



**SCHENKER**

# Rail Market Updates For week 41 2022

Oct 2022 | MMS CN

150 Years  
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**01** *Rail Capacity*

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

**03** *Covid-19 Impact*



# Rail Capacity



### Availability Risk

- High
- Medium
- Low

## ➤ Space Capacity

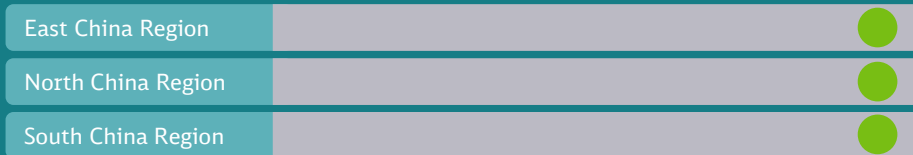
Capacity situation in the following 15 days :



## ➤ Equipment Availability

Rental market is stable in 2022 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	Rostock Route	Rostock, DE	25-30 days	●
		Duisburg/Hamburg, DE	27-32 days	●
	Malaszewicze Route	Malaszewicze/Warsaw/Lodz, PL	18-22 days	●
		Duisburg/Hamburg/Tilburg, DE	23-27 days	●
Eastbound	Rostock Route	Duisburg/Hamburg, DE	27-32 days	●
	Malaszewicze Route	Duisburg/Hamburg, DE	22-28 days	●

## Borders Congestion

Both borders Alashankou & Korgos are still under congestion, with limit capacity to handle reloading there. Border crossing lead time is expected to get longer. The current border crossing lead-time is as below:

CN/KZ border Alashankou Korgos	CN/MN border Erlian	CN/RU border Manzhouli	BY/PL border Mala Brest	RU/DE border Kaliningrad Rostock	● >7 days ● 3-7 days ● <3 days
<7 days ●	<7 days ●	>7 days ●	2-3 days ●	<7 days ●	

## Departure delay

Westbound	Just few trains with slight delay, most are on time	0-2 days	●	● >5 days ● 3-5 days ● <3 days
Eastbound	Departure almost on-time	0-2 days	●	

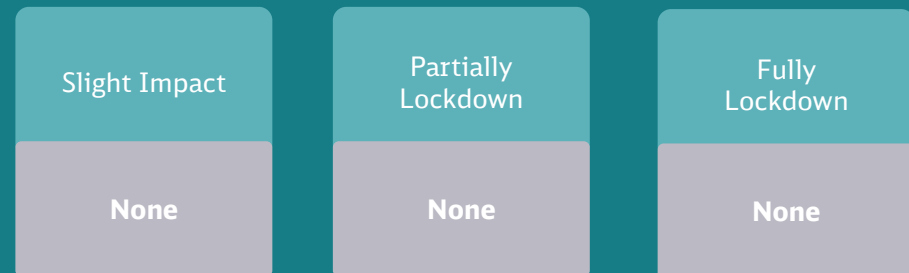
# Covid-19 Impact

## New local COVID-19 cases on Chinese mainland October 9



### New normal,

- No impact for pre/on carriage and rail departure
- 24/48 Hours Covid test is widely mandatory for drivers
- Trucks via “Covid Green Channel” from/to few cities/area



### Remark:

- Slight Impact : Traffic and logistics activities are mostly normal, more time be spent follows local policy by area.
- Partially Lockdown : Traffic and logistics activities are under government control with interrupted risk.
- Fully Lockdown : Fully lock down includes all logistic activity.