Polish perspective on the New Silk Road

Jakub Walczak

Rail Product Manager Europe

C.H. ROBINSON

Expert

POLSKI INSTYTUT TRANSPORTU DROGOWEGO

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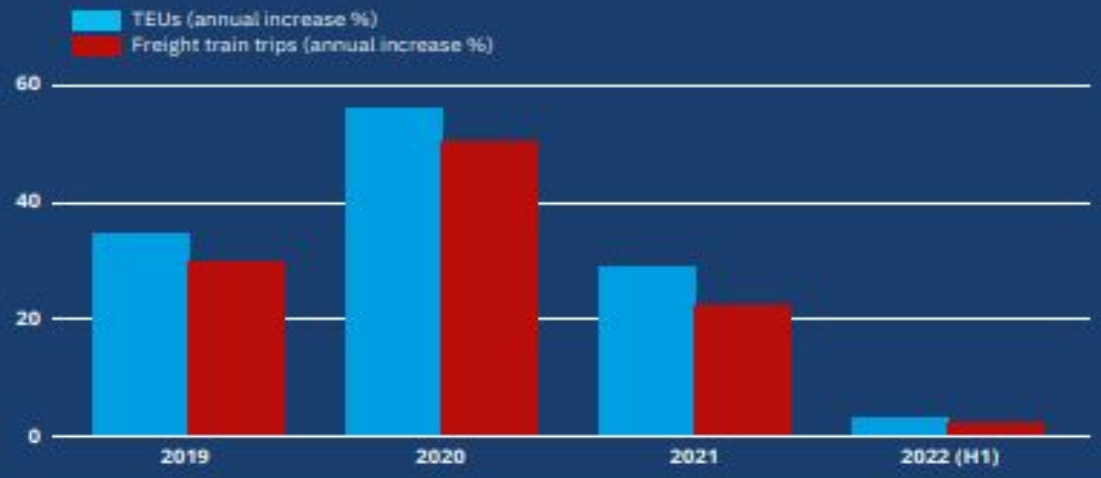
Point of departure	Arrival point	VOLUME OF TRANSPORTED GOODS		Average travel time, days
		TEU	Thousand tons	
		168 986 (-33,42%)	1 057,05 (-26,71%)	9,89 (-30,20%)
China	Poland	102 656 (-19,29%)	654,17 (-9,21%)	8,91 (-30,39%)
China	Germany	43 960 (-52,85%)	266,97 (-49,63%)	12,00 (-24,86%)
China	Belgium	9 640 (-1,85%)	57,94 (+2,77%)	10,55 (-29,24%)
China	Netherlands	6 004 (-60,90%)	34,62 (-58,74%)	10,49 (-26,54%)
China	Hungary	3 064 (+1 432,00%)	22,28 (+2 023,88%)	8,22 (-29,50%)
China	Finland	1 704 (-36,89%)	9,21 (-47,32%)	10,03 (-4,57%)
China	Czech Republic	882 (-66,08%)	6,03 (-64,92%)	9,97 (-31,95%)
China	France	592 (-34,22%)	3,35 (-31,15%)	11,96 (-40,65%)
China	United Kingdom	284	1,44	11,40
China	Denmark	200	1,04	11,69

VOLUMES ON THE NEW SILK ROAD

For the first time in over a decade of stable and continuous growth, rail freight traffic between China and Europe is experiencing a period of stagnation. In the first half of 2022, freight trains trips between China and Europe witnessed a 2 per cent increase, while the amount of TEUs carried rose by 2.6 per cent.

