

Where are all the containers?

Your monthly update

May 2022

Get the latest in:

- Container Availability Index (CAx) of key ports
- Container prices in major areas
- Pick-up charges for one-way moves
- Valuable insights for container users and suppliers

About Container xChange

Container xChange is a technology company that offers container trading and leasing platform, payment infrastructure, and efficient operating systems to container logistic companies worldwide. We are on a mission to simplify the logistics of global trade. Today, 1,000+ vetted container logistics companies use our platform, xChange. They can buy, sell, or lease containers – all in one place.

Find containers, conduct transactions, and track your containers through us. You can also chat directly online and grow your network.

xChange offers you market transparency, helps you avoid demurrage and detention charges, and enhances your operational flexibility. We cover the entire transaction process, right from finding you new partners to tracking your containers and managing your payments.

Container xChange makes using third-party equipment and container trading as easy as booking a hotel.

Trusted by leading industry partners



About Container xChange

Lease containers

Increase your operational flexibility with Shipper Owned Containers (SOCs) and find certified partners for one-way moves.

With xChange, you can send out requests to 1,000+ partners within seconds.

Leasing

Use containers

Supply containers

Dry container

Tank container

20

Container type

Pickup locations

Dropoff locations

Search

Recommended for you

Pickup locations

Bahrain Barcelona (Spain) + 2 more

Dropoff locations

Abu Dhabi Qingdao + 2 more

Containers

20 x 40HC Cargo worthy

Terms

Freedays: 35 Per diem: \$1.25 Pickup charge: \$80 (User pays)

CMA CGM

5.0 Online now

Send request

View details

1,348

Pickup locations

Bahrain Barcelona (Spain) + 2 more

Dropoff locations

Abu Dhabi Qingdao + 2 more

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CMA CGM

5.0 Online now

Send request

View details

1,348

Buy & sell containers

Buy containers from certified partners, advertise your stock, and know your counterpart.

xChange Trading protects your payments and connects you to hundreds of partners in 2,500 locations.

Trading

New sales offer

New buying demand

Search

My offers

My demands

Inbox

Find sales offers

Find buying demands

Any condition

Any company

Search for one or more locations

Container type

Search

2,341 sales offers found

Sort by Newest

No images yet

Price per container

\$3,410

Location

Rotterdam

Container

10 x 40HC Cargo worthy

Year of manufacture

2019-2020

MOITT USED

20DC (Dry container)

40DC (Dry container)

40HC (High cube)

SPECIAL EQUIPMENT

20OT (Open top)

20CH (Side door)

5.0 Online now

Start negotiation

View details

No images yet

Price per container

\$3,410

Location

Antwerp

Container

10 x 40HC Air

Year of manufacture

Not specified

APL

5.0 Online now

Start negotiation

View details

Price per container

\$6,346

Location

St. Petersburg

Container

100 x 40HC Cargo worthy

Year of manufacture

2019

Hanjin

5.0 Offline

Start negotiation

View details

Price per container

\$9,243

Location

Hamburg

Container

10 x 40HC Air

Year of manufacture

2019

HMM

5.0 Offline

Start negotiation

View details

3

Contents

May: an overview

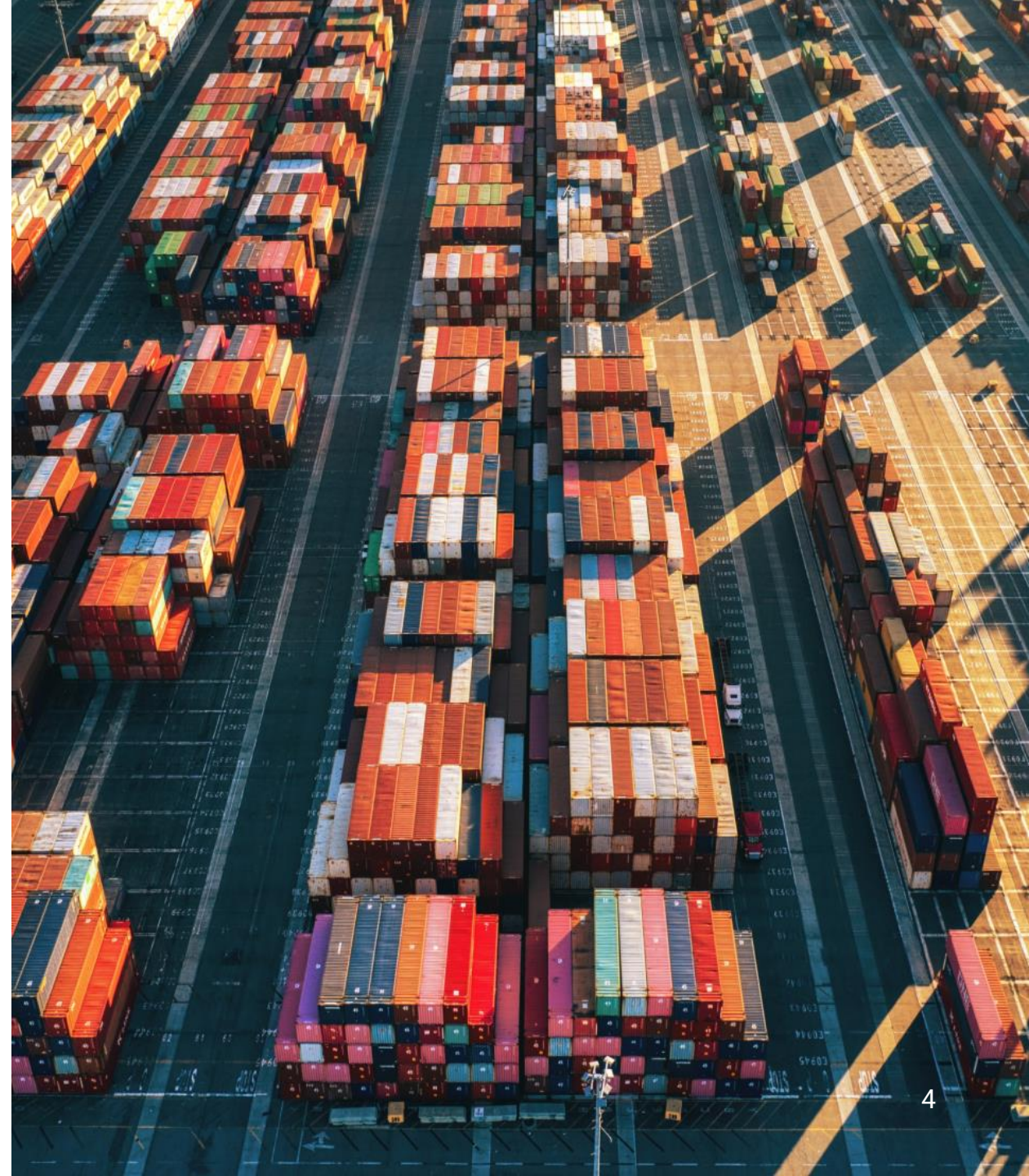
- Global container prices peak for the first time in 5 months
- Chinese lockdowns continued to impact shipping but there's change on the rise
- Shifting maritime dynamics in the Indian Subcontinent

Regions: CAx, trading insights, and PU charges for:

- China
- The United States
- Europe
- India
- Middle East & ISC
- Southeast Asia

Wrapping up the month

- The most liquid locations
- Smart container moves



May: an overview

May marks a peak in container prices for the first time in 5 months

Around the world, container prices have been steadily dropping for the last 5 months. But May marks the first month in 2022 where prices are starting to pick up again, with the global average for 20 DC = \$2,330 (up from \$2,207) and global average for 40 HC = \$4,410 (up from \$3,800).

Average container prices in May:

A 20 DC costs the highest in Europe & India:

1. Mundra	\$2,489
2. Chennai	\$2,435
3. Milano	\$2,348

A 40 HC costs the highest in Asia:

1. Ningbo	\$4,435
2. Mundra	\$4,381
3. Ho Chi Minh	\$4,367

May's Top 10 ports with highest change in price for 20 DC, MoM:

1. New York, NY	↑17.3%	from \$2,173 to \$2,548
2. Doha	↓15.5%	from \$2,214 to \$1,870
3. Singapore	↓7.7%	from \$2,137 to \$1,972
4. Los Angeles, CA	↑6.6%	from \$1,753 to \$1,869
5. Miami, FL	↑5.8%	from \$2,400 to \$2,539
6. Antwerp, BE	↓4.5%	from \$1,941 to \$1,854
7. Hamburg	↓3.5%	from \$2,294 to \$2,213
8. Mundra, IN	↑3.4%	from \$2,375 to \$2,456
9. Long Beach	↑3.1%	from \$2,098 to \$2,164
10. Oakland		from \$2,548 to \$2,483



May: an overview

Chinese lockdowns continued to impact shipping – but there's a change on the rise

Tianjin entered lockdown in the last week of May, leading to carriers cancelling vessels, delays, and blank sailings at Tianjin and Xingang¹. However, China's ministry of transport says that port volumes in May increased 1.7% year on year from January-May 2022, despite the lockdowns. Perhaps this is due to the pending reopening of Shanghai port in June.

Shifting maritime dynamics in the Indian Subcontinent amidst Sri Lanka's economic crisis

The economic and political tensions in Sri Lanka are putting in stark light the Indian subcontinent's dependence on the port of Colombo. With India making³ efforts to get the country an east coast transshipment terminal, the region is a hotbed of changing maritime dynamics. According to our trading insights, as of May 25, for 40DCs, locations in China and India like Chennai (\$4,897), Guangzhou (\$4,711), Nhava Sheva (\$3,516), Mundra (\$3,430), and Ningbo (\$3,427) are the costliest. The trend remains similar to that of beginning of June.

¹ <https://theloadstar.com/covid-slows-china-port-volume-growth-as-tianjin-goes-into-new-lockdown/>

² <https://container-news.com/india-seeks-new-bids-for-east-coast-transshipment-terminal/>



China – Container availability

The month of May saw Shanghai lockdowns slowly opening, but not fast enough for the global supply chains depending on China to stabilize, especially in the automobile industry³. In Shanghai, the CAx in May rose from 0.53 in week 21 to 0.58 in week 22. The country is opening more businesses and allowing production to resume from the beginning of June. The graph, though, is expected to stay flat at 0.58 for the next three weeks as the blockades open slowly.

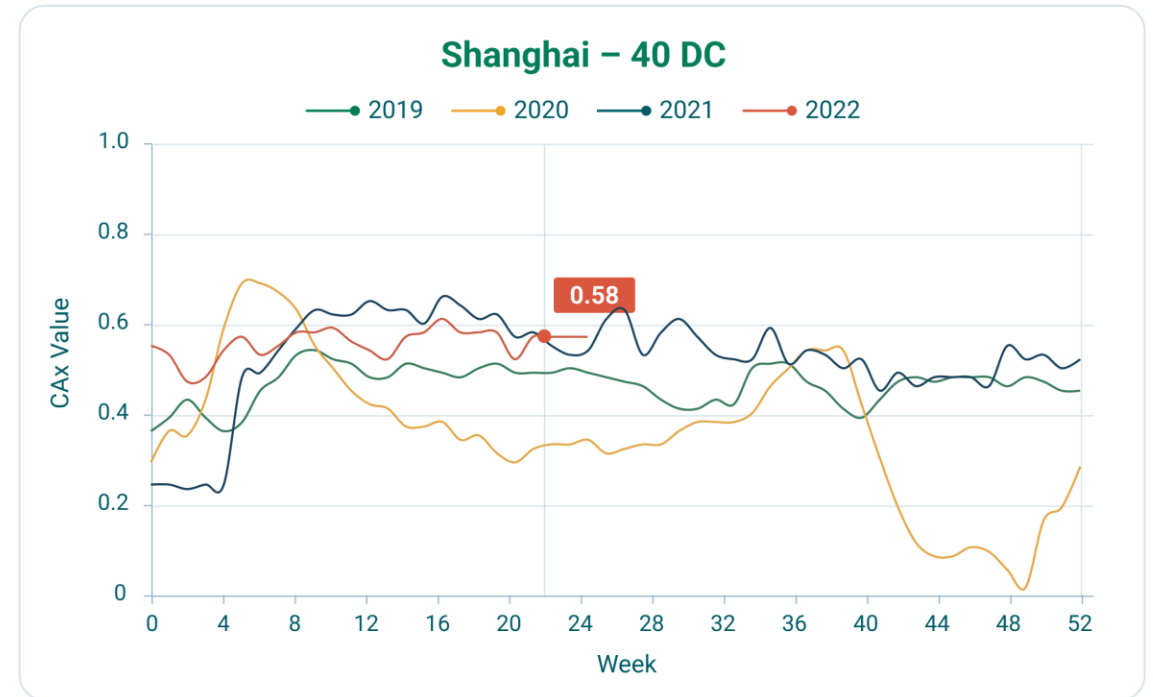
³ <https://www.voanews.com/a/china-s-strict-zero-covid-policy-creates-supply-chain-chaos-/6591227.html>

What is CAx?

