

**LA/LB Pool of Pools Frequently Asked Questions:
Pool of Pool Transition: June 1, 2026 – June 30, 2026**

1. What is the official date that the Pool of Pools will cease operations and what should motor carriers expect after that date?

The last date of Pool of Pool's operations will be June 30, 2026. Any out-gates that occur on or after July 1st will be invoiced by the respective Intermodal Equipment Provider (IEP) per the terms of their applicable agreement with ocean carriers, shippers, and motor carriers.

TRAC and DCLI are working to have all contributed equipment segregated and/or removed from current pool inventories before this transition date.

2. How will "open cycles" be handled if the container and chassis are out-gated prior to July 1st and remain on the street past June 30th?

While the Pool of Pools will no longer be operational after June 30th, open cycles will continue to be invoiced under the existing Pool of Pools billing rules. For example, if you are a motor carrier that has a container from a TRAC customer on the street on a DCLI chassis that out-gated prior to July 1st, TRAC will continue to issue your invoice until the container/chassis is returned to a start/stop location designated by the respective IEP (DCLI, in this example). However, if you choose to continue to use that chassis once this cycle closes, billing will convert to "chassis rules," meaning that DCLI would invoice for the usage of this chassis per its billing agreements upon the next out-gate regardless of which container is pulled.

3. How will Road Service be managed for "open cycles" that remain open beyond June 30th?

Traditional road service practices within the Pool of Pools will continue to dictate who should be contacted for road service in the event you have a chassis that out-gated from the pool on or before June 30th. This means that the IEP representing the ocean carrier container being hauled should be contacted to provide repair guidance and services.

If a repair is required for any chassis that has out-gated from a start/stop location on or after July 1st, the motor carrier should contact the respective IEP to coordinate repair (ex. DCLI chassis, contact DCLI for repair).

4. What if I have additional questions about how these open cycles will be managed after June 30th?

All Pool of Pools rules will remain in effect for these “open cycles” until they are returned to a start/stop location designated by the respective IEP. If there are additional questions, please visit the [Pool of Pools FAQ](#) page or contact the following:

TRAC: TPSP@TraIntermodal.com

DCLI: DCLPchassis@dcli.com

5. If I’m returning a chassis that I have had out prior to July 1st after the Pool of Pools has ceased operations, who should I contact to coordinate the return of the chassis?

It is not guaranteed that TRAC and DCLI will have shared pick-up/drop-off locations after June 30th. Due to this, the motor carrier should contact the respective IEP of the chassis to coordinate the return.

To identify the responsible IEP, motor carriers can use the following resource:

[GIER Public Inquiry](#)

Motor carriers can also reach out to respective IEPs to coordinate return by contacting the following email addresses:

TRAC: TPSP@TraIntermodal.com

DCLI: DCLPchassis@dcli.com

Any changes to the above will be announced on this site.

Other LA/LB Pool of Pools Frequently Asked Questions:

1. What is the Pool of Pools?

The Pool of Pools (“POP”) is an arrangement between two major pools in LA/LB (DCLP and TPSP, each a “Participating Pool” or “Chassis Provider”) that provides for interoperability of their chassis across an expanded set of common start/stop locations within the major marine and rail facilities in the port complex (each a “Location”).

Under the POP, an authorized user of a Participating Pool may utilize any of the over 25,000 chassis in the combined fleet from any of the locations. Similarly, such authorized user may redeliver that chassis at any of these locations. By creating a large “gray” fleet of chassis that are available across the port complex, the Pool of Pools increases overall efficiency and availability while eliminating chassis splits.

2. What is a Lead Pool?

The Participating Pool that has been designated as liaison for a Location. Currently, the Lead Pool for each Location is as follows:

Lead Pool	Locations
DCLI	APMT, FMS, PCT, TRAPAC, TTI, UP-ICTF, UP-LATC, WBCT
TRAC	BNSF-Commerce, BNSF-Hobart, EVERPORT, ITS, LBCT, PCT, SSA Pier A, YTI

3. How do I contact a Lead Pool?

DCLI: DCLPChassis@DCLI.com

TRAC: TPSP@TraIntermodal.com

4. Who do we contact for a Mismatched Chassis at a rail ramp?

BNSF: contact TRAC TPSP@TraIntermodal.com

UP: contact DCLI DCLPChassis@DCLI.com

5. Who do we contact for a bad order chassis at a rail ramp?

Contact both the Participating Pool that owns the chassis and the Lead Pool for the ramp via email. The Participating Pool's M&R staff will send the repair vendor to inspect and advise if the unit is repairable or if a flip is required. If a flip is required, the Lead Pool will enter flip.