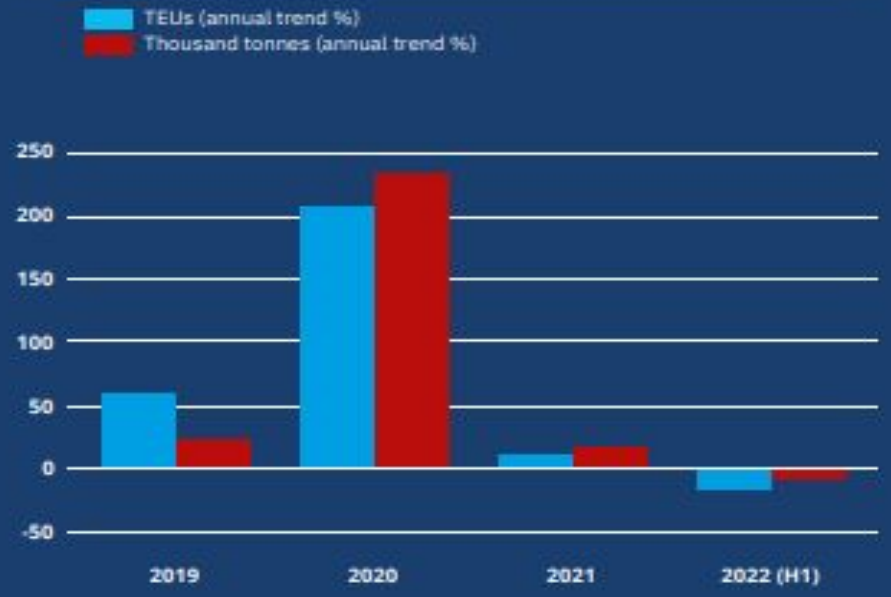
ANNUAL INCREASE (%) OF TEUs AND FREIGHT TRAIN TRIPS BETWEEN CHINA AND EUROPE



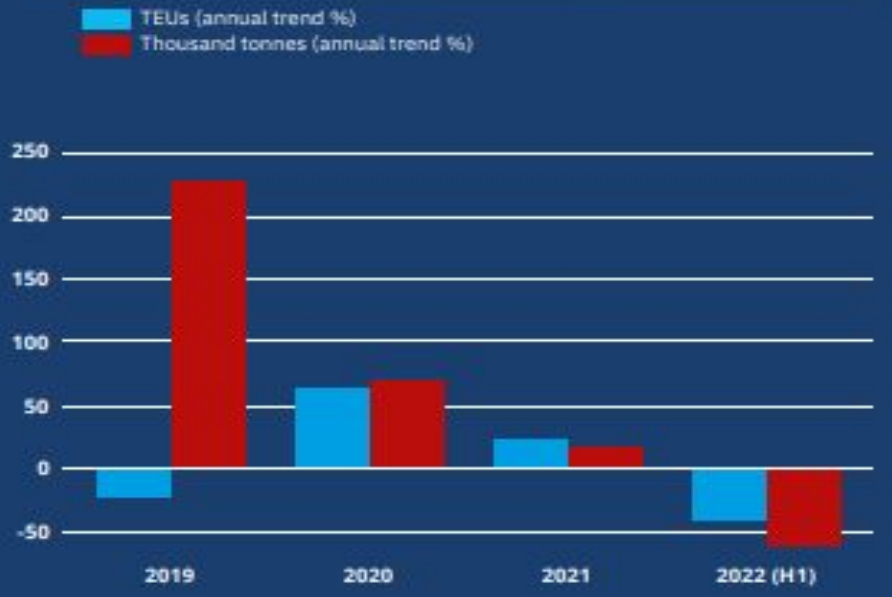
POSSIBLE CONSEQUENCES:

- The consequences of the war in Ukraine and opening new routes that do not require to pass through Russia and Belarus
- The weakening economic climate, namely lower consumption
- Companies going back to shipping goods via sea
- The sanctions on Russia by the EU and the increase in the costs of transportation

