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SUMMER GOLF OUTING



Tuesday, June 27, 2017



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2017 ITC EVENTS



Tuesday, June 27, 2017
Golf Club of Indiana
[REGISTER HERE](#)



Thursday, August 17, 2017
American Legion (Holt Rd)
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Wednesday November 8, 2017
Skyline Club

REGISTRATION IS NOT OPEN YET.

ANNOUNCEMENTS:



**Now Accepting
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To learn more or apply for a scholarship, visit www.indytrafficclub.org

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- Virginia Valentine – Carotrans International
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Thanks to everyone that joined us for this year's ITC Track Day!

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Congrats to Walt Smith from Hoosier Freight & Warehousing, a new member of the ITC, for winning the 50/50 drawing! Walt donated back to the Club! Thank You!

All money collected from 50/50 drawings goes to the ITC Scholarship Fund.

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FMCSA: Two New Rules Would Help Ease Truck Driver Shortage

Reprinted from www.truckinginfo.com

June 09, 2017, By David Cullen

Two new rules that seek to streamline CDL licensing and cut its costs were proposed on June 9 by the Federal Motor Carrier Safety Administration.

“Taken together, these two proposals will help ease the entry for thousands of qualified individuals into career opportunities as professional truck and bus drivers – a critical occupation facing an acute labor shortage in our country,” said FMCSA Deputy Administrator Daphne Jefferson.

“We could eliminate unnecessary burdens to both the applicants and to the states, save time, reduce costs and, most importantly, ensure that states only issue commercial driver’s licenses to well-trained, highly qualified individuals,” she continued.

The proposals were issued as Notices of Proposed Rulemakings, for which FMCSA is seeking public comment:

Military Licensing and State CDL Reciprocity.

This proposed rule would allow State Driver Licensing Agencies to waive the CDL knowledge test for qualified veterans and active-duty military personnel, including National Guard and Reserves, seeking to obtain a civilian CDL. This waiver would simplify processing and reduce costs for states and for qualified individuals. Since 2012, FMCSA said it has allowed states to waive the CDL skill test requirement for qualified veterans and active duty personnel. The agency said that over 18,800 individuals have transitioned from military service into civilian jobs as commercial truck and bus drivers under the waiver opportunity.

Commercial Learner’s Permit Validity. This proposed rule would allow states to issue a CDL learner’s permit with an expiration date of up to one year, replacing the current six-month limitation. The agency said this “extra flexibility would eliminate burdensome and costly paperwork requirements by the states.” It would also eliminate unnecessary re-testing and additional fees presently incurred by individuals who seek an additional 180-day renewal of their CDL learner’s permit. The public comment period for both proposals will remain open for 60 days, following their formal publication in the Federal Register.

“At the core of both proposals is safety of the motoring public,” said Jefferson. “We will continue to demand that commercial truck and bus drivers, and their employers, adhere to the safety standards that exist to protect all drivers.”

She also noted that the military licensing proposal “would be one more way we can express our gratitude and assist those with a military CDL who wish to utilize their extensive training and experience operating heavy trucks and buses into careers as civilians.”

Source: <http://www.truckinginfo.com/news/story/2017/06/fmcsa-two-new-rules-would-help-ease-truck-driver-shortage.aspx>



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State's manufacturing, logistics sectors face weakness in workforce quality

Reprinted from www.ibj.com
Susan Orr June 9, 2017

Indiana must do a better job of preparing workers for the increasingly complex jobs in the state's manufacturing and logistics industries, according to business and education experts during the unveiling Friday of a report on the health of the sectors.

The 2017 Manufacturing and Logistics Report Card gives Indiana "A" grades for the overall health of its manufacturing and logistics sectors—but only a "C" in the category of human capital, which measures high-school, college and adult basic education attainment.

The state's human capital rating has moved between "D" and "C" grades since 2009, when the annual report was established.

"We're stuck at average," said Michael Hicks, professor of economics and director of the Center of Business and Economic Research at Ball State University. Ball State produced the report for Conexus, an Indianapolis-based organization that promotes the state's advanced manufacturing and logistics industries.

