



Rail Market Updates



01

Volume

Currently no new limitation notice issued by CR. 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.

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 8) and 44 Medium risk area(last week 33) 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 Chin, 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.

05

Lead time

Current T/T lead-time to Mala is 16-25 days , to Rostock is 38-43 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.



Rail Border Congestion

