

SUPPLY CHAIN RESEARCH

Dock Appointment Scheduling

The 2026 Buyer's Guide & Vendor Landscape

A practitioner's guide to evaluating, costing, and selecting dock appointment scheduling software: what these systems do, why they are distinct from yard management, why the market has no reliable size, how the vendors stack up in 2026, and how to cut detention and congestion at the dock.

Prepared by Supply Chain Research · 2026 · Independent, vendor-neutral research

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1. Executive summary

Dock appointment scheduling software lets carriers book a time to arrive at a loading dock, so that trucks, labor, and dock doors are matched instead of colliding. A warehouse publishes its available slots, carriers self-book online, and the system confirms appointments, records arrival and departure times, scores carrier performance, and feeds the data to the yard and warehouse systems. The payoff is concrete: less detention and demurrage, shorter dwell times, and an end to the phone-and-email scramble of coordinating arrivals. It is a quietly useful, unglamorous category, and it comes with an unusual problem for a buyer's guide: there is no reliable number for how big it is. In 2026 the software is maturing, consolidating into larger logistics platforms, and gaining AI, even as the market that supposedly measures it remains a fog of templated and conflated estimates.

This guide is written for warehouse, distribution, and supply chain leaders evaluating a dock scheduling investment, and for the operations teams who will run it day to day. It is deliberately vendor-neutral: we accept no payment from the vendors covered, and we name no single best tool, because the right choice depends on your volume, your carrier base, and whether you want a dedicated scheduler or a module of a broader platform. We also decline, and say so honestly, to publish a headline market size, because the available figures are not credible. The pages that follow define the category, explain why it is distinct from yard management, show why the market numbers cannot be trusted, profile the specialist and platform tiers, lay out an evaluation framework, and explain why carrier adoption and integration, not the booking screen, decide the return.

No credible size

the published market figures are templated or conflated, so we publish none

Not yard mgmt

dock scheduling books the arrival; yard management tracks the trailer on-site

Detention is the driver

the concrete value is cutting detention, dwell, and congestion

What the evidence says

- **There is no trustworthy market size.** The widely-cited figures are unreliable: some SEO reports are templated, and a large headline number likely conflates scheduling software with physical loading-dock equipment.
- **Dock scheduling is not yard management.** Dock scheduling books the arrival time at the door; yard management tracks the trailer once on-site. The two are often bundled but are distinct, and buyers routinely confuse them.
- **No Gartner quadrant covers it.** There is no Gartner Magic Quadrant for dock scheduling; it is assessed within yard management and real-time transportation visibility.
- **Consolidation is reshaping the field.** Opendock is owned by Loadsmart and Transporeon by Trimble, while visibility platforms add dock modules; C3 Solutions remains an independent specialist.
- **Carrier adoption decides success.** The value only appears when carriers actually use the self-booking portal, so adoption and integration, not the software's features, are the make-or-break variables.

2. What dock scheduling software is

A dock appointment scheduling system coordinates the arrival of trucks at loading docks. The core capabilities are:

- **Carrier self-booking.** A web portal where carriers and suppliers see available slots and book their own dock appointments, without phone calls or emails.
- **Slot and capacity management.** Rules that match appointments to dock doors, load types, and labor and equipment capacity, so the dock is not overwhelmed.
- **Arrival tracking and check-in.** Recording arrival and departure times, driver check-in, and dwell, often with a driver app.
- **Carrier scorecarding.** Measuring on-time arrivals, late arrivals, no-shows, and cancellations to hold carriers accountable.
- **Integration with TMS, WMS, and yard.** Connecting appointments and status to transportation, warehouse, and yard systems so the schedule flows through operations.

