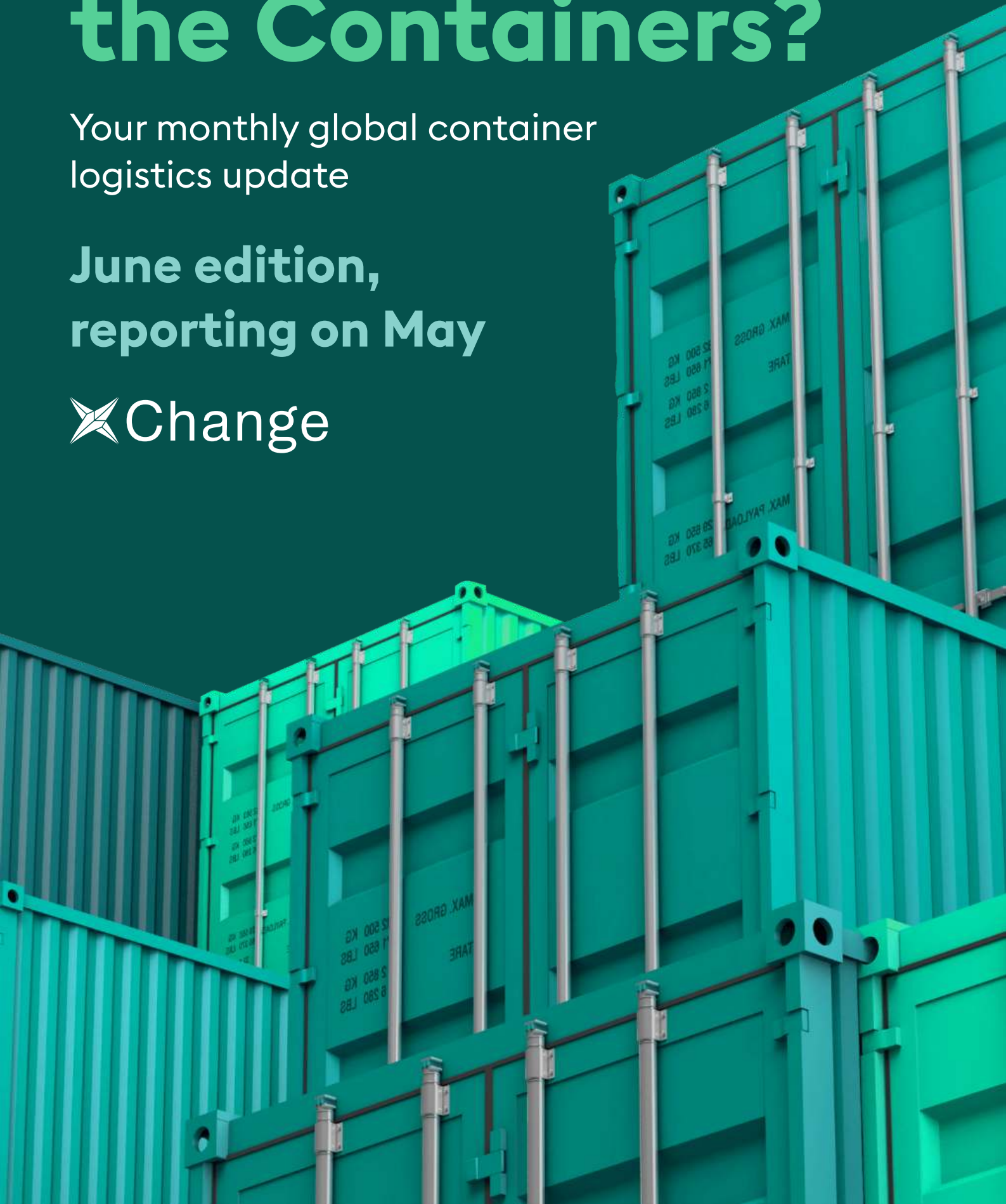


# Where Are All the Containers?

Your monthly global container  
logistics update

June edition,  
reporting on May

 Change



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# Letter from the CEO

The pandemic created a one-off shipping boom and shocking rate spikes in the industry. After a historical high for container shipping in 2022 which saw unprecedented peaks, we now see declines in double digits in the year-on-year comparisons. Be it carriers reporting their Q1 profits or the US ports reporting about their plummeting import volumes.

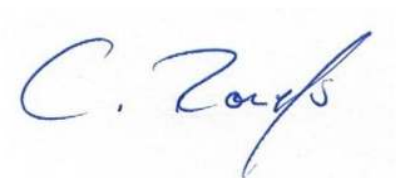
And now with recession in Germany, we anticipate reduced economic activity as consumer demand for goods and services is expected to drop too. This can lead to decreased imports in Europe, consequently affecting export-dependent economies. Which means, it can result in a slowdown in global trade and contribute to a broader economic downturn.

In this edition of *Where Are All the Containers?*, we explore this in detail through chapters on potential steps for China as the country's exports drop; the latest about Indian manufacturing and whether the 'Make in India' campaign can boost the country's exports; why ocean freight rates are still declining in Europe; and the probable new labour agreement at the US West Coast ports in June.

Of course—as usual—you will also find detailed data and forecasts, average (container) prices and pickup rates. At Container xChange, we are a technology company striving to simplify the logistics of global trade by making processes around the container as simple as the box itself.

We do that by providing a neutral infrastructure that connects all logistics companies to remove friction and create economic opportunities. As part of this mission, we are also continuously studying the industry, market, participants, strategies, trends, etc and building reports around this to share these insights with you. We hope you enjoy yet another update from our end.

## Christian Roeloffs



# Asia

## Way forward for China as exports drop

Exporters in China said at the country's largest trade fair – the Canton Fair - that an uncertain and weakening global economy is impacting their businesses and compelling them pause their investments. To make matters worse, there has also been a dramatic decrease in demand for products from China in the US and EU.

Reuters quoted Kris Lin, a representative from Christmas light producer Taizhou Hangjie Lamps, saying that 2023's orders were 30% lower than last year. "The difficulties last year came from logistics and production disruptions but the local government helped solve the problems. That's an internal issue. Now we have external problems. We can't solve those."

Possible outcomes of the drop in demand include:

### Labour layoffs

It is unlikely that Chinese suppliers will lower the prices of the products or invest more in operations. Consequently, this means that to lower their cost of production, they will look at reducing cost of labour. Small and medium businesses in China's manufacturing sector have already noted both factory closures and layoffs to tackle the economic situation.

