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Yard Management & Dock Scheduling

The 2026 Buyer's Guide & Vendor Landscape

A practitioner's guide to evaluating, costing, and selecting yard management and dock scheduling software: what these systems do, how the market and vendors stack up in 2026, what they cost, how to run the selection, and how to de-risk the rollout.

Prepared by **Supply Chain Research** · June 2026 · Vendor-neutral: we take no payment from the vendors covered.

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1. Executive summary

A yard management system (YMS) governs the movement and status of trucks, trailers, and assets in the yard, the normally enclosed area between the gate and the dock door at a warehouse, distribution center, or plant. It is the operational gap between transportation and the warehouse: the transportation management system plans the freight, the warehouse management system runs what happens inside the building, and the YMS coordinates everything in between, from gate check-in and trailer location to dock appointment scheduling and yard moves. For years the yard was the least digitized link in the chain. That is changing in 2026, driven by computer vision at the gate, real-time location in the yard, dynamic dock scheduling, and the first wave of autonomous yard trucks.

This guide is written for logistics, warehouse, and transportation leaders evaluating a yard or dock investment, and for the teams who must integrate it and win driver and yard-jockey adoption. It is deliberately vendor-neutral: we accept no payment from the vendors covered, and we name no single best platform, because the right choice depends on your site count, trailer volume, whether you run an owned fleet, and the systems you already operate. The pages that follow define the category and its parts, size the market honestly across its very different definitions, profile the standalone, suite-embedded, scheduling, and autonomous tiers, lay out an evaluation framework, and explain why integration and yard-team adoption, not the feature list, decide the return.

$2-6B	No MQ	37-43%
range of 2025 market estimates, depending on whether the scope is standalone YMS or the combined dock-and-yard category	there is no Gartner Magic Quadrant for yard management; the category is covered by a Market Guide only	North America share of the dock and yard management market

What the evidence says

The category boundary drives the market spread. Standalone YMS software is sized near $2B, while combined dock-and-yard estimates run from about $2.3B to $5.6B because they fold in WMS and TMS modules, hardware, and services. Always check the definition.

No analyst quadrant exists for yard management. Gartner covers the category through a Market Guide for Yard Management published in October 2025, and evaluates yard capability as a feature inside the warehouse management systems Magic Quadrant, so buyers should weight references and pilots more heavily.

YMS is often bought as a module, not a standalone. Gartner notes that a large share of basic implementations are part of WMS engagements. Whether to extend your WMS or TMS or deploy a best-of-breed YMS is the central architectural decision.

Consolidation is reshaping the field. PINC was absorbed into Kaleris, Loadsmart acquired Opendock and a computer-vision provider, and autonomous-yard-truck maker Outrider raised a $62M round, signaling where investment is flowing.

ROI is real but vendor-claimed. Reduced detention, faster trailer turns, and less yard-check labor are the levers; the headline percentages are vendor-sourced and should be validated against your own yard before you bank them.

2. What yard management software is

A yard management system supports the flow of work, equipment, and materials through the yard, and oversees three connected zones: the gate or kiosk, the yard itself, and inbound and outbound dock-door scheduling. Vendors bundle these capabilities differently, and much of the confusion in the market comes from comparing a dock-scheduling tool to a full yard platform as if they were the same thing. The core capabilities are:

- **Gate check-in and check-out.** Capturing arrivals and departures, verifying loads and seals, and increasingly automating identification with cameras and automated number-plate recognition.
- **Yard visibility and asset location.** Tracking the location and status of trailers and assets using real-time location systems, GPS, RFID, or AI-enabled computer vision.
- **Dock appointment scheduling.** Booking inbound and outbound dock slots, from static calendars to dynamic, ETA-based scheduling that adjusts to real arrival times.
- **Move and task management.** Directing yard jockeys, spotters, and hostlers, and managing trailer pools and the queue of yard moves.
- **Detention and dwell tracking.** Timing how long trailers and drivers wait, the data that drives down detention and demurrage charges.
- **Analytics and the network view.** Yard performance reporting, and a cross-site network or yard-of-yards view for operators running many facilities.

