TMTA Pier Committee

Meetings with Port of Virginia (POV) January 6, 2022

Attendees:

Bob Eveleigh – Chief Operating Officer, Port City Transportation

Jake Darrell – Fleet and Safety Manager, DB3 Logistics

Charles Glover – GTL Transport

Rob Cannizzaro – Vice President, Operations

Mark Higgins – Director, Motor Carrier Experience

Tom Christman – Manager, Terminal Services

Patrick Jefferson – Gate Operations/Landside Operations VIG and NIT

Vance Griffin – Vice President, Terminal Services

Absent:

Greg Edwards – Communications

Allen Campbell – National Sales Manager, Givens Transportation

Start Time

11:00 a.m.

End Time

12:02 p.m.

Location

Held VIA ZOOM Conference

Next Meeting

Thursday, February 3, 2022

Notes/Findings

Volumes

Total volume projections remain strong. December was very high rather than tailing off from November volumes as in a normal peak season. Containers on the water continue to grow so volumes may be higher in late January and February.

Container dwell in the stacks has increased which is concerning to the motor carriers and the Port as productivity is reduced when the stacks become too full. Stack utilization is high which is reducing housekeeping efficiency and can slow turn times. Stacks are approximately 80% full. Current dwell in the stacks for imports is around 7 days.

Empty reservations in the morning remain in high demand, well above past levels. The Port is adjusting the numbers of export and empty reservations in an effort to maximize both types of transactions for motor carriers.

Empty evacuations remain steady.

Metrics

Next meeting

Chassis

Chassis usage remains at 99% versus a desired level of 85% so very tight. A prime cause of the high usage is that many boxes are sitting in storage offsite on chassis. Last month we reported chassis dwell up from 11 days to 12 days to 14 days. This month the dwell is up to 18 days.

HRCP is considering different price mechanisms to incent return of chassis. These include eliminating free days or having an escalating price structure for chassis not returning to the Port after a certain number of days.

New chassis – In addition to the 6,500 chassis already on order the Port has now ordered an additional 3,400 for delivery in 2022 to help create more availability.

Driver Not Allowed to Drop HRPC Genset Chassis at NIT

Port has clarified process for the terminal staff. The normal pickup and return should be to/from RSA. If there is doubt there is a QR code on the genset chassis that can be scanned to pull up a link to FAQ on handling of Genset Chassis.

How to Report Phones/Lights not Working or Damaged in Stacks

Last month drivers noted some light systems not functioning properly. We discussed the maintenance cycle and frequency of audits of the systems. In the last month the Port has checked the lights and replaced any not working. Currently all lights and phones are working. The Port checks both items once per month.

A motor carrier reported vandalism to a phone at NIT South through TRAC and the phone has been replaced. Motor Carriers are encouraged to enter TRAC incidents for these types of items as the Port will act on them before the monthly checks are done.

Fleet File to Pre-Arrive Containers at Marine Terminals

Motor carriers are finding that pre-arrival information is not accurate. Port is looking into the issues causing updates to become inaccurate. Some may relate to on hire/off hire transactions happening out of order. Item to be investigated more by the Port.

Open Items

Over 2 hour turn times

2+ hour turn time issue is primarily at VIG and remain above 4%. 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.

Addition of one truck stack and RMGs to truck service improved the rate in the latter half of October. Neither Port or Carriers are happy with the current rate. The Committee continues to monitor.

We discussed improving communication of delays affecting individual stacks.

Pre-arrivals

Discuss prearrival issues commonly occurring. Motor Carriers are asked to put in TRAC report describing the prearrival issues they are encountering with line name so the Committee can discuss in better detail.

Motor carriers using generic empty reservations with no container numbers should be aware that they will not get warning messages if there is a problem with the container being returned. Some motor carriers may wish to change their process to include container number in any empty return rather than using the generic empty return feature.

Motor Carriers are asked to submit more examples of pre-arrival problems to TRAC.

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.