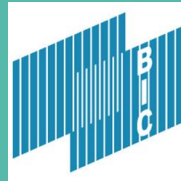




**Bureau International des Containers
et du Transport intermodal (BIC)**

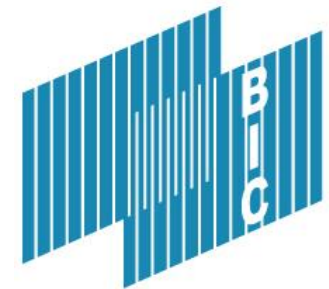


- Non-profit NGO, founded in 1933
- 2100+ members in over 120 countries
- Promoting safety, security, standardization, sustainability and efficiency
- Official NGO Observer status at:
IMO, World Customs Organization, UNECE
- Based in Paris, France



Operator of databases that help make the industry safer, more secure and more efficient.

- BIC Code database since 1970
- Party code (UN/BIC LOCODE of 1982) on database since 2009
- Global ACEP Database, under IMO guidance since 2013
- BoxTech launched in 2016



Supply chain safety and efficiency through data visibility

What is BoxTech?

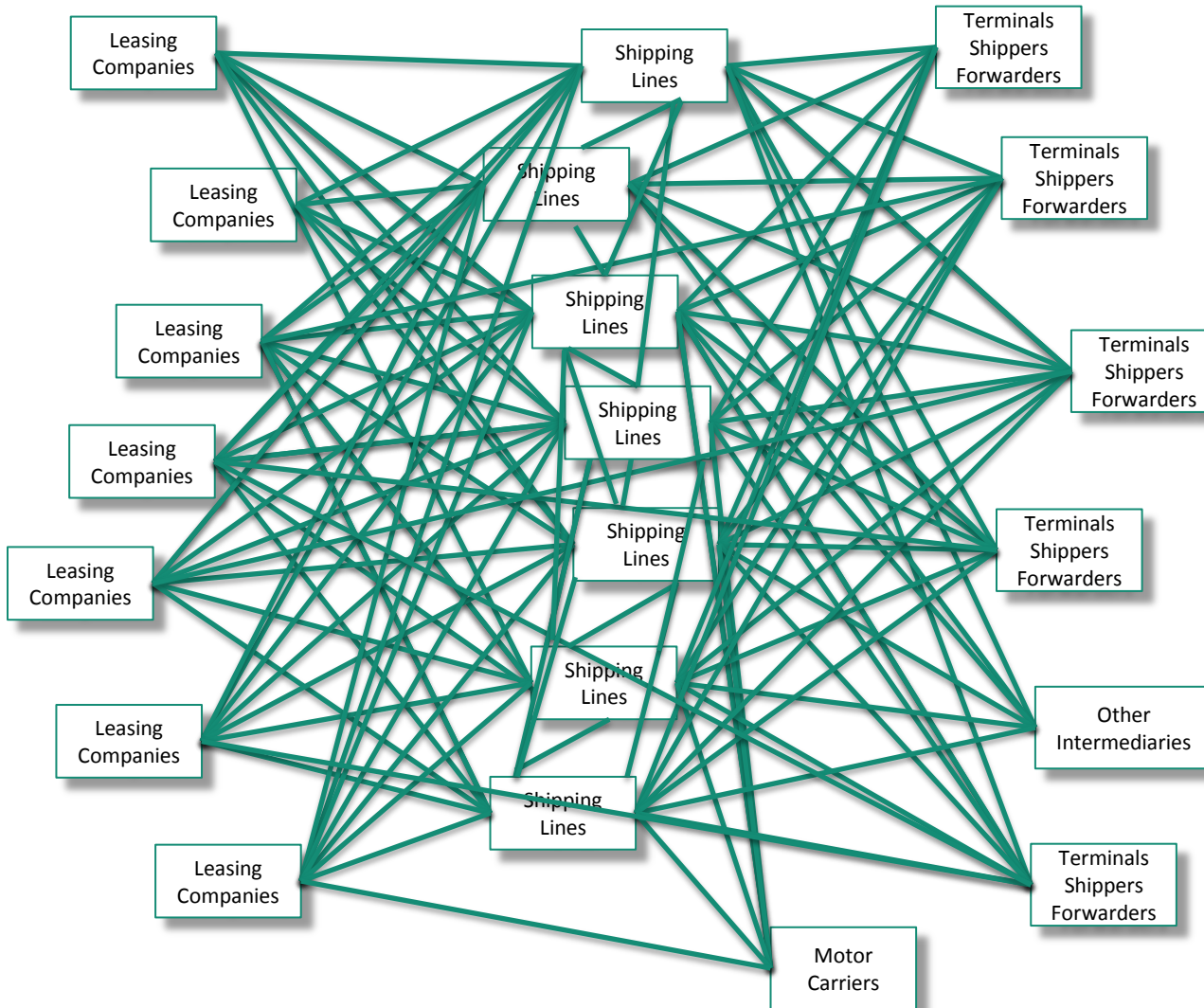
The BoxTech Technical Characteristics Database is a neutral, non-profit, centralized data repository providing container owners and users a platform to easily exchange container fleet technical details.