How the categories relate

System	Primary job	Relationship to the yard
YMS	Coordinate trucks, trailers, and moves in the yard	The yard itself
WMS	Run picking, packing, and storage inside the building	Upstream of the dock
TMS	Plan, tender, and settle freight on the network	Beyond the gate
Dock scheduling	Book inbound and outbound dock appointments	Module or standalone
Visibility / RTTVP	Track shipments in transit to the facility	Feeds yard ETAs

Standalone, embedded, or part of a suite

A YMS is sold three ways, and the difference matters more than any single feature. It can be an extended module of a warehouse management system, the most common path and often part of a WMS engagement; an independent best-of-breed suite, which tends to be deeper on yard operations and dock scheduling; or a capability inside a transportation management or visibility platform. Standalone suites usually offer the richest yard functionality, while embedded modules win on a single vendor and one integration. Let your site count, trailer volume, and existing systems drive the choice.

3. The yard and dock software market in 2026

Yard management is one of the more loosely defined markets in supply chain technology, and the published numbers reflect that. The most important habit a buyer can adopt is to separate standalone YMS software from the broader combined dock-and-yard category, which folds in WMS and TMS modules, gate hardware, and services. Dock scheduling is sometimes counted as its own market again. Treat the figures below as directional.

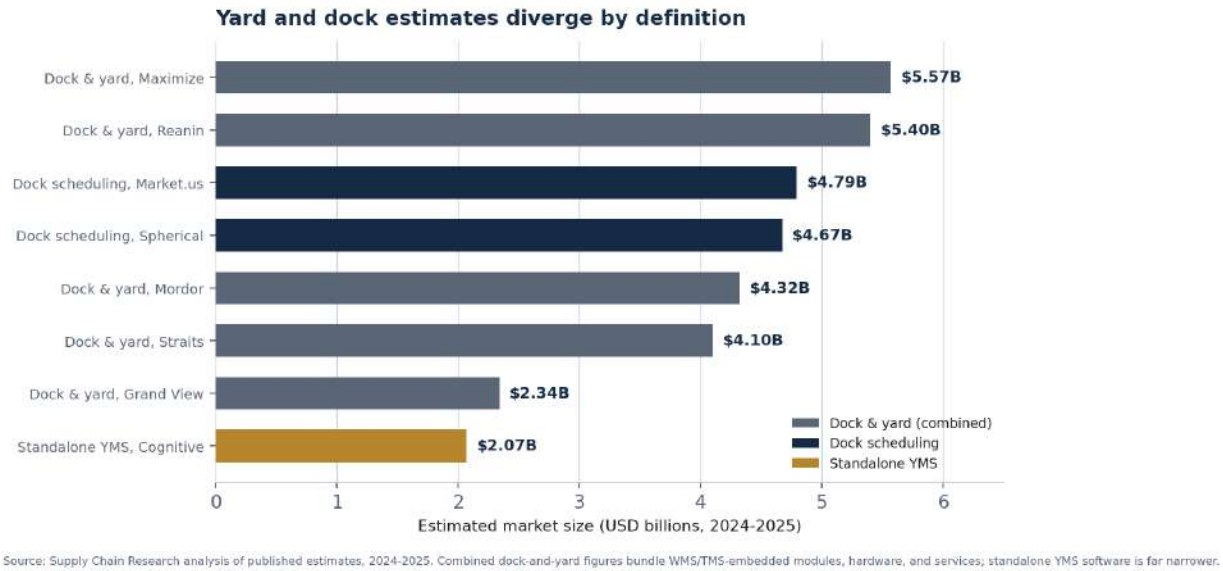

Figure 1. Published 2024-2025 estimates by category definition. Combined dock-and-yard figures run far higher than standalone YMS software.

Category and source	Size	Forecast	CAGR
Dock & yard, Maximize	$5.57B (2024)	$16.27B / 2032	14.3%
Dock scheduling, Market.us	$4.79B (2025)	$13.12B / 2035	10.6%
Dock scheduling, Spherical	$4.67B (2025)	$13.02B / 2035	10.8%
Dock & yard, Mordor	$4.32B (2025)	$7.6B / 2030	11.95%
Dock & yard, Grand View	$2.34B (2024)	$7.27B / 2033	13.6%
Standalone YMS, Cognitive	$2.07B (2025)	approx. doubling	~8.1%