But the picture is grim for the giants as well. Tesla had slashed prices of Tesla EVs in China last year. This year, Ford offered discounts in China too, but the company is now reportedly cutting its operational costs by contemplating layoffs. It's ironic as policymakers in China are targeting 12 million new jobs in China in 2023, a 1 million rise than in 2022.



## Shifting to the Global South and the BRICS country

The BRICS alliance of Brazil, Russia, India, China, and South Africa accounts for 17% of global trade and one-third of global GDP. Therefore, it plays a critical role in ensuring global financial stability. In the last few months, the Global South has been increasingly interested in BRICS as a way of moving away of the 'western financial system', according to data released by the Islamic Republic's Customs Administration.

For instance, non-oil trade between Iran and the BRICS alliance has grown by 14% in one year and is estimated at \$38.43 billion 2022-23. China is Iran's main trade partner in the BRICS alliance, India second followed by Russia, Brazil and South Africa.

Central Asian countries have recorded an increase of imports from China by 55% in March 2023, when compared to this time last year. This is even bigger than the imports from China to other Southeast Asian countries.

## Stronger focus on the Belt and Road Initiative

Last year, the Qingdao port in eastern China opened 38 new routes. These routes were mostly along the Belt and Road Initiative route and catered to the emerging markets such as Southeast Asia, Latin America and Middle East as opposed to the US or North Europe. The port handled almost 7 million 20-foot TEUs in Q1, recording a 16.6% increase since Q1 2022. Interestingly, the Shanghai port that exports primarily to America and Europe recorded a 6.4% decline in Q1.

According to the General Administration of Customs of China, the country's exports of intermediate goods to nations of the Belt and Road initiative rose 18.2% in the first quarter from the year earlier to \$158 billion, representing more than half of all exports to these countries.

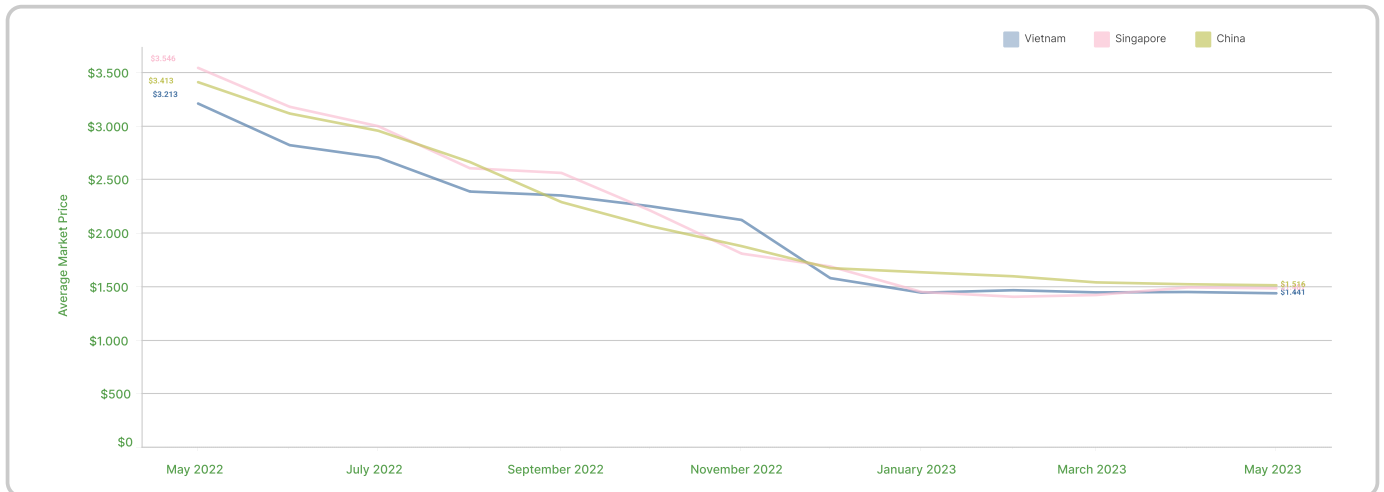
As the demand for Chinese exports moves towards new regions, prices for container shipping to these regions have gone up too. At the beginning of May, the average price of a 20-foot container being shipped from Shanghai to the Persian Gulf were 50% above this year's lows, according to the Shanghai Shipping Exchange. And the average prices to eastern South America were up more than 80%.



## What did Container xChange's data find?



On our platform, the average prices of cargo-worthy 40ft containers in Asia have recorded a sharp drop. We saw that the prices of these boxes in China, Vietnam and Singapore have dropped by more than 40% when compared to last year. The average price in China for this box dropped from \$3,413 in May 2022 to \$1,516 in May 2023; \$3,546 to \$1,487 in Singapore; \$3,213 to \$1,441 in Vietnam.



*Average prices of cargo-worthy 40ft containers in Asia*

*Data source: Active offers on Container xChange*

On our leasing platform, China to Russia has been the most popular stretch this year. The average pickup charges for shipping a container from Shanghai to Moscow was \$875 until March.



# The ISC & Middle East

## India seeks to boost domestic manufacturing and minimize imports

As a part of minimizing reliance on high-capacity mining equipment's imports, especially heavy earth moving machinery (HEMM) and other underground mining gear, the Indian government is strategizing to boost domestic manufacturing.

At present, the Coal India Limited (CIL) is said to be importing machinery worth approximately ₹3,500 crore (\$423 million) and incurring ₹1,000 crore (approximately \$121 million) in customs duties. Which is why, the company now plans to reduce imports and is also working on standardizing mining equipment "to facilitate the deployment of locally produced machinery in coal production, transportation, and monitoring."<sup>1</sup> At the same time, India's Ministry of Coal is also encouraging international collaborations and joint ventures with reputed equipment manufacturers to utilise government infrastructure and facilities under the 'Make in India' initiative.<sup>2</sup>

India's health minister projected 4x growth in the medical devices sector from \$11 billion to \$44 billion by 2030.

### A sharper focus on exports

Leading global manufactures are looking beyond China and India wants to answer the call of the hour. The 'Make in India' initiative was launched by the Government of India to urge companies to develop, manufacture and assemble products which are made in India. The campaign also incentivizes investments into Indian manufacturing. This means a significant shift of focus towards manufacturing and growing exports out of India. And it seems that much has developed since the initiative was launched.