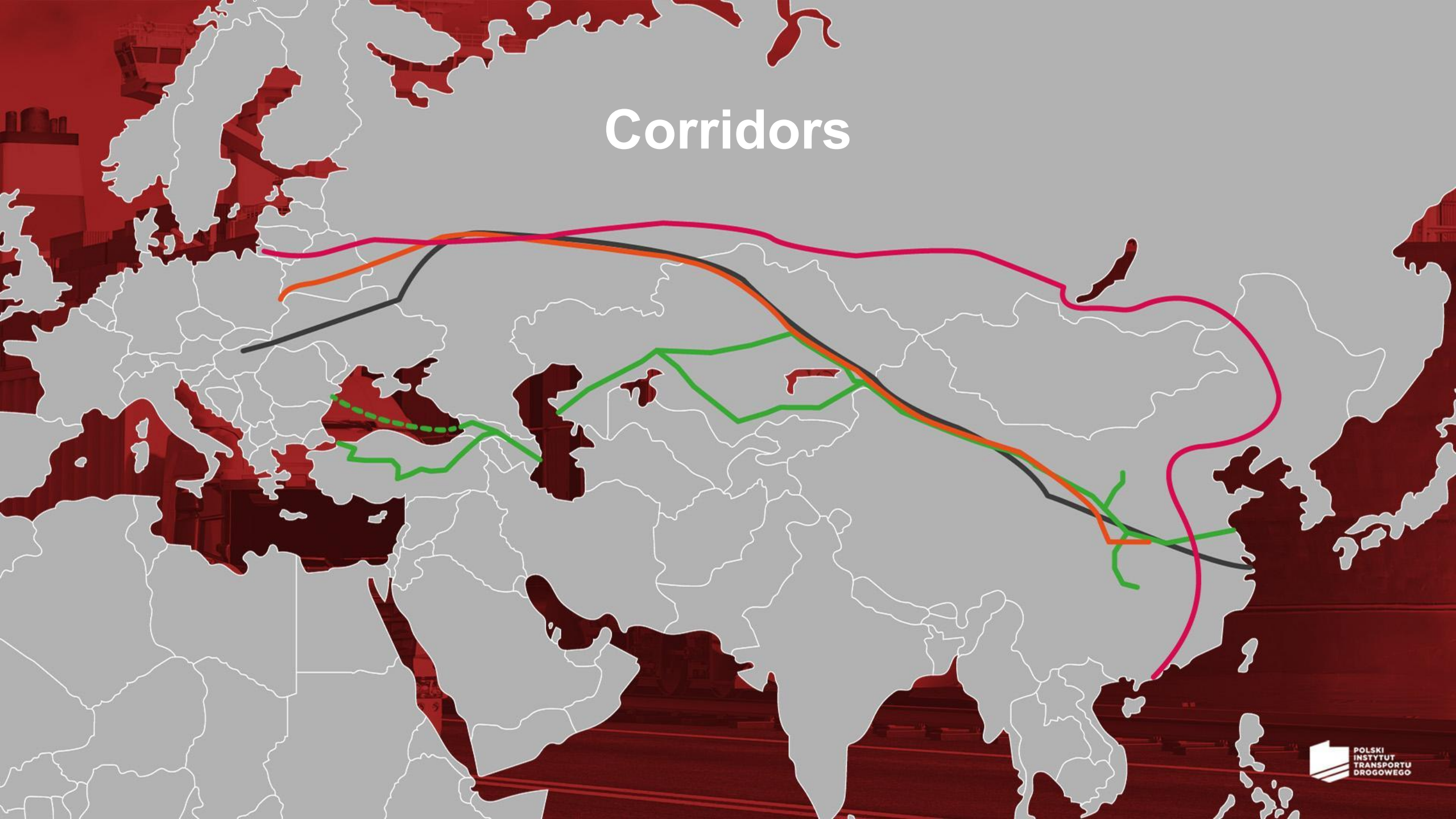
CHINA TO POLAND TRENDS (2019 - 2022 H1)



