ITCO

GLOBAL

TANK CONTAINER FLEET SURVEY

2026

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Contents

The tank container continues to prove its value for transporting bulk cargo by sea, rail and road, and as a temporary storage unit.

DISCLAIMER

ITCO – International Tank Container Organisation
The Gresley Suite, Stowe House, St Chad's Road, Netherstowe, Litchfield WS13 6TJ

E: info@itco.org | W: www.itco.org

ITCO Survey reveals industry growth of 1.93% in 2025

Following several years of significant expansion between 2018 and 2023, the rate of growth of the global tank container industry has continued to slow over the past two years to 1.93% in 2025.

While the fleet is still expanding, the growth rate has moderated considerably compared with the strong 8-10% increases seen earlier in the decade.

The very strong demand for new tank containers during 2021 and 2022 was, to some extent, a consequence of the disruptions caused by the Covid-19 pandemic. During that period, supply chains were heavily constrained and many chemical producers and logistics companies increased their use of tank containers both for transport and temporary storage capacity.

As global logistics networks stabilised during 2023 and 2024, the exceptional demand seen during the pandemic period gradually subsided. At the same time, the tank container industry has inevitably been affected by the difficulties facing the global chemical sector over the past two years.

According to this year's ITCO Survey of the Global Tank Container Market, a total of 28,521 tank containers were manufactured in 2025. During the same period, ITCO estimates that approximately 11,500 tanks were withdrawn from service, either through scrapping, retirement from international transport service, or conversion into long term static storage use.

As a result, the Survey estimates that, on 1 January 2026, the global tank container fleet had reached 899,044 units, compared with 882,023 tanks on 1 January 2025 – a net increase of 17,021 units. This represents growth of 1.93%, confirming that the pace of expansion has slowed further compared with the previous year's growth of 3.96%.

The reduced rate of growth in 2025 reflects the more difficult conditions experienced by the global chemical industry, which remains the primary driver for tank container demand.

The European chemical industry, in particular, has continued to face significant challenges. High energy and feedstock costs, together with regulatory and environmental pressures and weak downstream demand, have affected competitiveness and resulted in reduced production levels. Over the past two years several major chemical producers have announced plant closures, downsizing programmes or the relocation of production capacity outside Europe.

While some recovery in production has been reported, the overall environment remains fragile. Investment decisions across the sector have become more cautious, and this inevitably impacts demand for new tank containers used to transport liquid chemicals.

In contrast, the North American chemical industry has demonstrated somewhat greater resilience. After experiencing modest contraction earlier in the decade due to inflationary pressures and restrictive monetary policies, the sector has shown signs of stabilisation. However, even in North America, growth has been moderate rather than exceptional.

Asia continues to play a pivotal role in the global chemical market, with China and India representing major production and consumption centres. Nevertheless, the region has also experienced challenges related to overcapacity, particularly in petrochemicals. In China especially, substantial investments in new production capacity over recent years have contributed to oversupply in certain chemical segments.

The global oversupply of petrochemicals has led some companies to shut down older plants, delay investment in new projects, or restructure operations to maintain profitability. These developments inevitably influence transport demand and the purchasing decisions of tank container operators and leasing companies.

Another factor contributing to the slower net fleet growth in 2025 has been the increasing number of older tank containers reaching the end of their operational lives. As the global fleet has expanded significantly over the past two decades, a growing number of tanks are now being retired from international service. While some units are completely scrapped, others are redeployed into stationary storage applications within industrial facilities. ITCO's survey indicates some 11,500 tanks being retired from active operational fleets.

The industry continues to be dominated globally by a relatively small number of major tank container operators and leasing companies. The top ten operators accounted for over 329,900 tanks representing just over 52% of the global tank container operators' fleet (629,996 tanks).

The top 10 lessors accounted for 334,900 tanks, representing about 85% of the total leasing fleet (393,999 tanks).

As in previous years, this Survey lists those companies that are operating or leasing tank container fleets of over 1,000 units. Companies with fleets of fewer than 1,000 tanks – estimated to number around 200 companies worldwide – have not been named individually, although an "educated estimate" has been made for the combined fleets.

The International Tank Container Organisation would like to take this opportunity to thank the various companies who have contributed to this study. Their input, information, statistics and ideas are very much appreciated and are essential to the preparation of this Annual Report.

