

TMTA Pier Committee

Meetings with Port of Virginia (POV) February 18, 2021

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

Tom Christman – Manager, Terminal Services

Vance Griffin – Vice President, 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

11:00 a.m.

End Time

12:14 p.m.

Location

Held VIA ZOOM Conference

Next Meeting

Thursday, March 4, 2021

Notes/Findings

Volumes and Blank Sailings

February volumes are strong but falling off as expected for a normal post-peak period. Chinese New Year impact is still uncertain but will probably have less negative impact than normal.

VIG Saturday Gate Metrics – February 6, 2021

Saturday hours ended on February 6 based on recent utilization of Saturday hours and projected volumes. Saturday moves peaked in November at 950, dropped to 700 by the end of January and fell to 406 container moves February 6 which was in line with the expectations. As the volumes were dropping as expected the Port and projected to drop significantly after February 6 the Port discontinued the program.

The extra Saturday hours were provided from August to February which is much longer than in past years.

The Port will continue to assess volumes and add hours when needed.

Import Containers Showing at Both Terminals in the Import Availability Screen in ProPass

Duplicates are caused by same container returning to the Port of Virginia but at a different facility. Port keeps all history so dispute resolution and historical reporting. So, the motor carrier community may find history on the same container at multiple facilities.

The older container entry would have no data related to it.

Motor Carriers should update/purge their Import Watch list regularly or use date range filters to reduce the likelihood of the screen being populated with out of date information.

February 4 update – expected to be resolved in the first quarter.

February 18 update – Cause of the duplicates listings has been identified. Software vendor is developing software needed to eliminate. Still looks like a first quarter fix.

False Duplicate Appointments Requiring Manual Correction

Fix has been identified and first version has been coded. Quality assurance testing is ongoing. Issues in testing have to be addressed and will update at next meeting.

February 4 Update – a rewrite of the interface among the systems is being written and going through quality assurance. Ongoing effort. Testing in February. Completion date not set yet but should be first quarter 2021.

February 18 update – Testing continues and issues found in testing being resolved. Completion still set for first quarter.

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.

Update - Port sees a way to improve this issue and is putting on the list of projects to complete. Hoping for a rollout timeline by next meeting.

February 4 update – expected to be resolved in the first quarter.

February 18 update – work ongoing. Still on track for first quarter.

EDI Information for Motor Carriers

The Port continues to advance. Currently in testing phase. The Port hopes to complete the project by early 2021. Still in testing. Testing with first Motor Carriers may start in March.

Last Minute Changes to ERD impacting Truckers

A TRAC incident was entered noting last minute changes to ERD pushing out the ERD to a later date after the motor carrier had secured multiple reservation. Reservations were cancelled when the ERD moved. Motor carrier now has the equipment and must hold it 3 additional days and face holding costs. To make matters worse the containers are reefers.

Port is working with the Shipping Lines to improve this scenario.

February 18 update – Vessel on time arrival rate is only 40%. The Port has worked out process to allow Motor Carriers to have more reliability on ERD. ERD will open starting 7 days before expected date of arrival and will not close. As a result, Motor Carriers and BCO will not bear the costs of changing shipping line changing arrival dates. Target effective date on March 1, 2021.

This is a significant positive for the Motor Carrier community and BCO community.

No Export and Empty Drops Available Early Morning but Imports Readily Available

The Pier Committee noted that Export/Empty drops are being fully booked the first hour of most days while Imports appear to be underutilized. The Port will look at the mix and see what adjustments can be made. All agreed maximizing dual moves is desired and improvements will be looked for.

Ability to notify ProPass users when ERD's are Changed

A motor carrier and customer checking an ERD (Early Return Date) returned two different results within the space of one hour. The change was valid. Motor Carrier would like to get notified when an ERD changes. Port wants to provide the information to motor carriers.

The Pier Committee provided feedback to the Port on this issue.

Types of Appointments Needed not matching Availability

More carriers are noting that the type of reservation they need is not readily available in PRO-PASS although other types of reservations are available. The Committee is looking into how the reservation types are allocated to determine if improvements can be made.

The Port monitors and reallocates reservation types on a daily basis. More discussion to follow.

Drivers Leaving Port without an EIR

Drivers have been noted leaving the Port with a chassis that is known to be damaged (trouble ticket has been issued) rather than going to CSA for repair. The number of incidents has grown so the Port will now issue a TSEP if this occurs.

The Port is reaching out to each Motor Carrier with a violator. Motor Carriers are asked to provide a reminder to their drivers that a damaged chassis cannot leave the Port.

Queueing on Harper Avenue Before PPCY and PCY open

Motor Carriers are reminded that queueing is not allowed before 6 a.m. on Harper Avenue. Police may issue tickets if the road is blocked. Increased police presence on Harper Avenue should be expected.

Recently trucks have been queueing at 5:30 a.m. restricting employees of businesses on Harper from getting to work.

Waiting in the PPCY When No Containers Available

Container availability is a problem so drivers are waiting for a container to become available. There are only six spots available. Drivers may be asked to circle around. There have been some fender benders so it may be better to circle around to avoid this risk.

Container already on Wheels

The Pier Committee asked the Port to look at giving motor carriers the option to drop a Port chassis when doing a dual move picking up a container that has already been mounted to a Port chassis. This would avoid a flip. Port will evaluate pluses and minuses and respond.

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.

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