MAX. GR.	30.480	KG
	67.200	LBS
TARE	2.200	KG
	4.850	LBS
NET	28.280	KG
	62.350	LBS

22G1

(And much more)

Does this make any sense?



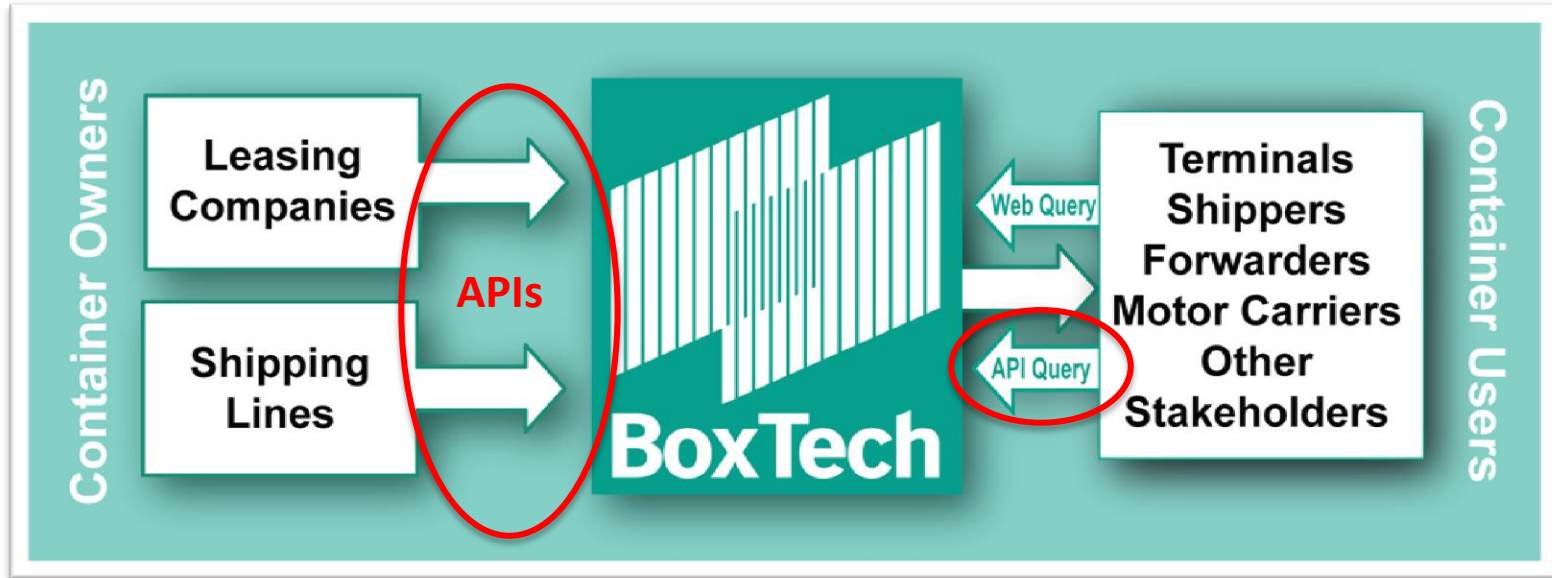
Container Owners

- Receive multiple inquiries via phone and email; employees are being used for non-core business
- Processes are not in place for sharing key data
- Building/maintaining an online database is not core business

Container Users and Intermediaries

- Must access multiple sources not always knowing who to contact
- Manual re-keying of data
- New processes needed for non-core business

BoxTech TCD Provides a Centralized, Neutral Database for all parties



Use of the Boxtech TCD means a one-stop-shop for all parties.
Everybody wins.