The Global Tank Container Fleet at the beginning of 2026: Overview

Table 1: Global Tank Container Fleet (1 January 2026)

Number of Tank Operators Worldwide	240-plus
Number of Tanks in Operator Fleets ***(Owned & Leased -in)***	**629,996**
Number of Tank Lessors Worldwide	38-plus
Number of Tanks in Lessor Fleets	**393,999**
Tanks on Lease to Operators, Shippers and Others Users	**314,159**
"Idle" leasing company tanks* (undergoing M&R, testing, storage)	**59,840**
Shippers and Others***	
Total number of Shipper and "Others" ***(Owned and leased-in)***	**209,208**
Manufactured and Disposals	
Tanks manufactured in 2025	**28,521**
Tanks Disposed/Scrapped of in 2025**	**11,500**
Tanks added to the global fleet in 2025	**17,021**
Total Global Tank Containers *(Fleet size calculated as follows: Tanks in Operator Fleets + Lessors "Idle" Tanks + Tanks in BCOs/Shippers/"Others" Fleets.)*	**899,044**

Table 1 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 for within both the "operator" and "shipper" fleets, except for those tanks which are "idle". (Definition of "idle tanks" - see next column) "Shipper" and "others" fleet is estimated in accordance with the methodology detailed on page 13 of this Survey.
- The Survey indicates that some 28,521 new tanks were manufactured in 2025.
- Taking into account an estimated 11,500 tanks which were retired from operation (scrapped or sold out of the industry), the survey indicates that the global fleet on 1 January 2026 had grown to 899,044 tanks, compared to 882,023 at the beginning of 2025.
- This represents a growth of 1.93 % from 1 January 2025 to 1 January 2026.

Notes:

*** Idle Tanks**

- 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.
- The idle fleet of leasing company tanks at 1 January 2026 is calculated at 59,840 TEU (just over 15%)

**** Shipper (also referred to as "Beneficial Cargo Owner", producer or consignor) fleet**

- The "Shipper" fleet comprises tanks owned or leased-in by producers of bulk cargoes, for shipment in tanks – especially chemical and food/drinks companies.
- These tanks may be operated by the shipper themselves, or by an operator on their behalf
- These tanks can be units for specific logistics operations, dedicated services or for use within a company's own production process. They are also sometimes "special" tanks - manufactured or modified to meet a specific need and include tanks designed to transport liquefied and refrigerated gases.

***** Others**

- "Others" (ie "Other Tank Users") include the many tanks operated by organisations 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.

****** Disposals**

- Tank containers are normally depreciated over a residual life of 20 years (sometimes 25 years) - but they can remain in service for a longer period. Operators have recognised that the operational life of the tank can be extended. Evidence indicates that tanks can now last longer.
- The service life of the tank can be extended by remanufacture, refurbishment or good maintenance. This is an especially viable option when the price of new tanks is at a higher level.
- Owners might dispose of tank containers for commercial and technical reasons. These might be repurposed into other uses, such as storage.
- Some tanks are sold for re-cycling as scrap metal, especially if the tank is seriously damaged beyond economic repair.
- There are several drivers for scrapping tanks, or disposing out of the industry:
  - **The age of the tank** – for example, when it reaches 20 years
  - **The price of scrap stainless steel** -Scrap might be a viable economic option when the commercial price of scrap stainless steel rises.
  - **The price of new tanks** – when the price of new tanks goes down, there is more incentive to scrap old tanks and replace them
- In 2005, some 14,560 new tanks were manufactured. So it is reasonable to assume that 50% of these 20-year old tanks might have been retired from operation in 2025, equating to approximately 7,250. In addition, a further 4,250 tanks (some older than 20 years, some newer) are estimated to have been retired from operation
- Therefore, for this year's survey, we have estimated a figure of 11,500 tanks being retired from operation (scrapped or sold) in 2025, which is higher than the number calculated for 2024 (which was 7,500).

