



**SCHENKER**

# Rail Market Updates For week 3 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 surrounding area is dominated by rolling green hills and fields, with a small village visible in the distance under a clear blue sky.

**01** *Rail Capacity*

**02** *Lead-time, border and departure*

**03** *Covid-19 Impact*

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

# Rail Capacity



Availability Risk

- High
- Medium
- Low

## ➤ Space Capacity

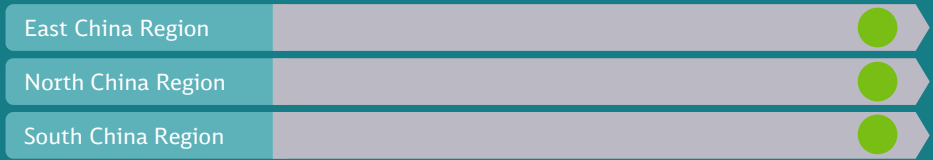
Capacity situation in the following 15 days :



## ➤ 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	14-18 days	●
		Duisburg/Hamburg/Tilburg, DE	18-24 days	●
Eastbound	Malaszewicze Route	Duisburg/Hamburg, DE A few trains have longer lead time due to scheduling problem	<26 days	●

## ➤ Borders Congestion

Operation efficiency at CN/KZ border is impacted by bad weather condition from week 2

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
<5 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.

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. 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	Day 15
	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	Jan-12 18:00
Train No. 11	Day 0	Day 2	Day 2	Day 5	Day 6	Day 6	Day 8	Day 10	Day 11	Day 12
	Jan-4 4:00	Jan-6 01:00	Jan-6 15:00	Jan-9 2:00	Jan-10 7:00	Jan-10 18:00	Jan-12 21:00	Jan-13 12:00	Jan-14 8:00	Jan-16 16:00
Train No. 12	Day 0	Day 2	Day 3							
	Jan-11 4:00	Jan-13 15:00	Jan-14 1:00							