



**2022
GLOBAL TANK
CONTAINER FLEET
SURVEY**

2022

GLOBAL TANK CONTAINER FLEET SURVEY

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ITCO 2022 Survey reveals industry growth of 7.3% in 2021 compared to 5.3% in 2020

Global Tank Container Fleet reached 736,935 by 1 January 2022

Following a tough 2020, when market uncertainty caused by the global COVID-19 pandemic resulted in a slowing down of the global tank container business, the past year has seen a significant recovery in the market, with a high demand for equipment by both operators and lessors.

The reasons for the global container industry's supply chain problems have been well-documented in newspapers and trade journals. Increased volumes from a wide range of cargoes from Asia – as well as space-shortages on containerships, port congestion and inland transport delays – these are all factors which have contributed to increased tank container demand in 2021.

These issues, and especially the containership capacity shortage from Asia to the main markets of North America and Europe, have led to significantly increased freight rates. Despite these rate increases, demand for tanks has nevertheless continued to grow. One factor is that the high freight rates lead to an economic need to maximise the quantity of cargo shipped within an ISO container slot, with the tank container transporting about 60% more cargo compared with a container filled with drums.

The signs for 2022 are that there will be strong demand on all global trade lanes, but the challenge for tank operators to book space on containerships could continue to cause industry problems, as some shipping lines prioritise “carrier-owned containers” rather than “shipper-owned containers” (ie tanks not owned by the carrier).

At the time of publishing this year's ITCO Tank Container Fleet Survey, there are no signs of improvement in the near term from the problems of space shortage on containerships. Customer demand remains strong, but much of the new vessel capacity will not be introduced into service for at least another year.

Alongside the shortage of space on-board containerships, the tank industry also faces a shortage of tank container cleaning and repair capacity, with investment and expansion of tank depots generally not keeping in line with global tank fleet expansion. Driver recruitment for tank container hauliers continues to be a problem for the industry.

The demand for new tanks has resulted in substantial growth in the global tank container fleet over the past 12 months – with 2021 being the third highest figure in terms of new production.

According to this year's ITCO Survey of the Global Tank Container Market In 2021, a total of 53,285 new tank containers were built, compared to 35,800 tank containers the previous year - an increase of some 17,485 units.

The worldwide tank container fleet grew by 7.3 percent in 2021, compared to 5.3% in 2020.

This year's Survey estimates that, at 1 January 2022, the global tank container fleet stood at 737,935 units, compared to 686,650 tanks on 1 January 2021.

As in previous Editions, this Survey is intended to analyse the growth in the world's tank container fleet and the development of tank containers manufacturing on a year-by-year basis. It shows how, numerically, the industry continues to be dominated on a global level by a relatively small number of major tank container operators and leasing companies.

The top 10 tank container operators account for over 266,665 tanks, representing some 60% of the global tank container operators' fleet. The top 10 leasing companies account for 275,050 tanks, representing about 85% of the total leasing fleet.

Tank containers owned by shippers, beneficial cargo owners - and a wide range of other industry players – amount to 211,285 tanks, an increase of 6% over 2021. Shippers/BCOs own mostly special tanks, while other industry sectors have a range of standards and specials.

Based on its successful growth in recent years, the industry is continuing to attract smaller players to enter the market – often offering “niche” tank services in niche markets, such as south-east Asia. However, existing operators also report a greater emphasis on the part of shippers to value relationships as a means to forge loyalty, quality and dependable supplies of tanks, moving away from the erratic spot market and on-line price focused competitive bidding.

As in previous years, this Survey lists those companies which are operating or leasing tank container fleets of over 1000 units. Companies with tank container fleets of less than 1000 units, (about 200 companies) have not been named individually, but 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. Your input and information, statistics and ideas are very much appreciated.

