



Rail Market Updates

For Week 6 2022



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Rail Volume



Volume forecast in 2022

It is reported by Jan 2022, more than 50,000 freight trains have run between China and Europe, total dispatched 4,550,000 TEUS since 2016, covering more than 180 cities in 23 European countries. The Eurasian train service will continue its' green and healthy development in 2022.

The rail capacity has no further reduction after last adjustment in Q4 2021(25% cut), but however capacity will be kept on relatively low level (compared with summer 2021)

- Departure situation : No delay in general
- Booking closed : WB for week 8(few space left) | EB for week 7

Equipment



Equipment shortage still in North & South China region

Current equipment situation by region:

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

Terminal/depot situation in Europe is getting worse, especially with Hamburg and Duisburg: terminal/depots are crowded with laden/empty containers.

Covid Impact

New local COVID-19 cases on Chinese mainland February 10



Pandemic reported somewhere but under control

5 High risk area(last week 6) and 52 Medium risk area(last week 53) 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:

- Fengtai, Beijing (1 x area)
- Baise, Guangxi (1 x area)
- Huludao, Liaoning (1 x area)
- Tianjin, Tianjin (2 x area)

Border Situation



CN / KZ border:
<200 containers waiting at Alashankou
<200 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(improved!) and Kaliningrad are now having short border crossing lead time in parallel.

Border delay:

- CN / KZ Border : Alashankou / Khorgos border 0-4 days
- CN / MN Border : Erlian border 7+ days
- CN / RU Border : Manzhouli border 3-7 days
(Limit for non-CR Express train to Manzhouli Border from 7th to 22nd Feb.)
- BY / PL Border : Mala / Brest border 2-3 days
- RU / DE Border : Kaliningrad / Rostock border 2-3 days

Lead-time



The Good Timing for Rail Booking

Current T/T lead-time for Westbound continues to improve. As to the same period last year, the best lead time performance starts from February. To Mala is 12-16 days(improved!), to Rostock is 18-19 days, to Duisburg +6-9 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).