The report was presented Friday morning during the annual "State of Manufacturing & Logistics" event at the Marriott Indianapolis. Hicks was among several speakers and panelists at Friday's event, which was presented by Conexus and the Indianapolis Business Journal.

Indiana is in the bottom 20 percent of all states when it comes to the percentage of residents who have earned a bachelor's degree, Hicks said, and the state also needs to do better at helping workers upgrade their skills during their careers.

Indiana's mediocre human capital standing, Hicks told the crowd, is "the most limiting factor, not only to your individual business success but also the state's economy over the next decade or two."

The state's human capital challenges also came up during a panel discussion preceding Hicks' talk.

"More adults have to get more education, or we're not going to get where we need to be," said panelist Joe Loughrey, chairman of Batesville-based manufacturer Hillenbrand Inc. Loughrey is also the chairman of the Lumina Foundation for Education.

Loughrey said Indiana contains "a lot of great islands of excellence" with regards to workforce development, but those efforts need to be strengthened and better coordinated. Loughrey said he wants to see more support from both Gov. Eric Holcomb's office and the Indiana Legislature.

Another panelist, Ivy Tech Community College President Sue Ellspermann, also highlighted the need for schools and employers to work together.

(Continued)

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Ellspermann, who served as Indiana Lieutenant Governor under former Gov. Mike Pence, said Ivy Tech is doing a better job of aligning its programs with industry demand. But, she added, the statewide community college system needs employers' help in recruiting more students.

"We can't do it alone as Ivy Tech or any other higher education institution. We need industry support," Ellspermann told the group.

Looking at Indiana's other grades on the Manufacturing & Logistics Report Card:

— The state earned "A" grades for both tax climate and global reach.

— Indiana earned "B" grades in worker benefit costs and in productivity and innovation.

— The state earned a "B-minus" for its expected fiscal liability gap for state and local government pension and healthcare funding.

— In the category of sector diversification, the state earned a grade of "C."

Business leaders care about manufacturing because it represents such a large part of Indiana's economy.

According to the National Association of Manufacturers, a Washington-based trade group, Indiana's manufacturing output in 2015 totaled \$100 billion, which represented 30 percent of that year's gross state product.

Manufacturing is also an important source of Hoosier employment. The National Association of Manufacturers says Indiana topped the nation in 2015 with regards to the percentage of its workforce employed in manufacturing. That percentage was 17 percent, nearly double the national average of 9 percent.

According to the U.S. Bureau of Labor Statistics, an estimated 526,000 Hoosiers were working in manufacturing in April. Since 1990, that number has been as high as 672,000 (in December 1999) and as low as 429,000 (in July 2009).

Source: <https://www.ibj.com/articles/print/64175-states-manufacturing-logistics-sectors-face-weakness-in-workforce-quality>

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Cummins to launch its first all-electric products in 2019

www.IBJ.com | June 15, 2017 Susan Orr

Columbus-based Cummins Inc., a powerhouse in the diesel engine market, says it will launch its first all-electric powertrains in 2019 in response to industry trends.

“We will be in the market with electrified products in 2019,” Cummins CEO Tom Linebarger said Wednesday. “That is a really exciting new area for the company.”

The manufacturer expects to have a fully electrified powertrain available for customers by the end of 2019. By 2020, the company plans to roll out all-electric products with an extended operating range, making them more suitable for longer-haul vehicles.

Cummins said it expects that metro buses, delivery fleets and material-handling customers will be among the earliest adopters of its electric powertrains. Trucks, off-highway machines, forklifts and products for mining companies likely will come along later, the company said.

Linebarger and other company executives made the announcement during a conference call late Wednesday. During the call, the company also outlined other initiatives, including a newly formed group focusing on digital technologies.

Cummins, founded in 1919, revolutionized the highway transportation industry with its diesel engines, which were more reliable and fuel efficient than the gasoline engines of the day.

Today, technological advances and environmental factors are driving interest in electric vehicle technology—and Cummins wants to be part of this next wave of innovation, Linebarger said.

