2016

TANK CONTAINER FLEET SURVEY

- The Global Tank Container Fleet at January 2016
- Detailed Split by Tank Container Operators and Leasing Companies
- Analysis of Newly Manufactured Tank Containers
- Historic Development of the Global Tank Container Fleet

Introduction

The tank container industry continues to grow both in terms of the volume of cargo transported and the number of tank containers in the global fleet. The **4th Annual ITCO Tank Container Fleet Survey** shows that the world's tank container fleet grew by 7.2% compared to the Survey last year, with the total figure now standing at some 458,200 units worldwide.

This growth reflects the accepted recognition of the tank container as a safe, reliable, economic and sustainable means of transport.

Continuing investment in the industry reflects considerable confidence in the long-term opportunities, with international operators expanding their deep-sea services, while niche regional operators are opening up and developing new, regional markets to serve their customers.

It is certainly fair to say that with 43,780 new manufactured tank containers in 2015 and our maintenance programs, our customers can count on an extraordinarily innovative and progressive tank container industry.

This year we were able to extend the Survey by charts showing the Gas Tank and Swap Tank Fleet 2016 as well as the historic manufacture of new tank containers and the historic fleet size since 1993.

I would like to thank the increasing number of operators, lessors, and manufacturers who are actively contributing to this annual Survey.

Heike Clausen, President
International Tank Container Organisation

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The Global Tank Container Fleet 2016 – An Overview

Global Tank Container Fleet 2016	
Operators	**205**
Owned	211,055
Leased	118,025
Total	329,080
Lessors	**36**
Idle*	20,175
Leased to Operators	118,025
Leased to Shippers & Others	63,550
Total	201,750
Shippers and Others***	
Owned	47,400
Leased	63,550
Total	110,950
Estimated Manufacture	43,780
Disposals ****	- 2,000
Estimated Grand Total	**458,200**

Figure 1: Global Fleet 2016

The chart shows the estimated global number of tanks by industry sector. The total operator and leasing fleet is based on the industry response to the Survey and other research. The leasing fleet is accounted within the operator and shipper fleets, except for the leasing idle. The shipper and others fleet is estimated in accordance with the methodology detailed at the end of the Survey. It is estimated that the shipper and other owned fleet is not growing and the chart repeats the estimate from preceding years. The survey indicates that there were 458,200 units at the beginning of 2016 including annual manufacture of 43,780 less an estimated 2,000 disposals. The 416,420 fleet therefore increased by 41,780 units and within tolerance of the 2015 Survey (see Figure 7) and representing 10% growth over the year but 7.2% compared with the 2015 Survey.

* Tanks might be idle because they are in the process of preparation such as maintenance and testing or in the process of being repositioned to a demand area or remaining as new manufacture stocks. Typically this represents 10% of the leased fleet. In the current economic environment the average idle might be higher but for reporting consistency 10% has been maintained.

** Shipper fleet (also referred to as producers or consignors), comprises tanks operated by chemical or food and drinks companies. These tanks are mostly special tanks manufactured or modified to meet a specific need and include tanks designed to transport liquefied and refrigerated gases.

*** Other tank users include the many tanks operated by entities such as military, shipping and barge lines, rail, oil and mining industries, China domestic and companies that use tanks for storage or special transport operations such as bitumen. Some of the tanks disposed from operator and lessor fleets might be modified and utilised within this category.

The methodology for calculating the number of shippers & others fleet has been adjusted to align with the estimated static growth of the owned part of the fleet.

**** Disposals - Tank containers are typically depreciated over a residual life of 20 years but often remain in service for a longer period. The service life of the tank might be extended by remanufacture (refurbishment). Owners might dispose of tank containers for commercial and technical reasons. Tanks disposed by operator, lessor and shipper fleets are generally purchased by container resellers and might be converted into other uses, such as storage.
Tanks might be sold to be recycled as scrap metal, especially if the tank is seriously damaged beyond economic repair. Serious damage includes tanks where the shell has been pitted (corroded) by an aggressive incompatible substance transported. Scrap might be a viable economic option especially at times when the commercial price of scrap stainless steel rises. A nominal figure of 2,000 has been included in the survey pending more precise data. This figure is likely to increase in future years, reflecting the economics of the comparative reduced price of new manufacture versus the increased cost to repair older tanks.

