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Guidelines for Journal of Transportation Management Submission/Publication

GENERAL

1. Editor Contact Information – Dr. John C. Taylor, Associate Professor of Supply Chain Management, Department of Marketing and Supply Chain Management, School of Business, Wayne State University, Detroit, MI 48202. Office Phone: 313 577-4525. Cell Phone: 517 719-075. Fax: 313 577-5486. Email: taylorjohn@wayne.edu
2. Articles should be submitted electronically to Dr. Taylor at taylorjohn@wayne.edu.
3. Articles should be submitted using Microsoft Word for Windows in either doc or docx formats. Articles prepared on Mac systems should be saved in Word for Windows compatible format. Accepted articles, in final form, are also submitted via email.
4. Article length should be in the range of 6000-7000 words including references. Tables and figures are in addition to the word count. However articles including all text, references, appendixes, tables and figures (but excluding front matter) should not exceed 30 double spaced pages in the format described below. Shorter articles are also acceptable. It will be difficult to publish articles much longer than 7000 words.

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1. First Page - Title of the paper, name and position of the author(s), author(s) complete address(es) and telephone number(s), e-mail address(es), and any acknowledgment of assistance. Times New Roman with 12 point font.
2. Second Page - A brief biographical sketch of each author including name, degree(s) held, title or position, organization or institution, previous publications and research interests. Include each author's email address at end. Maximum of 90 words per author. Times New Roman with 12 point font.
3. Third Page - Title of the paper without author name(s) and a brief abstract of no more than 125 words summarizing the article in Times New Roman 12 point font. The abstract serves to generate reader interest in the full article.

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1. The manuscript title should be printed in Times New Roman 12 point and in all capital letters and bold print.
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2. All tables MUST be typed using Microsoft Word for Windows table functions. Tables should NOT be tabbed or spaced to align columns. Column headings should not be created as separate tables. Table titles should NOT be created as part of the table. Table Titles should be 12 point upper case and bold. All tables MUST be either 3 1/4 inches wide or 6 7/8 inches wide.
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EQUATIONS, CITATIONS, REFERENCES, ENDNOTES, APPENDIXES, ETC.

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

$$y = c + ax + bx$$

$$y = a + 1x + 2x + 3x + ax$$

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 site name, author/organization if available, date the page/site was created, date page/site was accessed, and complete web addresses sufficient to find the cited work.

3. Endnotes may be used when necessary. Create endnotes in 10-point font and place them in a separate section at the end of the text before References. (1, 2, etc.). Note: Endnotes should be explanatory in nature and not for reference purposes. Endnotes should NOT be created in Microsoft Insert Footnotes/Endnotes system. The Endnotes section should be titled in 12 point, uppercase and bolded.

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Journal Article:

Pohlen, Terrance L. (2003), "A Framework for Evaluating Supply Chain Performance," *Journal of Transportation Management*, 14(2): 1-21.

Book Chapter:

Manrodt, Karl (2003), "Drivers of Logistics Excellence: Implications for Carriers," In J. W. Wilson (Ed.), *Logistics and Transportation Research Yearbook 2003* (pp. 126-154) Englewood Cliffs, NJ: Prentice-Hall, Inc.

Book:

Coyle, John J., Bardi, Edward J., and Novack, Robert A. (2004), *Transportation*, 6th ed., Cincinnati, OH: South-Western College Publishing.

Website:

Wilson, J. W. (2003), "Adapting to the Threat of Global Terrorism: Reinventing Your Supply Chain," [On-line]. Available: <http://georgiasouthern.edu/coba/centers/lit/threat.doc>. Created: 11/01/02, Accessed: 11/12/03.

MANUSCRIPT SAMPLE**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 inter-firm performance. Existing measures continue to capture intrafirm performance and focus on traditional measures. The lack of a framework to simultaneously measure and translate inter-firm 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.

$$y = a^2 - 2ax + x^2$$

REFERENCES

Manrodt, Karl (2003), "Drivers of Logistics Excellence: Implications for Carriers," In I. W. Wilson (Ed.), *Logistics and Transportation Yearbook 2003* (pp. 126-154) Englewood Cliffs, NJ: Prentice-Hall, Inc.

Coyle, John J., Bardi, Edward J. , and Novack, Robert A. (2004), *Transportation*, 6th ed., Cincinnati, OH: South-Western College Publishing.

Wilson, J. W. (2003), "Adapting to the Threat of Global Terrorism: Reinventing Your Supply Chain," [On-line]. Available: <http://georgiasouthern.edu/cobaJcenters/lit/threat.doc>. Accessed: 11/12/03.

Revised August 30, 2011
Dr. John C. Taylor, Editor



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