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Freight and Logistics E-News November 2015

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18th Annual Freight and Logistics Symposium coming Dec. 4

Thinking Globally, Acting Locally—Leveraging Minnesota’s Strengths to Confront Future Freight and Logistics Challenges

We may live in a global economy, but every connection to it is ultimately local. Without a doubt, the ability to successfully compete around the world depends on having the transportation services, infrastructure, and policies in the Twin Cities and greater Minnesota to support such activities. How can we leverage our defining strengths as a state to ensure we can meet tomorrow’s freight and logistics challenges?

To find out, plan now to attend the annual Freight and Logistics Symposium on Friday, December 4, at the [Ramada Plaza Minneapolis](#).

At this year’s symposium, Adie Tomer, a fellow at the Brookings Institution Metropolitan Policy Program and a member of the Metropolitan Infrastructure Initiative, will give the keynote presentation on economic competitiveness and freight’s metropolitan future. Tomer will use economic trends across the local and global scale to raise important questions that statewide and metropolitan leaders should be thinking about as they map their freight-related future.



Adie Tomer

Following Tomer’s presentation, a panel discussion with representatives from the business community and the public sector will offer local perspectives on major global economic changes.

The second portion of the symposium will feature a presentation and a panel discussion about the implementation of the new statewide freight plan and action agenda. The freight action agenda comprises a range of strategies for MnDOT and other Minnesota freight stakeholders, including near-term physical, operational, and policy actions. The session panelists serve on the Minnesota Statewide Freight System Plan Advisory Committee and in the Minnesota Legislature.

In 2014, the annual symposium gave way to the Minnesota Statewide Freight Summit/Symposium, a special event aimed at developing a freight action plan in support of an efficient and competitive freight transportation network in Minnesota.

The annual symposium is designed to bring together members of the private sector and government to discuss current issues in the freight and logistics industry and to share public and private initiatives intended to strengthen the freight transportation system. Topics for each symposium are

based on critical and emerging issues facing the freight and logistics industry.

The event is geared toward decision makers and practitioners from shippers, carriers, and other private sector organizations involved in logistics and transportation, as well as to government officials and staff, and representatives from nonprofit organizations and academic institutions.

The event is sponsored by the University of Minnesota Center for Transportation Studies in cooperation with the Minnesota Department of Transportation, the Minnesota Freight Advisory Committee, the Council of Supply Chain Management Professionals–Twin Cities Roundtable, the Metropolitan Council, and the Transportation Club.

More information about the symposium, including registration, is available on the [event web page](#). You may also contact Hannah Grune, 612-626-4965, grun0199@umn.edu.

Researchers analyze freight infrastructure with new National Freight Economy Atlas

Freight rail has a profound effect on the economic vitality and competitiveness of Minnesota and, in particular, some of its most important industries. To better understand freight flows and foster the growth of freight infrastructure, U of M researchers are creating a new online platform—the National Freight Economy Atlas.

The project is a combined effort of the U’s Transportation Policy and Economic Competitiveness Program (TPEC), Esri (a geographic information systems company), and the Center for Information Systems and Technology at Claremont Graduate University. BNSF Railway provided additional funding for the project.

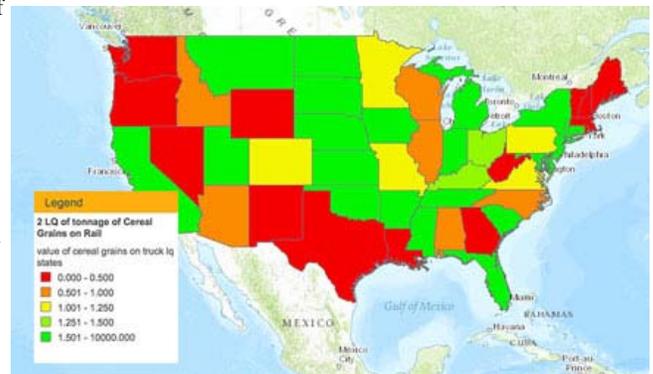
The atlas allows users to analyze the freight infrastructure at the national, regional, state, and metropolitan/combined statistical areas. It incorporates data from the US Census 2012 Commodity Flows Survey, the Federal Highway Administration Freight Analysis Network, and the Bureau of Economic Affairs.

The atlas displays information in a series of interactive maps. National and regional maps provide detailed analysis of freight and economic clusters. These interactive applications allow users to maneuver between different regions, pick various attributes to display, and adjust to different levels of data. Industry cluster maps provide freight economy information geared to specific characteristics of industry clusters, such as cereal grains or base metals. Story maps provide insights into supply chains enhanced by freight transportation.

Moving forward, the research team will assess public and private stakeholder uses of the atlas, including specialized analyses for planning, policy, and private-sector considerations. Other future directions are to host a forum on economic competitiveness and supply chains, conduct case studies of locally linked supply chains, and assess the value-added benefits of industry clusters to state and regional transportation planning and development.

