**Transportation and Distribution - Logistics 102**

To the instructor:

This file contains original content from the Logistics 102 course at Tacoma Community College, and is a companion document to the available course syllabus, outline, case studies, and PowerPoint files. The content here has been reformatted from the original Learning Management System for ease of use by all educators. There are resources (articles, presentations, videos, etc.) listed that were once active links in the online environment. They are preserved here as “text only,” so an instructor seeking to use these materials can see what was referenced and how it was used for the specific module within the course.

The content of this file is offered “as is” and may not be complete or current. It is intended for instructors who may apply or adapt whatever is helpful for their own purpose and audience.

**Course Outline**

*\*All cases listed below come from the Coyle et. al. textbook. See syllabus for further details.*

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| **LOG 102**  **Week** | **Class meeting**  **(Mondays)** | **Topic Descriptions:**  **(subject to adjustment if we have guest presenters)** | **Assignments and deadlines (Cases are due before class, 4:00 pm, every Monday).** |

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| 1 | Sept. 24 | Course overview and syllabus.  Discuss the weekly cases, tests and project.  Transportation and Distribution’s role in modern logistics and supply chain management.  Transportation as a value-added activity. | Read before class:  - Syllabus  Peruse:  - Session 1 PowerPoint slides  - “Overview of Transportation” slides |

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| 2 | Oct. 1 | History and development of North American transport systems.  Transportation regulation, deregulation, and policy | Read before class:  *- Coyle* Chapters 1, 2, 3  Peruse:  - Session 2 PP slides  Case (submit before class):  2-2 “The Green Team”, page 53\* |

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| 3 | Oct. 8 | Costing and Pricing for Transportation  Private Transportation and Fleet Management | Read before class:  - *Coyle* Chapters 4 and 13  Peruse:  - Session 3 PP slides  - “Transportation Costing” slides  Case (submit before class):  3-1 “Who Pays the Price?”, page 90 |
| 4 | Oct. 15 | Mode and Carrier Selection  Motor carrier transport  GUEST SPEAKER | Read before class:  - *Coyle* Chapter 5  - Mode comparison table  Peruse:  - Session 4 PP slides  - “Motor Carriers” slides  - 3 articles from inbound-logistics.com (web)  - “Port of Tacoma” slides  Case (submit before class):  4-2 “Hardee Transportation (B), page 138 |

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| 5 | Oct. 22 | Rail transport  Air transport | Read before class:  - *Coyle* chapters 6 and 7  Peruse:  - Session 5 PP slides  - “Freight Railroads Background”  - “Impact of the Staggers Rail Act”  - “Railroads” slides  - “Air Carriers” slides  - Article: “A History of Commercial Air Freight” (web)  Case (submit before class):  13-1 “Nittany Products”, page 454 |

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| 6 | Oct. 29 | Water transport (waterways and ocean)  Pipelines  Show 3 short videos (2 on the Marine Highway Initiative and 1 on pipelines)  Intermodal and Special Carriers | Read before class:  - *Coyle* chapter 8  - “Intermodal & Special Carriers” slides  Peruse:  - Session 6 PP slides  - “Domestic Water Carriers” slides  - “Pipelines” slides  **Midterm exam** |

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| 7 | Nov. 5 | Transportation and Supply Chain Risk Management  Insurance matters | Read before class:  - Coyle chapter 9  Peruse:  - Session 7 PP slides  Case (submit before class):  9-1 “Young Again Pharmaceuticals”, page 317 |

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| 8 | Nov. 12 | Global transportation Planning and Execution | Read before class:  - *Coyle* Chapters 10 & 11  Peruse:  - Session 8 PP slides  - “Transportation Management” slides  - “Global Transportation Considerations” slides  Case (submit before class):  10-2 “A Megapixel Opportunity”, page 355 |
| 9 | Nov. 19 | Transportation Network Design.  Function of terminals and warehousing in distribution.  Role of transportation intermediaries. | Read before class:  - “Distribution Network Design & Optimization” slides  - “Designing the Distribution Network” article  Peruse:  - Session 9 PP slides  - “15 Key Factors” article  Case (submit before class):  11-1 “Where There’s Smoke…”, page 393 |