The Global Tank Container Fleet at the beginning of 2022: Overview

Table 1: Global Tank Container Fleet (1 January 2022)

Number of Tank Operators Worldwide	235-plus
Number of Tanks in Operator Fleets (Owned & Leased -in)	489,895
Number of Tank Lessors Worldwide	37-plus
Number of Tanks in Lessor Fleets	322,950
Tanks on Lease to Operators, Shippers and Others Users	284,195
"Idle" leasing company tanks* <small>(undergoing M&R, testing, storage)</small>	38,755
Shippers** and Others***	
Total number of Shipper and "Others" (Owned and leased-in)	211,285
Tanks Built in 2021	53,285
Tanks Scrapped in 2021****	3,000

Total Global Tank Containers 736,935
(Fleet size calculated as follows: Tanks in Operator Fleets + Lessors "Idle" Tanks + Tanks in BCOs/Shippers/"Others" Fleets. Less tanks scrapped)

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 also the "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 there were 736,935 tank containers worldwide at the beginning of 2022 including annual manufacture of 53,285 new tanks in 2021
- Taking into account an estimated 3000 scrapped tanks, the global fleet on 1 January 2022 had grown to 736,935 tanks, compared to 686,650 at the beginning of 2021.
- This represents a growth of 7.3% from 1 January 2021 to 1 January 2022.

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.
- This normally represents between 10% and 15% of the leasing company fleet at any one time. For 2021, we have estimated the figure of idle tanks to be 12% of the leased fleet,

**Shipper (also referred to as "Beneficial Cargo Owner", producer or consignee) 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 20-25 years - but often 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 or refurbishment. 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.
- Scrap might be a viable economic option when the commercial price of scrap stainless steel rises.
- Precise data about tank disposal and scrapping is difficult to research. For this year's survey, we have estimated a nominal figure of 3000 tanks being scrapped in 2021, which is low compared to previous years

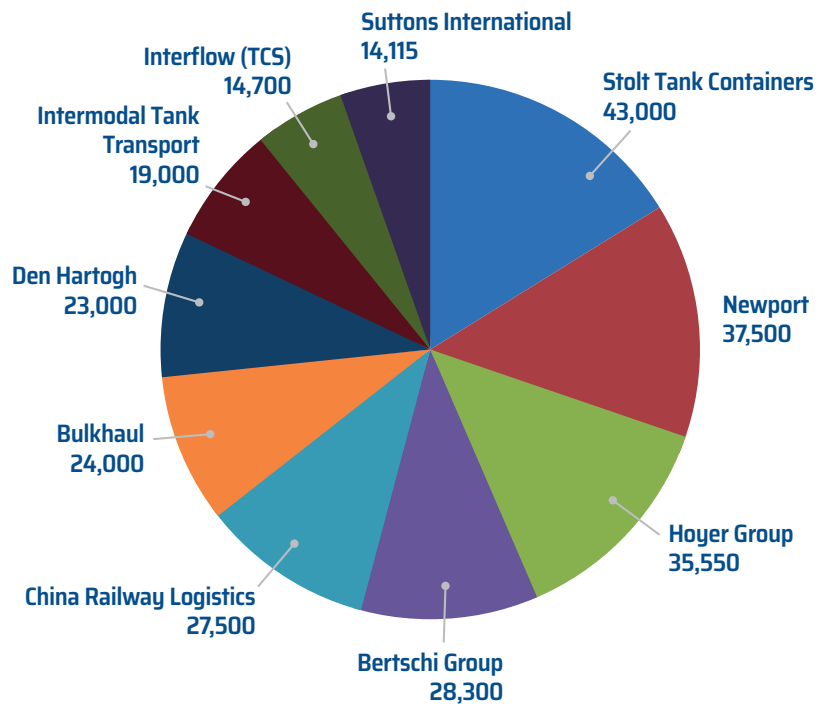
Top Ten Tank Container Operators

There are over 235 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 2022, the top ten operators accounted for over 266,665 tanks representing over 54% of the global tank container operators' fleet (489,895 tanks).

(At the same time last year, the top 10 operators accounted for 246,630 tanks, which represented over 55% of the global operator's fleet).

Figure 1: Top Ten Tank Container Operators (at 1 January 2022)