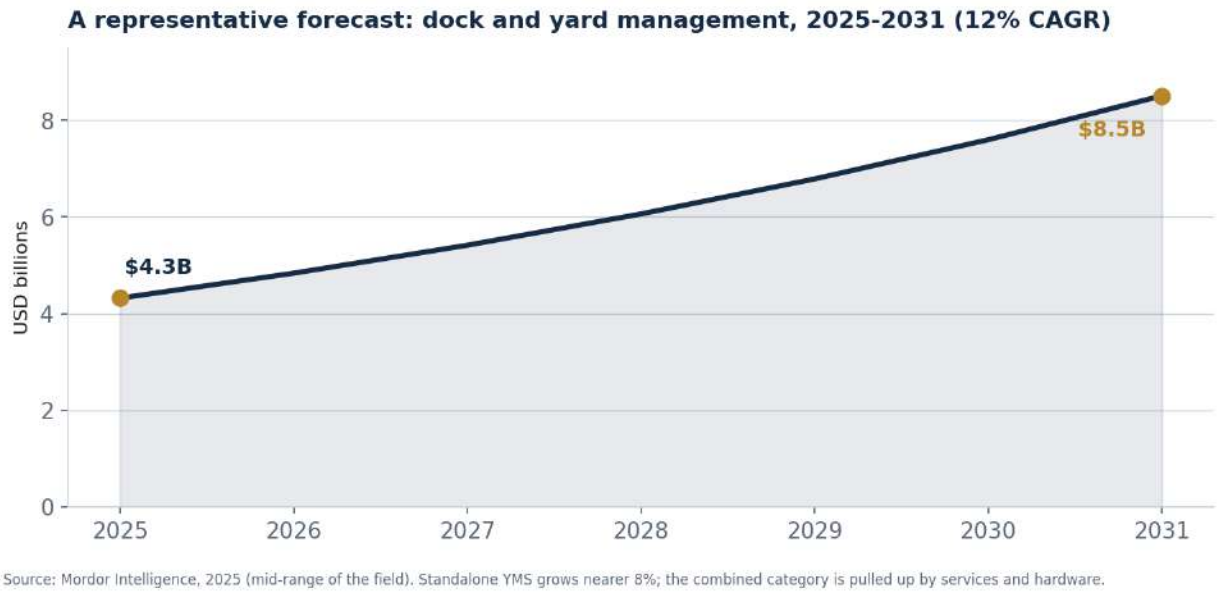

Figure 2. A representative trajectory for the combined dock and yard management market at about 12% CAGR (Mordor Intelligence).

Why the estimates diverge

The spread is a definition problem. Standalone YMS software, sized near $2B, counts only dedicated yard products. The combined dock-and-yard figures, which run from about $2.3B to $5.6B, add WMS-embedded and TMS-embedded yard modules, gate hardware, real-time location infrastructure, and implementation services. Gartner observes that the YMS market is much smaller than the WMS and TMS markets and has historically grown slowly, which supports reading the lower, software-only figures as the truer measure of the dedicated category. North America is consistently the largest region at roughly 37 to 43 percent, cloud deployment dominates new purchases at about 64 to 66 percent, and services are the fastest-growing component.

What is driving demand

Demand is pulled by the cost of detention and demurrage, by driver and yard-labor shortages, by the spread of dock scheduling to smooth arrivals, and by the same customer pressure for speed that is reshaping the rest of the chain. After years of treating the yard as a blind spot, operators increasingly want the visibility and automation that the warehouse and transportation functions already have. That pressure also explains the marketing, which makes a clear-eyed view of what yard software actually delivers the most useful thing a buyer can bring to the table.

