



Eurasia Rail Market Updates

Week 48, 2023

Nov 28th, 2023 | DB Schenker China Railway Team



Topics

- Rail Capacity
- Lead-time Performance
- Train Frequency **[new update]**
- The Performance of “Super Express Train”
- Import duty/VAT for EB to China

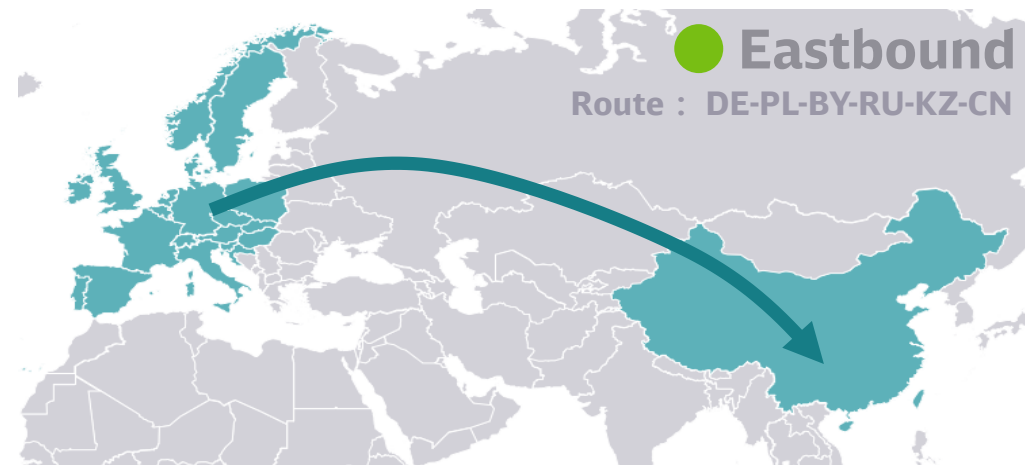


Rail Capacity

Space Capacity

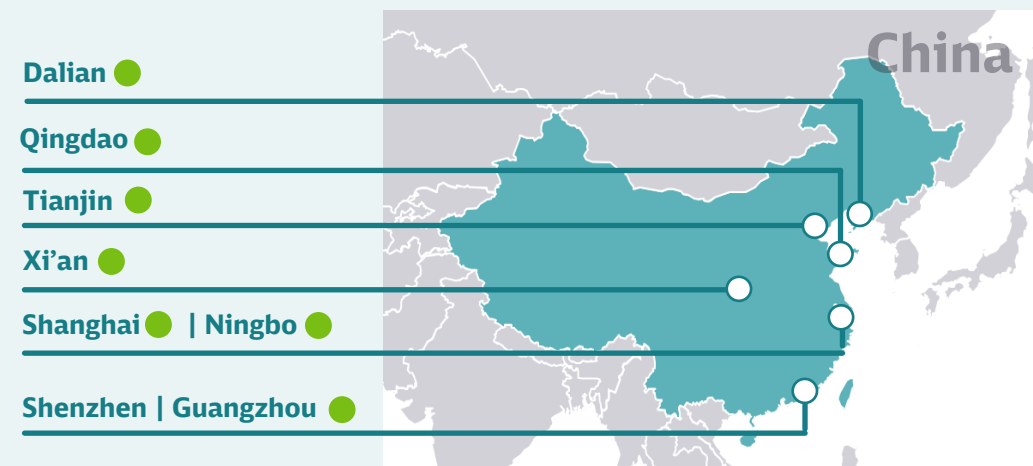
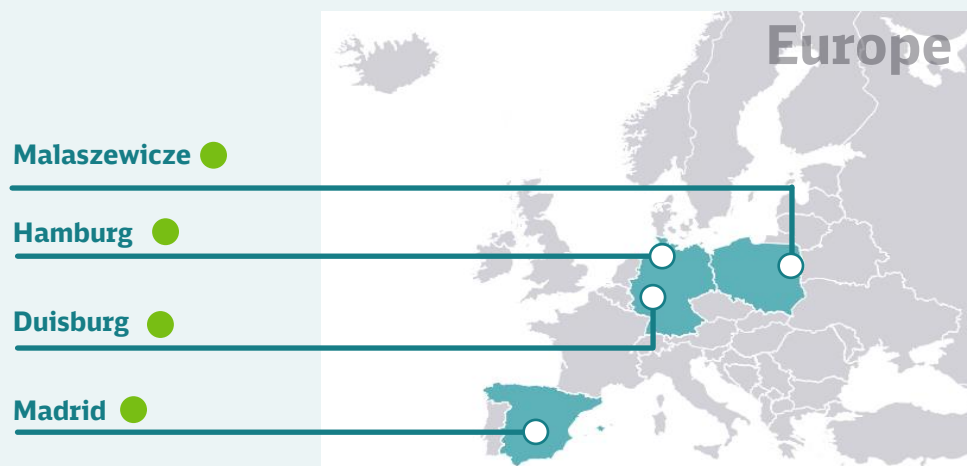
Capacity situation in the next two weeks

