



# Rail Market Updates



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## Rail Volume



### Number of train departure is getting down

It was reported, by Nov 2021, the number of Eurasia train is 14,000, which is 20.3% increased year-on-year. To relieve the border pressure and improve the efficiency, the number of train departure is decreased over 25 % in Q4 to compare with Q3. The volume forecast in Q1 2022 might be at the same level as Q4 2021.

- Departure limitation : No new announce in week 52
- Train number trend : Decreased from Q4 2021
- Booking trend : Increased before CNY

# Equipment



## Equipment shortage is getting ease

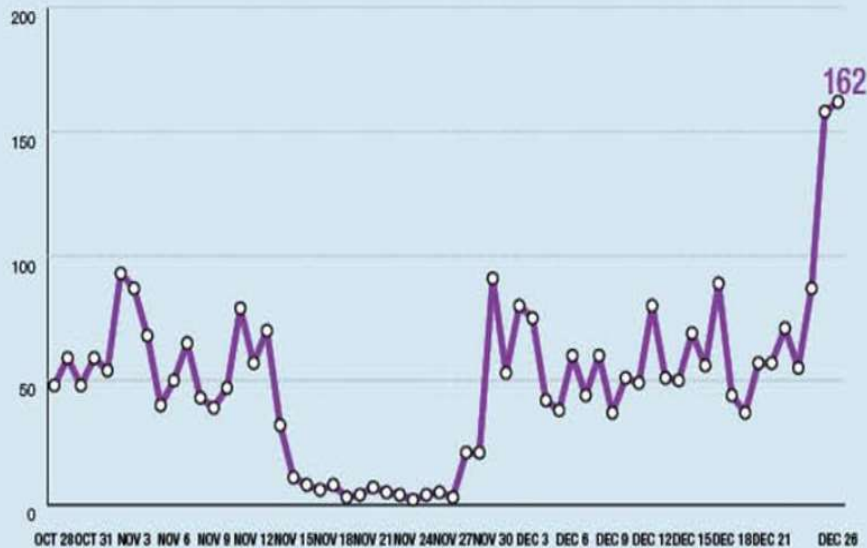
The container shortage that recently beset China has gradually eased amid multiple measures taken by government organs and businesses to boost supply and ensure the smooth flow of goods.

Current resource situation by region:

- East China region : Save stock
- North China region : Save stock
- South China region : Save stock

## Covid Impact

### New local COVID-19 cases on Chinese mainland December 26



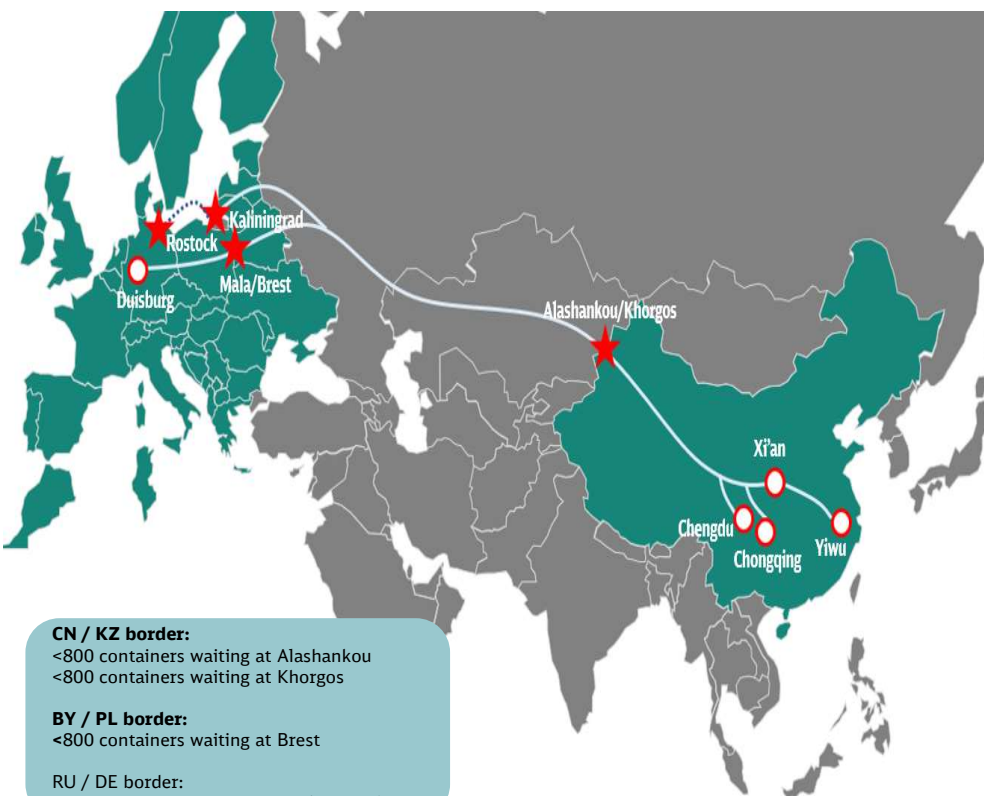
#### Pandemic reported somewhere but under control

3 High risk area(last week 12) and 139 Medium risk area(last week 58) in Inner Mongolia and Zhejiang. 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.

#### High risk Area:

- Zhejiang (3)
- Shanxi (1)
- Guangxi (1)

# Border Situation



## Overall border releasing lead-time is improved

The border crossing efficiency via Alashankou and Khorgos is getting improved by previous departure limitation. However, the north border in China, especial for Manzhouli 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 peak season. The overall border situation is getting improved.

- CN / KZ Border : Alashankou / Khorgos border 3-7 days
- BY / PL Border : Mala / Brest border 3-7 days
- RU / DE Border : Kaliningrad / Rostock border 7-14 days

## Lead-time



### Lead time is getting improved

By result of rail volume decreased and proper measures taken to clean the backlogs, the terminal-terminal lead-time is getting shorter as to some lanes from Nov 2021.

Current T/T lead-time for Westbound to Mala is 13-20 days , to Rostock is 30-48 days, to Duisburg +5-7 days upon border released. Extremely delay might happen to some trains. More and more carriers started to distribute the trains via different borders or destinations. The lead-time for Eastbound is regularly 25-35 days.

## Others-Impact of Xi'an epidemic on Eurasian Train



The Xi'an city, capital of Shaanxi province has reported 485 cumulative confirmed cases since Dec-19. The city Xi'an imposes lockdown amid rising cases. All districts, villages and communities in Xi'an has implemented closed management controls along with other preventive measures from Dec-23.

### **Truck BCP was made**

-On Dec-23, ITL coordinated local government to created dedicated passage for those containers to be shipped on Eurasia railway.

-Schenker is working out domestic train solution connect to Xi'an terminal instead of trucking for part of pickup in week 52.

### **Eurasian train departure plan as normal**

All the train scheduled for departure within week51 has got departure as planed. The containers planed for week 52 are in orderly collection. Current Eurasian train ex Xi'an is running as normal.