

CONTAINER INNOVATOR

The Journal of the Container Self-Storage and Traders Association

All set for 2024 CSTA Conference and Networking Meeting



Arrangements are all in place for the CSTA 2024 Conference and Networking Meeting taking place at the Victoria Park Plaza Hotel, London, on Thursday 20 June 2024.

Please put the date in your diary – and thank you to those readers who have already registered their participation.

The Event will begin with a Networking Welcome Reception on Wednesday 19 June 2024. This will be followed by a full-day conference programme, including plenary sessions and break-out/round-table groups on Thursday 20 June 2024.

In addition to the Conference and Break-out/Round-Table sessions, there will be plenty of time for face-to-face meetings and networking. The Conference Agenda will comprise morning

keynote presentations, with round-table and breakout sessions in the afternoon, focusing on different aspects of the business.

Topics to be covered will include issues of specific interest to container self-storage operators and container traders, including: Container Industry: supply/demand trends, 2024 CSTA Census Results, the evolution of the Container Self-Storage Market evolving, Container Self-Storage Access and Security, Branding and Marketing of Containers, Container Finance options, Insurance for the Industry and Technology and Innovation.

Full details. Including Delegate Registration and Hotel Booking details, can be found on the CSTA website [Click here](#) or contact patrick@containa.org.

CSTA 2024 Container Self-Storage Census

Work has now begun on the CSTA Container Self-Storage Census. It is intended to publish the results at the June CSTA Meeting.

The Census will report on the growth of the industry over the past two years, together with trends in occupancy rates and business expansion.

A Census form is being sent to all 600-plus self-storage facilities on our database – thank you in advance for completing/returning it, together with any other relevant information.

Intermodal Europe 2024, Rotterdam - CSTA stand

Intermodal Europe will take place in Rotterdam from 12 – 14 November 2024. CSTA will again have an exhibition stand at the show – Stand B68.

We will again organise a networking meeting at the end of the first day.

**INTERMODAL
EUROPE / 2024**

CSTA - STAND B68

2024 Members Logo and Membership Certificate

All CSTA Members have now received their **2024 Accredited Members logo** – please contact me if you have not yet received it (patrick@containa.org)

A number of Members have requested a Membership Certificate. This is now available and will be sent out to Members shortly.



CSTA 2024 Conference and Networking Meeting

Wednesday 19 & Thursday 20 June 2024, Victoria Park Plaza Hotel, London

The CSTA is organising its next Conference and Networking Meeting at the Victoria Park Plaza Hotel, London, on Thursday 20 June 2024.

Conference Timetable

- **Wednesday 19 June 2024 (Evening):** Networking Welcome Reception
- **Thursday 20 June 2024:** Full-day conference programme, including plenary sessions and break-out/round-table groups

In addition to the Conference and Break-out/Round-Table sessions, there will be plenty of time for face-to-face meetings and networking.

Conference Agenda and Topics

The Conference Agenda will consist of keynote presentations in the morning, followed by round-table and breakout sessions in the afternoon

Topics to be covered will include issues of specific interest to container self-storage operators and container traders, including:

- **Container Industry: supply/demand trends**
- **CSTA Container Self-Storage Market: 2024 Census Results**
- **How is the Container Self-Storage Market evolving? Industry Trends**
- **Container Self-Storage Access and Security**
- **Branding and Marketing of Containers and Self-Storage Facilities**
- **Container Finance: what are the options**
- **Insurance for the Container Self-Storage Industry**
- **Container Technology and Innovation: Container Coatings**



Practical Details

Venue

The Meeting will take place at the **Park Plaza Victoria London Hotel**.

Address: 239 Vauxhall Bridge Road, London SW1V 1EQ

Website: Click [HERE](#) for the Hotel Website

Hotel Rooms

For participants wishing to stay at the Park Plaza Victoria Hotel, a 15% discount on the standard room rate is available.

To benefit from the discount, use this **Voucher Code** when making the booking: **CSTA24**

We recommend you book your room as soon as possible, as the Hotel Room Rates will inevitably increase over the coming weeks.

Delegate Registration

The Delegate Fees for attending the Conference are as follows:

CSTA Members:	£225.00 (+VAT) per person
Non-Members:	£325.00 (+VAT) per person

To register, click on this link:
[CSTA REGISTRATION](#)

To benefit from the special rate, CSTA Members should use this Promo Code when registering:
memberdiscount

Registration for the Event includes:

- Networking Welcome Reception on Wednesday 19 June 2024
- Conference Sessions, Refreshment Breaks, Lunch and Post-Conference Reception on Thursday 20 June 2024

INDUSTRY NEWS

Weak demand “puts paid to talk of empty box crisis”

Container News reports that fears that there is a looming empty repositioning crisis in Asia “have subsided, as weak demand and the continued growth in capacity have combined to see rates slide in the post-Chinese New Year period.”

To view the article, click on this link: <https://container-news.com/weak-demand-puts-paid-to-talk-of-empty-box-crisis/>.

It quotes Hong Kong analyst Linerlytica, which reported that the “freight rate correction has gathered pace,” as “carriers failed to defend their pre-Chinese New Year gains.” According to Linerlytica the SCFI had lost 6.2% during the previous week.

The analyst attributed the slide in rates to weak demand that had prevented carriers from launching “serious GRI attempts for 1 March, ahead of the annual contract negotiations”.

As global rates on the headhaul routes, in the major east/west trades had softened, so backhaul freight had also seen a decline as US imports from Asia fell 3.7% in 2023, said Drewry container shipping consultant Simon Heaney, slightly narrowing the trade imbalance as the much smaller US export trade showed an increase of 3.1%.

However, Heaney said that container trade imbalances were best looked at through the seven regions, Oceania, North America, Europe, Asia, Sub-Saharan Africa, Southeast Asia and the Middle East and Latin America.

“Globally the imbalance had increased slightly, according to Drewry statistics, from a ratio of 1.61 in 2022 to 1.62 last year, but in North America, there was an improvement from 2.32 to 2.31,” said Heaney, but reflected that both headhaul and backhaul trades were “fairly flat at the moment”.

Empty repositioning had seen a 20% increase since 2019, if measured by TEUs, compared to last year, but growth in full containers also increased by 2.5% globally, with an 8% increase in TEU miles, according to an analyst who used Container Trade Statistics.

“The need to move empty containers has grown significantly more than the need to move full containers, with the back-haul trades growing 2½ times faster,” wrote the analyst.

