

&RXUVH 1XPEHU	&RXUVH 7LWOH	'HOLYHU\ OHWKR G	&RXUVH <HDURX	&UHGLWV 5HFRPPHQSHG	&RXUVH/HQJWKQ\$SISOLEVEVEGRH 3KRHQL (TXL
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	6833/< &+\$,1 35\$&7,7,21(5	6833/) 3\$&('			,17(5',6&,3/,1\$5< (/(&7,9(
	%86,1(66 /2*,67,&6 35,1&,3/(6	6(/) 3\$&('			,17(5',6&,3/,1\$5< (/(&7,9(
	<i>SUPPLY CHAIN</i>	6(/) 3\$&('	15		6((\$%29()25 &5(' ,7 \$:\$5'
	<i>DIMENSIONS OF LOGISTICS</i>	6(/) 3\$&('	15		6((\$%29()25 &5(' ,7 \$:\$5'
	<i>DEMAND MANAGEMENT</i>	6(/) 3\$&('	15		6((\$%29()25 &5(' ,7 \$:\$5'
	<i>PROCUREMENT AND SUPPLY</i>	6(/) 3\$&('	15		6((\$%29()25 &5(' ,7 \$:\$5'
	<i>INVENTORY FLOWS</i>	6(/) 3\$&('	15		6((\$%29()25 &5(' ,7 \$:\$5'
	<i>DECISION MAKING</i>	6(/) 3\$&('	15		6((\$%29()25 &5(' ,7 \$:\$5'
	<i>TRANSPORTATION</i>	6(/) 3\$&('	10		6((\$%29()25 &5(' ,7 \$:\$5'
	<i>WAREHOUSING</i>	6(/) 3\$&('	10		6((\$%29()25 &5(' ,7 \$:\$5'
	<i>SELECTED CASE STUDIES/ RESEARCH QUESTIONS</i>	6(/) 3\$&('	15		121 \$&\$'(0,&
	<i>SELECTED CASE STUDIES/ RESEARCH QUESTIONS</i>	6(/) 3\$&('	15		121 \$&\$'(0,&
	<i>FINAL EXAM</i>	6(/) 3\$&('	10		121 \$&\$'(0,&
	%86,1(66 /2*,67,&6 6<67(0 \$1\$/<6,6	6(/) 3\$&('			,17(5',6&,3/,1\$5< (/(&7,9(
	<i>LOGISTICS RELATIONSHIPS</i>	6(/) 3\$&('	15		6((\$%29()25 &5(' ,7 \$:\$5'
	<i>PERFORMANCE MANAGEMENT</i>	6(/) 3\$&('	15		6((\$%29()25 &5(' ,7 \$:\$5'
	<i>NETWORK DESIGN</i>	6(/) 3\$&('	15		6((\$%29()25 &5(' ,7 \$:\$5'
	<i>SUPPLY CHAIN FINANCE</i>	6(/) 3\$&('	15		6((\$%29()25 &5(' ,7 \$:\$5'
	<i>GLOBAL LOGISTICS</i>	6(/) 3\$&('	15		6((\$%29()25 &5(' ,7 \$:\$5'
	<i>TRANSPORTATION MANAGEMENT</i>	6(/) 3\$&('	15		6((\$%29()25 &5(' ,7 \$:\$5'
	<i>INFORMATION SYSTEMS</i>	6(/) 3\$&('	10		6((\$%29()25 &5(' ,7 \$:\$5'

