

**Gulf Consolidated Chassis Pool LLC
(GCCP)**

Operations Manual

Version 3.5

Effective Date: July 1, 2016

- 1. Incorporation of the CCMP Operations Manual.** The provisions of the CCM Pools LLC (CCMP) Operations Manual, as may be amended from time to time, shall be applicable under this Manual as if fully set forth herein. A copy of the CCMP Operations Manual may be accessed via the internet in the Customer Resources section of the CCM (website <http://www.ccmpool.com/Customer-Tools/Resources.aspx>) or upon request by a Pool Participant to the Pool Manager. To the extent that any conflict exists between the CCMP Operations Manual and the GCCP Operations Manual, the CCMP Operations Manual shall govern.
- 2. Definitions.** All terms used throughout this Operations Manual shall be construed as defined in the relevant Pool documents (Form Agreements A through F).
- 3. Amendment of the GCCP Operations Manual.** The GCCP Operations Manual may be modified from time to time at the discretion of the CCM Board of Managers, provided that written notice of any amendments shall be given to Pool Participants prior to their effectiveness.
- 4. GCCP Terminals.** A list of Pool Terminals (including, but not limited to, designation of Common and Non-Common Facilities) is available on the CCM website at <http://www.ccmpool.com/Chassis-Pools/GCCP.aspx>. Such information may be amended from time to time by the Pool, provided however, that notice of any changes in the list of Pool Terminals will be provided to Participants prior to effectiveness. To the extent that any conflict exists between the information posted on the CCM website for a Terminal and a notice provided to Participants relating to that Terminal, the terms of the notice shall govern.
- 5. Revised Method for calculation of Actual Cost to Maintain Contributed Chassis**

Because of the difference between hourly labor rates for M&R at Port and inland locations, an adjustment is applied to the Actual Cost to Maintain Participant's Contributed Chassis in the assessment of Pool M&R expenses so as to apportion the additional expense for utilization of Port facilities to the Participants that use such facilities. The adjustment is calculated as follows:

- A.** The Pool's Basic Inland Hourly Rate is calculated by dividing the actual cost for labor billed to the Pool at inland facilities by the total number of hours billed for M&R work at inland facilities.

$$\text{Basic Hourly Rate}_{\text{Inland}} = \frac{\text{Actual Labor Cost}_{\text{Inland}}}{\text{Total Hours}_{\text{Inland}}}$$

B. The Pool's Basic Labor Cost is calculated by multiplying the total number of hours billed for M&R work on Chassis (at both Port and Inland locations) by the Basic Inland Hourly Rate.

$$\text{Basic Labor Cost}_{\text{Pool}} = \text{Total Labor Hours}_{\text{Pool}} \times \text{Basic Hourly Rate}_{\text{Inland}}$$

C. Each Participant's Basic Labor Cost is calculated by multiplying the number of hours billed for M&R work on their contributed Chassis (at both Port and Inland locations) by the Basic Inland Hourly Rate.

$$\text{Basic Labor Cost}_{\text{Participant}} = \text{Total Labor Hours}_{\text{Participant}} \times \text{Basic Hourly Rate}_{\text{Inland}}$$

D. The Port M&R Differential is calculated by subtracting the Pool's Basic Labor Cost from the total cost for labor billed to the Pool (at both Port and Inland locations).

$$\text{Port M\&R Differential} = \text{Total Labor Cost}_{\text{Pool}} - \text{Basic Labor Cost}_{\text{Pool}}$$

E. The Port Use Percentage is calculated by dividing the number of times a Participant was the User of a Chassis in gated at the Port by the total number of Chassis in gated at the Port.

$$\text{Use Percentage}_{\text{Participant}} = \frac{\text{Port Gates}_{\text{Participant}}}{\text{Port Gates}_{\text{Pool}}}$$

F. The Participant's Port M&R Differential Adjustment is calculated by multiplying the Port M&R Differential by the Participant's Port Use Percentage.

$$\text{Port M\&R Differential Adjustment}_{\text{Participant}} = \text{Port M\&R Differential} \times \text{Port Use Percentage}_{\text{Participant}}$$

G. The Actual Cost to Maintain Participant's Contributed Chassis, as that term is used in the CCMP Operations Manual for assessment of M&R expenses, is calculated by adding the Participant's Basic Labor Cost and the Participant's Port M&R Differential Adjustment

$$\text{Actual Cost to Maintain Participant's Contributed Chassis} = \text{Basic Labor Cost}_{\text{Participant}} + \text{Port M\&R Differential Adjustment}_{\text{Participant}}$$

7. Target Utilization Range and Stress Triggers. Target Utilization Range is the optimal range of Utilization Percentage for the Pool for each type of equipment. The lower limit is the point below which the pool is operating with excess chassis. The upper limit is the Stress Trigger. The Stress Trigger is the Utilization Percentage at which the Pool becomes stressed and may begin to experience equipment shortages. The Stress Trigger is also used to calculate Over-Utilization charges pursuant to the Over-Utilization billing methodology in the CCMP Operations Manual.

For the GCCP, the Target Utilization Range and Stress Triggers will be as follows:

Equipment Type	Target Utilization Range		Stress Trigger
	Lower Limit	Upper Limit/Stress Level	
20' Chassis	55%	up to 68%	68%
40'/45' Chassis	55%	up to 68%	68%