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CCM Members' Update



Winter 2010

A New Year Presents New Challenges



With every new year come challenges; 2010 sets the stage for numerous challenges and opportunities for CCM pools. Our winter edition newsletter serves to update our membership on the various initiatives and major projects that CCM has undertaken for the new year.

As our industry faces yet another year of economic challenges, our focus on cost reductions continues. Cost Reduction Focus Groups with Pool Member participation have been formed in the DCCP and GCCP to pursue process improvements and various cost reduction initiatives. Other pool focus groups will also be established. In this edition you will find examples of changes and new initiatives being implemented throughout CCM pools to further reduce cost. We have made major reductions in M&R expenses in the last few months. We are closely examining our logistics operations for more efficiency. Additionally, CCM has taken many steps internally to reduce its administrative costs.

The new FMCSA Roadability Regulations have added legal responsibilities for reporting and documentation processes. CCM and OCEMA continue to assume a leadership role in an effort to offer solutions for our industry, working closely with cross functional industry groups and developing technologies to address such issues as DVIR reporting requirements.

Meanwhile the CCM network continues to try and meet our customers' needs, with expansions to locations such as Huntsville and Mobile, Alabama. These and other expansions offering cooperative chassis pool opportunities, a Systematic Maintenance Program and CCM IEP designation for domiciled chassis.

CCM will spend much of the upcoming year engaged in the development of new information technologies, working closely with TransTech Partners on the development and implementation of CCM's Chassis Management System (CMS) and on smaller initiatives such as Returnlocation.com and the DVIR Receipt System.

The success of our program is largely due to the continued commitment and volunteer support of our membership. We are extremely grateful and look forward to working with you and fulfilling a year of great progress and achievement.

Phil Wojcik, EVP and COO

Visit Us On The Web

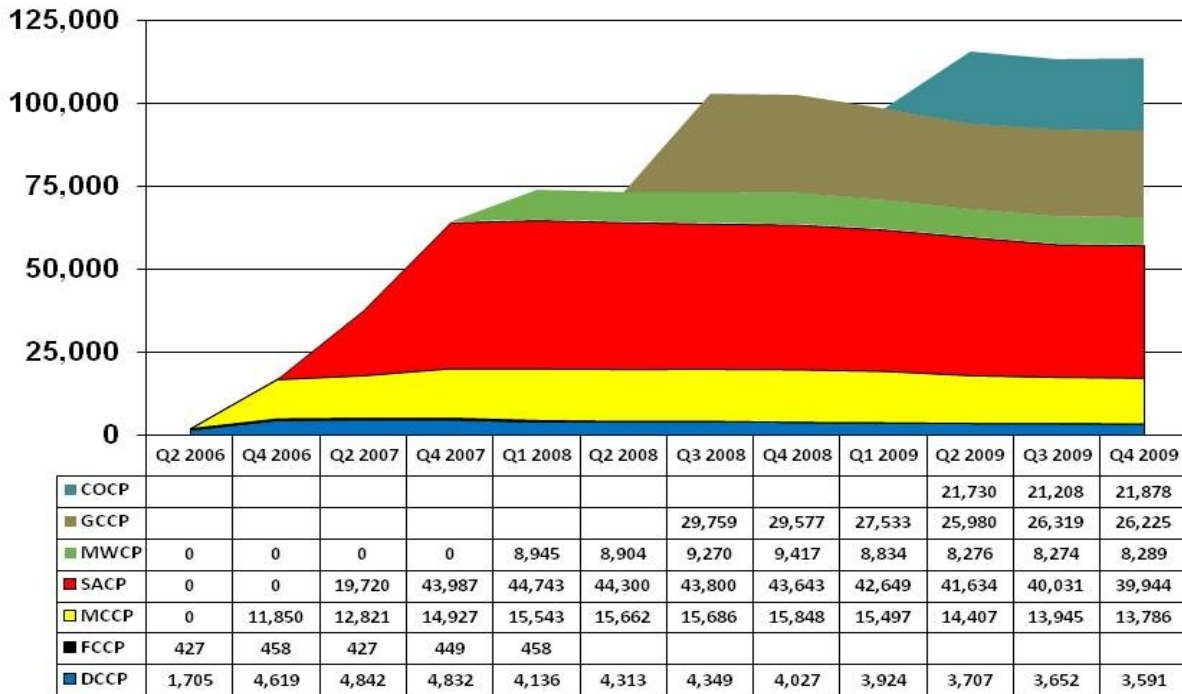


ccmpool.com

returnlocation.com



CCM Pooled Chassis



MCCP Takes Aim on Huntsville



INTERNATIONAL INTERMODAL CENTER

Discussions continue between the Mid-South Consolidated Chassis pool and Huntsville, Alabama's International Intermodal Center, as final plans are drafted that will bring HIIC under the operational scope of MSCP.

Shipping line participants are expected to include Hanjin Shipping, Hyundai, MOL, Hapag Lloyd, NYK Line, OOCL and Yang Ming. Initial fleet size estimate is approximately 498 chassis. Repair vendor negotiations and equipment preparations are pending. The MSCP hopes to commence with operations sometime in March 2010.

