

12/21/2018

Hello.

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Thank you to the sponsors and those that came out to the Holiday Mixer. It was great to celebrate a wonderful year with you! Special thanks again to all the people who help make Serving Logistics a success. I really appreciate you!

I hope we can keep **GROWING, LEARNING and INSPIRING** each other!

For your reference, this will be on the website:
www.servinglogistics.com

Enjoy!

Thanks and best regards,

*Beth Rannebarger

A Global Glance:

NW Seaport Alliance:

<https://www.nwseaportalliance.com/#/maps/overview>

Port of LA:

<https://www.portoflosangeles.org/>

Port of LGB: <http://www.polb.com/>

Port of Panama Canal:

<http://www.pancanal.com>

Port of NY/NJ:

<http://www.panynj.gov/port/>

Port of Virginia: www.portofvirginia.com

Georgia Ports: <http://gaports.com/>

Port of Nansha:

www.portofnansha.com



United Airlines to offer nonstop flights between Columbus and San Francisco, its gateway to the Asia Pacific

COLUMBUS – United Airlines today announced the addition of daily nonstop flights to San Francisco International Airport (SFO) from John Glenn Columbus International Airport (CMH) beginning in June. Available for booking now, the new air service increases West Coast access from Ohio's capital city and opens up a world of international travel options.

“United Airlines’ announcement of CMH-SFO service is another win for the Columbus Region secured by the airport’s air service development team with support from Columbus 2020,” said Joseph R. Nardone, President & CEO of the Columbus Regional Airport Authority. “The San Francisco service provides additional critical nonstop flights to the West Coast which will boost the region’s strong business ties and provide an important United connection to Asia.”

“United is excited to offer this new service between San Francisco and Columbus, cementing the long-standing business and personal ties between our two communities,” said Janet Lamkin, United’s California President. “These new flights are timed to connect to our largest international bank from San Francisco, United’s gateway to Asia-Pacific, providing residents of the Columbus area with dozens of new travel options. And with the flights, we are providing even more nonstop choices for Bay Area residents.”

Flight details

The below flight times at SFO purposefully align with United’s bank of flights to and from Asia.

- The first flight from SFO to CMH departs the evening of June 6.
- The first flight from CMH to SFO departs the next morning on June 7.
- Aircraft: Airbus A319 | 128 seats: 8 First, 42 Economy Plus, 78 Economy
- Flights are available for booking at [United.com](https://www.united.com).

Flight	Depart (local)	Arrive (local)
SFO to CMH	10:30 p.m.	6:08 a.m.
CMH to SFO	7:05 a.m.	9:05 a.m.

San Francisco is United’s sixth nonstop destination served from John Glenn International, where the airline offers up to 26 daily flights between Chicago O’Hare, Denver, Houston Intercontinental, Newark and Washington, D.C., Dulles airports. The airline is a member of the STAR alliance.

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Local and International information



This new flight to the West Coast comes on the heels of Alaska Airlines' announcement to start Seattle service from John Glenn International on March 7 and American Airlines' Nov. 5 expansion to two daily nonstop flights to Los Angeles. Delta Air Lines also provides a daily nonstop flight between Columbus and Los Angeles.

Holiday Mixer!

Thank you again to our Sponsors and participants.

I appreciate each of you... and I am happy to share more pix.

Sponsors:



The Physical Internet: A Shared Logistics Model

-Steve DeNunzio
Senior Lecturer
Director, Master of Business Logistics Engineering (MBLE) Program



BOOM! Did you know that every time you send an email, you cause an explosion? Don't worry... we won't tell anyone. Many people don't realize, that's the way the internet works.

For example, at some point today, you probably sent an email. The moment you hit "Send", your email was broken into numerous packets. Those packets were then routed all over the world separately, probably to diverse interim locations, and were ultimately routed to their destination where they were reassembled, and the message read by your recipient. This process is called Transmission Control Protocol/Internet protocol, or "TCP/IP" for short. It really doesn't matter that you're using one internet provider, and the recipient is using another. Nor does it matter that you sent the email through Microsoft Outlook, and they're reading it in Apple iMail. The delivery mechanism and network are agnostic.