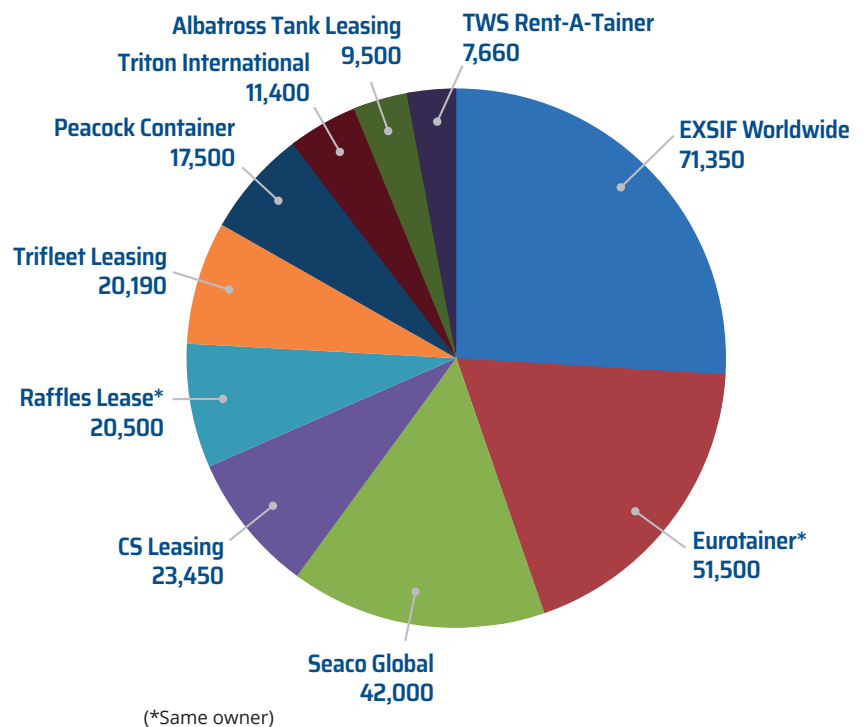
Top Ten Leasing Companies

At least 37 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 2022, the top 10 lessors accounted for 275,050 tanks, representing about 85% of the total leasing fleet (322,950 tanks).

The top 3 companies account for 164,850 tanks of the total leasing fleet, or 51%, compared with 50.2% last year.

Figure 2: Top Ten Tank Container Leasing Companies (at 1 Jan 2021)



Top Tank Container Manufacturers

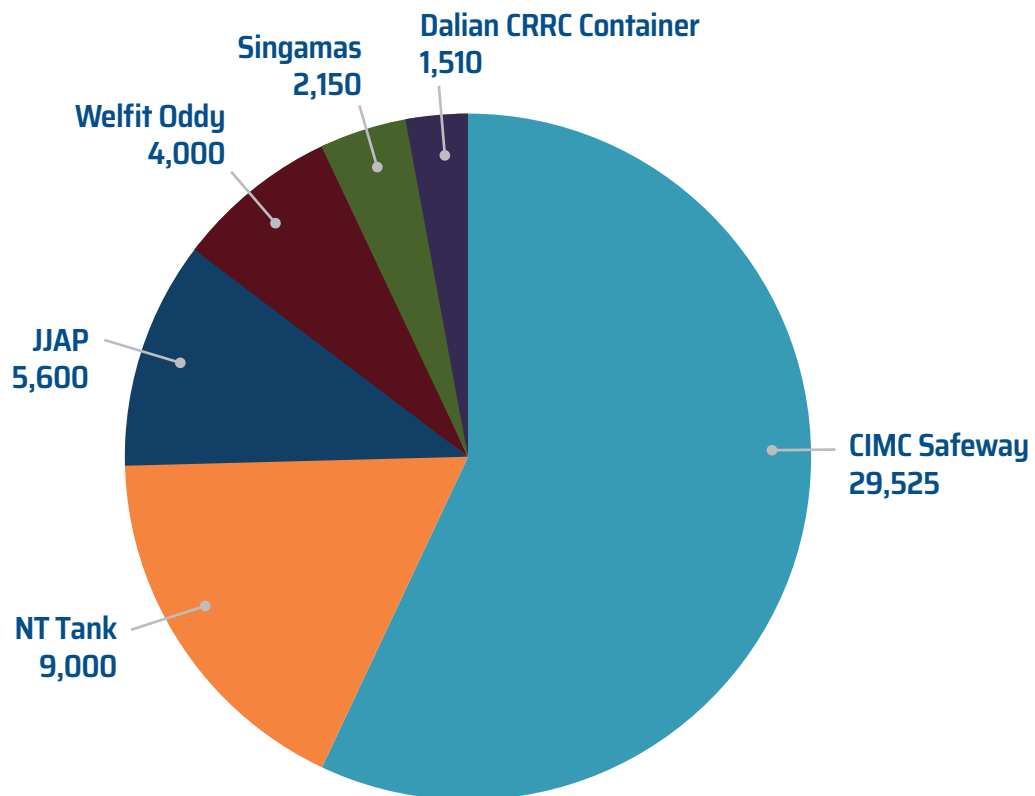


Figure 3: Production figures of the top 7 Tank Container manufacturers in 2019

- In 2021, the combined number of tank containers produced by all of the world's manufacturers totalled over 53,300 new units.
- Tank Container manufacturing is concentrated in China. The only other large volume manufacturer is based in South Africa.
- The leading Tank Container Manufacturers producing the highest number of tanks are as follows: CIMC, NT Tank, JJAP, Welfit Oddy, Singamas and Dalian CRRC. These top six represent 97% of global manufacture.
- The majority of units produced by these top six companies are standard industry tanks range. Nevertheless, there are at least 10 further companies building a wide range of specialised tanks, including swap-tanks, semi-specials, gas and cryogenic tanks.

