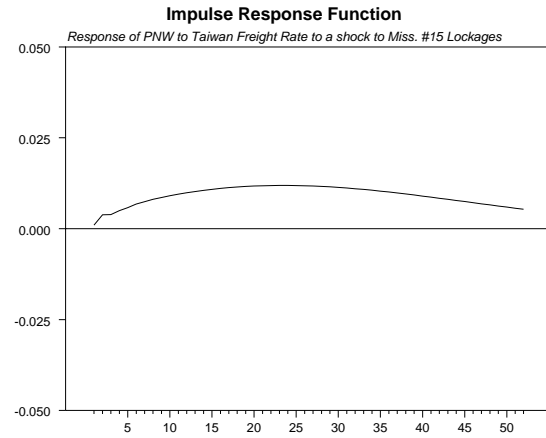
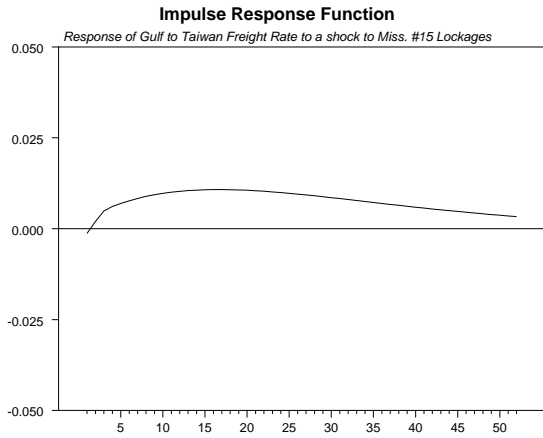
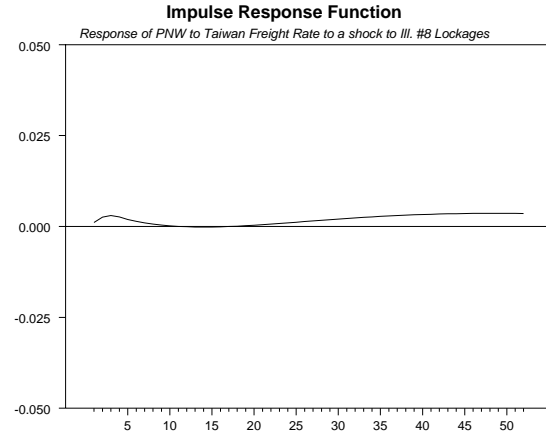
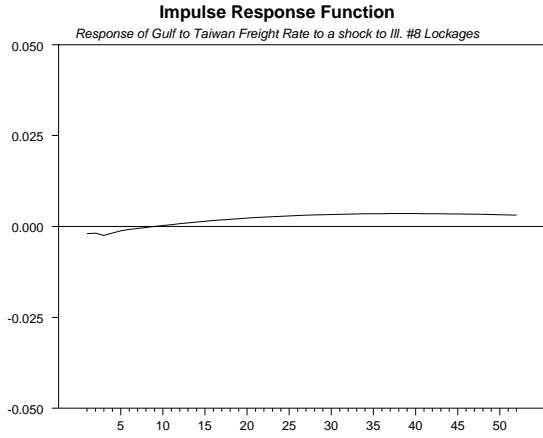


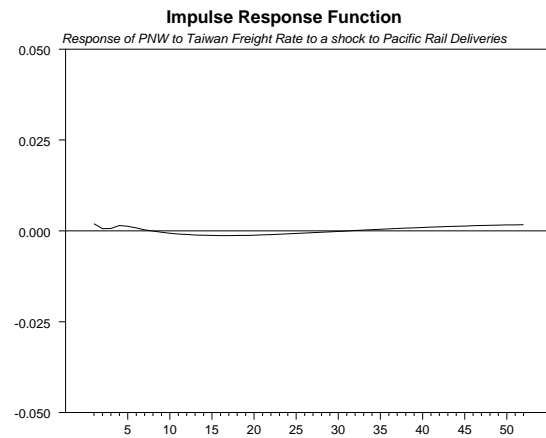
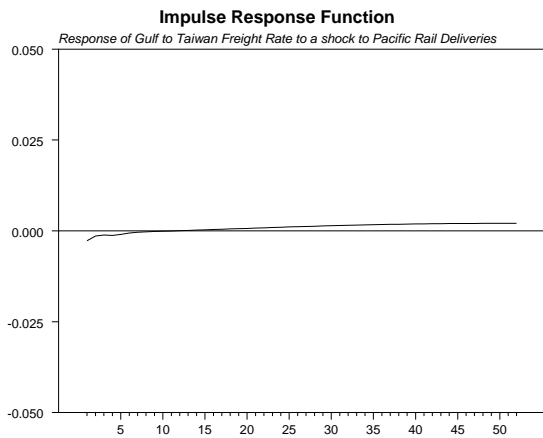
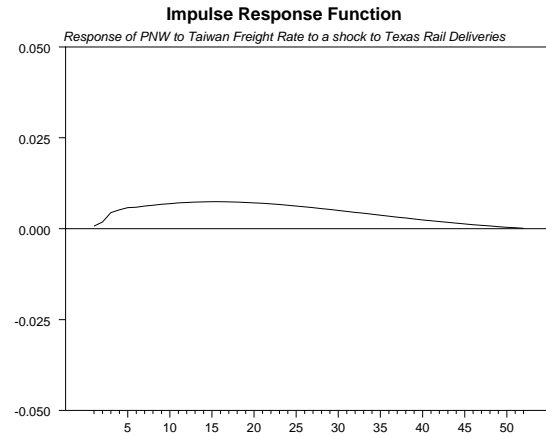
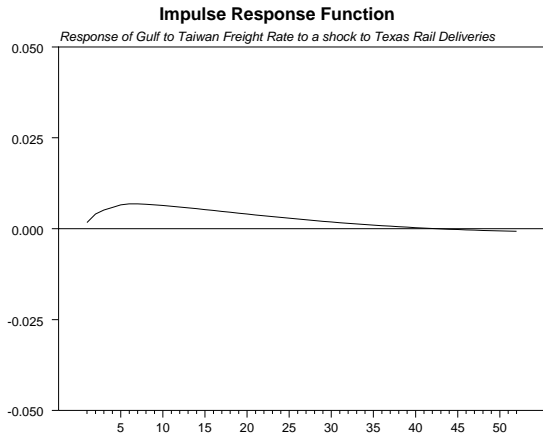
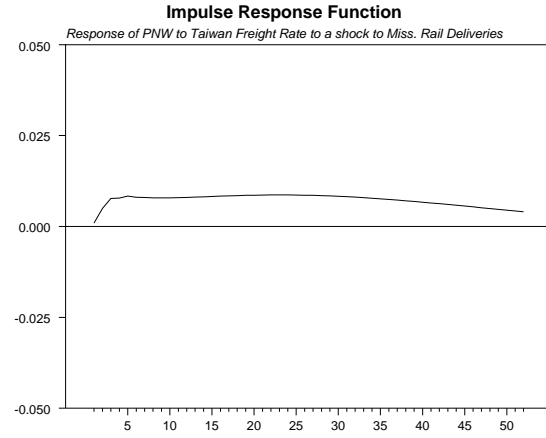
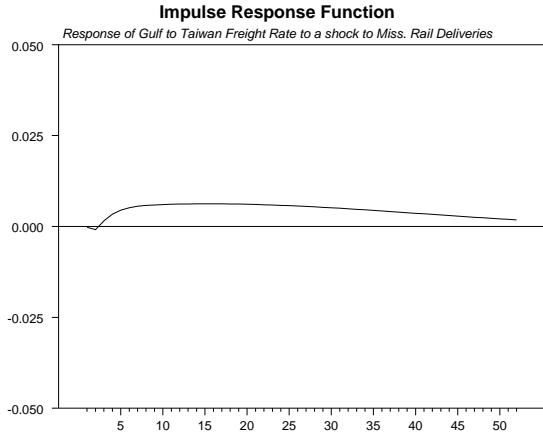


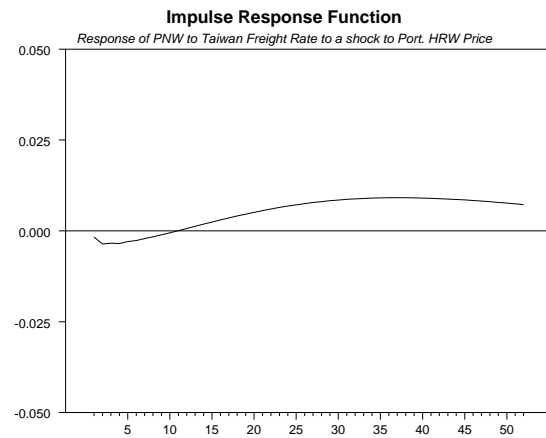
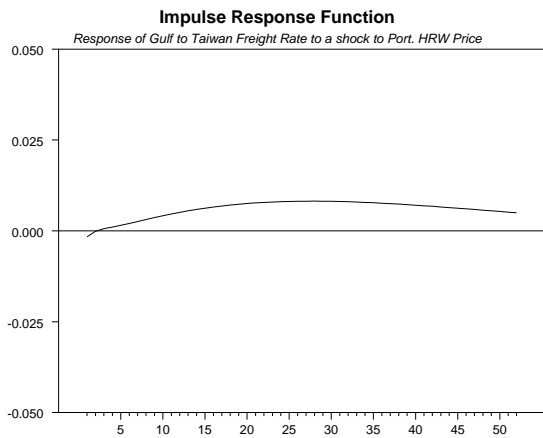
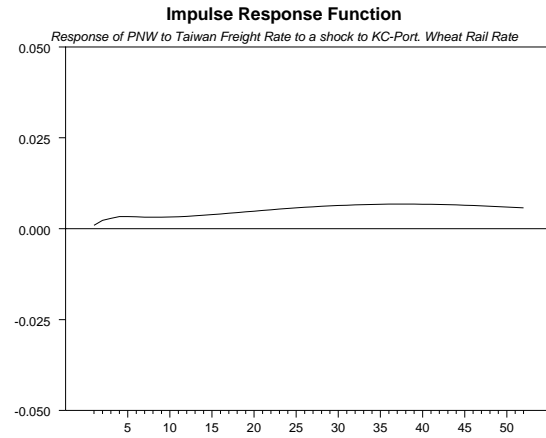
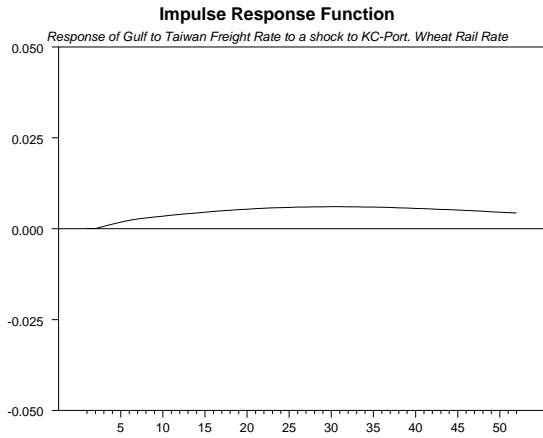
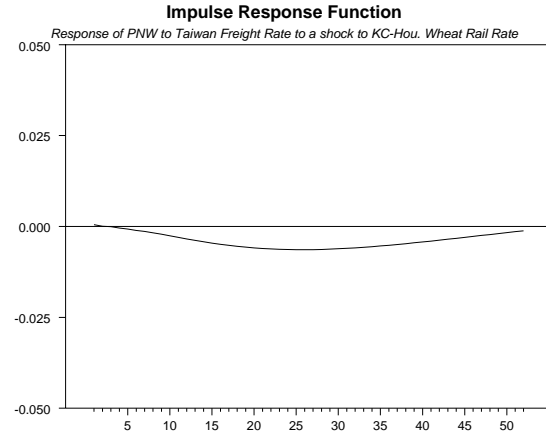
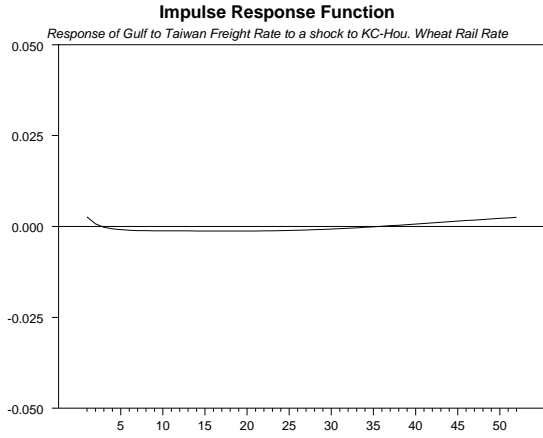