Dynamar analyst Darron Wadey, however, argued that, although empty box statistics were close to the 2021 highs, the critical and intense nature of the 2021 imbalance was not being replicated.

“Despite the similarities in size of the global imbalance, we are not experiencing anything like the same mass hysteria of 2021 with everybody trying to secure apparently scarce container equipment,” noted Wadey.

This year’s imbalance has softened considerably as the key US imbalance, in all trades, has reduced considerably more than Europe’s imbalance has expanded, he claimed.

What is more the “total imports to these two regions [Europe and the US] – the headhaul routes – are also smaller than in 2021,” said Wadey. “In fact, global cargo volumes have shrunk or maintained station since 2021. Yet, over the same period, the container equipment fleet has kept growing.”

Dynamar statistics show that the container fleet growth had surpassed container trade growth, having increased by 2.5% on average for the last nine years.

“There should be sufficient flexibility within the system, to service global demand for equipment and avoid a repetition of 2021’s scramble for container boxes, and any extra costs related to any perceived shortage,” concluded Wadey.

Global tank container fleet reaches 848,400 units

ITCO, the International Tank Container Organisation, has published its 12th Annual Tank Container Fleet Survey. This year’s Survey estimates that, at 1 January 2024, the global tank container fleet had reached 848,400 units worldwide, compared to the figure of 801,800 on 1 January 2023, a year-on-year growth of 5.81%.

Reflecting continued strong demand for new equipment, approximately 56,600 new tank containers were built, compared to 67,865 new units in the previous year – and 53,285 in 2022. However, with an increase in the number of tanks being scrapped, or sold out of the industry, the overall growth in the global fleet is 46,600 units.

The Survey 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 297,000 tanks, representing over 50% of the global tank container operators’ fleet. The top 10 leasing companies account for 317,740 tanks, representing about 85% of the total leasing fleet.

The complete Survey can be downloaded from the ITCO website – click on <http://www.itco.org>

Good start to 2024 for Chinese box manufacturers

Over 720,000 TEU of dry freight containers were built by Chinese box manufacturers in the first three months of 2024 – a considerable increase on the same period last year, when only 150,000 TEU were produced.

Just under half of the containers built this year were 20ft dry freight containers, with the remainder being 40ft and 45ft high-cube units. Leasing company orders amounted to 190,000 TEU, while shipping lines represented 430,000 TEU.

Traders – and other container owners – accounted for the remaining 100,000 TEU.

Empty container moves - up by 20%

Using data from Container Trade Statistics (CTS) region-region movement of full containers, specialist container shipping consultancy Sea-Intelligence has been able to approximate empty container movements to see how growing trade imbalances have impacted the work needed in relation to empty container repositioning.

Empty container growth in relation to 2019 (avoiding the extreme volatility of the pandemic), has been in and around the 20% mark in the past few months.

While analysing volume simply in TEU terms can be a reasonable gauge for market behaviour - as the operational costs related to the empty movements are mainly linked to port handling costs - it can be argued that TEU*Miles is a better measure since it is the best measure for full containers. This is because the distance travelled is critical when evaluating container demand, and it might appear incongruent, if we do not assess empties in the same way.

Essentially, the development when measuring empty movements by TEU*Miles is no different than from measuring in TEU. The question is: how this then matches up to the growth in full containers.

Global TEUs had grown 2.5% compared to 2019, and 4.2% in TEU*Miles. On solely the head-haul trades, TEU growth was 7.8% in December 2023 compared to 2019, and TEU*Miles growth was 8.0%.

This makes it very clear that the need to move empty containers has grown significantly more than the need to move full containers, with the back-haul trades growing 2½ times faster. This means that the actual costs related to moving head-haul containers has grown, and de-facto this means that head-haul shippers need to cover an increasing cost of moving empty containers going forward.

NEWS FROM OUR MEMBERS



The way we were – 40 years ago!

CSTA Member Containental looks back at the pioneering days of container trading and self-storage

Self-storage was an unknown concept until the 1970's when purpose built "modular" type buildings with roller doors were introduced to service a growing demand from an increasingly affluent public.

During the 1980's, a new style of storage "entrepreneur" emerged - who saw the humble shipping line container as a cheaper alternative to erecting fixed modular buildings.

Back then, container shipping Lines and container leasing companies were beginning to phase out their "first generation" of containers - due to age and wear and tear. And, indeed, many of the early containers were only 8ft high - compared to the 8ft 6in height that we are familiar with today.

Many of these early contains were manufactured from aluminium or fibreglass composite (GRP) materials, which were expensive to repair - compared to steel built boxes.

The second-hand container market developed rapidly, as thousands of containers were retired from fleets to make way for the new "Corten" steel type production, 8ft 6in high, which arrived on the scene along with the 9ft 6in 40ft high-cube containers, that gradually replaced standard 40ft x 8ft 6ft high units.

First deals - 1982

Containental transacted its first used container

deal in 1982 buying some 20ft aluminium containers in France for a project deal in conjunction with a freight forwarder to move cargo to Algeria where the containers would remain after use.

We were then approached in 1983 to sell 3000 TEU on behalf of DART Container Lines which was shutting down its North Atlantic container service and wanted to dispose of its fleet of aluminium and some steel 20ft and 40ft dry van, insulated, high-cube and open top containers - which were spread out, all over Europe, Canada and East Coast USA.

We targeted container dealers (there were very few back then) in all locations where these containers were sitting idle - and sold them on an "as is, where is" basis - with exclusivity to buy them in each geographic location. This was a process that took 18 months. from start to finish.

Development of the "one-way" business

It was around this time that the concept of "One-Way" container traffic came into being, with some specialist shipping Lines offering a bespoke container service from Europe to US Great Lakes, California, US West coast and Australia on their break bulk ships.

The concept was that they could carry containers "one way" with containerised cargo on a one-trip basis, and off-hire them all on discharge of cargo; and would then carry break bulk cargo only on the journey back to Europe - or perhaps to other global locations.

This would consist mainly of minerals, steel and timber which could not be containerised. Our experience with the DART container disposal programme meant that we could offer used equipment to these lines - and resell them into a blossoming self-storage market in both Australia and the USA.

Early days of self-storage

Self-storage operators at this time were happy to purchase used containers and rent them out to businesses for temporary storage, delivering



A 40ft sale box being despatched to a client

NEWS FROM OUR MEMBERS

them for either sale or rental (on or off-site) with HIAB equipped trucks.