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| 10 | Nov. 26 | Shipper Process (managing the transportation processes).  Third Party Logistics (3PL).  Discussion of Office Max case. | Read before class:  - *Coyle* Chapter 12  - The Office Max case, to be discussed in class  Peruse:  - Session 10 PP slides  - “Use of Analytic Hierarchy Process (AHP) for Selection of 3PL Providers”  Case (submit before class):  12-2 “Jetstream Aerospace”, Page 428 |

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| 11 | Dec. 3 | Transportation Performance Measures.  Information Management and Technology: TMS  Wrap-up and Review | Read before class:  - *Coyle* Chapter 14  - “Measures for Evaluating Supply Chain Performance in Transport Logistics”  Peruse:  - Session 11 PP slides  Case (submit before class):  14-1 “Green and Lean”, page 478 |

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| Final | Dec. 10  Dec. 12 | Final exam due (online; no class)  Project due | **Final exam**  **Project: Submit electronically** |

**MIDTERM**

1. What was the life-time of the Interstate Commerce Commission (ICC)?
2. 48 years
3. 90 years
4. 93 years
5. 98 years
6. 108 years

2. Much of the Interstate Commerce Commission was superseded by the...

1. Federal Aviation Administration (FAA)
2. Departments of Transportation of the various states
3. Maritime Administration (MARAD)
4. Surface Transportation Board (STB)
5. Federal Motor Carrier Safety Administration (FMCSA)
6. In general, economic regulation typically encompasses the areas of...
7. safety rules, operating authority, anti-trust and rate setting.
8. maintaining and enforcing competition; protecting the public interest.
9. controlling operations, qualifying personnel, equipment, national security and the environment.
10. foreign operators in the United States.
11. ticket prices for passenger transportation.
12. Common Carriers are expected to...
13. serve specific shippers on a contract basis.
14. serve the residents as purely household goods carriers.
15. serve the general public upon demand, at reasonable rates, and without discrimination.
16. serve the agricultural and solid waste markets.
17. serve as private carriers for their own transportation needs.
18. What is not one of the agencies at the Department of Transportation?
19. Federal Aviation Administration.
20. Federal Railroad Administration.
21. Federal Motor Carrier Safety Administration.
22. Pipeline and Hazardous Materials Safety Administration.
23. Saint Bernard Seaway Development Corporation.
24. Which is not a standard trailer size?
25. 28-foot
26. 56-foot
27. 48-foot
28. 53-foot
29. 45-foot
30. When applying for a trucking permit with the Washington State Utilities and Transportation Commission, a separate application form is required for haulers of the following:
31. Agricultural goods.
32. Heavy loads.
33. Interstate merchandise.
34. Frozen fish.
35. Household goods.
36. What is the difference between a typical American pallet and a Euro pallet?
37. The American pallet is 48 x 48 inches, while the Euro pallet is 800 x 1200 mm.
38. The American pallet is 48 x 40 inches, while the Euro pallet is 800 x 1200 mm.
39. The American pallet is 40 x 40 inches, while the Euro pallet is 800 x 1200 mm.
40. The American pallet is 48 x 40 inches, while the Euro pallet is 1000 x 1200 mm.
41. The American pallet is 48 x 40 mm, while the Euro pallet is 800 x 1200 inches.
42. The class rate system maintained by the National Motor Freight Classification (NMFC) takes these factors into account, except:
43. Cost of service to the carrier
44. Value of service to the shipper
45. Value of article
46. The country of origin of the article
47. Size and weight

10.Which specific Washington State agency issues the operating permits for truckers?