&RXUVH 1XPEHU	&RXUVH 7LWOH	'HOLYHU\ OHWKR G	&RXUVH <HDURX	&UHGLWV SHFRPPHQSHG	&RXUVH/HQJWKQ \$SISOLEVEERH 3KRHQL (TXL
	CHALLENGES FOR THE FUTURE	6 (/) 3 \$ & ('	10		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')
	SELECTED CASE STUDIES/ RESEARCH QUESTIONS	6 (/) 3 \$ & ('	15		121 \$ & \$ '(0 , &
	SELECTED CASE STUDIES/ RESEARCH QUESTIONS	6 (/) 3 \$ & ('	15		121 \$ & \$ '(0 , &
	FINAL EXAM	6 (/) 3 \$ & ('	10		121 \$ & \$ '(0 , &
	,19(1725< 0\$1\$*(0(17 \$1' 35,1&,3/(6	6 (/) 3 \$ & ('			,17(5',6&,3/,1\$5< (/(&7,9(
	INVENTORY MANAGEMENT BASIC	6 (/) 3 \$ & ('			6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')
	STORAGE AND CONTROL	6 (/) 3 \$ & ('			6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')
	INVENTORY ACCURACY	6 (/) 3 \$ & ('			6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')
	PHYSICAL INVENTORIES AND CYCLE COUNTING	6 (/) 3 \$ & ('			6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')
	INVENTORY TECHNOLOGIES	6 (/) 3 \$ & ('			6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')
	PLANNING AND REPLENISHMENT	6 (/) 3 \$ & ('			6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')
	INVENTORY METRICS, AUDITS AND ANALYSIS	6 (/) 3 \$ & ('			6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')
	SYSTEM FAILURE AND REPAIR	6 (/) 3 \$ & ('			6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')
	INVENTORY MANAGEMENT INSIGHTS	6 (/) 3 \$ & ('			6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')
	FINAL EXAM	6 (/) 3 \$ & ('			121 \$ & \$ '(0 , &
	,1)250\$7,21 7(&+12/2* <	6 (/) 3 \$ & ('			,17(5',6&,3/,1\$5< (/(&7,9(
	HISTORY AND BACKGROUND OF INFORMATION TECHNOLOGY AND INFORMATION SYSTEMS	6 (/) 3 \$ & ('	20		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')
	THE INTERNET AND GLOBAL INTER-CONNECTIVITY	6 (/) 3 \$ & ('	10		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')
	ELECTRONIC COMMERCE (EDI)	6 (/) 3 \$ & ('	15		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')
	SUPPLY CHAIN BASICS	6 (/) 3 \$ & ('	20		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')
	IMPORTING/EXPORTING AND INTERNATIONAL OPERATIONS	6 (/) 3 \$ & ('	10		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')
	SUPPLY/DEMAND PRIMARY FUNCTIONAL AREA	6 (/) 3 \$ & ('	40		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')
	SYSTEMS, PROCUREMENT AND INVENTORY MANAGEMENT	6 (/) 3 \$ & ('	15		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')
	SUPPLY/DEMAND VALUE CHAIN PROCESSES	6 (/) 3 \$ & ('	15		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

SUPPLY/DEMAND VALUE CHAIN METRICS 6 (/) 3 \$ & (' 15 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

FINAL EXAM 6 (/) 3 \$ & (' 10 121 \$ & \$ ' (0 , &

* STUDENTS CAN TAKE EITHER GLOBAL LOGISTICS OR WAREHOUSING MANAGEMENT

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GOVERNMENT AND GLOBAL LOGISTICS 6 (/) 3 \$ & (' 10 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

GLOBAL LOGISTICS ENVIRONMENT 6 (/) 3 \$ & (' 15 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

OCEAN SHIPPING 6 (/) 3 \$ & (' 10 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

OCEAN CHARTERING 6 (/) 3 \$ & (' 10 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

OCEAN LINER CONFERENCES 6 (/) 3 \$ & (' 10 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

AIR TRANSPORTATION 6 (/) 3 \$ & (' 15 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

LAND TRANSPORTATION-CANADA AND MEXICO 6 (/) 3 \$ & (' 15 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

PORTS AND AIRPORTS 6 (/) 3 \$ & (' 10 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

LOGISTICS FUNCTIONS AND INTERMEDIARIES 6 (/) 3 \$ & (' 10 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

TERMS OF SALE AND PAYMENT 6 (/) 3 \$ & (' 10 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

DOCUMENTATION AND INSURANCE 6 (/) 3 \$ & (' 10 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

