



Rail Market Updates

01

Volume

Currently no new limitation notice issued by CR. But considering most ocean carriers will have blank sailing during coming Xmas, that will cause the rail volume increased again.

02

Equipment

It is short-term relief to container supply in the market. As to Schenker, it is safe stock for east China region for two weeks.

03

Covid Impact

3 High risk area(last week 5) and 25 Medium risk area(last week 61) in Liaoning and Heilongjiang, China. Current local measures by several provinces are taken to control the virus spread. Mandatory 48 Hours Covid test is widely mandatory for driver per pup/delivery government or site request which cause overall limit to the capacity. Site pick up/delivery need to be checked case by case.

04

Border situation

The border crossing efficiency via Alashankou and Khorgos is getting improved by previous departure limitation. On Europe side, the lead time performance via Mala is improved a bit. However, the train via Kaliningrad is still in slow speed by capacity issue at port which are suffering for over 3 months. More and more carriers are aware of the lead-time improvement at Mala, then switch the train from Kaliningrad to Mala route.

05

Lead time

Current T/T lead-time to Mala is 16-32 days , to Rostock is 33-48 days, to Duisburg is 35-45 days. Extremely delay might happen to some trains. More and more carriers started to distribute the trains via different borders or destinations.

06

Others – Look into Kaliningrad

By survey, the feeder schedule at KLG are mostly fixed, the unstable planning is due to the port congestion. One of the rail operator have switched all volumes from KLG to Baltiysk from Oct to relieve the pressure. But still hundreds of container stuck there waiting for solution.



Rail Border Congestion