Table 2: Annual Global Tank Container Growth (1 Jan 2013 - 1 Jan 2022)

Players/Tank Type	Year	2022	2021	2020	2019	2018	2017	2016	2015	2014	2013
	Operators - Number		235	230	218	212	210	209	205	194	176
Total Operators Fleet (Owned and leased-in)		489,895	443,110	418,500	381,750	365,000	342,500	329,080	305,700	265,550	228,460
Leasing Companies - Number		37	37	37	35	36	36	36	33	34	27
"Idle" Leasing Company Tanks		38,755	44,400	45,840	42,785	32,000	28,500	20,175	23,400	17,650	15,000
On-lease to Operators, Shippers, Others		284,195	272,310	259,775	243,200	213,000	186,765	181,575	171,600	158,850	135,400
Total Lessor Fleet		322,950	316,710	305,615	286,000	245,000	215,265	201,750	195,000	176,500	150,400
Shipper / Others											
Total (Owned and Leased)		211,285	199,140	188,010	180,165	155,000	137,400	110,950	107,460	103,000	94,800
Manufactured (in the previous year)		53,285	35,800	54,650	59,700	48,500	44,500	43,780	48,200	42,620	39,700
Disposal*		3,000	1,500	7,000	7,000	4,500	4,500	2,000	5,000	1,000	-
Grand Total		737,935	686,650	652,350	604,700	552,000	508,000	458,200	427,560	385,200	338,260
Growth % compared with preceding year**		7.3	5.26	7.88	10.81	8.66	8.5	7.16	10.99	13.87	n/a

Notes:

*** Disposals:** This year, we are looking more closely at the disposal of older tanks, as some equipment built over 20 years has started to move towards the end of their operational lives. Up until now this has not been a big issue, but unlike box containers, the tanks normally have a much longer life span. We had started to see more of the older tank containers being scrapped because of age related problems, or with too heavy a tare weight or smaller capacity barrels or too expensive to repair etc.

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 scrapped from their fleets. In addition we have the input from a new ITCO member, who is in the business of scrapping old tanks.

We believe this data will prove very useful for our members who are now being requested to provide information on the sustainability of tank containers.

During the past year, because of the pandemic, we have noted that older, smaller capacity, tank containers are not being scrapped at the previous rate. In many cases, they are being repaired and put back into service because of the high demand for the equipment. In addition many of them may even be re-manufactured if the price of new tanks continues to increase at the current high level through this current year.

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

Table 2 summaries ITCO Surveys completed since 2013. The estimated growth in 2021, compared with 2020 is about 7.3%. 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 – 2020)

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		737,935

Data Source: Containerisation International 2008 Census and, for more recent years, other sources including 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
3. A figure of 3000 tanks being disposed in 2021 from the world fleet

Figure 5: Tank Container Production (1990 to 2021)

