

OVN LLC Passes 100,000 Expedited Loads, Revealing What North America's Urgent Freight Actually Looks Like

OVN LLC, a managed expedite carrier serving the United States (including

Alaska) and Canada, has moved its 100,000th load since the company was founded in 2015.

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managed expedite carrier serving the United States (including Alaska) and Canada, has moved its 100,000th load since the company was founded in 2015. The milestone also produces something the expedite market rarely offers: a decade of consistent, single-source data on what urgent freight in North America looks like.

The answer is less dramatic than the category's reputation and more revealing. The typical OVN load is approximately one standard pallet traveling roughly 550 miles. It is most often automotive parts. Urgent freight, in other words, is

not usually an exotic shipment racing coast to coast. It is an ordinary pallet that has become the most important object in somebody's supply chain.

The 100,000-Load Data Set

- Average shipment: Approximately one standard pallet, traveling approximately 550 miles.
- Longest run: Approximately 5,000 miles, including a shipment from Florida to Alaska.
- Shortest run: Effectively zero miles. OVN has completed jobs where pickup and delivery were at neighboring gates within the same facility, or where a driver was already on-site and the work involved loading and unloading.
- Fastest completed shipment: Approximately 20 minutes, pickup to delivery, inside a single building.
- Most common commodity: Automotive parts.
- Emergency recovery loads: Approximately 2% were line-down and critical recovery events. Approximately 5% were AOG, aircraft grounded until a component arrived.
- Change since 2015: Average shipment size has held essentially steady, while total volume has grown significantly.

Over ten years, urgent freight did not change in size. It got more frequent. The growth in this market reflects how often supply chains need a same-day answer.

"One hundred thousand loads is more than a number to us," said Oleh Holovatiuk, founder and chief executive officer of OVN LLC. "It is the part that reached a repair shop before a family's road trip, and the component that put a grounded aircraft back in the air. One hundred thousand times, our team got it there."

Roughly 7,000 Loads Where Something Had Already Stopped

Across the decade, about 7% of OVN's loads, close to 7,000 shipments, moved because an operation had come to a full stop. Approximately 2% were line-down and critical recovery events, a category that extends past the factory floor. In one case, the freight was replacement hardware for a train disabled in the field. Another 5% were AOG events.

Third-party research puts a price on the hours those shipments are racing. The [Siemens True Cost of Downtime report](#) estimates that unplanned downtime costs the world's 500 largest companies roughly \$1.4 trillion a year. Within the automotive industry alone, an idle hour can cost a single company approximately \$2.3 million. Aberdeen Research puts the broader manufacturing average near \$260,000 per hour, and Boeing's widely cited estimate for a grounded aircraft ranges from \$10,000 to \$150,000 per hour, with U.S. operators averaging roughly 14 AOG events per aircraft per year.

Against those figures, a pallet moving 550 miles on a dedicated van is rarely the expensive line item. The equipment reflects the same logic. A cargo van covers about 1,000 miles in 17 to 24 hours and reaches places a tractor-trailer cannot: residential addresses, maritime terminals, regional airports, and tail-side at a maintenance facility.

A Tightening Market for Freight That Cannot Wait

The freight market surrounding these shipments has changed sharply in 2026. ACT Research reported in July that aggregate spot rates, excluding fuel, were 43% higher year-over-year in June. In addition, contract rates up 13%, driven primarily by capacity contraction and driver scarcity rather than a surge in demand. The U.S. Bank Freight Payment Index showed shippers moving



less freight in the second quarter and paying significantly more to do it.

“One hundred thousand loads is ten years of evidence about which industries cannot absorb a delay,” said Constantine Alimov, vice president of business development at OVN. “Capacity has left this market and rates have climbed, but the customer whose line is down does not get to wait for a better rate. That is why expedite holds up in a soft freight market. This kind of freight is not optional.”

OVN commands a capacity of more than 1,300 OVN-qualified cargo vans and box trucks and is the carrier of record on every shipment it moves, holding the contract, issuing the invoice, and assuming liability rather than reposting freight to third-party load boards. OVN was recently named to the 2026 Inc. 5000 at No. 4198.

About OVN LLC

OVN LLC is a managed expedite carrier headquartered in Elk Grove Village, Illinois, moving time-critical, last-mile, and AOG freight across the United States (including Alaska) and Canada. Founded in 2015, OVN is the carrier of record on every shipment: it holds the contract, issues the invoice, and carries the liability. OVN dispatches more than 1,300 OVN-qualified cargo vans through an in-house team staffed 24/7/365, and never reposts freight to third-party load boards. OVN is compliant with [Highway](#) onboarding standards, and every driver clears paperwork, legal work authorization, DOT compliance, and insurance verification, and completes OVN Academy before a first load. Learn more at [ovn.llc](#).

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