No big shortage for both WB & EB



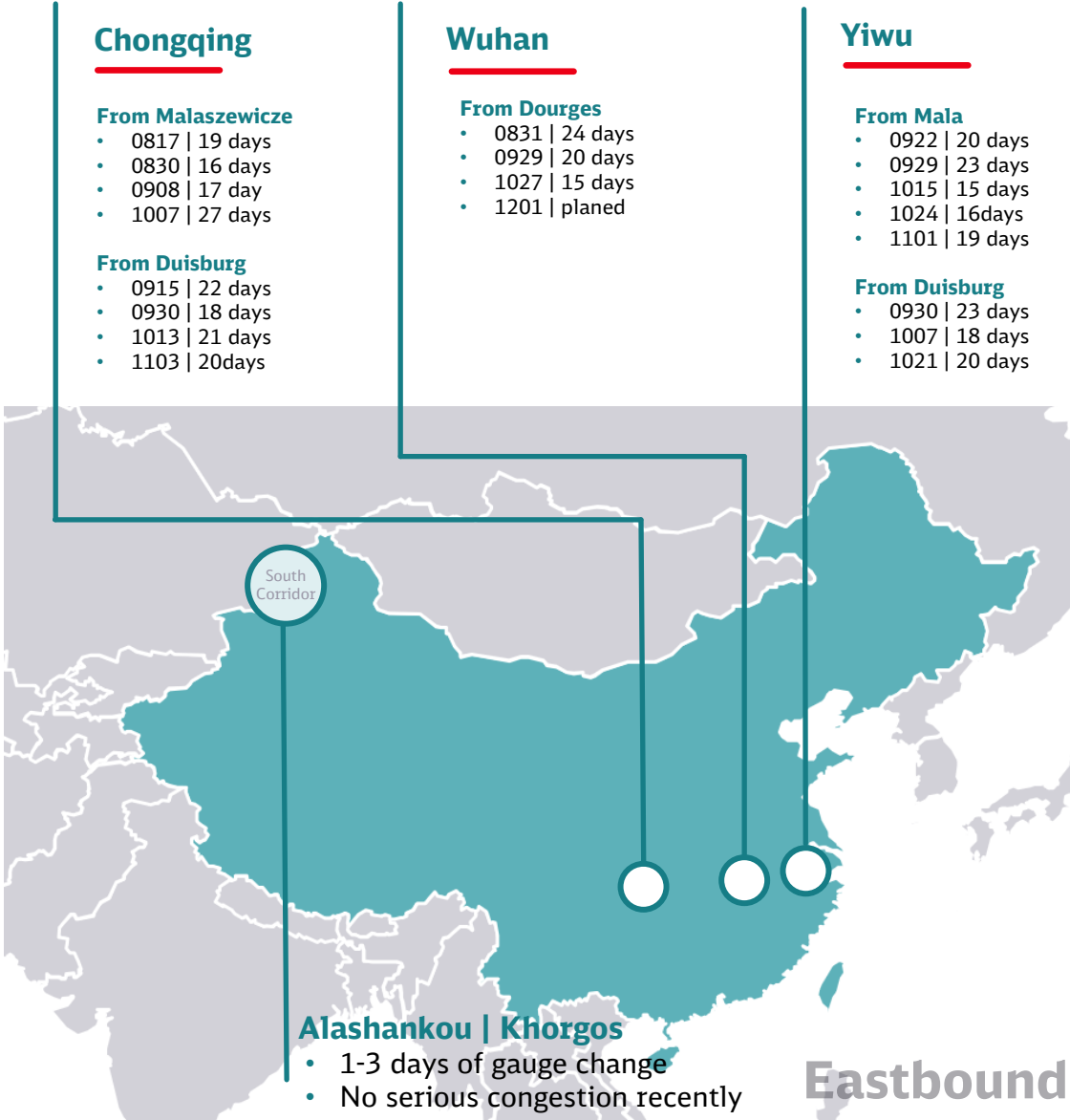
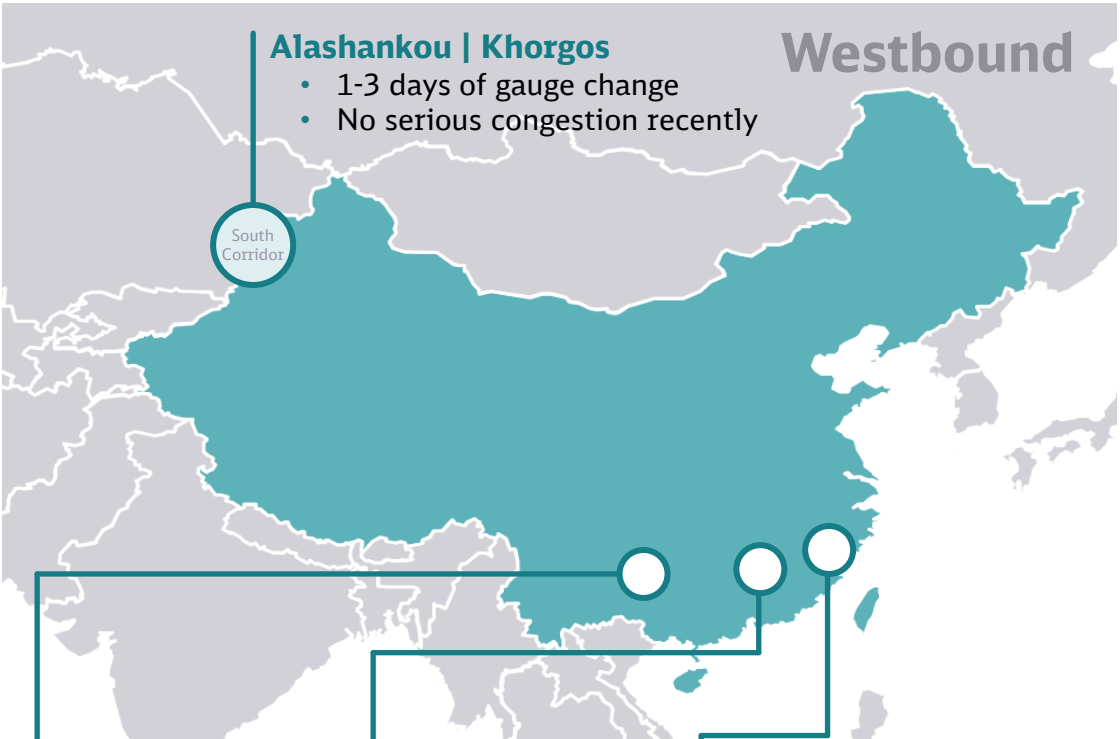
Equipment Availability

