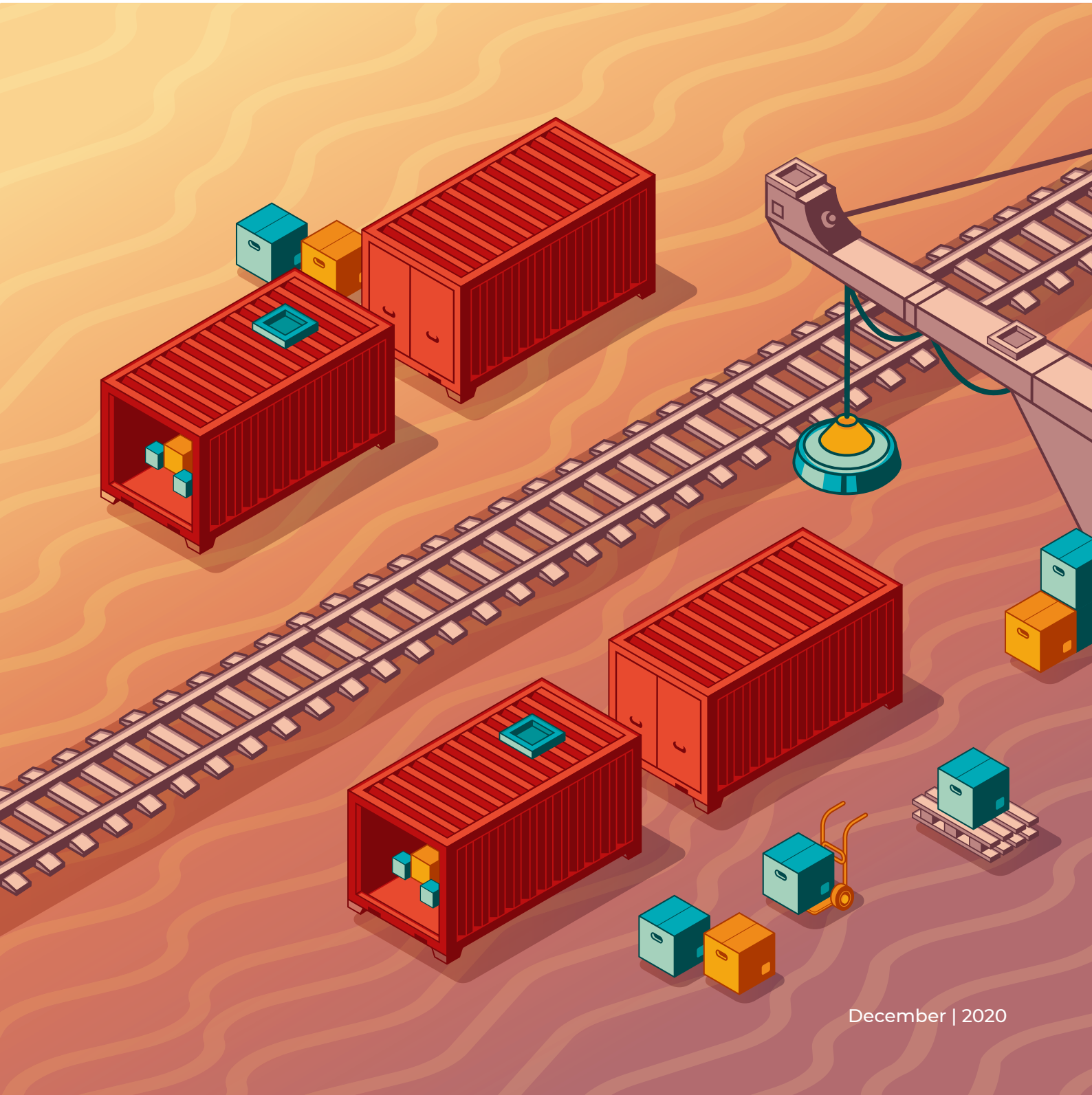
ERAI
Eurasian Rail Alliance Index

Information and analytical digest

POTENTIAL FOR EXPANDING THE EURASIAN CORRIDOR WITH AGRICULTURAL & FOOD PRODUCTS



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INTRODUCTION

In 2020, the Eurasian railway transit route showed record growth rates in terms of traffic volumes. In 2019 the total freight traffic volume for the rail Eurasian route was 333 thousand TEU, in 2020, it hit 546.9 thousand TEU, with an increase of 64%. The development drivers were, on the one hand, the constant improvement of the transportation technology on the route itself, and on the other hand, the restrictions imposed due to the spread of COVID-19, which incited consignors along the China-Europe-China route to opt for the railroad.