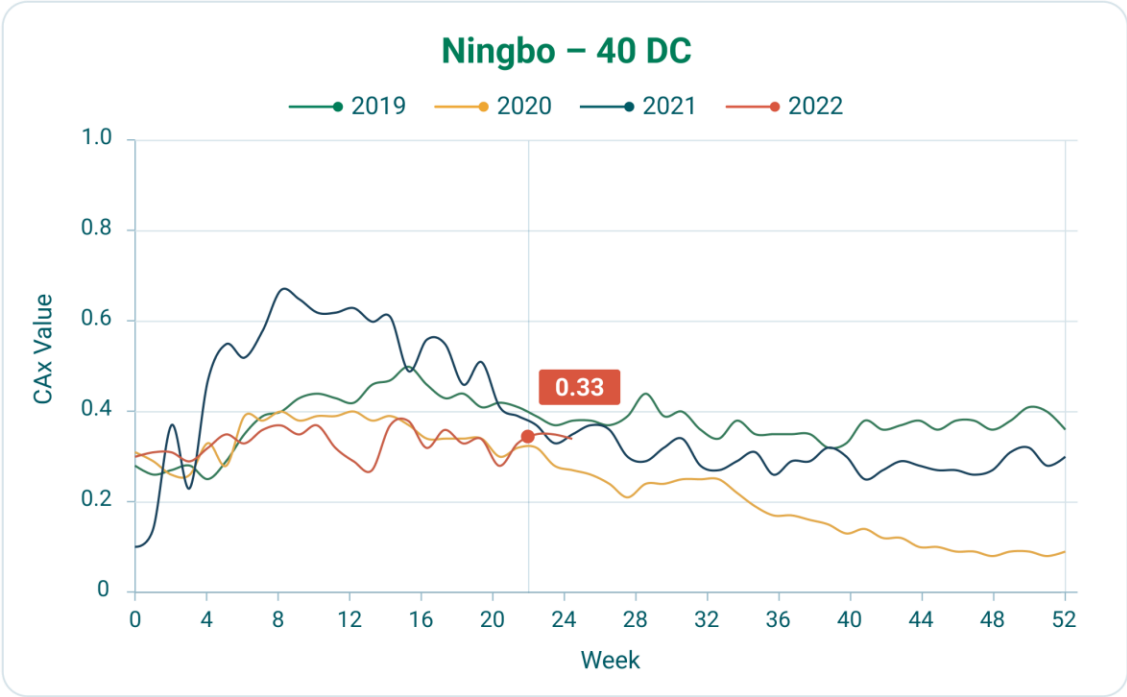
A term coined by xChange, the CAx is a tool used to monitor the import and export moves of full containers around major ports.

In this report, we have shown 40 DC (of which 55% are 40 HC) the most popular container for freight use).

A reading of below 0.5 means more containers leave a port compared to the number that enter. Above 0.5 means more containers are entering the port. [Click here to find out more.](#)



China – Container availability

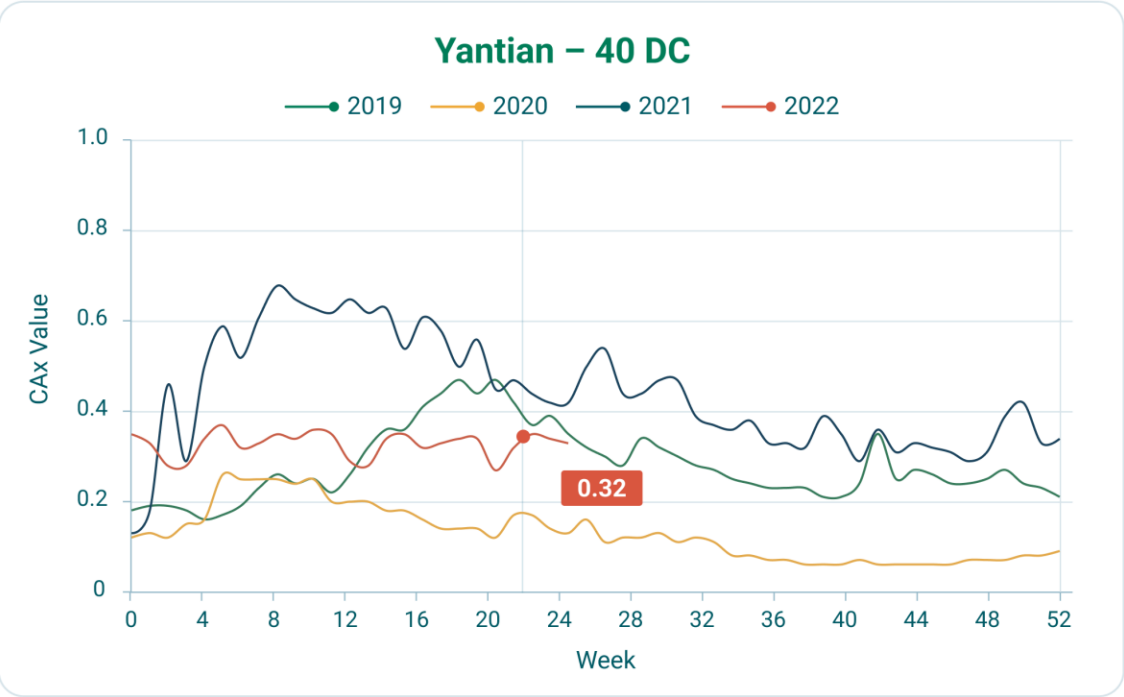


In Ningbo, the CAX rose from 0.28 in week 21 to 0.33 in week 22 meaning two things: while there are more (relative to the port) full containers able to leave the port than in Shanghai, there are more inbound containers coming in which might hint at some growing congestion.

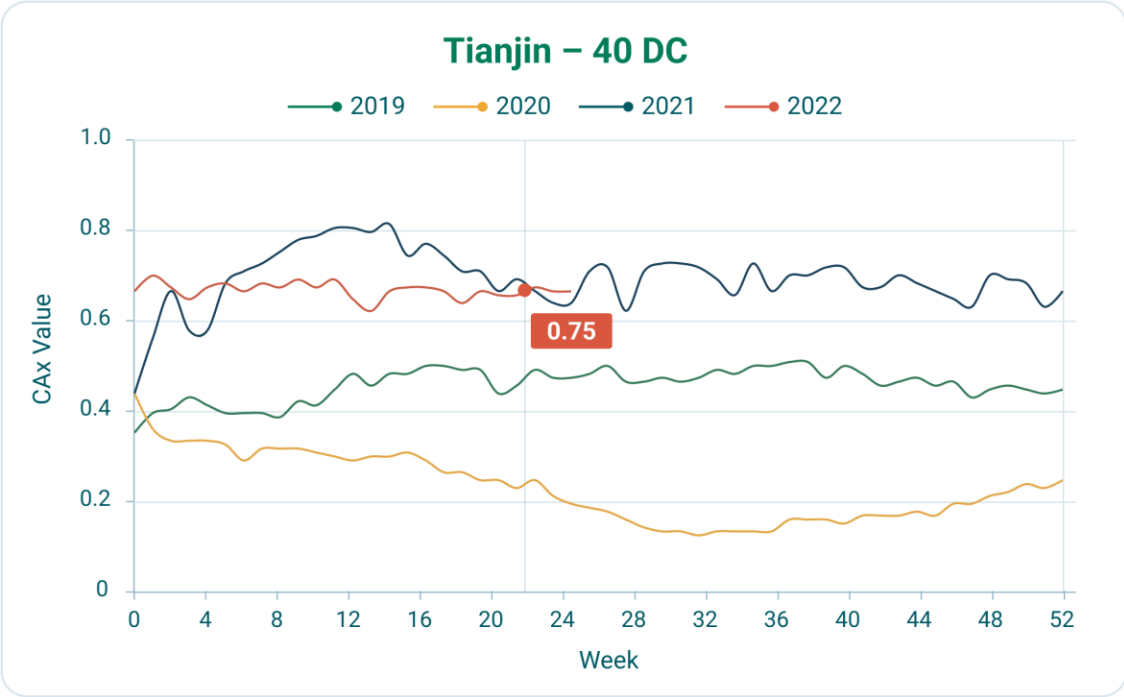


China – Container availability

Yantian had a CAx of 0.32 in week 22. From there it's expected to rise in week 23 to 0.35 before the graph dips down to 0.34 in week 24 and 0.33 in week 33. This is an indication of delays in cargo acceptance, a high demand for export containers, or both at the port.



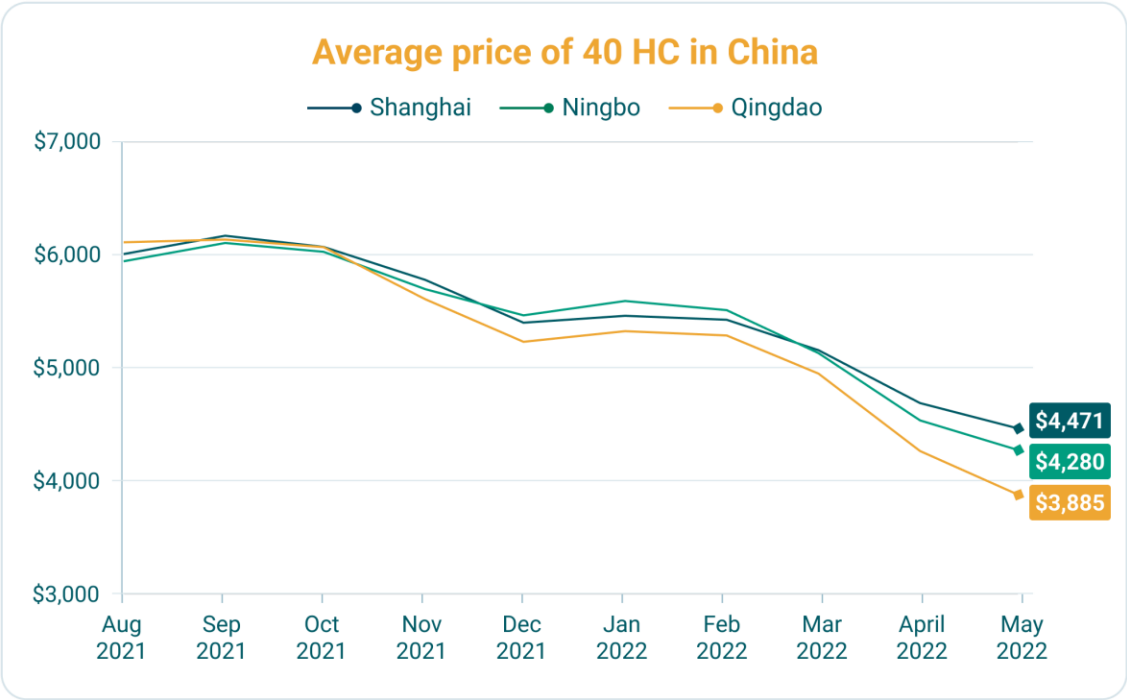
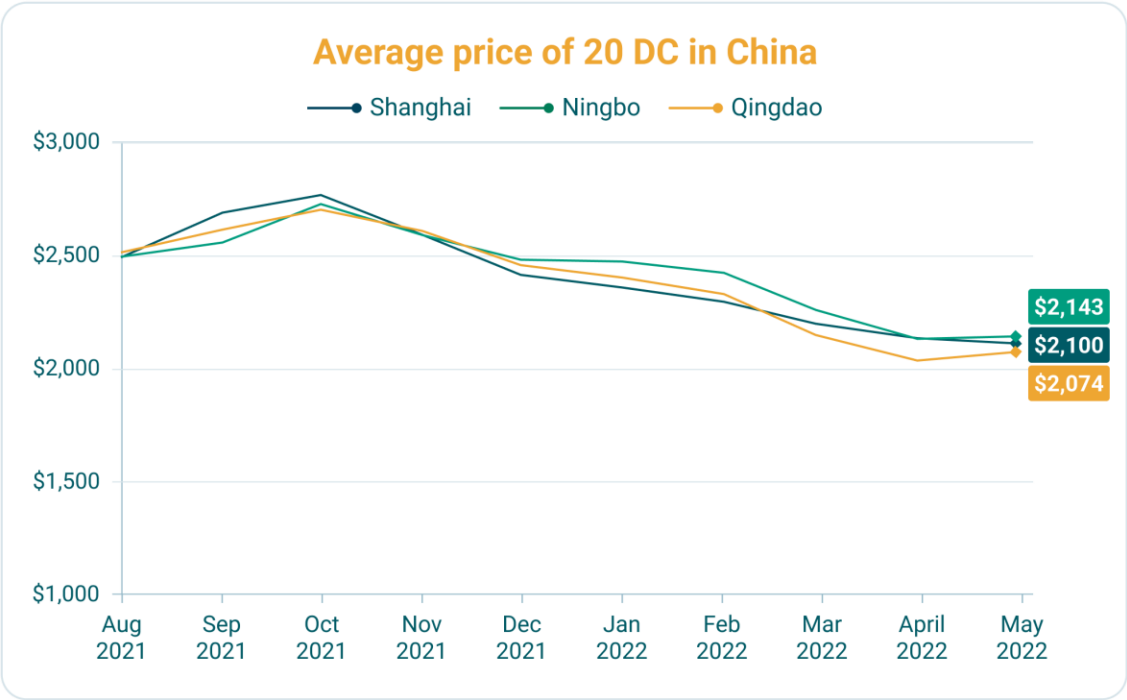
Keeping up with the expectations of the previous couple of months, Tianjin wrapped up week 22 with a high CAx score of 0.75, displaying an increased demand for full imports. This number is expected to climb higher to 0.77 in week 23 and drop to 0.76 in week 23 before it stabilizes indicating that the shortage of boxes is easing.