No big shortage recently



Availability Risk ● Low ● Medium ● High

Lead-time Performance



Chongqing

- To Malaszewicze**
- 0925 | 13 days
 - 1027 | 11 days
 - 1103 | 12 days
 - 1105 | 15 days
 - 1111 | 11 days

- To Duisburg**
- 1012 | 18 days
 - 1021 | 17 days
 - 1022 | 15 days
 - 1103 | 18 days

Wuhan

- To Duisburg**
- 0901 | 20 days
 - 0908 | 16 days
 - 0915 | 20 days
 - 0922 | 21 days
 - 0929 | 16 days
 - 1013 | 21 days
 - 1020 | 14 days

Yiwu

- To Malaszewicze**
- 0903 | 17 days
 - 0911 | 14 days
 - 1011 | 17 days
 - 1030 | 14 days

- To Duisburg**
- 1006 | 19 days
 - 1020 | 19 days
 - 1028 | 18 days
 - 1104 | 19 days
 - 1106 | 18 days

Train Frequency - Westbound

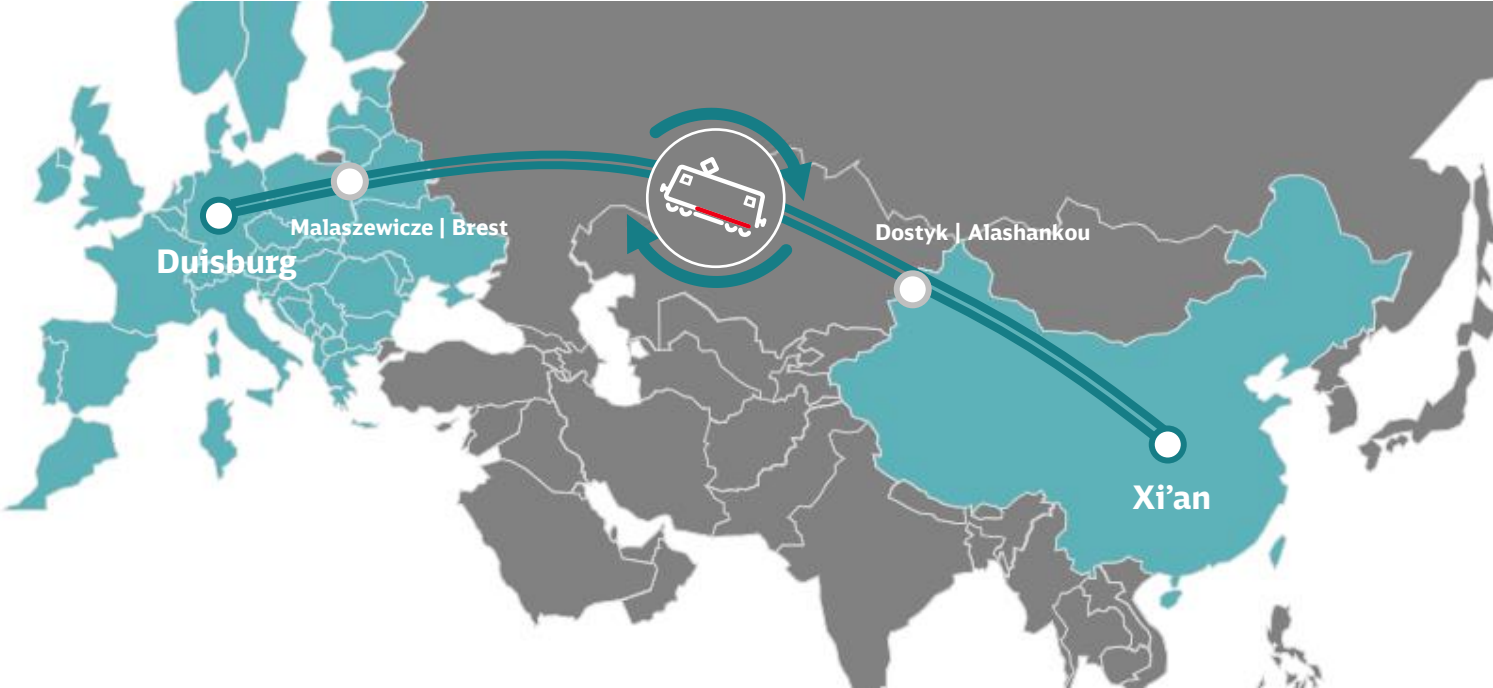


OT	DT	REMARK	WEEK 48							WEEK 49							WEEK 50							WEEK 51						
			11/27 Mon	11/28 Tue	11/29 Wed	11/30 Thu	12/1 Fri	12/2 Sat	12/3 Sun	12/4 Mon	12/5 Tue	12/6 Wed	12/7 Thu	12/8 Fri	12/9 Sat	12/10 Sun	12/11 Mon	12/12 Tue	12/13 Wed	12/14 Thu	12/15 Fri	12/16 Sat	12/17 Sun	12/18 Mon	12/19 Tue	12/20 Wed	12/21 Thu	12/22 Fri	12/23 Sat	12/24 Sun
Xian	Duisburg Hamburg	Super Express			•			•			•			•				•			•				•				•	
Chengdu	Lodz	Super Express																											•	