Dock scheduling versus yard management

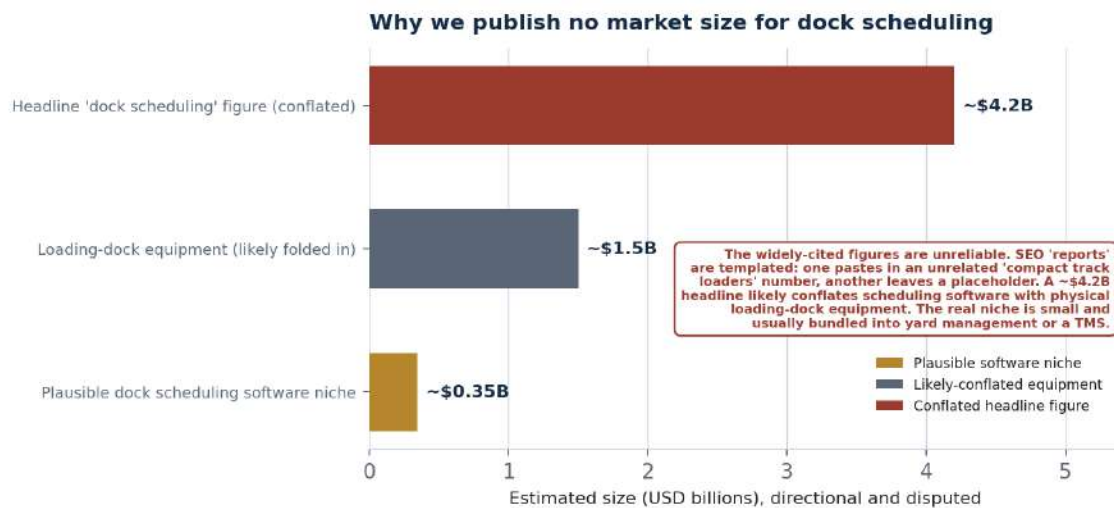
The single most important distinction to grasp, illustrated in the table below, is that dock scheduling is not yard management. Dock scheduling handles the appointment: it books the time a truck should arrive at a specific door. Yard management takes over once the truck is on-site, tracking trailers in the yard, assigning them to doors, and managing moves. The warehouse management system then runs the actual unload. These are three distinct functions, and although vendors increasingly bundle dock scheduling and yard management together, buyers frequently confuse the two or assume one includes the other. Being clear about which function you need, the appointment, the yard, or both, is the first scoping decision, and it shapes which vendors belong on your shortlist.

Function	What it does	When it applies
Dock scheduling	Books the arrival appointment	Before the truck arrives
Yard management	Tracks trailers on-site	Once on the property
WMS	Runs the unload and put-away	At and beyond the dock
TMS	Plans and books the freight	Upstream of arrival

Because dock scheduling is a narrow, well-defined function that sits between transportation and the warehouse, it is offered both as a dedicated tool and as a module inside yard management, transportation, or visibility platforms. Deciding whether you want the focused specialist or the broader platform is the second scoping decision.

3. The dock scheduling market in 2026

This is the rare category where the honest answer to how big is the market is that no one credibly knows. The figures in circulation are not trustworthy, and rather than repeat them as if they were, we explain why they fail. Dock scheduling software is, in reality, a small niche, frequently bundled into yard management or transportation platforms, which is part of why isolating its size is so hard. Treat any headline number you encounter, including in this section, with suspicion.



Source: Supply Chain Research assessment. We decline to publish a headline number: the category is poorly bounded and aggregator estimates are not credible. Figures shown are directional illustrations only.

Figure 1. Why we publish no market size. The widely-cited figures are templated or appear to conflate scheduling software with physical loading-dock equipment.

Why the numbers cannot be trusted

Several problems compound. Some published dock scheduling reports are clearly templated, one visibly pastes in an unrelated figure for compact track loaders, and another leaves a placeholder where the market size should be, which tells you the number was never really researched. A large headline figure of several billion dollars almost certainly conflates dock scheduling software with the much larger market for physical loading-dock equipment such as levelers and doors. And because dock scheduling is so often sold as part of a yard, transportation, or visibility platform, its standalone revenue is difficult to separate. The result is a range so wide, and built on such shaky foundations, that publishing a single figure would mislead. We therefore decline to, and recommend buyers ignore the market-size claims entirely.

What to look at instead: value and adoption

With no reliable market size, the better gauge of the category is the value it delivers and how widely it is adopted, shown in Figure 2. The concrete return is the reduction of detention and demurrage fees, shorter trailer dwell, faster driver check-in, less congestion, and the elimination of manual coordination. Detention costs alone run into large sums across the industry, which is what drives adoption. The category is growing because that pain is real and the software addresses it directly, not because any particular market figure says so.

