

TMTA Pier Committee

Meetings with Port of Virginia (POV) July 22, 2020

Attendees:

Allen Campbell – National Sales Manager, Givens Transportation

Bob Eveleigh – Chief Operating Officer, Port City Transportation

Charles Glover – GTL Transport

Jake Darrell – Fleet and Safety Manager, DB3 Logistics

Vance Griffin – Vice President, Terminal Services

Rob Cannizzaro – Vice President, Operations

Mark Higgins – Director, Motor Carrier Experience

Tom Christman – Manager, Terminal Services

Justin Dale – Director OCC

Absent:

Patrick Jefferson – Gate Operations/Landside Operations VIG and NIT

Kevin Price – Sr. VP Operations

Greg Edwards – Communications

Start Time

11:30 a.m.

End Time

12:35 p.m.

Location

Held VIA ZOOM Conference

Next Meeting

August 5, 2020

Notes/Findings

Volumes and Blank Sailings

Two blanks have been added by Ocean Carriers in the past two weeks. One in September and one in October.

Expected lost volume from blanks is as follows:

Month	Blank Sailings	Lifts
July	13	20,000
August	11	17,500
September	7	11,000
October	1	1,200
Totals		49,700

These figures compare favorably against the lost volumes through the month of June which accounted for 70,000 lifts lost to blank sailings.

A positive note is that vessels arriving in Port in July are more loaded than in recent months. Vessels arriving before June had been 50% below expected lifts. July is running around 10% below expected lifts.

The outlook for peak season is a very modest peak.

Hours

The Port continues to look at the volume trends and has indicated they want to add back an operating hour as soon as practical. Based on the figures available now it appears an hour could be added in early September. We asked the Port to consider moving up that timeline if volumes continue to improve.

Full Stacks/Container Distribution

We revisited the question of at least one stack each day having no appointments available for same day reservations while other stacks are open. We received an update on the container distribution algorithms used by the Port and did not uncover any anomalies. There is the potential for more bunching in the stacks near the end of each vessel berth as containers may be unloaded from two vessels into those stacks. The Port continues to watch the patterns to find any improvements that can be made.

Returning to an old suggestion, we asked about the status of the Port's efforts to get customer specific information on containers from the ocean carriers which would create the potential for better container distribution. So far, no success in obtaining that information.

PPCY/PCY travel lanes

The Port recently put out a reminder to motor carriers that there is a dedicated line for drivers to use to move, with pool chassis, from PPCY to PCY. A TRAC incident had been reported indicating that drivers with owned chassis were being delayed for inspection. Based on our discussions it appears this may arise from drivers with owned chassis using the PPCY/PCY lane when they should not. This lane is often shorter but puts the driver ahead of others who arrived earlier.

The Port also mentioned that U-turns from the RSA lane are not safe and prohibited.

First Come First Served

We received several TRAC incidents indicating drivers felt they were not being served in the order they arrived. In particular we looked at the operation of Stack 18 between the hours of noon and 2pm. The Port's system was able to indicate to the minute, not second, when a driver arrived in the stack. There were roughly 9 instances of drivers arriving in the same minute. Drivers arriving the same minute departed within 5 minutes of each other. From this information we cannot say that a driver was not skipped. But we can say that any delay was not significant.

We ask the motor carrier community to continue to use TRAC to report these incidents specifying time, date, stack and type of container.

We believe there is a possibility of a driver getting a reefer container being delayed until the reefer can be unplugged in the stack. Additional incidents are needed to determine if the delay is unreasonable.

Driver Safety

The Port experienced several incidents of drivers leaving the mat, getting in their trucks and trying to drive off while the RMG was still attached to the container. Naturally, a TSIP was issued in each case. Please ensure new drivers and especially drivers new to intermodal operations are clear on the procedures to be followed for everyone's safety.

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