TMTA Pier Committee

Meetings with Port of Virginia (POV) October 13, 2020

Attendees:

Allen Campbell – National Sales Manager, Givens Transportation

Jake Darrell – Fleet and Safety Manager, DB3 Logistics

Bob Eveleigh – Chief Operating Officer, Port City Transportation

Charles Glover – GTL Transport

Rob Cannizzaro – Vice President, Operations

Vance Griffin – Vice President, Terminal Services

Tom Christman – Manager, Terminal Services

Patrick Jefferson – Gate Operations/Landside Operations VIG and NIT

Mark Higgins – Director, Motor Carrier Experience

Absent:

Greg Edwards – Communications

Kevin Price – Sr. VP Operations

Start Time

11:30 a.m.

End Time

12:40 p.m.

Location

Held VIA ZOOM Conference

Next Meeting

Wednesday, October 28, 2020

Notes/Findings

Volumes and Blank Sailings

No blanks this week. As project. Six blanks still on the schedule. One blank in November has been filled in.

No new blanks.

Remaining blanks:

October   3

November   4

Volumes are about in line with projections after taking into account blanks.

Volumes are a record for September due to an early peak. Volume for October is not clear yet. May be a little light compared to prior peaks.

Post Peak Outlook

November and December volumes initial outlook is lower than typical. May be 10 to 15% low. Outlook is being reviewed now to get more accurate estimates.

Saturday Hours – Utilization on 10/10

770 container moves plus 161 chassis. Received 360 empties. Delivered 336 imports. 54 exports.

Note to Motor Carriers – plenty of capacity on Saturday can our community do more on Saturday?

Reefer turn times

NIT reefer turn times have been rising slightly. Still under 60 minutes. Port to research further.

Monthly Statistics Review

No significant changes from prior months. Still within goal.

NIT

The committee asked the Port to look into in gate and out gate delays. It appears there was a mismatch in truck volume and Port labor between 11 and 2 that has now been addressed.

Over 90 minute turns at NIT is almost 3 times the figure at VIG. The Committee asked the Port to investigate more.

Friday, October 9 NIT experienced a server problem that affected the gate. Port acknowledges a message should have been communicated more quickly to the Motor Carrier Community. The issue initially appeared to be an item that could be fixed quickly but turned into a more challenging fix. The Port is going to improve its protocol for these situations.

Deleting Bookings in ProPass

Bookings that are deleted by the Shipping Line appear in two places in the systems. Only one is automatically deleted. The Port will work to fix this situation so both places have the same up to date information.

Tracking is more accurate than Booking side so Motor Carriers should look at the Tracking side to verify container status. In the meantime, Motor Carriers may also check Shipping Line sites although all parties realize that is less efficient than desired.

TRAC entry – Owned Chassis

Error made in initial appointment. Motor Carrier booked and edited or booked a new appointment with the correct chassis type the next hour while the driver was on the Terminal. The driver did not leave the Terminal by passing through the outbound Portal. As a result, it appeared the driver was in the Port.

The Motor Carrier can avoid this issue by going through the outbound portal then to Driver's assistance. Dispatch call also reach out to the Port to get assistance. By going through the outbound portal the prior reservation is closed so the edited or new appointment can be processed.

The Port wants to be flexible if a situation like this occurs and will try to make the appointment work if a driver does not go through the out gate.

Prior Day Reservations

Please continue to push prior day reservations to help the Port improve operations at VIG.

TRAC Items

Members are asked to provide their input by putting in a TRAC case. TRAC cases are used to identify topics that need to be addressed with the Port.