LOGISTICS OF EXPORTING 6 (/) 3 \$ & (' 10 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

INTERNATIONAL SOURCING 6 (/) 3 \$ & (' 10 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

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25 : \$ 5 (+ 286 , 1 * 0 \$ 1 \$ * (0 (17 6 (/) 3 \$ & (' , 17 (5 ' , 6 & , 3 / , 1 \$ 5 < (/ (& 7 , 9 (

UNDERSTANDING TODAY'S WAREHOUSE 6 (/) 3 \$ & (' 15 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

WAREHOUSE CONTROL 6 (/) 3 \$ & (' 15 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

WAREHOUSE MANAGEMENT 6 (/) 3 \$ & (' 15 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

SECURITY 6 (/) 3 \$ & (' 15 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

MATERIAL HANDLING 6 (/) 3 \$ & (' 15 6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 ')

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INFORMATION SYSTEMS

6 (/) 3 \$ & (')

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STARTING A NEW WAREHOUSE OPERATION

6 (/) 3 \$ & (')

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OSHA RULES FOR TRAINING LIFT TRUCK OPERATORS

6 (/) 3 \$ & (')

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FINAL EXAM

6 (/) 3 \$ & (')

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FINAL EXAM

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HISTORY AND BACKGROUND OF INFORMATION
TECHNOLOGY AND INFORMATION SYSTEMS

6 (/) 3 \$ & ('

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THE INTERNET AND GLOBAL INTER-CONNECTIVITY

6 (/) 3 \$ & ('

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&RXUVH
1XPEHU

&RXUVH 7LWOH

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&RXUVH <HDURXU&RXUVH /HQQWK \$SSOLFDEOH +
&UHGLWV

&RXUVH 1XPEHU	&RXUVH 7LWOH	'HOLYHU\ OHWKR G	&RXUVH <HDURX	&UHGLWV 5HFRPPHQSHG	WRXUVH/HQJWKS SISOLEVEORH 3KRHQL	(TXL
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MOTOR CARRIERS 6 (/) 3 \$ & (' 20

RAILROADS 6 (/) 3 \$ & (' 20

AIR CARRIERS 6 (/) 3 \$ & (' 20

WATER CARRIERS AND PIPELINES 6 (/) 3 \$ & (' 20

INTERMODAL AND SPECIAL CARRIERS 6 (/) 3 \$ & (' 20

FINAL EXAM 6 (/) 3 \$ & (' 15

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1XPEHU

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&UHGLWV

&RXUVH 1XPEHU	&RXUVH 7LWOH	'HOLYHU\ 0HWKRG	&RXUVH <HDURX	&UHGLWV 5HFRPPHQSHG	WRXUVH/HQJWQ\$SISOLEWEORH 3KRHQL (TXL
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FEDERAL REGULATIONS AND STATE AGENCIES AND
THEIR IMPACT ON MOTOR CARRIER OPERATIONS,
INCLUDING OSHA, HAZMAT, SAFETY, AND
ENVIRONMENT.

6 (/) 3 \$ & ('

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PRIVATE TRUCKING... PROS AND CONS

6 (/) 3 \$ & ('

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INTERMODAL TRANSPORTATION AND THE CRITICAL
ROLE OF MOTOR CARRIERS

6 (/) 3 \$ & ('

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CASE STUDIES

6 (/) 3 \$ & ('

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FINAL EXAM

6 (/) 3 \$ & ('