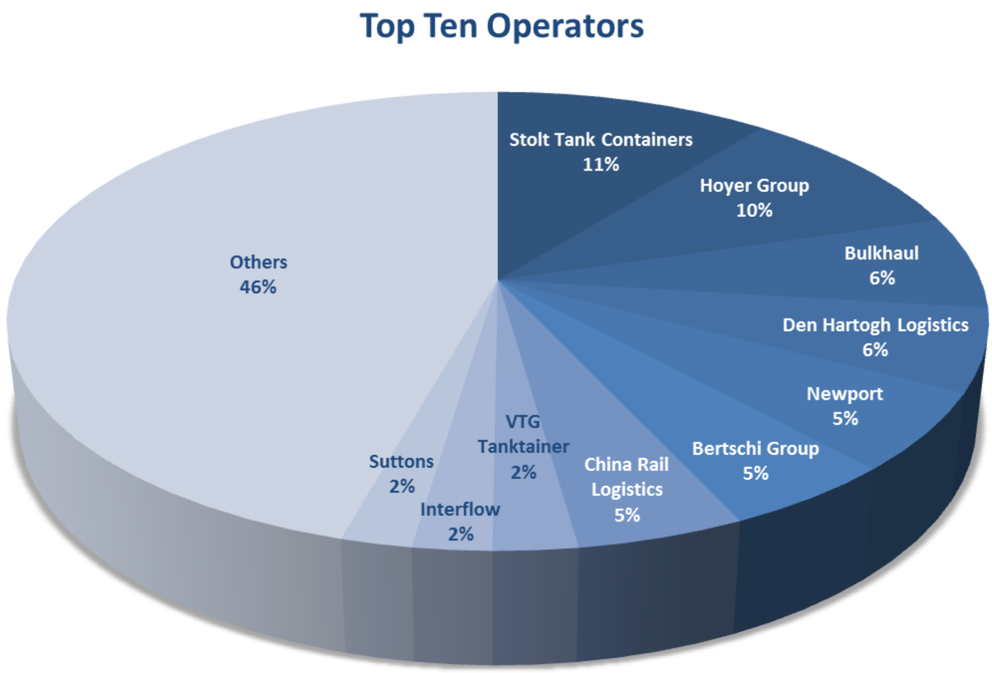

Figure 2: Top Ten Operators 2016

There are 205 operators covered within this Survey. The top ten operators account for almost 178,000 tanks representing 54% of the global operators fleet.

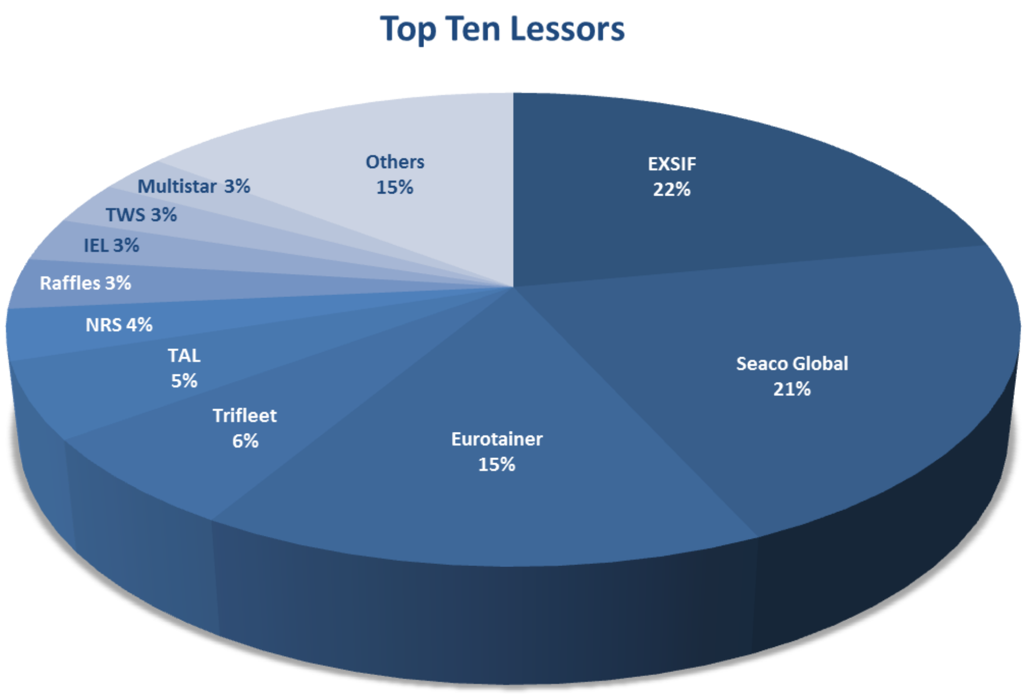

Figure 3: Top Ten Leasing Companies 2016

There are 36 leasing companies identified within the Survey representing 201,750 tanks. The top ten lessors account for 172,000 tanks, about 85% of the total leasing fleet. The top three companies account for 118,000 tanks; 58% of the total fleet.

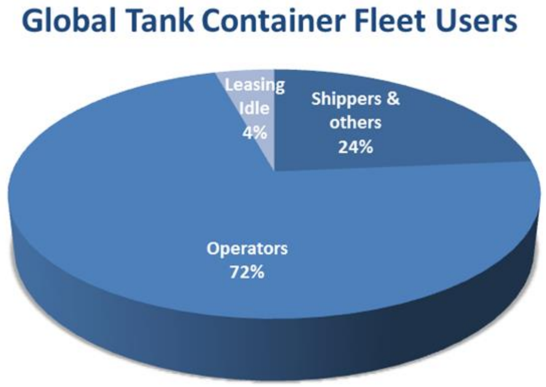

Figure 4: Global Fleet Users 2016

Tank operators dominate tank use, the trend for shippers to outsource logistics continues. Shipper & others owned fleets are probably not growing and the total used for preceding years has been used in the chart. The methodology to estimate the leased part of the shipper & others fleet remains unchanged for purposes of comparison with previous years and shows a small increase. Shippers maintain a mostly specialised tank fleet, liquefied gases especially but also other tanks specific to their needs. The term "others" covers a wide range of users: shipping and barge lines, oil and mining, military and traders, fleet of China domestic tanks.

