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Front Matter

Journal of Transportation Management Editors

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1. ONLY Tables and Figures are to appear in camera-ready format! Each table or figure should be numbered in Arabic style (i.e., Table 1, Figure 2).

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7. Placement of tables and figures in the manuscript should be indicated as follows:

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Table or Figure About Here
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### EQUATIONS, CITATIONS, REFERENCES, ETC.

1. Equations are placed on a separate line with a blank line both above and below, and numbered in parentheses, flush right. Examples:

   \[
   y = c + ax + bx \\
   y = a + 1x + 2x + 3x + ax
   \] (1)

2. References within the text should include the author's last name and year of publication enclosed in parentheses, e.g. (Wilson, 2004; Manrodt and Rutner, 2004). For more than one cite in the same location, references should be in chronological order. For more than one cite in the same year, alphabetize by author name, such as (Wilson, 2001; Mandrodt, 2002; Rutner, 2002; Wilson, 2003). If practical, place the citation just ahead of a punctuation mark. If the author's name is used within the text sentence, just place the year of publication in parentheses, e.g., "According to Manrodt and Rutner (2003)....". For multiple authors, use up to three names in the citation. With four or more authors, use the lead author and et al., (Wilson et al., 2004). References from the Internet should contain the date the page/site was created, date page/site was accessed, and complete web addresses.

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Journal Article:


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A FRAMEWORK FOR EVALUATING SUPPLY CHAIN PERFORMANCE

Terrance L. Pohlen, University of North Texas

ABSTRACT

Managers require measures spanning multiple enterprises to increase supply chain competitiveness and to increase the value delivered to the end-customer. Despite the need for supply chain metrics, there is little evidence that any firms are successfully measuring and evaluating interfirm performance. Existing measures continue to capture intrafirm performance and focus on traditional measures. The lack of a framework to simultaneously measure and translate interfirm performance into value creation has largely contributed to this situation. This article presents a framework that overcomes these shortcomings by measuring performance across multiple firms and translating supply chain performance into shareholder value.

INTRODUCTION

The ability to measure supply chain performance remains an elusive goal for managers in most companies. Few have implemented supply chain management or have visibility of performance across multiple companies (Supply Chain Solutions, 1998; Keeler et al., 1999; Simatupang and Sridharan, 2002). Supply chain management itself lacks a widely accepted definition (Akkermans, 1999), and many managers substitute the term for logistics or supplier management (Lambert and Pohlen, 2001). As a result, performance measurement tends to be functionally or internally focused and does not capture supply chain performance (Gilmour, 1999; Supply Chain Management, 2001). At best, existing measures only capture how immediate upstream suppliers and downstream customers drive performance within a single firm.

Table 1 about here

Developing and Costing Performance Measures

ABC is a technique for assigning the direct and indirect resources of a firm to the activities consuming the resources and subsequently tracing the cost of performing these activities to the products, customers, or supply chains consuming the activities (La Londe and Pohlen, 1996). An activity-based approach increases costing accuracy by using multiple drivers to assign costs whereas traditional cost accounting frequently relies on a very limited number of allocation bases.

\[ y = a^2 - 2ax + x^2 \]  

(1)

REFERENCES


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Acceptable topics for submission include, but are not limited to carrier management, modal and intermodal transportation, international transportation issues, transportation safety, marketing of transportation services, domestic and international transportation policy, transportation economics, customer service, and the changing technology of transportation. Articles from related areas, such as third party logistics and purchasing and materials management are acceptable as long as they are specifically related to the management of transportation and logistics activities.

Submissions from industry practitioners and from practitioners co-authoring with academicians are particularly encouraged in order to increase the interaction between the two groups. Authors considering the submission of an article to the JTM are encouraged to contact the editor for help in determining relevance of the topic and material.

The opinions expressed in published articles are those of the authors and do not necessarily reflect the opinions of the Editor, the Editorial Review Board, Delta Nu Alpha Transportation Fraternity, or Georgia Southern University.

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