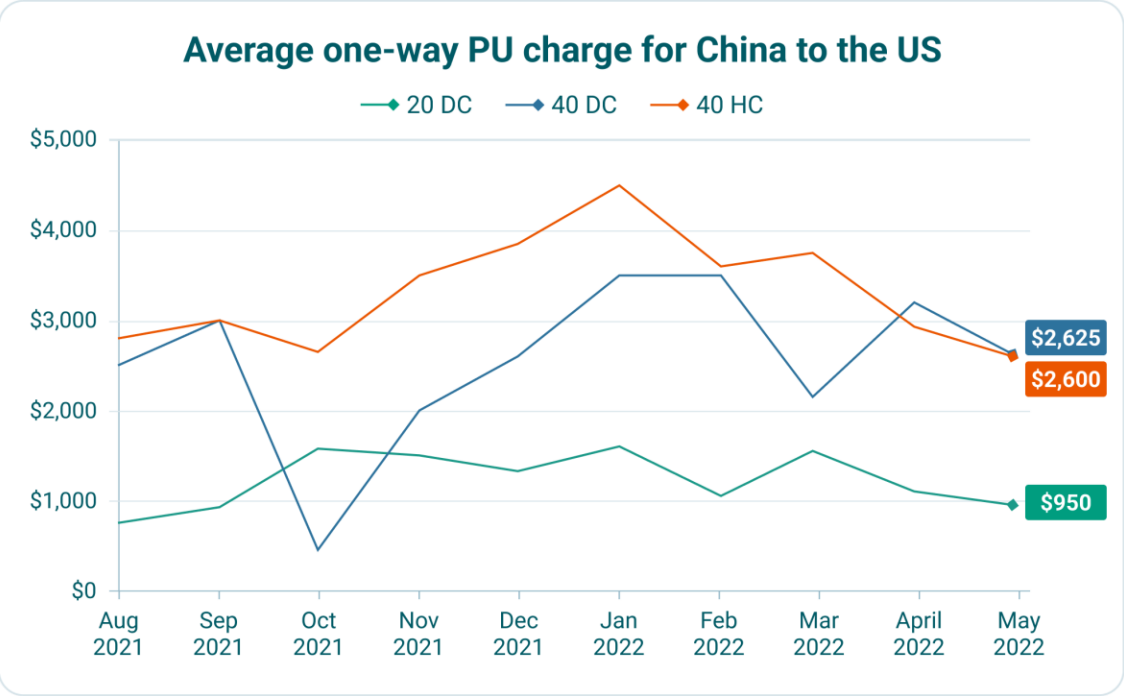
China – Trading: Container prices

As had been anticipated by our trading insights, the average price for these two standard containers (20 DC; 40 HC) in China had continued to decrease slowly in April. With ports and industrial production slated to open in June, the prices picked up slightly in May end. This is huge, as it's the first-time prices have increased since September 2021!

Similarly, for 40 HC, the high drop rate of April (-9.1%) receded to -4.8% in May and the average price of the container in Shanghai picked up slightly to reach \$4,471.



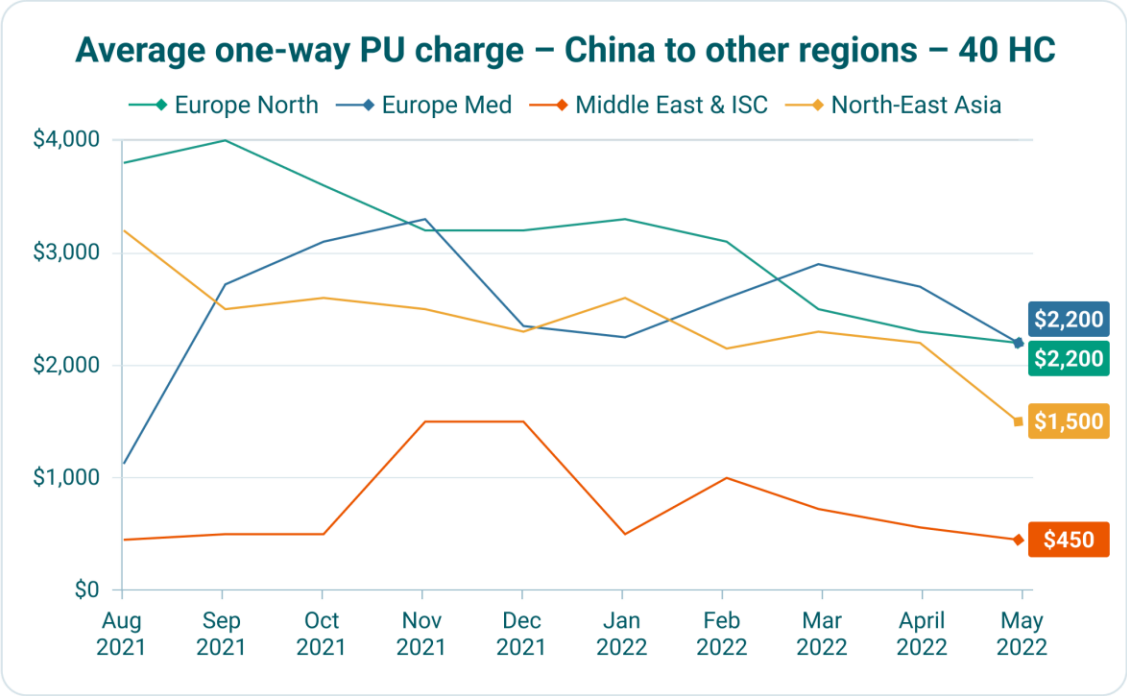
China – Leasing: Pick-up charges



In May, the pick-up charges of all three kinds of containers (20DC, 40DC, 40HC) fell with the numbers landing at \$950 for 20DC and \$2600 for both 40DC and 40HC. This fall in the charges was a direct result of the decrease in the cargo production during the COVID-19 lockdowns in Shanghai earlier in the year.



China – Leasing: Pick-up charges



With global supply chain suffering under a myriad of forces, the leasing charges for 40HCs from China to other regions continued to drop as demand for export containers fell with the fall in cargo production in China.

In week 22, the average PU charge for from China to \$2,200. This was a further decline from the leasing rates in April by \$100.

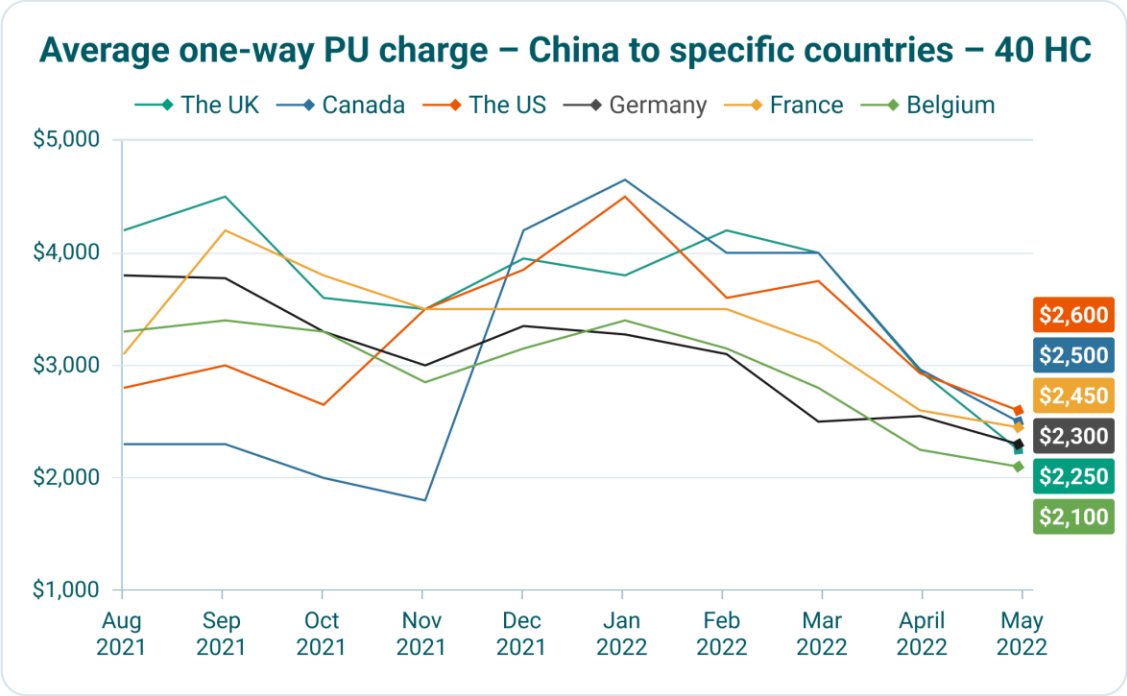
Europe Med's leasing rates continued their fall from April's \$2,700 to \$2,200 in May seeing a substantial decline of \$500.

North-East Asia saw a massive decline of \$700 in leasing rates from where it was at \$2,200 in April to \$1,500 in May.

For Middle East and ISC, the charges dropped from around \$560 in April to \$450 in May.



China – Leasing: Pick-up charges



The drop in the PU charges for 40 HCs from China to locations in Europe like Germany, France, Belgium, and the UK as well as Canada and the US in North America continued to dwindle in week 22.

As the Russia-Ukraine war progresses amidst the ongoing COVID-19 pandemic, supply chain disruptions are expected to go on affecting world trade well into the peak season. The PU charges are most likely to continue to drop in China.