<sup>1</sup> <https://www.livemint.com/news/india/indias-ministry-of-coal-spearheads-push-for-domestic-mining-equipment-manufacturing-to-boost-make-in-india-initiative-11684140605755.html>

<sup>2</sup> <https://www.makeinindia.com/>



In fact, global manufacturers such as Cisco, Foxconn, and Hyundai are also manufacturing in India. Foxconn acquired 300 acres of land in Bengaluru for \$36.54 million. According to Foxconn's filing, its subsidiary Foxconn Hong Hai Technology India Mega Development acquired 300 acres of land in Information Technology Investment Region in Devanhahalli Taluk, Bengaluru, with a price of INR3 billion (US\$36.54 million). Besides, another Foxconn filing said that Foxconn invested US\$39 million in its Indian subsidiary Foxconn Hong Hai technology India Mega Development through its Singaporean subsidiary Foxconn Singapore. And Cisco said in an official statement that it will invest \$1 billion in India for domestic and overseas demand.

In the next few years, India wants to highlight the country's cutting-edge technologies and manufacturing abilities to emerge as a global leader in manufacturing and innovation over the next, also in line with India's G20 Presidency<sup>3</sup> aims.

## What it means for container shipping

With growing trade, Indian ports have also started to handle an increasing number of 13,000–15,000 TEU vessels, especially in lieu of megamax vessels on the East West trades. Global liners are moving more resources and staff to India. For example, as we reported earlier, Hapag-Lloyd took an ownership stake in one of India's leading private terminal and inland transport service providers (JM Baxi Ports & Logistics) earlier this year.

There has also been speculation about developing a \$5bn container transshipment terminal in the Bay of Bengal. "India is uniquely placed naturally to develop into a transshipment hub. With the right investments and focus, the country can be fully equipped to position itself as an important cog in the wheel of the global supply chain," said Christian Roeloffs, CEO of Container xChange.



## What did Container xChange's data find?

According to our data, the main ports in India have a sufficient availability of containers. In May, the Container Availability Index (CAx) scores of the ports of Chennai, Mundra and Nhava Sheva were well above the 0.5 mark, thereby recording that more containers are entering these ports than the number of containers that are leaving from them.

<sup>3</sup> <https://www.g20.org/en/about-g20/>





### Container Availability Index per Port per Year

Week ▲	Port of	CAx 2021	CAx 2022	CAx 2023
20	Chennai	0.87	0.80	0.84
20	Mundra	0.86	0.80	0.86
20	Nhava Sheva	0.84	0.76	0.67

Data source: Insights by Container xChange



Average prices of containers in India (all types and conditions)

Data source: Active offers on Container xChange

The average prices of containers (all types and conditions) have also been plummeting. In May, the average price of a box was 51.15% lower (\$2,299) than the same time last year (\$4,494). High availability of boxes and low prices along with government initiatives are now making the country commercially more attractive.



## Ports in the Middle East break cargo records

It is well known in the industry by now that ports in the Middle East have been recording increasing container volume and efficiency. In yet another update, the Saudi Ports Authority (Mawani) announced that its container throughput grew at an annual rate of 13.34% in April. The volume increased from 601,429 TEUs to 681,663 TEUs. There has been a 16.9% increase in exports as well. At the same time, Mawani also said that imports have grown up by 3.12% this year with transshipments scoring 264,845 TEUs in monthly quantity.

Not just Saudi Arabia, Qatar too has demonstrated growth of building materials, livestock and cargo movement in April. The three main ports in the country – Hamad, Doha and Al Ruwais – have expanded largely on vehicles and livestock transportation. According to Mawani Qatar's data from Q1 2023, there has been a 15% increase in the handling of cars and equipment. In April, there were 228 ships calling on Qatar's three ports. The general cargo handled through these ports was 249,866 tonnes in April, a 114% surge on yearly basis.

Oman's port of Salalah is not far behind either. The port is one of the largest multi-purpose ports in the Middle East. In January this year, the port handled 1.9 million tonnes of general cargo, the highest volume in the terminal. Salalah has continuously broken previous Port Moves Per Hour (PMPH) records. It has constantly exceeded 200 PMPH indicating efficiency. High PMPH results in lesser port stays for shipping lines, which in turn is better for the environment and also saves time and lowers operational costs.

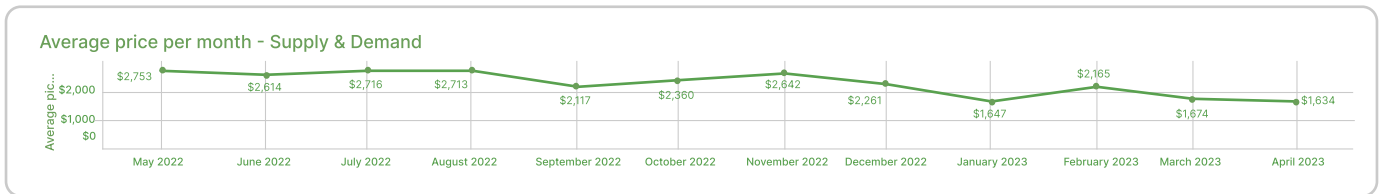
When it comes to UAE, the country has been strengthening trade ties with India in recent times. For example, Dubai's logistics firm DP World's Jebel Ali Free Zone (Jafza) now wants to reduce time and lower cost of shipping goods between India and the UAE under its India-UAE Bridge initiative. In the Free Zone alone, Indian companies are the second largest partners in terms of trade volume and are fourth in terms of trade value, as per the statement. The Free Zone connects businesses to Jebel Ali Port's F&B Terminal, spanning over 1-million square metres. Indian companies are the second largest trade partners when it comes to trade volumes in the Free Zone. The terminal's facilities are targeted to meet the interests of the food and beverage industry.