1. The Department of Transportation
2. The Department of Energy
3. The Washington Motor Carrier Safety Administration
4. The Rocky Mountain Motor Tariff Bureau
5. The Washington Utilities and Transportation Commission.
6. The airline industry is characterized by:
7. Low variable costs and very high fixed costs.
8. High variable costs, amounting to as much as 80% of the total.
9. Low capital investments and low operating costs.
10. Low variable costs, amounting to only 20% of the total.
11. A high profitability level, especially the past three years.
12. The largest and most important American waterway is the
13. Northeastern Heritage Canals
14. The Columbia and Snake Rivers System
15. The Gulf Intracoastal Waterway
16. The Mississippi River System
17. The Atlantic Intracoastal Waterway
18. The domestic waterborne traffic has experienced a declining market share for the past few years. Which is not one of the reasons cited for this:
19. Heavy competition
20. Substitutes (rail, truck, pipeline)
21. The U.S. becoming more of a service economy and losing its Midwest manufacturing base.
22. Too much ice on the rivers.
23. Modern supply chain management, where buyers want smaller loads and lower inventories.
24. Common water carriers hauling freight to domestic points beyond the continental U.S. (like Hawaii and Alaska) still have to file rate tariffs with
25. The Interstate Commerce Commission
26. The Federal Maritime Commission
27. The Maritime Administration
28. The U.S. Coast Guard
29. The International Maritime Organization
30. What would be the best definition of break-bulk cargoes?
31. Cargoes that are easily breakable.
32. Containerized cargoes.
33. TL (total load) cargoes.
34. Refrigerated cargoes.
35. Cargoes that are odd-sized and loaded straight into the holds or onto the deck of the ship.
36. The pipeline network in North America is almost exclusively used to carry
37. Orange juice from Florida.
38. Powderized coal.
39. Oil and natural gas.
40. Various ores and aggregates.
41. Dairy products.
42. The PHMSA has four main goals. Which is not one of them:
43. Reduce the risk of harm to people due to the transportation of hazardous materials.
44. Reduce the consequences after a pipeline or Hazmat failure has occurred.
45. Reduce the risk of harm to the environment.
46. Implement strict boundaries within which the pipeline owners can charge their rates.
47. Harmonize and standardize the requirements for pipeline and hazmat internationally and facilitate safe and efficient transportation through ports of entry and the supply chain.
48. Which is the most labor intensive mode of transportation?
49. Pipeline
50. Motor carrier
51. Water
52. Rail
53. Flying carpet
54. Most of the cargo airlines in the U.S. operate under the
55. slash and burn principle.
56. hub and spoke system.
57. authority of the Civil Aeronautics Board.
58. cloud of bankruptcy.
59. authority of the Surface Transportation Board.
60. The Warsaw Convention (later renamed the Montreal Convention) covers
61. international ocean freight.
62. domestic waterway carriers.
63. flights to and from Poland.
64. international airline passenger and cargo freight.
65. domestic airline passenger and cargo freight.

20. You have to ship a pallet of cargo from here to Tokyo, Japan. What general transportation choices do you have, and what factors would you take into consideration before choosing your method of transportation?

21. What are the main roles and duties of the Surface Transportation Board?

22. What factors would you take into account when considering whether to own and operate your own fleet of trucks, or whether to outsource this activity to a transportation firm? In your analysis, please list some benefits and drawbacks of each strategy.

23. In your opinion, would this country and the public be better served by having a truly nationwide freight railroad? Discuss some of the advantages and risks of allowing such a mega carrier to appear.

24. What might be some of the reasons the U.S. no longer has any container shipping lines in the top ten globally?

25. Briefly explain the concepts of cost-of-service pricing and value-of-service pricing. What approach would you use to set your rates if you were a transportation firm?