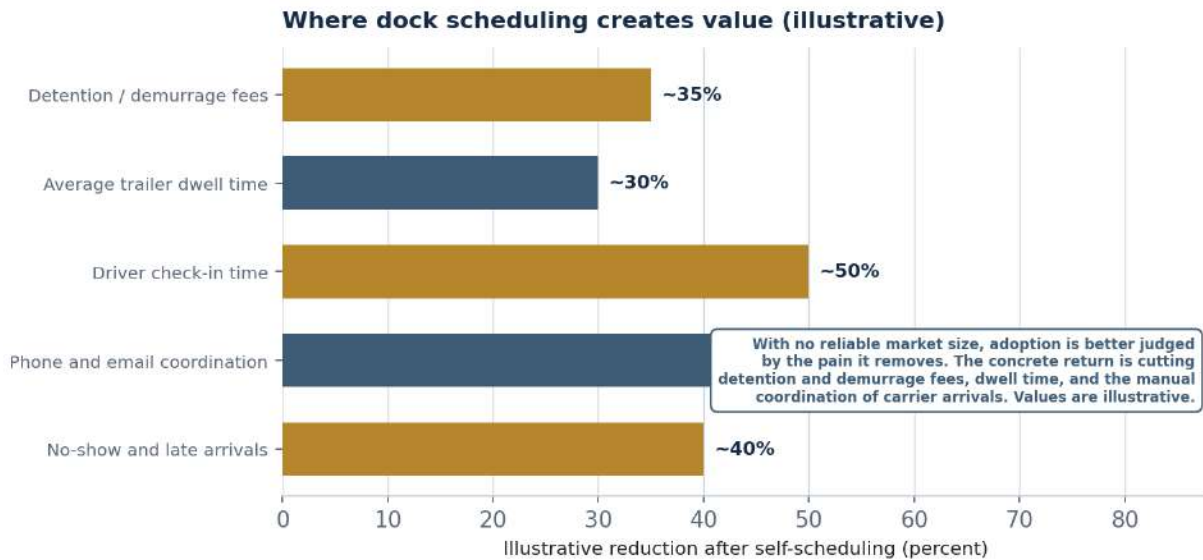


Figure 2. Where dock scheduling creates value, illustratively. With no trustworthy market size, the pain removed is the better measure of the category.

Direction of travel

What can be said with confidence is the direction. Adoption is rising as e-commerce raises shipping volumes and pressure on docks, carriers increasingly expect self-booking as a condition of working efficiently with shippers, and the software is being absorbed into larger logistics platforms through acquisition. North America and Europe lead. The momentum is clear even though the sizing is not, and buyers should weigh that momentum, and the concrete value, rather than any dubious market figure.

4. The vendor landscape

The dock scheduling market spans dedicated specialists, dock modules within larger platforms, focused small-business tools, and capabilities embedded in warehouse and yard systems. We group vendors into four tiers by delivery model, not by size. Consolidation has pulled several specialists into larger logistics platforms.

What the analysts say

The analyst picture here is largely an absence. The essentials:

- **There is no Gartner Magic Quadrant for dock scheduling.** The function is too narrow for a dedicated ranked report; where analysts cover it, they do so within yard management and real-time transportation visibility.
- **Ownership has consolidated.** Opendock is owned by the digital freight company Loadsmart, and Transporeon, whose platform includes dock and slot management, is owned by Trimble, while C3 Solutions remains an independent specialist.
- **Visibility platforms are moving in.** Real-time visibility providers such as FourKites and project44, and platforms such as E2open and Descartes, have added dock or appointment scheduling to their offerings.

Dock scheduling landscape, 2026



There is no Gartner Magic Quadrant for dock scheduling; it is assessed within yard management and real-time transportation visibility. Positions are SCR interpretation, not analyst coordinates.

Figure 3. Supply Chain Research's directional map. There is no analyst quadrant for dock scheduling; these positions are our interpretation, not analyst coordinates.

Dedicated specialists

These vendors focus specifically on dock scheduling and, often, yard management. C3 Solutions, an independent specialist, offers C3 Reservations for dock scheduling alongside yard management and a

driver app, with usage-based pricing aimed at high-volume distribution centers. Opendock, owned by Loadsmart, provides a widely used self-booking platform with carrier scorecards and analytics, popular for its ease of use. DataDocks and YardView round out the group, the latter pairing dock scheduling with yard management. Strengths: depth in the specific problem, carrier portals, and scorecarding. Limitations: as focused tools they must integrate with your other systems, and breadth beyond scheduling varies.

