

TRANSIT TIMES EXPLAINED

It's all in the planning

There are various definitions of transit times that carriers use. Carriers work deliveries to **RAD/RDD** (Requested Arrival Date/Requested Delivery Date) and other **DUE DATES** marked on a Bill of Lading or through an electronic notification process. To reach over a 99% on-time delivery shippers need to ensure updated transit times are built into the order cycle time and carriers receive the freight with the appropriate lead times. Ask your carriers about their lead times?

Appointment freight

A common requirement by shippers. Pre-booked delivery appointments to a **RAD/RDD** (Requested Arrival Date/Requested Delivery Date) can be determined by the shipper or the carrier. By allowing the carrier to book the appointments, it provides a higher on-time performance (measured against appointment time).

Scheduled delivery

The carrier calls all non-appointment shipments to ensure the consignees are agreeable to the delivery date. The carrier will ensure the right equipment is allocated for that delivery i.e. tailgate, to avoid a refused delivery. These measures ensure transit day accuracy, avoidance of missed deliveries, improved on-time performance and lower costs to both the shipper and carrier.

Order lead times

This is also known as **CYCLE TIME**. It is the total time an order makes its way from planning to finish goods and finally shipping. Shippers must allow appropriate transit days within the order lead time to meet their customer expectations. Shippers should infrequently verify order lead times with their planning/production or customer service departments and make sure up-to-date transit times are in the **ERP/MRP/TMS** systems.