This modal shift was triggered by disruptions in air transport operations and the crisis of sea cargo traffic, that dramatically increased the demand for the services of railways, and transport and logistics operators working in the Eurasian space. As a result, the Drewry WCI, which reflects the price of sea container shipping, exceeded for the first time that of the ERAI Index – the main quotation for the Eurasian rail transit. If, in April 2020, WCI was $ 1,495, in October it was already $ 2,590, almost equaling the ERAI ($ 2,676). In November, the transportation price for one TEU reached $ 2,902, for the first time overtaking the price of transit by rail.

Nevertheless, additional efforts are required to preserve the advantages gained by the rail transport: both to eliminate bottlenecks and to improve the infrastructure, as well as to attract new goods (consignors) to the railway. In this regard, the transportation of agricultural products provides great opportunities. The increasing consumer demand in China, the natural scarcity of arable agricultural lands, and the developing agriculture & food (A&F) in the countries of this region impose the need for development in this direction.

The main problem for diversifying the A&F product range is the sanctions imposed on Russia and the counter-sanctions initiated by the Russian Federation. Such a situation around Russia, as one of the main transit countries and A&F goods producers in the Eurasian space, resulted in a virtual freezing of this activity.

However, thanks to the decree of the Russian President in summer 2019, the transit of sanctioned cargoes was allowed through the territory of the Russian Federation subject to special requirements. The use of seals to protect containers from opening is a prerequisite for transportation of sanctioned products from Europe to China. In 2020, several pilot shipments were made in a close cooperation between the Eurasian route operator, the Russian Railways company, and Russian government agencies.

Therefore, the goal of this study is to analyze the opportunities and limitations on the transit of A&F goods along the Eurasian route in the China – Europe – China direction, both in terms of the most promising commodity groups in the mutual trade and the current situation in the agricultural logistics.

TRADE BETWEEN CHINA AND THE EU IN AGRICULTURAL GOODS

In the context of this study, we will consider the trade in the agro-industrial complex goods, which corresponds to the following codes as per the Commodity Nomenclature of Foreign Economic Activity (CN FEA): 1 (child codes: 01-06), 2 (child codes: 06-14), 3 (child code: 15), and 4 (child codes: 16-24). This sample selection is broad and is directly applicable to agricultural and food products.