If you think about it practically, as the sender, you don't really care that this process has occurred. You just want the intended recipient to receive the email as quickly as possible, and in one piece. Nor does the recipient really care how it got to them; they just want to ensure they don't miss an important message.

Consider also the concept of the Cloud. As a consumer, you may already store your photos, documents and other important information on the cloud. Apart from customer service considerations, you probably care little that it's Microsoft OneDrive, Dropbox, Apple iCloud, or some other service that's providing you this capability. You may even spread your information across all of them. You care only that the data is available when you need it.

Now, let's turn our attention to freight. Ultimately, the end customer cares little how that package arrived, or whether the person delivering it had a blue, brown or yellow uniform. They just want those "Seven Rights of Logistics"¹:

1. The right product,
 2. The right place,
 3. The right time,
 4. The right price/cost,
 5. The right condition,
 6. The right quantity,
-

7. And the right quality.

By contrast, shippers/BCOs and solutions providers have historically relied on the efficiencies afforded by bulk movement to minimize the total cost of logistics and deliver these “Seven Rights”. And so, freight is consolidated into trucks, onto rail, or cargo ships, often without a discrete order being broken. Orders often travel to dedicated distribution or fulfillment facilities, where the orders are processed together. To return to the analogy of email, the message is never broken apart.

This bulk movement of freight comes at a costⁱⁱ:

- Trucks and ships generate great operational cost and environmental impact.
- The average trailer is 60% full, and often empty (deadhead) upon return.
- Product is shipped to the distribution point in bulk, and then touched and moved again on its last mile journey to the customer.

In 2010, Professor Benoit Montreuil at Université Laval posited the notion of creating a “Physical Internet”ⁱⁱⁱ. Rather than data moving through the network, it would be freight. The Physical Internet model is based on three pillars:

1. Freight, whether it's traveling between nodes in the supply chain, or the last mile to the customer, travels in **standard-sized containers**. In bulk, this means that smaller (than traditional intermodal) containers carry increasingly-discrete cargo, and snap together, almost like Lego-brand plastic blocks. For end-consumers, delivery packages are also denominated in specific, standard sizes to optimize delivery efficiency.
2. Traditional, vast distribution centers are replaced by more, smaller **hubs**. These hubs, by their nature, are points-of-presence closer to the end consumer. This results in a less expensive last mile, and a lower cost of transportation. These hubs, however, may handle freight for numerous shippers & carriers, agnostic to who sent or owns the product. In turn, efficiencies are gained as all senders' freight is delivered using common delivery to everyone's customers.
3. With these hubs positioned in **optimal locations** in transportation lanes, routes can be optimized for all parties, and **advanced technology** like autonomous trucks can be used to quickly deliver product.

Benefits of the Physical Internet include speed & efficiency and low barriers of entry for all participants. Nevertheless, it's fair to highlight some drawbacks of the model, including:

- **Privacy & Control.** Not all businesses will be willing to share proprietary information and surrender a certain level of control.

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- **Standardization.** The long history of the current intermodal shipping container (see Marc Levinson's *"The Box: How the Shipping Container Made the World Smaller and the World Economy Bigger"* for a great overview of the story) highlights the time and effort that will be necessary to standardize on new container and parcel dimensions and forms.
- **Regulation.** A broad array of regulatory entities will need to agree on the parameters for such a model to be successful.

Europe is leading the way on implementing the Physical Internet. By 2050, the organization The Alliance for Logistics Innovation through Collaboration (ALICE) hopes to have a European Physical Internet in place.^{iv} Time will tell if the Physical Internet comes to fruition, but it highlights for us all both the impetus and importance of continuous improvement and ongoing analysis of existing processes and models.

¹ "Internet Protocol Suite." Wikipedia, Wikimedia Foundation, 3 Nov. 2018, en.wikipedia.org/wiki/Internet_protocol_suite.

¹ "7 R's in Logistics Management Services." Supply Chain Management Logistics, scmlogistics.weebly.com/blog/7-rs-in-logistics-management-services.

