

# **TMTA Pier Committee**

## **Meetings with Port of Virginia (POV) August 25, 2022**

### **Attendees:**

Bob Eveleigh – Chief Operating Officer, Port City Transportation

Jake Darrell – Fleet and Safety Manager, DB3 Logistics

Nicole Sapienza – Hale Intermodal

Charles Glover – GTL Transport

Tom Christman – Manager, Terminal Services

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

### **Absent:**

Allen Campbell – National Sales Manager, Givens Transportation

### **Start Time**

11:00 a.m.

### **End Time**

12:15 p.m.

### **Location**

*Virtual meeting*

### **Next Meeting**

Thursday, September 22, 2022

## **Notes/Findings**

### **Recent Activity**

The Pier Committee has not met formally since May 5, 2022. The number of issues and TRAC incidents reported since then has been low. Issues and TRACT incidents that arose since that date have been addressed by email. Issues addressed include those that arose at the Motor Carrier Committee and the Stakeholder Committee.

### **Volumes**

Volumes had been relatively steady. Some ups and downs in current volumes on the water. No clear pattern towards a peak season. Peak will likely be moderate. Ships remain off the coast waiting to unload but are down to just a few. Other ports have larger numbers in particular NY and Savannah.

More volume is arriving at NIT now which helps congestion at VIG and total capacity.

### **Stack Utilization Statistics**

Utilization has come down significantly over the last few months. Some stacks are at normal levels while others are below normal.

Long dwell containers problems seen earlier this year have been resolved.

### **Chassis and Container Dwell**

Remains high. Still at 17 days since May.

New chassis continue to be added to the pool. Net plus 650 chassis this year. 4900 approx. on order.

### **Export Load Booking Validations**

We explored how export loads are validated against bookings. Further discussion may be needed.

### **Metrics**

Next meeting.

## 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 send 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.

May 5 Update – progress is being made on scoping out changes.

### **Can Reefer Availability be Added to Container Availability Report?**

Under discussion along with a number of other requests for added information on the report. If all were added the report would become too cluttered to be usable. More work to be done.

### **Review of Genset and Reefer Processes**

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

The Committee wanted to know how inventory was managed and how often the inventory is updated. Currently an update is sent to the Shipping Lines once per day (their request) plus additional times per day when requested. The system is entirely manual and there is no perpetual inventory system.

The Committee also wanted to understand the current wash out policies of the shipping lines. Maersk and MSC are done if requested by the driver (“at driver discretion”). All others are mandatory. For Maersk and MSC then, drivers should ensure MRS knows they need a washout before heading to the washout area. MRS will send an individual to the wash rack as it is only staffed as needed. As there are no dedicated wash out staff getting the wash out started may not occur immediately if staff are in the middle of a pretrip or other activity.

The Committee also asked about fueling policies. Each shipping line varies on how many gallons it will put in. Varies from 5 to full. Also varies by type of commodity. Dispatchers can contact MRS if additional fuel is needed.

All reefers are pretripped. It takes 3-4 hours to complete entire process.

Shipping line instructs MRS daily on how many containers to pretrip. This instruction may not line up with reefer reservations. This item will be explored further.

Shipping lines manage the process of matching the number of pretripped containers to expected reservations. Some lines do better than others. MRS has no input in the process.

There is also no process in place to ensure that a reefer reservation also reserves a working genset. MRS has no visibility into which gensets are allocated to which containers. The Port and Pier Committee will look into options for improving this situation. No connection between container and genset numbers.

Problem and solution – MRS not receiving necessary information from shipping line like temperature setting. If drivers can show an email from Shipping line with the missing information MRS will use that information so driver can get the container and genset. The best process would be for any email sent to the motor carrier with reefer settings is also copied to MRS.

We also discussed whether the genset chassis added by HRCF are helping the genset shortage problem. Despite the additional gensets there are still regular shortages.

#### **Reefer Temp Not Recorded by MRS**

With no temperature recorded by MRS when the container was released the gate system gave the driver a no exit ticket. Driver was directed back to the reefer line. We discussed this process and will look to establish a better process.

#### **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.