

# **TMTA Pier Committee**

## **Meetings with Port of Virginia (POV) at VIG April 26, 2019**

### **Attendees:**

Bob Eveleigh – Chief Operating Officer, Port City Transportation

Allen Campbell – National Sales Manager, Givens Transportation

Charles Glover – GTL Transport

Kevin Price – Sr. VP Operations

Vance Griffin – VP Operations

Patrick Jefferson – Gate Operations/Landside Operations VIG and NIT

Tom Christman – Reservation System VIT and NIT

Mark Higgins – Systems

### **Absent:**

Jake Darrell – Fleet and Safety Manager, DB3 Logistics

### **Start Time**

11:30 p.m.

### **End Time**

2 p.m.

### **Location**

NIT

### **Next Meeting**

Tentatively, Thursday, April 18, 2019

## **Notes/Findings from 4-26-2019 Meeting**

This meeting had five agenda items:

1. Preparation for the TMTA Membership Meeting on 4-30-19
2. Tom Christman's ride along with Jake Darrell
3. Lack of desired reservation types in the mornings especially 4-18 and 4-19
4. Clock at VIG entrance
5. Other items of interest

### **TMTA Membership Meeting**

We discussed the topics to cover. Bob Eveleigh will present the Pier Committee slide deck modified to fit the time available. Kevin Price will talk about current statistics and outlook for Peak 2019. We also discussed possible questions from the audience.

### **Ride along with Jake**

When Tom rode with Jake several issues occurred with the turn including a questionable transponder read and a delay in the flip zone due to a damaged box ahead of them. Each of the issues identified is being evaluated to make improvements.

### **Lack of Desired Reservations**

There are two components to this discussion: number of reservations and types of reservations. Carriers are finding it difficult to get sufficient empty returns in the morning hours. This will be a topic the Committee will work on with the Port in coming meetings. In particular we will work on increasing empty return appointments in the morning as that is a common problem that reduces efficiency.

The Port has increased the number of reservations per hour. Most of those are designated for empty returns. We discussed adding more reservations until turn times increase closer to one hour. Kevin had already started moving in that direction.

We also discussed the especially difficult situation with empty container returns we all encountered on 4/18 and 4/19. This was triggered by the lines not evacuating the number of scheduled empties which lead to the PPCY becoming full. The Port then opened more empty return slots at the terminals taking in 900 on 4/19 versus approx. 500 which affected turn times.

If you were not able to return an empty on 4/18 or 4/19 please let me know how many so we can quantify the additional slots needed.

### **Empty Container Drop Area at VIG**

The Port is looking at clearing the chassis area and making it an additional empty container drop area. The trade off is that there would be no chassis on terminal at VIG requiring a visit to another facility to get a chassis or do a chassis swap. This is common at inland facilities. Please provide the Pier Committee with your thoughts on whether an empty container drop area or chassis at VIG are more valuable to you.

### **Clock**

The Port will determine the cost of placing a large clock at the entrance. Location was debated as there were a variety of opinions about where the clock should be located to provide sufficient time to turn out onto Wild Duck Lane.

As a reminder, time is displayed on the Portal screens. If a driver sees he is early he should go through the Portal and turn out before returning to the Portal once the grace period starts. Going through the Portal creates some work at the Port that is not necessary so there is some incentive for the Port to consider putting in the clock.

I would also repeat my comments from a few days ago that my company no longer try to arrive at the start of the grace period. Instead we give ourselves a 5 minute cushion.

### **NIT Queue for New Stacks**

The meeting was held in the tower at NIT. Mark Higgins discussed the queue currently in use and how it will work once additional stacks at the South end are in service. The process is essentially the same as drivers use for current NIT South appointments.

### **Next Meeting:**

- Increase empty returns in the mornings.
- Assess reasons for remaining appointments with >2 hour turn time.
- Begin evaluation of types of reservations not being used by carriers to identify patterns and opportunities.
- Review operating statistics.