



**SCHENKER**

# Rail Market Updates For week 26 2022

June 2022 | MMS CN

150 Years  
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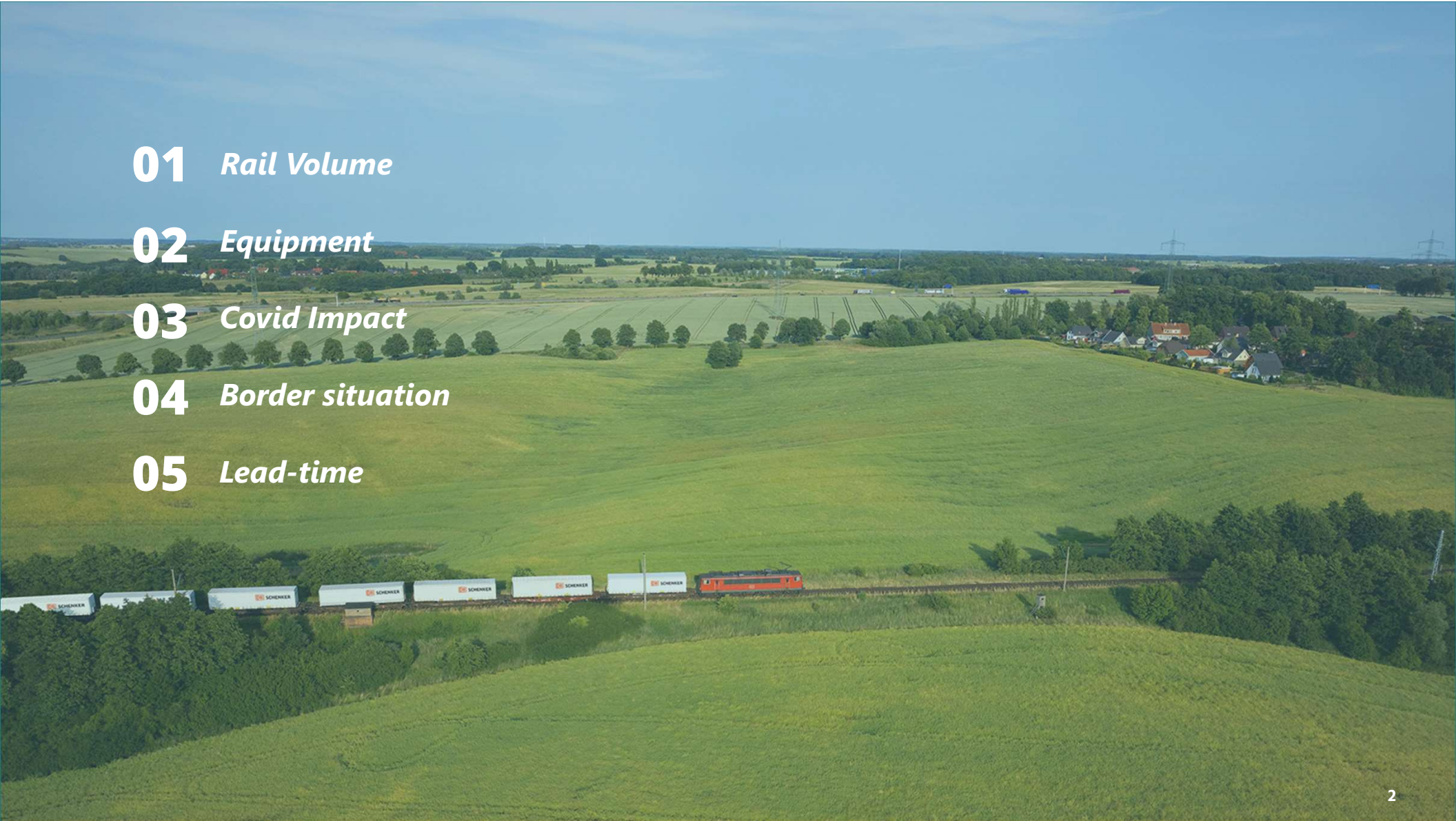
**01** *Rail Volume*

**02** *Equipment*

**03** *Covid Impact*

**04** *Border situation*

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## We saw volume recovery for both WB and EB

There has been stable increase on monthly basis in terms of volume between China and Europe.