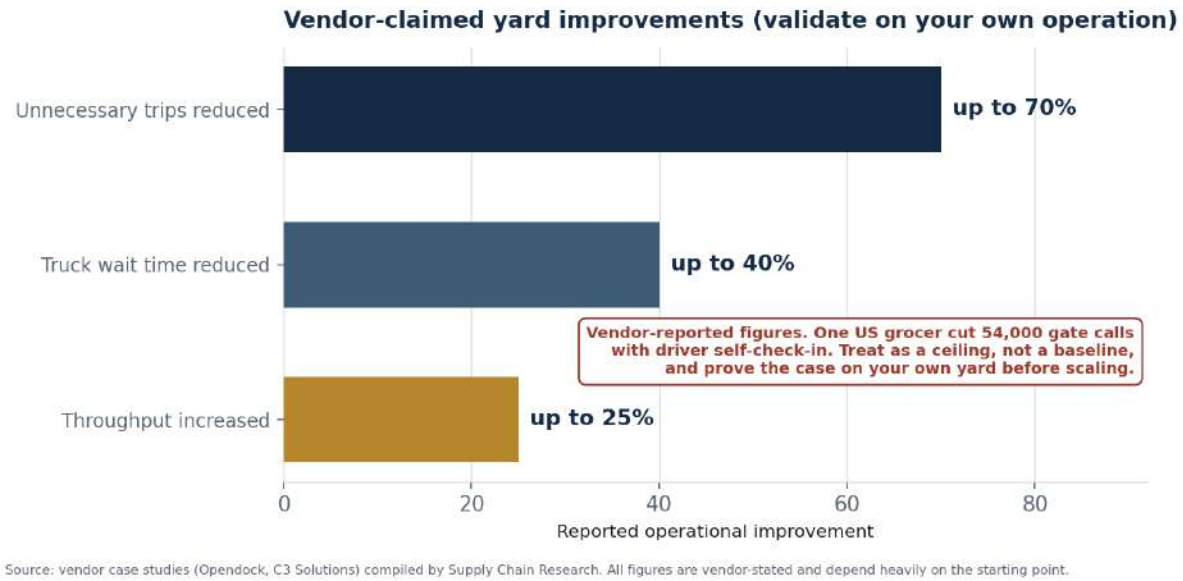

Figure 3. Vendor-reported yard improvements. These are vendor-stated and depend heavily on the starting point; treat them as a ceiling and prove the case on your own yard.

4. The vendor landscape

The yard and dock market is segmented, and the absence of a single analyst quadrant makes the segmentation harder to see. We group vendors into four tiers by what they do best, not by size. No vendor leads every tier, and several names below compete in only one or two of the capability areas defined earlier.

What the analysts say, and what they do not

This is the category's defining quirk for buyers: there is no Gartner Magic Quadrant for yard management, and no Forrester Wave that covers it cleanly. That is a sign of a small, fragmented market, not an immature one. What does exist:

- **A Gartner Market Guide for Yard Management.** Published in October 2025, it maps the category and divides providers into application megavendors, visibility platforms, supply-chain-suite vendors, specialized YMS suites, yard-service providers, and point-solution specialists.
- **Yard capability inside the WMS Magic Quadrant.** Gartner evaluates yard functionality as a feature of warehouse management systems, where vendors such as Blue Yonder, Infor, Korber, Manhattan, and Generix are assessed.
- **Specialist coverage from ARC Advisory Group.** ARC publishes yard-management market studies; dedicated Forrester and IDC quadrant coverage of YMS is thin to absent.

Figure 4. Supply Chain Research's directional map. No Gartner Magic Quadrant exists for yard management; these positions are structured from the Market Guide vendor categories, not analyst coordinates.

Standalone YMS specialists

These vendors lead on yard operations depth. Kaleris, the former PINC, is the most prominent enterprise YMS, cloud-based and multi-mode, and now part of a broader execution and visibility platform after PINC was merged into Kaleris under Accel-KKR and combined with the ports and rail assets of Navis; it added a transportation capability with the CAMS acquisition in 2024 and cites a large installed base of truck yards and connected carriers. C3 Solutions, a Montreal best-of-breed vendor, pairs C3 Yard with C3 Reservations for dock scheduling and C3 Hive for driver check-in, and serves grocery, retail, and manufacturing. YardView and Cypress, YMX, and Velostics round out the specialist field, alongside yard-service and spotting providers such as Lazer Logistics.

Strengths and limitations

Strengths: the deepest yard and dock functionality and fast time-to-value for yard-centric operations. Limitations: another system to integrate alongside the WMS and TMS, and a range of scale across vendors. Best fit when the yard is a real bottleneck and embedded modules are not enough.

