



Rail Market Updates

For Week 12 2022



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Rail Volume



Eurasia rail service to be continued

Schenker have aligned with all Chinese train operators and overseas carriers, that CR Express will continue to provide Eurasia rail service. The service booked with DB Schenker, through below routes currently are running as usual, and future schedule has been published.

Railway transportation via China-Russia, Mongolia, and Kazakhstan borders

Railway transport via Belarus-Poland border, Russia-Poland border, and Kaliningrad port

The services do not go across Ukraine

- Departure situation : No delay in general
- Booking closed : WB for week 12| EB for week 12

Equipment



Equipment shortage has a bit relieved.

Current equipment situation by region:

- East China region : Low shortage risk
- North China region : Low shortage risk
- South China region : Medium shortage risk

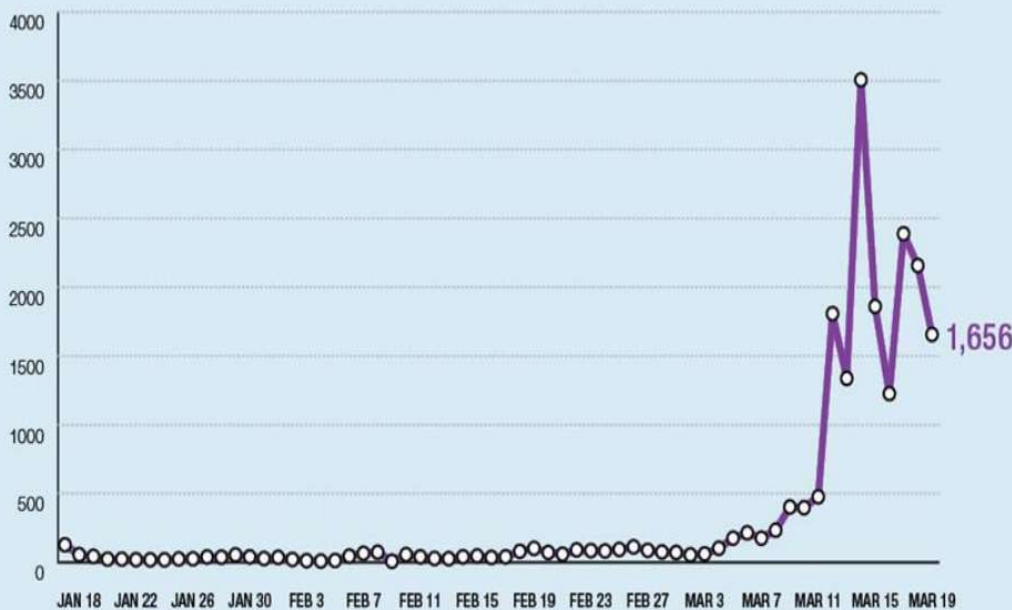
Terminal/depot situation in Europe, like Duisburg and Hamburg are still crowded with laden/empty containers. The backlogs are under cleaned on daily basis.

*Impacted by the outbreak of Omicron, the empty pickup and return from/to risk area to be case by case checked.

Covid Impact



New local COVID-19 cases on Chinese mainland on March 19



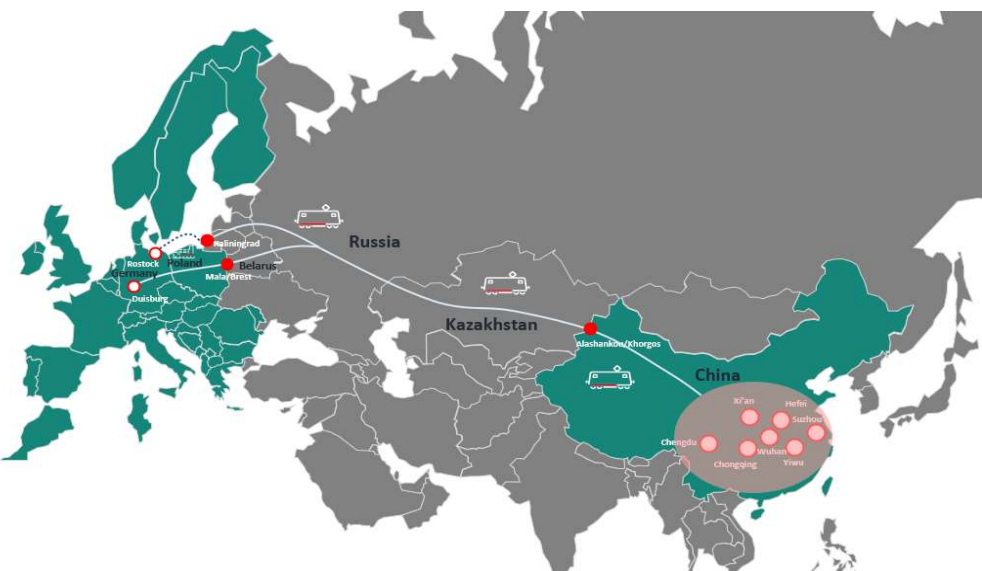
The new round of epidemic outbreak somewhere in China