Platform dock modules

These vendors offer dock or slot scheduling as part of a broader transportation or visibility platform. Transporeon, part of Trimble, provides time-slot management within its large European-rooted logistics network. FourKites and project44 add appointment scheduling to their real-time visibility platforms, and E2open, Descartes, and Kuebix include dock or appointment capabilities in their transportation suites. Strengths: integration with transportation and visibility, and a single vendor relationship. Limitations: the dock scheduling depth can trail the specialists, and value is greatest for existing customers of that platform.

Small-business tools and embedded capability

Two further groups complete the picture. Focused small-business tools, such as Power Dock and Inbound Connect, offer simpler, lower-cost scheduling for smaller operations. And warehouse and yard systems, Manhattan Associates, Kaleris, and Blue Yonder, embed dock and yard scheduling within their broader suites. Strengths: respectively, simplicity and affordability, and integration with the warehouse or yard. Limitations: the small-business tools are lighter, and the embedded capability suits those already committed to the suite.

Vendor summary

Vendor	Tier	Best fit	Notes
C3 Solutions	Dedicated specialist	High-volume DCs	Independent; dock + yard; usage-based
Opendock	Dedicated specialist	Ease of use, carrier portal	Owned by Loadsmart
DataDocks / YardView	Dedicated specialist	Dock plus yard visibility	Scheduling with yard tools
Transporeon	Platform dock module	European logistics network	Owned by Trimble; slot management
FourKites / project44	Platform dock module	Visibility-led operations	Appointment added to visibility
E2open / Descartes / Kuebix	Platform dock module	TMS-centric operations	Dock within transportation suite
Power Dock / Inbound Connect	Small-business tool	Smaller operations	Simpler, lower-cost
Manhattan / Kaleris / Blue Yonder	WMS / YMS-embedded	Suite customers	Dock and yard within the suite

Positions and notes are Supply Chain Research's interpretation from public information, current to mid-2026. There is no Gartner Magic Quadrant for dock scheduling. Ownership changes quickly, including Loadsmart's ownership of Opendock and Trimble's of Transporeon; C3 Solutions is independent at the time of writing. Verify current details directly with each vendor.

5. How to evaluate a dock scheduling tool

The differentiators in dock scheduling are carrier adoption, integration, and whether you need yard management too, more than the booking screen. We use five dimensions.

The five evaluation dimensions

- 1. Carrier adoption and portal usability.** Will your carriers actually use the self-booking portal? Ease of use and onboarding are decisive, because a scheduler no carrier books through delivers nothing.
- 2. Scheduling-only or scheduling plus yard.** Do you need only dock appointments, or also yard management, and does the tool match that scope rather than a different one? This shapes the shortlist.
- 3. Integration with your systems.** How cleanly does it connect to your TMS, WMS, and yard systems, so appointments and status flow into operations rather than sitting in a silo?
- 4. Rules, capacity, and scorecarding.** How well does it model dock-door capacity, load types, and labor, and how strong is its carrier scorecarding, since these turn scheduling into real efficiency?
- 5. Specialist or platform, and viability.** Do you want a dedicated specialist or a module of a broader platform, and consider the vendor's ownership and stability given the consolidation in this space.

Making the decision

Match the tool to your scope, volume, and systems. High-volume distribution centers wanting depth reward specialists such as C3 Solutions and Opendock. Operations already on a transportation or visibility platform may reward its dock module for integration. Smaller operations reward the simpler small-business tools, and companies committed to a warehouse or yard suite may use its embedded capability. Above all, confirm that your carriers will adopt the portal and that the tool integrates with your systems, because those two factors, more than features, determine success.

A selection process that works

1. Test the carrier portal for usability, and gauge whether your carriers will actually book through it.
2. Decide whether you need scheduling only or scheduling plus yard management, and scope accordingly.
3. Probe integration with your TMS, WMS, and yard systems early.
4. Assess the capacity rules and carrier scorecarding against your operation.
5. Weigh specialist versus platform, check ownership and stability, and take references at your volume.

