



SCHENKER

Rail Market Updates For week 48 2022

Nov 2022 | 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 cluster of houses and trees visible in the middle ground. The sky is a clear, bright blue with a few wispy clouds. The overall scene is peaceful and scenic.

01 *Rail Capacity*

02 *Lead-time, border and departure*

03 *Covid-19 Impact*

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

05 *Bad weather condition at CN/KZ border*

Rail Capacity



Availability Risk

- High
- Medium
- Low

➤ Space Capacity

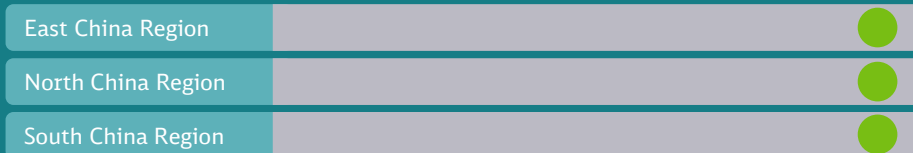
Capacity situation in the following 15 days :



➤ 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	15-20 days	●
		Duisburg/Hamburg/Tilburg, DE	19-24 days	●
Eastbound	Rostock Route	Duisburg/Hamburg, DE	30+ days	●
	Malaszewicze Route	Duisburg/Hamburg, DE	22-28 days	●

➤ Borders Congestion

Due to bad weather condition, the border crossing lead time at CN/KZ border will get longer.

CN/KZ border Alashankou Khorgos	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
4-5 days ●	<7 days ●	4-5 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	0-3 days	●	

Covid-19 Impact

New local COVID-19 cases on Chinese mainland November 26



The covid cases is breaking out in varies cities from November, but the logistics activities are remaining normal without big traffic restriction.

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*	None	None

Current it has traffic limitation at Yiwu station. Two BCP solutions:

1. to use domestic train connect to Yiwu station.
2. to deliver containers to nearby station (Yuzhan) first, then arrange shuttle by using local truck.

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.

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.

The record of real lead-time performance:

1st train : 265 hours (11 days 1 hrs)

2nd train : 297 hours (12 days 9 hrs)

3rd train : 302 hours (12 days 14 hrs)

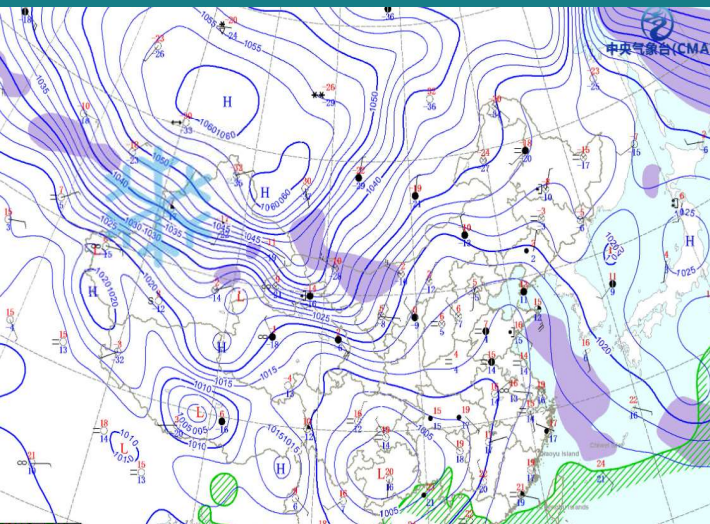
4th train : By 10:00 Dec-28th, the location is at Belarus.(expected delay for 4-5 days due to the commodity issue, the train was held for days at CN border)

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.1 (Arrival)	Day 0	Day 1	Day 2	Day 3	Day 4	Day 5	Day 6	Day 8	Day 8	Day 11
	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 (Arrival)	Day 0	Day 2	Day 2	Day 4	Day 5	Day 5	Day 7	Day 8	Day 8	Day 12
	Nov-2 4:00	Nov-4 1:00	Nov-4 14:00	Nov-6 2:00	Nov-7 5:00	Nov-7 22:00	Nov-9 17:00	Nov-10 13:00	Nov-10 23:00	Nov-14 13:00
Train No.3 (Arrival)	Day 0	Day 2	Day 2	Day 4	Day 5	Day 5	Day 7	Day 8	Day 9	Day 12
	Nov-9 4:00	Nov-11 8:00	Nov-11 15:00	Nov-13 3:00	Nov-14 12:00	Nov-14 16:00	Nov-16 20:00	Nov-17 9:00	Nov-18 8:00	Nov-22 18:00
Train No. 4	Day 0	Day 2	Day 5	Day-7	Day-9	Day-9	Day-11			
	Nov-16 4:00	Nov-18 6:00	Nov-21 18:00	Nov-23 17:00	Nov-25 3:00	Nov-25 8:00	Nov-27 17:00			
Train No.5	Day 0	Day 2	Day 2							
	Nov-23 4:00	Nov-25 3:00	Nov-25 14:00							

Bad Weather Condition at CN/KZ border



With current bad weather condition at KZ border (snowstorm in Dostyk), the border crossing lead time is expected for a few days of delay.

By impacted of the bad weather, the temperature there is down to $-21.8\text{ }^{\circ}\text{C}$ – $-15.6\text{ }^{\circ}\text{C}$ on Dec-27th, While it is $-1\text{ }^{\circ}\text{C}$ – $7\text{ }^{\circ}\text{C}$ one week ago. As to the cargo with temperature requirements, suggest to book insulated container. It recorded at $3.9\text{ }^{\circ}\text{C}$ in same region at same time.