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<i>DEFINITIONS OF AIR AND OCEAN CARRIERS, MULTIMODAL OPERATORS, AND INTERMEDIARIES BETWEEN SHIPPERS AND THOSE CARRIERS, INCLUDING THIRD PARTY LOGISTICS PROVIDERS</i>	6 (/) 3\$&('	15	
<i>CASE LAW CONCERNING THESE MODES OF CARRIAGE</i>	6 (/) 3\$&('	10	
<i>MULTIMODAL VS THROUGH BILLS OF LADING</i>	6 (/) 3\$&('	15	
<i>LIABILITY FOR THE PAYMENT OF FREIGHT CHARGES IN THESE INDUSTRIES</i>	6 (/) 3\$&('	10	
<i>THE USE OF TARIFFS AND CONTRACTS IN THESE INDUSTRIES</i>	6 (/) 3\$&('	10	
<i>THE RELATIVELY RECENT INTRODUCTION OF SPECIAL DRAWING RIGHTS (SDR'S) AS A UNIFORM MONETARY STANDARD IN ALL INTERNATIONAL TREATIES</i>	6 (/) 3\$&('	10	
<i>THE USE OF INCOTERMS AS A UNIFORM STANDARD FOR TERMS OF SALE IN INTERNATIONAL COMMERCE</i>	6 (/) 3\$&('	15	
<i>CASE STUDIES</i>	6 (/) 3\$&('	15	121 \$\$\$(0,&
<i>FINAL EXAM</i>	6 (/) 3\$&('	15	121 \$\$\$(0,&
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<i>UNDERSTANDING TODAY'S WAREHOUSE</i>	6 (/) 3\$&('	15	
<i>WAREHOUSE CONTROL</i>	6 (/) 3\$&('	15	
<i>WAREHOUSE MANAGEMENT</i>	6 (/) 3\$&('	15	
<i>SECURITY</i>	6 (/) 3\$&('	15	
<i>MATERIAL HANDLING</i>	6 (/) 3\$&('	15	
<i>INFORMATION SYSTEMS</i>	6 (/) 3\$&('	15	
<i>STARTING A NEW WAREHOUSE OPERATION</i>	6 (/) 3\$&('	20	

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	OSHA RULES FOR TRAINING LIFT TRUCK OPERATORS	6 (/) 3 \$ & ('	15		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	FINAL EXAM	6 (/) 3 \$ & ('	5		121 \$ & \$ ' (0 , &
	* / 2 % \$ / / 2 * , 6 7 , & 6 0 \$ 1 \$ * (0 (1 7	6 (/) 3 \$ & ('			, 17 (5 ' , 6 & , 3 / , 1 \$ 5 < (/ (& 7 , 9 (
	GOVERNMENT AND GLOBAL LOGISTICS	6 (/) 3 \$ & ('	10		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	GLOBAL LOGISTICS ENVIRONMENT	6 (/) 3 \$ & ('	15		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	OCEAN SHIPPING	6 (/) 3 \$ & ('	10		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	OCEAN CHARTERING	6 (/) 3 \$ & ('	10		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	OCEAN LINER CONFERENCES	6 (/) 3 \$ & ('	10		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	AIR TRANSPORTATION	6 (/) 3 \$ & ('	15		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	LAND TRANSPORTATION-CANADA AND MEXICO	6 (/) 3 \$ & ('	15		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	PORTS AND AIRPORTS	6 (/) 3 \$ & ('	10		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	LOGISTICS FUNCTIONS AND INTERMEDIARIES	6 (/) 3 \$ & ('	10		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	TERMS OF SALE AND PAYMENT	6 (/) 3 \$ & ('	10		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	DOCUMENTATION AND INSURANCE	6 (/) 3 \$ & ('	10		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	LOGISTICS OF EXPORTING	6 (/) 3 \$ & ('	10		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	INTERNATIONAL SOURCING	6 (/) 3 \$ & ('	10		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
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	INTRODUCTION TO CLAIMS LIABILITY CARRIER LIABILITY STATUTES	6 (/) 3 \$ & ('	5		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	CARMACK AMENDMENT	6 (/) 3 \$ & ('	10		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	CONTRACTS OF CARRIAGE	6 (/) 3 \$ & ('	10		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	BILLS OF LADING	6 (/) 3 \$ & ('	15		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	TARIFF RULES-MOTOR CARRIER	6 (/) 3 \$ & ('	15		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '
	TARIFF RULES-RAIL/ INTERNATIONAL TREATIES	6 (/) 3 \$ & ('	15		6 ((\$ % 29 () 25 & 5 (' , 7 \$: \$ 5 '

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