

TMTA Pier Committee

Meetings with Port of Virginia (POV) at VIG May 10, 2019

Attendees:

Bob Eveleigh – Chief Operating Officer, Port City Transportation

Allen Campbell – National Sales Manager, Givens Transportation

Jake Darrell – Fleet and Safety Manager, DB3 Logistics

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

Greg Edwards – Communications

Absent:

Mark Higgins – Systems

Start Time

1:30 p.m.

End Time

2:30 p.m.

Location

VIG

Next Meeting

To be determined

Notes/Findings from 5-10-2019 Meeting

This meeting had five agenda items:

1. Review questions raised during TMTA Membership Meeting on 4-30-19
2. Increasing total reservations per hour and empty returns especially in the morning hours
3. Clock at VIG entrance
4. Weather protection for drivers
5. Other items of interest

TMTA Membership Meeting

There were several questions from the audience:

1. PMT reefer turn times of only one minute – Reefers have a separate process at PMT. Their turn times are excluded from the turn time calculations. In general, for all facilities turn times of less than 10 minutes are excluded from the calculations to avoid showing artificially short times.
2. ISO codes are not up to date in systems – ISO Codes are not longer in use. Instead, Arc types should be used. There is a drop down for them in PRO PASS. A guide on how to use them will be available in a week and will be published.
3. Empty drop reservations made in congested stacks – this situation occurs when a stack has problems after the reservation is made.
4. Dispatchers report losing a good pick up reservation when they try to add an empty return – When adding an empty return, the system will refresh the screen and display the first time both transactions can be completed. Users can click accept (save) or cancel or disregard. The Pier Committee asks any user who finds this functionality is not working as described to enter an incident in TRAC.
5. Lack of communication of equipment failures, lunch staffing and planned down time at PMT – This will be addressed.

Lack of Desired Reservations

We discussed the number of reservations and types of reservations. The number of appointments has been increased by 350 spread throughout the day. There will be more times when PPCY is a return option. The Pier Committee asked for more empty return reservations throughout the day and an increase in total reservations each hour until turn times approach 1 hour as the demand for moves is exceeding supply. The POV is trying to increase both.

Empty Container Drop Area at VIG

This is a repeat from 4-26-2019. 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. So far, no feedback has been received by the Pier Committee.

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.

Turn Times

The Committee and POV will begin looking at reducing turns taking more than 90 minutes rather than more than 2 hours. In April:

NIT Turns > 2 hours – 1.76%

VIG Turns > 2 hours – 2.49%

The processes the POV uses for reefers is being examined from top to bottom to reduce the extra time needed to process a reefer.

The Committee has recommended allowing more reservations every hour at the expense of increasing turn times to 55 minutes or possibly more.

Post Meeting Actions

In the days following the meeting the demand reservations greatly exceeded supply. Despite the Port exceeding 3,000 moves supply fell short. The Pier Committee Chair has confirmed the Port is taking additional actions to increase reservations and adding operating hours is not out of the question.