

TMTA Pier Committee

Meetings with Port of Virginia (POV) at VIG August 22, 2019

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 – VP Operations

Mark Higgins – Systems

Patrick Jefferson – Gate Operations/Landside Operations VIG and NIT

Tom Christman – Reservation System VIT and NIT

Greg Edwards – Communications

Absent:

Kevin Price – Sr. VP Operations

Start Time

11:00 p.m.

End Time

2:15 p.m.

Location

VIG

Next Meeting

TBD

Notes/Findings from 8-22-2019 Meeting

Full mandatory hours at VIG

We had a lengthy discussion about adding mandatory hours after peak. Please consider whether there is a good reason to delay going to full mandatory hours in January 2020 and provide your thoughtful comments to the committee as soon as possible.

VIG empty container yard

The VIG empty container yard will provide additional empty capacity at VIG and is intended to allow additional opportunities for dual moves. The yard will be mapped and incorporated into the reservation system. When making a reservation the positions in the yard will look like additional empty container slots to us. We will simply book the reservation to return the empty and pick up a loaded container. Drivers will receive their routing instruction when they gate in. The yard will be staffed according to the reservations in the system. Two empty handlers are being added to work the yard. Pending is a discussion of the staffing outside mandatory reservation hours.

Stack congestion/driver turn out process

We discussed in further detail the process Patrick and Mark developed for short term stack congestion. This is the process they described at the last TMTA meeting. The committee sees no downside and our comments were confined to seeking a clear and consistent procedure that is easily communicated to drivers as the need for these lanes arises.

We also discussed the need for drivers to receive trouble tickets as proof of inability to recover a container to dispute demurrage.

2pm gate rush

Has improved substantially with the addition of the grace period to the 2 o'clock reservation hour.

Generic Export feature

Should be in production by September absent problems arising in testing.

Discuss scenarios leading to Gilco inability to get reservations for multiple days and exceeding last free day

Vance and John Jackson reaching out to Stacey to discuss. Discussed communication gap that may exist. Lengthy discussion of gap between inability to get a reservation and Customer Service rep indicating no problems at the Port (cranes down, etc.). Stacey please advise Bob if you have not spoken yet.

Reservations per hour

Stack reliability and performance has been increasing. The Port has continued to review progress and added reservations as performance warrants. The Committee raised concerns about the number of 'At Capacity' blocks still appearing on the daily flash reports although the number has been decreasing.

Deep dive on July statistics

Over 2-hour turn times have dropped from >14% to 1.37% at VIG. Volumes remain high. Starting next month there will be additional focus on causes of turn times exceeding 90 minutes.

Items carried over due to lack of time

Status of effort to reduce reefer turn times – currently 90 minutes

<END>