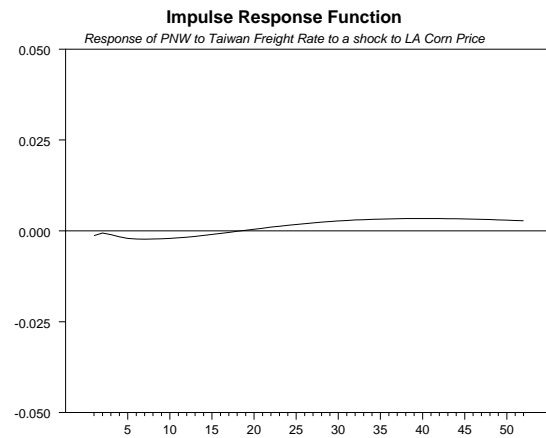
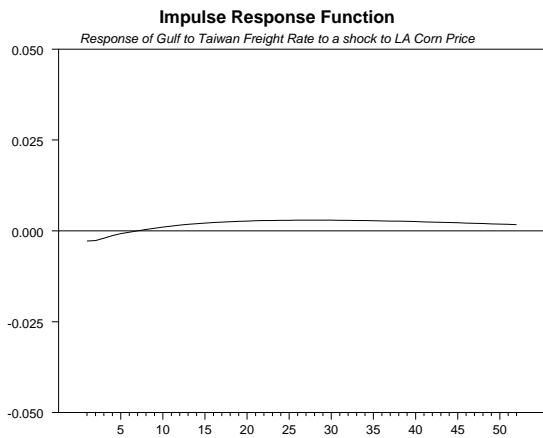
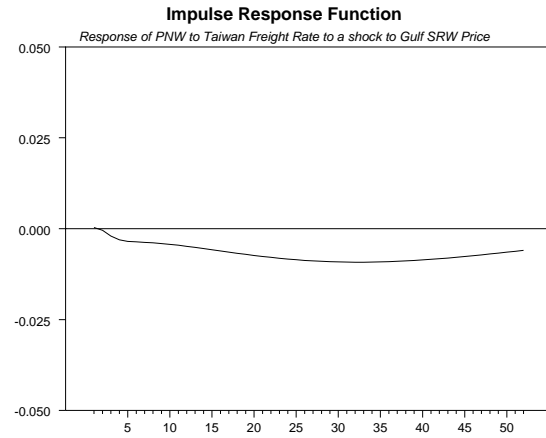
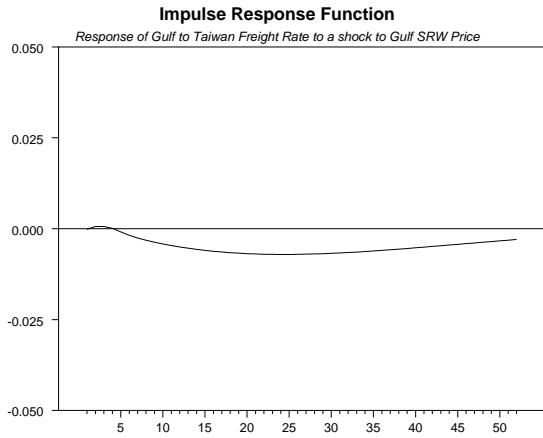
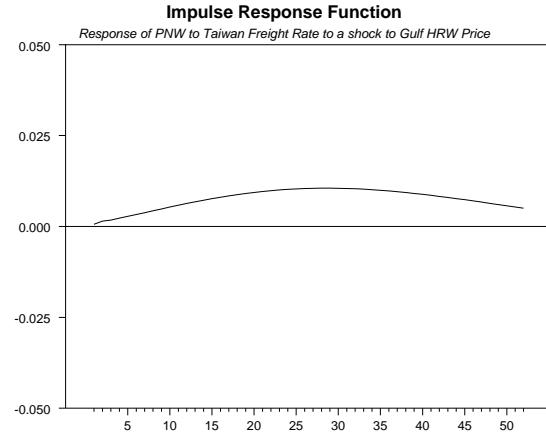
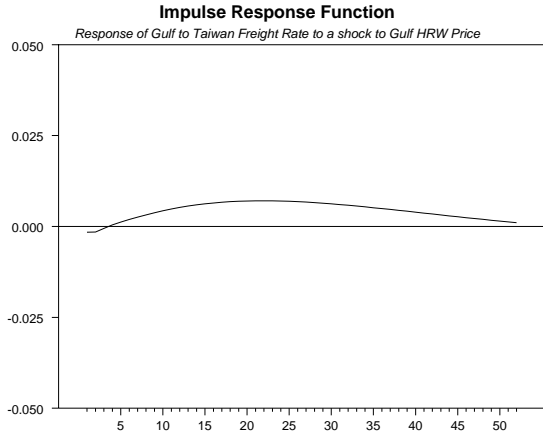
APPENDIX D

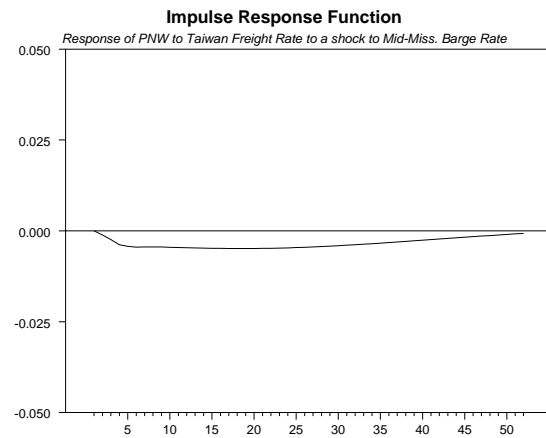
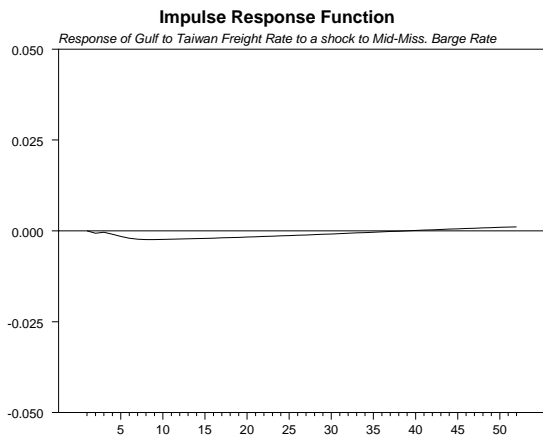
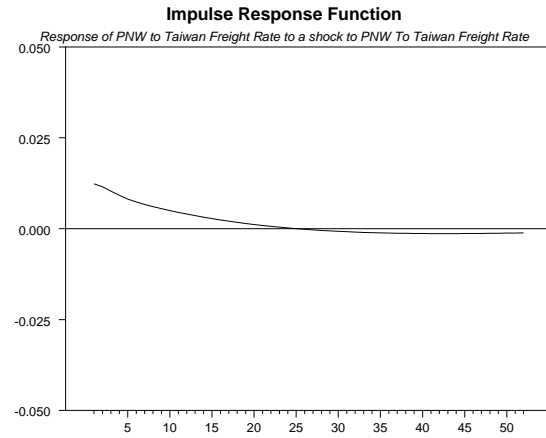
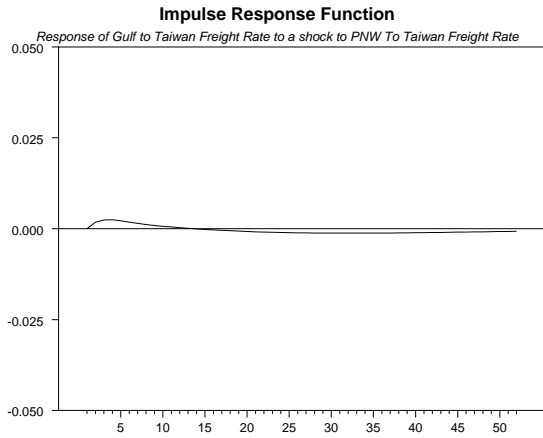
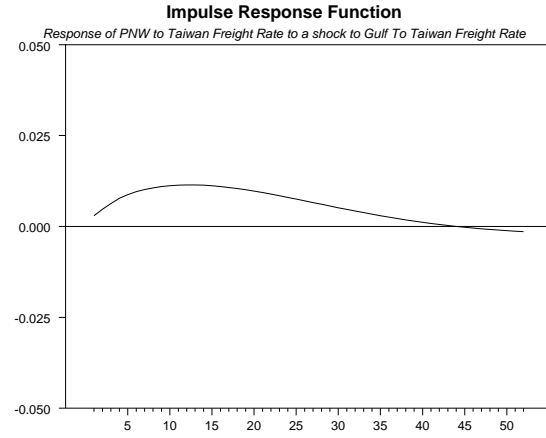
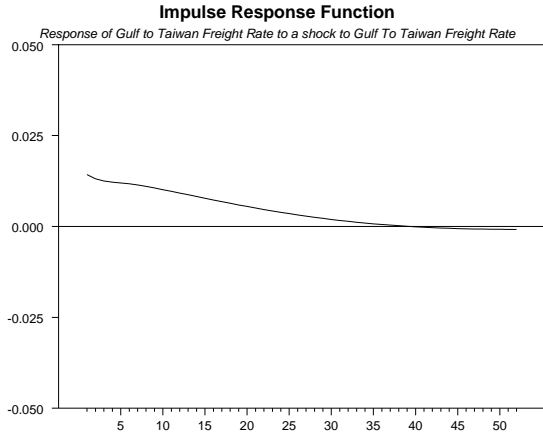
Impulse Responses Ocean Freight Rates

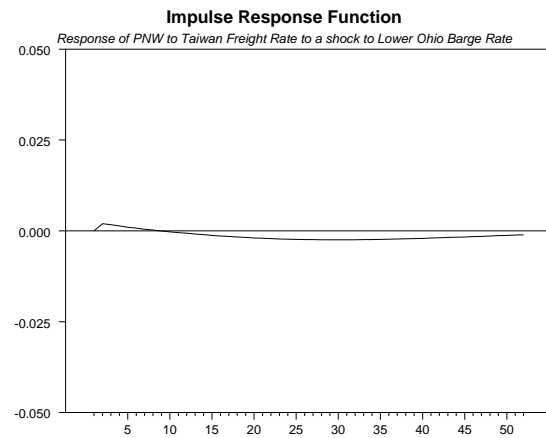
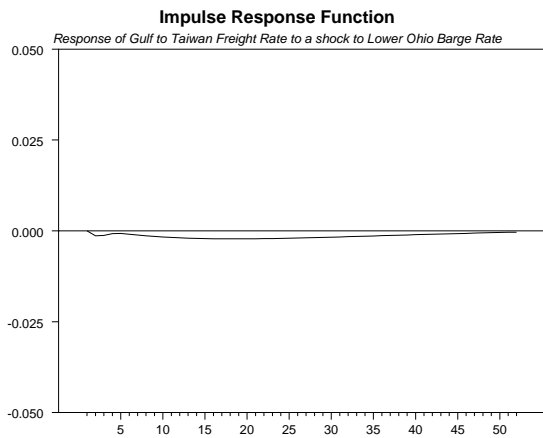
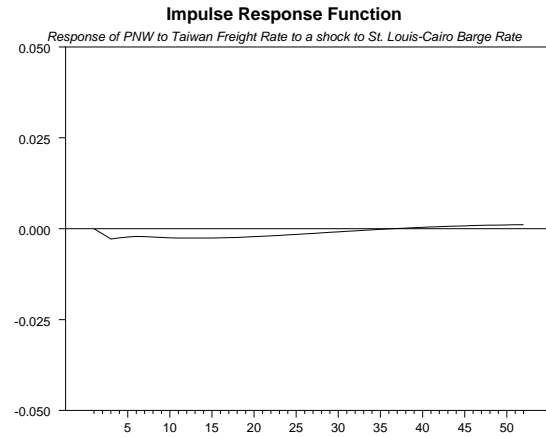
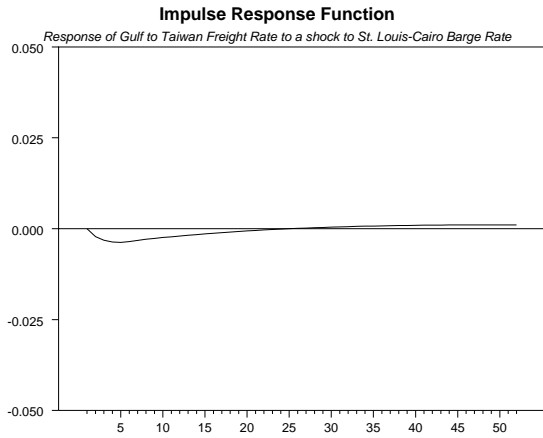
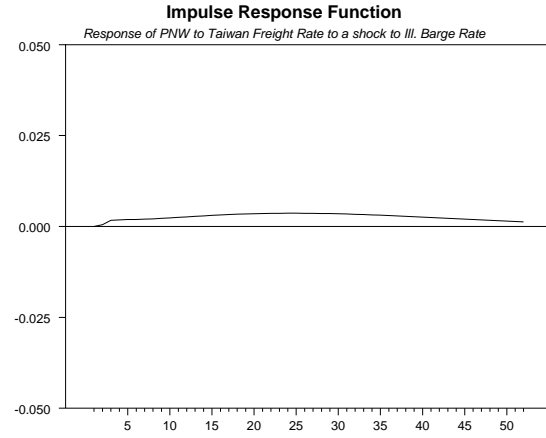
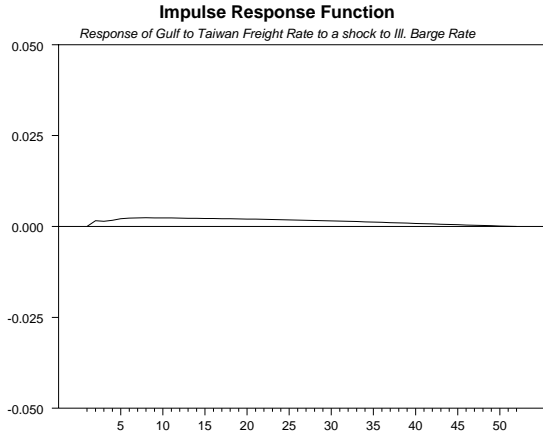


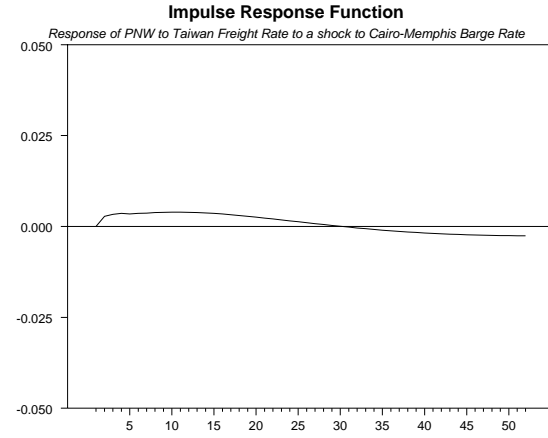
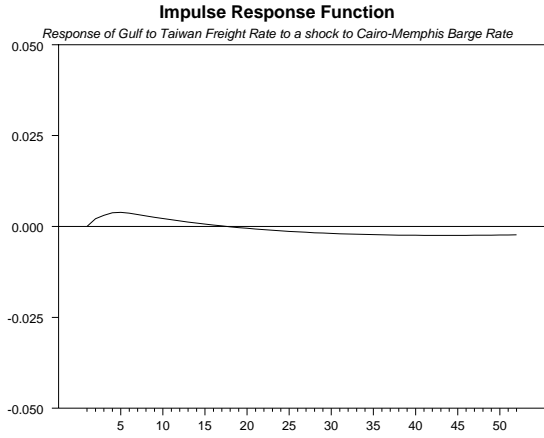