Yiwu	Duisburg	Fast Train																											•	
Xian	Duisburg Hamburg Malaszewicze	Public Train		•		•	•			•		•	•			•		•	•				•		•	•	•			
Chongqing	Duisburg Hamburg	Public Train																											•	
Chongqing	Malaszewicze	Public Train			•	•					•	•						•	•						•	•			•	
Yiwu	Duisburg Hamburg Malaszewicze	Public Train	•						•						•						•				•				•	
Wuhan	Duisburg Hamburg Malaszewicze	Public Train																											•	

OCFS	DCFS	REMARK	WEEK 48							WEEK 49							WEEK 50							WEEK 51						
			11/27 Mon	11/28 Tue	11/29 Wed	11/30 Thu	12/1 Fri	12/2 Sat	12/3 Sun	12/4 Mon	12/5 Tue	12/6 Wed	12/7 Thu	12/8 Fri	12/9 Sat	12/10 Sun	12/11 Mon	12/12 Tue	12/13 Wed	12/14 Thu	12/15 Fri	12/16 Sat	12/17 Sun	12/18 Mon	12/19 Tue	12/20 Wed	12/21 Thu	12/22 Fri	12/23 Sat	12/24 Sun
Shanghai(CN)	Mlochow(PL)	LCL Service																												•
Shenzhen(CN)	Mlochow(PL)	LCL Service																												•
Shanghai(CN)	Hagen(DE)	LCL Service			•																								•	

- The frequency is only for reference. It could be adjusted based on actual volumes.
 - Public Trains are possible to have other discharge destinations which not in list, please check with Schenker OP case by case.

