



SCHENKER

Rail Market Updates For week 45 2022

Nov 2022 | MMS CN

150 Years
Elevating Lives

An aerial photograph of a Schenker freight train traveling through a lush green 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 a mix of rolling green hills, dense forests, and some residential buildings in the distance. The sky is a clear, bright blue.

01 *Rail Capacity*

02 *Lead-time, border and departure*

03 *Covid-19 Impact*

04 *First "Full Operation Schedule" Train*

Rail Capacity



Availability Risk

- High
- Medium
- Low

➤ Space Capacity

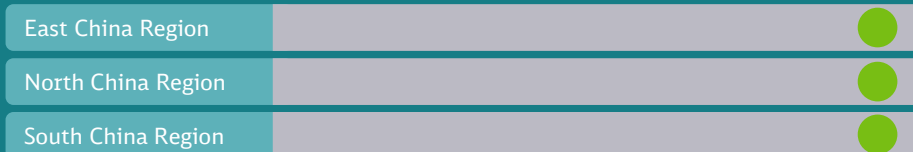
Capacity situation in the following 15 days :



➤ Equipment Availability

Rental market is stable 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	20-26 days	●
		Duisburg/Hamburg, DE	24-30 days	●
	Malaszewicze Route	Malaszewicze/Warsaw/Lodz, PL	12-16 days	●
		Duisburg/Hamburg/Tilburg, DE	18-24 days	●
Eastbound	Rostock Route	Duisburg/Hamburg, DE	30+ days	●
	Malaszewicze Route	Duisburg/Hamburg, DE	22-28 days	●

➤ Borders Congestion

Currently there is no heavy congestion on the way. The 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
2-3 days ●	<7 days ●	<5 days ●	2-3 days ●	<7 days ●	

➤ Departure delay

Westbound	Departure performance is good	0-1 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 November 7



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

None

Partially
Lockdown

None

Fully
Lockdown

None

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.

First “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.

According to the schedule, this train is supposed to arrive at Duisburg on Nov 5th with total lead-time 235 hours. Actual performance it arrived on Nov 6th with total lead-time 265 hours (11 days 1 hrs) .

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

Train	Xi'an China	Alashan kou China	Dostyk Kazakhs tan	Karagan da Kazakhs tan	Chelyabi nsk Oblast Russia	Orenbur g Oblast Russia	Orsha Belarus	Brest Belarus	Mala Poland	Duisburg German y
Train No.1 (Arrival)	Day 0	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 8	Day 8	Day 11
300 hrs	Oct-26 4:00	Oct-27 21:00	Oct-28 6:00	Oct-29 21:00	Oct-30 22:00	Oct-31 13:00	Nov-2 13:00	Nov-3 4:00	Nov-3 23:00	Nov-6 5:00
Train No. 2 (On track)	Day 0	Day 2	Day 2	Day 4	Day 5	Day 5				
	Nov-2 4:00	Nov-4 1:00	Nov-4 14:00	Nov-6 2:00	Nov-7 5:00	Nov-7 22:00				