CCM's South Atlantic Consolidated Chassis Pool commenced operations in Birmingham, Alabama, with operations at the BNSF terminal on December 1, 2009. Meanwhile planning continues for the expansion of the Gulf Consolidated Chassis Pool's entrance into Mobile, Alabama, expected sometime this Spring.

OCEMA Launches Returnlocation.com

ReturnLocation.com, a wholly owned subsidiary and sister company to CCM, LLC was formed by OCEMA as a means for equipment providers to post their equipment return requirements, and to simplify notification to motor carriers as allowed for under E1 of the UIIA. The notification capability gives motor carriers a single place to go in order to subscribe to email distribution groups to get advance email notifications of changes to equipment provider return requirements. The site maintains common and extensive email distribution groups for providers to send to motor carriers advance notification of changes to their return requirements.

The website began accepting online registrations by equipment providers/ocean carriers and motor carriers in mid February, 2010. The site contains links to each participating ocean carrier's customized return location requirements. The carriers are individually responsible for the content posted, versus the data input being managed by ReturnLocation.com. Participating carriers may either maintain a file directly on Returnlocation.com or simply by adding a link directly to their company website.

For additional information concerning Returnlocation.com, please visit us on the web or contact Ken Tock at ktock@ccmpool.com.

The screenshot shows the returnlocation.com website interface. On the left, there is a sidebar with the text "Use Instructions for returnlocation" and a "Notifications List:" containing various shipping lines such as ACL, APL, CMA-CGM, CSAV, China Shipping, Container Line, Cosco, Crowley Maritime, Evergreen, Hamburg-Sud, Hapag-Lloyd, Hanjin, Hyundai, "K" Line, Maersk, MSC (Med), Mitsui OSK, NYK Line, OOCL, Yang Ming, and Zim. The main content area features a map of the United States divided into several color-coded regions: Northwest, Northeast, Northcentral, Northeast Ayr, Bay Area, Mountain, Ohio Valley, Midatlantic, Southwest, Central, Texas Gulf, Mid-southeast, and South. Below the map is a "Subscribe for UIAA Email Notification" form. The form includes fields for "Motor Carrier SCAC" and "Email Address", a "Request" section with radio buttons for "Subscribe", "Unsubscribe", and "Leave all lists", and a "UIAA Notification Region" dropdown menu currently set to "Northwest". A "Submit" button is located at the bottom right of the form. Below the form, there is a disclaimer: "By submitting this form to this service you indicate that you have read and agree to the returnlocation.com subscription disclaimer." and a link: "Select Here to Read the RETURNLOCATION.COM Subscription Disclaimer."

CCM Offers CVSA Training For Vendors



In an effort to promote greater safety awareness and to offer specialized training for repair vendors, CCM has recently launched an initiative to offer on-site training by the Commercial Vehicle Safety Alliance (CVSA). In recent weeks vendor meetings were hosted by CCM in the SACP and GCCP pools. Similar vendor meetings are being scheduled for all other CCM pools.

The CVSA is an international not-for-profit organization comprised of local, state, provincial, territorial and federal motor carrier safety officials and industry representatives from the United States, Canada, and Mexico. They exist to promote commercial vehicle safety and security. Today they offer a variety of specialized programs including the North American Standard

Inspection Program, Operation Air Brake and Brake Safety Week, just to name a few. For additional information concerning CVSA training opportunities please contact Jim Reo at jreo@ccmpool.com.

The Road Ahead – FMCSA Roadability Compliance



The FMCSA roadability regulations became effective December 17, 2009. All Intermodal Equipment Providers (IEPs) are required to have a systematic maintenance program documented and in place. On Dec. 18, 2009, OCEMA's petition for rule making was positively responded to by the FMCSA and a delay until June 30, 2010 was granted in the enforcement of motor carriers to submit a Driver Vehicle Inspection Report (DVIR) to the IEP when returning chassis after an interchange.

There have been recent discussions with the Federal Motor Carrier Safety Administration and key industry stakeholders. Concerns continue to be raised over the current regulatory requirements. On February 3, 2010, the FMCSA hosted a National Dialogue on Intermodal Roadability with OCEMA, CCM and other key industry stakeholders, including representatives from AAR, IICL, CVSA, ATA, IANA and OOIDA. We asked for a reconsideration of the enforcement of the requirement for drivers to report DVIRs to the IEP when there is no known defect with the equipment. This current reporting requirement is estimated to generate over 50,000 reports per day with no value.

OCEMA's DVIR Receipt System (site: www.chassis.com) has been proven successful in receiving DVIRs from truckers. DRS receives the DVIR, and when there is a defect reported, communicates the DVIR to the terminal, M&R vendor and IEP. Each IEP determines the recipients of the DVIR messages and the sending format (EDI or email). IEPs are responsible for defining their inspection & repair process at each intermodal facility. Approximately 1,000 facilities have been identified that can receive intermodal equipment.

Chassis Management System (CMS) Development Update

Systems development is on schedule and on budget, with TransTech Partners facilitating CCM's major new project. CMS will encompass all aspects of chassis tracking, billing, M&R, transport, forecasting, budget, tariff and financial functions relating to chassis pools.