Where to obtain tare weight for SOLAS VGM?

Shippers & Intermediaries

- From door of container?
- From 2-3 dozen websites?
- No single-source
- Re-keying of data adds errors

Owners & Operators

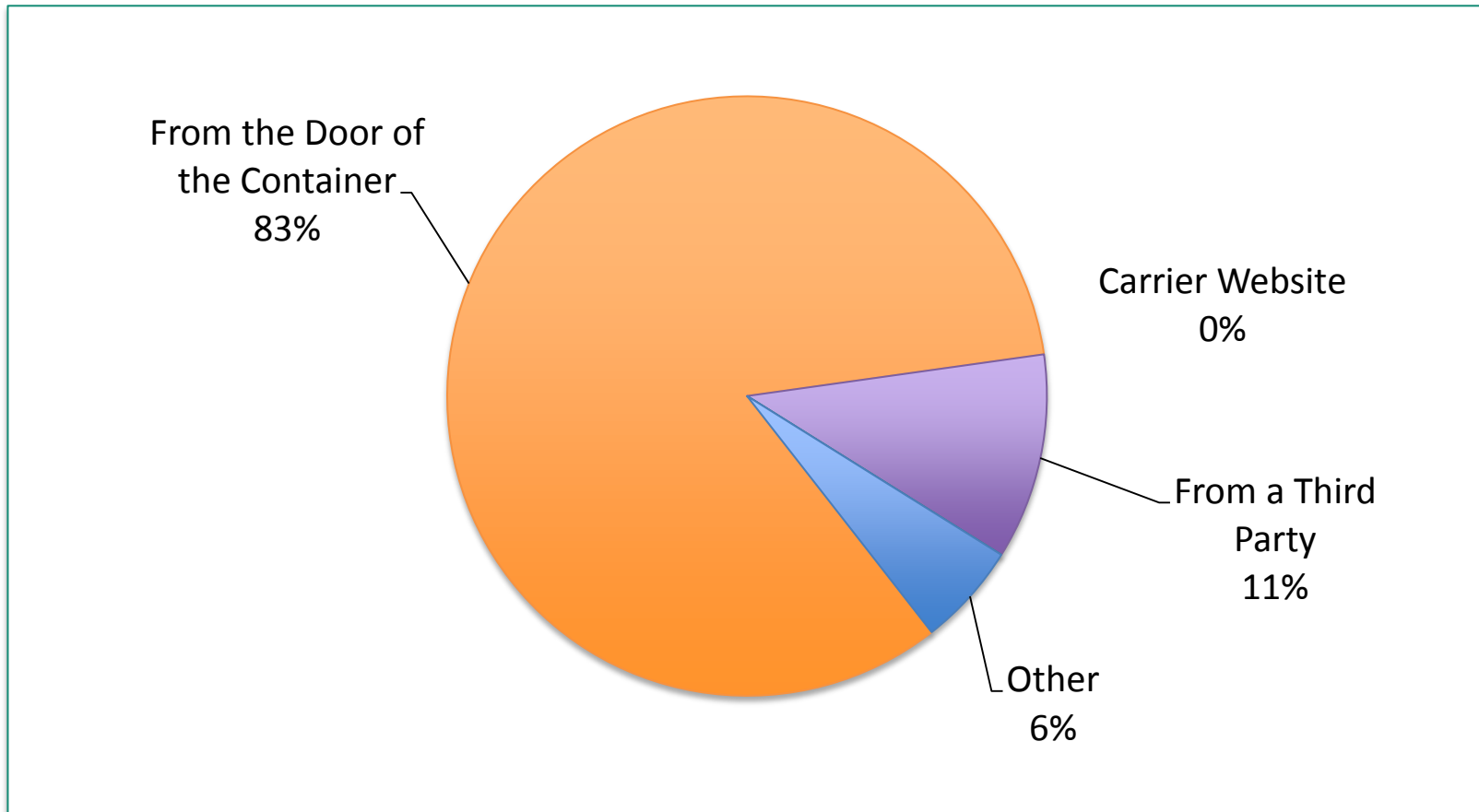
- Heavy admin to exchange data between lessors-carriers, carriers-carriers and carriers-shippers
- E-mail and phone queries

Or...