6. Cost and pricing

Dock scheduling is one of the more affordable supply chain software categories, and pricing varies by model and scope. The models you will encounter:

Pricing model	Typical basis	Notes
Per site / facility	Number of facilities	Common for specialists
Usage-based	Appointments or volume	Pay for what you use
Subscription tiers	Features and sites	SMB and mid-market tools
Within a platform	Part of TMS/visibility cost	Transporeon, FourKites, others
Setup and integration	Onboarding and connections	Carrier onboarding matters most

What drives the number

The number of facilities and the scope, scheduling only or scheduling plus yard, are the main cost drivers, and specialists often use per-site or usage-based pricing while platforms fold dock scheduling into a broader subscription. Because it is a focused category, dock scheduling is generally inexpensive relative to a WMS or TMS. The cost that matters most, and is easiest to overlook, is not the license but carrier onboarding: getting your carriers set up and actively using the portal takes effort, and it is the difference between a tool that works and one that sits idle. The most common mistake is to buy on price and underinvest in carrier adoption. Model the modest software cost together with the onboarding effort, against the detention, dwell, and coordination savings.

Dock scheduling pricing is relatively low, but the value depends entirely on carrier adoption, so published figures should be treated as starting points and weighed against the onboarding effort. Build a carrier-adoption plan into the buying process, because that effort, more than the license, determines whether the tool delivers.

7. Implementation: where programs succeed or fail

Dock scheduling programs fail in predictable ways, and the failures cluster around carrier adoption, not the software. The recurring causes:

- **Carriers do not adopt the portal.** If carriers keep calling and emailing instead of self-booking, the system is bypassed and delivers nothing, which is by far the most common failure in this category.
- **Integration with operations is weak.** If appointments and arrival status do not flow into the TMS, WMS, and yard systems, the schedule becomes a disconnected island that operations ignore.
- **Capacity rules do not reflect reality.** If dock-door capacity, load types, and labor are modeled poorly, the system books appointments the dock cannot actually handle, and congestion returns.
- **Scope was misjudged.** If a company needed yard management as well but bought scheduling alone, or the reverse, the tool does not fit the operation and the gaps show quickly.

Adoption	Integration	Capacity
carriers must actually use the portal or nothing works	appointments must flow into TMS, WMS, and yard	rules must reflect real dock-door and labor limits

Three principles that separate success from failure

- **Drive carrier adoption first.** Onboard carriers actively and make the portal easy, because a dock scheduler that carriers bypass delivers no value whatever its features.
- **Integrate with operations.** Connect appointments and arrivals to your TMS, WMS, and yard systems, because a schedule that operations cannot see is a schedule they will not follow.
- **Model real capacity.** Configure dock-door, load-type, and labor rules to reflect what the dock can actually handle, because booking beyond capacity simply recreates the congestion.

A phased rollout

Sequence the program to build carrier habit early. Begin at one busy facility, configuring realistic capacity rules, integrating with the warehouse and yard systems, and onboarding the carriers who account for most of your volume, so the portal quickly becomes the default. Prove that appointments reduce congestion and detention there, then extend to more facilities, add carrier score carding and analytics, and, if needed, layer in yard management. Treating carrier adoption as the first milestone, rather than assuming it, is what separates a dock scheduler that transforms the dock from one that gathers dust.

8. Trends shaping 2026

AI-assisted scheduling

The clearest technology trend is AI applied to scheduling: predicting arrival times, optimizing slot allocation against labor and dock capacity, and flexing appointments dynamically as conditions change. Because dock scheduling is fundamentally an optimization problem, matching arrivals to constrained dock and labor capacity, machine learning that improves those predictions and allocations is a natural fit, and vendors are adding it to reduce congestion and dwell further.

Consolidation into logistics platforms

Dock scheduling is being absorbed into larger logistics platforms. Opendock sits within Loadsmart, Transporeon's slot management within Trimble, and real-time visibility providers such as FourKites and project44 have added appointment scheduling. This reflects a broader move to manage the arrival and unloading of freight as part of an end-to-end logistics flow, and buyers should weigh the integration this brings against the focus of the remaining independent specialists such as C3 Solutions.

Convergence with yard and visibility

The boundaries between dock scheduling, yard management, and real-time visibility are blurring. Increasingly, a single platform can book the appointment, track the truck in transit, manage the trailer in the yard, and coordinate the unload, giving a continuous view from booking to dock. This convergence makes the dock-versus-yard distinction less about separate products and more about capabilities within a connected flow, though buyers still need to confirm the depth of each.