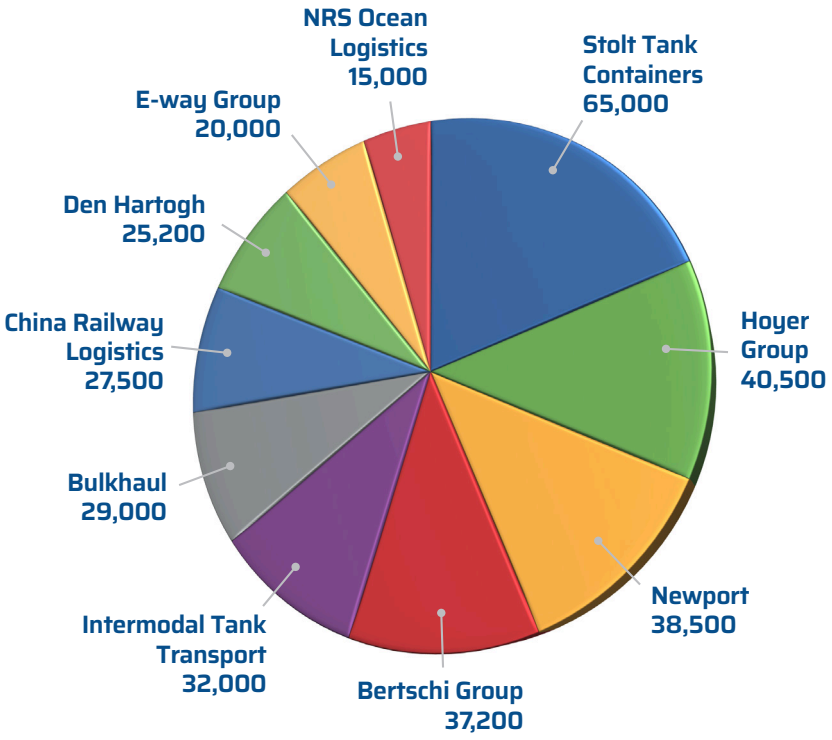
Top Ten Tank Container Operators

There are over 240 operators of tank containers known to ITCO, ranging from very large global companies to relatively small niche and regional players.

Shown by Figure 1, at 1 January 2026, the top ten operators accounted for over 329,900 tanks representing just over 52% of the global tank container operators' fleet (629,996 tanks).

At the same time last year, the top ten operators accounted for over 301,750, tanks representing over 50% of the global tank container operators' fleet (619,741 tanks).

Figure 1: Top Ten Tank Container Operators (at 1 January 2026)



Top Ten Leasing Companies

At least 38 companies worldwide provide tank container leasing services. These range from large global lessors to regional and local companies.

As shown in Figure 2, at 1 January 2026, the top 10 lessors accounted for 334,900 tanks, representing about 85% of the total leasing fleet (393,999 tanks).

At the same time last year, the top ten lessors accounted for 322,733 tanks, representing about 84% of the total leasing fleet (381,781).

Figure 2: Top Ten Tank Container Leasing Companies (at 1 January 2026)

(*Same owner)

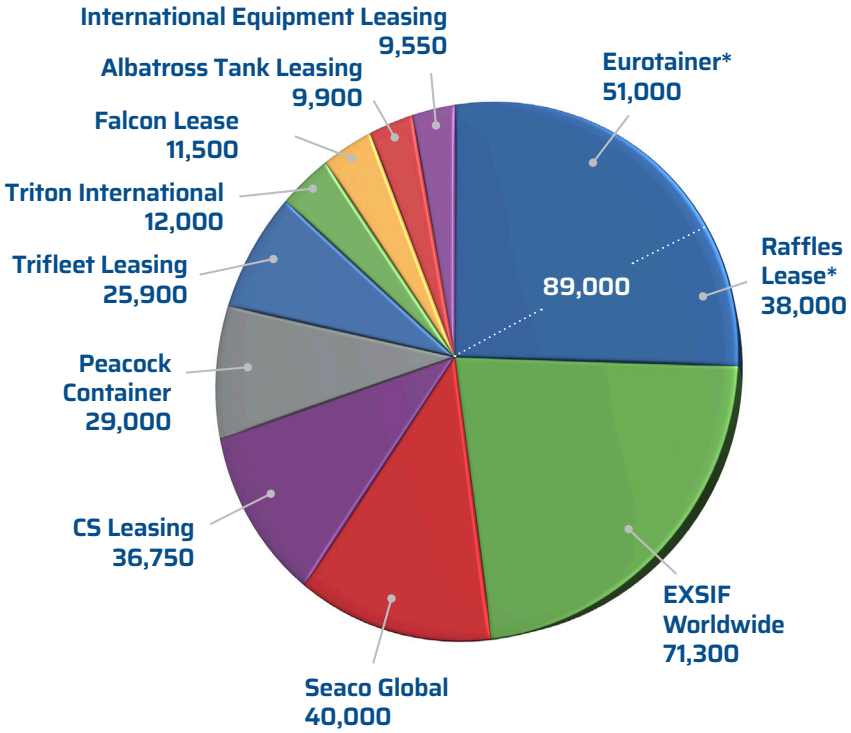


Table 2: Annual Global Tank Container Growth (1 Jan 2014 - 1 Jan 2026)