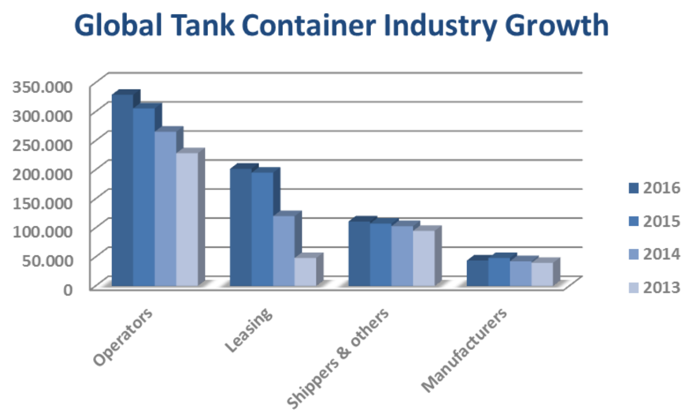

Figure 5: Global Tank Container Industry Growth

The industry continues to demonstrate growth; to some extent contrary to the economic environment because of the safety and economic benefits of intermodal tank transport. Operators are growing and are supported by leasing companies increased fleets. Shippers and others are unlikely to demonstrate growth because of the trend to outsource logistics to operators but are shown on the chart in line with the methodology.

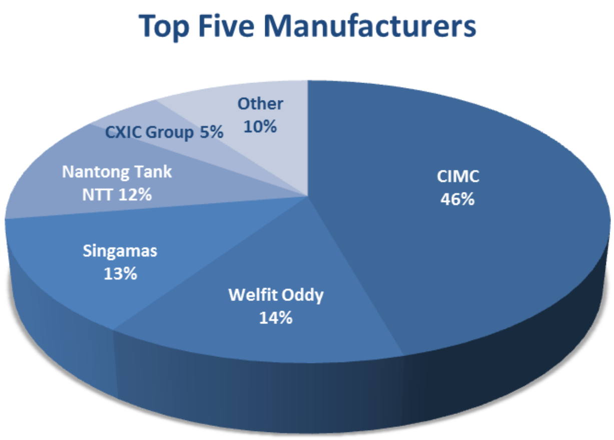

Figure 6: Top Five Manufacturers 2015

Manufacturing is concentrated in China, with the only other large volume manufacturer based in South Africa. A total of 18 manufacturers are listed but the top five represent 90% of global manufacture. The majority of manufacture is of the industry standard tank range but nevertheless there is a very active and growing specialised tank sector.

Global Tank Container Fleet 2013 to 2016				
	2013	2014	2015	2016
Operators	**116**	**176**	**194**	**205**
Owned	140,460	161,300	194,160	211,055
Leased	88,000	103,250	111,540	118,025
Total	228,460	265,550	305,700	329,080
Leasing	**27**	**34**	**33**	**36**
Idle	15,000	17,650	23,400	20,175
Leased to Operators	88,000	103,250	111,540	118,025
Leased to Shippers & Others	47,400	55,600	60,060	63,550
Total	150,400	176,500	195,000	201,750
Shippers and Others				
Owned	47,400	55,600	60,060	47.400
Leased	47,400	55,600	60,060	63,550
Total	94,800	111,200	120,120	110,950
Estimated Manufacture	39,700	42,620	48,200	43,780
Disposals*	-	-1,000	-5000	-2,000
Grand Total	**338,260**	**385,200**	**427,560**	**458,200**
Growth in % **	-	13.9	11.0	7.2

Figure 7: Global Tank Container Development by Year

The chart summaries ITCO Surveys completed since 2013. The estimated 2016 growth, compared with the 2015 Survey is around 7.2%. Shipper owned fleets are not considered to be growing, due to the trend to outsource logistics to operators. The 2014 and 2015 shipper & others owned fleet has been adjusted, to reflect a static position, but the leased part of the fleet shows a percentage increase in line with the methodology.

*Figures for disposals are not easily verified due to the difficulty in estimating since respondents tend to not reveal details of their fleets. Disposals result from repair costs exceeding the economic value of the tank and or the age profile required by some users. Prevailing low material prices, exchange rates and interest rates lowered the cost of the new tank. This reflects on the decision whether a heavily damaged unit is economic to repair or remanufacture. Some disposals are purchased by others and modified for continued use outside of mainstream sector and perhaps accounted in this Survey in the "others" category.