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 : 3-5 days delay in departure in general for WB
- Booking closed : WB for week 28 | EB for week 26

\*\*\*Capacity supply between China and Europe had been decreased a lot, and with surge of WB volume as of June space is getting tight, delay in departure took place from almost all the train stations.

# Equipment



## Safe stock and supplement

Current equipment situation by region:

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

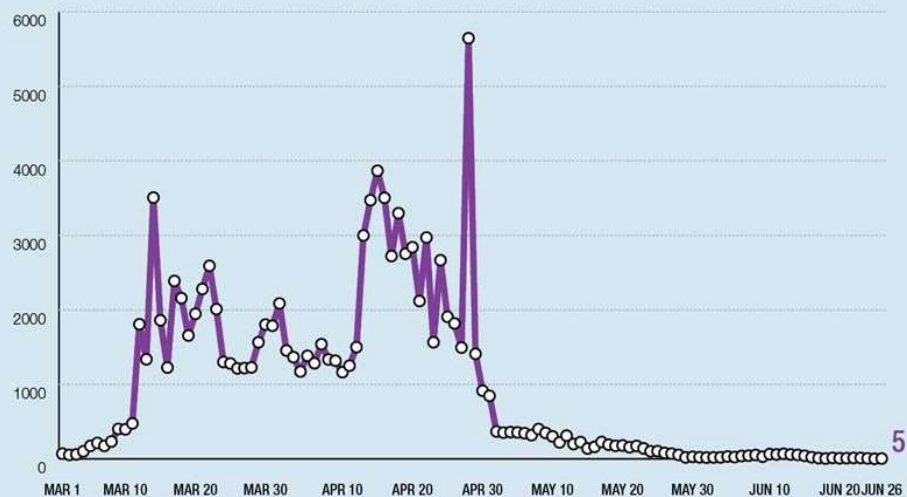
Terminal/depot situation in Europe, such as Duisburg and Hamburg is running as normal, however we do receive reports that number of laden containers in various terminals is increasing.



# Covid-19 Impact



## New local COVID-19 cases on Chinese mainland June 26



### Omicron variant spreads in several provinces of China

1 High risk area(last week 11) and 14 Medium risk area(last week 41) 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.

High risk area:  
1 in Beijing

\*\*\*The pre/on carriage service are gradually resumed with the improved situation in Shanghai, Jiangsu, Zhejiang...

# Border Situation



## Borders are getting congested

The borders especially at Mala (PL), Brest (BY), Alashankou (CN) and Khorgos (CN), are getting congested with the volume increasing as of June.

The border crossing lead-time is estimated 2-4 days longer than normal.

- CN / KZ Border : Alashankou / Khorgos border 3-7 days
- CN / MN Border : Erlian border 10+ days
- CN / RU Border : Manzhouli border 10+ days
- BY / PL Border : Mala / Brest border 3-7 days
- RU / DE Border : Kaliningrad / Rostock border 2-5 days

**CN / KZ border:**  
>600 containers waiting at Alashankou  
>600 containers waiting at Khorgos

**BY / PL border:**  
>600 containers waiting at Brest

**RU / DE border:**  
>300 containers waiting at Kaliningrad

# Lead-time



## Lead time is getting longer in Q3

GPS trackers installed in containers reported nothing abnormal so far (from Feb 24<sup>th</sup> to Jun 27<sup>th</sup>). Eurasia trains are moving regularly crossing Russia, Belarus and Poland.

Current T/T lead-time for Westbound is getting longer due to border congestion and seasonal infrastructure maintenance. To Mala is 18-24 days, to Rostock is 20-26 days, to Duisburg/Hamburg +3-7 days upon border release and terminal capacity. Extreme delay might still happen to some trains because of the dwell time.

The lead-time for Eastbound is regularly 20-30 days.