- Eliminate manual queries
- Eliminate double-entry of data
- Everyone in the chain becomes more efficient by using a neutral platform

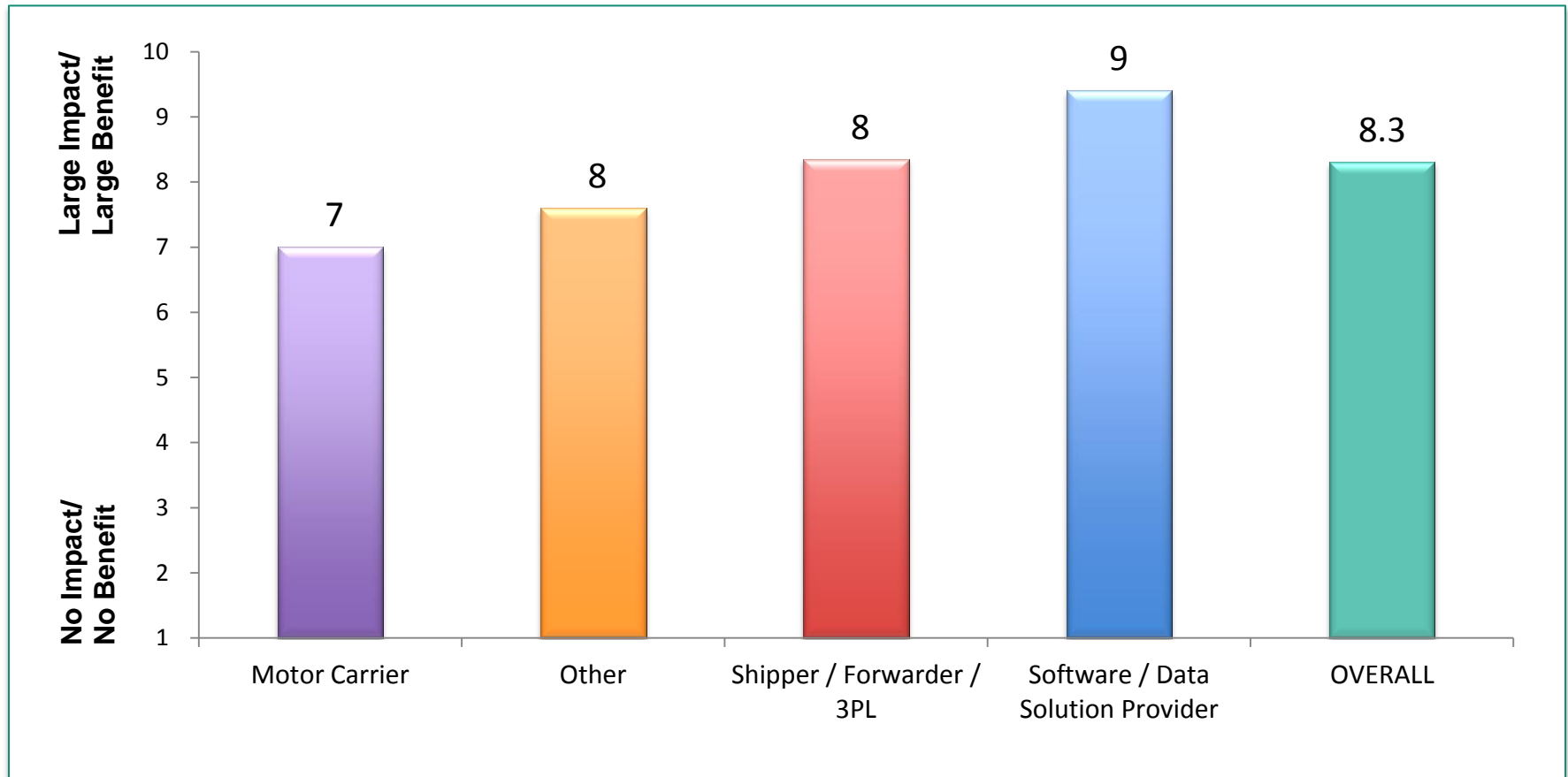
Container tare weight for method 2

Survey question: When using Method 2 VGM how do you generally obtain the container tare weight needed for the declaration?