Carrier experience and shipper of choice

As carriers gain leverage in a tight market, the experience of doing business with a shipper matters more, and efficient dock scheduling, short waits, easy booking, and predictable turnarounds, is part of becoming a shipper of choice. Detention and long dwell push carriers away, so smooth scheduling is increasingly framed not just as an internal efficiency but as a way to attract and retain carrier capacity.

Sustainability and agentic frontiers

Reducing truck idling and wait times at the dock cuts fuel use and emissions, giving dock scheduling a modest sustainability benefit that is increasingly noted. And as across supply chain software, agentic AI is an emerging frontier, here pointing toward systems that could autonomously reschedule appointments around disruptions, though it is early and demonstrated capability should be weighed over roadmap promises.

9. Segment-specific guidance

The right tool depends on your volume, scope, and systems. The table summarizes where each segment usually starts; the prose adds the nuance.

Buyer profile	What matters most	Where to start
High-volume DC	Depth, capacity rules	C3 Solutions, Opendock
Dock plus yard need	Combined scheduling and yard	C3, YardView, Kaleris
On a visibility / TMS platform	Integration	FourKites, project44, Transporeon
Smaller operation	Simplicity, low cost	Power Dock, Inbound Connect
WMS/YMS suite customer	Suite integration	Manhattan, Blue Yonder

High-volume distribution centers reward the depth and capacity modeling of the specialists. **Operations needing both dock and yard** reward vendors that combine the two. **Companies on a visibility or transportation platform** reward its dock module for integration. **Smaller operations** reward the simpler, cheaper tools, and **warehouse-suite customers** reward the embedded capability. The unifying rule is to match scope and delivery model to your operation, then confirm carrier adoption and integration.

10. ROI and the business case

The business case for dock scheduling is unusually concrete: it cuts costs that are easy to see and measure. The levers are lower detention and demurrage, shorter dwell and turnaround, less congestion, reduced labor spent coordinating arrivals, and better carrier relationships. The discipline is anchoring the case to your own detention costs and dwell times, and remembering that the value only appears if carriers adopt the tool.

Detention fewer fees from on-time, scheduled arrivals	Dwell shorter turnaround frees docks, labor, and trailers	Coordination self-booking removes the manual scheduling burden
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Where the value comes from

The return is direct and measurable. Scheduled, on-time arrivals reduce detention and demurrage fees, which for busy operations run into significant sums; smoother flow shortens trailer dwell and dock turnaround, freeing doors, labor, and equipment; and self-booking eliminates the hours staff spend on the phone and email coordinating arrivals. Better-managed docks also make a shipper easier for carriers to work with, helping secure capacity. Because these savings, especially detention and labor, are concrete and quickly visible, the business case is more tangible than in most supply chain software categories, and the software itself is relatively inexpensive. The essential caveat is that all of this depends on carriers actually using the system; the value should be modeled on your own detention costs, dwell times, and coordination labor, with the understanding that adoption, not the software, unlocks it.

11. Frequently asked questions

What is dock appointment scheduling software?

Software that lets carriers and suppliers book a time to arrive at a loading dock through a web portal, so trucks, dock doors, and labor are matched rather than colliding. It manages slots and capacity, records arrivals and dwell, scores carrier performance, and integrates with transportation, warehouse, and yard systems. The aim is to reduce detention, congestion, and manual coordination.

How is dock scheduling different from yard management?

Dock scheduling handles the appointment, booking the time a truck should arrive at a door. Yard management takes over once the truck is on-site, tracking trailers in the yard and assigning them to doors, and the warehouse management system then runs the unload. The two are often bundled but are distinct functions, and buyers frequently confuse them, so it is important to be clear which you need.

How big is the dock scheduling software market?

No one credibly knows, which is why we publish no figure. The available estimates are unreliable: some reports are templated, one even pasting in an unrelated figure, and a large headline number likely conflates scheduling software with physical loading-dock equipment. Dock scheduling software is in reality a small niche, often bundled into yard or transportation platforms, and its standalone size is hard to isolate.

Is there a Gartner Magic Quadrant for dock scheduling?

No. The function is too narrow for a dedicated ranked report. Where analysts address it, they do so within yard management and real-time transportation visibility rather than as a standalone market, so buyers should rely on references and hands-on evaluation rather than a quadrant.

Who are the leading vendors?

It depends on the model. Dedicated specialists include C3 Solutions, which is independent, and Opendock, which is owned by Loadsmart; platform modules include Transporeon, owned by Trimble, and the appointment features of FourKites and project44; and warehouse and yard suites from Manhattan, Kaleris, and Blue Yonder embed the capability. Consolidation has pulled several specialists into larger logistics platforms.

