

Journal of Transportation Management

Guidelines for Submission/Publication

FRONT MATTER

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.
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.
3. Third Page—Title of the paper without author name(s) and a brief abstract of no more than 100 words summarizing the article. The abstract serves to generate reader interest in the full article.

FORMATTING

1. Manuscripts should be typed, double-spaced (body of text only).
2. Submit the manuscript via email (kmanrodt@georgiasouthern.edu). The article should be prepared using either Corel WordPerfect OR Microsoft Word.
3. Accepted articles, in final form, are also submitted via email (in WordPerfect or Microsoft Word format as described above). Note: Macintosh versions of WordPerfect and Microsoft Word are NOT acceptable.

4. The entire manuscript should have 1" margins on all sides in Times 10-point font. Times New Roman or Century Schoolbook are both acceptable.
5. The entire manuscript must be typed LEFT-JUSTIFIED, with the exception of tables and figures.

TITLE PAGE AND ABSTRACT

1. The manuscript title should be printed in Times 11-point and in all capital letters and bold print.
2. Author(s) and affiliation(s) are to be printed in upper and lower case letters below the title. Author(s) is(are) to be listed with affiliation(s) only.
3. The abstract should be 100 words or less.

BODY OF MANUSCRIPT

1. Main headings are bolded and in all caps (please do not use the small caps function).
2. First level headings are upper/lower case and bolded.
3. Second level headings are upper/lower case.
4. The body is NOT indented, rather a full blank line is left between paragraphs.
5. A full blank line should be left between all headings and paragraphs.
6. Unnecessary hard returns should not be used at the end of each line.

TABLES AND FIGURES

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).
2. All tables MUST be typed using either WordPerfect table or Microsoft Word 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. All tables MUST be either 3 1/4 inches wide or 6 7/8 inches wide.
3. All graphics MUST be saved in one of these formats: TIFF, CGM, JPG, or WPG.

4. Tables and figures are NOT to be included unless directly referred to in the body of the manuscript.
5. Please remember that *JTM* is printed in **black and white**. Use of color and/or shading should be avoided.
6. For accepted manuscripts, each table and/or figure should be printed on a separate page.
7. Placement of tables and figures in the manuscript should be indicated as follows:

Table or Figure About Here

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:

$$y = c + ax + bx \tag{1}$$

$$y = a + 1x + 2x + 3x + ax \tag{2}$$

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.
3. Footnotes may be used when necessary. Create footnotes in 8-point font and place them at the bottom of the page using numbers (1, 2, etc.). Note: footnotes should be explanatory in nature and not for reference purposes.
4. All references should be in block style. Hanging indents are not to be used.

5. Appendices follow the body of the text but do not precede references.
6. The list of references cited in the manuscript should immediately follow the body of the text in alphabetical order, with the lead author's surname first and the year of publication following all author names. Work by the same author with the same year of publication should be distinguished by lower case letters after the date (e.g., 1996a). For author names that repeat, in the same order, in subsequent cites, substitute a .5 inch underline for each name that repeats. Authors' initials should have a space between the initials, e.g., Smith, Jr., H. E., Timon, III., P. S. R., etc. A blank line should separate each reference in the list. Do not number references.
7. All references to journals, books, etc., are *italicized*, NOT underlined. Examples are as follows:

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>. 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 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.

$$y = a^2 - 2ax + x^2 \quad (1)$$

REFERENCES

Manrodt, Karl (2003), "Drivers of Logistics Excellence: Implications for Carriers," In J. 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/coba/centers/lit/threat.doc>. Accessed: 11/12/03.