

# **TMTA Pier Committee**

## **Meeting with POV at VIG Thursday December 6, 2018**

This meeting:

The Port Issues Committee has been renamed the Pier Committee at the request of the TMTA Board.

### **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 [Son's graduation]

Kevin Price – Sr. VP Operations

Vance Griffin – VP Operations

Patrick Jefferson – Gate Operations/Landside Operations VIG and NIT

Mark Higgins – Systems

Tom Christman – Reservation System VIT and NIT

### **Start Time**

11:00 a.m.

### **End Time**

1:00 p.m.

### **Location**

VIG

### **Next Meeting**

Thursday, December 13, 2018

## **Notes/Findings from 12-6-2018 Meeting**

### **Organizing Action Items/Consolidating Efforts**

The current list of 35 initiatives requested by TMTA, MCC, VMA and For Truckers by Truckers was discussed and absorbed a significant portion of the meeting. Roughly 27 of the items have been addressed and answered with a Yes or No. Some have been communicated to the Motor Carrier community. After some discussion it was agreed that 27 items are closed and the resolution of each needs to be communicated to all parties in a single document. The Port will prepare a summary to distribute to the parties preferably by the next MCC meeting. The remaining 8 items have been transferred to the Pier Committee's list of action items for resolution.

### **Operating Hours**

The Port will publish hours for each facility including hours for the services available at each facility. Portal hours will be included to eliminate driver confusion over portal hours vs the hours the Port is open.

The Committee asked for all reservation hours to be published with ending times formatted as XX:59 to eliminate confusion about when reservation hours end. For example, mandatory reservation hours at VIG end at 9:59 a.m. not 10:00 a.m. Motor Carriers are reminded they cannot arrive 30 minutes early for reservations for non-mandatory reservation hours.

### **Changing Vessel Calls/Moving Containers by Barge between Facilities**

The Port arranged for split Vessel calls and transferred imports from VIG to NIT to relieve import overload at VIG. The changes were not reflected in N4 timely resulting in boxes not being available for pickup until after last free day. The Committee asked the Port to document an improved process for these types of actions as this problem has arisen before.

### **Stacks**

VIG and NIT – The Committee asked the Port to revisit and budget funds for all weather boxes for drivers to stand in at all stacks.

VIG – Asked for better organization of the queue for dual move transactions. Drivers are not clear where they stand in order after they drop their first box. Safety department concern – drivers getting out of trucks to figure out who is next.

The number of trucks in queue will drop if the Port is functioning efficiently, algorithms are improved to increase the number of dual moves using only one stack and drivers arrive in a spaced out manner over each one hour reservation period. Other initiatives are designed to improve efficiency. Algorithms are being rewritten to put more dual moves in one stack. The order in which drivers arrive during the reservation hour is not a controllable factor so we did not spend time on that. There is no system in place that lets the drivers know where they stand in queue. Need a queue area but no space available. Improvements above will be a first step. The TMTA Board is invited to make suggestions to the Committee.

### **VIG Gates**

Gate capacity greatly exceeds stack capacity now. Each gate can process a truck in less than 2 minutes (add time for empty returns) while transfer zone and stack time is much longer even under the best conditions. At times it is necessary to stop gate transactions when too many trucks are in the transfer zone.

Under ideal conditions we should see one truck in the stack and one in the transfer zone for that stack.

### **Reservations**

Split release of reservations suggested by Charles Glover and described in the minutes from the 11-28-18 meeting was discussed. The TRS 2.0 Committee will take it up.

The Committee will continue to discuss fair access to reservations. It is clear, however, that BCO must provide Motor Carriers with more advance notice of the boxes they want to move to improve the chances for successful retrieval of a box.

The Committee asked for additional information on reefer reservations. Some carriers report obtaining early morning (5 a.m.) reefer reservation but finding the box does not have a mounted genset. No genset mount available until after 8 a.m. resulting in an extended turn time.

### **Pro Pass**

At the last meeting we reported each Committee member has one or two drivers who regularly has problems with their turn times. ProPass is mounted correctly. Mark Higgins was given an example to research to determine if there is a problem with the driver's account or transponder or something else is going on. Results will be discussed at the December 13, 2018.

**Chassis Yards**

The Port is continuing to work on getting a chassis yard. We discussed what additional efficiencies and costs would result from a separate chassis yard including whether BCO would incur chassis split charges as a result.

**Next Meeting**

Port will present the items it has researched. Review solutions identified.