### What did Container xChange's data find?



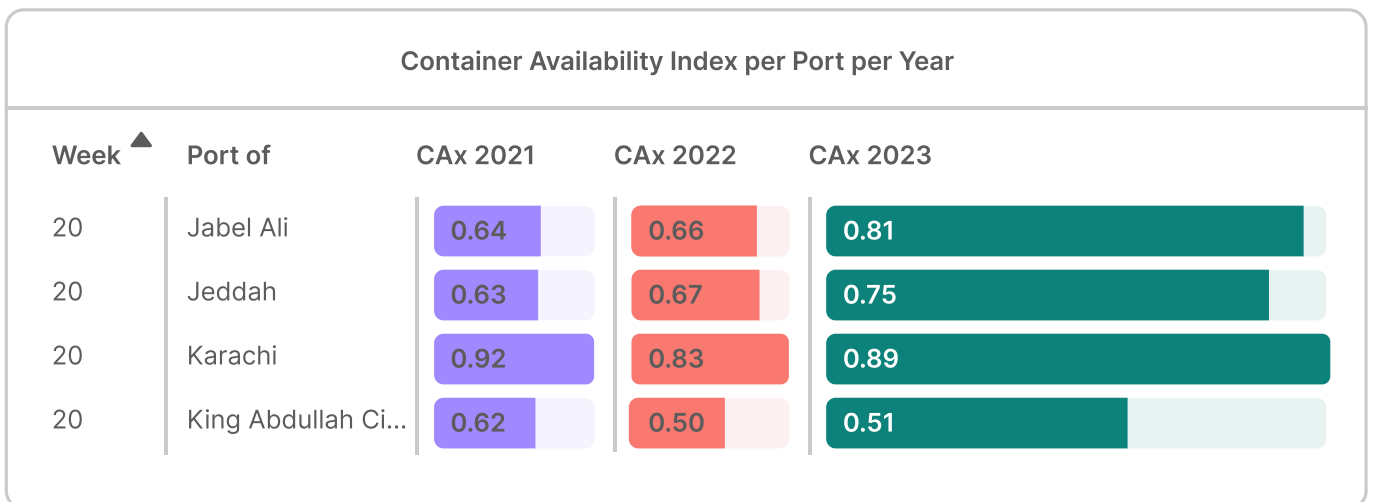
On our platform, the average price of a cargo-worthy 40ft container has dropped by \$1,000 in a year in the Middle East. But while the prices have dropped, we have seen a significant rise in our container transactions month-on-month.



Average price of a cargo-worthy 40ft container in the Middle East

Data source: Active offers on Container xChange

In terms of availability, some of the top ports in the region, such as Jebel Ali, Jeddah, Karachi and King Abdullah City showed CAx values higher than 0.5. This indicates availability of containers at these ports.



Data source: Insights by Container xChange

If you want to buy, sell or lease a container in the Indian sub-continent and the Middle East, reach out to us to know the best deals and availability. We will also offer you a safe payment infrastructure, insurance and tracking systems.

[Get a free demo](#)



# Europe

## Ocean freight rates show a sharp decline

Eurostat<sup>4</sup> recently stated that gross domestic product in the 20 countries sharing the euro rose by 1.3% year-on-year Q1 2023. Employment grew by 0.6% on the quarter for a 1.7% year-on-year rise. Economic rebound in Europe is gradual and a modest recovery can be expected, which will stabilise the supply chains eventually.

In June last year, fresh on the heels of the Russia-Ukraine war, inflation in the eurozone had risen to a record of 8.6%, adding to a cost of living crisis. In April 2023, the euro area annual inflation rate had come down to 7.0%. Even though the inflation rate is modestly easing, other factors such as union strikes in France over a pension reform bill in March; walkouts at the port of Hamburg, also in March; the Easter holidays in April and the subsequent inflationary pressure, have all caused service closures and limited labour availability in European market.

The rates to ship containers from Europe have dropped from their 2021 and 2022 peaks. Spot rates on some routes have fallen by 70%. A Container xChange customer said, "There are more containers coming back to the depots as compared to the number of containers going out of depots. We see lower freight rates and heavy price competition, especially for small freight forwarding companies. The bigger freight forwarders are providing rates below market prices to push competition out towards consolidation." He also added, "On the Europe to China route, freight rates are as low as \$91 dollars. Carriers only give 7 days of 'free days' for container storage and then need to pay high demurrage and detention charges for another 7 days if they need to use containers for longer."

Long-term contract trends in the region are also uncertain for carriers as contracts signed in the last three months had prices that were on an average down 45% against the peak prices. But we notice in the Container xChange platform that average price depreciation is not at a staggering rate, still hinting at signs of resilience in Europe. The CAX scores have also improved significantly in 2023, when compared to 2021 and 2022. As they drop gradually, they show a better balance of inbound to outbound containers.

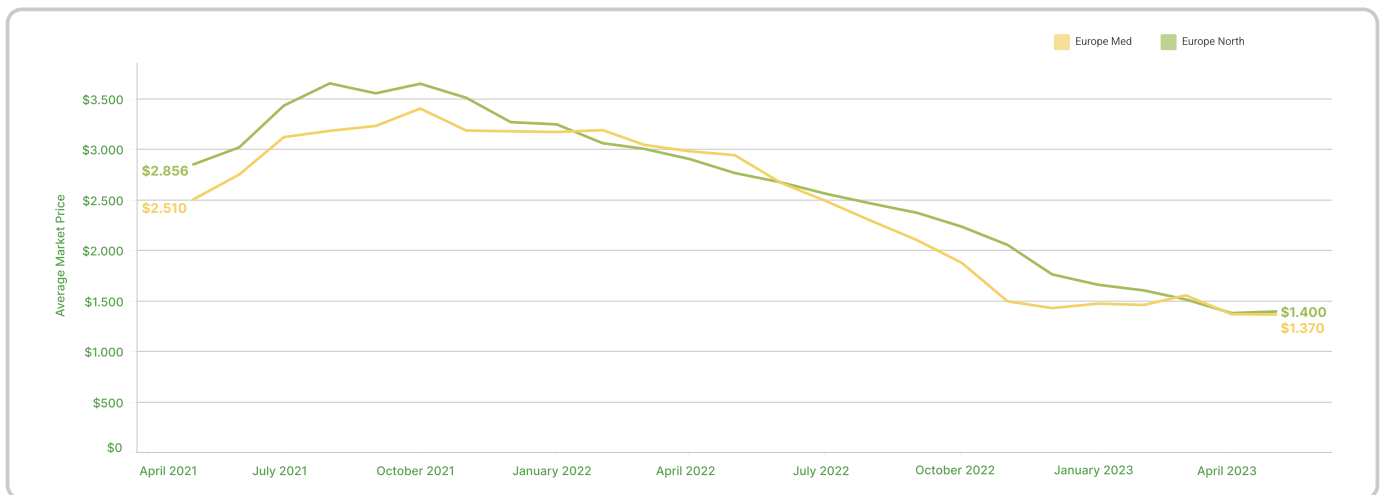
<sup>4</sup> <https://ec.europa.eu/eurostat>





## What did Container xChange's data find?

The average prices in Europe for cargo-worthy 40ft containers have continued to fall since the last two years. When we compared the prices in Europe North during and after the pandemic, they had fallen by 68% in May 2023.