Having progressed through much of the use case scenarios, forward walk throughs and screen flow designs, the focus now turns to logic and functionality, with CCM staff working more closely with the development team to review and validate the functional design and application. Delivery of a Phase I product is anticipated mid 2010.

CCM Consolidated Chassis Management, LLC

CMS System

Welcome Super User

Logoff

My Account

System Administration

Consolidated Chassis Management, LLC (CCM) was formed in 2005 to develop and own chassis pools. It currently has over 100,000 chassis under management at pools in Denver, Salt Lake City, Memphis, Nashville, Savannah, Charlotte, Charleston, Jacksonville, Atlanta, Kansas City, St. Louis, New Orleans, Houston, Dallas, Chicago, Columbus, Cleveland, Detroit, Los Angeles, Cincinnati, Indianapolis, and Milwaukee. CCM is an affiliate of the Ocean Carrier Equipment Management Association, Inc. (OCEMA), an association of 20 major international ocean carriers.

CCM vision is to establish chassis pools at port and inland intermodal locations throughout the United States. The pools are based on a cooperative model developed by the OCEMA. Each pool is a wholly owned subsidiary of CCM.

CCM Consolidated Chassis Management, LLC

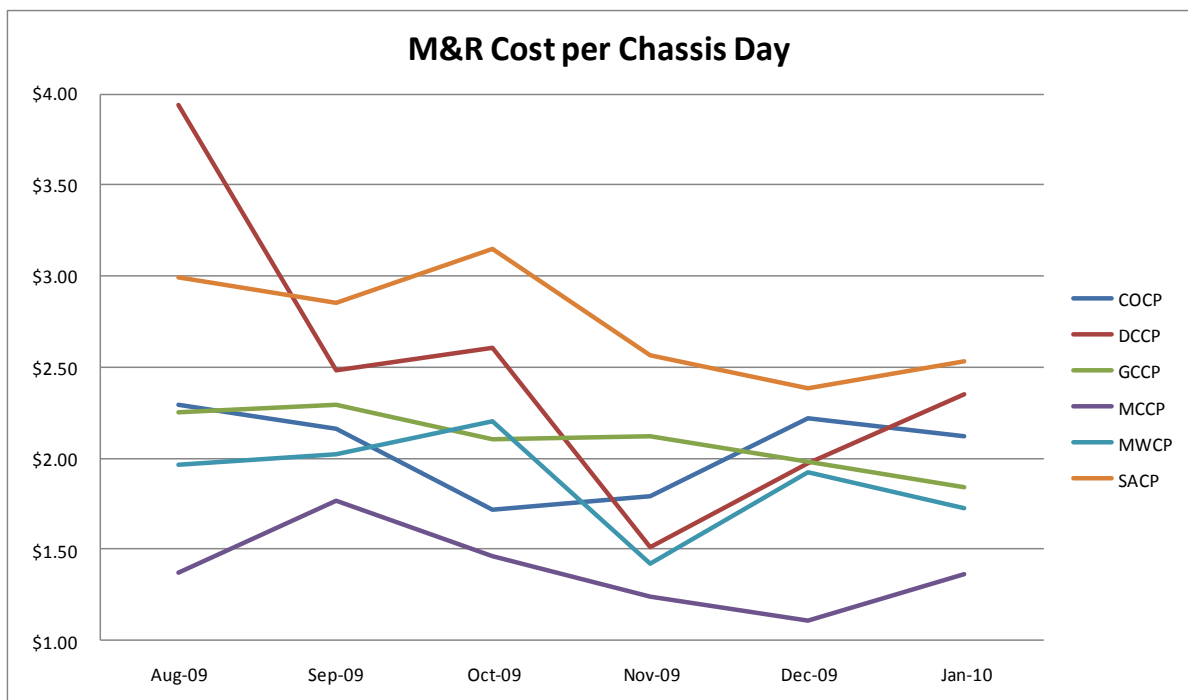
Copyright © ESD 2009 All Rights Reserved. CMS System ver 2.0