**TEST 2**

1. The airline industry is characterized by:
2. Low variable costs and very high fixed costs.
3. High variable costs, amounting to as much as 80% of the total
4. Low capital investments and low operating costs.
5. Low variable costs, amounting to only 20% of the total.
6. A high profitability level, especially the past three years.
7. The largest and most important American waterway is the
8. Northeastern Heritage Canals
9. The Columbia and Snake Rivers System
10. The Gulf Intracoastal Waterway
11. The Mississippi River System
12. The Atlantic Intracoastal Waterway
13. Of U.S. vessels by type, this is the approximate percentage of all kinds of barges and towboats:
14. 91%
15. 68%
16. 78%
17. 81%
18. 13%
19. The domestic waterborne traffic has experienced a declining market share for the past few years. Which is not one of the reasons cited for this:
20. Heavy competition
21. Substitutes (rail, truck, pipeline)
22. The U.S. becoming more of a service economy and losing its Midwest manufacturing base.
23. Too much ice on the rivers.
24. Modern supply chain management, where buyers want smaller loads and lower inventories.
25. Common water carriers hauling freight to domestic points beyond the continental U.S. (like Hawaii and Alaska) still have to file rate tariffs with
26. The Interstate Commerce Commission
27. The Federal Maritime Commission
28. The Maritime Administration
29. The U.S. Coast Guard
30. The International Maritime Organization
31. What types of freight are not typically carried by the domestic waterway carriers?
32. Bulky raw materials.
33. Petroleum products.
34. Aggregates like ores and sand.
35. Agricultural products.
36. Packaged consumer products.
37. Where is American President Lines now headquartered?
38. In the United States.
39. In Mexico.
40. At the White House.
41. In Singapore.
42. In Hong Kong.
43. What would be the best definition of break-bulk cargoes?
44. Cargoes that are easily breakable.
45. Containerized cargoes.
46. TL (total load) cargoes.
47. Refrigerated cargoes.
48. Cargoes that are odd-sized and loaded straight into the holds or onto the deck of the ship.
49. Reefer cargoes are
50. Freight from the Great Barrier Reef in Australia.
51. Temperature controlled (Frozen or chilled)
52. Hazardous cargoes.
53. Highly breakable cargoes.
54. Cargoes getting the cold shoulder from the carriers.
55. The pipeline network in North America is almost exclusively used to carry
56. Orange juice from Florida.
57. Powderized coal.
58. Oil and natural gas.
59. Various ores and aggregates.
60. Dairy products.
61. The PHMSA has four main goals. Which is not one of them:
62. Reduce the risk of harm to people due to the transportation of hazardous materials.
63. Reduce the consequences after a pipeline or Hazmat failure has occurred.
64. Reduce the risk of harm to the environment.
65. Implement strict boundaries within which the pipeline owners can charge their rates.
66. Harmonize and standardize the requirements for pipeline and hazmat internationally and facilitate safe and efficient transportation through ports of entry and the supply chain.
67. Which is the most labor intensive mode of transportation?
68. Pipeline
69. Motor carrier
70. Water
71. Rail
72. Flying carpet
73. Last year (2009), it is estimated that air cargo traffic:
74. Increased by 12 percent.
75. Decreased by 21 percent.
76. Decreased by 5.3 percent.
77. Decreased by 12 percent.
78. Increased by 5.3 percent.
79. Air freight started out with
80. Planes carrying mail around 1920.
81. Planes carrying passengers around 1920.
82. FedEx commencing service in the 1970's.
83. The establishment of the CAB in 1937.
84. Boeing 747's carrying cattle to Turkey
85. Under COGSA (Carriage of Goods By Sea Act), the standard water carrier's liability per individual shipping container is
86. Unlimited
87. Zero
88. $500
89. $12
90. $12 per pound
91. For international air cargo, however, the minimum carrier liability is currently at
92. $500
93. Unlimited
94. Zero
95. 17 SDR (Special Drawing Rights) per kilogram
96. Whatever it is insured for
97. The Jones Act
98. prohibits U.S. built and crewed vessels from transporting cargoes between Canadian ports.
99. prohibits foreign built and crewed aircraft from transporting U.S. originating traffic from one U.S. airport to another U.S. airport.
100. prohibits foreign built and crewed vessels from transporting U.S. originating traffic from one U.S. port to another U.S. port.
101. established the Surface Transportation Board (STB).
102. was abolished as part of deregulation in the 1980's.
103. Most of the cargo airlines in the U.S. operate under the
104. slash and burn principle.
105. hub and spoke system.
106. authority of the Civil Aeronautics Board.
107. cloud of bankruptcy.
108. authority of the Surface Transportation Board.
109. The Warsaw Convention (later renamed the Montreal Convention) covers
110. international ocean freight.
111. domestic waterway carriers.
112. flights to and from Poland.
113. international airline passenger and cargo freight.
114. domestic airline passenger and cargo freight.
115. How many gallons are there per barrel?
116. 160
117. 48
118. 42
119. 16
120. 40

**TEST 3**

1. What did the Staggers Act do?

1. Regulated the railroad industry
2. Deregulated the railroad industry
3. Regulated the freight forwarders
4. Deregulated the freight forwarders
5. Established Amtrak