How beneficial would a central database be?

Survey question: If you were able to obtain/validate characteristics electronically from one source for every container globally how beneficial would it be to your company/operation?



Demand for efficiency

- Already > 650 major shippers, forwarders, terminals, rail and motor carriers have signed-up up to access data.

Shippers/3PL/Hauliers/Rail



Terminals



And here is what they have to say

How our users intend to utilize BoxTech data to support their customers and business.

- . “For our exporter client requirements.”
- . “To verify the container code and get the full container info.”
- . “To Improve OCR data reads.”
- . “To provide the container tare weights so our customers may declare an accurate VGM as the shipper. “
- . “To search for container specifications.”
- . “To use container data as reference data.”
- . “To satisfy shipper in my country.”
- . “To speed up the weighing of containers to capture the Tare mass of the shipping container into our system in order to make the weighing process faster so that they would only need to weigh out the shipping container once when it is full.”
- . “To be able to get the Tare mass of the shipping container without needing to rely on the user's accuracy.”

Win-Win-Win-Win

Container Lessors

- Avoid sending constant file updates to hundreds of lessees.
- Avoid phone/e-mail customer support to answer basic equipment questions

Ocean Carriers

- Avoid chasing leasing companies for file updates
- Avoid the maintenance of online tare weight query tool
- Avoid phone/e-mail customer support to answer basic equipment ?'s
- Customer and vendor satisfaction: Make customers and other trading partners more efficient

Shippers / Forwarders

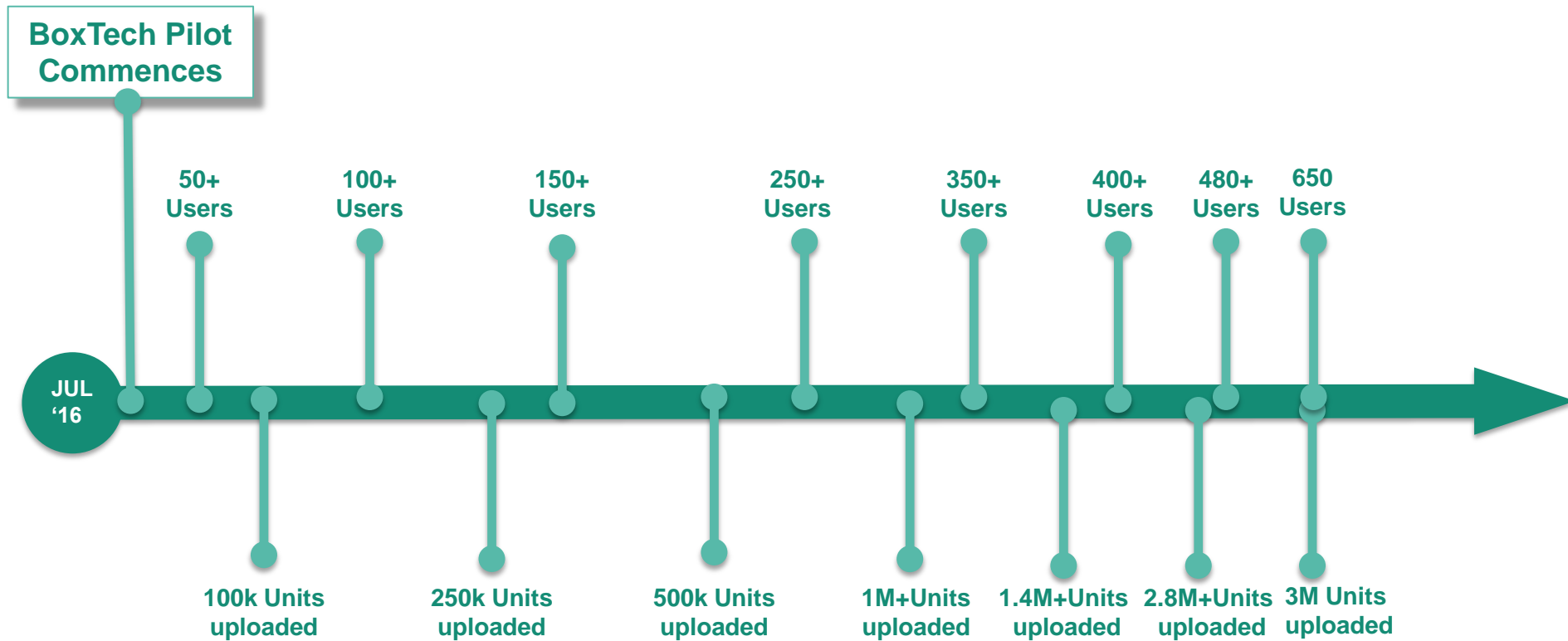
- Avoid accessing dozens of different websites to obtain tare weight
- Avoid manual re-keying of characteristics
- Avoid any manual intervention whatsoever, once automated API in place

