Giant Lock Box Sets the Record Straight on New Tariff Proposal: Shipping Containers Aren?t on the List ? the Cranes and Trailers That Deliver Them Are

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Middletown, New York - August 19, 2026 -
Giant Lock Box, a family-operated shipping container dealer serving all 50 states from its Middletown, New York depot, today published an analysis of the Commerce Department?s August 6 tariff proposal ? and a correction to a claim already circulating in the container market. The Federal Register notice, which proposes Section 232 duties on fourteen additional steel, aluminum, and copper derivative products, does not include intermodal shipping containers. It does include self-propelled cranes, mobile lifting frames, straddle carriers, and several classes of trailers ? the equipment that hauls and places nearly every container sold in the United States. The public comment window closes August 27.

The analysis, Giant Lock Box?s breakdown of the crane and trailer tariff proposal, addresses a misreading the company says is spreading online: the notice?s 50% figure applies to filled propane and oxygen cylinders ? the value of the cylinder itself, not the chemical inside ? a category that has nothing to do with intermodal boxes despite the shared word.

?If you see a listing or a sales pitch this month claiming a new 50% tariff is about to hit the container you?re buying, that?s either confusion or a pressure tactic,? said a Giant Lock Box spokesperson. ?Containers aren?t in this proposal. But the box is only half of what you pay for. The other half is the equipment that hauls it and sets it, and that?s the half Washington just put on the table. That cost travels slowly ? through equipment fleets, into delivery rates, over quarters rather than weeks ? but the direction is one way.?

Under the proposal, tanker trailers, semi-trailers, and several other trailer classes would generally fall under the 25% rate set in the April proclamation, while agricultural self-loading and self-unloading trailers would face 15%. Rates on cranes and lifting equipment would vary by country of origin and manufacturing method. The proposal continues a year-long widening of Section 232: the April 2 proclamation put 50% duties on goods made almost entirely of steel, aluminum, or copper and 25% on derivative articles, and since April the duty has applied to the full customs value of an imported product rather than its metal content share, per the Federal Register and trade advisories from KPMG and Mohawk Global.

The delivery connection matters because of how container placement actually works. Most Northeast deliveries run on tilt-bed trucks, which require roughly 100 feet of straight-line clearance, firm level ground, and no overhead obstructions. Sites that can?t meet those conditions go to crane delivery ? precisely the equipment class Commerce is proposing to tariff. Yards replacing or expanding crane and lifting fleets in 2027 will buy into a higher cost basis, and equipment costs eventually reach the delivery quote. The company?s guidance to buyers: delivery is priced off equipment cost, not container cost, and site preparation ? grading, clearance, access ? is the lever buyers actually control, with the gap between a tilt-bed job and a crane job usually larger than any price movement the tariff proposal could produce.

The container market itself remains comparatively calm. Drewry?s World Container Index put the global 40-foot average at $4,339 on August 13, up about 1% on the week, and used units are running roughly $1,200 to $2,800 for a 20-foot and $1,800 to $3,500 for a 40-foot at 2026 market pricing. The wrinkle is upstream: Chinese factories are booked heavily through October, depot dry stock fell roughly 81,900 TEU in the August reporting period, and 20-foot allocation has tightened ? meaning buyers who specifically need 20-foot units should secure dated releases earlier than buyers with flexible requirements. Demand shows no sign of softening: a record 2.47 million TEUs landed at U.S. ports in July, and Northeast small-bay warehouse vacancy sits under 5% with Northern New Jersey asking rents at $19 per square foot.

Giant Lock Box is advising fall buyers to get sites assessed before getting quotes, lock delivery terms in writing alongside the unit price rather than treating delivery as a follow-up conversation, and move early on 20-foot units where allocation is tightest. The company?s placement experts assess site conditions by phone ? access route, slope, ground firmness, overhead clearance ? and quote the unit and delivery together before any truck is dispatched.

About Giant Lock Box

Giant Lock Box is a family-operated shipping container sales, rental, and modification company headquartered at 71 Dolson Ave in Middletown, New York. The company sells new and used containers in all 50 states, operates its own tilt-bed delivery fleet across the Northeast, and specializes in precise container placement on difficult sites. Placement experts are available Monday through Saturday, 7 a.m. to 7 p.m. ET.

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Giant LockBox

Giant LockBox is a family-operated shipping container depot delivering and placing containers where customers need them, with honest grading, upfront delivery costs, and expert placement support across all 50 states.

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