

# **TMTA Pier Committee**

## **Meetings with Port of Virginia (POV) October 14, 2021**

### **Attendees:**

Bob Eveleigh – Chief Operating Officer, Port City Transportation

Jake Darrell – Fleet and Safety Manager, DB3 Logistics

Charles Glover – GTL Transport

Mark Higgins – Director, Motor Carrier Experience

Tom Christman – Manager, Terminal Services

Rob Cannizzaro – Vice President, Operations

Patrick Jefferson – Gate Operations/Landside Operations VIG and NIT

### **Absent:**

Kevin Price – Sr. VP Operations

Greg Edwards – Communications

Allen Campbell – National Sales Manager, Givens Transportation

Vance Griffin – Vice President, Terminal Services

### **Start Time**

11:00 a.m.

### **End Time**

12:00 p.m.

### **Location**

*Held VIA ZOOM Conference*

### **Next Meeting**

Thursday, November 4, 2021

## **Notes/Findings**

### **Metrics**

Next Meeting

### **Volumes**

No changes from last meeting where we reported volumes are strong and continue to be strong. Vessel delays continue to cause vessel bunching. There was a short lull in volume growth but now the Port is seeing additional vessel calls (up 10%) and some traffic being redirected from other Ports to Norfolk and increased volumes on the water.

To address the volumes the Port has repurposed one stack to Truck from Rail and added to RMG to truck service.

### **Over 2 hour turn times**

2+ hour turn time issue is primarily at VIG and have been on the rise. Mandatory hour 2+ hour turns are up but not significantly. 2+ hour turn times in the nonmandatory hours are higher as motor carriers try to return empties.

October 14 update – Addition of one truck stack and RMGs to truck service is expected to help drive down turn times. The Committee will continue to monitor.

### **Chassis**

Chassis usage is at 99% so very tight. A prime cause of the high usage is that many boxes are sitting in storage offsite on chassis. Chassis dwell is up to 11 days which is triple the normal figure. New chassis - 6,100 on order but those will be delivered over a number of months. No relief in sight.

### **Safety on Port – TSEP**

The Port now has Artificial Intelligence (AI) in place on the Port to help identify speeders on Port in select locations and compliance with Stop signs. Motor Carriers should advise their drivers so they can avoid TSEP. Speed limit is 20 mph and Stop signs require a full stop. The Port showed us some videos of trucks rolling over at NIT due to speed in turns and have crashes due to a failure to obey stop signs.

Note that the AI identifies potential violations and a Port employee evaluates the video to determine if it is a TSEP violation.

Also, a new STOP line has been painted in the VIG transfer zone to reduce crash risks for drivers leaving the transfer zone and heading out of the Port.

**Empty Return Size should not matter** - Port agrees size should not matter and will investigate the specific transaction encountered by the motor carrier. Problem arises when the transaction is being edited. The cause has been identified and the fix will be rolled out when Port Manager is deployed in the next few months.

**Last Minute Changes to Reservations** – This will be fixed when Port Manager is rolled out. Due to high volumes right now the roll out will be delayed for a short time. It will contain features that 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 size and type.

October 14 update – due to high volumes the roll out has not been scheduled yet but current plans call for roll out in the next few months.

#### **Lack of Empty Appointments at NIT**

Volumes are rising at NIT and vessels are bunching. As a result, at times Motor Carriers may have difficulty when this has not been a problem in the recent past. Motor Carriers should not assume reservations will be as freely available as they have been in the recent past.

#### **Motor Carriers with High Missed Appointment %**

The Port has contacted carriers with excessive miss rates and advised them of coming penalties. The carriers' responses will determine when penalties are imposed.

#### **President Biden's 10-13-2021 Speech**

The President indicated that Terminals must open 24/7 and Motor Carriers must 'step up' or face government action. The Committee inquired whether the Port of Virginia would or could be open 24/7.

The Port currently is open 24/7 with hours divided among ship, rail and truck service. With regard to truck service there is a limit to the number of hours the Port can provide service and still groom the stacks to ensure good turn times during core hours. The Port will continue to look for ways to provide additional service.

#### **Open Items**

### **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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