Suite-embedded YMS (WMS and TMS)

These vendors deliver yard capability as a module of a broader platform, and suit operators already standardized on the suite. Manhattan Associates offers yard within a unified warehouse and transportation suite; Blue Yonder pairs yard with a computer-vision collaboration with Panasonic and reported strong yard bookings growth in 2025 (a vendor-stated figure); SAP has grown a standalone Yard Logistics offering; and Korber, Infor, and Oracle round out the embedded field. The strength is one vendor and one integration; the limitation is yard depth that can trail the specialists.

Visibility and dock-scheduling platforms

These vendors lead at the gate and the dock rather than across the whole yard. Opendock, part of Loadsmart, is a high-volume dock-scheduling platform that added yard features and a unified YMS in 2025 by combining with a computer-vision provider; FourKites pairs a Dynamic Yard and Appointment Manager with integrated AI vision; and Transporeon, project44, and Descartes bring dock and appointment scheduling alongside their visibility networks. The strength is fast, light dock scheduling and carrier reach; the limitation is shallower yard operations.

Vision and autonomous players

A distinct group automates the gate and the yard itself. EAIGLE and Terminal Industries apply AI computer vision to gate access, trailer identification, and yard auditing. Outrider builds autonomous electric yard trucks and raised a $62M Series D in late 2024 led by Koch Disruptive Technologies and New Enterprise Associates, with more than $250M raised in total and a claimed installed base across customers representing a large share of North American yard trucks (a vendor-stated figure); competitors include ISEE, Forterra, Fernride, and Gatik. For 2026, autonomous yard operations are scaling from pilots but remain an emerging adjacency, not a mainstream procurement.

Vendor summary

Vendor	Tier	Best fit	Notes
Kaleris (PINC)	Standalone YMS	Enterprise, multi-site yards	Accel-KKR; absorbed PINC and Navis
C3 Solutions	Standalone YMS	Dock + yard best-of-breed	Yard, Reservations, and Hive products
Manhattan	Suite-embedded	WMS + TMS estates	Yard within a unified suite

Vendor	Tier	Best fit	Notes
Blue Yonder / SAP / Korber	Suite-embedded	Existing suite customers	SAP Yard Logistics growing standalone
Opendock (Loadsmart)	Dock scheduling	High-volume dock booking	Added YMS and AI vision in 2025
FourKites / Transporeon	Visibility + dock	Scheduling with visibility	Dock and appointment management
Outrider	Autonomous	High-throughput single yards	Autonomous electric yard trucks
EAIGLE / Terminal	Vision	Gate automation	AI computer vision at the gate

Positions and notes are Supply Chain Research's interpretation from public information and the Gartner Market Guide, current to mid-2026. Ownership and product scope change quickly; verify current details directly with each vendor.

5. How to evaluate a YMS

Because there is no analyst quadrant to lean on, a disciplined evaluation matters more here than in most categories. We use five dimensions. Score each vendor against your own yard profile rather than a generic feature list.

The five evaluation dimensions

1. **Yard and dock depth.** Does the system handle your real operation: gate flow, trailer location, move management, trailer pools, and the dock-scheduling logic your sites actually need?
2. **Architecture fit.** Decide between extending your WMS or TMS yard module and deploying a best-of-breed standalone; this is the central choice and it shapes cost and integration.
3. **Visibility approach.** Weigh how the yard is sensed, by manual check, real-time location, RFID, or AI computer vision, and whether that matches your trailer volume and budget.
4. **Integration and data.** Assess how cleanly it connects to your WMS, TMS, and ERP, and how it ingests carrier ETAs to drive dynamic scheduling.
5. **Adoption and viability.** Evaluate the gate and driver experience, the yard-jockey workflow, and the vendor's stability and roadmap in a consolidating market.

Making the decision

Map your need before you shortlist. If the yard is a real bottleneck and your sites are complex, the standalone specialists earn their place. If you are standardized on a WMS or TMS suite and the yard need is moderate, the embedded module is usually the pragmatic choice. If the pain is mainly inbound arrivals and detention, a dock-scheduling platform may be enough on its own. And if a single high-throughput yard is labor-constrained, autonomous spotting deserves a pilot. Then run a structured trial.

A selection process that works

6. Inventory your yards, trailer volumes, gate flow, and the systems the YMS must touch.
7. Match that profile to a tier, and shortlist within it rather than across all four.
8. Pilot on a representative site, measuring trailer turn time, detention, and dock utilization against today.
9. Test integration and carrier-ETA ingestion early, with your real WMS and TMS feeds.
10. Put gate staff and yard jockeys on the system during the pilot, and weight their feedback heavily.