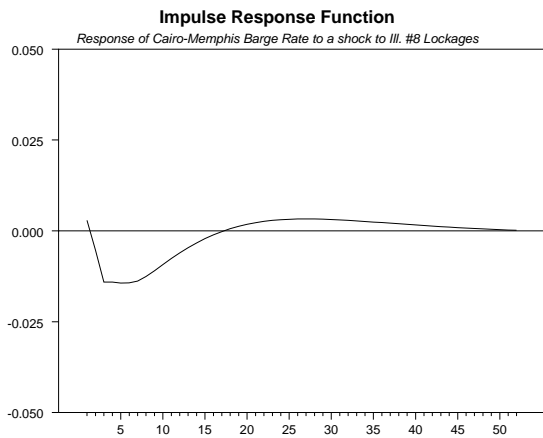
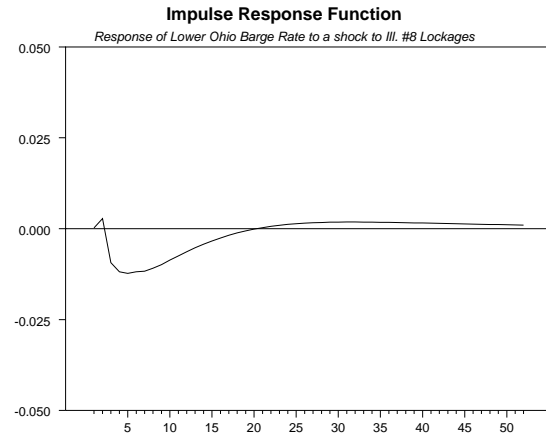
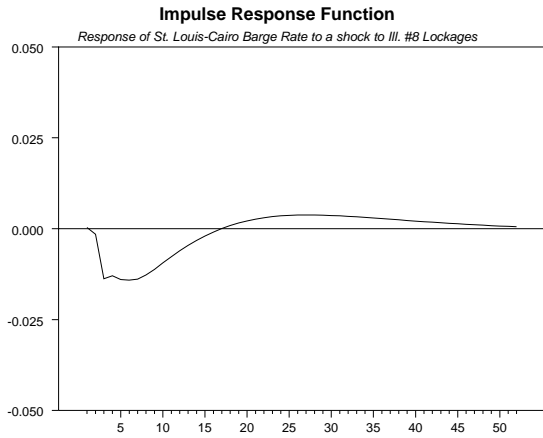
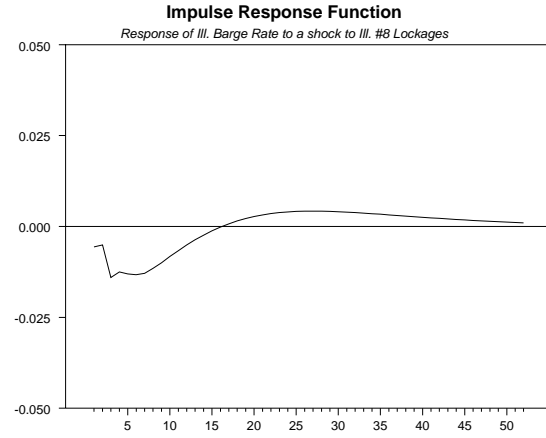
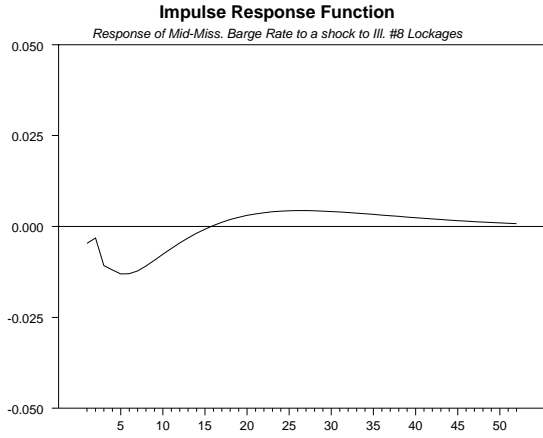


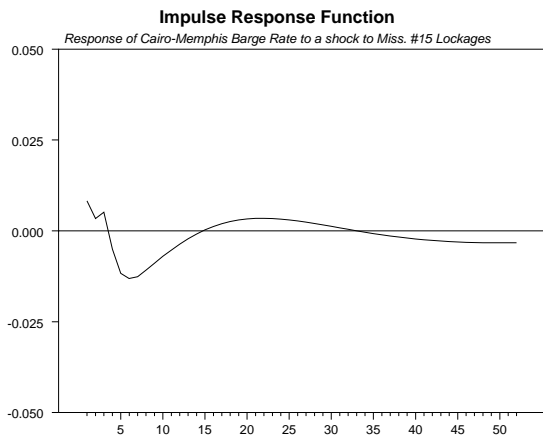
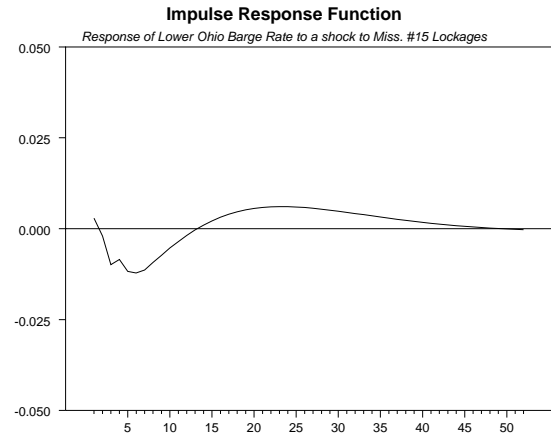
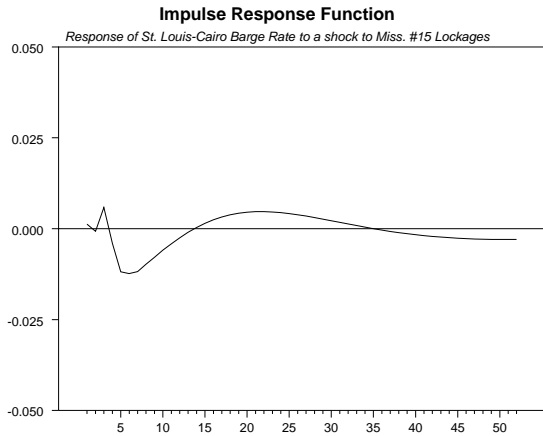
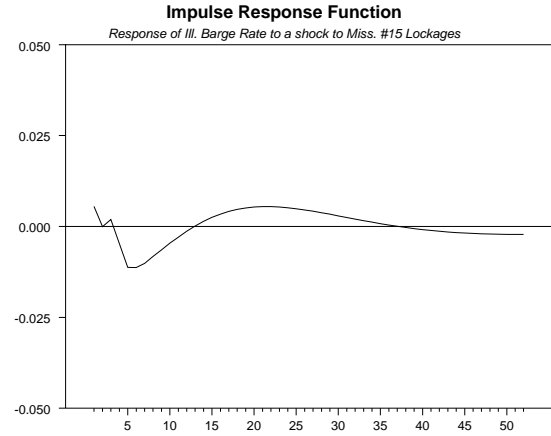
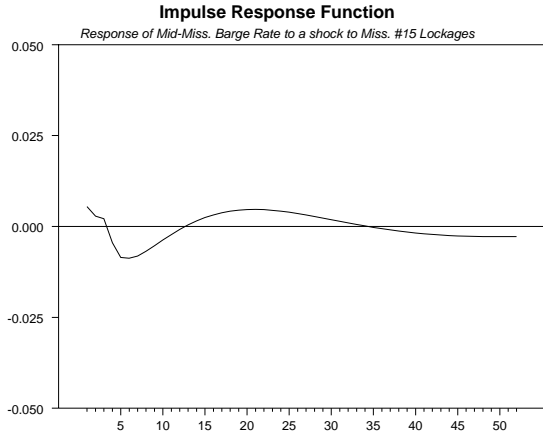


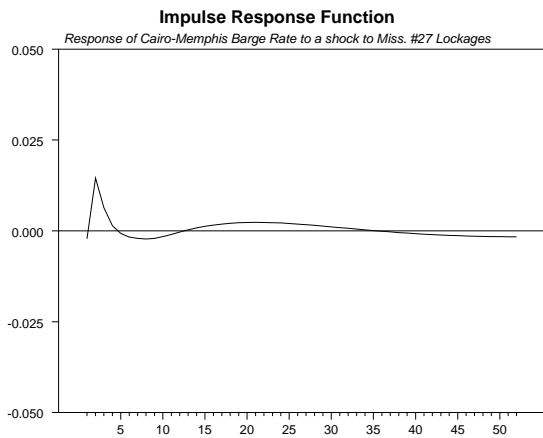
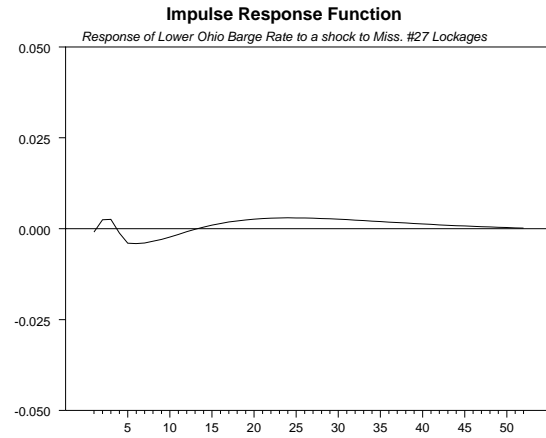
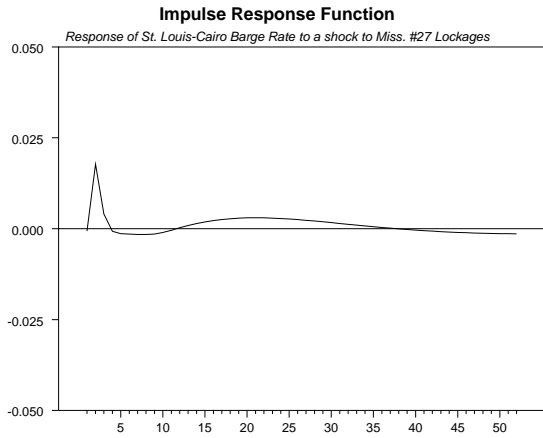
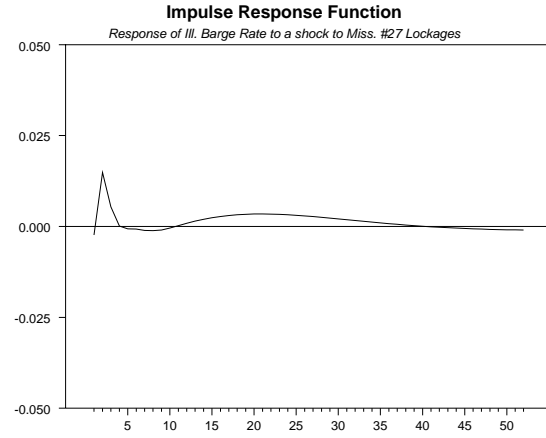
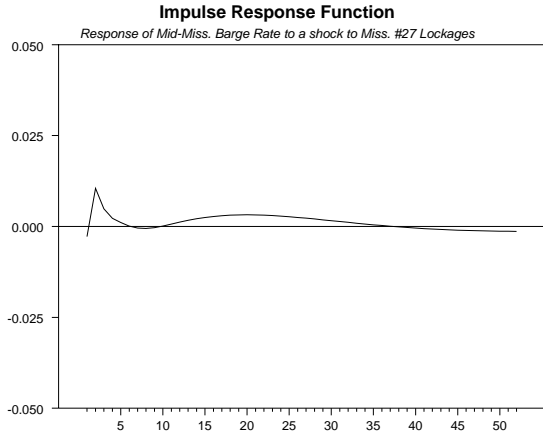


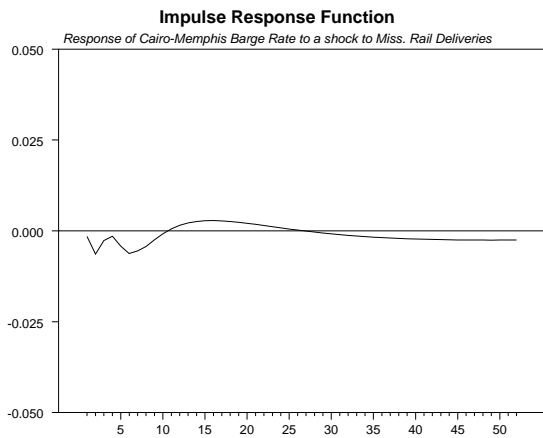
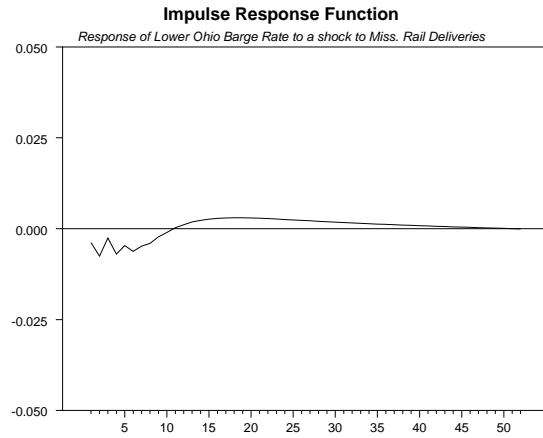
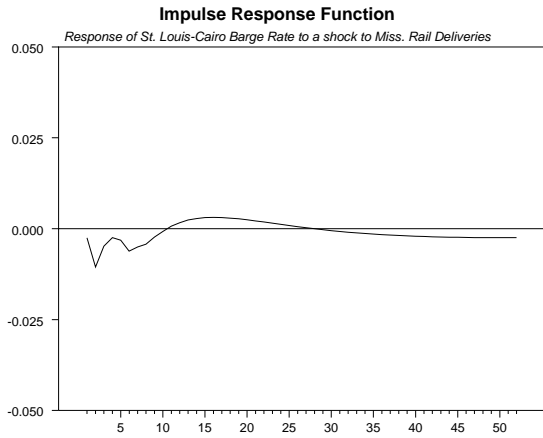
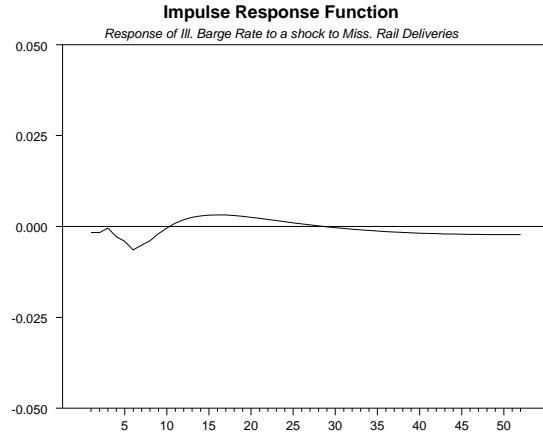
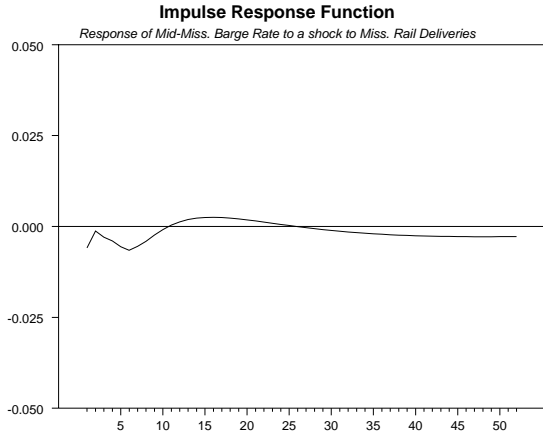
APPENDIX E