2. The railroad industry is now regulated by:

1. The Interstate Commerce Commission
2. The Surface Transportation Board only
3. The Surface Transportation Board and the Federal Railroad Administration
4. The Federal Railroad Administration only
5. The Rail Passenger Administration

3. Which two Class 1 railroads serve the Puget Sound area?

1. Burlington Northern and Santa Fe
2. Union Pacific and Santa Fe
3. BNSF and CSX Corporation
4. BNSF and Canadian National Railway (CN)
5. BNSF and Union Pacific

4. Which two modes of transportation (when available) would be the most suitable for large quantities of heavy-weight, low value commodities and bulk products:

1. Airfreight and motor freight
2. Motor freight and rail
3. Motor freight and barge
4. Rail and barge
5. Pipeline and barge

5. What would be a main difference between freight forwarders and freight brokers:

1. The freight forwarders issue bills of lading; the brokers do not
2. The freight brokers issue bills of lading, the forwarders do not
3. The freight forwarders are regulated and licensed by the FMCSA, the brokers are not
4. The brokers are regulated and licensed by the FMCSA, the forwarders are not
5. There are no differences between forwarders and brokers

6. In the freight business, piggybacking refers to:

1. People riding on the backs of pigs
2. Trailers and containers riding on flat cars (TOFC and COFC)
3. Exporters using other exporters to sell their products
4. Strapping carriage bags on pigs and using them for local parcel deliveries
5. Intermodal activities

7. What is typically an activity not performed by Third Party Logistics Providers (3PL’s):

1. Inventory management
2. Customs brokerage
3. Freight management
4. Drayage
5. Heavy manufacturing

8. What is a Letter of Credit?

1. A letter from your bank telling you that you have a credit with them
2. A favorable recommendation letter from your employer
3. A safe method of payment for both the seller and the buyer
4. A risky method of payment for both the seller and the buyer
5. The same payment method as documentary credit (sight and time drafts)

9. Which are the three main functions of a Bill of Lading:

1. A Letter of Credit, a Delivery Receipt and an Indication of Ownership
2. A Contract of Affreightment (carriage), a receipt for the goods and an indication of ownership
3. A Contract of Affreightment, a Delivery receipt and a Dock Receipt
4. A Contract of Affreightment, A Letter of Credit and an Indication of Ownership
5. An Invoice, a Delivery Receipt and an Indication of Ownership

10. Which is not one of the Incoterms:

1. FOB
2. EXW
3. CIF
4. DOA
5. DDP

11. From the date of delivery, how much time do you have to file a cargo damage claim with the carrier?

1. Two years and one day
2. Three days
3. Nine months
4. Nine months and one day
5. One year

12. Which is one factor not taken into account when domestic carriers calculate freight rates:

1. Weight
2. Volume
3. Distance and points
4. Type of freight
5. Currency exchange rates

13. The NMFC committee has four criteria for freight classification. Which is not one of them:

1. Handling
2. Density
3. Liability
4. Color
5. Stowability

14. Which is not one of the typical market competition scenarios:

1. Monopoly
2. Free competition
3. Cutthroat competition
4. Monopolistic competition
5. Oligopolistic competition

15. What are FedEx and UPS best categorized as:

1. Non-asset based providers
2. Transportation-based and asset-based 3PL's
3. Forwarder-based 3PL's
4. Information-based 3PL's
5. Railroads

16. If your fixed costs are $10,000, your revenue per unit is $50 and your variable cost per unit is $30, what is your breakeven point in units:

1. 200,000
2. $500
3. 500
4. 200
5. 5,000

17. What is a class rate?

1. A freight rate per cwt for a given commodity between certain grouped locations.
2. A freight rate per lb for a given commodity between certain grouped locations.
3. The tuition rate for logistics classes at TCC.
4. The freight rates for different classes of railroads.
5. The density conversion rate between weight and volume.