Lease containers in China

The United States – Container availability

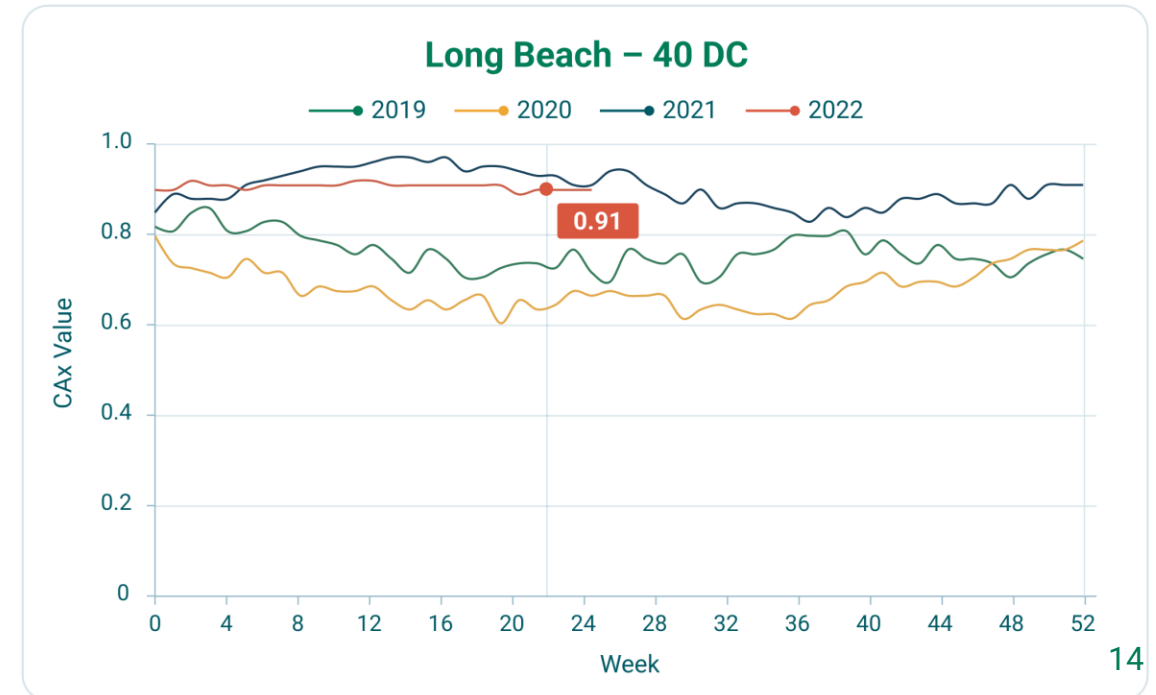
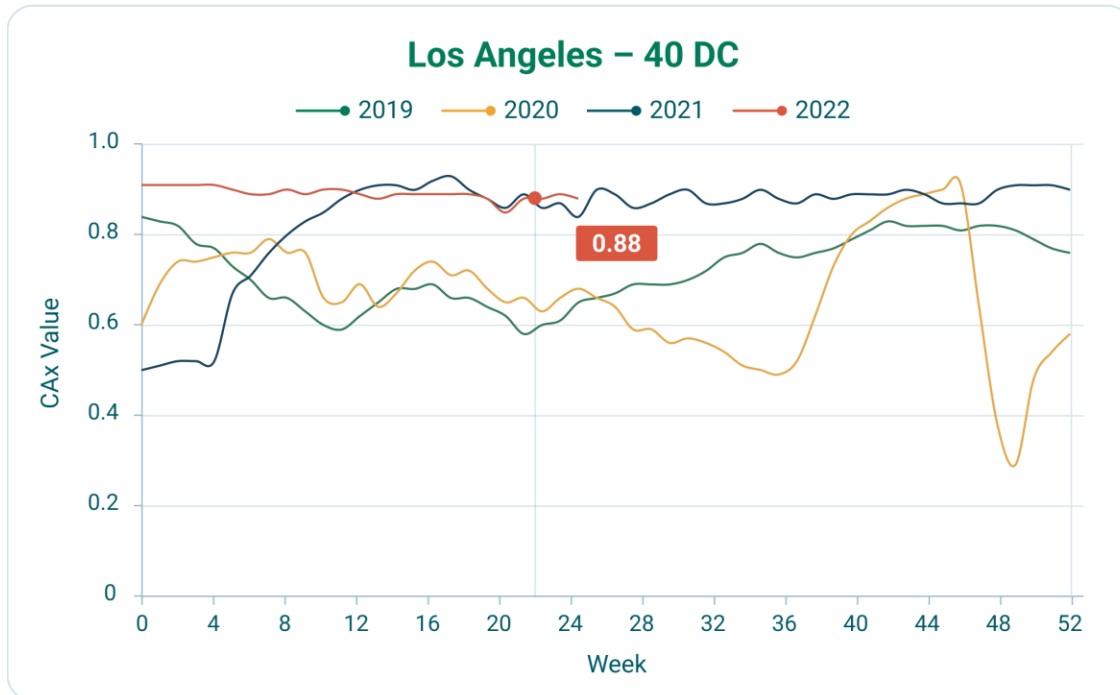
The import volumes in all major US ports were up 6.6% during the first quarter compared with the same period a year ago⁴. Currently, all the major ports in the US are under immense strain of record amounts of cargo causing congestion as importers try to get their goods before the fall shopping season. Amidst trucking and labor issues, the long-awaited opening of the Chinese ports and productions is drawing the country towards an early and troublesome peak season⁵, riddled with delays and container jams.

The CAx for the largest ports on the west coast, Los Angeles and Long Beach rose in week 22 from week 21.

For Los Angeles – the port that recorded its second busiest April in 2022, it became 0.88 from 0.85 in week 21 and is expected to stay there for the coming weeks. For Long Beach, it rose from 0.89 to 0.91 in week 22 and is expected to hold that score for the next few weeks. This indicates that both the ports were absolutely swamped with import containers. However, news just in that congestion is about to ease somewhat in June.

⁴https://www.wsj.com/articles/swamped-u-s-seaports-are-bracing-for-an-earlier-peak-shipping-season-11653417720?mod=politics_featst_pos1

⁵<https://container-news.com/port-of-los-angeles-recorded-its-second-best-april/>



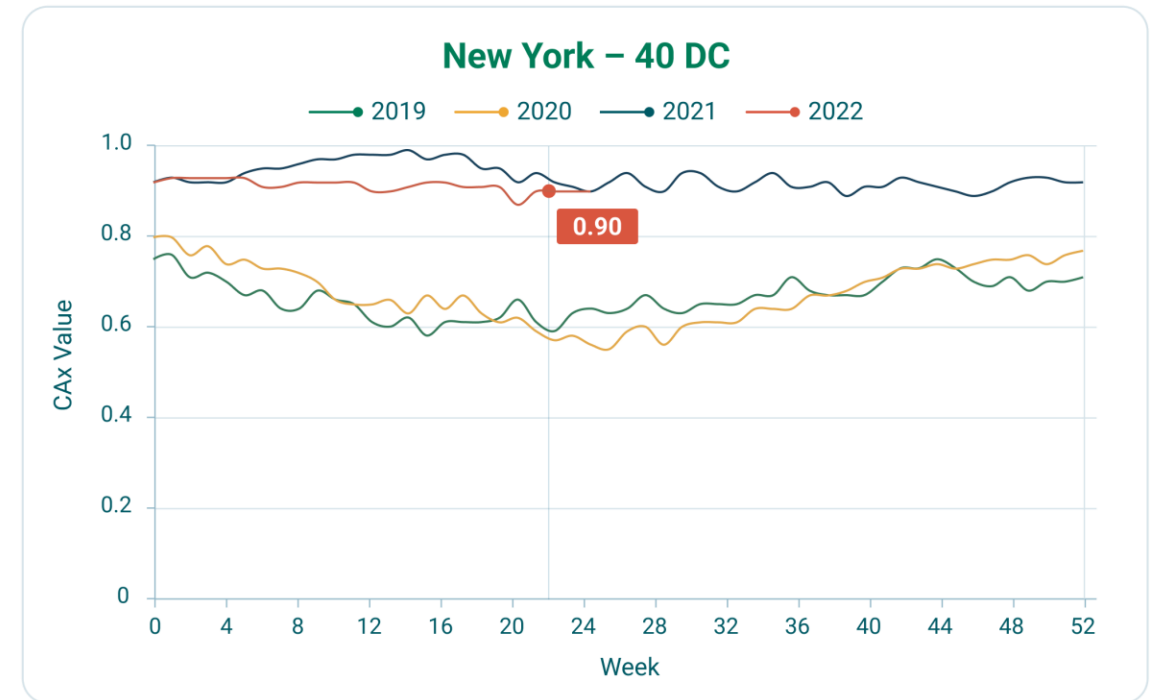
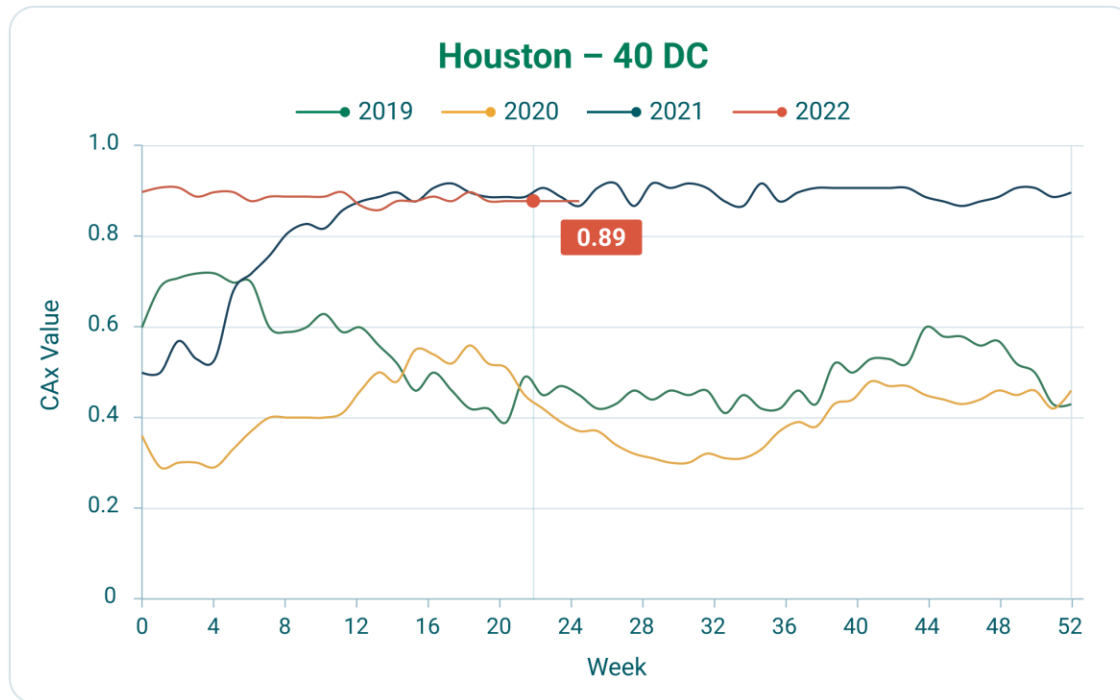
The United States – Container availability

With Shanghai opening gradually⁶, many US ports faced a busy April in 2022, but for the port of Houston⁷, it was the busiest April on record. In May (week 22), the port continued its busy workings at with the high CAx of 0.89 that it had achieved.

Container volumes soared in many ports in the US, including New York on the east coast, where the CAx rose from 0.87 in week 21 to 0.90 in week 22. In the coming weeks, this number is expected to maintain this CAx in the coming weeks.

⁶ <https://container-news.com/shanghai-lockdown-hits-oakland-container-volumes/>

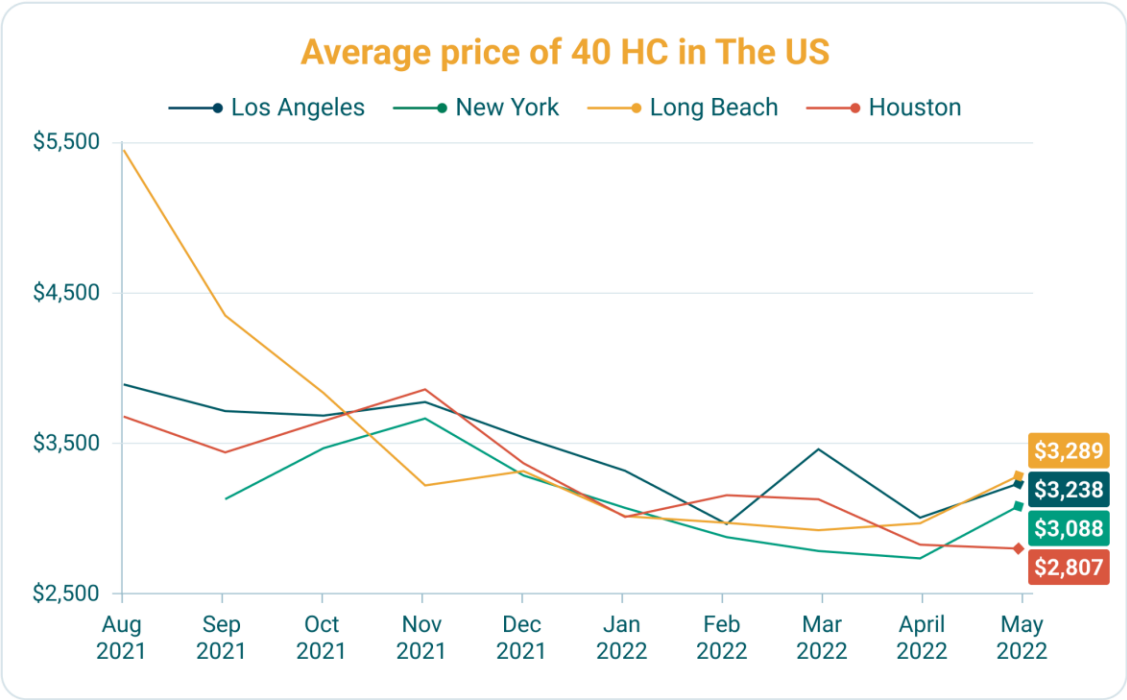
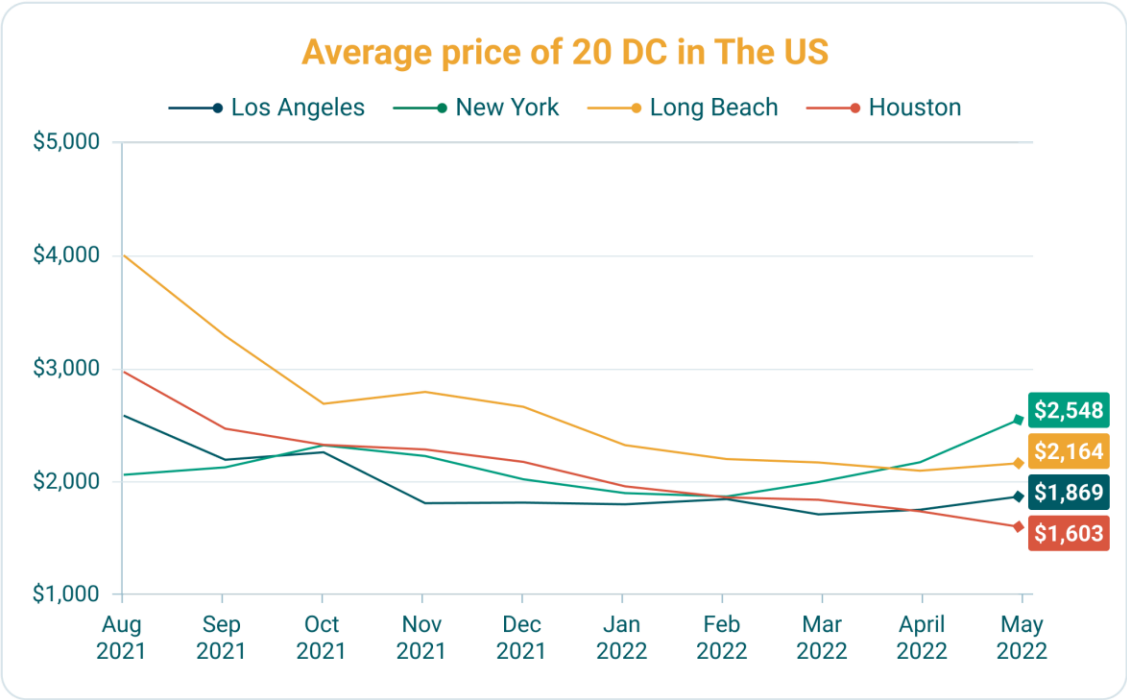
⁷ <https://container-news.com/port-houston-records-the-busiest-april-in-its-history/>



The United States – Container prices

With Houston experiencing its busiest April in history, the container prices dropped by 7.8% for 20DCs and 0.9% for 40HCs in May. However, the other 3 major US ports experienced a peak in prices.