*Average prices in Europe for cargo-worthy 40ft containers*

*Data source: Active offers on Container xChange*



# The US

## Labour deal at West Coast ports in June?

On May 10, the International Longshore and Warehouse Union (ILWU) and the Pacific Maritime Association (PMA) completed 1 year of labour contract negotiations. The West Coast dockworkers have been operating without a new contract since July 2022. Automated processes, wages, pensions are among some of the top concerns in the negotiations. In the absence of a contract, the work processes are not well defined. This has led to a lot of uncertainties, forcing cautious shippers to move cargo to the other ports in the US. In 2022 we saw more than 100 container vessels off the ports of Los Angeles and Long Beach, stuck and waiting to enter and unload. Before the pandemic, this number would have been just 17. This naturally led to diverting cargo to the East Coast ports, overwhelming their capacity.

Ports of Los Angeles and Long Beach are playing a major role in the US economy as they handle the most cargo in the US ports. This includes 42% of all containerised trade with Asia annually. Slowdowns in these critical ports means massive drops in exports, higher cost of imports, unfulfilled orders and deliveries, a drop in consumer confidence amidst an increase in the price of the goods.

However, there seems to be a silver lining finally. Shipping industry officials believe that a tentative agreement has been made on the use of automation on the docks, one of the biggest concerns that the ILWU had raised fearing the loss of human jobs. In terms of other topics such as wages and pensions, it is being speculated that the ILWU might receive an increase in wages in the first year of the contract. But it remains to be seen whether the contract will be a six-year term like the PMA wants or a two-year tenure as the ILWU has pressed for.

Other emerging tensions from these talks include walkouts that stop cargo flow, affecting volumes in the US ports. US volumes have been depleting this year and talks of an impending recession has pressured cargo flow further. According to Descartes, the US ports imported 2,020,197 TEUs of containerized cargo in April 2023, down 18% from a year ago. With low consumer demand, the freight rates continue to be low as well. Cancelling services have managed to raise the falling spot rates to an extent, but they have not succeeded in improving demand.

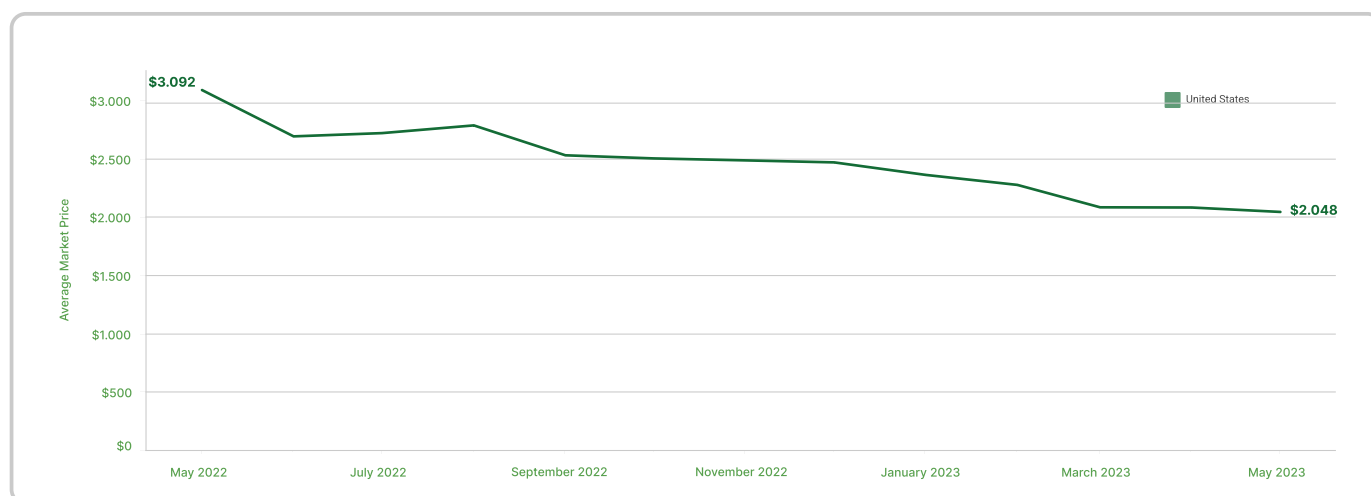


However, the general sentiment is that the volumes will gradually start to grow, more so, if imports from China also increase. Despite the 18% drop in imports in a year-on-year comparison, it was still up by 9% from March 2019 and 5% from April 2019, if we compare with the pre-pandemic levels. Chris Jones, executive vice president of industry and services at Descartes Systems Group was quoted as saying that “Volumes were showing continued consistency with pre-pandemic volume seasonality.” Freightwaves, quoting Descartes data, reported that the ports saw large month-on-month import gains in April, Imports to the Port of New York/New Jersey surged by 54,466 TEUs or 19% in April versus March. Savannah, Georgia’s imports rose 24,923 TEUs or 15%. Los Angeles’ imports increased 22,514 TEUs or 7%, Long Beach was up 17,735 TEUs (6%) and Houston 12,237 TEUs (9%).<sup>5</sup>



## What did Container xChange’s data find?

On our platform, the average price of a cargo-worthy 40ft container in the US in May was \$2,048, marking a drop of 40.6% since May 2022 when the same price was \$3,092.



*Average price of a cargo-worthy 40ft container in the US in May*

*Data source: Active offers on Container xChange*

And until the calendar week 20, the CAX scores of the ports of Long Beach, Los Angeles, New York and Savannah were 0.81, 0.77, 0.82, 0.69 respectively. With the values being higher than 0.5 in these main ports, it means that more containers are entering ports, thereby indicating a rebound in US imports.

<sup>5</sup> <https://www.freightwaves.com/news/us-imports-up-again-in-april-market-mirrors-pre-covid-normal>



# Conclusion

## Methodology

Container xChange's monthly report – *Where are all the containers?* – offers a commentary on the main events in the global logistics and supply chain industries. With the unique and cutting-edge data that the company has, this report explains how they affect the global economy and consequently, our mundane lives.

We also bring forward valuable insights for users and suppliers of shipping containers as well as update them about the average prices of the 20ft, 40ft and 40 ft HC containers, pick-up charges for one-way moves, and the Container Availability Index (CAx) of key ports. Our analysis is based on global news, industry research material and insights directly from established professionals in logistics and supply chain.

