



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

8 High risk area(last week 3) and 33 Medium risk area(last week 25) in Inner Mongolia and Yunnan. 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. However, the north border in China might be influenced by the pandemic breakout in recent weeks. On Europe side, the actions are taken by rail operators to switch containers from KLG to Baltiysk in order to relieve the congestion situation. Regarding Mala, the border crossing lead time is getting shorter and better than KLG now.

05

Lead time

Current T/T lead-time to Mala is 16-28 days , to Rostock is 36-40 days, to Duisburg is 39-45 days. Extremely delay might happen to some trains. More and more carriers started to distribute the trains via different borders or destinations.

06

Others- New service to Laos

The first cargo train of the China-Laos Railway bound for China left on Dec 3rd soon after the railway was officially inaugurated. With a maximum operating speed of 160 km per hour, the running time from Kunming to Vientiane takes about 10 hours, including customs clearance time. The China-Laos Railway will bring the two countries and the two peoples closer.



Rail Border Congestion

