

TMTA Pier Committee

Meetings with Port of Virginia (POV) April 21, 2022

Attendees:

Bob Eveleigh – Chief Operating Officer, Port City Transportation

Charles Glover – GTL Transport

Rob Cannizzaro – Vice President, Operations

Vance Griffin – Vice President, Terminal Services

Patrick Jefferson – Gate Operations/Landside Operations VIG and NIT

Mark Higgins – Director, Motor Carrier Experience

Tom Christman – Manager, Terminal Services

Absent:

Allen Campbell – National Sales Manager, Givens Transportation

Jake Darrell – Fleet and Safety Manager, DB3 Logistics

Start Time

11:00 a.m.

End Time

12:40 p.m.

Location

Portsmouth Operations Center

Next Meeting

Thursday, May 5, 2022

Notes/Findings

Volumes

Volumes remain steady. Ships remain off the coast waiting to unload.

Imports on sea are slowed for 2 weeks. Then rebounded. No impact seen yet from closing of Shanghai.

Stack Utilization Statistics

Utilization has come down to more normal levels. Repositioning of long dwelling containers has been completed. Rehandles are down which improves turns.

Metrics

Over 2 hours turns are declining. Over 2 hours turns are greatest at VIG as would be expected.

The Port has a working group devoted to driving down over 2 hour turns.

Hampton Blvd

Hampton Blvd has been a topic of conversation in several forums over the last month. The TMTA has take the initiative to attend the Hampton Blvd Task Force meetings to provide input on efforts taken by the trucking community to improve safety on Hampton Blvd. The Pier Committee discussed the issues raised in the other forums and continues to monitor the situation. In the past month the TMTA has:

1. Provided Norfolk Police with access to the TMTA TRAC system to report truck violations.
2. Verified that a traffic sign is in place at the South exit (Terminal Blvd) of NIT indicating trucks leaving NIT may not use Hampton Blvd between 4pm and 6 am.
3. We arranged for the Port to republish the message about complying with Hampton Blvd hours restrictions, speed limits and red lights initially published several months ago.

The top items residents along Hampton Blvd want addressed are:

1. Trucks running on Hampton Blvd in violation of the 4 pm to 6 am curfew. Trucks cannot use Hampton Blvd during these hours. Please remind your drivers and spread the word to other motor carriers.
2. Last minute lane changes (from left lane to right lane) before entering the midtown tunnel on Hampton Blvd. going East. The road has one sign indicating the need to move to the right lane. Trucks should move right early.
3. Speeding. Additional traffic lights, speed cameras and reduced speed limits are in the works. Strict enforcement of speed limits is also underway.

The Pier Committee will assist where practical in communicating Hampton Blvd. restrictions on a regular basis to the motor carrier community.

Advance Notice of Matrix Changes

The Port is providing advance notice when a facility is taken away. The only exception will be if the daily volume results in a facility filling to capacity unexpectedly. We will continue to monitor and discuss improvements.

ProPass Improvements – active truck maintenance (delete truck feature)

The Port has confirmed a problem is arising when a reservation hour is full and a motor carrier tries to make an edit to their reservation. The Port is working on a fix.

April 21 Update – Two improvements have been made: 1) ability to delete trucks in truck maintenance and 2) added ability to order a new RFID tag for a truck that has an old one.

License plate edit and drop empty edit improvements are being coded now and will be released soon.

VIG Restrooms

2 port-a-johns adjacent to DA. One on Renfro Road. One male and one female bathroom in the DA building. The bathrooms in the DA may be used when a port-a-john is not available. Port will look to add an additional port-a-john and consider one unit designated for female use. We also discussed ability to increase cleaning frequency and the need for users to clean up after themselves.

Damage to Port Property

The Port has experienced destruction of phones and damage to restroom and port-a-john facilities. Please ask your drivers to report damage whenever they see it.

Wrong Container Mounted and 'Lost' Containers

Motor carriers have not reported additional instances of this happening in TRAC so this item will be dropped for now.

PPCY Traffic Congestion

It appears recent changes at PPCY now have all traffic types flowing into single line slowing turns to a crawl. Drivers also asked for outbound process to be improved. We have asked the Port to reexamine the flow in the PPCY to improve flow and improve turns. The types of containers and the lines are

changing each week so it is difficult to get an optimal result every week. A Pier Committee member and a Port Representative will drive through the facility to look at the flows and identify improvements.

April 21 Update – The drive through resulted in some changes that provide more room for truck movements.

20' CMA Goes to RSA or PPCY?

An Operations Alert directed CMA to the PPCY. On arrival the driver is told 20' CMA must go to RSA and that has been the process for 3 months. The matrix was incorrect that day and the Port has instituted additional checks to reduce the risk of an error in the matrix.

April 21 Update – no additional events have been reported in TRAC. This item will be closed.

Process for Obtaining Portal or Container Images

Contact Customer Service to request all images, not Operations. Preferred contact method is email. If you are refused or receive poor service submit a TRAC incident at tmtava.org.

PY Staff No Longer Directing Damaged Containers?

Correct. This is due to a number of disagreements about where damaged containers should go.