Back then, there was no appetite to purchase new containers - as used containers were relatively inexpensive, compared to new and could be bought for around US\$400-500 per 20ft; and then made cargoworthy for about US\$100-150 per box.

We focused initially on the Australian market, but the real demand came from the growing self-storage operators and domestic rental companies in California, USA, who seemed to have an insatiable appetite for used containers.

We would buy parcels of 300-500 containers at a time in N.Europe in an "as is" condition from companies such as: ITEL, Interpool, Flexivan, ACT and OCL (these were all well-known names at the time, but now long since consigned to history). We would make them "cargoworthy" and offer them to the one-way operators for a "lump sum" voyage fee.

We concentrated very much on the booming Californian/US West Coast/Canadian market, as there were three major container/bulk operators who were keen to utilise the "one-way" single trip boxes and drop them back into Long Beach (LA), Oakland (San Francisco) and Tacoma and Vancouver.

Typical cargoes were Perrier and Evian water, from France, BMW parts from Germany and chemicals from the Benelux ports.

From these tiny acorns, the US self-storage market grew quickly during the 1980's.

Establishment of self-storage business

We subsequently acquired our own self storage business in 1987 from Linkletter Mobile Storage, subsequently renamed Containerlink Mobile Storage, in Long Beach California - with a fleet of 500 x 20ft units - and a yard comprising six acres, to handle both our incoming boxes from Europe, as well as our own in-house self-storage customers.



A 20ft container being delivered off-site, using a "tilting" flatbed truck. There was no need for a HIAB crane, as US clients had plenty of room in which to load/offload.



The original Linkletter Team when Containental bought the company

We would stack our containers with customer-loaded boxes - or would offer a delivery and collection service using our own fleet of container trailers to deliver empty or loaded boxes to their own premises. Customers could also bring their own contents, inventory, to our yard for loading into an empty container at our dedicated loading bays and then placed in a stack thereafter on our yard.

The business expanded until we sold the company in 1990 to the Mobile Storage Group (now Mobile Mini and latterly Algeco) - who took the concept into other US locations and later on into the UK market.

Re-entering the market

Nine years later, we re-entered the self-storage market when acquiring the only UK self-storage site operated by Genstar Instant Space and renamed it Alert Self Storage, which continues to operate to this day from a 1.3 acre site in the heart of Northampton.

We embarked on a programme of replacing old, "tired", used equipment with brand new ones and today operate a fleet of 245 individual units comprising 5ft/10ft multidoor units and 20ft



Entrance to our LINK self store with sun awning to load/unload containers in the shade.

equipment, which is double-stacked accessed via mobile stairs.

Our subsidiary company, Boxtor Ltd, is prominent in the supply of new equipment to the self-storage industry; and, as a group, we procure equipment directly from Chinese manufacturers and we "one-way" the boxes to our self-storage markets - primarily in UK and France.

40 years on...

Some 40 years have gone by since we established that there was a growing market for recycling used equipment that both shipping lines and leasing companies were not sure what to do with, when phasing out their older units.

Whilst there is still a buoyant market for used containers, the demand today is very much tilted in favour of **new** equipment, designed for the self-storage operator - specced out with 14 vents, waist high locking bars, anti-vandal lock boxes and easy clean floors.

Containental Ltd was established in 1982 and today, through its group subsidiaries, continues to offer a wide range of container equipment to self-storage operators - as well as both commercial and domestic users for secure storage within the UK and Europe.

www.containental.co.uk

CSTA CSC AWARENESS COURSE

A Dedicated **1-day Professional Awareness Course**, presented by the CSTA, focusing on Regulations and Guidelines Relating to the Convention for Safe Containers

Introduction

The CSTA (The Container Self-Storage, Traders and Innovators Association) (www.containa.org) offers a 1-day Awareness Course on CSC (the Convention for Safe Containers). The aim of the Course is to provide participants with an increased awareness of CSC, to explain its implications for their companies - and to explain recent changes in regulations.

The Course is intended for operational staff who are involved in container operations, handling, modification/innovation, shipping, leasing, sales, trading, transport and depot management.

About the Course

The Course provides a background to the CSC, explaining the rules governing the standards to which all containers are subject.

It consists of a presentation introducing the CSC – and the reasons for the Convention - followed on by details of its requirements and criteria.

Other criteria/regulations are touched upon, to provide some background to the industry and associated factors dealing with the structural integrity of the units (such as repairs and repair quality) are looked at too.

It clarifies the fundamental differences between “ACEP” and “Next Inspection Date”, bringing awareness to structurally sensitive components / container safety.

There is also a short video which provides an illustration of how containers are produced.

Agenda

- Course aims and objectives
- Introduction and origins of the CSC
- Maintenance
- Responsibility
- Regulations for testing
- Unsafe containers
- Container components
- Tank container components
- Action: container is considered unsafe
- Safety Approval Plate
- Maintenance and examination procedures
- Records of examinations
- Frequency of examination
- Testing methods and requirements
- Control measures
- Acceptable/non-acceptable repairs

Practical Arrangements

To permit full engagement by participants - and to ensure that all questions can be answered individually - the Courses are limited to a maximum of 12 persons.

The Course is available for all relevant Companies and Stakeholders, subject to a suitable room being available, Courses normally take place at the premises of the company which is being given the Course.

The Course will normally start at 09:00 or 09:30 and finish at 15:00 or 15:30.

However, times are flexible and the Course Leader will be available to answer questions and speak to the Group as a whole, or on an individual basis, for the whole day.

What the Course includes

- Full day course, with PowerPoint and Video Presentations, based on the Agenda indicated above
- Availability of the Course Leader to answer questions throughout the day, both to the Group and on an individual basis
- All course documentation and relevant CSC information
- An informal “test” for all participants at the end of the Course
- A “CSTA CSC Course - Certificate of Attendance” for all Participants.

Online Course Option

Some companies may wish to undertake the CSC Course, but do not have the facilities to host it.

In those situations, we can arrange for the Course to be presented online, by Teams or Zoom.

Further information about the Course, and to discuss how your company can benefit from organising a Course for your staff, please contact Patrick Hicks – patrick@containa.org or phone +44 (0)7770 636613

NEWS FROM OUR MEMBERS



The S Jones team in the company's depot

S Jones kick-starts growth plans

The Aldridge-based shipping containers specialist is celebrating its 110-year anniversary with the launch of four dedicated divisions

To celebrate 110 years of family business - and 25 years as S Jones Containers - the Aldridge headquartered company has announced the launch of four new dedicated divisions to kickstart its ambitious growth plans.