The data in this report as well as the pictorial representation are powered by Container xChange's product, [Insights](#).

Insights provides container intelligence in real-time to enable companies to make smart trading decisions. This report uses Insights to get access to accurate container prices, one-way leasing rates and their development for up to 2 years.

## Additional notes for the reader

- All the data that represents average prices refers to different types of containers. Their details are mentioned in the text and the graph headings.
- The prices of buying and selling and PU (pickup) charges for one-way leasing are always the average numbers (in USD) over the month we are reporting on.
- Data representing average prices and average PU charges for one-way leasing of various types and conditions of containers, are based on the containers transacted on Container xChange's trading and leasing platforms.
- A metric created by Container xChange, CAx is the tool or index which we use to measure the import and export of full containers around the major ports of the world. A CAx score of 0.5 means that the same number of containers leave and enter a port in the same week.

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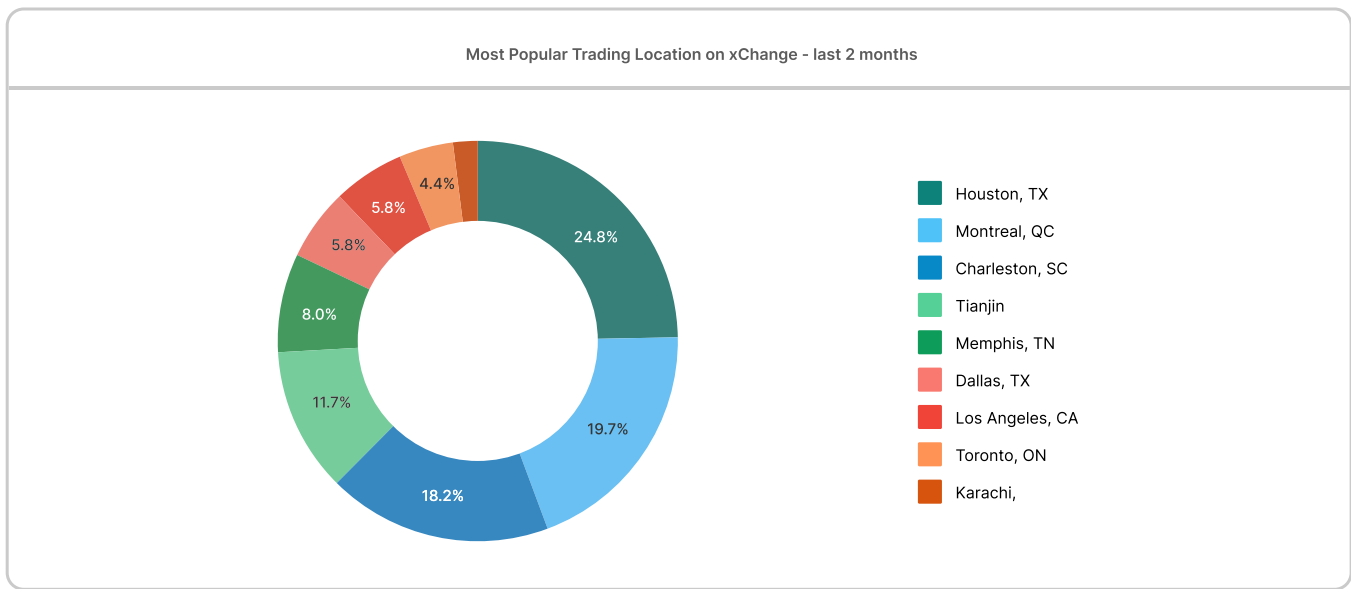




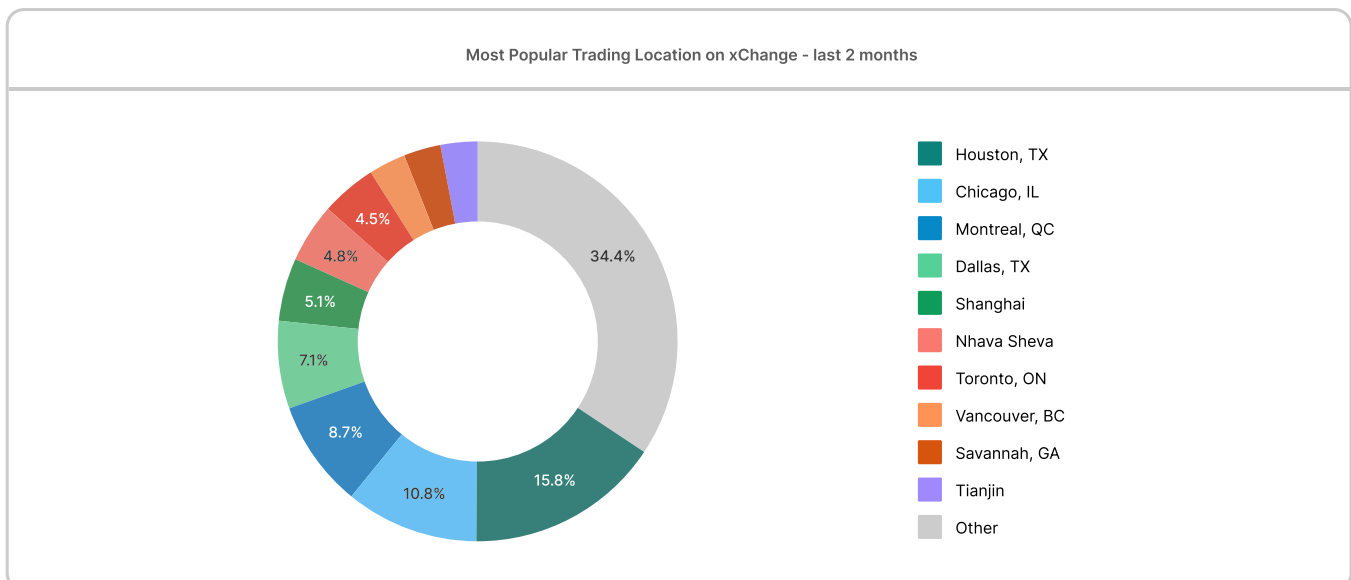
# 10 important ports with prices

## Most popular trading locations on Container xChange

These are the popular trading locations on xChange in the last 2 months for cargo-worthy 40ft containers.