18. Which is not one of the factors exempting carriers from cargo liability:

1. The public enemy
2. An Act of God
3. The authority of law
4. The act of default of the shipper
5. Carrier’s negligence
6. Which are typical risks faced in a supply chain, incl. logistics and transportation:
7. Weather related delays
8. Accidents and collisions
9. Environmental exposure
10. Theft and pilferage
11. All of the above

20. The acronyms FAK and AQ stand for:

1. Freight All Kinds and Any Quality
2. Freight Any Kinds and Any Quantity
3. Freight All Kinds and All Quantities
4. Freight All Kinds and Any Quantity
5. Freight Any Keys and All Qualities

**TEST 4**

1. Warehousing and Inventory Management includes the following:
2. Consolidation
3. Distribution
4. Product mixing
5. Stockpiling
6. All of the above
7. Using the square foot rule for how much more inventory you'll need to maintain, how much more would you need by going from one to four distribution centers?
8. 200%
9. 100%
10. 400%
11. 50%
12. 73%
13. Which is not one of the elements listed as part of the warehouse layout?
14. Equipment
15. Aisles
16. Fleet management
17. Damage control
18. Crossdocking
19. What is the ABC system when it comes to inventory management?
20. Storing Atomic, Biological and Chemical weapons.
21. Storing the articles in alphabetical order.
22. Making sure the warehouse staff knows how to spell.
23. Categorizing and placing the inventory according to the magnitude (proportion) of its investment.
24. An inventory control system that ABC's Barbara Walters devised in the 1980's.
25. The following manufacturing and inventory principle is related to the JIT (Just in Time) methods:
26. The inventory push principle.
27. The ABC system of categorizing.
28. The JIC (Just in case) principle.
29. The batch method of manufacturing.
30. The inventory pull principle.
31. In what way(s) can you say that warehousing adds value:
32. By bringing the goods closer to the customer (place utility).
33. By bringing the goods to the customer at the right time (time utility).
34. By breaking down large lots into smaller lots that are more practical for the customer.
35. By relieving manufacturers of finished goods inventory.
36. All of the above.
37. What do the acronyms WMS and TMS stand for?
38. Warehouse Maximizing System and Transportation Maximizing System.
39. Warehouse Management System and Transportation Management System.
40. Warehouse Multiplier System and Transportation Multiplier System.
41. Warehouse of Mass Storage and Transportation of Mass Shipments
42. None of the above.
43. The acronym EOQ is sometimes encountered in supply chain management systems. What does it stand for?
44. Economic Opportunity Quantity.
45. Economic Order Quality.
46. Equal Opportunity Quantity.
47. Economic Order Quantity.
48. Equalized Order Quantity.
49. John Hill, in the article "Logistics Execution Systems Perspective", mentions changing demographics, demanding customers and heightened competition as some of the current factors effecting logistics management. Which is not one of the implications from these factors?
50. Frequent re-ordering.
51. Quicker turnaround.
52. Higher inventories.
53. Inventory obsolescence.
54. Cost cutting.
55. Tim Farrell, the Port of Tacoma's former Executive Director, stated in his class presentation that (choose one):
56. Eventually all container traffic to the US would be channeled through the Puget Sound area.
57. Chicago is a railroad bottleneck, especially because containers have to be crossloaded between the rail carriers.
58. All T-shirts sold in the US are made in Indonesia.
59. Ports are only engaged in supporting the maritime industry.
60. The Port of Tacoma Commissioners are appointed by the Mayor of Tacoma.
61. If you listened to the recording of session 11, you would know that RFID (radio frequency ID) tags are often:
62. Prone to fall off and be crushed.
63. In the wrong language and impossible to read.
64. So radioactive that warehouse workers get sick.
65. Hard to read through certain merchandise, especially metals and liquids.
66. Interfering with readings from barcode scanners.
67. Warehouse Management Systems typically integrate the following functional areas:
68. Order processing and picking.
69. Shipping.
70. Storage and putaway.
71. Receiving.
72. All of the above.
73. What is not a function of TMS?
74. Carrier selection, rating and load tendering.
75. Shipment status tracking.
76. Inventory count.
77. Carrier performance measurement.
78. Order/load planning.
79. If you are running a low cost, mean and lean logistics operation, we may say that you are:
80. Effective.
81. Efficient.
82. Customer facing.
83. Responsive.
84. Out of your mind.
85. Effectiveness can be said to be customer oriented. What would not be a performance indicator for measuring such effectiveness?
86. Order fulfillment rates.
87. On-time delivery performance.
88. Response times.
89. Cash-to-cash cycle time.
90. Flexibilities.
91. What is a smart and forward looking strategy by carriers?
92. Only provide great service to the shipper, who pays the freight bill.
93. Only provide great service to the consignee, who pays the freight bill.
94. Provide great service to both shipper and consignee, as they are both current and potential customers.
95. Do everything as cheaply and efficiently as possible, regardless of service impact.
96. Do everything as expensively and inefficiently as possible, to make sure you make the sale.
97. If you are shipping crude oil, what are your sensible options?
98. Air freight or truck.
99. Water carrier or pipeline.
100. Rail or truck.
101. Electronic transmission.
102. Water carrier only.
103. In the Transportation Benchmarking Survey we recently talked about, what turned out to be the main factor when choosing a carrier?
104. Cost
105. Damage rates
106. Shipment tracking
107. Geographic coverage
108. On-time delivery
109. Benchmarking is measuring key performance metrics (against industry or pre-set standards). What is typically a metric not used to track performance?
110. Customer complaints.
111. Pick-ups as scheduled.
112. Cost of transportation.
113. Invoice accuracy.
114. Late deliveries.
115. In selecting your transportation mode, what considerations are taken into account?
116. Cost
117. Transit time
118. Accessibility
119. Safety
120. All of the above