Its new "market offering" comprises four specialist divisions: Container Sales, Container Hire, Conversions, and Modular Buildings - this has been designed to streamline the business, while enabling it to further enhance its customer service. "By adopting a market-focused approach for each division," the company says, "the business aims to maximise the value and trust associated with the S Jones Containers brand, while continuing to serve its customers' specialist needs."

Established in 1914 by Samuel 'Sammy' Jones, the business originally operated as a haulage contractor by horse and cart before acquiring its first motor lorry in 1920. By 1970, the business joined the container revolution - offering depot services both to the shipping industry and fledgling UK Midlands-based container manufacturers at its Aldridge depot, which to this day continues to be one of the longest established and largest in the West Midlands.

With the establishment of S Jones Containers as a dedicated container-focused business in 1999, Andrew Jones joined his father, Michael Jones, as Managing Director - making Andrew the 4th generation to continue the Jones family business.

S Jones Containers currently employs 50 people, which includes an inhouse team of specialist engineers capable of altering shipping containers. S Jones operates to ISO 9001 and

JOSCAR certification standards. Its clients include a plethora of globally and nationally recognised businesses, including Siemens and Coventry University.

In the last 15 years, S Jones Containers has grown its trading activities more than 30 times. The business can work on bespoke converted units not only for itself but also for other businesses around the world. S Jones Containers is also capable of running and delivering modular building projects for various applications, including work and education. The business is now looking to build on this momentum by doubling its growth and profits over the next three years.

Speaking on the business' latest development, Andrew Jones, Managing Director of S Jones Containers, said: "We have come a long way since our original founding in 1914. Over the last 110 years, we have continued to bring a personal touch to each interaction we have, and above all, ensuring that our customers' expectations have been fully met, if not exceeded. Today, our ethos remains the same, which is to provide an outstanding experience for our clients and by extension, their customers. Our new divisions will enable us to sharpen our focus on delivering excellence across every specialism within our portfolio."

He continues: "In the coming years, we have big plans on how we can take S Jones Containers brand to the next level and lead the way in contained space solutions."

The company has recently updated its website. For further information, click here: www.sjonescontainers.co.uk

Family values

The CSTA is pleased to welcome new member Securastore, a family owned and operated self-storage, container hire and sales business based in Aberdeen.

The company prides itself on its "openness, trust and family values". At the helm are siblings David Wright and Tanya MacDonald.

The story began in 1991 when their father, Jim, and his business partner took the reins, starting with just 28 containers. Through dedication and vision, they steered the business towards growth, ultimately relocating to the company's current site in 2000.

In 2011, Jim became the sole proprietor after buying out his partner - and continued to foster the company's success. Tanya joined in 2012, with David following suit in 2014.

In 2015, the duo assumed ownership from their father.

Today, Securastore boasts a fleet of over 500 units, with 140 housed on its premises, serving a diverse clientele ranging from households to commercial enterprises.

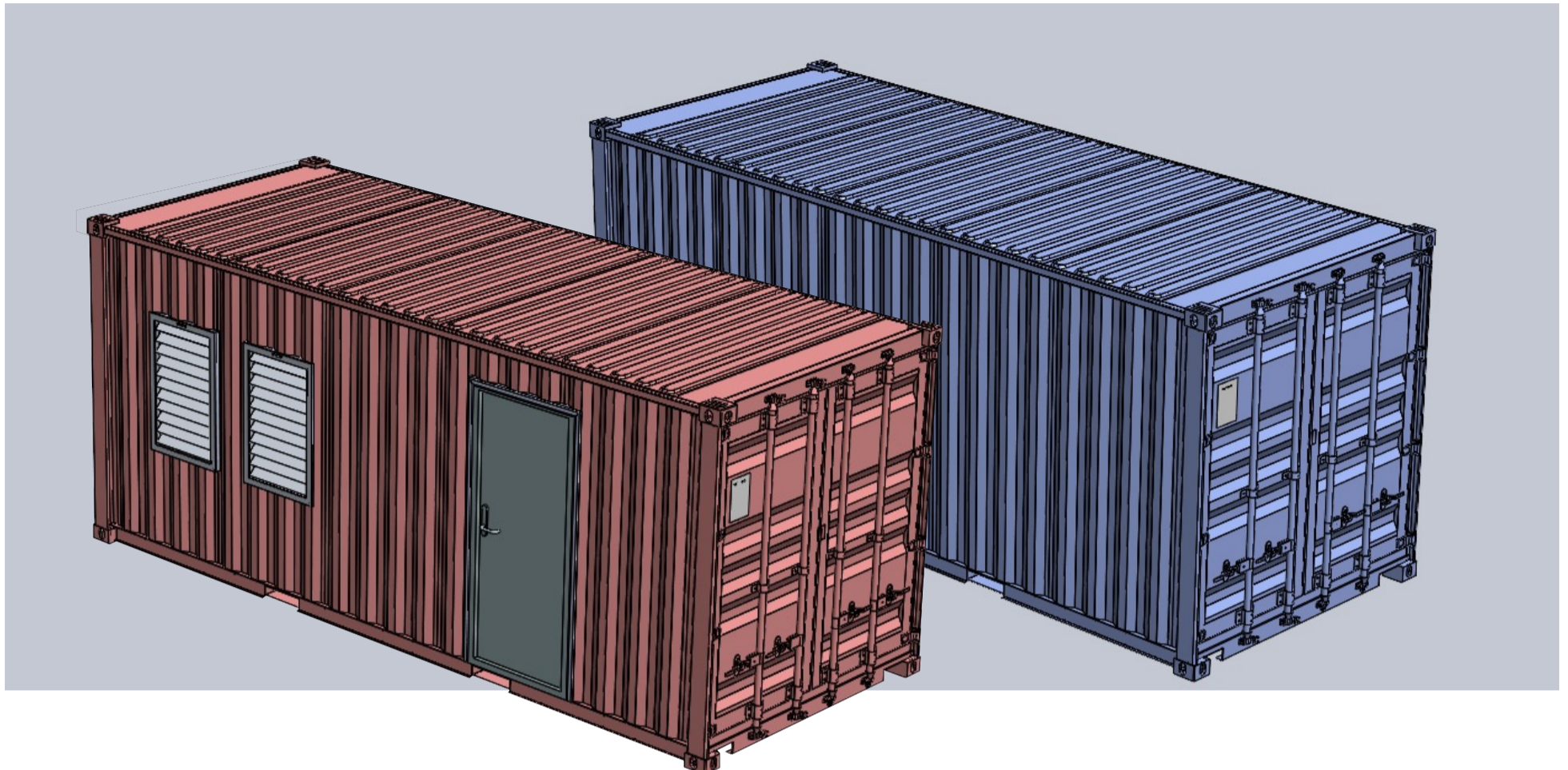
The rest are strategically positioned across North East Scotland, catering to various sectors including domestic, construction, hospitality, sports clubs, agriculture, and renewable energy.

www.securastore.com



Securastore's facility can house 140 containers

NEWS FROM OUR MEMBERS



Modified containers: reducing design approval requirements for road use

ISO Freight Containers are everywhere - we transport them by road, rail, and sea regularly. We all know them, but do we know the regulations? MCTS considers the issues

More and more, we are seeing containers being converted for various uses with modifications varying from apertures cut in to the sides and ends for personnel doors, windows etc, to removing side walls completely.