**Percentage growth is reported showing the growth for the year compared with the preceding Survey.

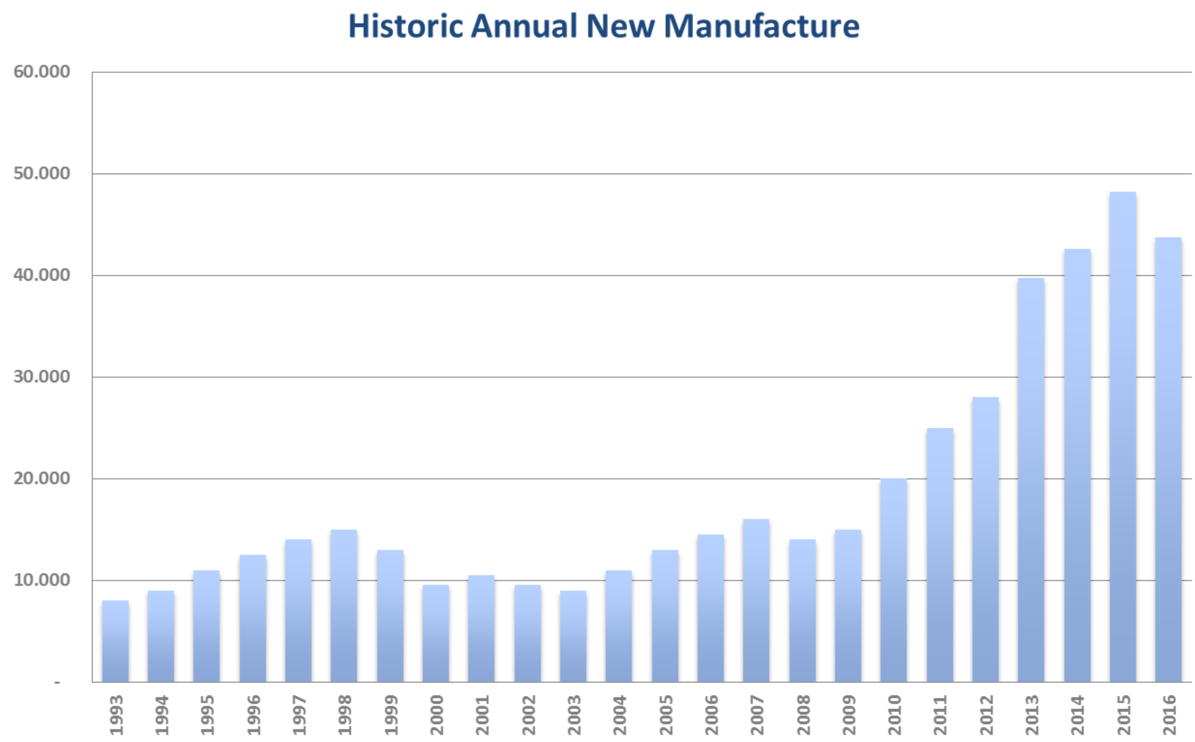

Figure 8: Historic Annual Manufacture since 2013

The chart shows the estimated manufacture since 1993. The ability to increase economic production has been one of the drivers of the tank container industry growth.

Source: Based upon figures provided by Containerisation International 2008 Census and for more recent years ITCO estimates and Surveys.

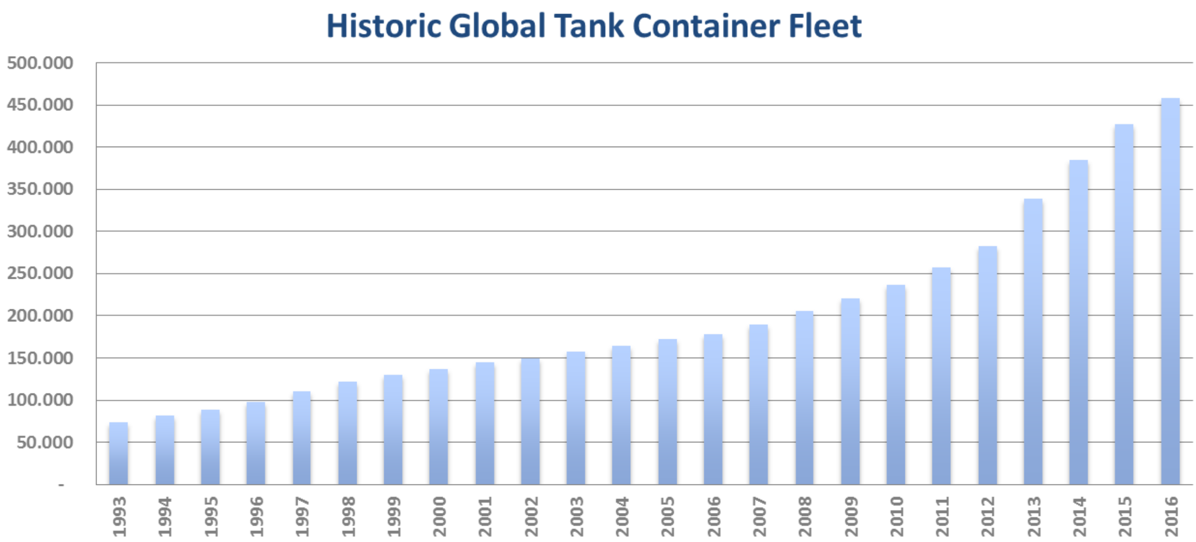

Figure 9: Historic Global Fleet since 2013

The Chart shows the tank fleet from 1993.