6. Cost and pricing

Yard pricing combines software subscription with hardware and infrastructure, and the total depends heavily on how the yard is sensed. The models you will encounter:

Pricing element	Typical basis	Notes
Software subscription	Per site, per dock, per trailer	Tiered by sites, doors, and volume
Gate hardware	Capital expense	Kiosks, cameras, automated plate recognition
Location infrastructure	Capital expense	RTLS, GPS, RFID, or computer vision
Outcome-based contracts	Emerging	Vendor commits to turn-time or utilization targets
Implementation	Project fee	Integration, hardware install, change management

What drives the number

Site count, trailer volume, and the sensing approach are the main cost drivers, and the largest variable is whether you add cameras or real-time location hardware to the software. Dock scheduling alone can be deployed quickly and cheaply, while a full yard platform with gate automation and location infrastructure is a larger, multi-year capital and integration program. Vendors cite fast timelines, from as little as an hour for basic dock scheduling to a few weeks for a yard rollout (vendor-stated), but real complexity comes from WMS and TMS integration, hardware installation, and yard-team adoption.

Yard pricing, especially for hardware and enterprise deployments, is typically gated behind a sales process, so published figures should be treated as starting points. Build a pilot and a reference check into the buying process to validate both cost and the savings the vendor projects.

7. Implementation: where programs succeed or fail

Yard programs fail in predictable ways, and almost none of the failure modes are about the software's feature set. They are about integration, hardware, and people. The recurring causes:

- **Weak integration.** If the YMS does not connect cleanly to the WMS, TMS, and carrier ETAs, the gate and dock run on stale data and the value never lands.
- **Underestimated hardware.** Gate cameras, kiosks, and real-time location infrastructure take longer and cost more to deploy than the software, and are often scoped too late.
- **Yard-team rejection.** If the gate process or the jockey workflow is clumsy, drivers and spotters work around it, and the data quality collapses.
- **Treating the yard in isolation.** Optimizing the yard without connecting it to inbound visibility and the dock schedule leaves the biggest gains on the table.

Integration	Hardware	Adoption
clean links to WMS, TMS, and carrier ETAs are the precondition for value	gate and location infrastructure is the most underestimated workstream	gate staff and yard jockeys must find the system easier than the workaround

Three principles that separate success from failure

Scope the hardware early. Plan gate, camera, and location infrastructure as a core workstream, not an afterthought; it sets the timeline.

Prove it on one yard first. Run a pilot on a representative site and measure trailer turns, detention, and dock utilization before you scale.

Win the yard team. The gate process and jockey workflow must be ones the team will actually follow; their adoption, not the software, converts the plan into savings.

A phased rollout

Sequence the program to retire risk early. Begin with integration and, where needed, dock scheduling, which delivers quick wins on inbound arrivals. Add gate automation and yard visibility on a representative site, measuring against today and putting the yard team on the system. Then extend across sites and, only where a single yard is labor-constrained, pilot autonomous spotting. Treating these as sequential stages, rather than a single switch, is what separates a smooth rollout from a stalled one.

8. Trends shaping 2026

Computer vision at the gate

The clearest near-term shift is AI computer vision automating the gate, reading trailer and container numbers, license plates, and load condition without manual check-in. Vendors such as EAIGLE, and platforms like Loadsmart and FourKites that have integrated vision, are turning the gate from a bottleneck into an automated checkpoint.

Autonomous yard trucks

Autonomous electric yard trucks are moving from pilots toward commercial deployment, led by Outrider, with competitors including ISEE, Fernride, and Forterra. For 2026 they remain an emerging option best suited to high-throughput, labor-constrained single yards, not a mainstream procurement, but the investment flowing in signals the direction.

Dynamic dock scheduling

Dock scheduling is shifting from static calendars to dynamic, ETA-based booking that adjusts appointments to real arrival times using carrier visibility data. This smooths arrivals, cuts detention, and is one of the fastest-payback capabilities in the category.