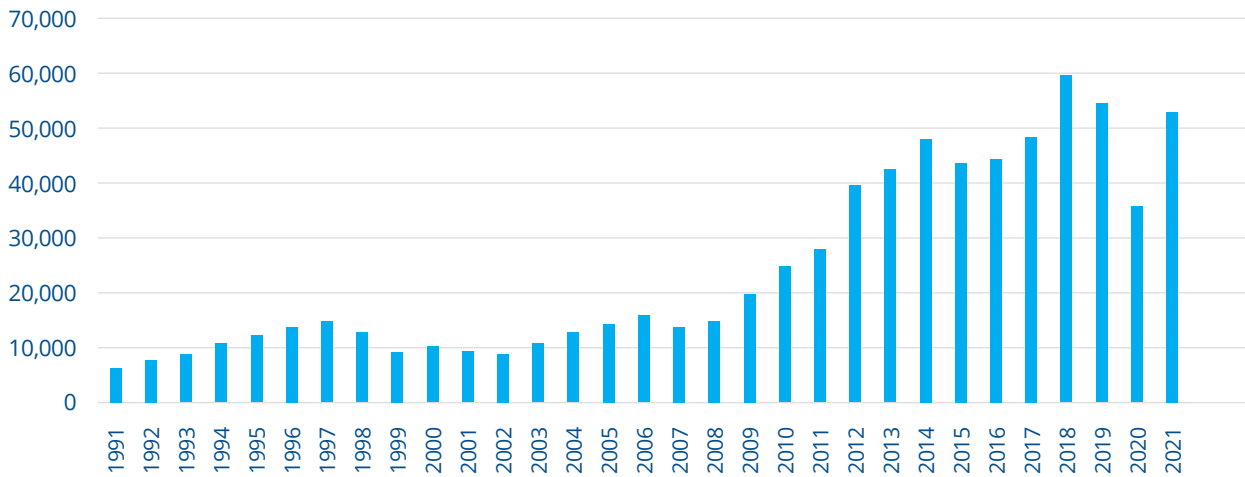
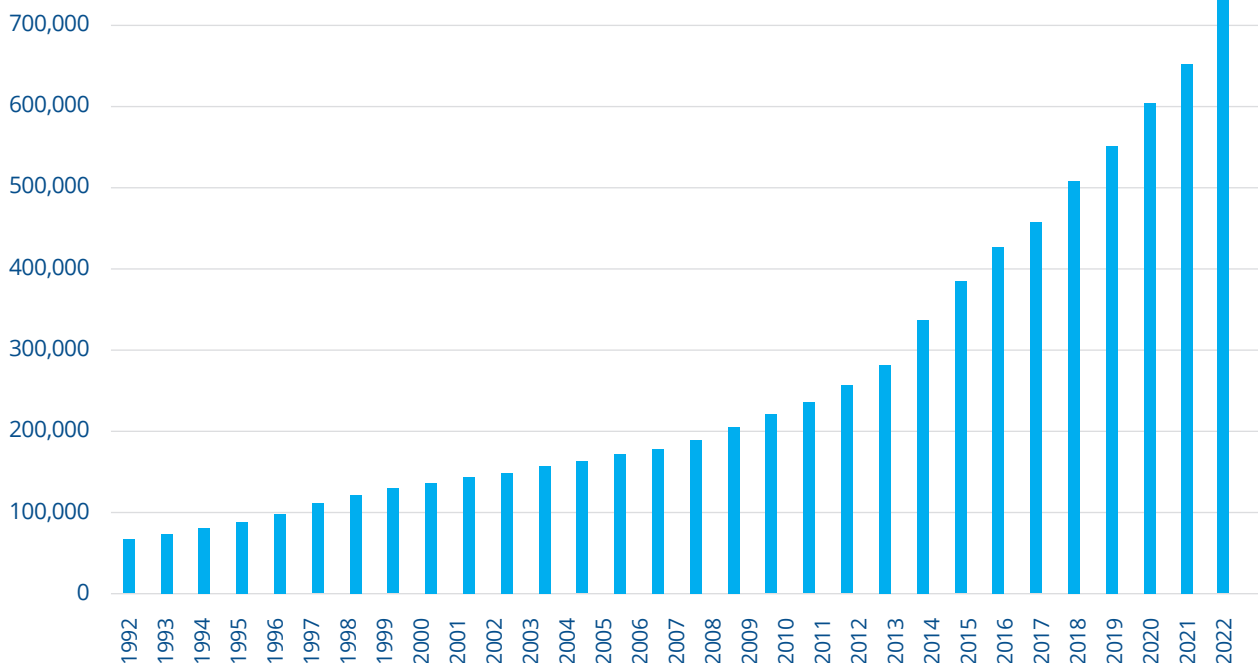


Figure 6: Total Fleet size (at 1st January of each year)



Global Tank Container Fleet: Tank Operators Fleet at January 2022

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 2022)