Terminals/Depots

- More efficient planning through better visibility of container size/types and other characteristics
- Exception management: Non-standard equipment, spot errors, missing data

And also a win for: Software and service providers, container buyers, insurance providers, surveyors, banks, customs, etc...

Great Interest and Steady Growth



Onboarding Process: Container Owners



Quick sign-up and
account verification



Upload initial file using
CSV template



Subsequently
automate fleet
updates via API



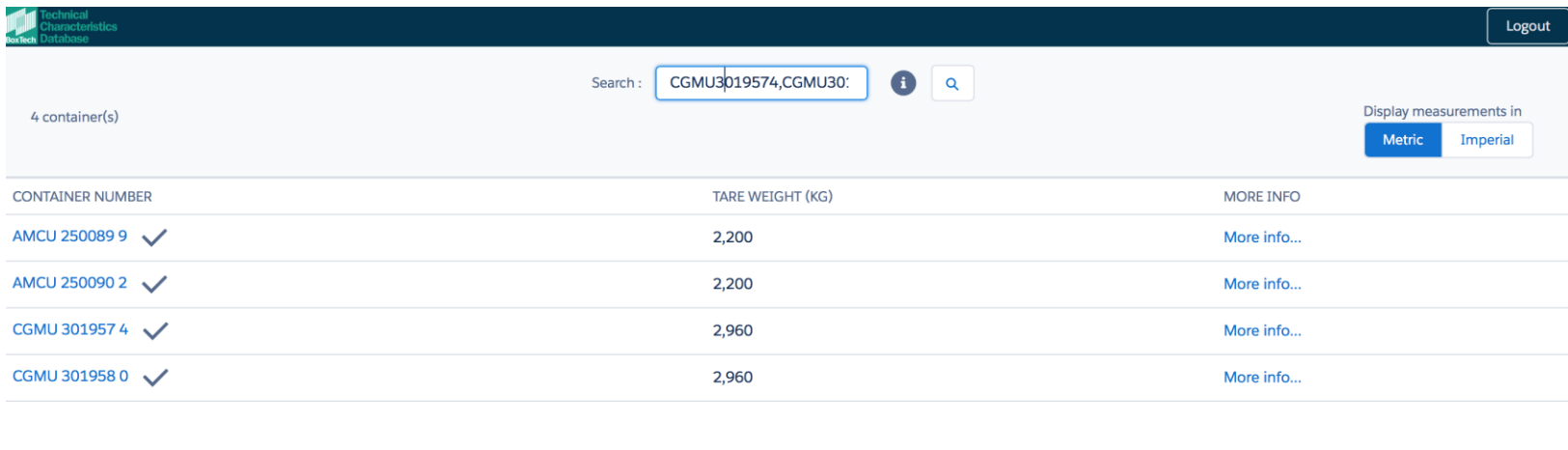
**Technical
Characteristics
Database**

FLEET LOADED



Accessing data in BoxTech

- Users complete an online sign-up form to immediately obtain access
- Query database online by typing container number(s)
- Or set-up automated queries using APIs
- In either case, the container number is required



The screenshot displays the BoxTech Technical Characteristics Database interface. At the top left is the logo for BoxTech Technical Characteristics Database. A search bar contains the text "CGMU3019574,CGMU30:". To the right of the search bar are an information icon and a search icon. Below the search bar, it indicates "4 container(s)". On the right side, there is a "Logout" button and a "Display measurements in" section with two buttons: "Metric" (selected) and "Imperial". The main content is a table with three columns: "CONTAINER NUMBER", "TARE WEIGHT (KG)", and "MORE INFO".