Year / Players/Tank Type	2026	2025	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Operators - Number	**240**	240	240	240	235	230	218	212	210	209	205	194	176
Total Operators Fleet (Owned and Leased)	629,996	619,741	587,970	568,760	489,895	443,110	418,500	381,750	365,000	342,500	329,080	305,700	265,550
Leasing Companies - Number	**38**	38	38	38	37	37	37	35	36	36	36	33	34
"Idle" Leasing Company Tanks	59,840	57,268	63,953	36,930	38,755	44,400	45,840	42,785	32,000	28,500	20,175	23,400	17,650
On-lease to Operators, Shippers, Others	314,159	324,513	312,242	323,995	284,195	272,310	259,775	243,200	213,000	186,765	181,575	171,600	158,850
Total Lessor Fleet	373,999	381,781	376,195	360,925	322,950	316,710	305,615	286,000	245,000	215,265	201,750	195,000	176,500
Shipper / Others													
Total (Owned and Leased)	209,208	213,514	196,477	199,110	211,285	199,140	188,010	180,165	155,000	137,400	110,950	107,460	103,000
Manufactured (in previous year – approx)	28,521	42,123	56,600	67,865	53,285	35,800	54,650	59,700	48,500	44,500	43,780	48,200	42,620
Disposal*	11,500	8,500	10,000	4,000	3,000	1,500	7,000	7,000	4,500	4,500	2,000	5,000	1,000
Grand Total	**899,044**	**882,023**	**848,400**	**801,800**	**737,935**	**686,650**	**652,350**	**604,700**	**552,000**	**508,000**	**458,200**	**427,560**	**385,200**
Growth % compared with preceding year**	**1.93**	**3.96**	**5.81**	**8.65**	**7.3**	**5.26**	**7.88**	**10.81**	**8.66**	**8.5**	**7.16**	**10.99**	**13.87**

Notes:

*** Disposals:** Looking back at the historic quantity of annual new manufactured tanks, it is evident that an increasing number of tanks are coming to the end of their typically depreciated life of 20 years. As is demonstrated by Figure 5, the trend for increased disposals is expected to continue. More older tanks are being disposed due to age related problems, too heavy tare weight, low capacity and higher repair costs which encourage disposal, especially in times of relatively low utilisation.

In its research for this edition of the fleet survey, ITCO has added a question to our members requesting data to include how many tanks have been disposed of from their fleets. In addition, we have the input from ITCO members which undertake tank recycling and second life domestic tanks.

We believe this data will prove useful for our members who are actively involved in environmental sustainability.

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

Table 2 summarises ITCO Surveys completed since 2014. 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.

Table 3: Tank Container Production and World Fleet (1991 – 2025)

Year	Production	Fleet at 1 January (of year shown)
1991	6,500	
1992	8,000	67,000
1993	9,000	73,000
1994	11,000	81,000
1995	12,500	88,800
1996	14,000	97,800
1997	15,000	110,650
1998	13,000	121,960
1999	9,500	129,640
2000	10,500	136,440
2001	9,500	144,140
2002	9,000	149,240
2003	11,000	157,400
2004	13,000	164,000
2005	14,500	172,000
2006	16,000	178,400
2007	14,000	190,000
2008	15,000	206,000
2009	20,000	220,000
2010	25,000	236,000
2011	28,000	257,000
2012	39,700	282,000
2013	42,620	338,260
2014	48,200	385,200
2015	43,780	427,500
2016	44,500	458,200
2017	48,500	508,000
2018	59,700	552,500
2019	54,650	604,700
2020	35,800	652,350
2021	53,285	686,650
2022	67,865	737,935
2023	56,600	801,800
2024	42,123	848,400
2025	28,521	882,023
2026		899,044

Data Source: tank container manufacturers, operators and leasing companies.