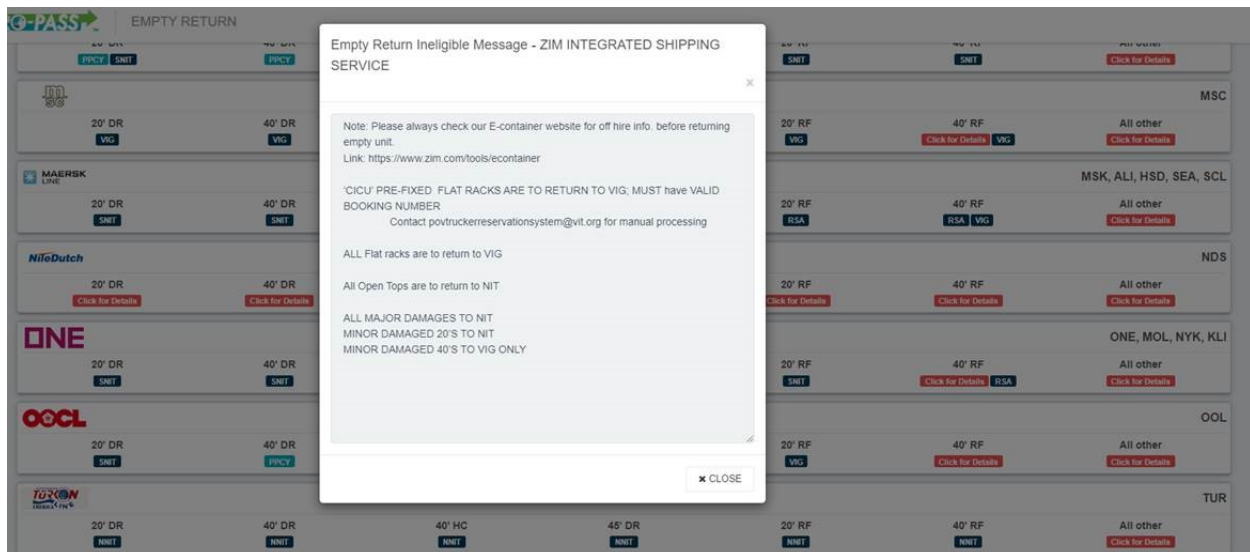
Motor Carriers or drivers can find out where the damaged container should go. Check the matrix for damaged containers (major or minor) at <https://propassva.portofvirginia.com/empty-return>

Go to ship line in question and click on “All Other”, there should be information or specialties and damages.

Screen shots follow:

The screenshot shows the 'EMPTY RETURN' portal interface. At the top, there are logos for 'THE PORT OF VIRGINIA' and 'PRO-PASS', along with the text 'EMPTY RETURN'. Below this, there are navigation tabs for 'Today (4/21/22)' and 'Friday (4/22/22)'. The main content area displays a table of shipping lines and their container types. The shipping lines listed are: ATLANTIC CONTAINER LINES (ACL), CMA (AMERICA) INC, CHINA OCEAN SHIPPING, EVERGREEN SHIPPING AGENCY, HAPAG LLOYD, and HYUNDAI AMERICA SHIPPING (HYU). Each shipping line has a row of buttons for different container types: 20' DR, 40' DR, 40' HC, 45' DR, 20' RF, and 40' RF. The 'All other' column is highlighted in red, and a red arrow points to it. The 'All other' column contains the text 'All other' and a 'Click for Details' link.

Shipping Line	20' DR	40' DR	40' HC	45' DR	20' RF	40' RF	All other
ATLANTIC CONTAINER LINES (ACL)	PPCY	PPCY	PPCY	NMT	NMT	NMT	All other Click for Details
CMA (AMERICA) INC	SMT VIG	SMT VIG	SMT VIG	SMT VIG	Click for Details	RSA	All other Click for Details
CHINA OCEAN SHIPPING	VIG	VIG	VIG	VIG	VIG	RSA	All other Click for Details
EVERGREEN SHIPPING AGENCY	VIG	VIG	VIG	VIG	RSA	VIG	All other Click for Details
HAPAG LLOYD	SMT	SMT	SMT	SMT	SMT	Click for Details	All other Click for Details
HYUNDAI AMERICA SHIPPING (HYU)	PPCY SMT	PPCY SMT	PPCY SMT	SMT	SMT	SMT	All other Click for Details



Open Items:

EDI Processing and Order of Events - 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. Ship lines sends a file each day that contains only changes since the last update. At times a conflict occurs between the files sent by two ship lines when a container is on-hired or off-hired. The file may be received before a loaded container, for example, has been delivered. The Port holds the on-hire or off-hire change until the delivery is made and the container returns to the Port. Ongoing challenge to receive the data in the right order and at the right time. Port is still looking at ways to improve the situation.

MRS

The Committee has asked to meet with MRS to understand the current problems with genset availability and reefer processing.

Can Reefer Availability be Added to Container Availability Report?

There is a disconnect between containers listed as on hand and which ones are pre-tripped. There is a lack of visibility into the number of gensets to go with any reefer container.

The Port added genset chassis early this year and it has helped some. The genset chassis are being well used. The Port recognizes the issues and continues to work on solutions although any solution requires multiple parties to improve it.

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.