Related resources:

- [National Freight Economy Atlas illustrates freight flows](#) (*CTS Catalyst*, November 2015)
- [National Freight Economy Atlas](#)
- [Transportation Policy and Economic Competitiveness Program](#)



This map shows the proportion of cereal grains sent on rail compared to the national average.

More news and information

FHWA ‘Talking Freight’ seminars

“Talking Freight” online seminars from the Federal Highway Administration (FHWA) provide transportation practitioners a way to broaden their freight knowledge base and develop new job skills. Seminars typically are held from 1:00 p.m. – 2:30 p.m. (Eastern) on the third Wednesday of each month. Please check the [Talking Freight Seminars website](#) for the latest information. Recorded sessions of previous seminars are available from the [Talking Freight Archives](#).

Trucking industry research: non-preventable crashes, hours-of-service concerns

Earlier this month, the American Transportation Research Institute (ATRI) published its latest compliance, safety, and accountability (CSA) research, *Assessing the Impact of Non-Preventable Crashes on CSA Scores*. In this analysis, ATRI investigated the impact that excluding non-preventable crashes would have on motor carrier CSA Crash Indicator BASIC measures. The analysis used carrier crash records, mapped to the FMCSA’s Motor Carrier Management Information System (MCMIS) database, to identify a small and non-controversial subset of non-preventable crashes with the following causes: animal collision; other vehicle hits legally parked truck; other vehicle ran a stop light/sign and hit a truck; the driver of the other vehicle was DUI; and truck-assisted suicide. [More](#).

In October, the American Transportation Research Institute (ATRI) published its list of the top ten critical issues facing the North American trucking industry. For the third year in a row, the industry ranked the hours-of-service (HOS) rules as its top industry concern. For the past two years, major HOS impacts on supply chains were the impetus behind the first place ranking. In this year's survey, carriers and drivers voiced their concern over the uncertain future of the current suspension of the rules. [More](#).

In the news

- [The Trucking Industry Is Struggling, But Maybe Not For Long](#)

The Huffington Post, November 09, 2015

Trucking is looking at a significant shortage of drivers -- 48,000 open positions in an industry of 800,000 -- and trying to figure out how it will fill that hole. Is trucking in crisis or is the pendulum about to swing the other way? "It's not clear where the new truck drivers are coming from as baby boomers age out," said Stephen Burks, an economist who studies the trucking industry at the University of Minnesota Morris.

- [Evolving use of U.S. highways, increasing truck freight efficiency highlight CV Outlook panel on freight infrastructure](#)

CCJ Digital, August 27, 2015

The U of M's David Levinson was one of four panelists in a discussion on the future of global freight infrastructure held at the 2015 CV-Outlook. The freight infrastructure panel spanned topics like smart highways, vehicle-to-vehicle connectivity, coming safety technology mandates, and where the U.S. stands globally in truck freight efficiency.

Transportation Research Board (TRB) freight-related research

- [Transportation Agency Self-Assessment of Data to Support Business Needs](#) (November 2015)

This final report describes the research and methods used to develop [NCHRP Report 814: Data to Support Transportation Agency Business Needs: A Self-Assessment Guide](#). The guide provides methods to evaluate and improve the value of transportation agency data for decision making and transportation agency data-management practices.

- [Surface Transportation Reauthorization and Reform Act of 2015: Cost Estimate](#) (November 2015)

The U.S. Congressional Budget Office has released an analysis that estimates costs for the U.S. Department of Transportation to operate the surface transportation programs administered by the Federal Highway Administration, the Federal Transit Administration, the National Highway Traffic Safety Administration, the Federal Motor Carrier Safety Administration, and the Pipeline and Hazardous Materials Safety Administration.

- [CNG and Fleets: Building Your Business Case](#) (October 2015)

The U.S. Department of Energy has released a fact sheet that details resources that companies can use to evaluate possible costs and benefits of using compressed natural gas (CNG) for their medium- and heavy-duty vehicles.

- [Freight Systems: Urban Freight and Trucking, Volume 2](#) (October 2015)

This edition of the *Transportation Research Record* consists of 14 papers that examine urban freight and trucking issues.

- [A Guide to Building and Retaining Workforce Capacity for the Railroad Industry](#) (October 2015)

This report presents competency models that describe workforce requirements for the passenger and freight railroad industry. The models are based on assessments of past trends, current forecasts, and a detailed gap analysis of employee supply and demand. The report also presents a strategy for improving employee retention and enhancing educational programs designed to attract new employees to the industry.

- [Fuel Costs, Economic Activity, and the Rebound Effect for Heavy-Duty Trucks](#) (Resources for the Future, September 2015)

This report estimates the rebound effect for medium- and heavy-duty vehicles and identifies the relationship between cost of driving and miles driven, as based on microdata from a repeated cross section of trucks between the years 1977 and 2002.

- [Implementing the Freight Transportation Data Architecture: Data Element Dictionary](#) (August 2015)

This report provides the findings of the research effort to develop a freight data dictionary for organizing the myriad freight data elements currently in use. A product of this research effort is a web-based freight data element dictionary hosted by the U.S. Department of Transportation's Bureau of Transportation Statistics (BTS).

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