Table 3 shows:

1. The estimated annual tank production since 1991. The ability to increase economic production of new manufactured tanks has been one of the drivers of the tank container industry growth
2. The estimated global tank container fleet since 1992, with the total number reflecting 11,500 tanks being disposed of in 2025.

Figure 5: Tank Container Production (1990 to 2025)

Tank production is largely centred in China where there are several manufacturers building tanks for the international and domestic market. Tanks are also manufactured in South Africa and Europe. Tanks manufactured in other parts of the world tend to be for local shippers and the domestic market.

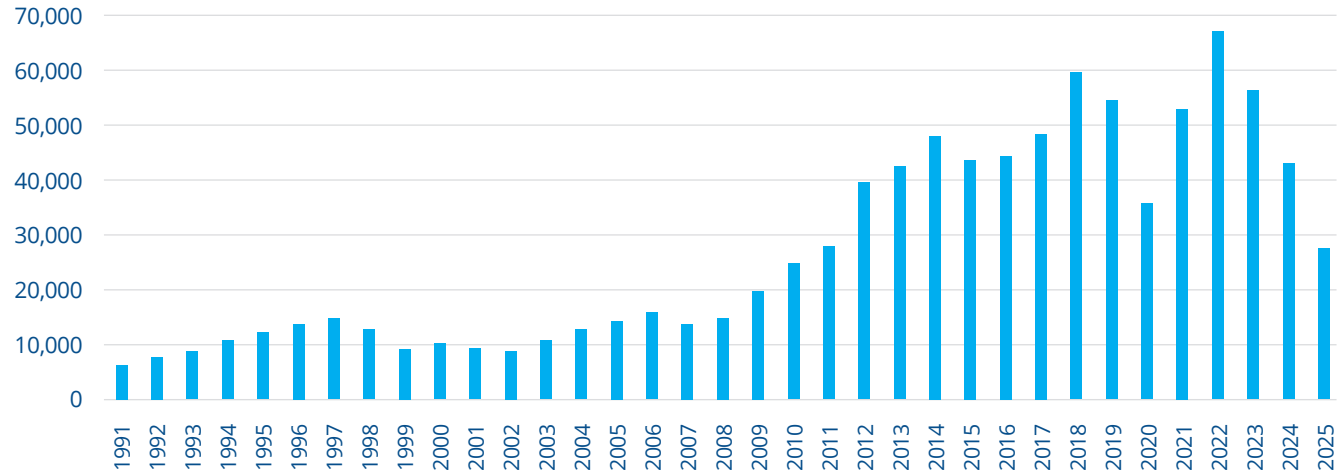
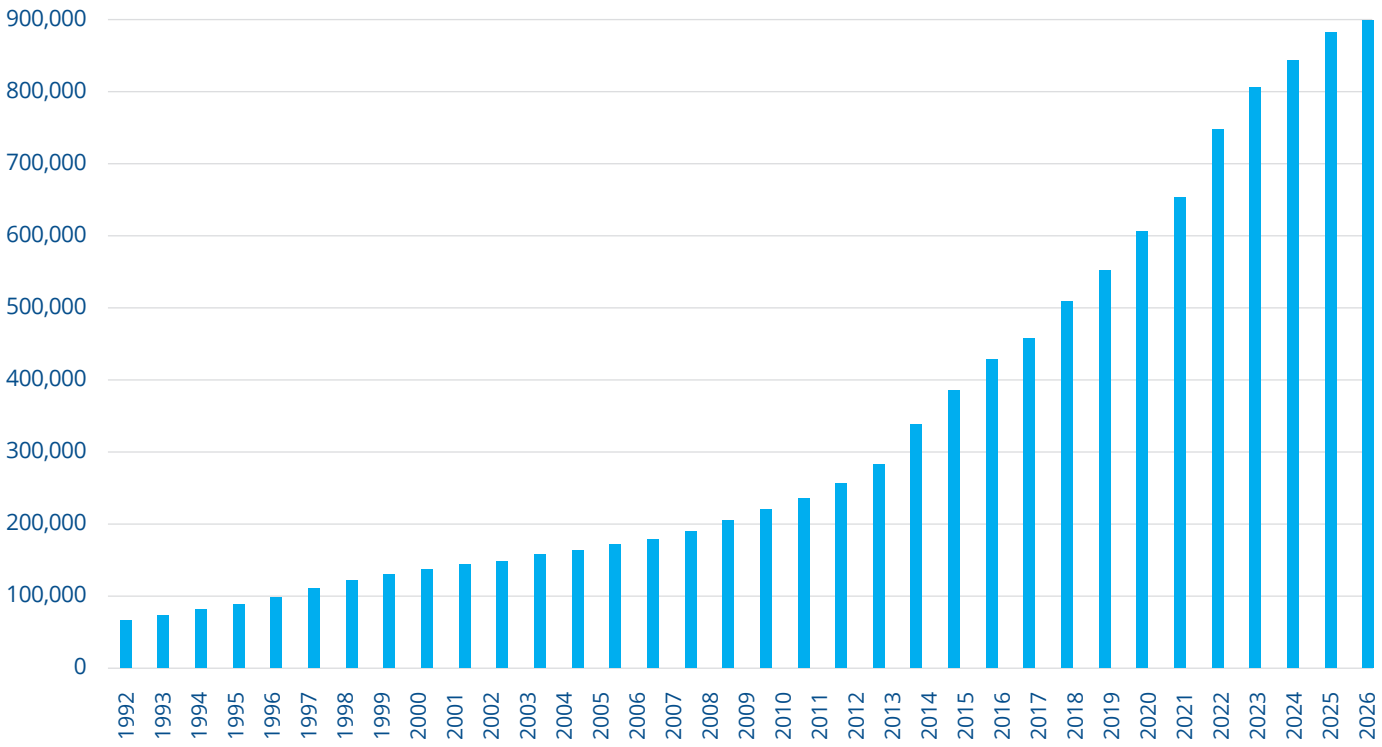