**FINAL EXAM**

1. In two years (2014) the widening of the Panama Canal is scheduled to be completed so that larger ships can go through. What do you think might be possible positive and negative effects of this on the ports and various transportation modes (ships, rail, trucks) here on the West Coast?
2. Discuss some reasons why some companies choose to use services of 3PL’s and why other companies do not use 3PL services.
3. Mention and discuss at least three of the typical tradeoffs we so often experience in logistics and supply chain management (an example would be speed vs. cost)
4. Explain in some detail a few of the benefits and potential problems with following a Just-in-Time philosophy for purchasing, production and inventories.
5. As internet (mail order) sales gain a larger market share, what do you think might be some of the overall impacts on transportation and traffic? Do you think this is beneficial from a congestion and pollution standpoint?
6. If you were an exporter (seller), would you offer the EXW (ex works) term, or the DDP (delivered, duty paid) term to your customers, and why? Is there another of the Incoterms you would be more comfortable with offering, and why?
7. What do the acronyms WMS and TMS stand for?
8. Warehouse Maximizing System and Transportation Maximizing System.
9. Warehouse Management System and Transportation Management System.
10. Warehouse Multiplier System and Transportation Multiplier System.
11. Warehouse of Mass Storage and Transportation of Mass Shipments
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17. Economic Order Quantity.
18. Equalized Order Quantity.
19. What is not a function of TMS?
20. Carrier selection, rating and load tendering.
21. Shipment status tracking
22. Inventory count.
23. Carrier performance measurement.
24. Order/load planning.
25. If you are running a low cost, mean and lean logistics operation, we may say that you are:
26. Effective.
27. Efficient.
28. Customer facing.
29. Responsive.
30. Out of your mind.
31. Effectiveness can be said to be customer oriented. What would not be a performance indicator for measuring such effectiveness?
32. Order fulfillment rates.
33. On-time delivery performance
34. Response times.
35. Cash-to-cash cycle time.
36. Flexibilities.
37. If you are shipping crude oil, what are your sensible options?
38. Air freight or truck.
39. Water carrier or pipeline.
40. Rail or truck.
41. Electronic transmission.
42. Water carrier only.
43. In the Transportation Benchmarking Survey we recently talked about, what turned out to be the main factor when choosing a carrier?
44. Cost
45. Damage rates
46. Shipment tracking
47. Geographic coverage
48. On-time delivery
49. Benchmarking is measuring key performance metrics (against industry or pre-set standards). What is typically a metric not used to track performance?
50. Customer complaints.
51. Pick-ups as scheduled.
52. Cost of transportation.
53. Invoice accuracy.
54. Late deliveries.
55. In selecting your transportation mode, what considerations are taken into account?
56. Cost
57. Transit time
58. Accessibility
59. Safety
60. All of the above
61. What is typically an activity not performed by Third Party Logistics Providers (3PL’s):
62. Inventory management
63. Customs brokerage
64. Freight management
65. Drayage
66. Heavy manufacturing
67. What is a Letter of Credit?
68. A letter from your bank telling you that you have a credit with them
69. A favorable recommendation letter from your employer
70. A safe method of payment for both the seller and the buyer
71. A risky method of payment for both the seller and the buyer
72. The same payment method as documentary credit (sight and time drafts)
73. Which are the three main functions of a Bill of Lading:
74. A Letter of Credit, a Delivery Receipt and an Indication of Ownership
75. A Contract of Affreightment (carriage), a receipt for the goods and an indication of ownership
76. A Contract of Affreightment, a Delivery receipt and a Dock Receipt
77. Contract of Affreightment, A Letter of Credit and an Indication of Ownership
78. An Invoice, a Delivery Receipt and an Indication of Ownership
79. Which is not one of the Incoterms:
80. FOB
81. EXW
82. CIF
83. DOA
84. DDP
85. What are FedEx and UPS best categorized as:
86. Non-asset based providers
87. Transportation-based and asset-based 3PL's
88. Forwarder-based 3PL's
89. Information-based 3PL's
90. Railroads
91. Who owns the Port of Tacoma?
92. The citizens of the City of Tacoma only
93. The citizens of all of Washington State
94. The Federal Government
95. The Pierce County Government
96. The citizens of Pierce County
97. In one of my slides, I gave some advice on points to pay attention to when attempting to outsource. Which was not one of these points?
98. Compatible IT systems
99. Have benchmarks, standards, key performance indicators
100. Make sure there is a knowledgeable, key contact person internally
101. Find the remotest and cheapest place in China to outsource to
102. Don't be too gullible when dealing with the 3PL's sales people
103. In supply chain management, we talk about three major flows (movements). Which are they?
104. People, freight and animals.
105. Product, information and money.
106. Transportation, warehousing and distribution.
107. Trucking, air freight and water carriage.
108. Consumer goods, capital goods and raw materials.
109. Which is not one of the carrier liability disclaimers found on Uniform Bills of Lading:
110. Loss or damage to a shipment or for delay caused by an act of God
111. Loss or damage to a shipment or for delay caused by the authority of law
112. Loss or damage to a shipment or for delay caused by the public enemy
113. Loss or damage to a shipment or for delay caused by the captain of the ship getting drunk and falling overboard
114. Loss or damage to a shipment or for delay caused by the act or default of the shipper
115. What is typically meant by "risk transfer" in the context of transportation?
116. Buy insurance
117. Use 3rd party logistics providers
118. Choose an Incoterm that limits your responsibilities and liabilities
119. Maintain proper documentation of everything
120. All of the above
121. In discussing sustainable business practices, there is often talk of a triple bottom line, or the three P's. What do the three P's stand for?
122. Third Party Logistics Providers
123. Pestilence, Perdition and Pollution
124. Profitable Production Practices
125. Profit, People and Planet
126. None of the above