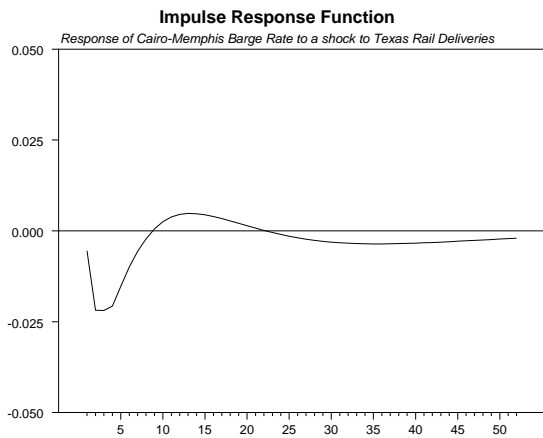
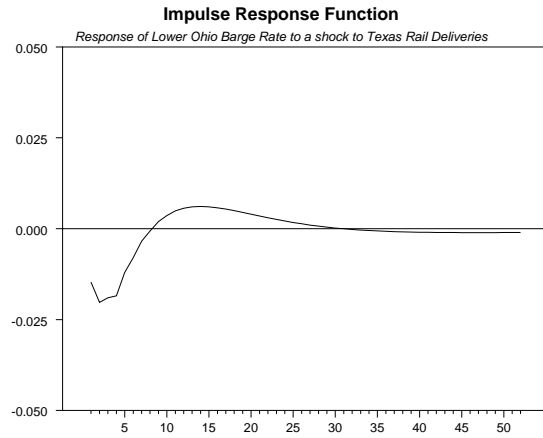
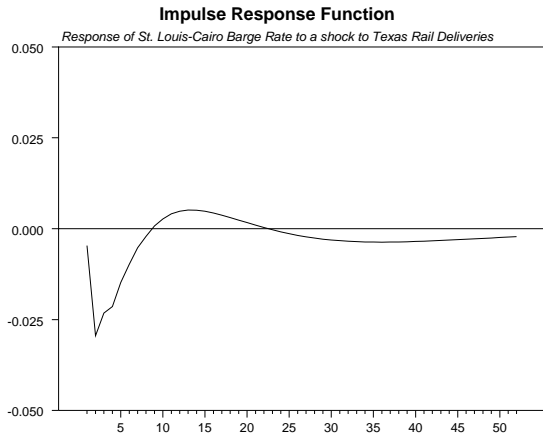
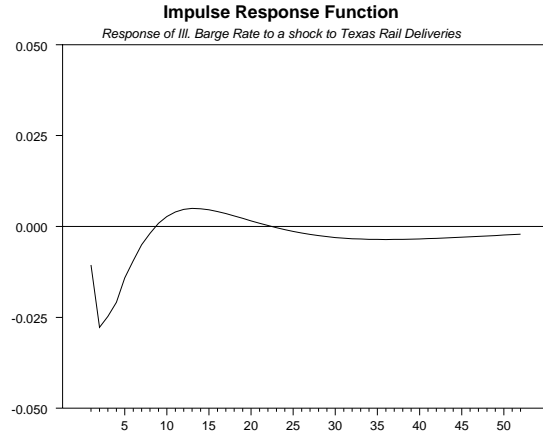
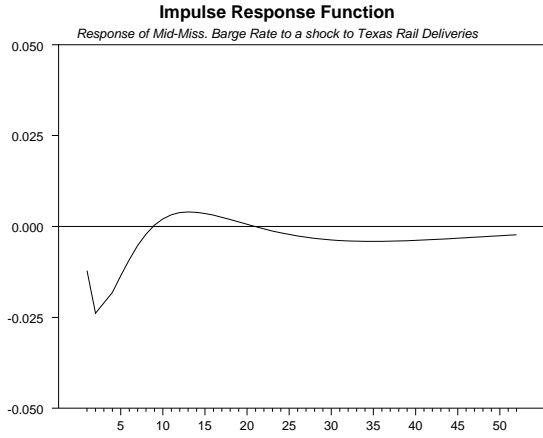
Impulse Responses of Barge Rates

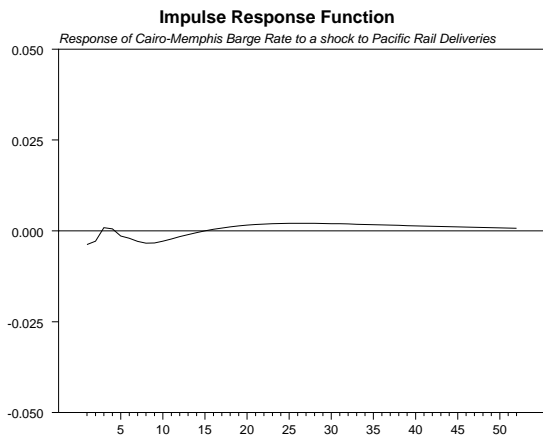
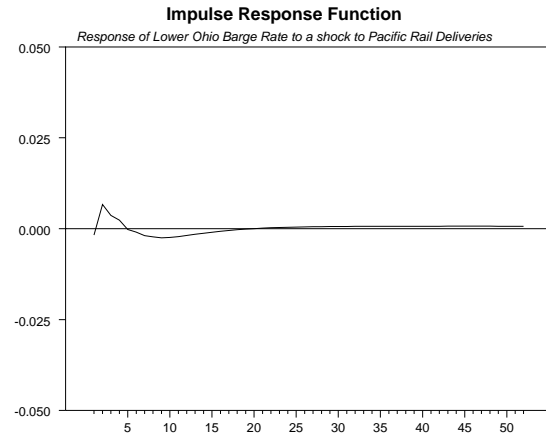
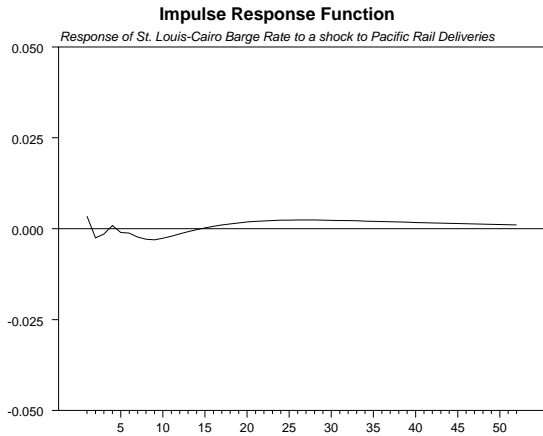
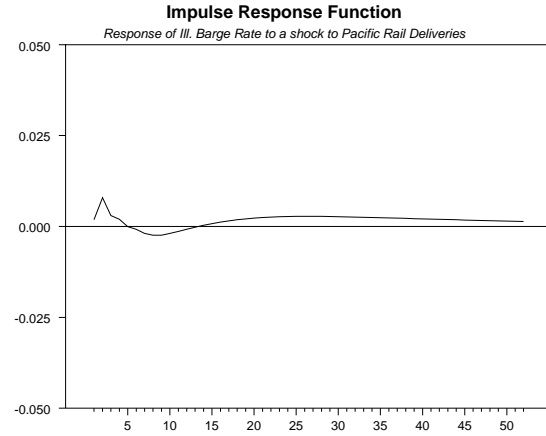
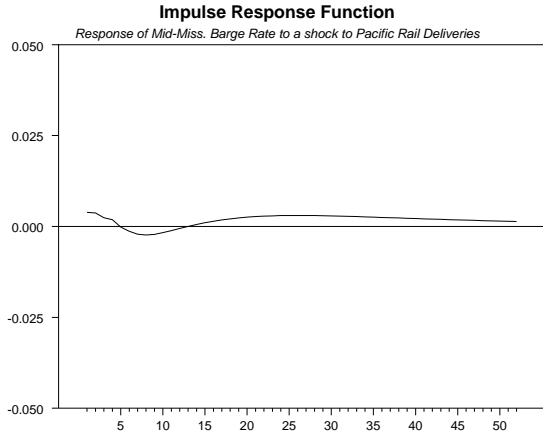


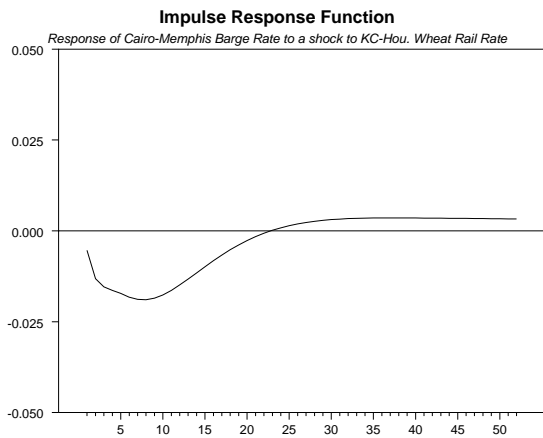
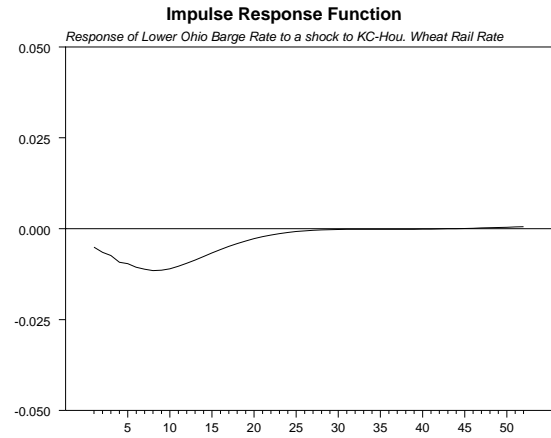
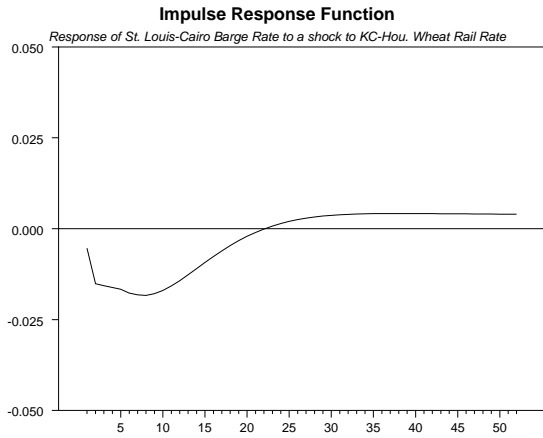
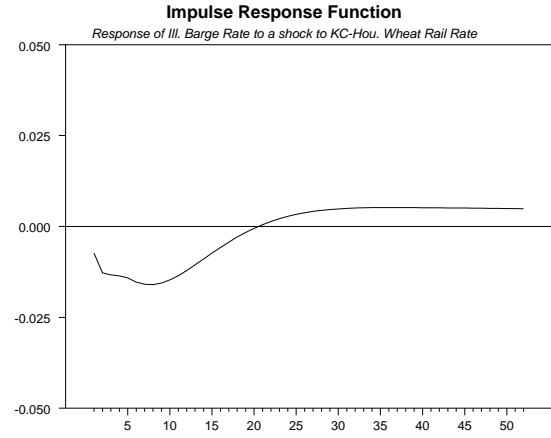
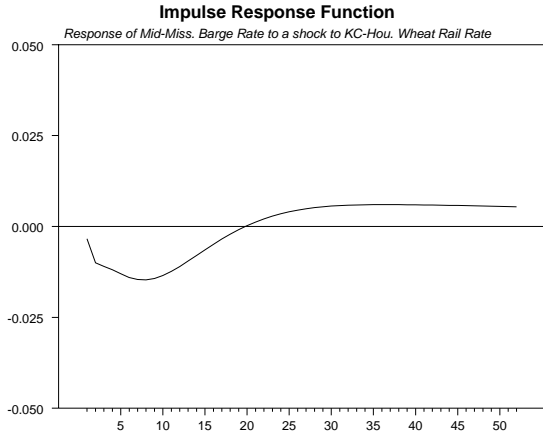


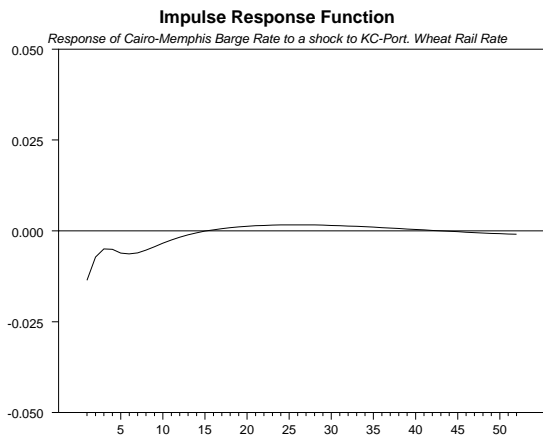
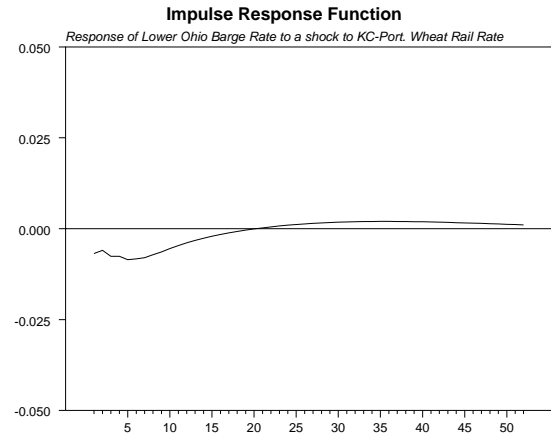
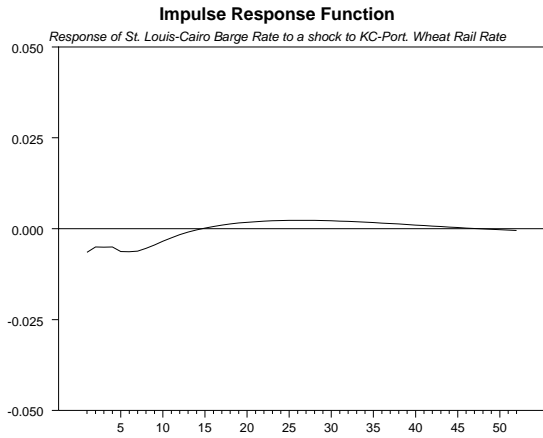
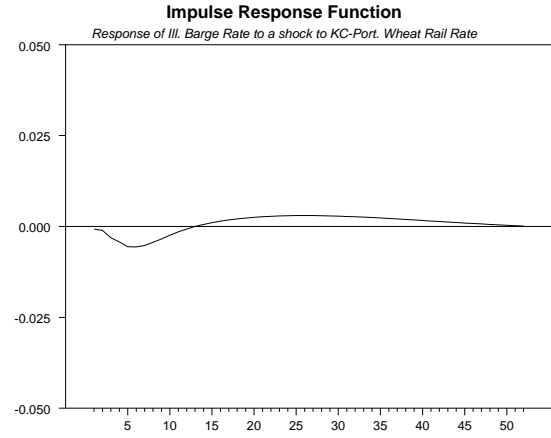
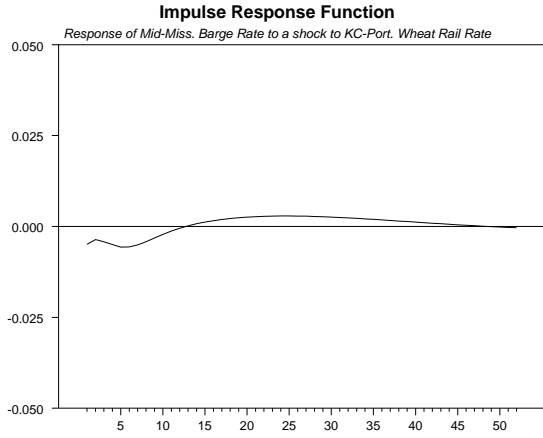


