

TMTA Pier Committee

Meetings with Port of Virginia (POV) August 5, 2021

Attendees:

Bob Eveleigh – Chief Operating Officer, Port City Transportation

Jake Darrell – Fleet and Safety Manager, DB3 Logistics

Charles Glover – GTL Transport

Patrick Jefferson – Gate Operations/Landside Operations VIG and NIT

Rob Cannizzaro – Vice President, Operations

Vance Griffin – Vice President, Terminal Services

Mark Higgins – Director, Motor Carrier Experience

Tom Christman – Manager, Terminal Services

Absent:

Kevin Price – Sr. VP Operations

Greg Edwards – Communications

Allen Campbell – National Sales Manager, Givens Transportation

Start Time

11:00 a.m.

End Time

12:00 p.m.

Location

Held VIA ZOOM Conference

Next Meeting

Thursday, August 19, 2021, In person

Notes/Findings

Metrics

Next Meeting

Volumes

Volume on the water flattened for a few weeks but is increasing as would be expected for peak season. NIT volumes have been increasing. Latest information now suggests very strong volumes through year end.

Reminder - Saturday Gates End this Saturday June 26, 2021

New forecast supports additional hour each weekday and Saturday hours. Port is continuing to analyze volumes and will continue with extra hours as volumes justify. Announcements will come out periodically.

Driver Shortage

We discussed driver age and health reducing available trucks. We also shared information on truck part shortages, rising costs to repair and long wait times at truck repair facilities. Port is trying to determine if more hours would be used by the community. We also discussed perceived benefits of adding a morning hour vs. an afternoon hour.

Dual Moves

The Pier Committee asked the Port to review the % of single moves and determine whether there are options to increase dual moves (Export Drop/Import Pickup in particular). Motor Carriers should put in a TRAC incident to express their opinions on their ability or inability to make dual moves.

Asked Port to look at increasing ability to do a Pick Import and Drop Empty. Ongoing effort.

Port is still exploring how the reservation system can be made more flexible without making it impossible for us to do certain types of transactions throughout the day.

Carriers with Excessive Missed or Canceled Reservations

Port is reaching out to carriers with highest miss rates and cancel rates.

CSA at VIG

CSA would not release a good chassis to a motor carrier who returned a chassis with expired FWHA. The CSA at VIG exists to hold and repair chassis that arrive with a deficiency. There is no guaranty one of those chassis are available to take out. Motor Carriers should not expect that a chassis will be available out of the CSA. In some cases the chassis are already committed.

Chassis and Container Availability - New chassis being added to pool every week. Utilization is high at 93% so some shortages may occur. Out of service is 1%. Container shortages continue.

Pending Fixes and Items

1. False Duplicate Appointments Requiring Manual Correction - NIT rescheduled to July as testing is still ongoing. Bugs being worked out before rolling out.
2. Appointments Stuck in Verified Status - NIT rescheduled to July as testing is still ongoing.
3. Deleting Bookings in ProPass – Solution rolled out in June and appears to be working.
4. Container Numbers Showing in ProPass in Both Terminals - Solution is coded and now in testing. This normally occurs when a ship call moves from NIT to VIG or vice versa. The clue to motor carriers that this has occurred is the original item on your watch list will show status is “unknown” while the new item will have the updated location.
5. Empty Return Size should not matter - Port agrees size should not matter and will investigate the specific transaction encountered by the motor carrier.
6. Last Minute Changes to Reservations - Port is going to introduce new features in ProPass to allow more last minute changes to minor parts of a reservation – for example - license plate change, empty container number, export container number (not booking), chassis type.

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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