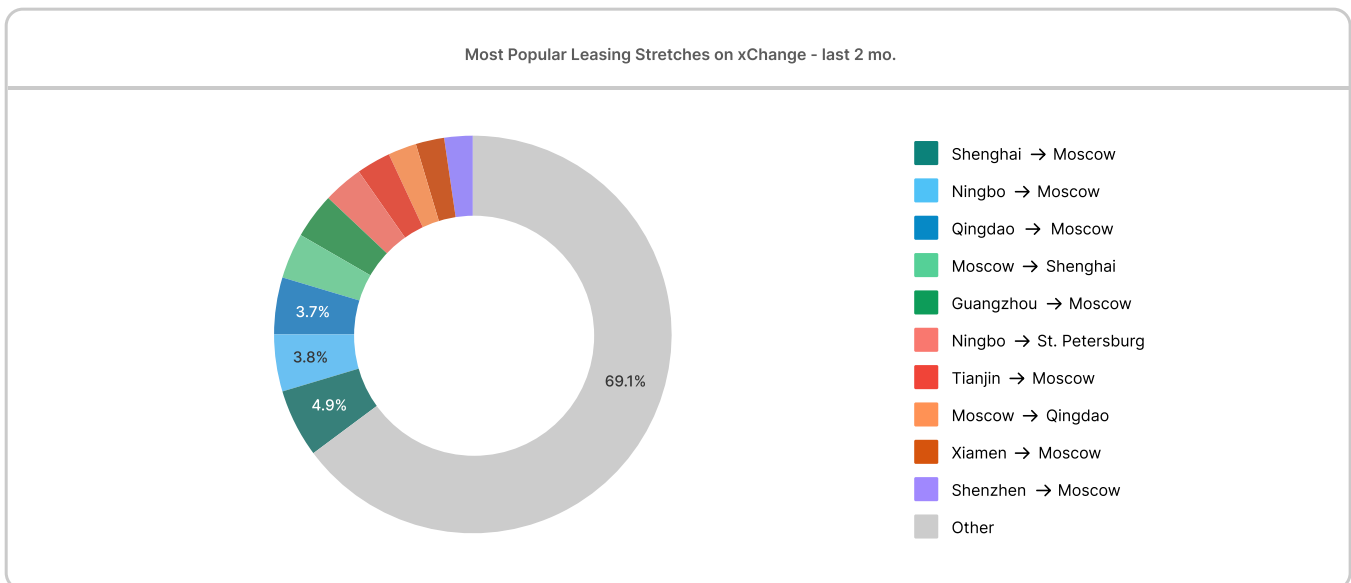
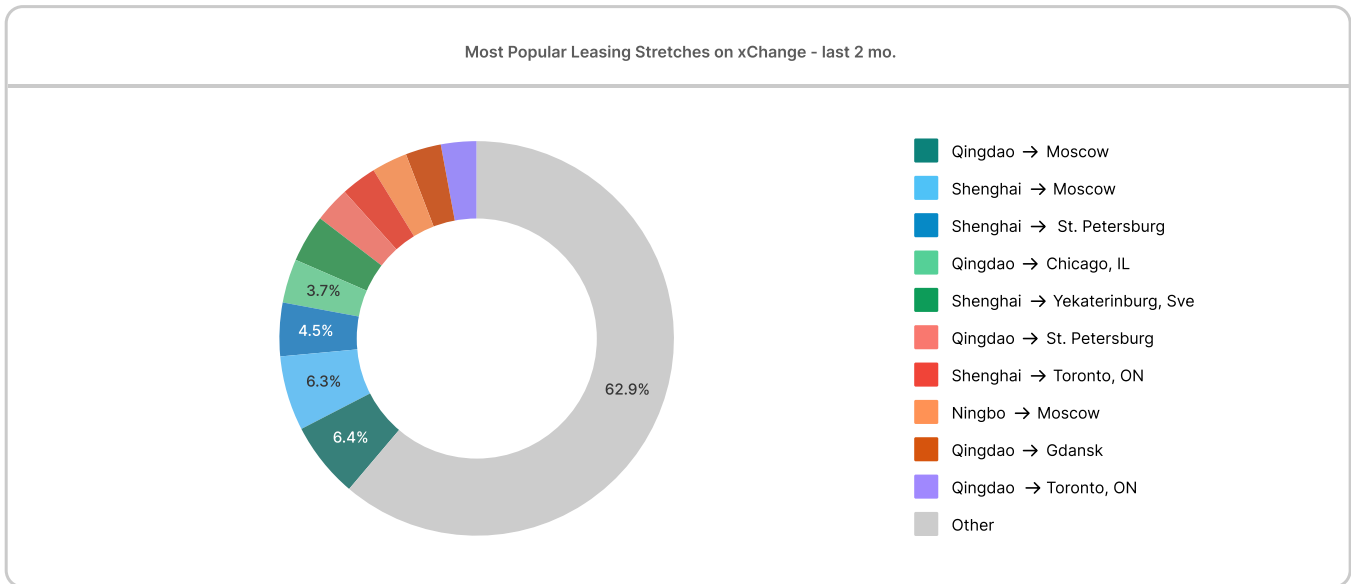


The same for 20ft containers are:



# Top 10 ports on xChange

And the most popular leasing stretches on our platform in the last 2 months for 20ft and 40ft HC boxes respectively are:



Data source: Insights by Container xChange



# What the X?

1

## How Long Are Shipping Container Rental Contracts?

*Answer: Shipping container rental agreements can range from months to years. There are also 4 main types of such contracts. Master lease, short-term, long-term and one-way. To know more about them along with their merits and demerits, you can read our detailed blog here. <https://www.container-xchange.com/blog/container-lease-agreements>*

2

## Does Container xChange help in tracking bills of lading?

*Answer: Yes, of course! When you sign up as a member of Container xChange, you'll have access to a transparent marketplace for buyers and sellers. We'll handle everything in between. Search for containers, negotiate deals, make payments and receive invoices, all in the same place. All prices on the platform are negotiable, so you can sign a deal only when you're 100% comfortable with every aspect of it. Tracking a bill of lading is included in our services.*

3

## What are the advantages of a cabotage container?

*Answer: A shipping company loans cabotage container to the carrier for a brief period. Cabotage container shipping can optimize supply chain logistics by shipping through direct routes between domestic ports, reducing transit times, and eliminating the need for intermediate transshipment points. This can result in streamlined operations, improved inventory management, and faster delivery times. Cabotage container shipping can contribute to sustainability efforts as it often involves shorter distances and domestic vessels. This can lead to reduced greenhouse gas emissions compared to long-haul international shipping.*

*Do you have a question that you want us to answer? Please write to us at:*

***[communications@container-xchange.com](mailto:communications@container-xchange.com)** and we'll answer it in our next edition.*



# Industry Buzz

## Navigating Uncertainty: Strategies for Container Traders in the US Market [Watch video here](#)

Container trading in the USA is growing due to innovative uses of shipping containers. From storage to restaurants the container can be transformed into almost anything.