Figure 6: Total Fleet size (at 1st January of each year)



Global Tank Container Fleet: Tank Operators Fleet at 1 January 2026

Tank Container 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.

Table 4: Tank operators' fleets (at 1 January 2026)

Criteria: Companies with over 1000 tanks in their fleet

Operator	Headquarter	Fleet
Agmark Logistics	USA	1,600
Alfred Talke	Germany	1,200
ATI Freight	UAE	1,200
Baltica Trans Logistics	Russia	1,500
Bertschi Group	Switzerland	37,200
Bolt	Singapore	2,600
Bulkhaul	UK	29,000
Celerity Tank	China	2,200
Channel International Freight	China	4,500
Chemical Express	Italy	3,805
Chemion Logistik	German	1,000
China Railway Logistics	China	27,500
Contank	Spain	1,200
Crossover	Singapore	6,500
Curt Richter	Germany	2,710
Daelim	Korea	7,000
Dana Liquid Bulk	USA	9,200
Deccan Transcon	India	2,800
Den Hartogh	Netherlands	25,200
Dinges	Germany	1,000
DJD International Logistics	China	10,195
Eagletainer	Singapore	13,500
EHS Logistics	China	1,086
Eway	Malaysia	20,000
Flexitank	USA	2,500
GCA Trans	France	4,000
General Tank Containers	China	1,750
Goodrich Maritime	India	9,500
Gruber	Germany	1,280
H.Essers	Belgium	1,700
HengCheng	China	9,500
Hoyer Group	Germany	40,500
Infotech-Baltika M	Russia	5,400
Intermodal Tank Transport	USA	32,000
JOT Japan Oil Transport	Japan	9,000
Katoen Natie Tank	Belgium	3,000
Kube & Kubenz	Germany	1,100
Lanfer	Germany	8,500
Legend	Singapore	9,733
Leschaco	Germany	5,000
M&S Logistics	UK	9,375
Milky Way	China	5,500
Meurer Intermodal	Germany	1,200
Newport	Netherlands	38,500
Nichicon	Japan	10,000
NRS Ocean Logistics	Japan	15,000
Paltank	UK	2,347
Pan Bridge	Korea	1,100
Primy Ocean	China	1,650
Protank Liquid Logistics	Taiwan	1,200
R.M.I Global Logistics	Netherlands	1,400
Radix	Korea	1,700
Ravian	India	2,758
Rinnen	Germany	3,500
Sinochem domestic	China	1,000
Sinotrans	China	1,360
Spectrans/RailGarant	Russia	5,275
Stolt Tank Containers	UK	65,000
TGL Taewoong Logistics	Korea	4,300
Ueno	Singapore	1,000
Van den Bosch	Netherlands	6,500
Other Under 1000		
Estimated*	Asia Pacific	30,750
Estimated*	Europe, RU	25,060
Estimated*	Americas	19,600
Estimated*	India/Mid-East/Africa	16,762
TOTAL		**629,996**

Note: *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 2026

Tank Container 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.