**LOG 102 – Transportation and Distribution**

**FURTHER INSTRUCTIONS FOR CLASS PROJECT**

**Complete Description of this project is in Syllabus:**

**THE PROJECT** will be due at the end of the quarter. You (and one classmate if you want to team up) may choose to write about a regulatory agency, a transportation policy issue or a mode of transportation. More information about this will be discussed. It is expected that the student will submit a written 5-10 page report for this project (2,000+ words)

**Further information:**

You are not limited to the three topics mentioned above (agency, policy or mode). For example, you can write about a trade association or a non-profit organization involved in transportation or logistics issues, preferably cargo related. Find as much information as you can about the chosen entity, and condense this down to a 2,000+ word essay, following this or a similar, appropriate structure:

Table of contents

Introduction

History, legal construct, organizational structure, ownership and funding

Major achievements or impact

Current issues and priorities

Challenges for the future

Evaluation of the relevance, effectiveness and efficiency of the entity

Summary

References

The presentation should be neat (single spaced is OK, but please use a 12 point font), with appropriate margins and page numbers. Citations must be done properly, for example following the APA format. Whenever you bring in outside content it needs to be cited to avoid plagiarism (and copyright infringements for that matter).

Optional: If you would like, you can share the findings with us by doing a 5-minute power point presentation on the last day of class. This is an opportunity to improve your grade. Online students who can’t come to class can e-mail me their presentation and I will share it with everybody. This presentation has to be in addition to the paper.