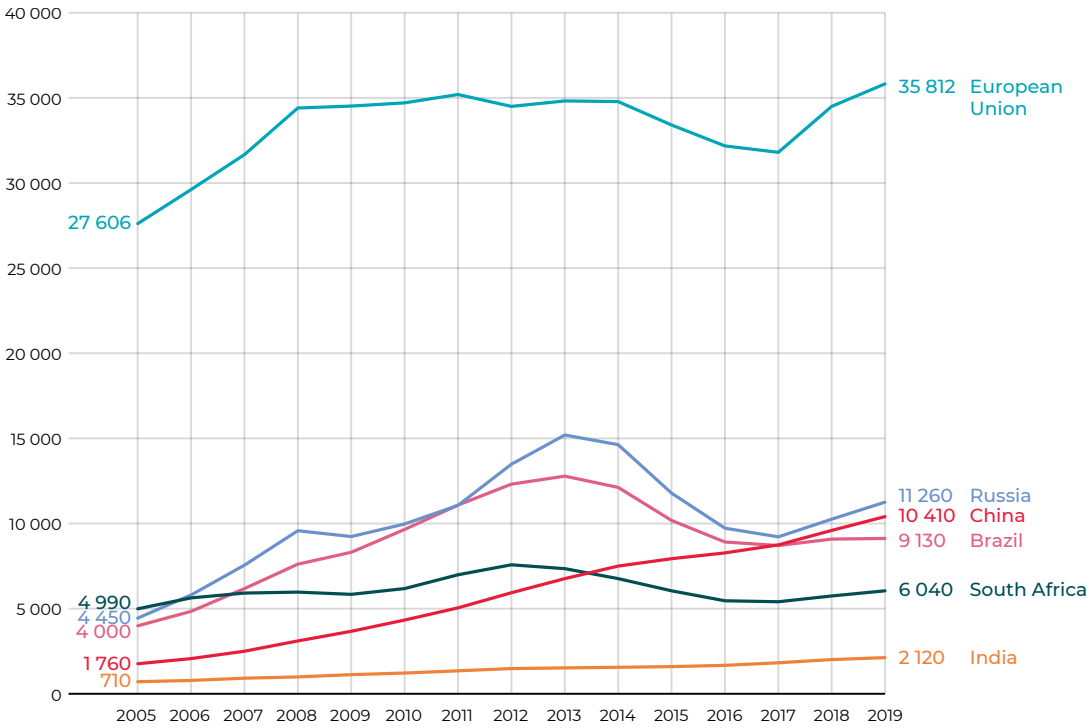
The PRC's Imports from the EU

China is the world's leading producer of agricultural goods. It holds a leading position in the production of most types of crop and livestock commodities. **At the same time, China is one of the world's largest importers of agricultural products.** In 2019, it accounted for 8.7% of global imports (USD 140.4 billion).

With a population of 1.4 billion people, the Chinese agro-industrial complex has some specifics. Firstly, China has a limited pool of arable lands: only 10–15% of the country's area is suitable for cultivation. Secondly, the well-being of the PRC citizens grows every year: the country's middle class is increasing numerically, followed by an increase in the consumption level. Thirdly, due to the nationalization of the country's economy, the PRC market is difficult to access for many products, especially A&F goods, due to tariff and non-tariff protection measures.

China is showing impressive growth rates of its gross national income per capita, already outperforming other BRICS countries and coming ever closer to Russia. In the future, these dynamics are expected to persist and to overtake the EU level. All of the above makes the PRC a highly promising market for sales of A&F products.

GROSS NATIONAL INCOME DYNAMICS PER CAPITA (ATLAS METHOD)



According to Euromonitor's forecasts, the consumption in the PRC will continue to grow in the next five years and will make up about $ 1.8 trillion by 2024. For comparison, the food market in Russia is estimated at $ 219 billion. The highest increase in the PRC consumption by 2024 is expected in the category of cereals, pastes, and canned foods (+63%); nuts (+50%); dairy products (+49%); and fruit (+42%). The growing popularity of these products is due to changes in the consumer's preferences amid the general consumption growth.