For the coming weeks, the container prices for 20DCs in Houston are slated to be between \$1,378 and \$1,608. As for 40HCs, they're to remain within \$2,387 and \$2,690, approximately.

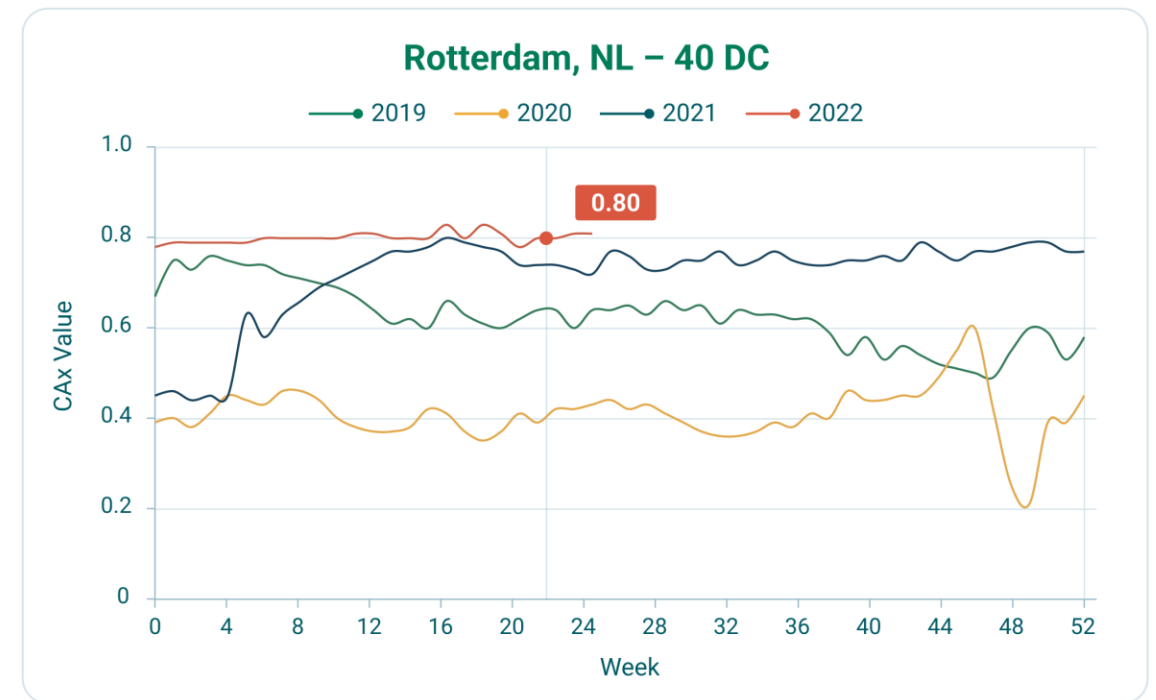
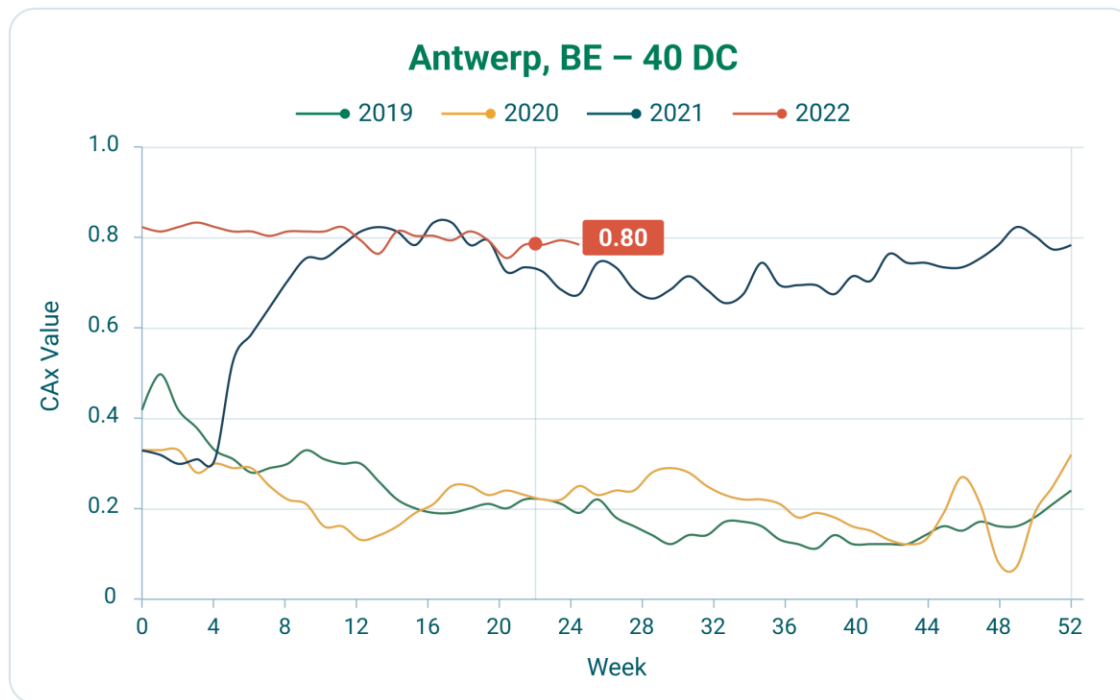


Europe – Container availability

According to the Pulse Survey⁸ conducted by Container xChange, three-quarters of shipping industry professionals said this year's peak season will be as bad or worse than last year's. Asia-Europe's supply chain will continue to be disrupted in May with severe congestion as Russia's war with Ukraine will go on impacting the container volume at Europe's two largest ports, Rotterdam and Antwerp.

The fractured supply chain combined with the war in Europe, has resulted in both Antwerp and Rotterdam continuing with high CAx values. Both ports were close to a CAx of 0.80 in May's last week and supply chains groan under industry disruptions, this number is expected to stay that in the coming few weeks.

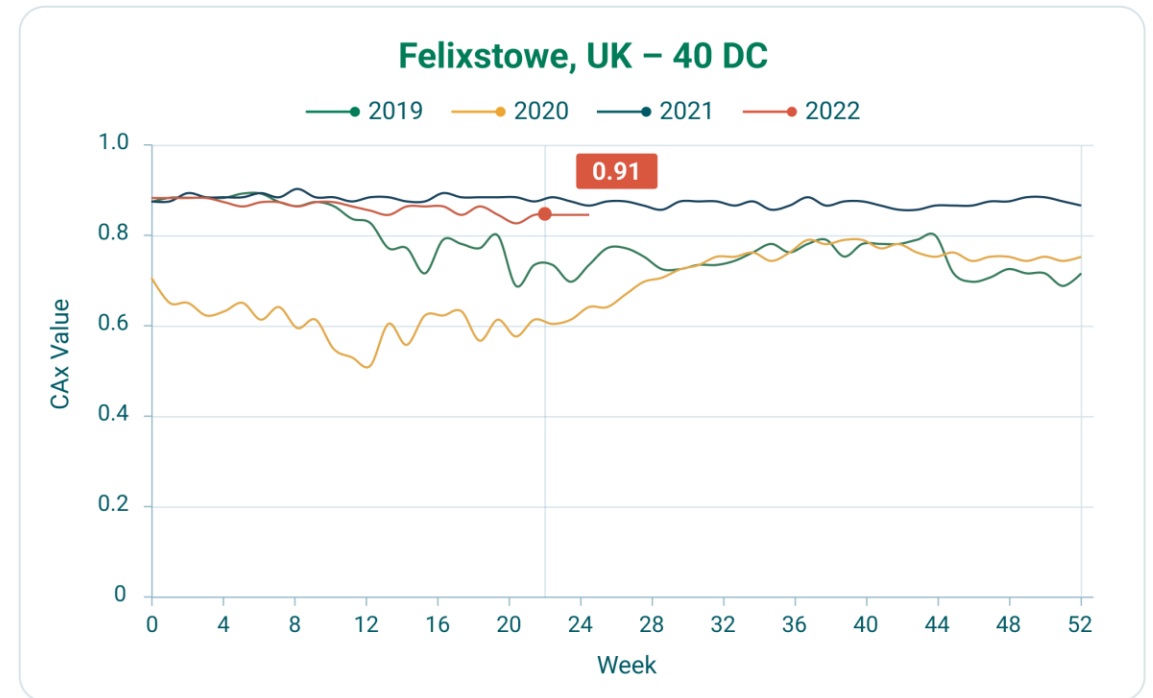
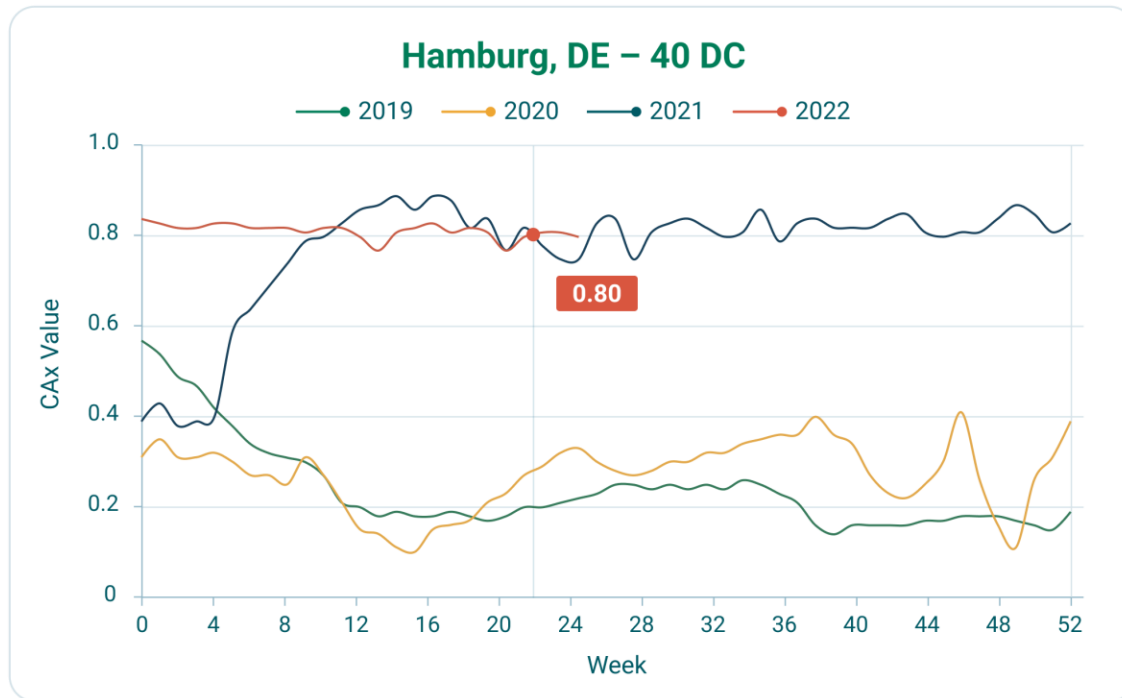
⁸ <https://www.prnewswire.co.uk/news-releases/container-xchange-survey-peak-season-container-shipping-chaos-on-the-way-843837952.html>



Europe – Container availability

UK and Germany's biggest ports, Felixstowe and Hamburg respectively, continued to work above capacity in May and struggled to accept more containers due to the lack of storage space for them.

