

Frequently Asked Questions (FAQ)

General Subject Matters

What are the Pool service target levels?

The fleet is managed to provide sufficient chassis at all common locations in order to achieve service levels at 100%.

Who do I contact for questions on the invoice I received?

For pool member invoices, contact Lynn Soriano 973-298-8932 lsoriano@ccmpool.com

For third party damage invoices, contact Emma Desmond 973-784-6083 EXT-155 edesmond@ccmpool.com

How are pool locations determined?

Locations are selected based on the efficiencies the pool participants receive by serving a location. Generally, common locations, e.g. rails or ocean terminals, are where multiple members are present and bare chassis are made available to any participant in the pool. Non-common locations, e.g. container yards, are member selected and typically where there is little or no efficiency of exchange of chassis between participants.

Why are there four pools?

The Pools were developed large enough to try and encompass enough geography to encircle the migration of chassis between locations. Costs vary by region of the country, so the Pools' geography was also considered to be small enough to help differentiate regional costs.

Will CCM be expanding to more regions?

Based on industry need or interest, CCM may consider expansion.

Why are the invoices split within a pool, for example, in the MWCP, St. Louis and Kansas City are segregated?

Some Pools have separated regions where the regions have no migration and therefore the utilization levels are measured for that area. M&R and repositioning are also kept separate between St. Louis and Kansas City.

Who is responsible for M&R on the chassis?

The Pool is the Intermodal Equipment Provider of record responsible for the condition of the chassis in the fleet.

What are M&R spend limits on each chassis before the chassis contributor is advised?

The Pools have no limit to its authority for chassis repairs. As a courtesy, limits are often established (\$1,000 as the default) when the Pool Manager reviews the major repairs with the chassis contributor before proceeding with the repair.

What is CCM's policy on repairs while chassis are in use off terminal (a.k.a. over the road repairs)?

The Pool will reimburse Users for normal wear & tear or component failure when not due to negligence of the chassis user. Please refer to the CCM Over the Road Policy posted on the CCM website.

The motor carrier operating a chassis is subject to the terms of its interchange agreement with the Pool User.

Why are chassis stenciled, and what do the markings mean?

For convenience of identifying pool chassis on a terminal, four digit markings of the pool are stenciled on the chassis bolsters and side rails. Each stencil represents a pool.

MWCP = Midwest Consolidated Chassis Pool

MCCP = Mid South Consolidated Chassis Pool

DCCP = Denver Consolidated Chassis Pool

SERP or SATL or SACP = South Atlantic Consolidated Chassis Pool

Does CCM provide its own M&R services?

No. CCM contracts with M&R service companies to provide those services.

Does CCM employ ILA labor?

No. CCM employs companies who provide maintenance & inspection services. Many of those companies employ union personnel.

Why do most chassis operate with bias tires instead of radial tires?

Bias tires, both new and recapped, have always met the needs of the chassis' intended use. These types of tires with multi-part rims were the most cost effective option at the time the chassis were built. With increasing weights being handled and more daily use on each chassis, it is becoming more cost effective to consider upgrading the tires and rims to radials. Considering the investment, whether or not to upgrade a chassis' tires is left at the discretion of the contributor of the chassis.

How much does it cost to buy a chassis?

Like other purchases, when purchasing new chassis, volume discounts could apply. If only a few chassis were purchased new, the price expected to be paid with radials and ABS would be just under \$10,000. Chassis values are depreciated over time. Well maintained older chassis are as functional as new chassis. There are many used chassis for sale in the U.S. at a wide variety of price ranges.

Can CCM own or lease chassis?

Yes, CCM has the authority to lease or purchase chassis.

Then why doesn't the Pool provide the chassis rather than depend on the contributors?

The cooperative aspect of the Pool structure has catered to its membership who all had their own fleets to contribute.

Please explain the estimate / actual reconciliation billing process.

Members are billed monthly. To assist in cash flow, an estimate amount is invoiced to the members at the beginning of the month. On the same invoice, reconciliation is made of the actual costs versus the previous estimated billing amounts.

Does the Pool interchange direct to motor carriers?

The Pool interchanges to its members, the Pool Users. The Users interchange to motor carriers.

Who owns CCM?

Ocean Carrier Equipment Management Association, a non-profit industry association of the leading U.S. ocean carriers.

Who oversees or governs CCM?

CCM is governed by a Board of Managers comprised of representatives from OCEMA (CCM's owner).

There are Local Operating Committees and other groups that meet regularly to review Pool operations and policies. All of these roles are filled by volunteers who are not compensated by CCM or the Pools for their time.

How does a member of the pool participate on Committees or Boards?

Contact CCM for a review of potential roles of involvement.

Is CCM audited?

CCM and each Pool are Limited Liability Companies. An independent accounting firm regularly audits CCM and the Pools for internal controls and financial reporting.

Can you briefly explain the M&R cost allocation formula?

A formula is used that establishes an M&R cost per usage day of a member's fleet. That same member is charged that established rate for each common pool chassis it uses. The CCMP Operations Manual contains a detailed explanation.

Can you briefly explain the bare chassis repositioning cost allocation formula?

Imbalances between facilities are counted on a monthly basis for each pool User. A theoretical cost is assembled for each imbalance. Then the actual costs of repositioning bare chassis is allocated to the Users based on the proportion of their theoretical costs. The CCMP Operations Manual contains a detailed explanation.

What procedure should a motor carrier follow to file a DVIR (report a defective chassis)?

Motor Carriers are required to report to the Pool any defects discovered while operating a chassis. Please refer to the DVIR Reporting Procedure posted on the CCM website.

What procedure should a motor carrier follow to file a DVER (report a roadside inspection)?

Motor carriers are required to provide copies of a Driver Vehicle Examination Report ("DVER" or roadside inspection) to the Pool on any pool chassis that receives an inspection report. The preferred method of communication is an email with an attachment. DVER should be emailed to DVER@ccmpool.com.

Does CCM handle specialized chassis?

Yes. Specialized chassis, for example tri-axles, can be managed in the Pool. Those chassis are not co-mingled. The M&R costs on special chassis are passed directly to the contributor.

How do I obtain more information?

Many of the Pool forms and agreements are on the CCM web page under the Customer Tools/Resources tabs at www.ccmpool.com. For additional information please contact any of our pool offices or the contacts listed on our web page.