



SCHENKER

Rail Market Updates For week 43 2022

Oct 2022 | MMS CN

150 Years
Elevating Lives



01 *Rail Capacity*

02 *Lead-time, border and departure*

03 *Covid-19 Impact*



Rail Capacity



Availability Risk

- High
- Medium
- Low

➤ Space Capacity

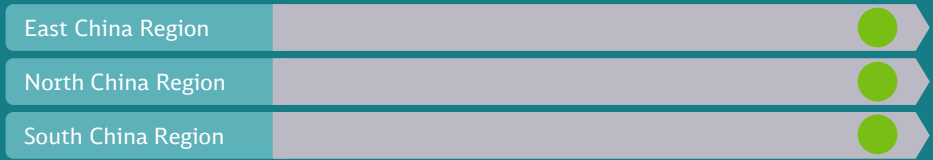
Capacity situation in the following 15 days :



➤ 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	24-28 days	●
		Duisburg/Hamburg, DE	26-30 days	●
	Malaszewicze Route	Malaszewicze/Warsaw/Lodz, PL	14-20 days	●
		Duisburg/Hamburg/Tilburg, DE	20-26 days	●
Eastbound	Rostock Route	Duisburg/Hamburg, DE	30+ days	●
	Malaszewicze Route	Duisburg/Hamburg, DE	22-28 days	●

➤ Borders Congestion

The trains are hold on the way to CN/KZ border for days, such measures are taken to relieve the pressure of border congestion. The current border crossing lead-time is as below:

CN/KZ border Alashankou Khorogos	CN/MN border Ertian	CN/RU border Manzhouli	BY/PL border Mala Brest	RU/DE border Kaliningrad Rostock	<ul style="list-style-type: none"> ● >7 days ● 3-7 days ● <3 days
<5 days	<7 days	<5 days	2-3 days	<7 days	

➤ Departure delay

Westbound	Departure performance is good	0-1 days	●	<ul style="list-style-type: none"> ● >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 24



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

Slight Impact	Partially Lockdown	Fully Lockdown
Yiwu* Ningbo Xi'an	None	None

*Currently it has truck limitation on gate-in/out **Yiwu** terminal, the BCP solution is to use domestic trains for pre/on-carriage arrangement.

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.