¹ "The Future of Logistics: How the Physical Internet Works." United States Postal Service

¹ Montreuil, Benoit. "Toward a Physical Internet: Meeting the Global Logistics Sustainability Grand Challenge." Logistics Research, vol. 3, no. 2-3, Dec. 2011, pp. 71-87., doi:10.1007/s12159-011-0045-x.

¹ <http://www.etp-logistics.eu/>



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JOB TITLE: Senior Analyst, Global Trade Operations & Logistics (Dublin)

At Cardinal Health, we're developing the innovative products and services that make healthcare safer and more productive. Join a growing, global company genuinely committed to making a difference for our customers and communities.

If interested, please go online to Cardinal Health's Career page and apply directly to position number 20042813.
https://cardinalhealth.wd1.myworkdayjobs.com/EXT/job/OH-Dublin-Cardinal-Place/Senior-Analyst-Global-Trade-Logistics_20042813

Organization:

Function: Global Trade

Job Family: Global Trade Operations & Logistics

What Global Trade Operations & Logistics contributes to Cardinal Health

The Global Trade Operations & Logistics team is responsible for strategic planning, design and operational execution to facilitate compliant, secure and effective international shipments.

- Demonstrates deep knowledge of international logistics and utilizes depth and breadth of experience to enable compliant and efficient movement of products, both via ocean and air.
- Partners with Global Trade Operations, carriers, and business units internal personnel to understand current and anticipated international trade activity and develop effective processes, training and relationships to enable business strategy execution.
- Drives improved logistics and business effectiveness through process optimization, automated tool utilization and robust data management.
- Manages carrier, broker, forwarder, and other logistic partners to include contracting, routing & allocation analysis, forecast & scheduling, freight payment & audit, and effective problem resolution.
- Demonstrates effective communication skills and strong analytical ability to anticipate and resolve issues while enabling improved decision making.

What is expected of you and others at this level

- Applies working knowledge in the application of concepts, principles, and technical capabilities to perform varied tasks
- Works on projects of moderate scope and complexity
- Identifies possible solutions to a variety of technical problems and takes actions to resolve
- Applies judgment within defined parameters
- Receives general guidance, may receive more detailed instruction on new projects
- Work reviewed for sound reasoning and accuracy

Job for Cardinal continued...

Accountabilities in this role

- This specific role will be centered on logistics-oriented financial and data driven analysis and decision making.
- Process freight invoices in accurately and in timely manner
- Provide air freight and ocean quotes and recommendations/guidance to our internal customers
- Collaborate with IT, GT Trade Systems and GT Operations to enhance and/or troubleshoot freight pay system and other areas as needed
- Perform data analysis using intermediate-to-advanced MS Excel and MS Access skills
- Assist in planning and execution of yearly ocean bid
- Provide guidance and troubleshooting to GT Ops on logistical matters
- Serve as super user of Logistics systems, Data-driven recommendations and implementation
- Quality improvements, deployment, and interface with GT Operations and IT to enhance and deploy the tools. This will include direct communication with carriers and other stakeholder parties.

Qualifications

- Bachelor's Degree in Finance, Supply Chain, Logistics, Business or International Business, or equivalent work experience, preferred
- 2+ years experience in related field, preferred
- Strong analytical ability: good with numbers, spreadsheets, charts, and data
- Advanced Microsoft Excel capabilities
- Ability to receive raw data and extract rational conclusions
- Visio and Access exposure preferred



Ocean Panel from Freight Check



Air Panel from Columbus Logistics Conference

Tidbits.....

Corny Joke Corner

1. *What lies at the bottom of the sea shaking?*
2. *What disease do you get when you put up the Christmas decorations?*
3. *How do billboards talk?*

Answers in Calendar



CALENDAR

Answer to Joke 1
A nervous wreck.

Dec 25: Christmas

Answer to Joke 2
Tinselitus.

Jan 1: New Years

Answer to Joke 3:
Sign language.

Feb 4/5-10: Chinese New year

May 15/16 tentatively :
Columbus Logistics Conference

“For though my faith is not yours and your faith is not mine, if we are each free to light our own flame, together we can banish some of the darkness of the world.”

-Rabbi lord Jonathan Sacks