Criteria: Companies with over 1000 tanks in their fleet

OPERATOR	Head-quarter	Fleet	OPERATOR	Head-quarter	Fleet
Agmark Logistics	USA	1,600	Intermodal Tank Transport	USA	19,000
Alfred Talke	Germany	1,200	JF Hillebrand/Braid	Germany	3,500
ATI Freight	UAE	1,200	Katoen Natie	Belgium	2,250
Baltica Trans Logistics	Russia	1,500	Kube & Kubenz	Germany	1,100
Bertschi Group	Switzerland	28,300	Lanfer	Germany	8,500
Bolt	Singapore	1,500	Legend	Singapore	4,500
Bulk Tainer Logistics	UK	8,735	Leschaco	Germany	5,400
Bulkhaul	UK	24,000	M&S Logistics	UK	9,365
Celerity Tank	China	1,500	Milky Way	China	3,500
Central Logistics	South Africa	1,000	Meurer Intermodal (Lanfer)	Germany	1,200
Chemical Express	Italy	3,000	Newport	Netherlands	37,500
Chemion Logistik	German	1,000	Nichicon	Japan	10,000
China Railway Logistics	China	27,500	Niyac	Japan	2,500
Contank	Spain	1,200	Paltank	UK	2,200
Crossover	Singapore	5,000	Pan Bridge	Korea	1,000
Curt Richter	Germany	1,640	Protank Liquid Logistics	Taiwan	1,200
Daelim	Korea	6,000	R.M.I Global Logistics	Netherlands	4,600
Dana Liquid Bulk	USA	7,500	Radix	South Korea	1,000
Deccan Transcon	India	1,550	Rinnen	Germany	3,500
Den Hartogh	Netherlands	23,000	Sinochem domestic	China	1,000
Dinges	Germany	1,000	Sinotrans	China	1,360
DJD International Logistics	China	4,000	Spectrans/RailGarant	Russia	5,275
Eagletainer	Singapore	12,000	Stolt Tank Containers	UK	43,000
EHS Logistics	China	1,000	Suttons International	UK	14,115
Eway	Malaysia	14,000	Ueno	Singapore	1,000
Flexitank	USA	2,500	Van den Bosch	Netherlands	4,250
GCA Trans	France	4,000	VTG	Germany	5,895
Goodrich Maritime	India	5,300	Other Under 1000		
Gruber	Germany	1,140	Estimated not accounted*	Asia Pacific	10,000
Hengcheng	China	5,000	Estimated not accounted*	Europe, RU	7,500
Hoyer Group	Germany	35,500	Estimated not accounted*	Americas	7,500
Infotech-Baltika M	Russia	5,400	Estimated not accounted*	IN/Mid-East/AF	8,700
Interflow (TCS)	UK	14,700	TOTAL		489,895

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 2022

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 2022)

Criteria: Companies with over 1000 tanks in their fleet

LESSOR	Headquarters	Fleet
Albatross Tank Leasing	China	9,500
Combipass	France	1,500
CS Leasing	USA	23,450
Eurotainer*	France	51,500
EXSIF Worldwide	USA	71,350
International Equipment Leasing	USA	7,600
Matlack Leasing	USA	2,500
MCM Management	Switzerland	2,200
Modalis	France	4,000
Multistar Leasing	South Africa	5,140
Noble Container Leasing	Hong Kong	1,730
NRS Group	Japan	7,000
Peacock Container	Netherlands	17,500

LESSOR	Headquarters	Fleet
Raffles Lease*	Singapore	20,500
Seaco Global	Singapore	42,000
Tankspan Leasing	UK	3,030
Trifleet Leasing	Netherlands	20,190
Tristar Engineering	Switzerland	1,100
Triton International	USA	11,400
TWS Rent-A-Tainer	Germany	7,660
Unitas Container Leasing	Bermuda	1,600
Total (above 1000)		302,950
Estimated total for others under 1000**		20,000
TOTAL		322,950

Notes:

* Same owner

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

Global Tank Container Fleet: Tank Container Manufacturers in 2021

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.

Table 6: Tank Containers Manufactured (January to December 2021)

Criteria: Companies building over 500 tanks per annum

Manufacturer	Headquarters	Fleet	Manufacturer	Headquarters	Fleet
CIMC Safeway	China	29,525	Van Hool	Belgium	500
Dalian CRRC Container	China	1,510	Welfit Oddy	South Africa	4,000
JJAP	China	5,600			
NT	China	9,000	Total (Manufacturers over 500)		52,285
Singamas	China	2,150	Built by other manufacturers*		1,000
			TOTAL		53,285

Note: *Nominal estimate on production completed by smaller or specialist 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 (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.

Despite the ongoing trend to outsource tank logistics, we have shown a small year-on-year increase in the shipper/BCO and "other" fleets (ie fleets which are not tank container operator). 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 2021 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 accompanying tables and figures.