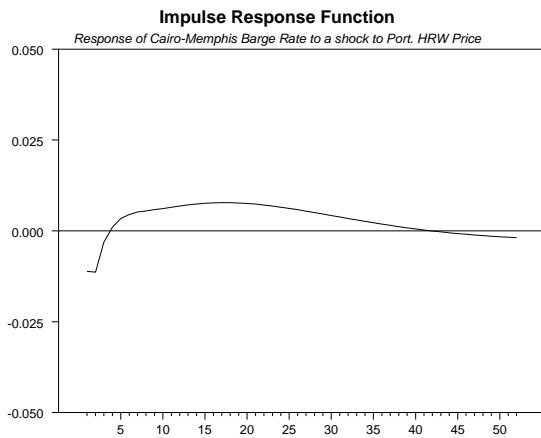
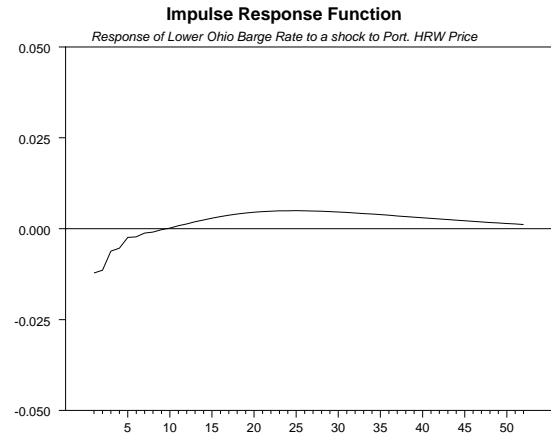
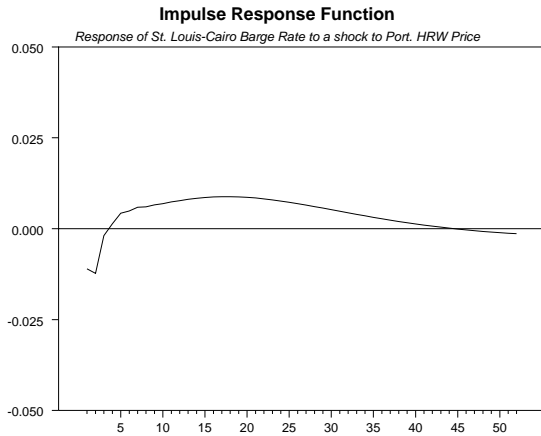
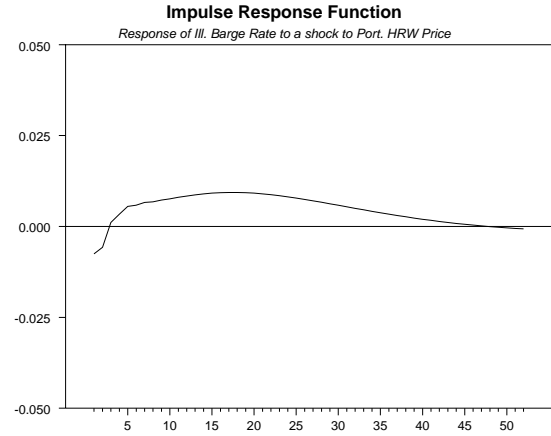
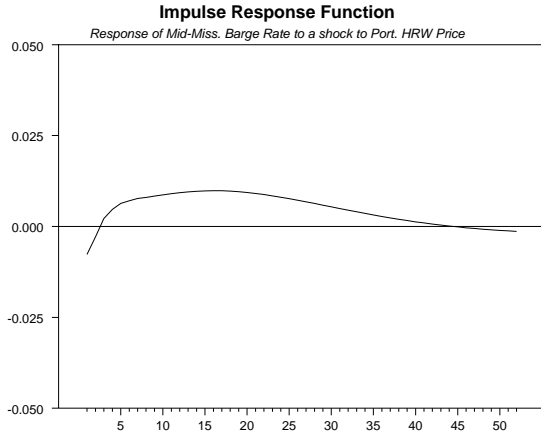


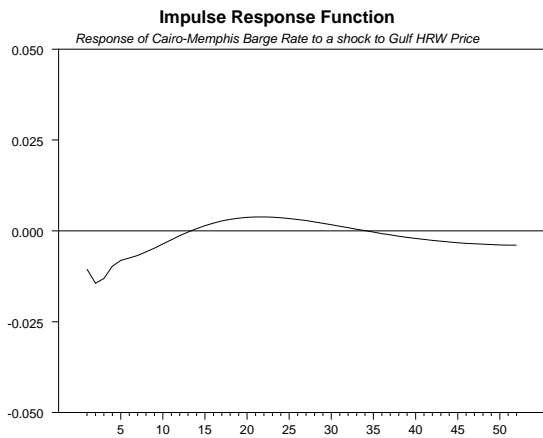
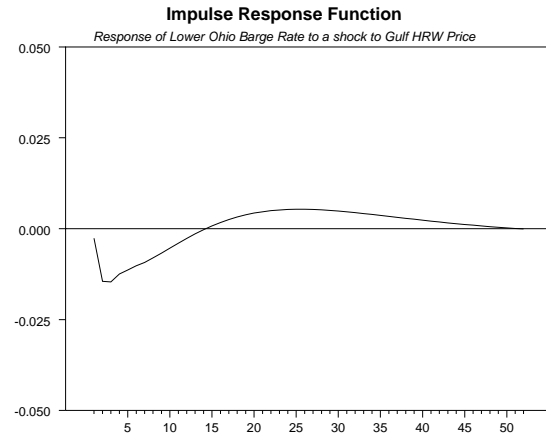
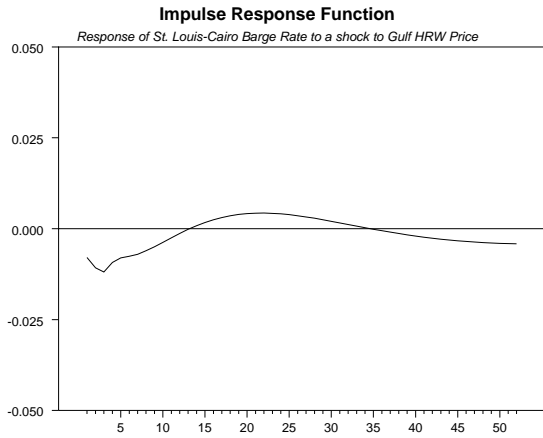
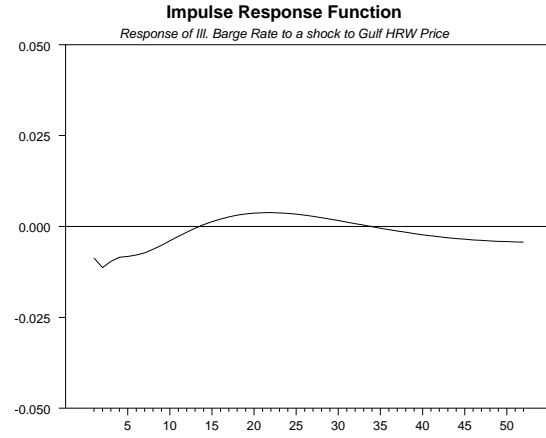
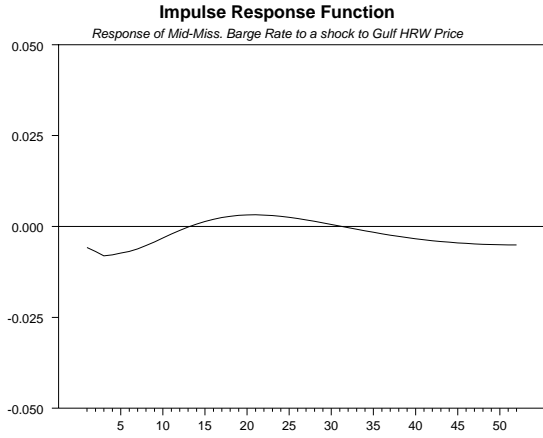


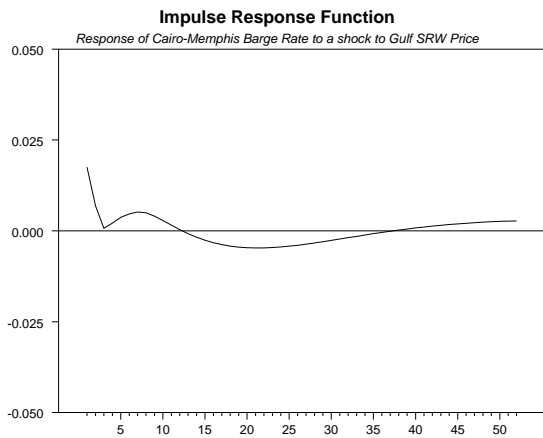
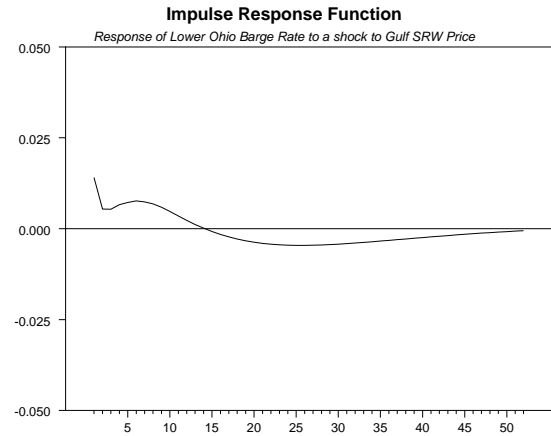
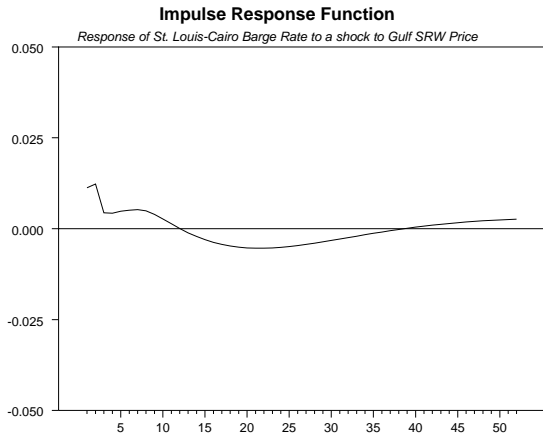
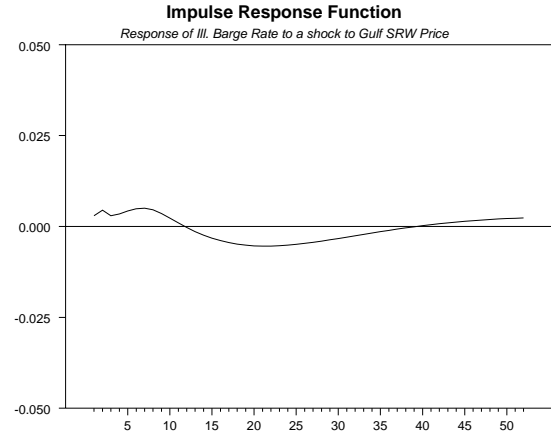
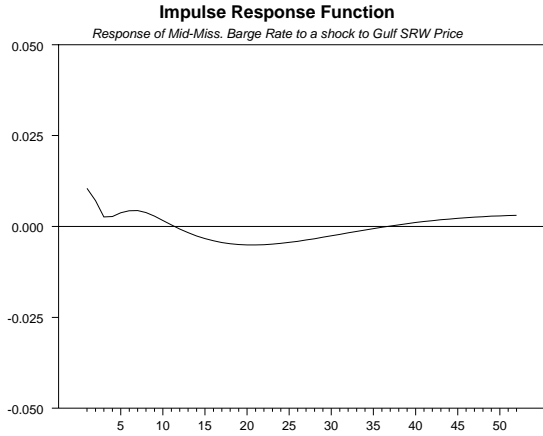