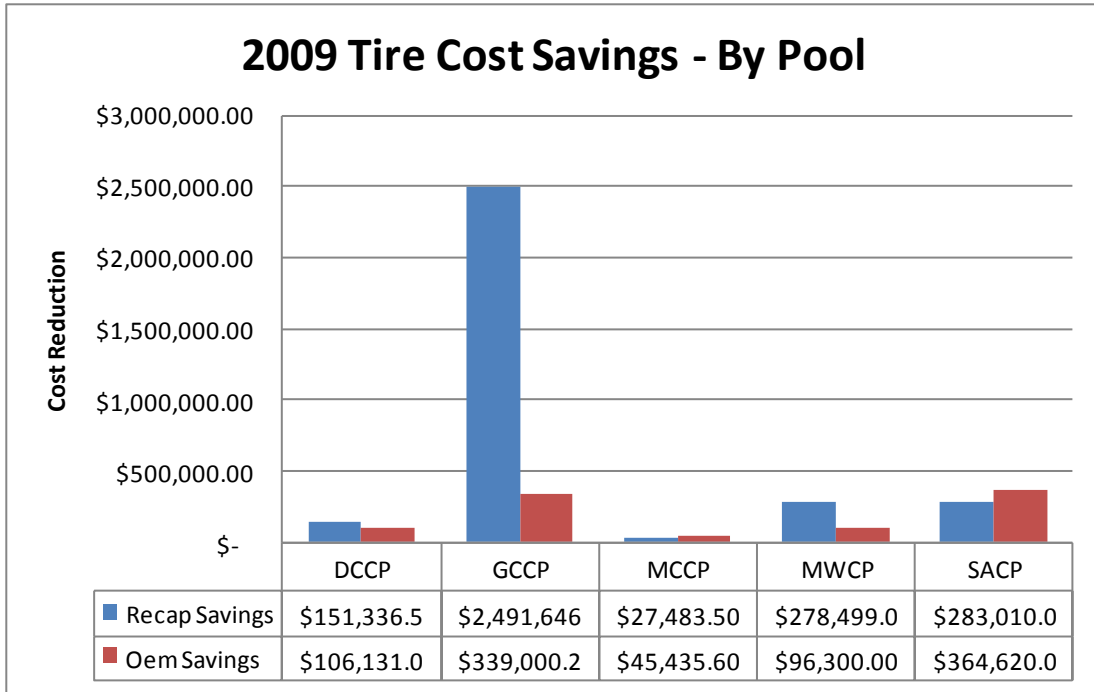
CCM Targets Maintenance & Repair Expense

In these economic conditions, it becomes more important than ever to avoid unnecessary expense. Maintenance and repair expenses have represented the largest portion of the total operating expense of our pools. CCM has developed several different initiatives now being implemented across our network. The following examples demonstrate what CCM is doing to reduce maintenance expense:

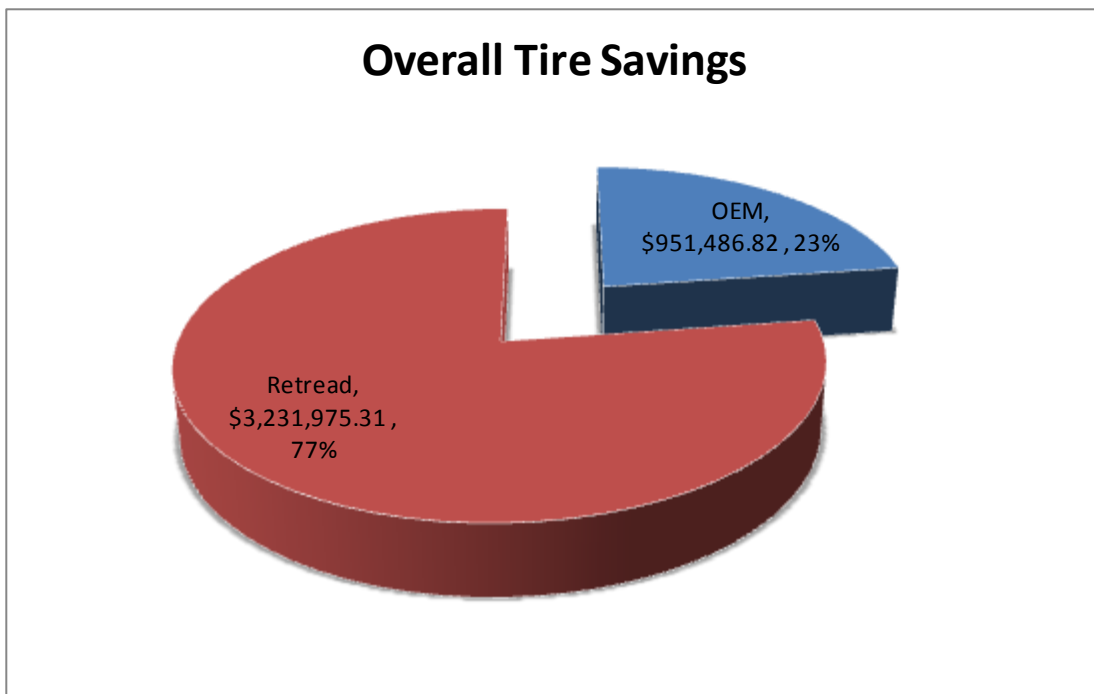
- Issuance of the CCM M&R Policies & Procedures Manual for use by all Pool Managers and Pool M&R vendors. It addresses safety and quality of repairs. An expanded audit program to ensure compliance is being implemented.
- The CCM Tire program has been implemented in all pools, establishing preferred pricing for the purchase of high standard Recaps and OEMs.
- The M&R Vendor contracts have been changed across all pools to establish greater accountability for service and repair quality, and penalties for lack of vendor performance.
- A parts specification and price limits of the most commonly used parts. Initiated in the GCCP, this program will soon be implemented in all CCM pools along with a light warranty program for stop/taillights and marker lights.
- Change from Flange Lights versus Grommet Lights, as a means to reduce pilfering by drivers will be implemented in all pools, requiring repair vendors to use rivets as opposed to screws when mounting.
- CVSA is the enforcement arm of the FMCSA. In a new initiative, CCM is working with CVSA to audit and train pool managers and repair vendors. Shipping lines members are encouraged to participate.
- CCM is closely monitoring and adjusting its tire policies to reduce costs while maintaining strict standards for safe operation of equipment. Tires represent approximately 50% of the M&R expense.