Unfortunately, this may be seen as a standard practice - but the severity of the health and safety regulations being ignored or misinterpreted by owners and lessors can be massive.

In Great Britain, the Health & Safety Executive (HSE) governs the approval of freight containers. The HSE approves containers in line with the International Convention for Safe Containers (CSC). It delegates responsibility for approving containers to the following authorized organisations:

- Lloyds Register Verification Limited (LRQA)
- Det Norske Veritas Ltd
- Det Norske Technical Ltd
- Bureau Veritas UK Ltd
- Zurich Risk Services.

Reduced design appraisal requirements?
CSTA Member Marine Container Test Services

(MCTS) is currently working on a joint venture with another class society, ATEEL, which is also liaising with the HSE to join this list of approved organisations to offer reduced design appraisal requirements for UK road use only.

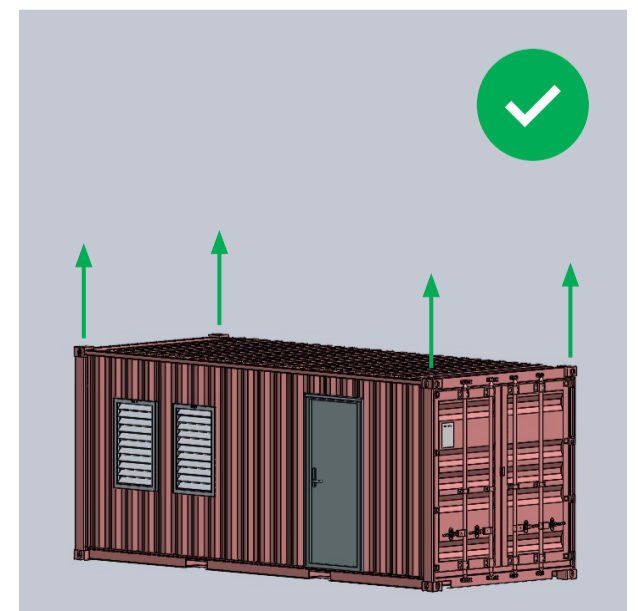
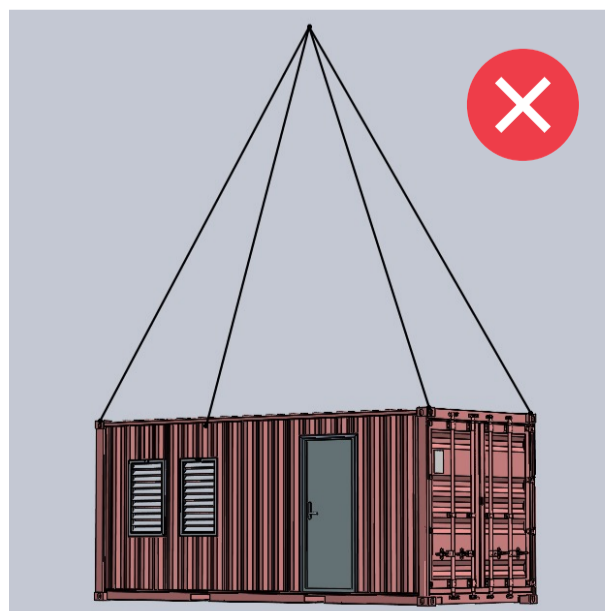
The joint venture will investigate offering a “diluted” set of testing requirements for containers - removing the requirements for tests which simulate conditions on board a ship.

The HSE states that a used container must be registered with an authorised organisation before inland or maritime transport.

The HSE also explicitly states that before a modification of a used container is made, the owner must make an application to the authorized organisation and gain approval from themselves, which may require further testing.

Despite being explicitly stated in the HSE, it is surprising how many container owners simply remove material from a container (or buy a modified container without being aware of the approval history) and expect that the CSC plate is still valid.

Furthering the misinformation already listed above, containers handled inland are commonly lifted via Hiab cranes with an angled top lift. When a container is tested, it is never designed to be lifted with anything other than a vertical lift from each corner fitting (except in the exceptional case of a 10ft container which can be lifted with a 60deg sling angle).



NEWS FROM OUR MEMBERS

Engineering experience

As an independent testing facility, MCTS Ltd. can help with advice on the registering, modifying, and testing of your container. With a combined experience of over 35 years in the industry, its engineers know the industry and regulations/legislation well. It has relationships with various class societies and can assist in the correct process for registration and modification of containers, testing etc.

It also offers an in-house design service which can aid in the process of modifying a container. The company has experience in advising clients of reinforcements to add when apertures for personnel doors, vents, fans, electrical inlet points etc. are required for functionality of the unit. MCTS engineers use their experience to conceptualise and prove the ability of modifications to allow your design to meet the CSC requirements.

Structural work is backed up with calculations and finite element analysis where appropriate and will be based off standard test load requirements for CSC and LOLER where appropriate. "Having a unit analysed at MCTS prior to testing could save on costly prototype testing if the proper consideration has not been applied to the modifications," the company says.

Design services can include the production of technical manufacturing drawings to detail the modifications required. The technical drawings produced can be used to apply for approval of the container with an approved organisation.

Once a container has design appraisal, MCTS can liaise with the approved organisations and test the container in accordance with the relevant regulations depending on whether the container will be restricted to inland road or rail transport, or if the container will be used again in a maritime environment. As mentioned above, if the container is to be lifted with a Hiab crane with an angled top-lift, testing can be offered in accordance with LOLER to ensure that the container can withstand this type of lift.