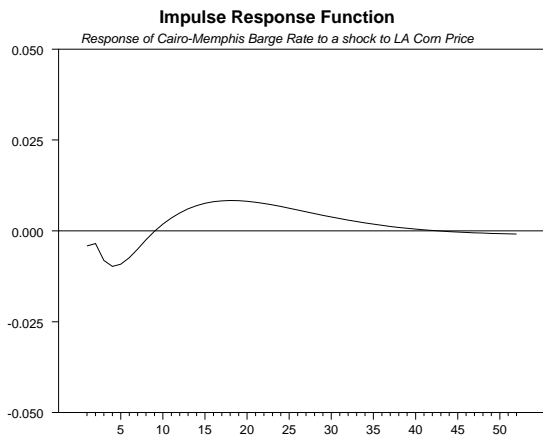
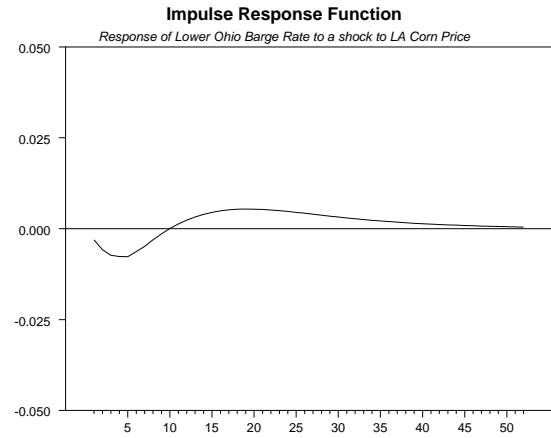
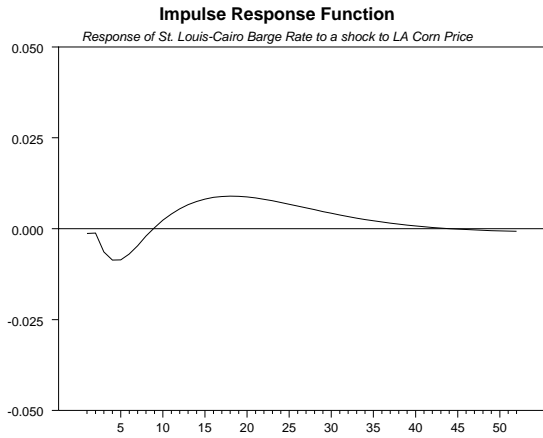
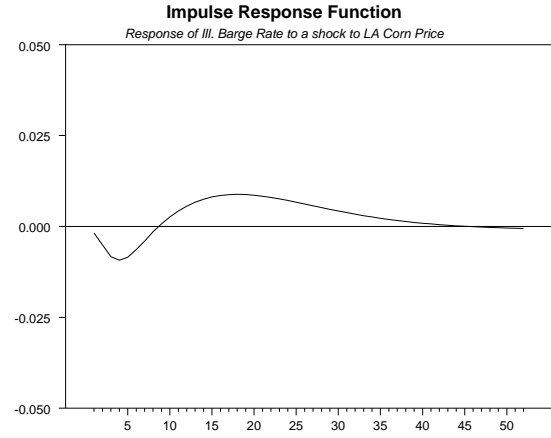
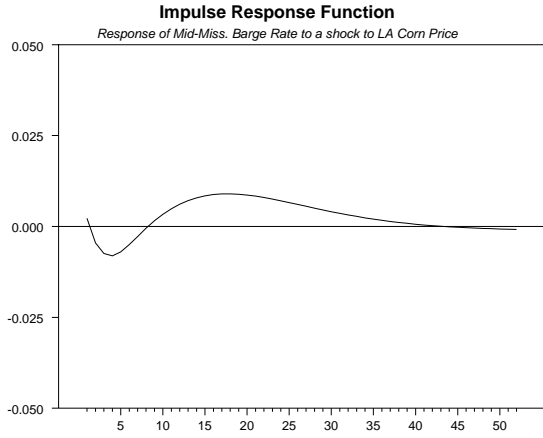


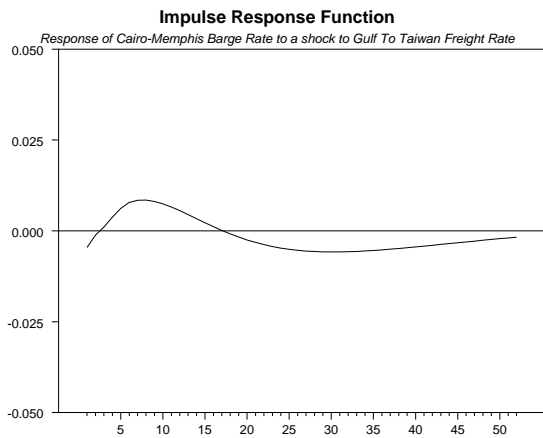
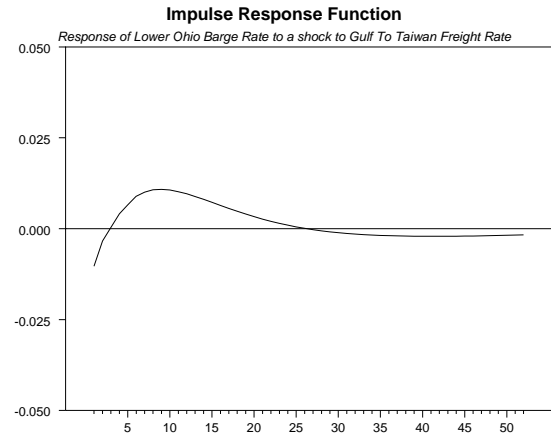
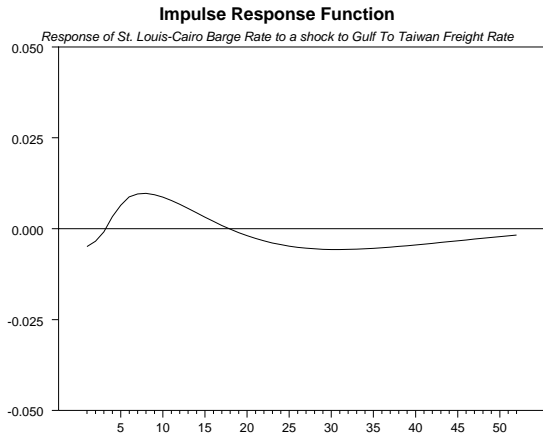
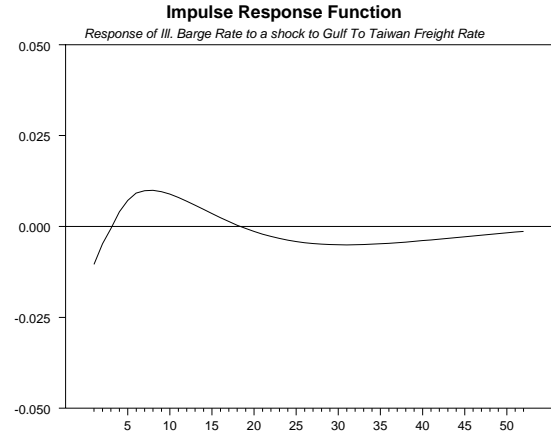
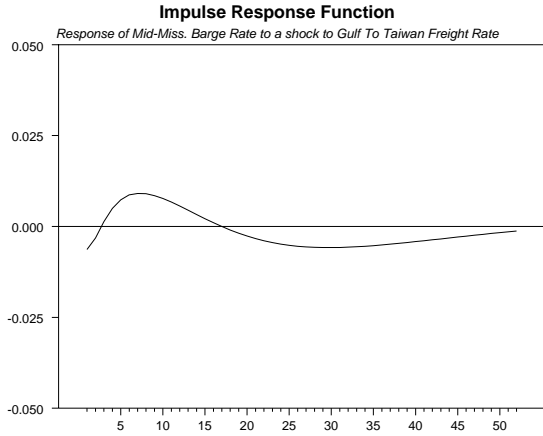


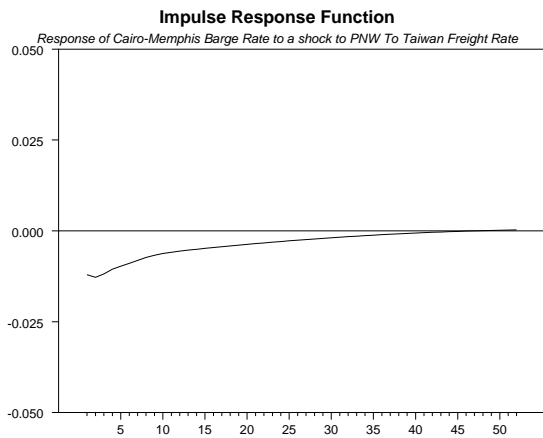
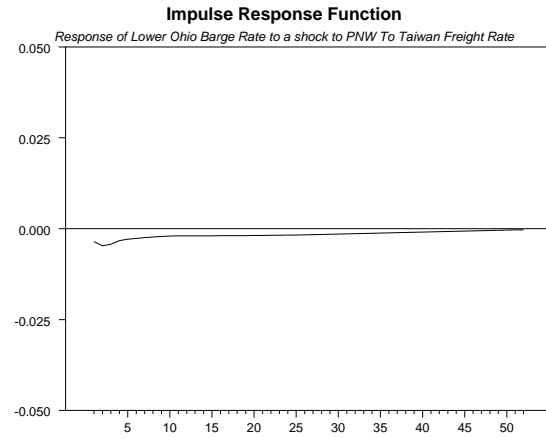
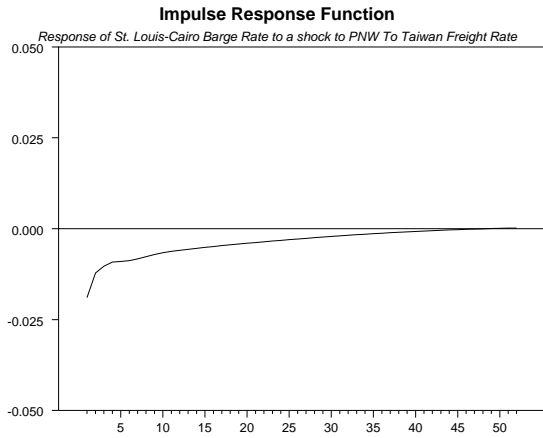
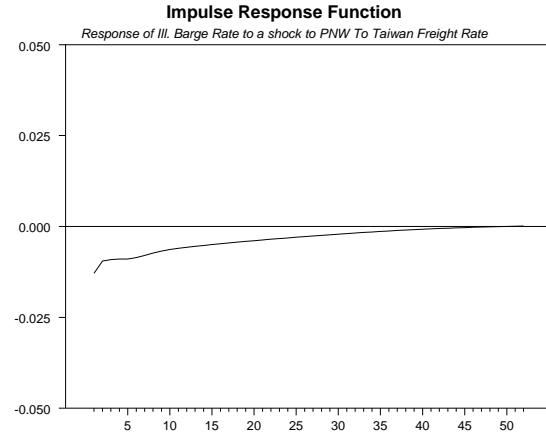
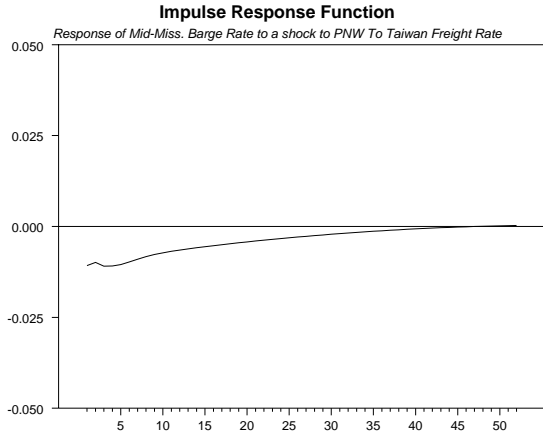


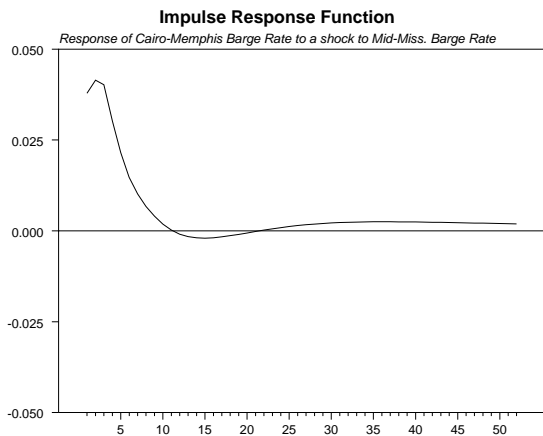
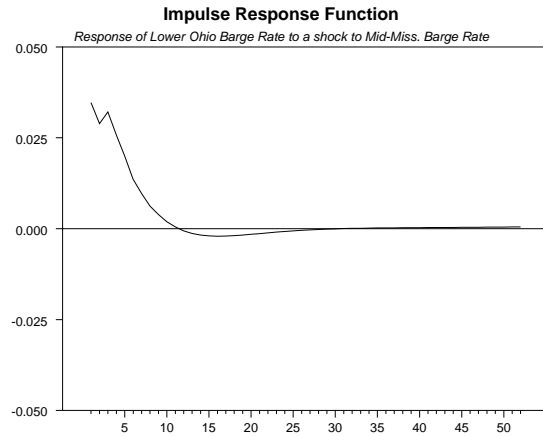
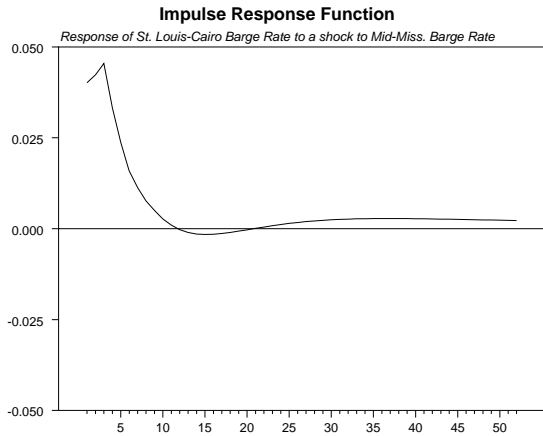
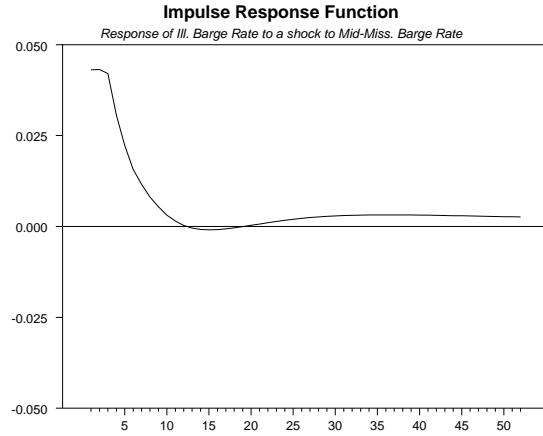
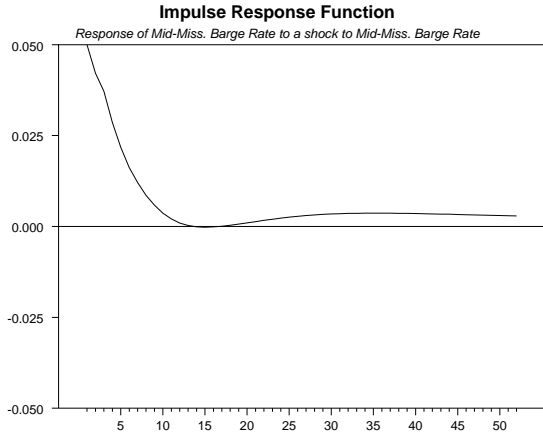