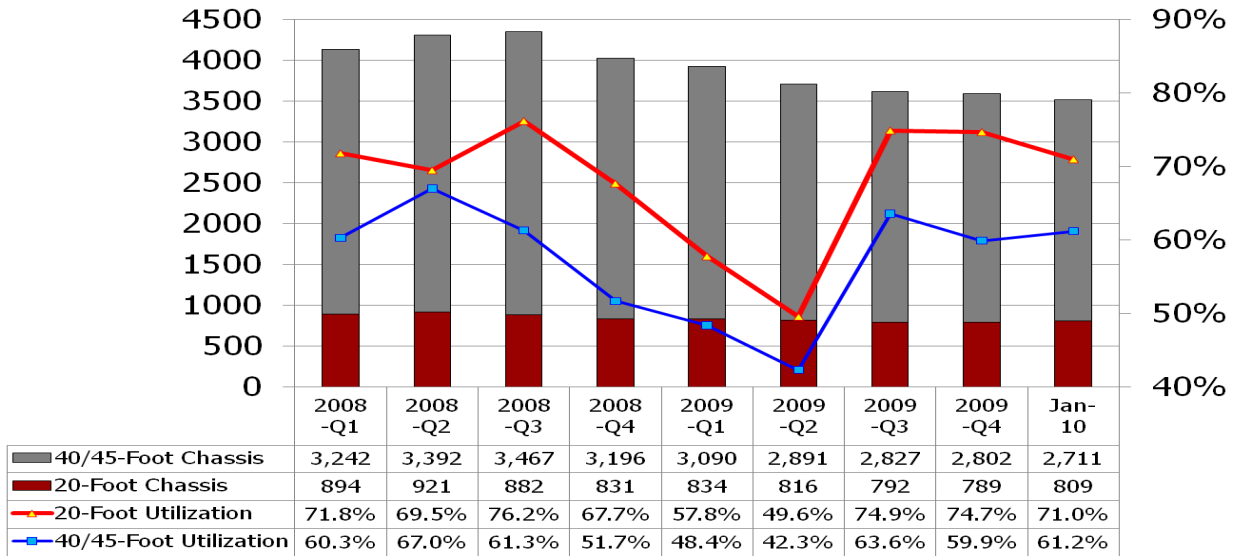
Tire Program Savings Estimates



Overall Tire Savings



DCCP UPDATE: Denver Consolidated Chassis Pool LLC

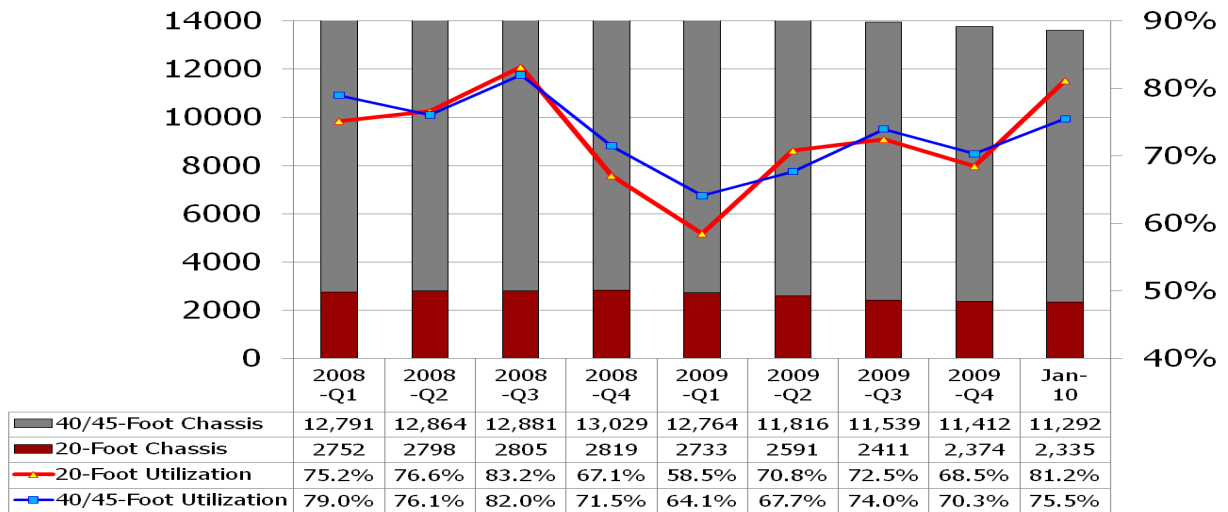


DCCP Pool Participants (OCEMA): APL, CMA-CGM, China Shipping, Cosco, Evergreen, Hamburg Sud*, Hanjin, Hapag Lloyd*, Hyundai, K-Line, MOL, NYK, OOCL*, Yang Ming, Zim*.