Watch our webinar as our experts discuss:

- The current US container market situation and practical strategies for increasing revenue streams
- How to have access to live inventory without taking the risk of the asset
- Get market insights of container prices all over north America
- How to buy a container and avoid fraudulent companies

## JCtrans Conference 28-30 June HongKong [Register here](#)

Meet us at JCtrans Event, a new product line under JCtrans Community. The event is for freight forwarders and will cover the freight industry and freight-related industries, attracts more than ten thousand agents from over 160 countries to attend. More than 1,000 participants are expected, with the support from Japan E-commerce Association, global E-Commerce companies, well-known Chinese aviation logistics Association and other government organizations.



# Industry Buzz

Logistics & Automation

14-15 Jun 2023

Hamburg

**[Registration link](#)**

Logistics & Automation cover the entire value chain of intralogistics: from conveyor technologies and sorting systems to storage facilities, automated intralogistics solutions, and e-logistics. With this extensive range of products and services, the regional trade shows impress companies and experts from the intralogistics sector as well as users from all relevant branches of the industry every year. This makes the ideal starting point for business and networking in these metropolitan regions.

For event queries, you can reach us at **[communications@container-xchange.com](mailto:communications@container-xchange.com)**



# About Container xChange



The online platform for container logistics and operations

TRUSTED BY 1500+ LEADING INDUSTRY PARTNERS



Buy, sell and lease containers in just a few clicks with Container xChange Marketplace

## Container Leasing

Lease one-way containers and grow your business. Choose among 2500+ global locations, connect with only certified companies, and negotiate the best terms.

Find sales offers Find buying demands Pick up Location Container types

Image	Price	Location	Container	Company
	\$2,740	Rotterdam	20 x 40HC Brand new	[Redacted]
	\$2,800	Rotterdam	20 x 40HC Brand new	[Redacted]
	\$3,050	Rotterdam	20 x 40HC Brand new	[Redacted]

Use containers Supply containers Pick up Location Drop off Location

Wants to use Regular route  
Pickup locations: Qingdao Dropoff locations: Rotterdam Containers: 10 x 40HC Cargo worthy Company: [Redacted]

Wants to supply Regular route  
Pickup locations: Qingdao Dropoff locations: Rotterdam Containers: 10 x 40HC Cargo worthy Company: [Redacted]

## Container Trading

Buy containers at the best prices with 50,000+ containers up for sale globally. Or quickly sell your stock to 1000+ certified companies.



100% payment protection



Customer support on all deals



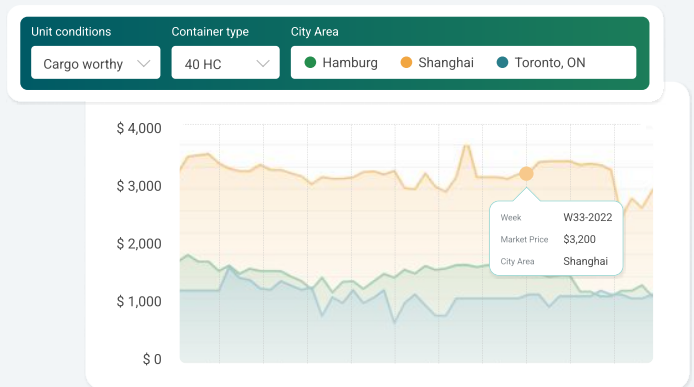
Certified companies only



# Find the best locations to buy, sell or lease containers

## Insights

With Insights, learn and compare the live container prices and one-way leasing terms in 130+ global locations.

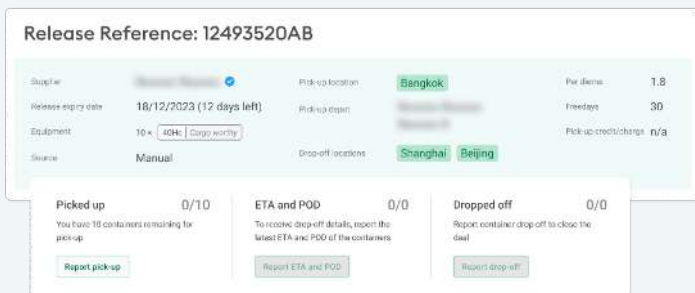


 Daily data updates

 Global coverage

 Various data sources

## Simplify your container operations



Release Reference: 12493520AB

Supplier		Pick-up location	Bangkok	Per items	1.8
Release expiry date	18/12/2023 (12 days left)	Pick-up depart		Freight days	30
Equipment	10 x 40HC Cargo worthy			Pick-up credits/charge	n/a
Status	Manual	Drop-off locations	Shanghai, Beijing		

Picked up: 0/10 (You have 10 containers remaining for pick-up) | Report pick-up

ETA and POD: 0/0 (To receive drop-off details, report the latest ETA and POD of the containers) | Report ETA and POD


Dropped off: 0/0 (Report container drop-off to close the deal) | Report drop-off

## Container Control

Have all your container movement information connected in one place – release references, container gate moves, and container bookings.

 Pick-up and drop-off monitoring

 Quick status check

 Error-free

# Boost your container operations with xChange

[Book a demo](#)

[www.container-xchange.com](http://www.container-xchange.com)

# Contact Us

Established in 2017, Container xChange is a technology company headquartered in Hamburg, Germany. It is the world's first online marketplace for buying, selling and leasing shipper owned containers (SOCs). At present, we have more than 1,500 international companies on our platform.

We offer our members efficient digital processes and market transparency to enhance their operational flexibility. We cover the entire transaction process, from finding new partners to do business with to tracking containers and managing payments.

We are working towards a mission to simplify the logistics of global trade. And we are creating an ecosystem of products and services for container logistics companies to empower them with digitalization and help them reduce their manual workload.

*For questions about this report, our products and to request a demo, please write to:*



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