CONTAINER NUMBER	TARE WEIGHT (KG)	MORE INFO
AMCU 250089 9 ✓	2,200	More info...
AMCU 250090 2 ✓	2,200	More info...
CGMU 301957 4 ✓	2,960	More info...
CGMU 301958 0 ✓	2,960	More info...

Detailed Container Data

- Further details such as Physical Characteristics, Dimensions and Manufacturer are displayed on the detailed view. Most are optional.

CGMU
CGMU 301958 0
Data containing an asterisk (*) were uploaded in a different unit of measure

Logout

Physical characteristics

<u>Group ST</u> 20RF	<u>Detail ST</u> 22R1
<u>Tare weight</u> Kgs : 2,960 Lbs : 6,526 *	<u>Cubic capacity</u> m3 : cu ft :
<u>Max payload</u> Kgs : 27,520 Lbs : 60,671 *	<u>Max gross mass</u> Kgs : 30,480 Lbs : 67,197 *
<u>Stacking</u> Kgs : Lbs :	<u>Racking</u> Kgs : Lbs : Newton :

Dimensions

<u>External length</u> mm : ft :	<u>Internal length</u> mm : ft :
<u>External width</u> mm : ft :	<u>Internal width</u> mm : ft :
<u>External height</u> mm : ft :	<u>Internal height</u> mm : ft :
<u>Door opening width</u> mm : ft :	<u>Door opening height</u> mm : ft :

Manufacturer data, and data plates

<u>Manufacturer data</u> Manufacturer : Manufacturer # : Manufacturing date :	<u>Customs plate</u> Customs approval : Customs approval type :
<u>CSC plate</u> Customs approval :	<u>Timber treatment plate</u> Timber certificate :

One door off operations

<u>Stacking</u> Kgs : Lbs :	<u>Racking</u> Kgs : Lbs :
<u>End wall strength</u> Kgs : Lbs :	

New:
BoxTech Alerts for
Recoveries, Sale boxes...

Pop quiz: Whose box is this?





t
e
x

ALERT! Please contact:

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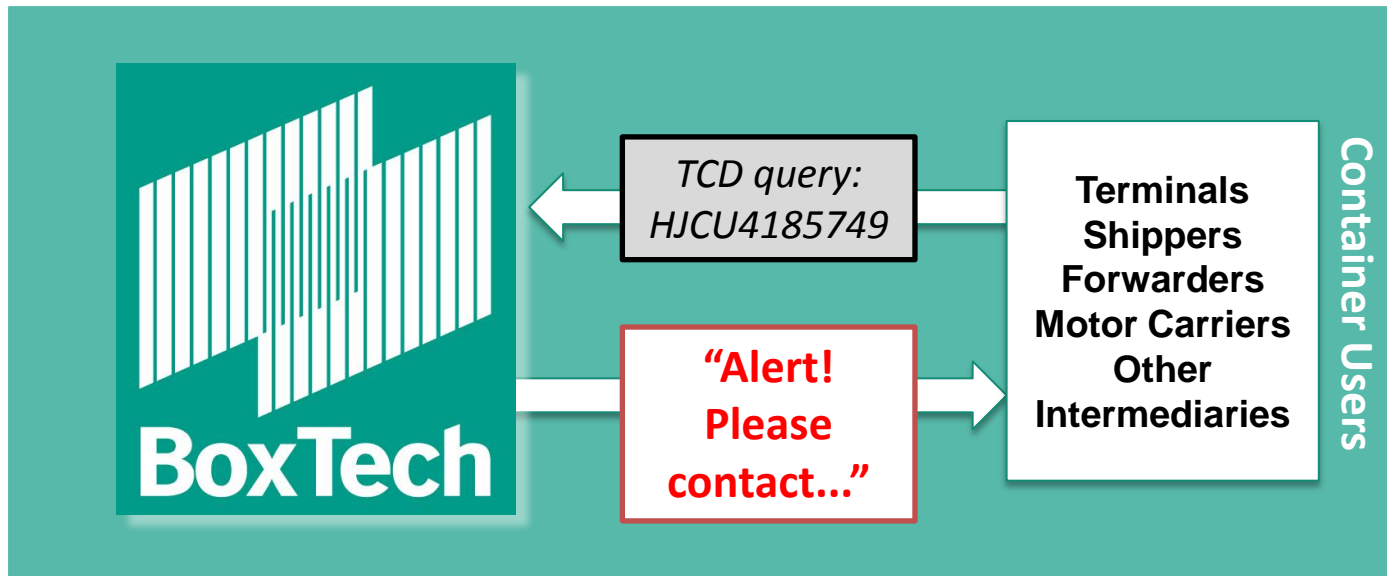
Jorge Dias