33 High risk area (last week 20) and 538 Medium risk area (last week 345) in China. Current local measures by several provinces are taken to control the virus spread. Mandatory 48 Hours Covid test is widely mandatory for driver per pup/delivery government or site request which cause overall limit to the capacity. Site pick up/delivery need to be checked case by case.

- 4 in Tianjin, Tianjin, 1 in Langfang, Hebei
- 1 in Yingkou, Liaoning, 2 in Jilin, Jilin
- 2 in Harbin, Heilongjiang, 1 in Nanjing, Jiangsu
- 1 in Changzhou, Jiangsu, 1 in Putian, Fujian
- 7 in Quanzhou, Fujian, 2 in Qingdao, Shandong
- 1 in Zibo, Shandong, 1 in Weihai, Shandong
- 1 in Dezhou, Shandong, 1 in Binzhou, Shandong
- 1 in Shenzhen, Guangzhou, 1 in Dongguan, Guangzhou
- 1 in Tongchuan, Shanxi, 2 in Baoji, Shanxi
- 1 in Lanzhou, Gansu, 1 in Baiying, Gansu

***Massive impact on pre/on carriage FCL and LCL network by city level especially in Shanghai City, Jiangsu province, Guangdong province, etc

Border Situation



CN / KZ border:
<200 containers waiting at Alashankou
<300 containers waiting at Khorgos

BY / PL border:
<300 containers waiting at Brest

RU / DE border:
<100 containers waiting at Kaliningrad

Overall border crossing lead-time is improved

Alashankou /Khorgos operates smoothly. As well as in European side both Malaszewicze and Kaliningrad are now having short border crossing lead time in parallel.

According to GPS record, the reloading operation at PL/BY border are running as normal.

Border delay:

- CN / KZ Border : Alashankou / Khorgos border 0-4 days
- CN / MN Border : Erlian border 7+ days
- CN / RU Border : Manzhouli border 7+ days
- BY / PL Border : Mala / Brest border 2-3 days
(Rail traffic at border runs normal, road border is congested)
- RU / DE Border : Kaliningrad / Rostock border 2-3 days

***Since the first Eurasia freight train service started on March 19, 2016, the Khorgos railway border has been in operation for six years, handling a total of 19,526 inbound and outbound trains (including those from Central Asia)

Lead-time



Good lead time performance

GPS trackers installed in containers reported nothing abnormal so far (from Feb 24th to Mar-21st). Eurasia trains are moving on schedule crossing Russia, Belarus and Poland.

Current T/T lead-time for Westbound keep its good performance. As to the same period last year, the best lead time performance starts from February. To Mala is 13-16 days, to Rostock is 20-24 days, to Duisburg/Hamburg +3-7 days upon border released and terminal capacity. Extreme delay might still happen to some trains because of the dwell time.

The lead-time for Eastbound is regularly 20-25 days (improved).

Other - China-Laos Railway Achieve the Success



Opening to traffic on Dec 3, the China-Laos Railway, is the first overseas railway jointly constructed and operated by the two countries.

The railway, a landmark project of high-quality cooperation in the Belt and Road Initiative, marked its 100th day of operation on Saturday.

Driven by increasing demand for transportation, the types of goods being moved along the route have expanded from fertilizers, fodder and vegetables at the beginning to more than 30 categories of goods, including electronic products, monocrystalline silicon, daily necessities and communication equipment.

More and more platforms in various mainland cities have invested and launched train from/to Laos. The route is kept prompt growing as well as shows its high potential. The possibility of extending route to Central Asia, the Middle East, Russia and Europe could be achieved in near future.