As expected, the port of Hamburg saw its CAx rise to 0.80 in week 22. In the next few weeks, it's expected to rise slightly. Felixstowe's CAx in May remained stable at 0.91. The European ports are feeling the full-forced, direct impacts of the Russia-Ukraine war.



Europe – Trading: Container prices

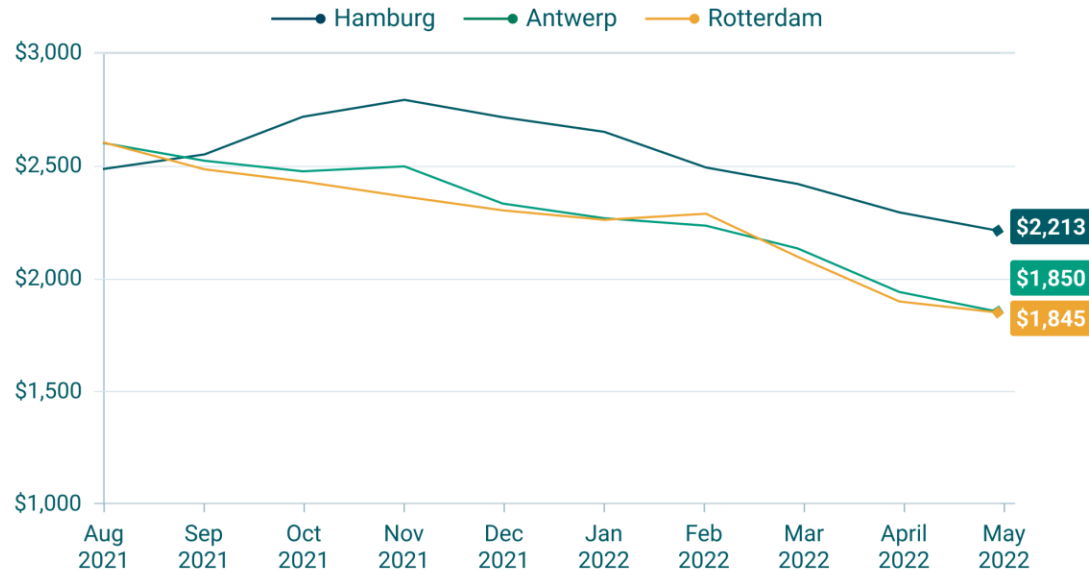
Unlike the US & China, the month of May saw the continued downfall in container prices at major European ports. Antwerp recorded the biggest changes at -4.7% for 20DC and -7.3% for 40HC.

In the coming weeks, for Rotterdam and Antwerp, the prices for 40HC containers are expected to remain between \$2,500 to \$2,900, and for 20Dc containers the range is between \$1,600 to \$1,800, approximately.

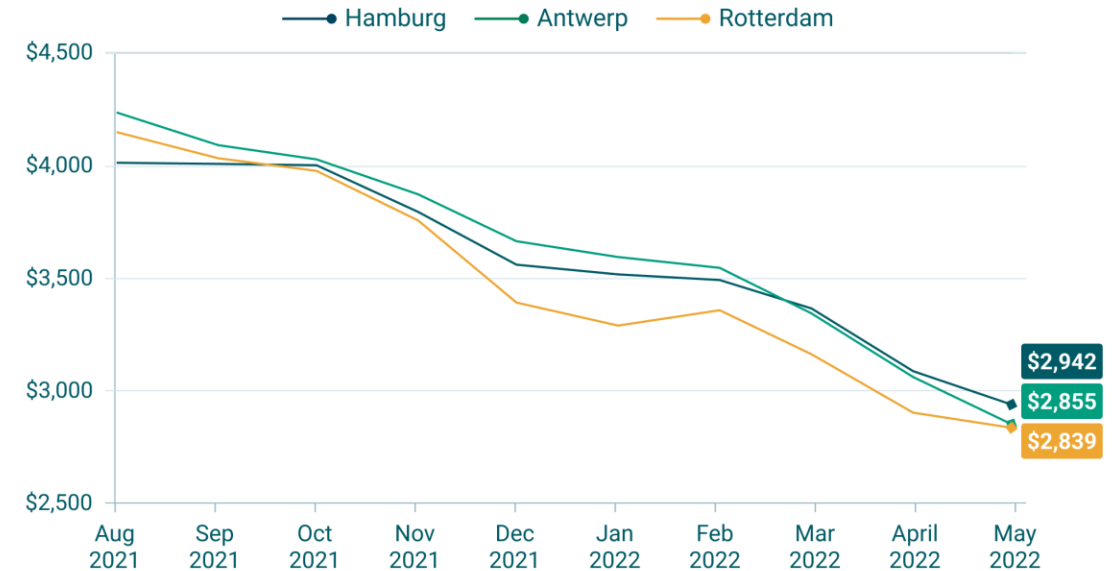
For Hamburg⁹, which reported a slight box volume increase in first quarter, these prices will remain between \$2,500 to \$3,000 for 40HCs and between \$1,900 to \$2,200, approximately.

⁹ <https://container-news.com/port-of-hamburg-small-container-throughput-increase-in-the-first-quarter-of-2022/>

Average price of 20 DC in Europe

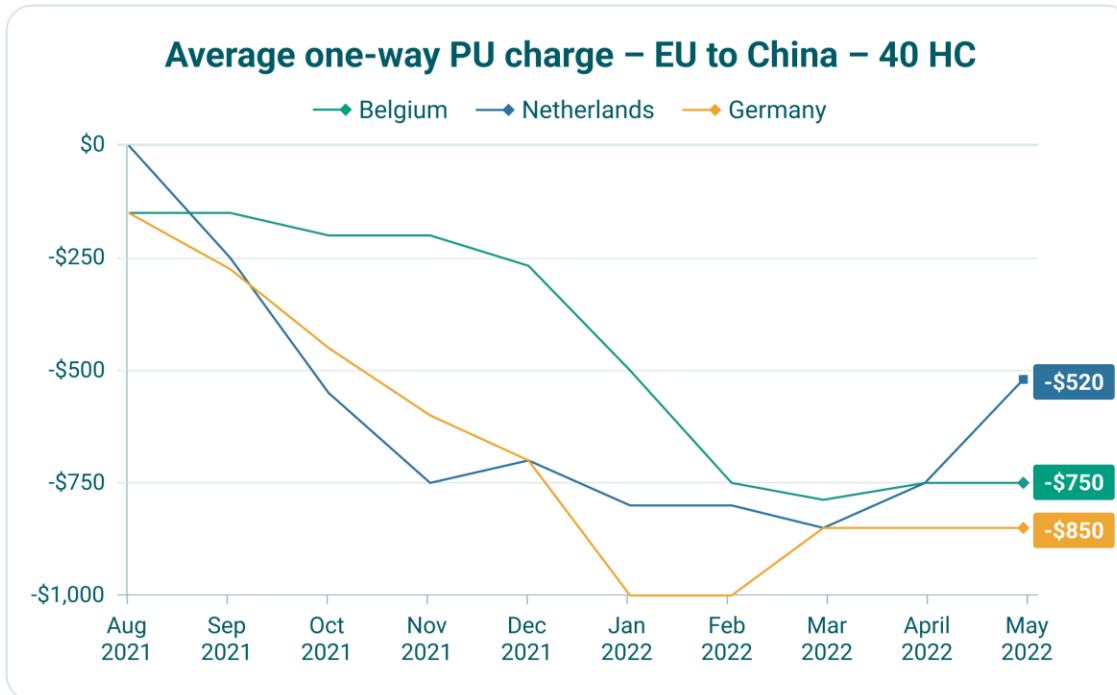


Average price of 40 HC in Europe



Trade containers in Europe

Europe – Leasing: Pick-up charges



In May, the major ports in Europe continue to handle a surplus of containers amidst a lack of storage space/depots. This means that when leasing from Europe to these other regions, suppliers will actually pay *you* in PU credits, especially when moving boxes back to China.

Leasing rates for the user stayed the same from April to May, except for the Netherlands – China route which decreased in favour of the supplier.

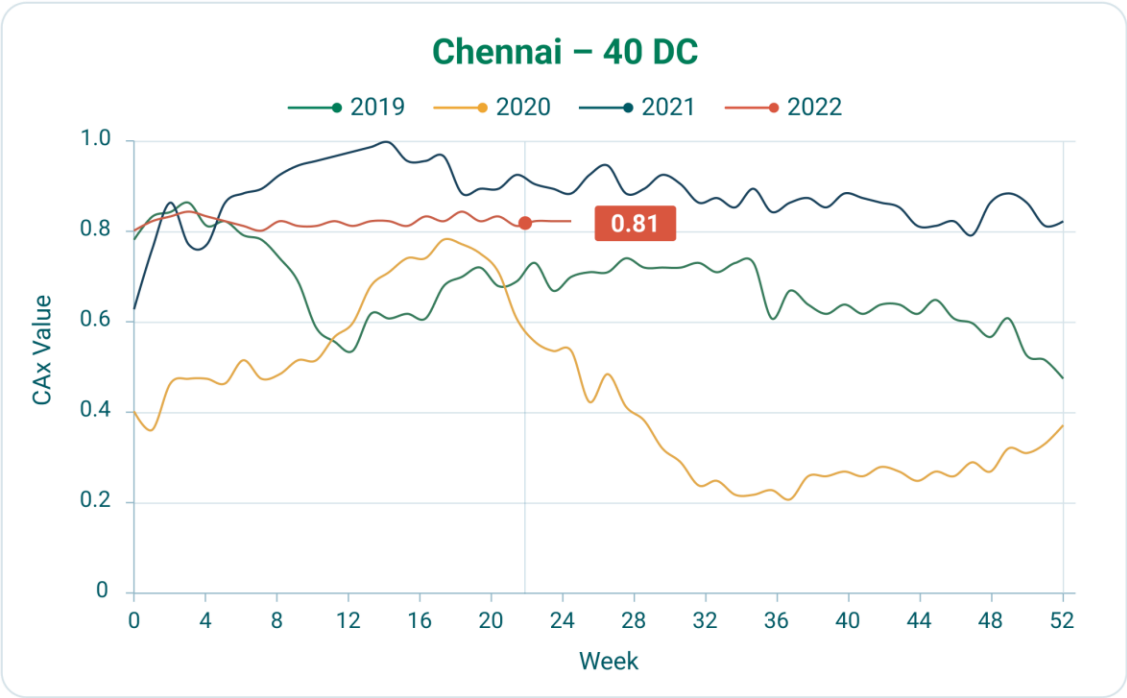
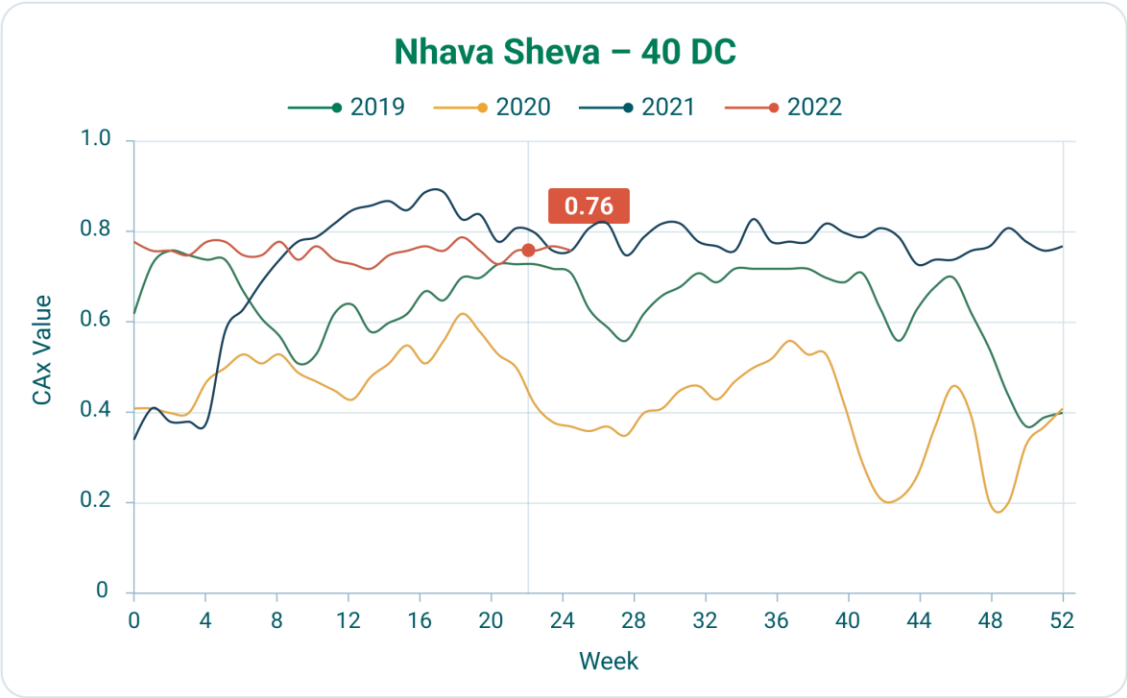


Lease containers in Europe

India – Container availability

The western port of Nhava Sheva in Navi Mumbai saw the CAx rise from 0.73 in week 21 to 0.76 in week 22. In the coming weeks, the CAx is expected to flit between these two numbers. This high CAx means more shipping containers are entering the Indian ports and there's less demand for export boxes.