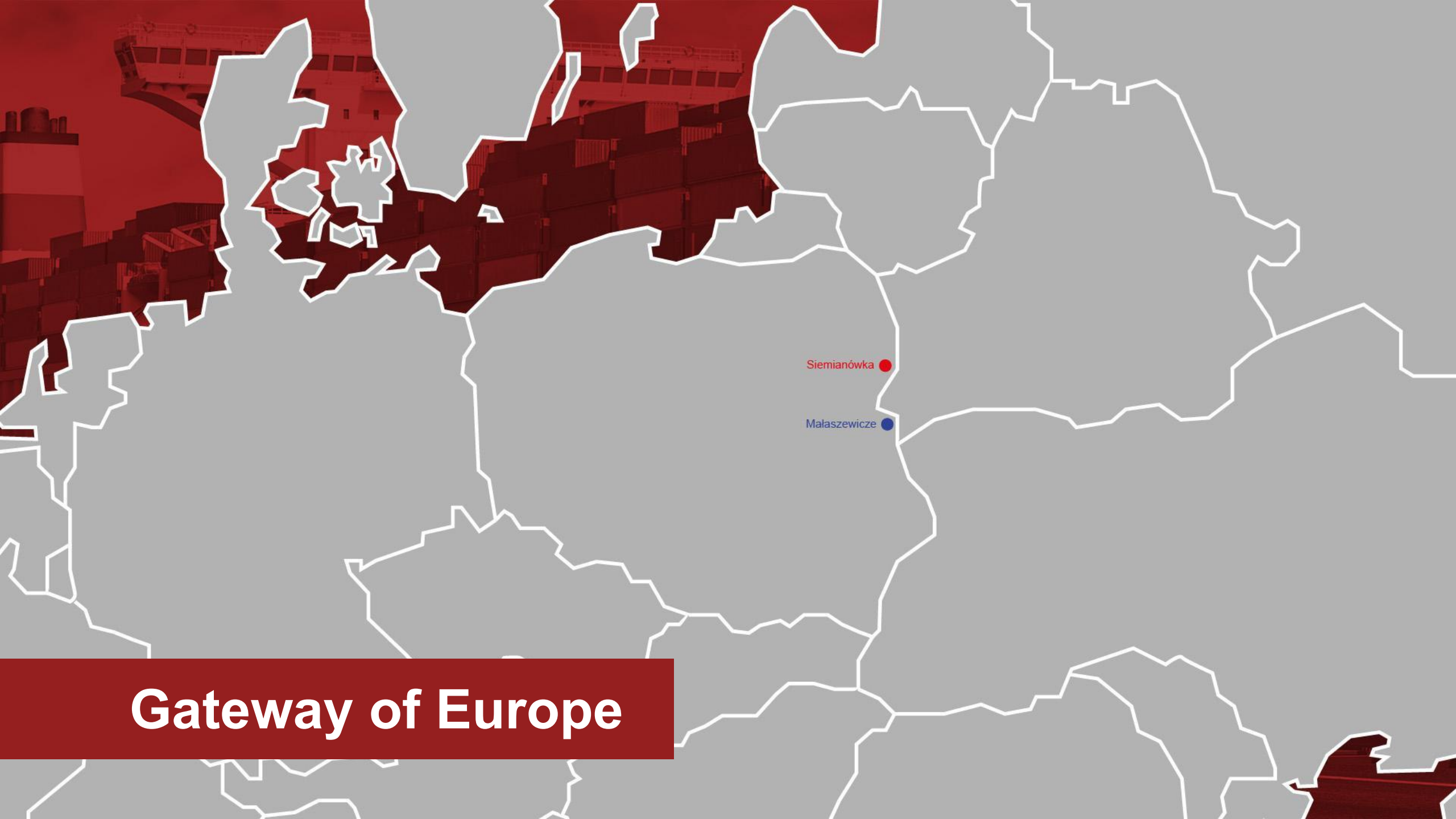
POLAND TO CHINA TRENDS (2019 - 2022 H1)



Corridors



What’s needed ?