(Non-OCEMA): Horizon Lines*, Matson Navigation, Pacer International, Westwood Shipping*, UPC Flexi.

Pool Manager: Allen Youngs, Seacastle Chassis, ayoungs@seacastleinc.com; **CCM Contact:** Mike Mitchell, mmitchell@ccmpool.com.
*Denotes UPC Member

MCCP UPDATE: Mid-South Consolidated Chassis Pool LLC



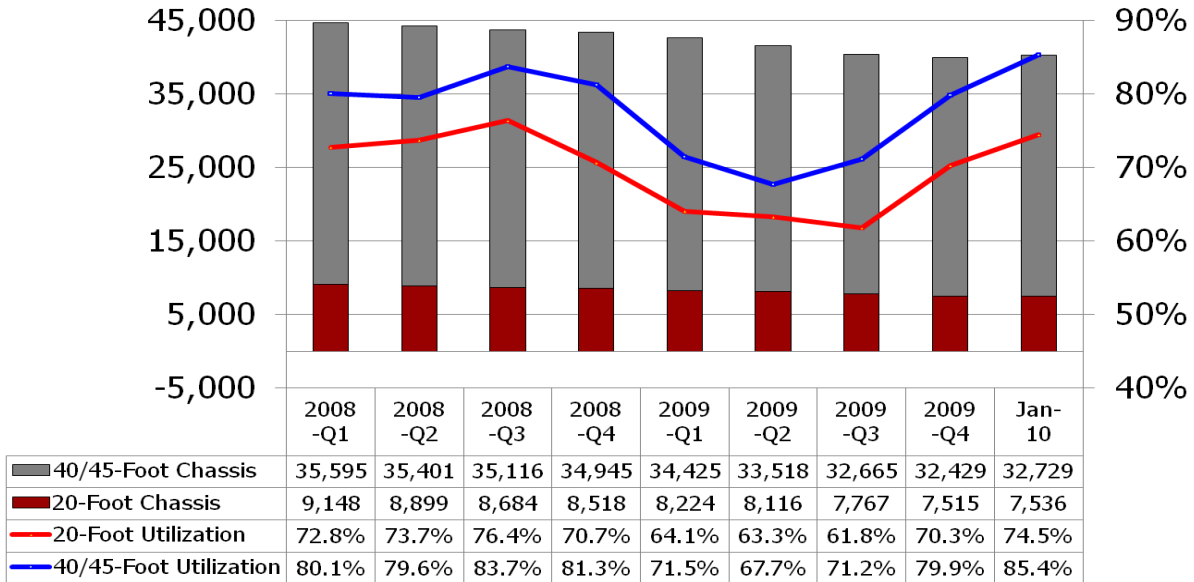
MCCP Pool Participants (OCEMA): CMA-CGM*, China Shipping, Cosco, Crowley*, CSAV, Evergreen, Hamburg Sud, Hanjin, Hapag Lloyd, Hyundai, K-Line, MOL, MSC*, NYK, OOCL, Yang Ming, Zim.

(Non-OCEMA): ARL Inc.*, Bringer Lines*, Canadian National*, CNS Transport*, Comtrak*, Container Transport*, Delta Express*, Emirates Line*, H&W*, Large Cartage*, Louis Dreyfus*, MAJ Logistics*, SiNOtrans*, SiNOtrans Shipping*, Transportation Made Simple*, Tropical Shipping*, Westwood*, Matson Navigation, UPC Trac/Seacastle.

Pool Manager: Ron Lundgren, Seacastle Chassis, rlundgren@seacastleinc.com ; **CCM Contact:** Mike Mitchell, mmitchell@ccmpool.com.

*Denotes UPC Customers

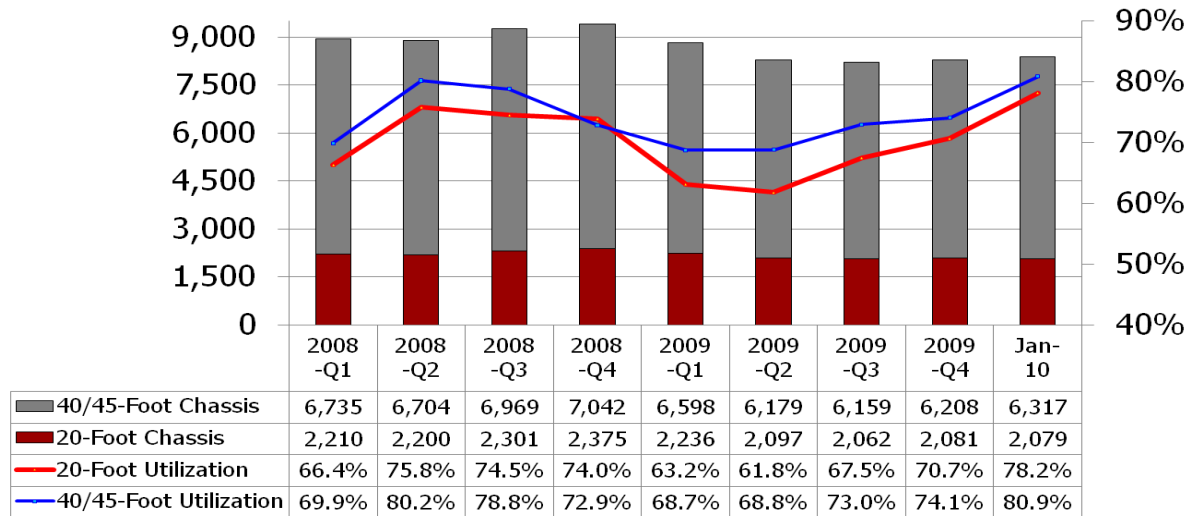
SACP UPDATE: South Atlantic Consolidated Chassis Pool LLC



