



FOR IMMEDIATE RELEASE

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CCM Chassis Pool Welcomes DCLI, Maersk Line Chassis Provider

WASHINGTON, DC, May 23, 2013 – Effective June 1, Direct Chassis Link, Inc. (DCLI), Maersk’s preferred chassis provider, will contribute all of its chassis in the South Atlantic region to the Consolidated Chassis Management pool known as the South Atlantic Consolidated Chassis Pool (SACP). The addition of 7,000+ former Maersk-owned chassis will increase the pool size to over 50,000 units, making the SACP the single largest cooperative chassis pool in the U.S.

All customers of shipping lines which participate in the SACP, as well as motor carriers that use the pool, will realize benefits from this action. SACP is already delivering significant efficiencies through its large inventory and broad geographic reach. The addition of DCLI chassis will even further improve access to chassis and continue SACP’s strong record in providing better utilization of equipment during peak periods.

Motor carriers will be able to utilize a CCM chassis not only for Maersk container movements, but they can keep the same CCM chassis and use it for any one of 19 other steamship lines already members of SACP/CCM.

In addition, motor carriers who are customers of DCLI need not sign use contracts with CCM, but will have immediate access to the entire SACP chassis fleet for use with any container of a participating ocean carrier.

The SACP covers the ports of Charleston, Jacksonville, Savannah, and Wilmington, as well as inland locations of Atlanta, Tampa, Charlotte, and approximately 55 other inland areas.

For more information on the SACP chassis pool and Consolidated Chassis Management, please refer to: www.ccmpool.com. For more information on DCLI please refer to Direct Chassis Link’s web site: www.chassislink.com.

Consolidated Chassis Management (CCM) has over 125,000 chassis under management. Also known as a “gray” chassis pool, it operates on a cost pass through “non-profit” basis and is designed to allow ocean carriers and retail chassis providers to source chassis from a common pool of equipment, promoting overall economic and operational efficiencies for the intermodal industry.

CCM Contact: Michael Mitchell
(973) 298-8900
media@ccmpool.com