Convergence of yard, warehouse, and transportation

The strongest structural trend is convergence. Gartner expects warehouse, yard, and transportation management to move closer together, and the recent consolidation, from Kaleris to Loadsmart, reflects vendors assembling broader execution platforms. For buyers, this means today's yard purchase should be weighed for how well it will fit a more unified stack tomorrow.

Sustainability and idle reduction

Cutting unnecessary trailer moves and truck idling reduces both cost and emissions, and is increasingly part of the yard business case for operators with climate commitments. Less idling and fewer wasted moves are a measurable, if modest, sustainability lever.

9. Segment-specific guidance

The right approach depends on your operation. The table summarizes where each segment usually starts; the prose adds the nuance.

Operating profile	What matters most	Where to start
Large multi-site network	Cross-site visibility and scale	Standalone YMS or suite-embedded
Single high-volume DC	Trailer turns and gate flow	Standalone YMS, autonomous pilot
WMS or TMS suite estate	One vendor, one integration	Embedded yard module
Inbound-constrained site	Arrivals and detention	Dock-scheduling platform
3PL / multi-client	Configurability across clients	Standalone YMS

Large multi-site networks need cross-site visibility and tend to start with a standalone YMS or a suite-embedded module if already standardized. **A single high-volume distribution center** feels trailer-turn and gate pressure first, and is the natural home for a deep YMS and, where labor is tight, an autonomous-spotting pilot. **Operators on a WMS or TMS suite** with a moderate yard need usually reward the embedded module. **Inbound-constrained sites** often solve most of the problem with dock scheduling alone, and **third-party logistics providers** need the configurability to serve many clients. The unifying rule is to match the tier to the yard, not to buy more than the operation needs.

10. ROI and the business case

The business case for yard software is straightforward in structure and easy to overstate in practice. The levers are detention and demurrage, trailer turn time, yard-check labor, dock-door utilization, and trailer fleet size. The discipline is refusing to bank the vendor's headline percentage before you have proven it on your own yard.

Detention	Labor	Turns
earlier, accurate timing reduces detention and demurrage charges	automated gate and location cut manual yard-check labor	faster trailer turns raise throughput without adding doors or fleet

Where the value comes from

Most of the return is in a few places. Reduced detention and demurrage is the most direct saving, driven by accurate dwell timing and dynamic dock scheduling. Faster trailer turns raise throughput without new dock doors or trailers. Automated gate check-in and yard location cut the manual labor of walking the yard and chasing trailers, and a US grocer cited eliminating 54,000 gate calls through driver self-check-in (a vendor-stated figure). Vendors also cite reductions in unnecessary trips of up to 70 percent, truck wait times of up to 40 percent, and throughput gains of around 25 percent, as shown in Figure 3. The prudent planning assumption is the lower end of these ranges, with anything above it treated as upside to be earned. Build the business case on your own detention spend, trailer-turn times, and yard labor, and use vendor figures only to size the opportunity.

11. Frequently asked questions

What is a yard management system?

Software that coordinates trucks, trailers, and assets in the yard between the gate and the dock door. It manages gate check-in and check-out, yard visibility and trailer location, dock appointment scheduling, and the moves of yard jockeys, sitting between the transportation and warehouse systems.

How is a YMS different from a WMS or TMS?

The warehouse system runs operations inside the building and the transportation system plans freight on the network. The YMS coordinates the yard in between. The three are increasingly converging, and a YMS is often sold as a module of a WMS or TMS.

Is there a Gartner Magic Quadrant for yard management?

No. Gartner covers the category through a Market Guide for Yard Management, published in October 2025, and evaluates yard capability as a feature inside the warehouse management systems Magic Quadrant. There is no standalone quadrant, so peer references and pilots matter more.

Who are the leading vendors?

It depends on the tier. Standalone specialists include Kaleris and C3 Solutions; suite-embedded options include Manhattan, Blue Yonder, SAP, and Korber; dock scheduling and visibility include Opendock, FourKites, and Transporeon; and autonomous and vision players include Outrider, EAIGLE, and Terminal Industries.

How big is the market?

It depends on the definition. Standalone YMS software is sized near $2B in 2025, while the combined dock-and-yard category runs from about $2.3B to $5.6B because it includes embedded modules, hardware, and services. Dock scheduling is sometimes counted separately at around $4.7B.