SACP Pool Participants (OCEMA): ACL, CMA-CGM, China shipping, Cosco, CSAV, Evergreen, Hamburg Sud, Hanjin, Hapag Lloyd, Hyundai, K Line, MOL, MSC, NYK Line, OOCL, Yang Ming, Zim.
(Non-OCEMA): Bringer Lines*, CCNI*, Marfret*, Matson Navigation, Shipping Corp of India, Turkon, United Arab Shipping, UPC Flexi-Van.

Pool Manager: Pete Shevlino, Flexi-Van Leasing, pshevlino@flexi-van.com; **CCM Contact:** Ken Tock, ktock@ccmpool.com

MWCP UPDATE: Midwest Consolidated Chassis Pool LLC

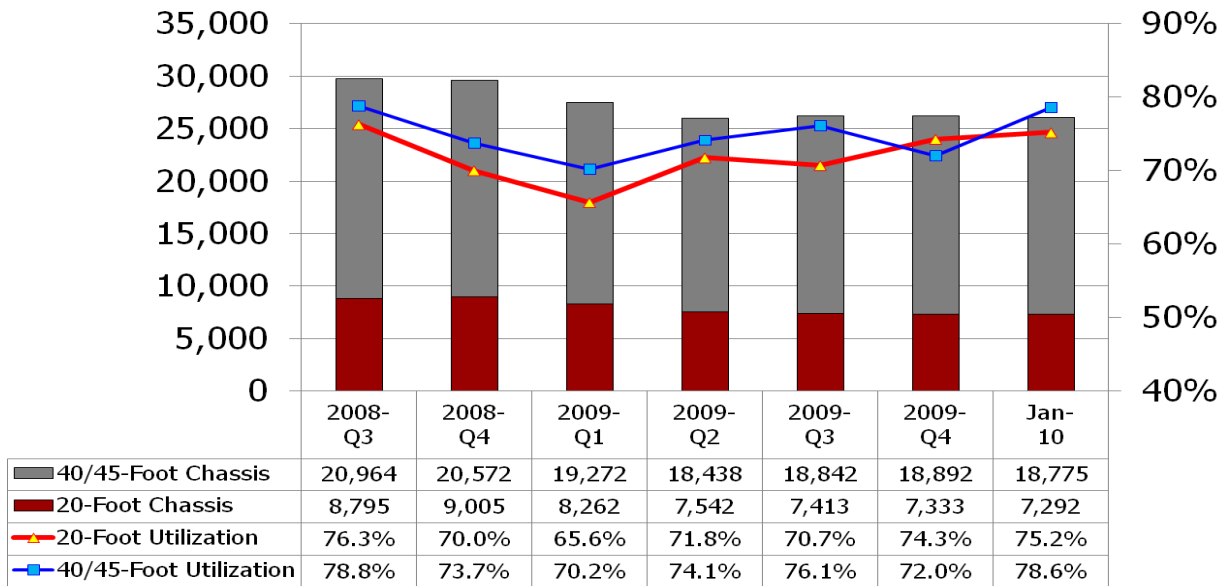


MWCP Pool Participants (OCEMA): APL*, CMA-CGM*, China Shipping, Cosco, Crowley*, CSAV*, Evergreen, Hamburg Sud*, Hanjin, Hapag Lloyd*, Hyundai, K-Line, MOL, MSC*, NYK, OOCL, Yang Ming, Zim*.
(Non-OCEMA): Creel Trucking*, Horizon Lines*, Interdom Partners*, Matson Navigation, Pyramid Trucking*, Redbird/Superior Hauling*, Schuml Brothers*, Southern Metal Processing*, T-Rex Transportation*, Westwood*, UPC Trac.

Pool Manager: Bob Kline, Seacastle Chassis, rkline@seacastleinc.com; **CCM Contact:** Mike Mitchell, mmitchell@ccmpool.com.