The Performance of “ Xi’an Super Express Train”



WB EXPRESS

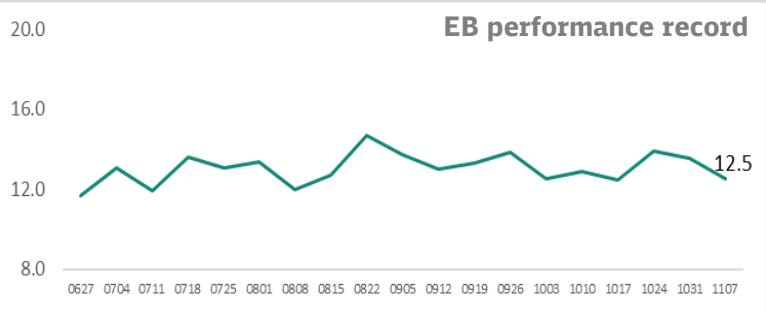
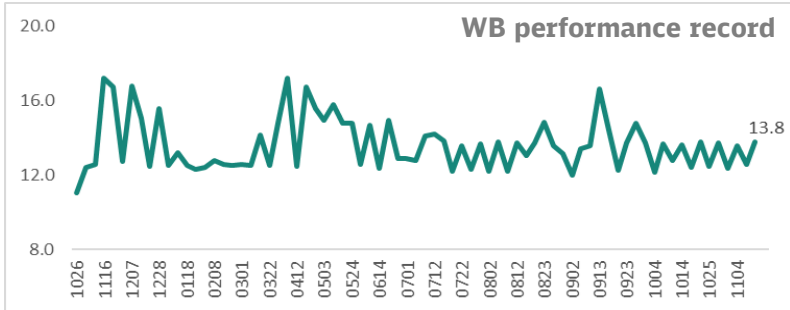
EB EXPRESS

To Duisburg

From Duisburg

- 0927 | 14.8 days
- 0930 | 13.7 days
- 1004 | 12.1 days
- 1007 | 13.7 days
- 1011 | 12.8 days
- 1014 | 13.6 days
- 1018 | 12.4 days
- 1021 | 13.8 days
- 1025 | 12.5 days
- 1028 | 13.7 days
- 1101 | 12.3 days
- 1104 | 13.6 days
- 1108 | 12.6 days
- 1111 | 13.8 days

- 0801 | 13.3 days
- 0808 | 12.0 days
- 0815 | 12.7 days
- 0822 | 14.7 days
- 0905 | 13.7 days
- 0912 | 13.0 days
- 0919 | 13.3 days
- 0926 | 13.8 days
- 1003 | 12.5 days
- 1010 | 12.9 days
- 1017 | 12.5 days
- 1024 | 13.9 days
- 1031 | 13.5 days
- 1107 | 12.5 days



Frequency

Capacity

Lead-time

Weekly departure
2 X WB train
1 X EB train

Cooperated with DBCE,
Schenker has priority

WB < 13 days
EB < 12 days

News about- Import duty/VAT for EB to China

Chinese Customs applies CIF cargo value at the first entry point as the taxable amount to calculate import duty/VAT

For traditional air/ocean it is clear, always CIF destination port or airport – where cargo value is calculated and declared.

For railway we understood it is not logical or reasonable to apply CIF destination railway terminal as the taxable cargo value, instead same concept should be applied and the first entry point for railway is the border city (i.e. Alashankou/Khorgos).

We aligned with Chinese Customs and they signed off our theory.

We are working with each Customs House in respective railway terminal for a way to identify and take out the railway transportation cost between Chinese border and the destination railway terminal – to have reduced taxable amount. We are talking about Usd 1,000 -2,000 per container difference in terms of taxable amount and Usd 200-500/40'HQ difference in terms of actual import duty/VAT amount.

Once we have the detailed procedure we will share immediately, and at this stage we are available in case any of Q&A.