6. How to check ownership of chassis or verify if a chassis is a Pool of Pools chassis?

Visit the Global Intermodal Equipment Registry (GIER) site at www.GIERRegistry.com and click on "Equipment Inquiry". If there is no record found in GIER, please contact either of the Participating Pools directly:

DCLI: DCLPChassis@DCLI.com TRAC: TPSP@TraIntermodal.com

7. How do I get a Chassis Registration?

Determine the owner of the chassis (per FAQ #6, above) and look up the chassis on the corresponding Chassis Provider's web site.

8. How to obtain a chassis release?

Send an email to the Lead Pool provided under FAQ# 3 above, including the following details:

- Motor Carrier Company Name
- Phone Number
- SCAC Code
- Quantity
- Size
- Container Pick Up Location
- Ocean Liner company

9. How do I get a bare chassis from a non-common stop/start location?

Follow the instructions provided under FAQ #8, above.

10. Where do we return genset chassis?

Pool of Pools cannot advise the return location on gensets, only bare chassis. Please contact the Ocean Liner company for return location.

11. Where do we return a bare chassis?

Motor carriers should contact the Participating Pool that owns the chassis for return locations. Follow the instructions provided under FAQ #6 above to determine the chassis owner.

DCLI: DCLPChassis@DCLI.com TRAC: TPSP@TraIntermodal.com

12. How does a motor carrier register to reposition POP Chassis?

The motor carrier must be an approved carrier for both Chassis Providers. Please contact each Chassis Provider at its email address listed below to obtain approval and be assigned available repo moves.

DCLI: DCLPChassis@DCLI.com TRAC: TPSP@TraIntermodal.com

13. Who do we contact for Road Side Assistance on bad order chassis on the street?

Contact the Chassis Provider for the respective Ocean Liner company, as indicated in the Chassis Provider/Ocean Liner company Matrix, below.

14. What if the container and/or chassis are stolen/lost/involved in an accident?

If the chassis was bare, contact the Chassis Provider that owns the chassis. Follow the instructions provided under FAQ #6 above to determine the chassis owner.

If the chassis was mounted with a container, contact the Chassis Provider for the Ocean Liner company, as indicated in the Chassis Provider/Ocean Liner company Matrix, below.

If only the container was lost, stolen or damaged, contact the Ocean Liner company.

15. Who do I contact for a fix it ticket or citation?

Contact the Chassis Provider for the Ocean Liner company, as indicated in the Chassis Provider/Ocean Liner company Matrix, below.

16. Who do I contact if my unit and chassis have been towed?

Contact the Chassis Provider for the Ocean Liner company, as indicated in the Chassis Provider/Ocean Liner company Matrix, below.

17. How do I street turn a chassis?

Contact the Chassis Provider for the Ocean Liner company, as indicated in the Chassis Provider/Ocean Liner company Matrix, below.

18. Who do I contact regarding billing issues? /I am receiving an invoice for a Pool of Pools chassis that I did not move, who should I contact?

Contact the party who issued the invoice.

19. If a POP chassis is being rejected at a terminal, how can I arrange for the terminal to accept the chassis?

Advise the Lead Pool via email for handling.

20. Who pays split to motor carriers?

POP does not pay splits, please work with the respective Ocean Liner company.

21. Where do we find gate hours/schedules/restrictions?

Please refer to websites of each Location.

22. What are valid start-stop locations within POP?

Please refer the report section of this website <http://www.pop-lalb.com/>

23. Does the Pool of Pools offer specialized equipment?

No.

24. My driver is being delayed by abnormal terminal operations, who can I contact for assistance?

Please contact the Chassis Provider for the respective Ocean Liner company for the container (as indicated in the Chassis Provider/Ocean Liner company Matrix, below). The Chassis Provider will then work with the appropriate Lead Pool for the terminal to assist in resolving the issue.



DCLPChassis@DCLI.com	TPSP@TracIntermodal.com
www.DCLI.com	www.TracIntermodal.com
Ocean Liner Companies	Ocean Liner Companies
APL	COSCO
BAL Shipping Lines	CU Lines
CMA-CGM	Evergreen
CSAV	HEDE International Shipping
Hamburg Sud	Iris Logistics
Hapag-Lloyd	Jin Jiang
Hyundai Merchant Marine (HMM)	Lihua Shipping
Maersk	Orient Overseas Container
Mediterranean Shipping Company	Schulte & Bruns
Neptune Pacific Direct Line	SM Lines
Pasha Hawaii	T.S. Lines
Polynesian	Wan Hai
Sea Lead	Yang Ming
Swire Shipping	ZIM
Transfar Shipping	
Xpress Feeders	