

## #041 HOW IS THE ETA (ESTIMATED TIME OF ARRIVAL) EVEN MORE CRITICAL DURING THE HEALTH CRISIS?

Distribution

Industriel

Approvisionnement

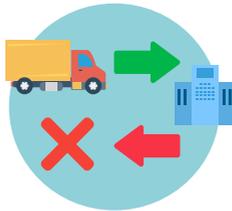
Transport

Admittedly since mid-March in France travel times no longer have to suffer from the classics and the imponderables of road traffic, it is even better than in the middle of August.

**NEVERTHELESS, SINCE THE LAST FEW WEEKS, OTHER PARAMETERS HAVE TO BE TAKEN INTO ACCOUNT BY TRANSPORT OPERATORS:**



the number of available drivers,



the shortage of return freight...



but first and foremost the health of the drivers.

For all these not so new reasons, but amplified by the current context, tools for optimising the movement of goods and vehicles are proving to be an indispensable aid.

One of the most relevant components is certainly the ETA. Knowing the position of a truck thanks to geolocation is not enough, the important thing is to know what time it will arrive at its destination: on time, early or late?

**WITH RELIABLE INFORMATION FROM ETA, THE CONSIGNEE CAN ANTICIPATE THE ARRIVAL OF A DELIVERY OR COLLECTION, BE READY AND THUS REDUCE THE IMMOBILISATION OF VEHICLES AT THE DOCKS:**



Anticipation and better rotation for the recipient,



Better efficiency for the carrier (drastic reduction in waiting times),



Reduced exposure of drivers to the risk of contamination.

And in these times of increased administrative and health checks, **the integration of waiting times at borders - in real time - makes ETA on international transport more reliable: it is not uncommon to observe up to two hours of waiting at certain European crossings.**

*The exit from containment will undoubtedly be another period of pressure for supply chain players, and here again ETA will render many services to those who are equipped with it.*

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## Marc Dalbard

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Before joining PTV Group in 2005, he has gained extensive experience in different markets: automotive, retail, new technology and telematics. As a specialist in transport digitalization, Marc focuses on urban logistics and how software solutions can help solve organizational, economic and ecological challenges.

### | About ASLOG

**ASLOG brings together more than 400 companies from all sectors**, with 2,000 professionals working together to promote and build tomorrow's Supply Chain. ASLOG is a neutral and independent association that addresses Supply Chain issues.

**As early as 1972, visionary men sensed that this function would be decisive for all companies.** For almost fifty years, professionals in the sector have made ASLOG the reference partner.

ASLOG is the privileged interlocutor of institutions and public authorities on all questions relating to the sector.

### | #supplychain4good

The **#SupplyChain4Good** community was created at the initiative of Michelin and ASLOG, as part of the Movin'On ecosystem, in favor of a more sustainable mobility of goods.

**#SupplyChain4Good's** ambition is to federate the actors who work for Supply Chains that are simultaneously good for the planet, the people and the business performance. The members of this community are «shippers» (industrial and commercial companies), «operators» (transporters, logisticians, shipping companies, ports...), «support functions» (academics, consultants, information systems, regulators, NGOs...).

They cover all economic sectors and all regions of the world. Their work takes place throughout the year and culminates in the annual Movin'On Summit, the world summit on sustainable mobility.