



SCHENKER

Rail Market Updates For week 2 2023

Jan-2023 | MMS CN

150 Years
Elevating Lives



An aerial photograph of a Schenker freight train traveling through a lush green rural landscape. The train consists of a red locomotive pulling several white flatcars, each with the Schenker logo. The train is positioned in the lower third of the frame, moving from left to right. The background features rolling green hills, a small village with houses, and a clear blue sky with some light clouds. The overall scene is bright and clear, suggesting a sunny day.

01 *Rail Capacity*

02 *Lead-time, border and departure*

03 *Covid-19 Impact*

04 *The Performance of "Full Operation Schedule" Train*

05 *Rail Volume in 2022*

Rail Capacity



Availability Risk

- High
- Medium
- Low

➤ Space Capacity

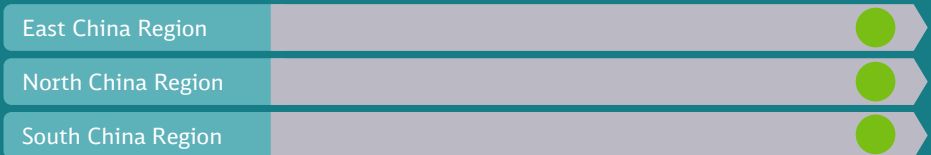
Capacity situation in the following 15 days :



➤ Equipment Availability

Rental market is stable recently with relative balanced volume between demand and supply, westbound and eastbound

Equipment situation in China



Equipment situation in Europe



Remark:

For sizable demand of equipment from hinterland, please check case by case

Lead-time, border and departure



➤ Lead-time performance

| | | | | |
|-----------|--------------------|-----------------------------|------------|---|
| Westbound | Malaszewicze Route | Malaszewicze/Warsaw/Lodz,PL | 12-16 days | ● |
| | | Duisburg/Hamburg/Tilburg,DE | 18-24 days | ● |
| Eastbound | Malaszewicze Route | Duisburg/Hamburg,DE | <30 days | ● |

➤ Borders Congestion

| | | | | |
|---------------------------------------|------------------------|---------------------------|-------------------------------|--------------------------------------|
| CN/KZ border Alashankou Khorgos | CN/MN border Erlian | CN/RU border Manzhouli | BY/PL border Mala Brest | ● >7 days ● 3-7 days ● <3 days |
| <3 days ● | 3-5 days ● | 4-5 days ● | <3 days ● | |

➤ Departure delay

| | | | |
|-----------|---|----------|--------------------------------------|
| Westbound | Departure performance is good. Just few platforms have departure delay due to own plan issue. | 0-1 days | ● >5 days ● 3-5 days ● <3 days |
| Eastbound | Capacity shortage in winter season. Resources are prioritized to energy transport in EU | <5 days | ● |

Covid-19 Impact



China optimizes COVID-19 response in transportation sector:

- COVID checkpoints are removed on highways and other domestic transportation modes.
- Truck drivers won't have to do PCR tests after they arrive in another province or region.
- However COVID positive drivers are requested to self-isolation.
- The disinfection are completely abolished to all EB containers. (new)

Basically all the Chinese people are “COVID – naive”, we do expect the first wave will wipe out major working forces in the weeks to come. We might experience shortage of truck drivers/warehouse staff – same as our colleagues did back to last year in Europe.



The Performance of “Full Operation Schedule” Train



On October 26, The first “**Full Operation Schedule**” (down to minute level) Eurasia train departed out from Xi’an, China. It’s the first time Eurasia railway operates with a fixed schedule of each transit stations, including those outside China. This shows China Rail’s resolve in terms of “quality over quantity” policy and also demonstrated the future on this corridor.

Real time track & trace according to GPS report, to be continuously updated :

| Train | Xi'an China | Alashankou China | Dostyk Kazakhstan | Karaganda Kazakhstan | Chelyabinsk Oblast Russia | Orenburg Oblast Russia | Orsha Belarus | Brest Belarus | Mala Poland | Duisburg Germany |
|-----------------------|-------------|------------------|-------------------|----------------------|---------------------------|------------------------|---------------|---------------|--------------|------------------|
| Train No. 8 (arrival) | Day 0 | Day 2 | Day 2 | Day 5 | Day 6 | Day 6 | Day 9 | Day 10 | Day 11 | Day 15 |
| | Dec-14 4:00 | Dec-16 2:00 | Dec-16 14:00 | Dec-19 9:00 | Dec-20 11:00 | Dec-20 20:00 | Dec-23 3:00 | Dec-24 8:00 | Dec-25 14:00 | Dec-29 5:00 |
| Train No. 9 (arrival) | Day 0 | Day 2 | Day 2 | Day 4 | Day 5 | Day 5 | Day 7 | Day 8 | Day 10 | Day 12 |
| | Dec-21 4:00 | Dec-23 4:00 | Dec-23 13:00 | Dec-25 9:00 | Dec-26 9:00 | Dec-26 16:00 | Dec-28 21:00 | Dec-29 13:00 | Dec-31 13:00 | Jan-2 15:00 |
| Train No. 10 | Day 0 | Day 1 | Day 2 | Day 6 | Day 7 | Day 7 | Day 10 | Day 10 | Day 12 | |
| | Dec-28 4:00 | Dec-29 21:00 | Dec-30 15:00 | Jan-3 1:00 | Jan-4 8:00 | Jan-4 21:00 | Jan-7 2:00 | Jan-7 18:00 | Jan-9 7:00 | |
| Train No. 11 | Day 0 | Day 2 | Day 2 | Day 5 | | | | | | |
| | Jan-4 4:00 | Jan-6 01:00 | Jan-6 15:00 | Jan-9 2:00 | | | | | | |

Rail Volume in 2022



The overall number of Eurasian train in 2022 is 16,000, increasing 9% to compare with 2021. Total dispatch 1,600,000 TEU, increasing 10% to compare with 2021.