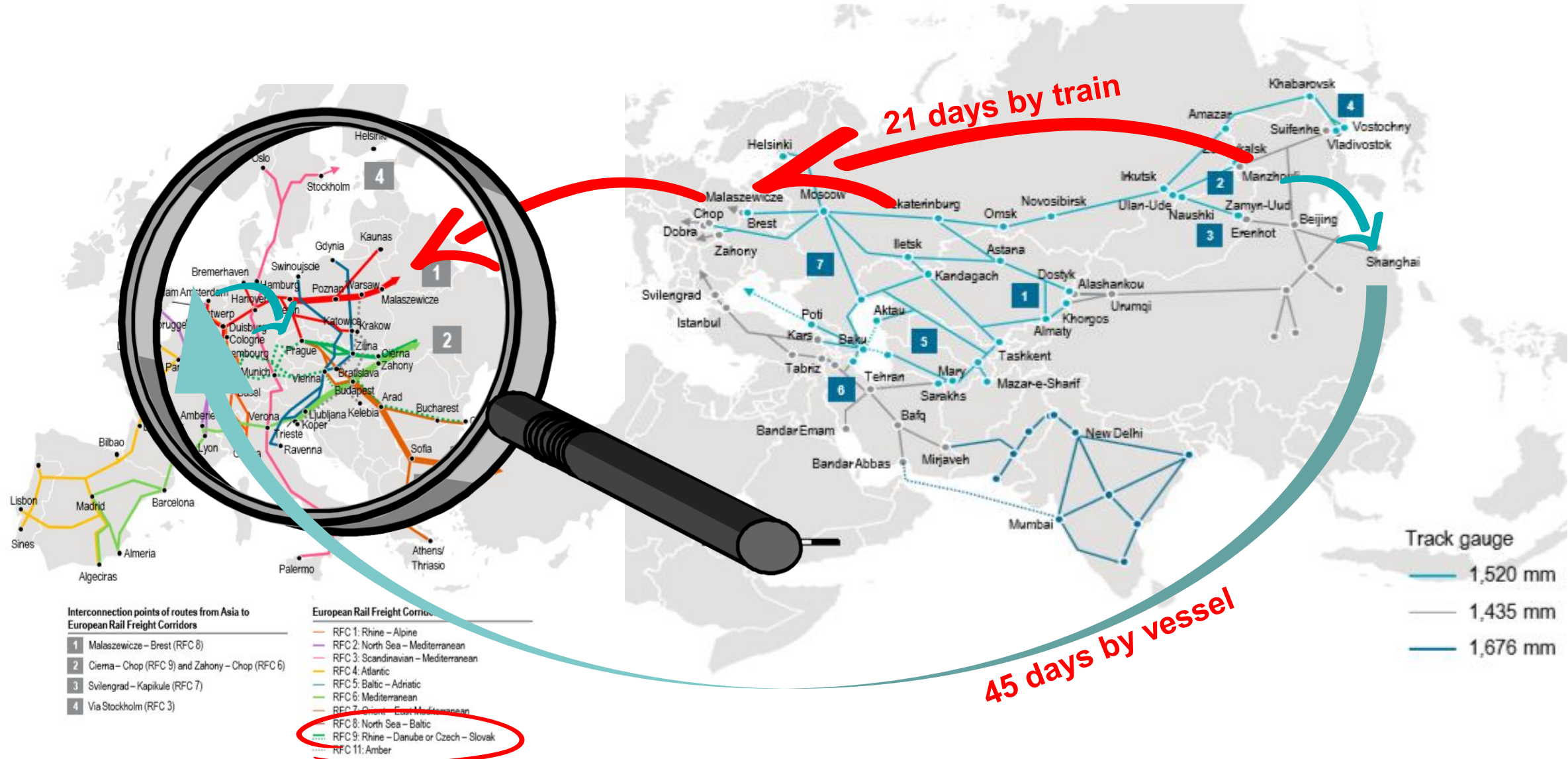




Opportunities for Rail in Euro-Asian traffics

How the Rail freight Corridors are linked to the „New silk road“ and why clients prefer the train route instead of vessels, but...



...we have to consider some extraordinary facts and the challenges of the Chinese market which makes the story more complicated for rail

Facts

- length of trains on the russian stretch max.1500m (in Poland max. 600m)
- different consignment note right (CIM/SMGS) Non EU - EU
- several clients per block train between China and the Belarussian border
- bottleneck Brest-Malaszewicze due to limited border crossing pathes and extended border crossing procedures

Challenges

- Chinese market is highly volatil and clients are expecting a maximum of flexibility concerning routing and final Terminals
- Infrastructure Manager are offering pathes, especially PaP one year in advance
- Market requirements do not fit to the RFC offers, because of the long term deadlines
- high delays on the Non EU-EU interface

Which facts makes it more complicated for RU's to match the „New silk road“ with RFC 8/11

Topic	BY/PL	Other Non EU
➤ Wagon set changing because of different gauges		
➤ highly restrictive and time consuming border police control		
➤ full custom control instead of the simplified T1/2		
➤ different consignment notes instead of CIM		
➤ re-expedition of goods		
➤ X-ray check of all container		
➤ physo-sanitary control		
➤ strong visa restrictions for operational staff to cross the border		
➤ Wide-spread locations		