In the eastern coast of India, the Chennai port too saw the CAx dip slightly in week 22 from 0.81 in week 21 to 0.79. The score is expected to rise to 0.8 in week 23 and stabilize there for the next few weeks.



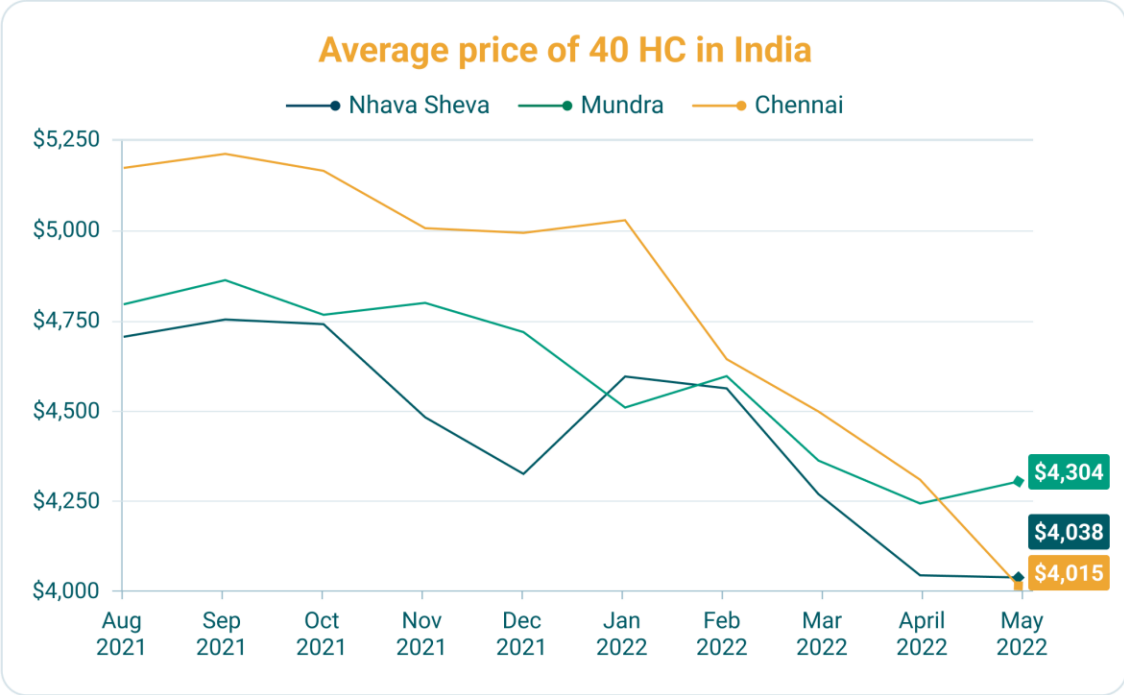
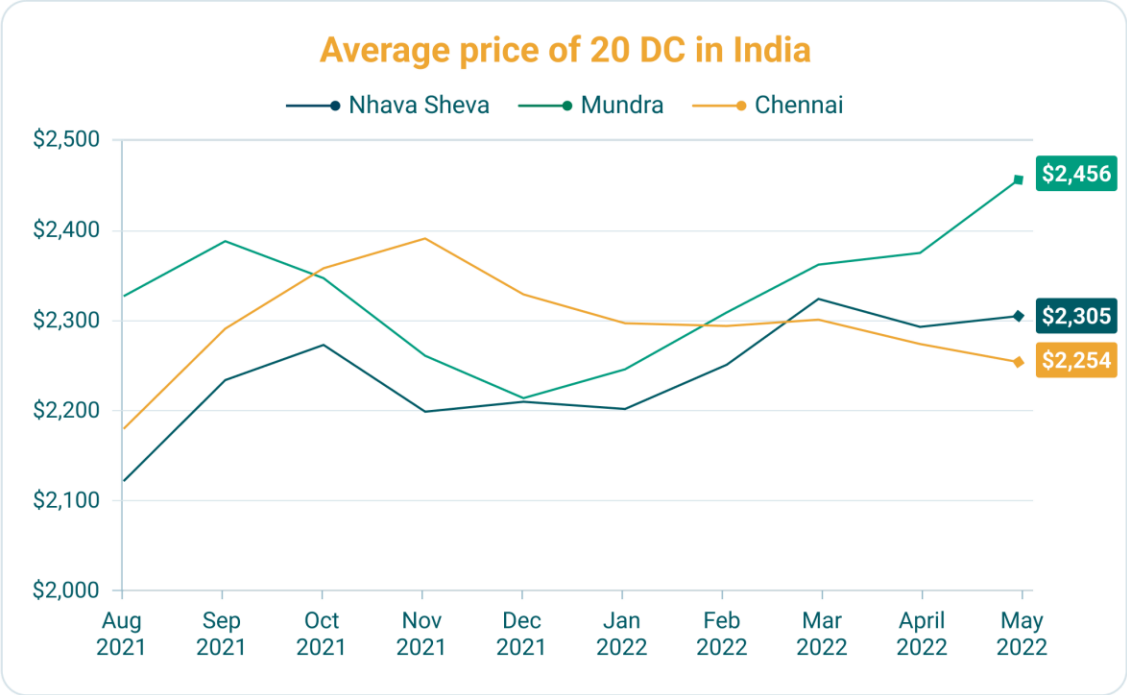
India – Trading: Container prices

According to our trading data, the prices of 40HC containers declined further in Chennai from \$4044 in April to \$4015 in May while the prices in the ports of Nava Sheva and Mundra they seemed to pick up.

For 20DC, the prices picked up very by the slight margin of \$12 in the port of Nava Sheva though they dropped in the ports of Mundra and Chennai.

In the coming weeks, the prices for 20DCs in the major Indian ports are to stay between \$2100 to \$2600, approximately. For 40HCs, in the near future, the prices are expected to be between \$3600 to \$4400, approximately. Both 20DCs and 40HCs are the costliest in Mundra out of the three ports.

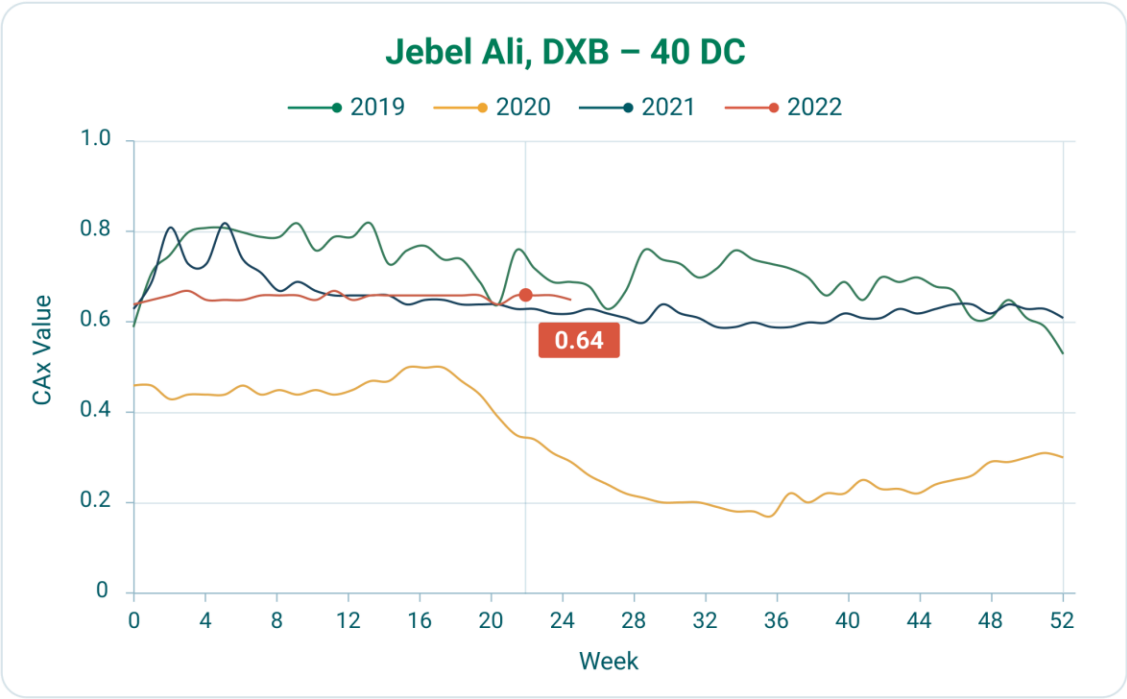
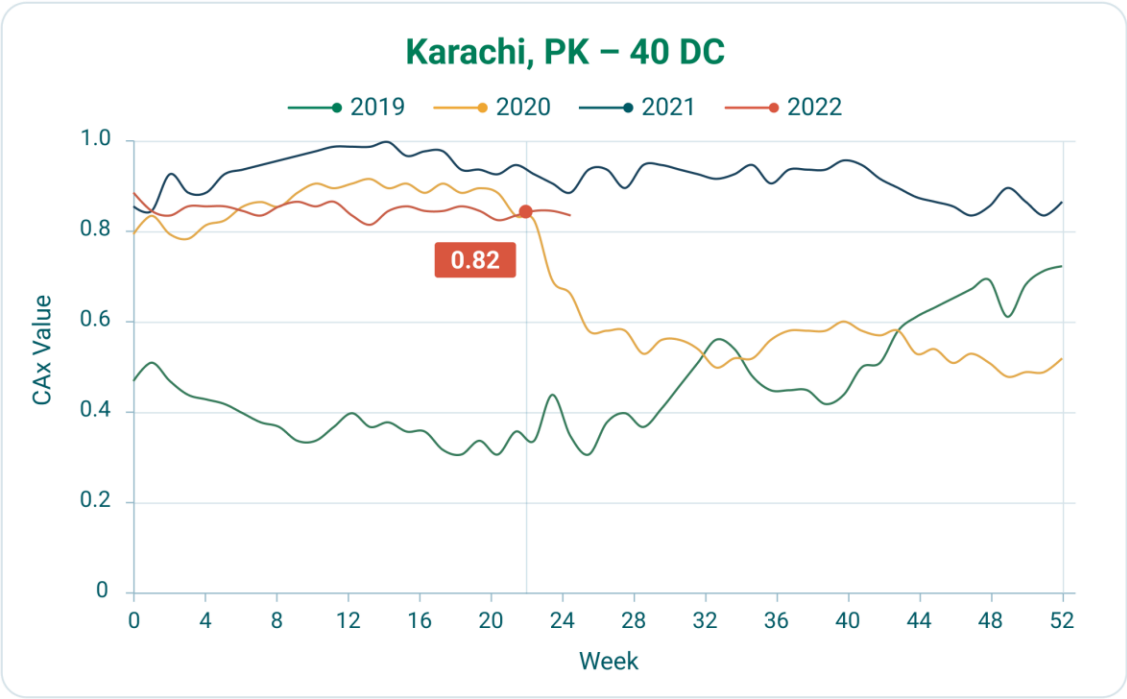
All in all, for 20DCs, Mundra (\$2,403) was the costliest port in the world.



Middle East & ISC – Container availability

The major ports in the middle east and the ISC region, Karachi in Pakistan and Jebel Ali in Dubai saw the CAx rising. For Karachi, the score rose from 0.81 in week 21 to 0.82 in week 22. It is expected to rise to 0.83 and then stay there for the next couple of weeks.