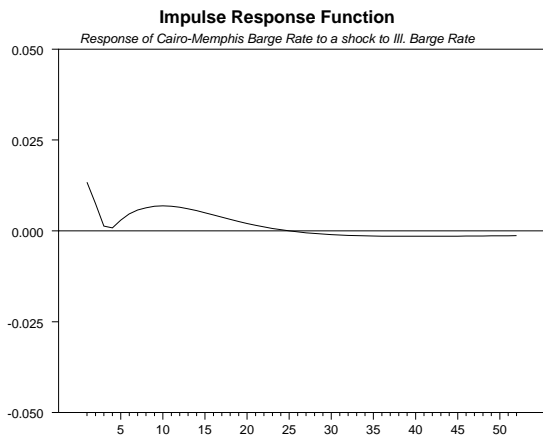
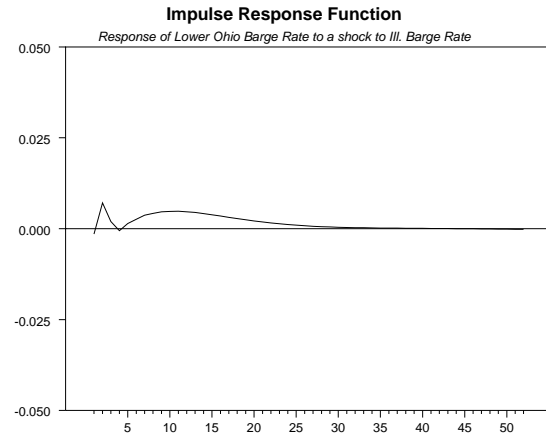
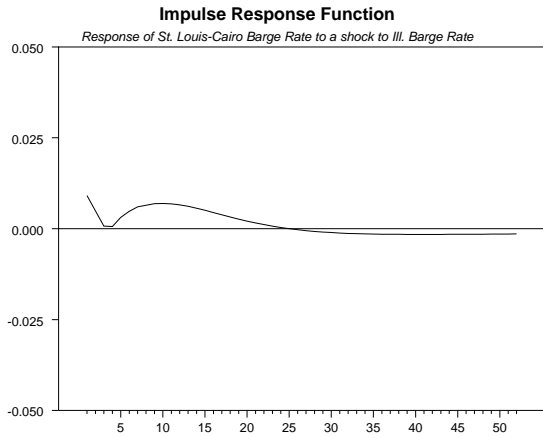
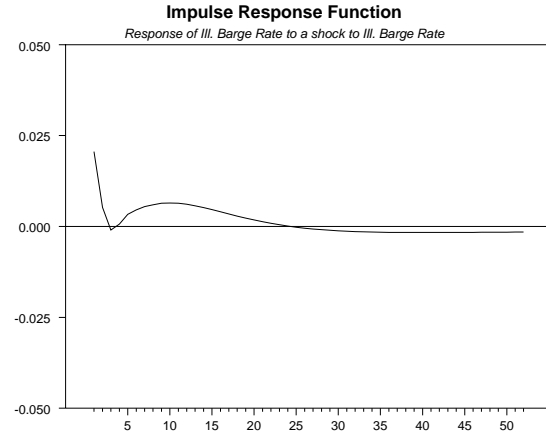
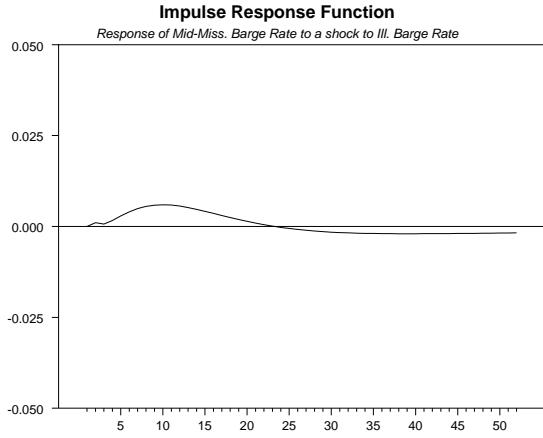


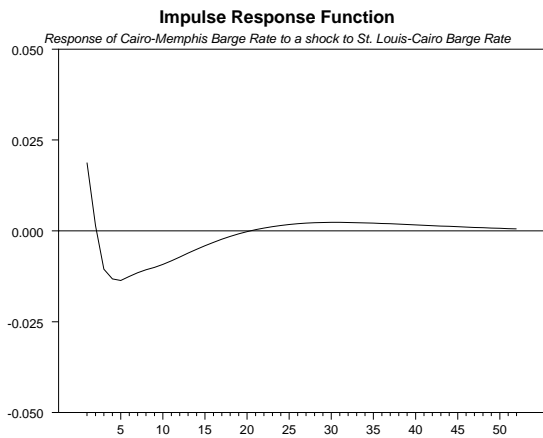
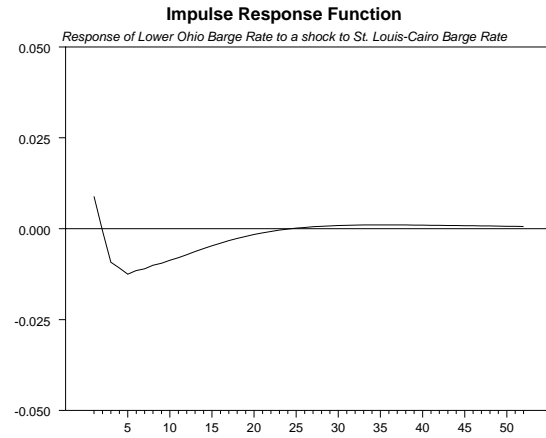
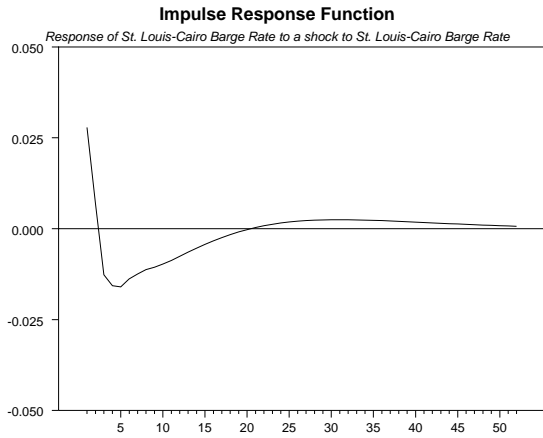
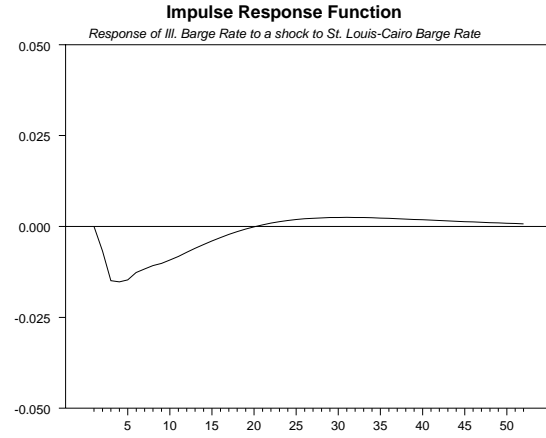
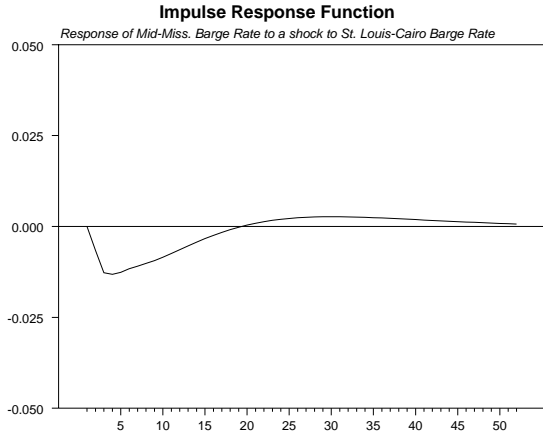


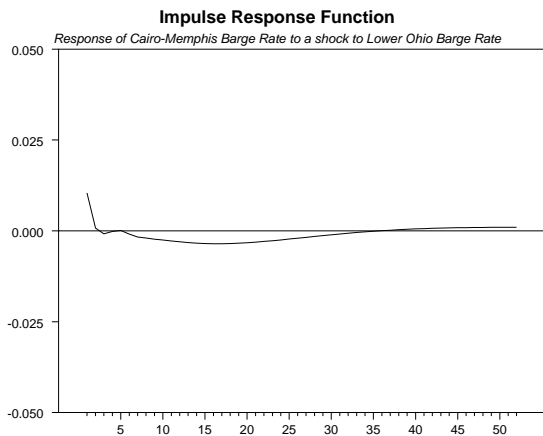
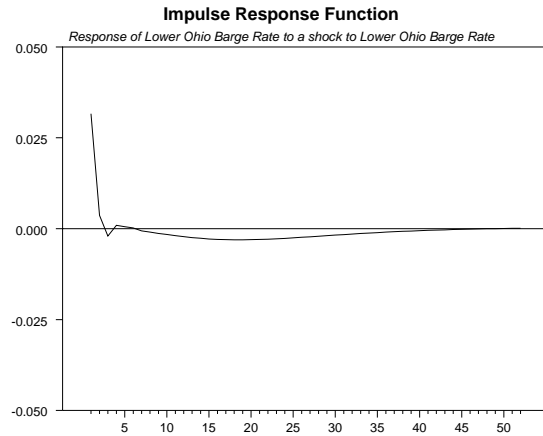
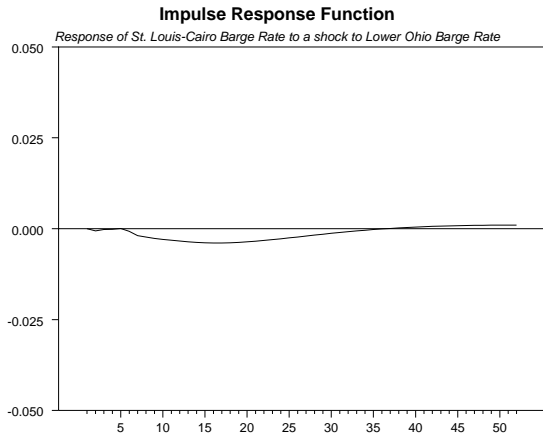
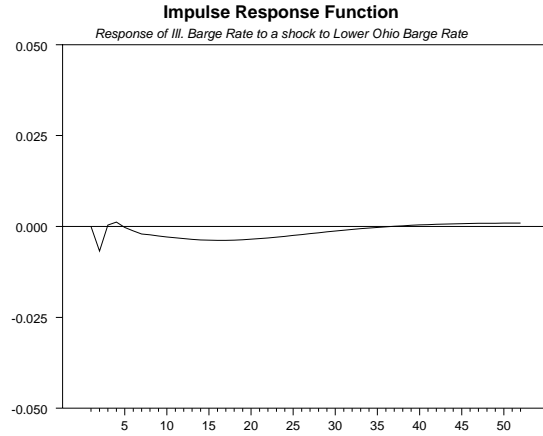
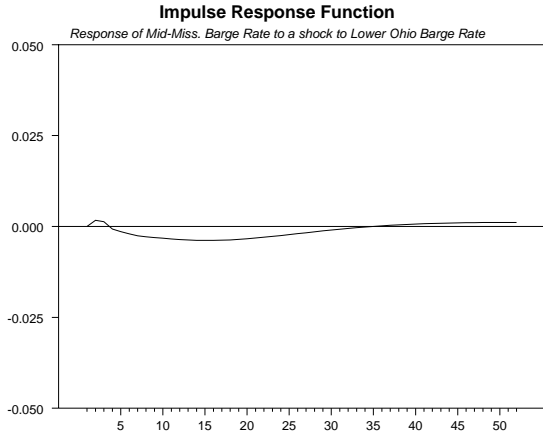


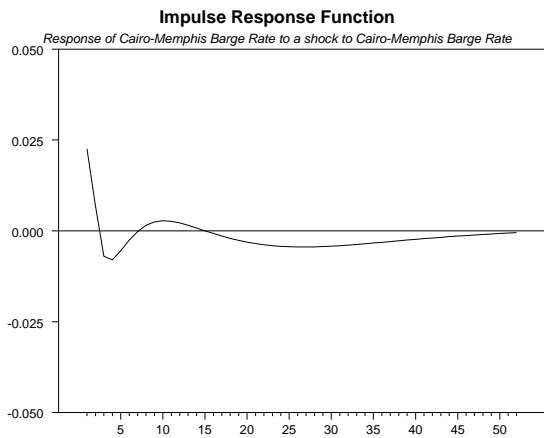
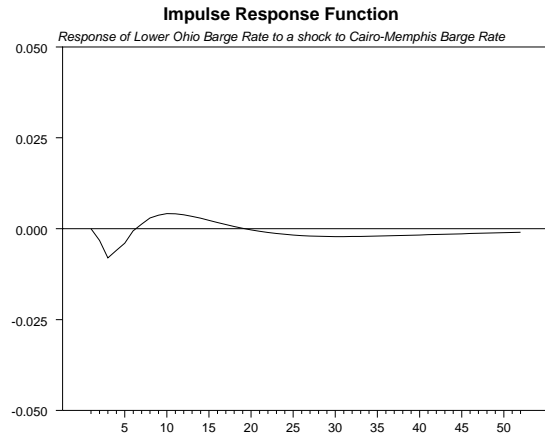
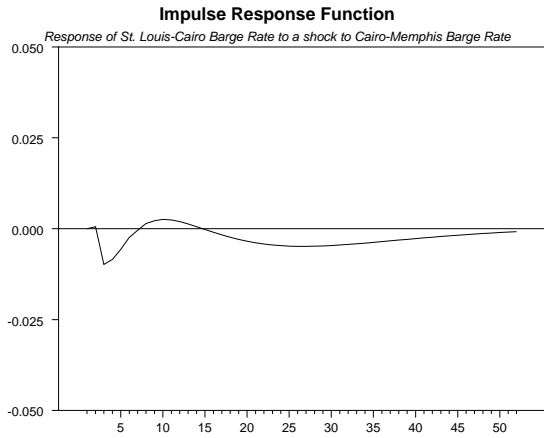
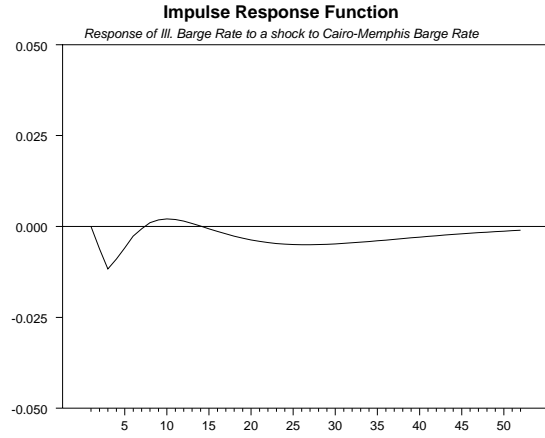
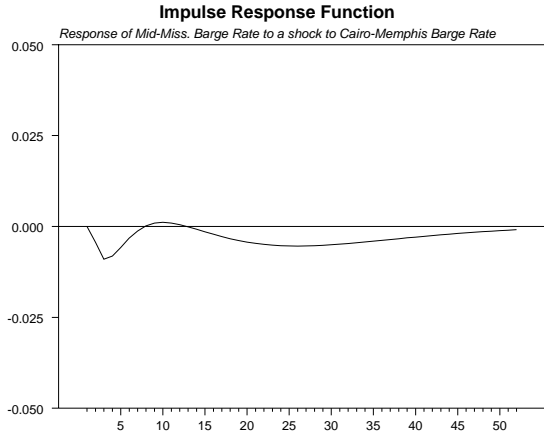