Corporate Operations Director

+1 (415) 658-8205

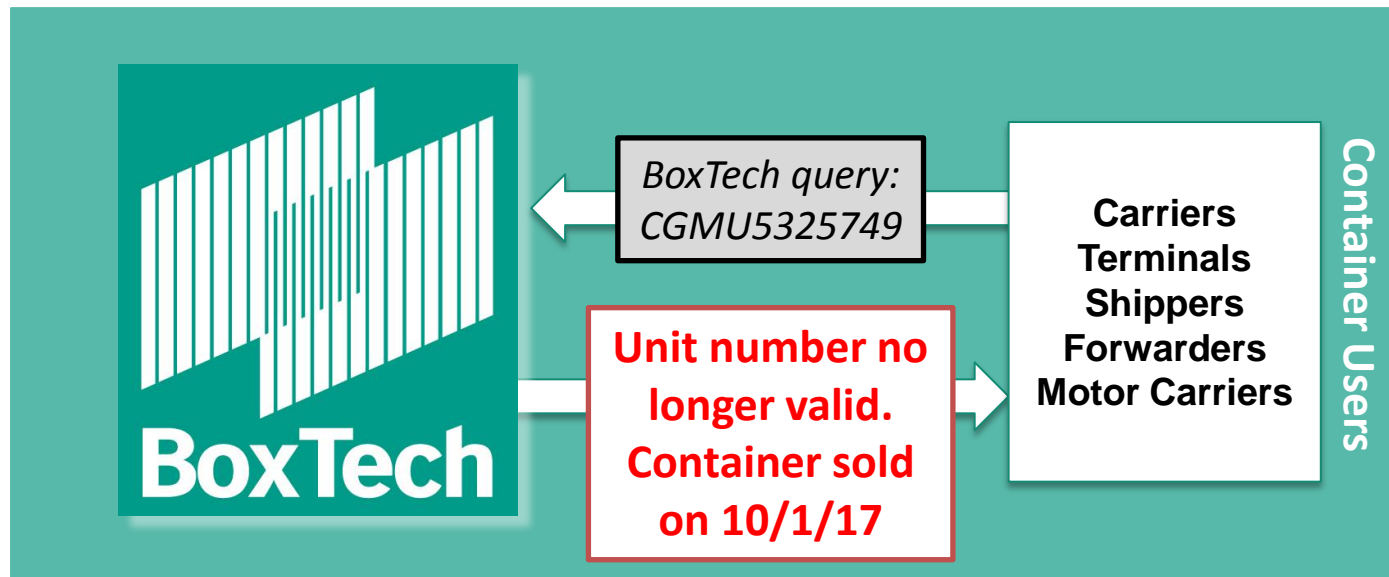
jpd@textainer.com

Alerts: Recoveries, lost units, security



- Bankruptcy / recoveries
- Stolen/lost units
- Security alerts

And similarly...a register of sold containers



- Instant visibility / alerts on units that have left fleet
- Increased safety
- Risk reduction
- Better visibility encourages buyers to properly re-mark

One database, many uses

- Tare weight for SOLAS VGM
- Max payload for safety
- Reduced capability/stacking alerts
- Size-type and dimensions for terminals, others
- OCR accuracy improvement
- Box recovery alerts
- Sold / scrapped containers
- Insurance & claims investigation
- ?
- ?
- ?

- The trend toward digitalization will only continue.
- Trading partners want more efficient sharing of data.
- 700 shippers, forwarders and terminals can't be wrong.
- Everybody wins.
- BoxTech is your database.
- An advisory committee will be formed to help guide.
- During these early days, some leadership is required of carriers & lessors, because...
- BoxTech truly becomes worthwhile when it holds the entire global fleet.



Sign up on: www.bic-code.org