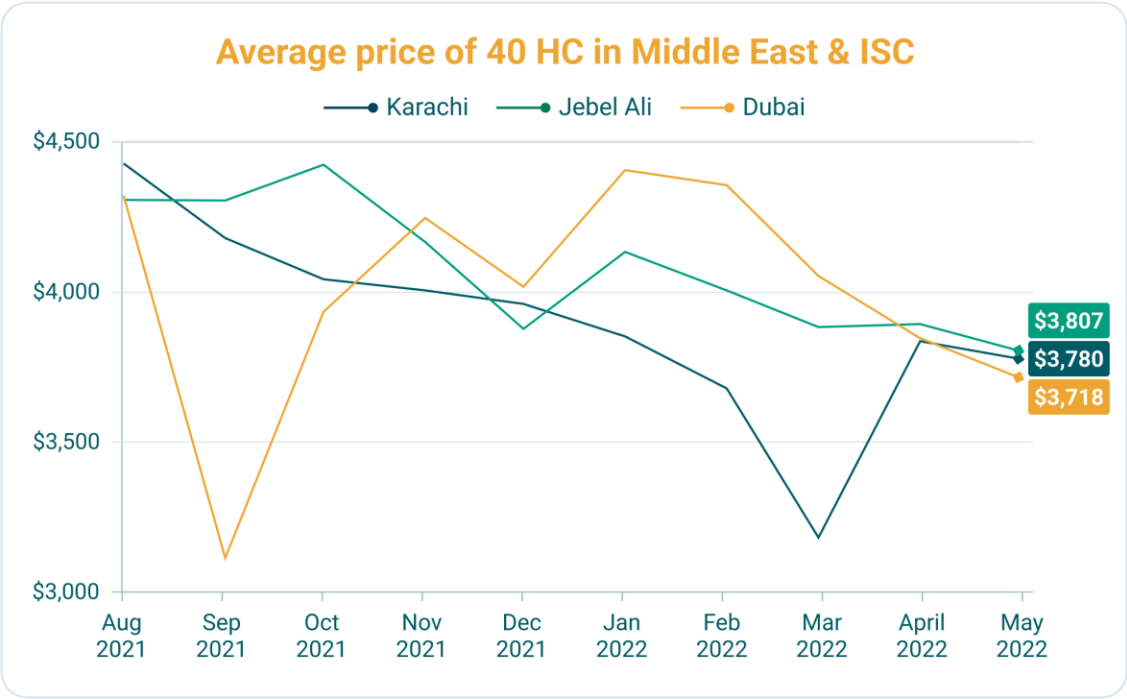
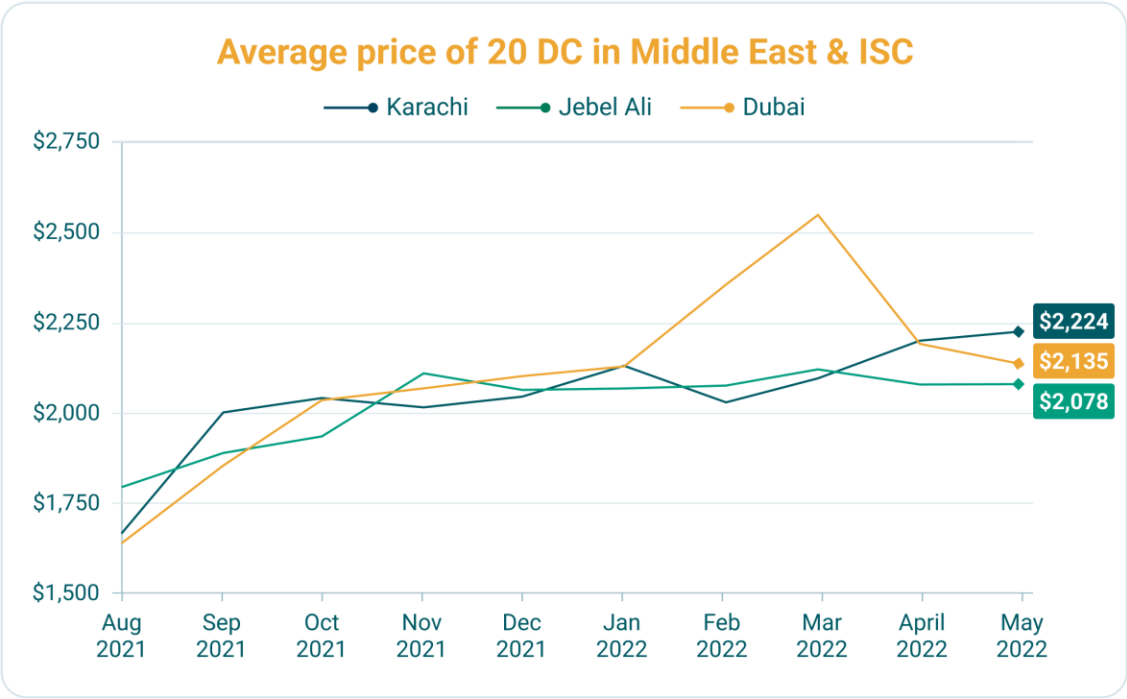
For Jebel Ali, the score rose to 0.64 in week 22 form 0.66 in week 21 and is expected to stay there for the next month.



Middle East & ISC – Trading: Container prices

Prices for 20DC in this region continued to decrease in May with the exception of Karachi where they rose by 1.1%.

Continuing on the last month's trajectory, the prices of 40HC containers dropped in week 22 in all the three major ports in the region.

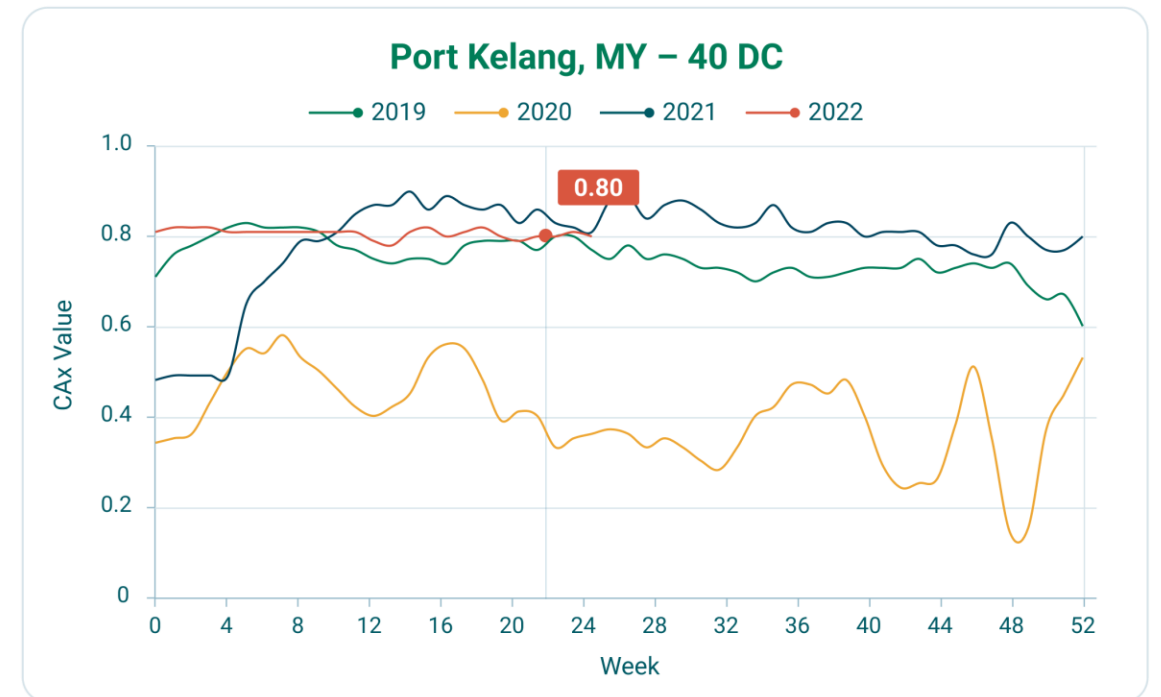
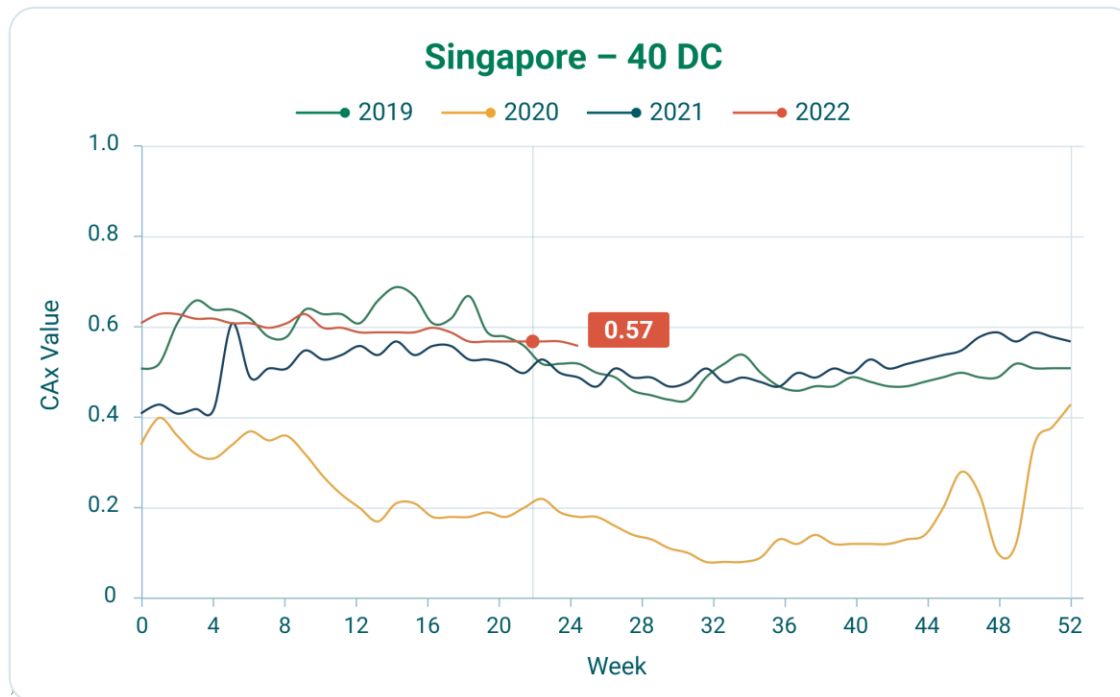


Southeast Asia – Container availability

The CAx in Singapore, Asia's third-largest trade hub, dipped to 0.57 in week 22 from the CAx of 0.62 that it had attained in the last week of April. The score is expected to stay the same in the coming weeks.

Port Kelang in Malaysia saw a rise in its CAx in May. The number rose and is expected to stabilize there in the coming month.

For 40HCs, locations in Asia such as Ningbo (\$4,376), Mundra (\$4,334), Ho Chi Minh City (\$4,269), Shanghai (\$4,239), Singapore (\$4,226) are the costliest.



Wrapping up the month

The most liquid locations:

(i.e., high quantity and ease of business)

Trading (as of June 1):

- 20DC containers cheapest in Houston, LA, and Rotterdam
- 40HC containers cheapest in Hamburg, Gothenburg, and Rotterdam
- It's an interesting time to look at Vietnam for container leasing and trading. The country is located in a major maritime transport route in the East-West hemisphere and accounts for more than 80% of global freight volume.

Great profit options?

Leasing

- South China is a favorable location right now as no congestion has been reported in Yantian and Shekou. Good spot rates are available to the US and EU markets from these ports too.
- If you're leasing from Europe to China, suppliers will actually pay *you* in PU credits due to the container congestion in Europe.
- PU charges for the user also continue to decrease world-wide. But on Europe to Asia stretches, users will receive more money from the supplier than 2 weeks ago.

Trading

- As container prices seem to be on the rise, it's perhaps a good time to think about selling again.



Buy / Lease containers on xChange now

Wrapping up the month

Smart container moves next week?

- In the US, you'll find the cheapest 40HCs in Houston (\$2,436). The cheapest 20DCs are available in Chicago (\$1,769), Houston (\$1,531), and Los Angeles (\$1,425).
- If you're looking to buy 40HCs, avoiding these location locations in Asia like Ningbo (\$4,435), Mundra (\$4,381), and Ho Chi Minh City (\$4,367) would be the best as the boxes are the costliest there.
- As the lockdowns in China slowly ease, the US ports will be flooded with a large volume of vessels at the beginning of the peak shipping season. This means that delays and logjams can be expected. You can avoid your demurrage and detention costs by finding SOC's on xChange.

Pay attention to:

- The biggest news to watch out for in June is the reopening of Shanghai port after months of COVID-19 lockdowns.¹³
- With the global supply chain networks opening gradually the congestions in American ports of LA and Long Beach might ease. There is a notable trend of decreasing PU charges in the US.

¹⁰ <https://www.washingtonpost.com/world/2022/06/01/shanghai-open-lockdown-covid/>



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Wrapping up the month

Global insights for the future of shipping

“ In the time to come, as restrictions are uplifted, supply and demand will pave the way for the stabilization of the global supply chains. This means that suppliers will start to incentivize the demand to use their boxes in order to find users to move boxes on difficult stretches. When the demand begins to rise, there'll be a likely increase in PUs as well.¹¹ ”

Christian Roeloffs

Co-Founder and CEO

Container xChange



- While sourcing and diversification of the global supply chain will remain a hot topic in the times to come, a lack of options outside China will impact the process.¹²
- In the coming years, there's a strong possibility that consumer demand for services will increase and the demand for goods will balance out. The demand for goods will fall which could impact the demand for containers in the market.¹³

¹¹ <https://www.prnewswire.com/news-releases/container-xchange-survey-peak-season-container-shipping-chaos-on-the-way-301556586.html>

¹² https://www.joc.com/maritime-new5s/sourcing-diversification-limited-lack-options-outside-china_20220519.html

¹³ <https://economictimes.indiatimes.com/news/newsblogs/india-gdp-2022-live-news-and-latest-updates/liveblog/91902058.cms>



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