Should I buy a standalone YMS or use my WMS or TMS module?

If the yard is a real bottleneck and your sites are complex, a best-of-breed standalone is usually deeper. If you are standardized on a suite and the yard need is moderate, the embedded module gives you one vendor and one integration. Let site count, trailer volume, and existing systems decide.

How is the yard actually tracked?

Approaches range from manual check-in to real-time location systems, GPS, RFID, and increasingly AI computer vision at the gate. The right approach depends on trailer volume and budget, and the sensing hardware is often the largest cost and timeline driver.

What does it cost?

Software is priced per site, per dock door, or per trailer, with gate hardware and location infrastructure as additional capital expense. Dock scheduling alone is quick and cheap to deploy; a full yard platform with vision or location hardware is a larger capital and integration program.

What about autonomous yard trucks?

Autonomous electric yard trucks from vendors such as Outrider are advancing but remain best suited to high-throughput, labor-constrained single yards. For 2026 they belong in the pilot column, not the mainstream procurement plan.

What is the most common reason these projects fail?

Weak integration, underestimated hardware, and poor yard-team adoption. Almost none of the common failures are about the software itself. Scoping the hardware early and winning the gate and jockey teams matter more than the feature list.

12. Recommendations

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

11. **Decide the architecture first.** Choose deliberately between extending your WMS or TMS yard module and deploying a best-of-breed standalone; this choice shapes cost, integration, and timeline more than any feature.
12. **Match the tier to the yard.** Standalone specialists (Kaleris, C3 Solutions) for deep yard needs, embedded modules for suite estates, dock-scheduling platforms for inbound-constrained sites, and autonomous pilots only for labor-constrained single yards.
13. **Do not wait for an analyst quadrant that does not exist.** Use the Gartner Market Guide, the WMS Magic Quadrant, reference customers of similar profile, and your own pilot rather than a ranking.
14. **Scope hardware and integration early.** Gate cameras, location infrastructure, and WMS and TMS connections determine success more than the software; budget for them explicitly.
15. **Treat vendor savings as a ceiling.** Build the business case on your own detention, trailer-turn, and labor numbers, and prove it on one yard before scaling.
16. **Start with dynamic dock scheduling.** It is among the fastest-payback capabilities and a low-risk entry point, whether standalone or as the first phase of a broader yard program.

13. Methodology and caveats

- This guide synthesizes public market-research estimates, the Gartner Market Guide for Yard Management, vendor disclosures, and trade reporting, current to mid-2026. Supply Chain Research is independent and accepts no payment from the vendors covered.
- Market-size figures diverge widely by definition: standalone YMS software is sized near $2B, while combined dock-and-yard estimates run from about $2.3B to $5.6B because they fold in embedded modules, hardware, and services. We present a range and separate the definitions rather than asserting a single number.
- There is no Gartner Magic Quadrant or Forrester Wave for yard management. The landscape map in Figure 4 is our directional interpretation, structured from the Market Guide vendor categories, not analyst coordinates.
- Operational and ROI figures from vendors are vendor-stated and treated as a ceiling. Detention, trailer-turn, and labor savings depend heavily on the starting point and should be validated on your own yard.
- Vendor ownership and product scope change quickly, including the consolidation of PINC into Kaleris and Opendock into Loadsmart. Validate current details directly with vendors before any purchasing decision.

14. Sources

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[2] Grand View Research (2024). Dock And Yard Management Systems Market Report. $2.34B (2024), 13.6% CAGR; NA 38.6%.

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[8] Opendock (2025). Gate Management Software Market: What to Know in 2025.

[9] Outrider (Oct 2024). Outrider closes $62 million Series D financing to drive growth of yard automation.

[10] Loadsmart / Opendock (Sept 2025). Opendock September release notes (yard features, AI gate feed).

[11] AppsRunTheWorld (2025). Kaleris YMS (formerly PINC) customers and profile.

Additional figures drawn from: Maximize Market Research and Reanin (combined dock-and-yard sizing); IMARC (dock scheduling); Robotics & Automation News (Outrider funding); and C3 Solutions case material (gate-call reduction, trip reduction). Vendor capability, operational, and ROI claims are vendor-stated unless otherwise noted, and there is no Gartner Magic Quadrant for this category.

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.