Gateway of Europe

Strengths
- Current main route
- Fleet of trucks
- Potential

Weaknesses
- Backlogs
- Misinformation
- **Time**

Opportunities
- Transit time
- Flexible operations
- Capacity increase

Threats
- Ocean freight
- Energy demand
- Alternative routes

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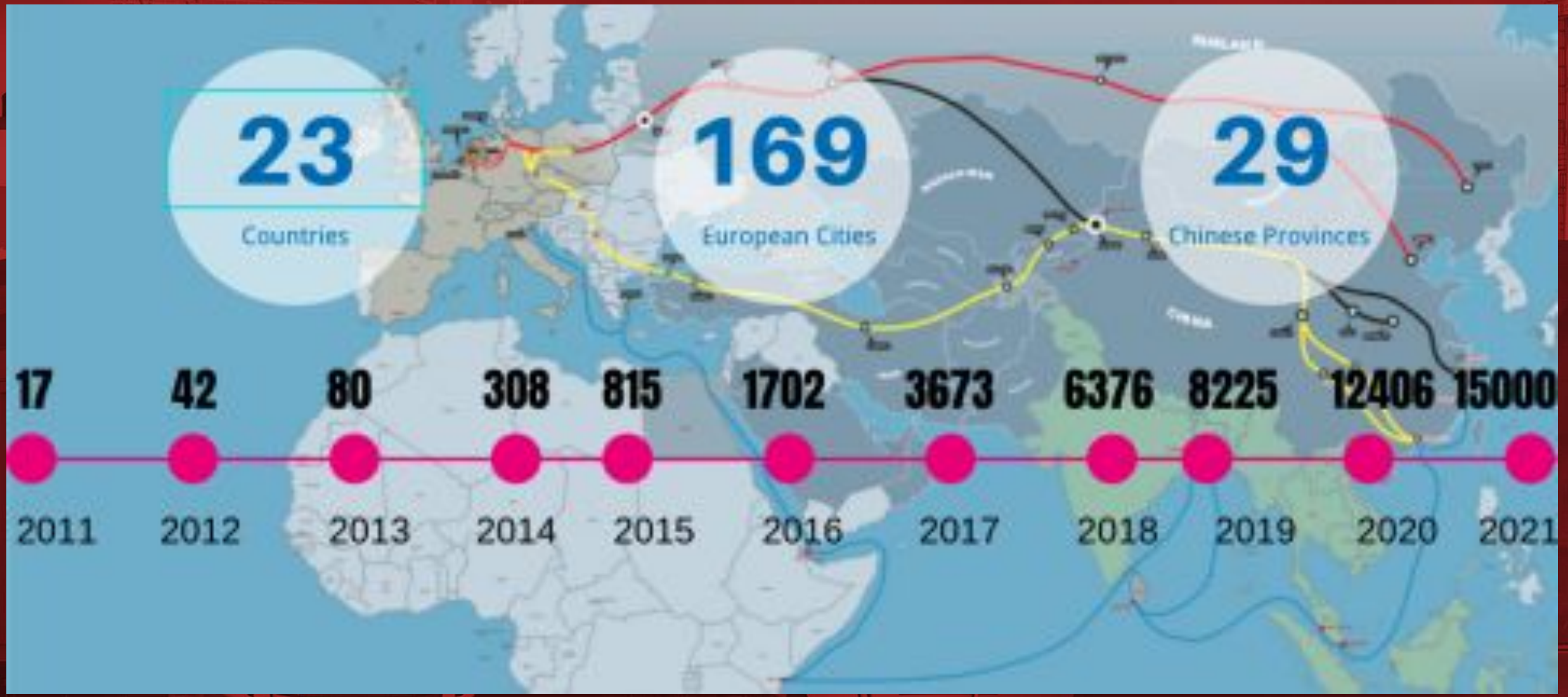
What is the future of New Silk Road for Poland?



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