Table 5: Leasing companies' fleets (at 1 January 2026)

Criteria: Companies with over 1000 tanks in their fleet

Lessor	Headquarters	Fleet
Albatross Tank Leasing	China	9,900
Combipass	France	1,500
CS Leasing	USA	36,750
Eurotainer*	France	51,000
EXSIF Worldwide	USA	71,300
Falcon Lease	Singapore	11,500
International Equipment Leasing	USA	9,500
Matlack Leasing	USA	2,500
MCM Management	Switzerland	3,000
Meeberg	Netherlands	7,500
Modalis	France	5,000
Multistar Leasing	South Africa	4,645
Noble Container Leasing	Hong Kong	2,400
Peacock Container	Netherlands	29,000
Raffles Lease*	Singapore	38,000
Seaco Global	Singapore	40,000
Tankspan Leasing	UK	2,004
Trifleet Leasing	Netherlands	25,900
Tristar Engineering	Switzerland	1,100
Triton International	USA	12,000
TWS Rent-A-Tainer	Germany	7,900
Unitas Container Leasing	Bermuda	1,600
Estimated total for others under 1000**		**20,000**
TOTAL		**393,999**

Notes:
*Same owner
**There are a number of regional lessors that are not readily contactable. Accordingly, an estimate has been included.

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 (about 30-35%).

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 (also referred to as producers or consignors) fleet 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.

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 2015 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 2026 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 in the tables and figures on page 4 of this publication.

ITCO Chairman's Report

Turbulent times

ITCO is pleased to present the "2026 Global Tank Container Fleet Survey". This industry report continues to offer the data and information required by a wide range of stakeholders in the tank container ecosystem (e.g. manufacturers, lessors, operators, service and system providers, and investors) to make their key planning and investment decisions.

After years of buoyant expansion (CAGR of around 8% over the past 10 years), the tank container fleet has experienced slower growth over the past two years. This was to be expected, considering the variety of economic and geo-political headwinds being experienced by the chemical industry, and weakness in global GDP growth. Since Covid we have witnessed the war in Ukraine, disruption from tariffs, higher energy costs, continued hostilities in the Middle East, and challenging environmental regulations.

Today the global fleet at 1 January 2026 now stands at 899,044 TEU, having grown 1.93% compated with 1 January 2025.

Last year's survey noted the slowing in growth reflecting the inevitable adjustment required after the rapid expansion to handle the supply chain disruption caused by Covid.

This year's report appears to bear out that prediction, although the adjustment has been at the severe end of the scale.

The European chemical industry, as regularly reported in our ITCO Market Updates has taken a severe "hammering" over the past 12-18 months, suffering from high feedstock and energy costs, a tough regulatory environment, and pressure from ultra cost-competitive imports - especially from China where overcapacity exists and efforts are being made to find profit margins via exports, which are hard to achieve in the domestic market where overcapacity is suppressing margins.

However, the current disruption in the Middle East could see a return to previous conditions, where chemical companies have to protect their supply chains from geo-political bottlenecks, and stock must be held where possible instead of hoping to rely on just-in-time arrivals of material.

Nevertheless, as in previous years, we are pleased to report the tank container continues to prove its value as a shipping tank, a road/rail intermodal tank, and as a temporary storage tank, ideally suited to dedicated logistics supply chains in a volatile business environment. As previously reported, we are strongly of the opinion that with China becoming increasingly self-sufficient in chemicals, and their demand growth lower than forecast, as well as other factors, there could be a trend away from global supply chains to more local-for-local supply chains, which could present a promising opportunity for tank containers supplying less accessible markets.

On behalf of the ITCO Board, I would like to express my thanks to the members who have contributed data to this Global Fleet Report; and to Patrick Hicks for compiling and collating the data - and publishing such a professional document against a tight timetable.

William Leigh-Pemberton
Chairman
International Tank Container Organisation