COMMENTARY

Continuing Tank Container Growth in a Challenging Industry Environment

This edition of ITCO's "Annual Global Tank Container Fleet Survey" marks its 10th Industry Report - and the second to be published whilst the world has been looking to come to terms with the challenges of the Covid-19 pandemic.

As with previous ITCO Reports, the main aim of the survey is to meet the data and information requirements of a wide range of stakeholders – operators, lessors, service and systems providers, manufacturers and investors - who follow our industry.

The figures in this current survey again confirm that the tank container has proved itself a very reliable mode of shipping bulk liquids, while other - more "traditional" - modes have been unable to meet the often erratic supply demands of shippers, when faced with worldwide trade disruptions.

The actual number of new tank containers manufactured last year (53,285) is the industry's third highest (just behind 59,700 in 2018 and 54,650 in 2019) has been built to cover the shipper requirements of tank container customers.

Shipping challenges

While tank container demand has increased over the past year, tank container operating costs have also rocketed upwards, mainly as a result of container shipping lines pushing up freight rates significantly, while also extending transit times.

Short-shipping tanks and cancelled scheduled port calls have both become a regular challenge for tank operators. In addition, some shipping lines are refusing to carry tank containers – prioritising container slots for carrier-owned containers.

Environmental benefits

While the pandemic has created a number of operational challenges, ITCO nevertheless at the same time recognises that the world at large is now looking for environmental sustainability.

The tank container operates in a business world where beneficial cargo owners (BCOs - the producers of chemicals and liquid foods and drinks) are increasingly active in their obligations to implement environmental initiatives throughout the transport chain. – and, with 95% by weight recycled of the tank container's materials, our industry easily meets this requirement.

The inherent sustainability of the tank container is a key asset to the growth of the tank container industry - ITCO and its members continue to promote awareness of the tank container as the transport mode providing superior environmental performance.

Over the past two years, ITCO has undertaken an active campaign to promote the environmental benefits of tank containers. In 2020, a video was prepared (English and Mandarin Versions) explaining the problems of single-use plastic bag and encouraging the use of ISO tanks as a more sustainable mode of transport.

ITCO members are engaged in environmental programmes such as Ecovadis Assessments and sustainability policies.

Last year, ITCO published its Technical Guidance document "TG-08 Tank Sustainability Repurposing and Recycling" which provides sustainability guidance - from procurement to safe end-of-life repurposing and eventual recycling.

Environmental Sustainability was also the topic of a major ITCO Webinar in January 2022, which focused on intermodal operations and the benefits of refurbishment and remanufacturing of tanks.



Most of the materials used in the construction of a tank container can be recycled

Keeping Connected with the Industry

Environmental Sustainability was one of a number of webinars that ITCO has organised over the past two years, intended to ensure we keep our Members updated with the latest market, operational, safety, technical and regulatory issues.

Feedback from Members is that, even after business travel gets back to pre-Covid levels, ITCO should continue to organise these webinars. Much larger participation from Members is possible with the Webinars, while it reduces the time taken to travel to meetings, as well as being more environmentally friendly.

However, there is also a strong desire for members to meet up again “personally”, so ITCO will be organising the Tank Container Village in Shanghai, as part of the Transport Logistic China Exhibition in June 2022.

Later in the year, it is planned to organise an ITCO Members Meeting – which will be the first for three years.

Shanghai Maritime University

In November 2019, ITCO donated a tank container to the Shanghai Maritime University, for use as part of their training programme.

This training has had to be put on hold for over two years, but plans are now in place to start the delayed on-site training of students by mid-2022, subject to clearance being received by the government and local health authorities.

In the meantime, work has been undertaken to clean up the tank, to make it ready for the training programme.

ITCO Tank Container E-Learning

Alongside the Webinars and Shanghai Maritime University training, there continues to be significant interest in the ITCO Tank Container E-learning Course, with a significant increase in companies purchasing the it during during the pandemic as a way of educating new and existing employees working at home in the industry to great success.



The Tank Container at the Shanghai Maritime University has been cleaned up, so that it will be ready for the training to begin later this year



The front cover of this year's Edition of the ITCO Global Tank Container Fleet Survey marks the recently announced retirement (effective 31 March 2022) of Jeremy Bergbaum, President of EXSIF Worldwide Inc. Jeremy Bergbaum initially entered the tank container business in 1986 and was a founder member of ITCO, becoming its first President when the organization was established in 1998.