Source: Based upon figures provided by Containerisation International 2008 Census and for more recent years ITCO estimates and Surveys.

Gas Tank Containers

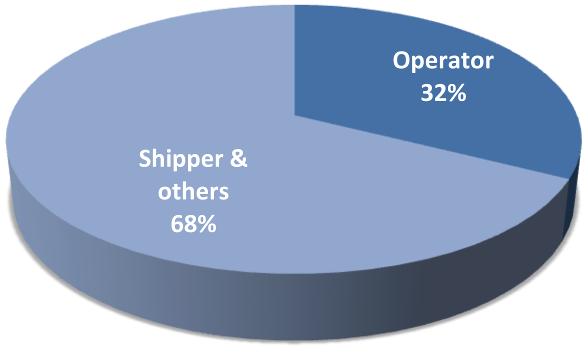

Figure 10: Gas Tank Containers 2016

The gas tank fleet is difficult to estimate since few respondents detail their fleet by type. Nevertheless, assumptions have been made on the basis of the responses received. The total fleet is estimated at 37,000 units. Cryogenic tanks for refrigerated liquefied gases is especially growing. It will be seen from the manufacturers listing that seven of the manufacturers specialise in gas tanks and these alone manufactured 1,740 units in the year. Furthermore, China manufacturers include a quantity of gas tanks in their total number and together with other manufacturers not listed, cryogenics manufacture probably amounts to about 2,500 units.

Swap Tank Containers

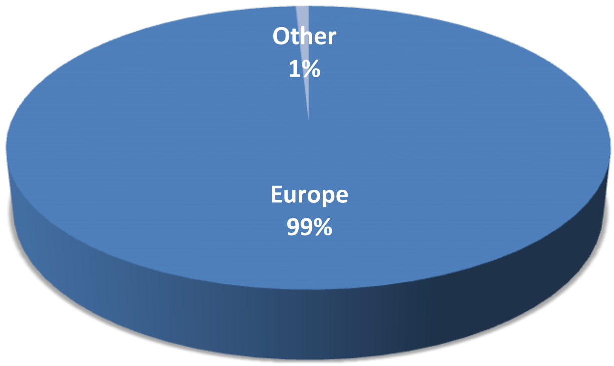

Figure 11: Swap Tank Containers 2016

Swap tanks are mainly used by tank operators in Europe to benefit from the economics of the rail tariff and the generally higher permitted maximum gross mass. China and other areas are also potential growth markets although 40ft configurations might prove to be better suited. The quantity is estimated based on the responses to the Survey, albeit not all operators provided fleet quantity by unit type. There is likely to be continued growth in this sector.

Global Tank Container Fleet: Tank Operators Fleet at January 2016

Tank Operators are third party logistics companies that provide a door-to-door service to shippers and others that require transport of bulk liquids, powders or gases. The fleet listing for each company includes all tanks operated by that company, regardless of whether the tanks are owned outright, managed, leased or any other financial structure used to acquire the asset.

OPERATOR	Head-quarter	Source	Fleet		OPERATOR	Head-quarter	Source	Fleet
Ace Global Lines	**India**	**1**	**300**		**China Railway Logistics**	China	1	15,380
Agmark Logistics	USA	1	1,150		Ciat Rossi Spa	Italy	4	80
Alamo Logistica	Brazil	4	100		Cistapor	Portugal	4	60
Alaska West Express	USA	4	100		**Compass Ocean Logistics**	UAE	1	190
Alfred Talke	Germany	1	960		Concisa Contenedores	Spain	4	650
Almatrans SA	Greece	2	120		**Contank**	Spain	1	1,200
Anhalt Logistics	Germany	2	250		**Curt Richter**	Germany	1	1,800
Argon Isotank	UK	2	610		**Daelim Corporation**	Korea	1	3,400
ATI Freight	UAE	1	2,000		**Dalian Logistics**	China	1	230
Autozat ZTS	Poland	4	50		Dana Liquid Bulk	USA	1	2,500
Balaji Shipping Lines	UAE	4	100		**DB Schenker BTT**	Germany	1	600
Baltica Trans	Russia	1	620		**Den Hartogh Logistics**	Netherlands	1	18,930
Bati Shipping & Trading	Turkey	1	90		De Rijke	Netherlands	4	1,500
Batu Int. Logistics	Turkey	4	50		Donati Trasporti	Italy	4	80
Bay Logistik	Germany	4	150		**Eagletainer Logistics**	Singapore	1	6,000
Baytanx	India	2	100		EHS Logistics Ltd (EHS)	China	4	300
B P McKeefry	Ireland	4	70		Ekol Logistics	Turkey	4	120
Bertschi Group	Switzerland	1	16,000		Euconsa Contenedores	Spain	4	200
Blue Express	Japan	2	430		EuroSolaz	Spain	4	120
Bulk Oil & Liquid Transport	Singapore	4	100		**Exodus Chemtank**	India	1	700
Bress Mundial BMCS	Germany	2	60		FBT Transwest	Australia	4	150
Braid Logistics	UK	1	2,000		Ferrarialdo Aldo Trasporti	Italy	2	80
Broekema Bulk	Netherlands	3	300		Fischinger Tank Spedition	Germany	2	50
Bruhn Spedition	Belgium	4	600		Flexitank Inc	USA	4	2,100
Bulkcon Transport	Sweden	1	250		Foodtrans H&S Group	Netherlands	2	1,200
Bulkglobal Logistics	UK	1	500		**Fourcee**	India	4	1,200
Bulkhaul	UK	1	21,500		Franz Fischer Spedition	Germany	4	80
Bulk Tainer Logistics	UK	4	1,600		Garland Transport	Portugal	4	100
Campioni Logistica	Italy	2	120		**GCA Trans**	France	1	4,000
Canil SpA	Italy	4	100		Gentenaar BV	Netherlands	4	100
Cargotainer Int.	Germany	1	560		**GLG Shipping & Logistics**	Dubai	1	530
Cassilon Liquid Logistics	UK	1	450		Global Container Services	Singapore	3	140
Celerity Tank Logistics	China	4	350		Gokbil Transportation	Turkey	2	600
Cesari Logistica	Brazil	4	120		**Goodrich Maritime**	India	1	1,400
Chakiat Agencies	India	1	350		Greiwing Logistics	Germany	2	170
Chemion Logistik	Germany	1	1,000		**Gruber**	Germany	1	720
Chemlogix Global	USA	4	300		GSM	Spain	1	200
Chemovil	Israel	2	50		**Haanpa Liquid Logistics**	Finland	1	750
Chemical Express	Italy	2	1,200		Haesaerts Intermodal	Belgium	2	1,000