*Denotes UPC Customers

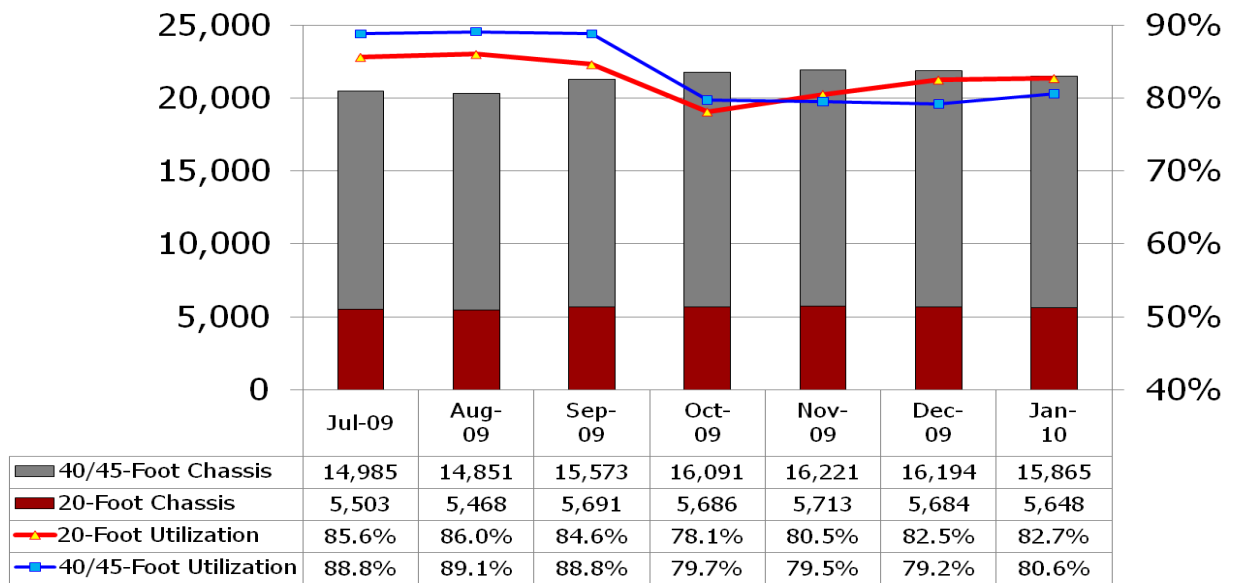
GCCP UPDATE: Gulf Consolidated Chassis Pool LLC



GCCP Pool Participants (OCEMA): ACL*, CMA-CGM*, China Shipping*, Cosco, CSAV*, Evergreen, Hamburg Sud*, Hanjin, Hapag Lloyd, Hyundai, MOL, MSC, NYK, OOCL, Yang Ming.
(Non-OCEMA): CCNI*, China Navigation*, Matson Navigation, UPC Flexi-Van, UPC Trac.

Pool Manager: Monty Falls, Flexi-Van Leasing, mfalls@flexi-van.com; **CCM Contact:** Marty Summers, msummers@ccmpool.com

COCP UPDATE: Chicago Ohio Valley Chassis Pool LLC (Illinois, Wisconsin, Kentucky, Ohio, Indiana and Michigan)



COCP Pool Participants (OCEMA): China Shipping, Cosco, CSAV, Evergreen, Hamburg Sud, Hanjin, Hyundai, MOL, NYK and Yang Ming.
(Non-OCEMA): Interdom Partners*, Matson Navigation and UPC Trac.

Pool Manager: Marty Sherman, Seacastle Chassis, msherman@seacastleinc.com; **CCM Contact:** Gene Bambach, gbambach@ccmpool.com

*Denotes UPC Customers

**CONSOLIDATED CHASSIS
MANAGEMENT LLC**

**AFFILIATE OF THE
OCEAN CARRIER EQUIP-
MENT MANAGEMENT
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Consolidated Chassis Management LLC (CCM) was formed in 2005 to develop and own chassis pools. It currently has over 113,000 chassis under management at pools, and offers service in the following cities:

Atlanta	Columbus	Indianapolis	New Orleans
Birmingham	Dallas	Jacksonville	Omaha
Cincinnati	Denver	Kansas City	Salt Lake City
Charleston	Detroit	Laredo	San Antonio
Charlotte	El Paso	Louisville	Savannah
Chicago	Fort Worth	Memphis	St. Louis
Cleveland	Houston	Nashville	Tampa
			Wilmington

CCM is an affiliate of the Ocean Carrier Equipment Management Association, Inc., an association of 20 major international ocean carriers. Each pool is a separate corporate subsidiary of CCM. Operational management of SACP and GCCP is performed by Flexi-Van Leasing, Inc. Operational management of the DCCP, MCCP, MWCP and COCP is performed by Seacastle Chassis/Trac Lease, Inc.

Comments and Questions about CCM are welcome.

POOL OPERATIONS and ECONOMICS

Questions about pool operations or economics should be directed to Mike Mitchell at (903) 439-1867 or via e-mail at mmitchell@ccmpool.com or Ken Tock at (813) 746-5337 or via e-mail at ktock@ccmpool.com.

LEGAL and POLICY

Questions of a legal or policy nature should be directed to Jeff Lawrence or Don Kassilke at (202) 463-2500 or via e-mail at jlawrence@ocema.org or dkassilke@sherblackwell.com.

NEWSLETTER and FUTURE ARTICLES

Questions about the content of this newsletter or future articles should be directed to Mike Mitchell at mmitchell@ccmpool.com

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