Hiab crane lifting

MCTS is currently liaising with the HSE and various authorised organisations to determine an appropriate testing package to offer for UK-use only containers which will consider the relevant testing for use onboard a Hiab crane equipped wagon only as this is the most common use of modified containers in the UK.

MCTS plans to offer a complete design package for clients wishing to modify containers for UK use only; where MCTS will review proposed designs, advise on any structural modifications

required for test purposes, and test the unit as required for approval.

Part of the design service will involve dealing with a new class society, ATEEL, to appraise designs for the specific purpose of UK road transport only. This will include potentially reducing maximum gross weights of containers to suit the purpose and thus reducing the severity of the test loads. It will also remove the requirement for the more severe test loads from the staking, transverse racking, and longitudinal racking tests due to these being required for shipping only.

By tailoring the testing requirements to suit the use of the container, the mass of modifications inserted into the container can potentially be reduced, by avoiding the more load-intensive testing required for shipping and rail. This could potentially reduce modification costs and save costs on transporting the container.

In addition to the service mentioned above, MCTS continues to offer its normal design services which will cover advising modifications to the container for full shipping testing. It is offering the new package targeted at those buying containers to modify for use in the UK.

www.mctsltd.com

K-tainer donates container to Hospice

As part of its ongoing commitment to support local initiatives and communities, K-tainer recently donated a container to Rotterdam's Hospice Nathrine. It will mainly be used for storage purposes. The Hospice has recently undergone a renovation, including a new floor.

www.ktainer.com



To celebrate the donation, a special cake was baked



Container brackets from Domino

Domino Clamps has introduced a new range of shipping container brackets.

Many structures such as roofs, awnings, and subframes for solar panels may need a horizontal support or mounting point. This range

of shipping three brackets covers a variety of use cases and load requirements.

Further information here: **DOMINO BRACKETS**
Or Watch the video on **YouTube**

WANT TO PROMOTE YOUR PRODUCTS AND SERVICES?

For details of advertising opportunities, contact:
sales@containa.org

Special discounted rates for CSTA Members

NEWS FROM OUR MEMBERS



The 1st Containers depot at Tilbury

1st Containers expands with new Tilbury Depot

CSTA Member 1st Containers, a leading UK supplier of shipping containers, has opened a new depot at the Port of Tilbury, marking a significant milestone in the company's growth strategy.

The decision to establish a presence at Tilbury Port was driven by its state-of-the-art lifting facilities, expanded opening hours, and fully concreted floor - all of which will enhance operational efficiency and offer faster turnaround times for clients.

The new depot will provide a comprehensive range of container services, including full container conversions, a dedicated paint workshop, maintenance, repair, and modification facilities. With a dedicated team of 15 fabricators and welders and state-of-the-art equipment, 1st Containers aims to deliver efficient and reliable services tailored to meet diverse customer needs.

Mitch Brenner, owner of 1st Containers, expressed excitement about the expansion, stating, "We are thrilled to announce the opening of our new depot at Tilbury Port. This strategic move reaffirms our commitment to delivering top-notch container services and meeting the evolving needs of our customers. We look forward to leveraging the port's excellent infrastructure and connectivity to provide value-added solutions to our clients."

Brenner adds: "We always prioritize customer feedback, and their requirements have influenced our decision to expand into Tilbury. We currently have 5000 TEU situated there with capacity to expand if needed. We welcome Container Innovator readers to contact us to arrange a depot tour."

With its latest venture into Tilbury Port, 1st Containers aims to strengthen its position as a leader in the container sales and services industry, driving growth and delivering value for customers and stakeholders alike.

www.1stcontainers.co.uk

Strong results for Conversion Containers

Queen's University Belfast recently carried out Finite Element Analysis (FEA) of the unique Strut Channel Panels which form the inner wall side lining of the Convertible Shipping Containers - with some great performance results reported.



Pictured are Dr Zafer Kazanci from QUB (left) and Niall McDermott, founder of Conversion Containers Ltd.

Willbox Webinar to unveil "virtual" self-storage site

CSTA Member Willbox is organising a webinar on 9 April, entitled "Design and Secure your Self-Storage Site Virtually". Commencing at 10:30 BST, the webinar will "delve into the intricacies of self-storage solutions with industry experts."

Speakers include Ashleigh Wilkins (Container Conversions Supervisor) and Tom Williams (Head of Sales) – together with Ant Hebblethwaite, Sales Manager at DSOC.

During the session, Willbox will unveil the virtual self-storage site, "Wildsoc Storage," showcasing its innovative design and functionality.

Ashleigh and Tom will provide valuable insights into the container conversion process, shedding light on the optimal number of containers required for a site, aerial surveys and what to include in your self-storage site.

Additionally, Ant Hebblethwaite will explore crucial security measures necessary for self-storage facilities, ensuring the safety and protection of stored belongings.

To register for the Webinar, click on this link: [WILLBOX WEBINAR](https://www.willbox.co.uk)

NEWS FROM OUR MEMBERS

Quiptainer container jack and riser set

CSTA Member Quickfit Container Accessories has introduced the the “Quiptainer” range – a container jack and container riser combination – offering an innovative solution to cargo handling operations.

Together, the hydraulic jack and riser system provide an efficient solution for lifting containers with precision and ease, making them suitable for a range of logistics, construction, and industrial applications.

Benefits of the Container Jack Set included efficient lifting, the versatility to handle various sizes and weight of containers, offering flexibility in lifting operations – as well as controlled descent. The jack allows containers to be lowered with precision - enhancing safety during the unloading process.

The riser complements the hydraulic jack, providing additional height and stability to accommodate the container’s dimensions. Constructed from heavy-duty materials, such as steel beams or reinforced concrete, the riser offers a number of features – including adjustable height, support structure, compatibility and weather resistance.

The riser is designed with adjustable height capabilities, allowing operators to customize the lifting height according to specific requirements. This flexibility ensures compatibility with various container sizes and ground conditions.

A robust support structure, comprising beams or columns, provides the necessary strength and stability to withstand the weight of the lifted container. Reinforced joints and welds ensure structural integrity under heavy loads.

The design of the riser is engineered for compatibility with standard container dimensions, ensuring seamless integration with existing logistics infrastructure.

Constructed from weather-resistant materials and treated with protective coatings, the riser withstands exposure to harsh environmental conditions, facilitating outdoor use in diverse operating environments.

www.quickfitcontaineraccessories.co.uk



Sea Box - marking 40th anniversary with major expansion...