Source key: 1-owner report, 2-owner interview, 3-owner website, 4-journal article, 5-journal report, 6-estimate
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OPERATOR	Head-quarter	Source	Fleet	OPERATOR	Head-quarter	Source	Fleet
Havila OÜ	Estonia	1	260	**Muto Global**	Singapore	1	2,170
Himalaya Trans Logistics	India	4	120	Mutti	Italy	4	100
Hinterberger Spedition	Germany	4	100	**Newport**	Netherlands	1	18,000
Hoyer Group	Germany	1	31,750	**Norbert Dentressangle XPO**	France	1	960
H&S Foodtrans	Netherlands	4	1,400	Nichicon Tank	Japan	1	6,000
Hubert Klasener	Germany	2	40	Nijhof Wassink	Netherlands	4	200
Huktra	Netherlands	2	900	Nijman Zeetank	Netherlands	1	510
Huktra UK	UK	1	350	Nordic Bulkers	Sweden	4	150
Indaia Tanktainer Logistica	Brazil	1	250	Niyac Corp	Japan	4	2,500
Infotech-Baltika M	Russia	1	1,350	Nyzel Exports	India	4	50
Inteh Holdings	China	1	270	Odyssey Logistics Food Trans	USA	4	1,100
Interflow (TCS)	UK	1	7,200	Optimodal (Odyssey)	USA	4	300
Intertank Ltda	Brazil	4	120	Orient Tainers	Singapore	2	700
Intermodal Tank Transport	USA	4	6,000	Oriental Tanks	Singapore	4	200
ISO Tanks	NZ	1	60	OVZ-Trans	Belarus	4	100
Jan Dohmen	Netherlands	2	650	Paltank	UK	2	1,350
JF Hillebrand Group	Canada	1	1,000	Panalon	Spain	2	200
JNC Line	Singapore	2	500	Pelligrini Transporti	Italy	4	100
JOT	Japan	4	180	**Primy Ocean Air**	China	1	10
J P Express	Singapore	4	150	Protank Liquid Logistics	Taiwan	2	1,200
JSC HimInvest Trans	Russia	1	930	QA Transport	Taiwan	4	50
Kanoo Freight	Saudi Arabia	1	50	**Qingdao Hencheng Int.**	China	1	370
KAS Tank Containers Services	Korea	4	150	Richland	Singapore	2	500
Katoen Natie Tank	Belgium	1	1,500	Rinnen	Germany	2	3,500
Kees In't Veen	Netherlands	4	50	**R.M.I Global Logistics**	Netherlands	1	4,600
Kiran Group	India	4	100	Robert Kukla	Germany	4	120
Kricon Liquid Bulk Logistics	Estonia	4	80	Rodella trasporti	Italy	4	220
Kube & Kubenz Int.	Germany	1	780	Roos Spedition	Germany	2	100
Kukbo Logix	Korea	1	20	RSI Logistics	USA	4	200
Laabs Spedition	Germany	4	160	Sadlers Logistics	Australia	4	120
Lap Tank	Singapore	4	150	**S&W Int. Chemical Logistics**	China	1	350
Legacy Tank	Singapore	1	140	Safetrans	China	2	750
Langh Cargo Solutions	Finland	4	50	Safim	Italy	4	80
Lehnkering intermodal	Germany	4	400	Sar Transporti	Italy	2	20
Lexzau, Scharbau	Germany	1	3,800	SCF Group	Australia	2	600
Liquid Concept	Germany	3	50	Schneider National Bulk	USA	4	200
Logix Tank Operations	Netherlands	4	80	Schenk Tank Transport	Netherlands	4	300
Logplan Logistica	Brazil	1	90	Seabrook Tank Services	UK	1	130
Marenzana Multi Modal Spa	Italy	2	1,000	Seven Seas	Israel	1	100
Melkweg Fritom	Netherlands	4	150	SGT Trans	Russia	4	200
Merlion Tank	Singapore	4	150	**Shanghai Supreme Int.**	China	1	100
Meurer Intermodal (Lanfer)	Germany	2	1,200	Shri Kailash Logistic	India	4	300
Milkyway International	China	2	320	Sitra Group foods	Belgium	4	100
Miller Intermodal MILS	USA	4	120	Sinochem domestic	China	4	1,000
M&P International	Vietnam	4	150	**Soyuztransflot**	Russia	4	500
M&S Logistics	UK	2	5,500	Spezcontainer	Russia	4	150
Moonway	Finland	1	100	**Spectransgarant (Railgarant)**	Russia	1	4,300