APPENDIX F

Variance Decompositions for Lockages

Illinois Lock #8

Step	River Locks	Rail Deliv.	Rail Rates	Grain Bids	Ocean Rates	Barge Rates
1	1.00	.00	.00	.00	.00	.00
2	.94	.01	.00	.03	.01	.02
4	.85	.02	.02	.05	.02	.03
8	.78	.03	.08	.06	.02	.03
12	.73	.03	.11	.07	.03	.03
20	.69	.03	.13	.08	.04	.04
26	.67	.03	.13	.08	.05	.04
40	.65	.04	.13	.08	.06	.04
52	.63	.04	.12	.10	.06	.04

Mississippi Lock #15

Step	River Locks	Rail Deliv.	Rail Rates	Grain Bids	Ocean Rates	Barge Rates
1	1.00	.00	.00	.00	.00	.00
2	.85	.08	.03	.01	.00	.04
4	.79	.07	.06	.02	.01	.04
8	.72	.08	.10	.03	.02	.05
12	.69	.09	.11	.03	.02	.06
20	.67	.10	.11	.03	.03	.07
26	.66	.10	.11	.03	.03	.07
40	.65	.10	.11	.04	.04	.06
52	.64	.10	.11	.06	.04	.06

Mississippi Lock #27

Step	River Locks	Rail Deliv.	Rail Rates	Grain Bids	Ocean Rates	Barge Rates
1	1.00	.00	.00	.00	.00	.00
2	.88	.01	.01	.03	.01	.07
4	.82	.03	.02	.04	.02	.07
8	.78	.04	.02	.05	.02	.08
12	.77	.04	.02	.06	.03	.08
20	.76	.04	.03	.06	.03	.08
26	.75	.04	.03	.07	.04	.08
40	.73	.04	.03	.07	.04	.08
52	.72	.05	.03	.08	.04	.08

APPENDIX G

Variance Decompositions for Rail Deliveries

Mississippi Rail Deliveries

<u>Step</u>	<u>River Locks</u>	<u>Rail Deliv.</u>	<u>Rail Rates</u>	<u>Grain Bids</u>	<u>Ocean Rates</u>	<u>Barge Rates</u>
1	.01	.99	.00	.00	.00	.00
2	.01	.90	.00	.04	.01	.04
4	.02	.85	.01	.06	.01	.05
8	.02	.83	.02	.06	.02	.05
12	.02	.81	.03	.07	.02	.05
20	.03	.80	.03	.07	.02	.05
26	.03	.78	.04	.08	.02	.05
40	.03	.75	.06	.08	.02	.06
52	.03	.74	.07	.09	.02	.06

Texas Rail Deliveries

<u>Step</u>	<u>River Locks</u>	<u>Rail Deliv.</u>	<u>Rail Rates</u>	<u>Grain Bids</u>	<u>Ocean Rates</u>	<u>Barge Rates</u>
1	.11	.89	.00	.00	.00	.00
2	.14	.60	.01	.08	.00	.16
4	.14	.58	.01	.10	.00	.16
8	.14	.55	.02	.13	.00	.16
12	.15	.53	.03	.14	.00	.15
20	.16	.48	.07	.15	.00	.15
26	.16	.46	.08	.15	.00	.14
40	.17	.43	.11	.15	.00	.14
52	.17	.42	.12	.15	.01	.14

Pacific Rail Deliveries

<u>Step</u>	<u>River Locks</u>	<u>Rail Deliv.</u>	<u>Rail Rates</u>	<u>Grain Bids</u>	<u>Ocean Rates</u>	<u>Barge Rates</u>
1	.13	.87	.00	.00	.00	.00
2	.14	.73	.02	.05	.00	.06
4	.14	.51	.04	.08	.01	.21
8	.12	.40	.06	.09	.04	.28
12	.12	.36	.07	.10	.06	.29
20	.14	.32	.08	.13	.06	.27
26	.15	.30	.08	.15	.06	.26
40	.15	.28	.09	.16	.06	.25
52	.15	.28	.09	.16	.06	.25

APPENDIX H

Variance Decompositions for Rail Rates

Kansas City-Houston Rail Rate

<u>Step</u>	<u>River Locks</u>	<u>Rail Deliv.</u>	<u>Rail Rates</u>	<u>Grain Bids</u>	<u>Ocean Rates</u>	<u>Barge Rates</u>
1	.12	.03	.85	.00	.00	.00
2	.15	.06	.72	.01	.00	.07
4	.14	.06	.65	.01	.00	.14
8	.10	.08	.61	.03	.00	.17
12	.08	.09	.59	.06	.01	.18
20	.07	.08	.55	.10	.01	.17
26	.07	.08	.54	.11	.02	.17
40	.07	.08	.54	.12	.03	.16
52	.08	.08	.53	.12	.03	.16

Kansas City-Portland Rail Rate

<u>Step</u>	<u>River Locks</u>	<u>Rail Deliv.</u>	<u>Rail Rates</u>	<u>Grain Bids</u>	<u>Ocean Rates</u>	<u>Barge Rates</u>
1	.15	.11	.74	.00	.00	.00
2	.21	.11	.62	.03	.00	.03
4	.21	.08	.59	.06	.00	.06
8	.16	.07	.56	.11	.01	.09
12	.14	.06	.54	.14	.02	.10
20	.12	.06	.53	.17	.03	.10
26	.11	.06	.53	.17	.03	.10
40	.12	.05	.52	.16	.04	.10
52	.13	.05	.51	.16	.04	.10

APPENDIX I

Variance Decompositions for Grain Bid Prices

Portland HRW Bid Price

<u>Step</u>	<u>River Locks</u>	<u>Rail Deliv.</u>	<u>Rail Rates</u>	<u>Grain Bids</u>	<u>Ocean Rates</u>	<u>Barge Rates</u>
1	.01	.02	.10	.87	.00	.00
2	.02	.02	.17	.76	.00	.03
4	.06	.06	.21	.60	.01	.06
8	.11	.09	.22	.49	.02	.06
12	.14	.10	.23	.44	.03	.06
20	.14	.10	.27	.36	.04	.09
26	.14	.10	.30	.32	.03	.10
40	.12	.10	.35	.30	.03	.11
52	.11	.09	.37	.29	.03	.12

Gulf HRW Bid Price

<u>Step</u>	<u>River Locks</u>	<u>Rail Deliv.</u>	<u>Rail Rates</u>	<u>Grain Bids</u>	<u>Ocean Rates</u>	<u>Barge Rates</u>
1	.01	.05	.07	.86	.00	.00
2	.03	.04	.12	.79	.00	.02
4	.07	.06	.17	.66	.01	.04
8	.12	.08	.18	.56	.02	.05
12	.14	.08	.18	.52	.03	.05
20	.15	.08	.19	.47	.04	.07
26	.15	.09	.21	.43	.04	.08
40	.14	.09	.25	.39	.03	.09
52	.13	.09	.27	.37	.03	.10

Gulf SRW Bid Price

<u>Step</u>	<u>River Locks</u>	<u>Rail Deliv.</u>	<u>Rail Rates</u>	<u>Grain Bids</u>	<u>Ocean Rates</u>	<u>Barge Rates</u>
1	.05	.03	.09	.84	.00	.00
2	.10	.06	.07	.69	.01	.07
4	.11	.09	.06	.60	.04	.10
8	.14	.07	.07	.55	.07	.09
12	.14	.07	.10	.51	.07	.11
20	.13	.08	.17	.41	.07	.14
26	.12	.09	.21	.36	.07	.16
40	.10	.10	.26	.32	.06	.17
52	.09	.10	.28	.32	.05	.16

LA Corn Bid Price

<u>Step</u>	<u>River Locks</u>	<u>Rail Deliv.</u>	<u>Rail Rates</u>	<u>Grain Bids</u>	<u>Ocean Rates</u>	<u>Barge Rates</u>
1	.03	.11	.00	.85	.00	.00
2	.08	.11	.01	.76	.00	.04
4	.12	.10	.04	.66	.01	.07
8	.16	.08	.11	.53	.01	.11
12	.17	.07	.16	.44	.02	.14
20	.16	.08	.22	.36	.02	.16
26	.16	.08	.24	.33	.02	.17
40	.14	.08	.26	.32	.02	.17
52	.14	.08	.27	.32	.02	.17

APPENDIX J

Variance Decompositions for Ocean Freight Rates

Gulf to Taiwan Ocean Freight Rate

<u>Step</u>	<u>River Locks</u>	<u>Rail Deliv.</u>	<u>Rail Rates</u>	<u>Grain Bids</u>	<u>Ocean Rates</u>	<u>Barge Rates</u>
1	.03	.04	.03	.05	.85	.00
2	.04	.06	.02	.05	.80	.03
4	.10	.11	.01	.03	.69	.07
8	.17	.17	.02	.04	.52	.09
12	.22	.18	.02	.09	.41	.08
20	.28	.16	.04	.19	.28	.06
26	.29	.15	.05	.24	.22	.05
40	.29	.13	.07	.31	.16	.04
52	.29	.12	.08	.32	.14	.04

PNW to Taiwan Ocean Freight Rate

<u>Step</u>	<u>River Locks</u>	<u>Rail Deliv.</u>	<u>Rail Rates</u>	<u>Grain Bids</u>	<u>Ocean Rates</u>	<u>Barge Rates</u>
1	.02	.03	.01	.03	.91	.00
2	.08	.08	.02	.05	.75	.04
4	.08	.19	.02	.06	.56	.08
8	.12	.23	.03	.08	.45	.09
12	.16	.23	.03	.10	.39	.10
20	.20	.22	.05	.15	.29	.09
26	.22	.20	.07	.20	.23	.08
40	.23	.17	.09	.29	.15	.07
52	.23	.16	.09	.32	.13	.07

APPENDIX K

Variance Decompositions for Barge Rates

Mid-Mississippi Barge Rate

Step	River Locks	Rail Deliv.	Rail Rates	Grain Bids	Ocean Rates	Barge Rates
1	.02	.06	.01	.06	.04	.82
2	.03	.12	.02	.05	.04	.73
4	.04	.14	.04	.06	.05	.67
8	.08	.13	.08	.07	.07	.56
12	.09	.11	.11	.09	.09	.52
20	.09	.10	.11	.15	.09	.47
26	.09	.10	.11	.17	.09	.44
40	.09	.10	.11	.18	.10	.42
52	.09	.11	.12	.18	.10	.41

Illinois Barge Rate

Step	River Locks	Rail Deliv.	Rail Rates	Grain Bids	Ocean Rates	Barge Rates
1	.02	.04	.02	.05	.09	.78
2	.05	.15	.03	.05	.06	.66
4	.06	.16	.05	.06	.05	.62
8	.10	.14	.09	.07	.07	.53
12	.10	.12	.12	.08	.08	.49
20	.10	.12	.12	.13	.08	.45
26	.11	.11	.12	.16	.08	.42
40	.11	.11	.12	.17	.09	.40
52	.11	.11	.13	.17	.09	.40

St. Louis-Cairo Barge Rate

Step	River Locks	Rail Deliv.	Rail Rates	Grain Bids	Ocean Rates	Barge Rates
1	.00	.01	.02	.10	.12	.75
2	.04	.14	.04	.10	.07	.60
4	.05	.15	.06	.08	.05	.59
8	.10	.13	.12	.09	.07	.50
12	.11	.11	.15	.09	.08	.46
20	.10	.11	.15	.13	.08	.43
26	.10	.10	.14	.16	.08	.41
40	.10	.10	.14	.16	.09	.40
52	.10	.11	.14	.16	.09	.39

Lower Ohio Barge Rate

<u>Step</u>	<u>River Locks</u>	<u>Rail Deliv</u>	<u>Rail .Rates</u>	<u>Grain Bids</u>	<u>Ocean Rates</u>	<u>Barge Rates</u>
1	.00	.08	.02	.12	.04	.74
2	.01	.15	.03	.15	.03	.63
4	.05	.17	.04	.15	.02	.57
8	.11	.14	.08	.16	.04	.47
12	.12	.12	.11	.15	.06	.44
20	.12	.13	.11	.15	.08	.41
26	.13	.12	.11	.17	.07	.39
40	.14	.12	.10	.20	.07	.37
52	.14	.12	.10	.20	.07	.37

Cairo-Memphis Barge Rate

<u>Step</u>	<u>River Locks</u>	<u>Rail Deliv</u>	<u>Rail .Rates</u>	<u>Grain Bids</u>	<u>Ocean Rates</u>	<u>Barge Rates</u>
1	.02	.01	.06	.15	.05	.71
2	.05	.08	.06	.14	.05	.63
4	.07	.12	.08	.11	.05	.58
8	.12	.11	.13	.10	.06	.48
12	.12	.10	.17	.10	.07	.44
20	.11	.09	.18	.14	.07	.41
26	.11	.09	.17	.16	.07	.39
40	.11	.09	.16	.16	.09	.38
52	.11	.10	.16	.17	.09	.38