“We understand the world’s changing,” Linebarger said. “We think that means opportunity.”

Cummins has experience in electric technology—it already produces diesel/electric hybrid products—but it doesn’t yet have an all-electric powertrain.

The company emphasized that it will continue to produce diesel products and that diesel technology is still important—but electric power systems are emerging as an important new technology.

“We see a trend away from diesel, and we will continue to evolve,” Cummins Chief Technical Officer Jennifer Rumsey said. “It’s not the only answer when you consider the diversity of our markets and customer needs.”

Cummins expects that diesel technology will be around for at least several decades, but Rumsey said it’s impossible to predict when it will no longer be viable. A variety of factors including fuel prices, future technological advancement and environmental issues, likely will influence diesel’s longevity.

Executives cited a few different reasons that electric vehicles are growing in popularity.

Among them, technological advances are making electric technology cheaper and thus more financially viable for customers.

At the same time, environmental regulations and social pressures are driving interest in electric vehicles. In particular, China, Mexico, India and Brazil all are moving toward stricter environmental controls.

Executives said Cummins is also investigating other possible fuel sources that may become viable in the future, including biofuels, synthetic fuels and hydrogen.

And last month the company launched what it is calling its Digital Accelerator—an internal group focused on innovation and evaluating new concepts with a focus on software development. Cummins already makes products equipped with telematic technology, which can do things such as identify and diagnose engine problems in real time.

Having a focused development department will allow Cummins to more quickly evaluate and develop new technologies, the company said.

Linebarger declined to provide specific figures, but he said Cummins is increasing its research and development spending to support these various efforts.

Cummins last year spent \$616 million on R&D, which represented 3.5 percent of its \$17.5 billion in sales. While “still maintaining significant investment in diesel,” Linebarger said, the company is increasing spending in other areas, including electrification, digital products and telematics.

Source: www.ibj.com

Ports of Indiana releases 2017 Logistics Directory

Reprinted from: AJOT, www.ajot.com | May 23 2017 at 12:32 PM | Transport Intermediaries

New directory shows Indiana ranks in top 10 for 100 freight logistics categories

INDIANAPOLIS - The Ports of Indiana has just released the 2017 Indiana Logistics Directory, an annual publication that highlights Indiana's robust transportation infrastructure and freight logistics services. The Directory reports that Indiana ranks among the top five states in 27 logistics-related categories and in the top 10 in 100. Published by the Ports of Indiana, it highlights Indiana's extensive cargo-handling resources as well as national logistics rankings, multimodal maps and critical freight statistics.

Here are a few facts from the 2017 Indiana Logistics Directory:

Indiana ranks first in pass-through interstates and rail shipments of primary metals, and is home to the nation's largest producer of truck trailers.

The Hoosier state is also home to the median center of the U.S. population, boasts the second largest FedEx Express hub in the world and has the country's second largest barge fleet operator.

Indiana ranks third in both freight railroads and truck tractor registrations, and 11th in total waterborne shipping.

"The Logistics Directory tells the important story of Indiana's robust transportation infrastructure which provides major logistical advantages for all modes of transportation and serves as the backbone of our economy," said Ports of Indiana CEO Rich Cooper. "Our state is well-known for its central location and vast land-based transportation resources, but it also has significant maritime resources. Even with only 43 miles of shoreline on Lake Michigan, Indiana accounts for 40 percent of the U.S. economic activity related to Great Lakes shipping and ranks first in maritime employment on the Great Lakes. While also connected to the Ohio River, Indiana ranks sixth in domestic waterborne shipping and is home to the nation's sixth largest inland port district in Mount Vernon."

A key feature of the Directory is a section of transportation maps for North America and Indiana that shows major highways, railroads, ports and airports. In addition to rankings for 100 logistics categories, the publication has nearly 1,000 business listings as well as logistics data for freight traffic, employment, NAFTA trade and all transportation modes. It has become a go-to resource for media, government, educators and economic development officials in search of logistics data. The 2017 Directory may be viewed online at indianalogistics.com

Source: <https://www.ajot.com/news/ports-of-indiana-releases-2017-logistics-directory>



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