Source key: 1-owner report, 2-owner interview, 3-owner website, 4-journal article, 5-journal report, 6-estimate
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OPERATOR	Head-quarter	Source	Fleet	OPERATOR	Head-quarter	Source	Fleet
Spedition Baumie	Germany	4	140	TMC (IAT) Intermodal	Denmark	4	100
Star Chemical	Italy	2	600	TransContainer	Russia	4	300
Star Transport	Netherlands	4	600	**Transcon Freight System**	India	4	100
Stolt Tank Containers	UK	1	35,100	Transporti Pesanti	Italy	4	50
Sungate Transportation	Latvia	4	400	Transport Resources	USA	4	100
Sun Logistics	India	4	50	Ueno Container Logistics	Singapore	4	1,000
Suttons International	UK	2	6,500	Van den Bosch Transport	Netherlands	3	4,250
Tanco International	Israel	4	450	Verbeken	Netherlands	2	200
Tankflex Int. Logistics	Taiwan	4	80	Verbrugge Int.	Belgium	4	320
Tank flow	Netherlands	2	400	**Vervaeke Transport**	Belgium	4	50
TankLog	Germany	4	150	VOS Logistics	Netherlands	4	350
Tankspeed Fraikin	UK	4	50	**VTG Tanktainer**	Germany	1	7,690
Tankway Logistics	Netherlands	4	200	Wauters Global (Lanfer)	Belgium	1	550
TCS Trans	Spain	1	420				
TiCiTi	Switzerland	2	220	Estimated not accounted*	Asia Pacific	4	5,000
TCI Concor Group	India	4	100	Estimated not accounted*	Europe, RU	4	5,000
Techniruta	Spain	4	190	Estimated not accounted*	Americas	4	5,000
TLS Global Logistics	Turkey	4	100	Estimated not accounted*	IN/ Mid-East/AF	4	5,000
Torwesten Spedition	Germany	4	120	TOTAL			329,080

Source key: 1-owner report, 2-owner interview, 3-owner website, 4-journal article, 5-journal report, 6-estimate
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**There are a number of regional operators that are not readily contactable. Accordingly an estimate has been included.*

Global Tank Container Fleet: Leasing Companies Fleet at January 2016

Tank Leasing companies provide tank containers to operators, shippers and others, usually on a contractual term basis, where the lessee takes quiet possession and operates that tank as if it were owned. Leasing company fleet listings include all tanks within the leasing company fleet including owned outright, managed on behalf of investor owners and any other financial means of acquisition.

LESSOR	Head-quarter	Source	Fleet	LESSOR	Head-quarter	Source	Fleet
Australia Container Leasing	Australia	4	150	**Peacock Container**	Netherlands	1	2,350
Bond International	UK	4	20	**Raffles Lease**	Singapore	1	7,000
Combipass	France	2	1,500	Rotterdam Container	Nederlands	4	200
Caru Specialised Leasing	Singapore	1	100	**SCF Group**	Australia	2	600
CS Eurasia Leasing	Germany	1	680	**Seaco Global**	Singapore	1	43,000
Eurotainer	France	1	30,800	TaCon	Germany	1	450
EXSIF Worldwide	USA	1	44,300	**TAL International**	USA	1	10,500
Global Container Rental	Singapore	1	100	Tankway Logistics	Netherlands	1	500
GEM Containers	UK	1	150	Tank Management	Norway	2	200
GRP Multilogistics	Switzerland	3	1,600	**Tankspan Leasing**	UK	1	3,500
Hoover Group	USA	4	500	**TML Taylor Minster**	Netherlands	2	5,000
International Equipment	USA	1	6,000	TC Rent Anhalt	Germany	2	600
London Tank Management	UK	1	450	**Transport Industrial**	Russia	4	100
Matlack Leasing	USA	1	2,500	**Trifleet Leasing**	Netherlands	1	12,700
MCM Management	Switzerland	1	1,200	**Tristar Engineering**	Switzerland	4	1,100
Modalis	France	1	250	**TWS Tankcontainer**	Germany	1	5,890
Multistar Leasing	South Africa	1	5,200	**Unitas Container Leasing**	Bermuda	1	1,600
Noble Container Leasing	Hong Kong	1	960	Estimated not accounted*		4	3,000
NRS Group	Japan	1	7,000	**TOTAL**			**201,750**

