

TMTA Pier Committee

Meetings with Port of Virginia (POV) August 19, 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

Rob Cannizzaro – Vice President, Operations

Vance Griffin – Vice President, Terminal Services

Patrick Jefferson – Gate Operations/Landside Operations VIG and NIT

Mark Higgins – Director, Motor Carrier Experience

Tom Christman – Manager, Terminal Services

Absent:

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

September 2, 2020

Notes/Findings

Volumes and Blank Sailings

No material changes in outlook since July 22 meeting. Two blanks have been added in October.

Remaining blanks:

| | |
|-----------|---|
| August | 9 |
| September | 8 |
| October | 3 |

Changes in vessel calls due to weather have moved the volume forecasts for this week.

Loaded vessels are now roughly at 95% of expected volumes.

HRCP Brake Adjustment Process

We reviewed the slack adjuster measurement process HRCP applies to pool chassis. Chassis are tested at 90-100 psi. Drivers noting improperly adjusted brakes should enter a TMTA TRAC event so we can go over with HRCP if needed.

Drivers are also reminded to ensure their brake system psi is set correctly before a roadside inspection is done to ensure an accurate reading.

Brake inspections are the focus of Brake Safety week which is next week – August 23-29, 2020.

Motor Carrier Duplicate Appointment issue

The Port is rewriting the interface among ProPass, N4 and Gate systems to eliminate duplicate transactions currently being generated in the systems. There is well underway and will be rolled out this Fall. The improved interface will not require new training for the motor carrier community.

TWIC Issue

We discussed an issue with a TWIC card not scanning at VIG but scanning at NIT. The Port indicated that a bent TWIC card can produce inconsistent reads and may need to be replaced. If you are experiencing the same issue please enter a TRAC case.

Reefer Service Levels

Fewer reports of reefer service issues over the last 30 days. If your driver suffers an extended reefer turn time (75 minutes) please enter a TRAC case.

PPCY/PCY traffic issue

Recent messaging did not reduce the number of drivers who were making U-turns to get in a lane intended only for drivers picking up both a container and chassis. As a result, the Port resorted to the TSEP process to eliminate the dangerous U-turns.

Stack Congestion/End of Day Service

As previously reported in our meeting notes, if a stack is congested the driver will be directed to one of lanes 14, 15, 16 or 17 and lined up in the order of arrival. Once the congestion subsides the driver will be serviced. Drivers have been reported that they were told to leave the Port. That is incorrect. They should follow the instruction to go to one of lanes 14-17 to wait to be serviced. The wait is short.

We had a few reports of drivers not getting serviced at the end of the day. However, the Port has remained open after hours to serve drivers who were in line before the cutoff. When an incident arises you should contact an AOM to resolve it while the driver is at the Port. When this occurs please enter a TRAC case.

Same Day Reservations on Monday

The percentage of same day reservations on Monday is high as you might expect in a Port with a large number of vessel calls on the weekend. Motor Carriers are reminded that they can use the Watch List feature in ProPass (ProPass Alerts) to get notifications over the weekend of boxes being released.

Reservations made up to roughly 6 p.m. on Sunday will be groomed for pickup on Monday.

A higher number of prior day reservations completed by Sunday will allow the Port to increase reservations per hour on Monday.

Driver Safety

In our last two meetings we discussed the unusual situation of drivers leaving the mat, getting in their trucks and trying to drive off while the RMG was still attached to the container. The Port showed us 4 incidents where this occurred recently.

We also reviewed video of a driver backing into a closed lane. Closed lanes are marked with a traffic cone. Closed lanes may have workers present so there is the risk of a fatality if the cone is ignored. Motor Carriers are asked to reinforce this with drivers.

High Reservation Miss Rates

Pier Committee noted an increase in missed reservations over the last few weeks. Typically missed reservations run at 5%. Some carriers have been over 10% in recent weeks.

Carriers can help the community by cancelling any reservation they are not going to use. We have a number of carriers who could make use of those missed reservations. If you have drivers making reservations please remind them of the need to cancel reservations they are not going to use.

Missed reservations caused lost earnings for the community and the Port.

The Port has a process of contacting motor carriers with high miss rates to determine the underlying causes. There is currently no penalty imposed by the Port on carriers with high miss rates however the Port has asked for the Pier Committee's input.

Members are asked to provide their input by putting in a TRAC case. The Pier Committee will also discuss with the TMTA Board at an upcoming meeting.

<END>