

**POV Attendees:** John Reinhart, Rodney Oliver, Jay Stecher, Jay Windsor, Mark Higgins, Max Sanders Daniel LeGrande, Pete Trocchiano, Vance Griffin, Brandon Palmer, Eric Casey, Brian Bashara, Kit Chope, Kiyim Ward, Lauren Creech, Lung Cheng

**Industry Attendees:** Benny Brent, Bill Jackson, Bob Eveleigh, Bob McNichols, Brenda Woods, , Chris Columbus, Danny Glover, Diane Newell, Frank Borum, George Berry, Neil Boothby, , Shirley Roebuck, Tommy White, Erica Mitchell, Jake Darrell.

Daniel LeGrande opened the meeting with, and went over the safety briefing. Frank Borum called the meeting to order and briefly went over the agenda. Daniel LeGrande provided POV statistics for December. Frank Borum voiced concerns about the gate activity over the last couple of weeks. Vance reported the gates number for the previous week and mentioned that the late Friday gates were not being utilized and would be discontinued.

Eric Casey talked about the preventative crane maintenance program at VIG. Over the next 6-9 months, individual cranes will be down to do major overhauls. All POV mechanics, will be attending Kone University, to better serve the facilities. While there will be some inconvenience, the overall program will be a big success. John Reinhart mentioned that the total investment is around 7 million dollars. George Berry asked about the power outages at VIG, and Eric Casey reported that there had been over 600 overrides due to power outages. The plan is to install harmonized power mechanisms to keep the cranes from having to be restarted. Dominion power is doing a study on the power supply, which has been expedited, to be completed in 5 months. Eric also reported, that they ground breaking at VIG will not cause any additional issues with the power.

John Reinhart added that the January numbers appeared as if we would see 17.2% growth, over last January. John also mentioned that the VIG expansion project was to begin this week.

Frank Borum stated that NIT gates take on approximately 4 minutes to service drivers. Max reported with the Northgate complex, slated to open at the end of June 2017, we will gain 26 inbound lanes, which will help to reduce the bottlenecks caused by the current gate complex, which is only 10 inbound lanes. Max stated the transfer zones have been clear and that we have been handling about 170 trucks an hour, yet moving forward with 26 total inbound lanes, 300 trucks per hour will be able to be processed at the gates. Danny Glover was concerned that more lanes will clog the transfer zones, but Max assured him that will not be a problem. John Reinhart added that the NIT traditional turn times were 38 minutes, expanded were 44 minutes, with 1900 moves in a day.

Mark Higgins gave a presentation on the RFID tags. Mark explained that VIG was the first to use the Transcore technology, 11 years ago. For the NIT gate we are going to use Active Tech. In the past we have had issues with the inbound lanes reading the outbound trucks, and vice versa. The port has adopted the Wherenet system, already in use by the Ports of NY and Baltimore. This will increase the accuracy of the transfer zones and eliminate badge scan by motor carriers on the outbound. The system will go live within the next 6 months. VIG will allow both types of RFID tags for now, yet NIT will only allow the Wherenet system. Mark stated that POV is currently reviewing the price of the transponders as well as determining the best location for transponder placement on the truck. Tommy White stated that the tags are placed on the bumper in Savannah.

Kiym Ward gave a presentation on “How to make a flex booking.” She gave examples, and showed how to use each terminal system, as well as the PPCY (IKE currently).

Rodney Oliver reported that there will be an announcement concerning Shipline service shifts within the port. He explained that PMT is underutilized, and VIG is over utilized. It is confirmed that at least one service will be moving from VIG to PMT, and others will likely follow during the expansion. Frank Borum voiced concern about current operating hours at PMT with increased volumes and Pete explained that they will be expanded as needed. Vance reported that on dock rail started at PMT in December (90% of imports being handled on dock currently) to relieve gate volume.

Lung Cheng gave a presentation about Paperless TIR discussion at the PPCY. He stated that the PPCY will be going to tablets, which will no longer print receipts. The motor carriers can have the receipts emailed, or they will continue to be able to access on the POV website and print as needed. The RFID tag will be required to have the receipt emailed. The PPCY employee will present the tablet to the driver for confirmation of the container number, chassis number, and license plate. Once confirmed by the driver, the information will be finalized and sent. The EIRs will be send in batches to the motor carriers at the end of the day. There will be the ability to run reports for chassis and damaged containers online via the website. There was some concern raised, that some customers require the physical copy of the EIR upon delivery of the container. Lung was going to address this issue at the next IT meeting.

Kit Chope reported that the water main repair on Hampton Blvd. will end this month. Max brought up an issue with the traffic light at the south gate, whereas the light left is only green for 15 seconds, allowing 6 trucks through.

Brandon Palmer reported that chassis usage was at 80%, up 6% from last year. The current inventory is 15,339 chassis, out of service at 5% and good availability at all facilities.

Vance reported that RMT would be opening as a CY for some lines. He also reported that the motor carriers were obeying the speed limits at the PPCY and they were working on new signs and poles for the Kubota traffic. George Berry suggested better signage for the Shipline stacks within the PPCY which would help to prevent drivers from getting in the wrong lanes.

Action Items:

- Friday evening hours, and where we can shift hours.
- Neil Boothby would like to review the effects of the early gate hours on the chassis numbers at VIG.