What is the biggest reason these programs fail?

Carriers not adopting the portal. If carriers keep phoning and emailing instead of self-booking, the system is bypassed and delivers nothing, and this is by far the most common failure. Weak integration with operational systems and capacity rules that do not reflect real dock limits are the other main causes. Driving carrier adoption is the single most important success factor.

What return can I expect?

The return is concrete: lower detention and demurrage fees, shorter trailer dwell and dock turnaround, less congestion, and far less staff time spent coordinating arrivals, plus better carrier relationships. Because these savings are visible and measurable and the software is relatively cheap, the case is tangible, but it depends entirely on carriers using the tool. Model it on your own detention costs and dwell times.

Should I buy a specialist or a platform module?

It depends on your situation. A dedicated specialist such as C3 Solutions or Opendock offers depth in scheduling and, often, yard management. A dock module within a transportation or visibility platform such as Transporeon or FourKites offers integration if you already use that platform. High-volume operations often favor specialists; those committed to a platform may prefer its module.

Does dock scheduling include yard management?

Sometimes, but not always. Some vendors, such as C3 Solutions and YardView, offer both dock scheduling and yard management, while others focus only on the appointment. Because the two are distinct functions, you should confirm exactly what a tool covers and decide whether you need scheduling alone or scheduling plus yard, rather than assuming one includes the other.

12. Recommendations

A practical path for buyers, drawn from the analysis above:

- 1. Ignore the market-size claims.** Because the published figures are templated or conflated, disregard them and judge the category by the concrete value it delivers and how widely it is adopted.
- 2. Be clear about dock versus yard.** Decide whether you need dock scheduling, yard management, or both before shortlisting, because the two are distinct and a mismatch is easy to make.
- 3. Make carrier adoption the priority.** Choose a tool your carriers will actually use and plan active onboarding, because a scheduler carriers bypass delivers nothing regardless of its features.
- 4. Integrate with your operations.** Confirm the tool connects to your TMS, WMS, and yard systems, so appointments and arrivals flow into operations rather than sitting in a silo.
- 5. Weigh specialist versus platform and ownership.** Choose a dedicated specialist or a platform module to fit your systems, and note the consolidation, Opendock within Loadsmart, Transporeon within Trimble, when assessing stability.
- 6. Model the concrete savings.** Base the case on your own detention costs, dwell times, and coordination labor, remembering the software is cheap but the value depends on adoption.

13. Methodology and caveats

- This guide synthesizes vendor disclosures, independent software reviews, trade reporting, and Supply Chain Research's own assessment, current to mid-2026. Supply Chain Research is independent and accepts no payment from the vendors covered.
- We deliberately publish no market-size figure. The available estimates are not credible: some reports are visibly templated, one pasting in an unrelated compact-track-loader figure and another leaving a placeholder, and a large headline number appears to conflate dock scheduling software with the market for physical loading-dock equipment. Dock scheduling software is a small niche, often bundled into yard or transportation platforms, and its standalone size cannot be reliably isolated.
- There is no Gartner Magic Quadrant for dock scheduling; it is assessed within yard management and real-time transportation visibility. The landscape map in Figure 3 is our directional interpretation, not analyst coordinates.
- The value figures in Figure 2 are illustrative examples of the kinds of improvement operations report, not measured or vendor-published data. ROI depends heavily on carrier adoption and on your own detention costs and dwell times.
- Vendor ownership changes quickly, including Loadsmart's ownership of Opendock and Trimble's of Transporeon; C3 Solutions is independent at the time of writing. Validate current details directly with vendors before any purchasing decision.

14. Sources

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Additional context drawn from: vendor disclosures from C3 Solutions, Opendock, Transporeon, FourKites, and project44; independent software-review directories; and reporting on the Loadsmart acquisition of Opendock and Trimble's acquisition of Transporeon. We deliberately cite no market-size figure: the available estimates are templated or conflate dock scheduling software with physical loading-dock equipment, and there is no Gartner Magic Quadrant for dock scheduling.

Supply Chain Research is an independent, vendor-neutral research platform for supply chain and IT leaders. We accept no payment from the vendors covered. Figures should be validated against your own requirements before any purchasing decision.