Source key: 1-owner report, 2-owner interview, 3-owner website, 4-journal article, 5-journal report, 6-estimate
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**There are a number of regional lessors that are not readily contactable. Accordingly an estimate has been included.*

Global Tank Container Fleet: Manufactured January to December 2015

Leading **manufacturers** that specialise in international tank container production have been listed. There are other manufacturers worldwide that build tanks for mostly domestic and regional markets, in addition to their core business - typically that of road tank vehicles and process vessels. A nominal estimate has been added to recognise the production completed by regional manufacturers.

MANUFACTURER	Head-quarter	Source	Fleet	MANUFACTURER	Head-quarter	Source	Fleet
Chart Ferox	Czech Republik	1	330	**Nantong Tank Containers**	China	1	5,500
CIMC Group	China	1	20,000	**Singamas**	China	1	5,700
Cryovat Rootselaar Group	Netherlands	1	150	**UBH**	UK	1	370
CXIC Group	China	1	2,200	**Van Hool**	Belgium	1	880
Gascon	South Africa	1	200	**Welfit Oddy**	South Africa	1	6,000
GLI International	France	4	50	**Wessington Cryogenic**	UK	4	100
Jiangxi Oxygen	China	4	300	**WEW**	Germany	4	300
MCC Tiangong	China	1	1,000	**Zhong Shan Sure Tank**	China	1	200
M1 Engineering	UK	4	30	Other manufacturers*	Global	4	300
Multitank	Spain	1	170	**TOTAL**			**43,780**

Source key: 1-owner report, 2-owner interview, 3-owner website, 4-journal article, 5-journal report, 6-estimate
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**Nominal estimate on production completed by regional manufacturers.*

Methodology

The global tank container fleet comprises a range of tank types including tanks for liquids, liquefied gases, powders, swap tanks and specials. Tanks below 20ft length such as those typical of the offshore oil industry are not included in this Survey.

The tank container is highly regulated and is required to meet stringent standards of operation, including statutory periodic inspection and renewal of test certification. However, there is no global register of tank containers. Data must be collected by systematically requesting tank owners and operators to provide company fleet numbers and manufacturers to report new production. Where firm data is not provided, this Survey provides estimates based on internet research and consultation with experienced industry representatives.

Reported figures are recorded as received or, in the case of the charts within the report, the result of the percentage calculation of data. It is not intended to suggest that calculated figures are accurate to an exact number. Readers should round up, or down, as required.

Leased fleet listings are not included in the total industry fleet figures, except for the relatively few estimated stocks that are idle. The balance of “on lease” tanks is typically estimated to be leased to operators (65%) and shippers and other tank users (35%).

This percentage might vary by leasing company according to their market strengths and objectives, but is an estimated average. The trend is for a greater proportion leased to operators but for consistency with previous surveys the percentage breakdown remains unchanged.

Whereas there is a trend to outsource tank logistics to tank operators, there remains a fleet of tanks directly controlled by shippers and others.

Shipper fleets (also referred to as producers or consignors) and others are challenging to assess because of the vast number of shippers and others worldwide.

It is especially difficult to compile a list of shipper-owned tank containers, because tank ownership is a relatively small part of their core business and - as a result - fleet figures are not freely available. This also applies to other tank users - such as shipping lines, military authorities, railways, oil companies, mining industry and China domestic. Estimates of the total “others” are included in the Survey.

As a result of the trend to outsource tank logistics it is estimated that the shipper and others owned fleet is static. Operators might provide logistics services for shipper-owned tanks, but the tanks are not included as operator tanks for the purpose of this survey. It is estimated that on average about 35% of the total leasing company fleet is leased directly to shippers and others.

In the 2013 Survey it was estimated that shippers and others might own, on average, about the same number of tanks that are leased into their fleet. This number remains unchanged in the 2016 Survey and in preceding years. Users of the Survey can make adjustments to suit their needs.

More details on the methodology are given as explanations accompanying charts and figures.

About ITCO and Contact

Established in 1998, the International Tank Container Organisation represents the international tank container industry to the public and to governmental bodies, with the aim of promoting the industry with its main players: operators, lessors, manufacturers, service providers, inspection, surveyors. With around 170 members worldwide the organisation is representing around 90 percent of the global tank container capacity.

The ITCO mission is to promote and represent tank containers as safe, cost-efficient and flexible means of transport. In doing so, ITCO has a strong focus on enhancing technological and business developments for the sake of quality, health, safety, environment, and Corporate Responsibility in the tank container industry.

ITCO designs the frame work and platform for the strengthening and future growth of the global tank container business. With this ITCO contributes to the competitiveness and success of the tank container industry.

In case of questions about ITCO and the Global Tank Container Survey please contact:

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