At the end of last year, CSTA Member Sea Box marked four decades of innovation with a significant expansion of its East Riverton headquarters.

Since 1983, Sea Box has been pioneering containerized solutions. This expansion — adding nearly 225,000 sq feet to the existing 380,000 sq ft premises — reflects its unwavering commitment to growth and innovation.

The expanded facility will house new equipment and advanced technology. This development includes the addition of 19 robots, a specialized k-loader, 5 custom 20-ton overhead cranes, new blast booths, 2 interior paint booths, 2 exterior paint booths, and 4 ovens. The site's environmental commitment is evident with a Regenerative Thermal Oxidizer, eliminating 99.8% of paint-system VOCs.

"We're growing our physical presence and our capacity to innovate," the company states. "Our focus remains on delivering exceptional products, benefiting our customers both military and civilian, our workforce, and the wider community."

Recognized by the U.S. Small Business Administration as a small business manufacturer, this expansion fortifies Sea Box's standing in the industry and supports the growth of American manufacturing overall.

"Our 40th anniversary propels us into a future of further innovation, expansion, and reinforced commitment to our industry and customers," adds Sea Box.

...and purposely re-purposed for emergency management

A few years ago, Sea Box engaged in a research and development project for the US

Federal Emergency Management Agency (FEMA).

The goal was to develop and manufacture a rapid housing solution for disaster response situations.

The project concluded with a successful prototype – namely a fully outfitted container house with all the amenities of home. It's open floor plan includes a full kitchen, dining area, family room, 3 bedrooms, handicap accessible bathroom, a highly efficient mini-split HVAC system, vinyl wood plank flooring, and LED lighting throughout.

Until recently the International Housing Unit (IHU) served as a teaching laboratory providing us the opportunity to further our understanding of containers in residential settings. Having learned so much, we felt it was time to share it with a new owner who could put it to use in the real world.

Earlier this year, Sea Box donated the IHU to Jersey Shore United, a non-profit disaster relief organization based in central New Jersey. The house, comprised of two oversized shipping containers, was carefully relocated to its new home in Toms River, NJ. It is now being utilized to house volunteer relief staff members.

The hope is that this unit provides the needed amenities to the organization's volunteers seeking to assist those struggling in the aftermath of a disaster.

www.seabox.com



Container
Self-Storage & Traders
Association

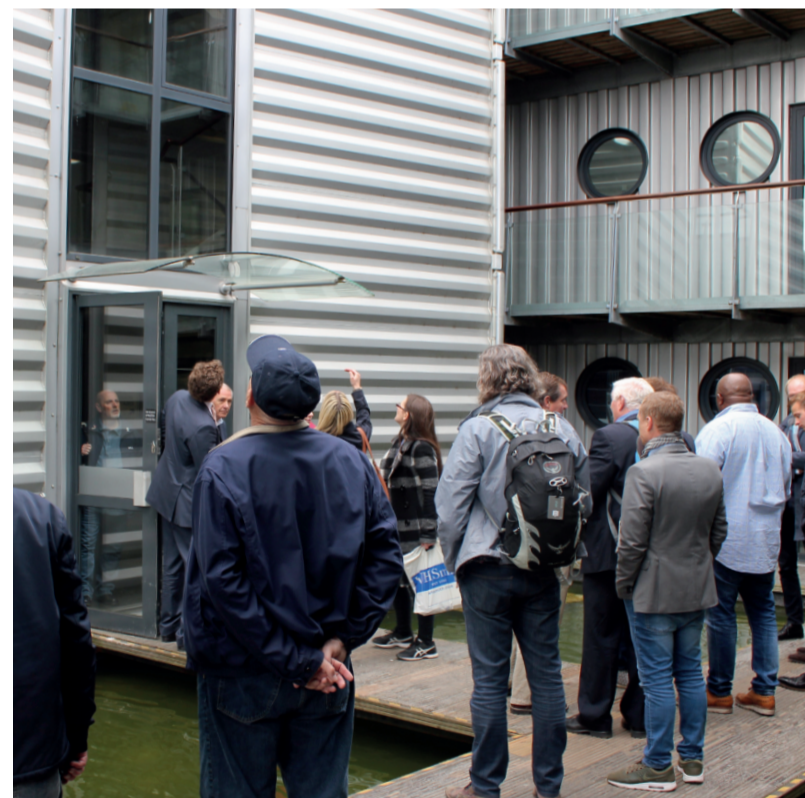
YOUR INDUSTRY ASSOCIATION

CONTAINER SELF-STORAGE OPERATORS

CONTAINER SALES & TRADING COMPANIES

CONTAINER INNOVATORS

- Represents members interests within industry, governmental and corporate environments
- CSTA "Accredited Member" scheme
- Industry Code of Practice for Self-Storage Operators
- Promoting professionalism and value
- Networking events and webinars to exchange best practice
- Monthly Members Newsletters and regular Bulletins
- Regulatory, technical and safety resource



ABOUT THE CSTA



MEMBERSHIP INFORMATION

The aim of the CSTA is to benefit:

- Operators of Container Self-Storage Facilities
- Container Sales and Trading Companies
- Conversion and Application Innovators
- Designers and Architects of Modular Buildings
- Suppliers of Container Equipment, Accessories and Services

BENEFITS OF MEMBERSHIP

- Membership of a Professional Industry Body
- Company details on the CSTA website
- Company news items on the website
- Discounted participation fee at CSTA meetings
- Access to members-only information (technical documents, PDFs of presentations)
- Technical resource - our Technical Secretary will answer any questions you may have, of a technical or regulatory nature
- Opportunity to hold a CSC Training/Awareness Course
- CSTA "Accredited Member" Logo

APPLY NOW TO JOIN

The **Annual Membership Fee** is: **€250** or **£220**.

To join the CSTA, please:

1. **EITHER** complete the online form at **www.containa.org**
2. **OR** complete the form below (or attach a business card), scan and email to **patrick@containa.org**

After receipt, an invoice will be sent, together with login and password information to permit access to the CSTA

Company _____

Contact _____

Address _____

Email _____

Signed _____



Ulrich Cramer

The History of the Shipping Container

A Personal Recollection of the Development, Design and Production of Containers, Swap-bodies and Handling Equipment from the 1950s to the 1980s



panels MIG welding the end wall panels

Ulrich Cramer

The History of the Shipping Container

For everyone involved in container shipping – and for anyone interested in the origins of the shipping container

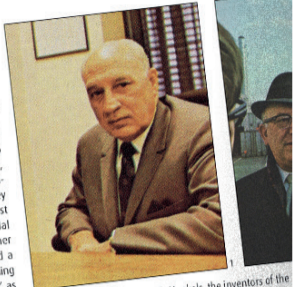
How it developed from its early designs and manufacturing... to today's mass production

Order your copy online at
www.containerhistory.com

Flexi-Van, the first bimodal road/rail container transportation
 Early 1950's - New York, USA

It all started in the USA in the early 1950's.

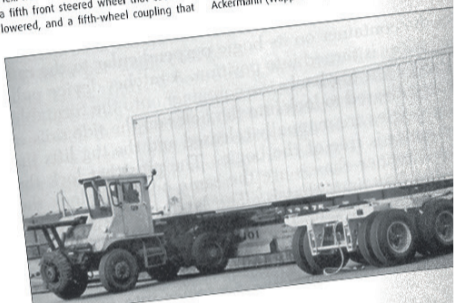
On the route between New York and Chicago, the railroads were losing a lot of freight business to road transport. To win back freight for the railroad, the New York Central Railroad hired two tuckers, Leo Mellam and Cecil Henkels from Omaha, Nebraska. Together with the trailer manufacturer Strick and its owner Sol Katz, they developed the Flexi-van system (bimodal transportation), before the age of container traffic. The Flexi-van system comprised a semi-trailer with a folding kingpin, a folding fifth-wheel support and 'sliding bogies' as well as a turntable wagon and the 'Flexi-Truck' - the forerunner of today's terminal tractors.



Leo L. Mellam (left) and Cecil B. Henkels, the inventors of the Flexi-Van system.

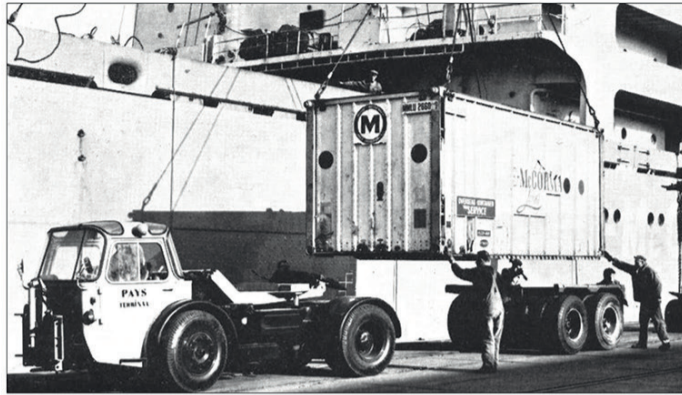
The tractor (Flexi-Truck) maneuvered the rear of the semi-trailer onto the wagon's turntable. The next step was to release the locking pins of the 'sliding bogies'. The Flexi-truck was highly manoeuvrable, with a fifth front steered wheel that could be lowered, and a fifth-wheel coupling that

could be raised hydraulically. It pushed the semi-trailer body longitudinally onto the wagon. The Flexi-truck also had a hydraulic pushrod that pushed the body from the fifth-wheel coupling onto the wagon. In the early 1960s, Kässbohrer (Ums system) and Ackermann (Wuppertal system) worked on similar to these designs. National Railroads in the 1950s transported



Flexi-Van system with tractor and semi-trailer

First tentative steps in Europe 1966



MAFI's prototype Terminal Tractor. The photo shows a Moore McCormack Container for Flexi-Van Bogie

The above photo has historical significance as it shows MAFI's prototype of a terminal tractor on the basis of a Krupp-Ardelt-crane truck chassis. MAFI developed this tractor in the mid 1960s.

The US shipping company United States Lines, known for its famous transatlantic liners, modified its Mariner Class ships for container transport and sent them to Europe. April 1966 saw the first arrival of American Racer at the Müller Progress Pier in Prinses Beatrixhaven, Rotterdam. The container volume was some 140 20ft containers per week.

Since US Lines had no chassis, they experimented first with loading racks and lift trucks and eventually purchased the MAFI Porta-Lift with MAFI-TRAC.

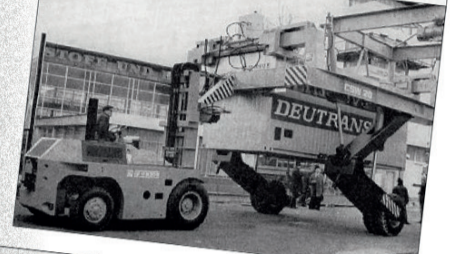
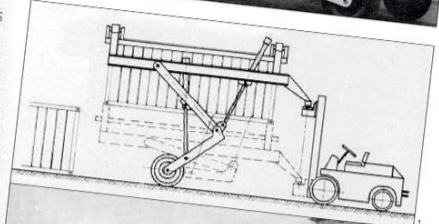
US Lines used mainly 20ft aluminium and FRP plywood containers. However the photo (top



Moore McCormack semi-containership - end of the 1960s



started in the 20ft DEUTRANS the state of GDR



20ft 'Conjack' and 'Shipcharger' by ASCH



The History of the Shipping Container

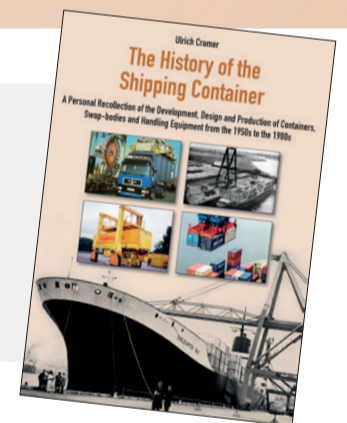
The shipping container affects everyone's lives around the world – the global economy depends on the safe and on-time delivery of cargoes of every type on container ships.

But container shipping is a relatively recent phenomenon – starting slowly in the 1950s and only expanding globally in the late 60's and early 70's. The success of the container depended on standardisation – both of the container itself, and the handling and transport systems which were required to move it. It also required containers to be designed, built and tested to ensure that they survive the tough conditions at sea and on land.

"The History of the Shipping Container" tells the story of how the container was first conceived - and then designed and manufactured. It is written by Ulrich Cramer - who was there in the very early days, as a container designer and manufacturer, and involved in the development of many innovations, as well as the establishment of container factories in Europe. He was also the main consultant for the development and construction of China's first container factory in the early 80s.

Illustrated with over 200 photos, the 150-page book tells a fascinating story – and should be of interest to anyone who has been involved in the container business.

Order your copy of 'The History of the Shipping Container' by completing the form below.



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