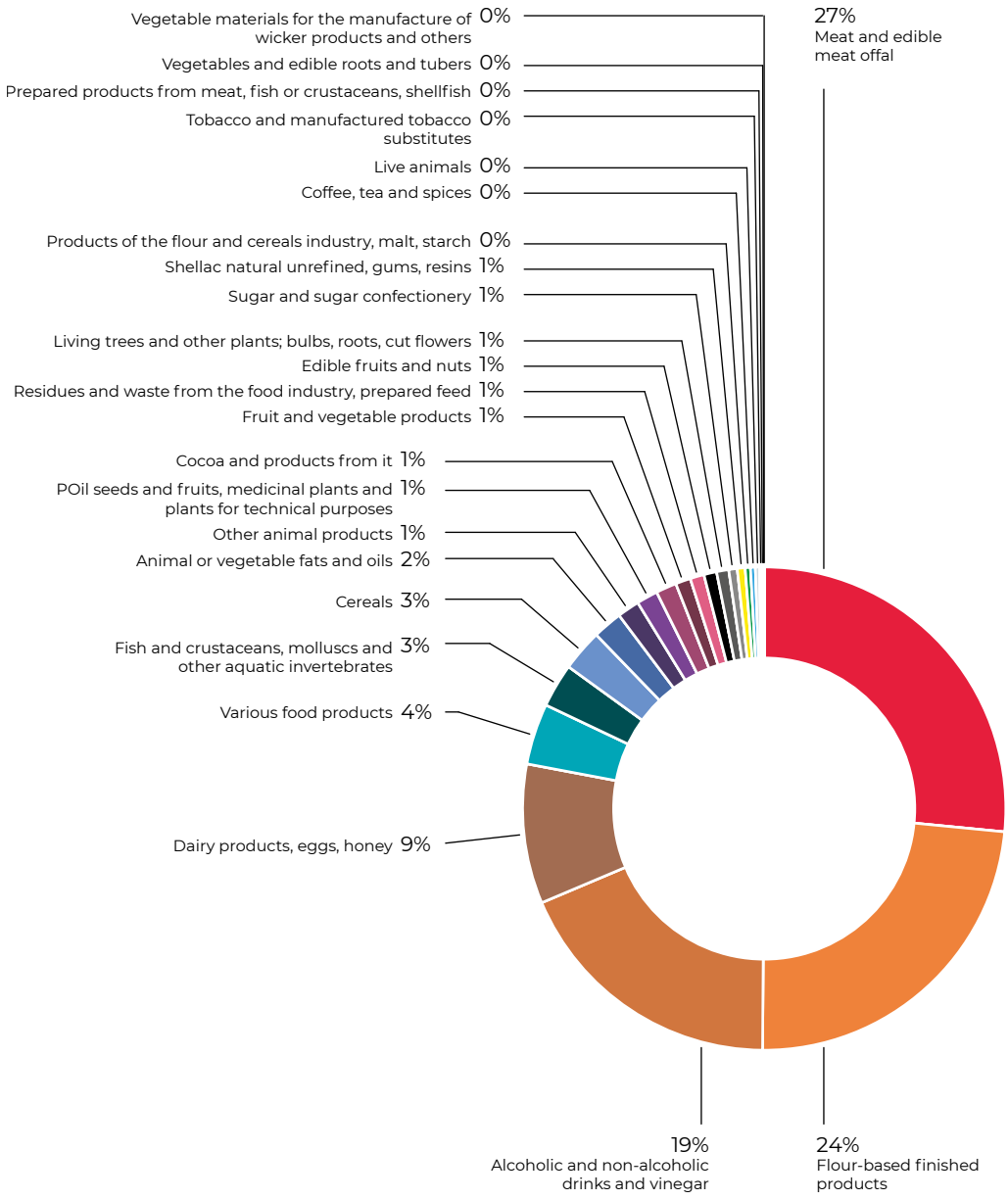
In 2019, the China's imports of A&F products (as listed above) from the European Union (28 countries) amounted to $ 16.9 billion, which makes 6.1% of all PRC imports for these items. **At the same time, the PRC imports of A&F products exceed exports, which is especially important for correction of the imbalance between the carriage of goods in the western and eastern directions** due to the prevalence of the former (to Europe).

The most promising supplies to China are the following groups: 02 (meat), 19 (flour-based prepared foods), 22 (alcoholic and soft drinks), 04 (dairy products), accounting for 78% of the EU supplies to China in the above categories, whereas, for each of the above-listed goods, the EU's share in the PRC imports is at least about a quarter.

In addition, we should mention the following groups: 21 (various food products), 05 (various animal products), 18 (cocoa and cocoa products), 06 (living trees and fresh flowers), and 13 (natural unrefined shellac, gums, resins), in which EU countries have a significant share at the PRC market.

Each of these groups of goods has its own tendency towards transportation by rail. Thus, fresh flowers, as perishable goods, are transported mainly by air; bulk cargoes (such as grain) with a long shelf life tends to the cheapest transport mode – by sea and by a bulk carrier. In general, it can be noted that **food products, in contrast to unprocessed agricultural commodities, have a greater potential for the shift to container transportation by rail**.

CHINA'S IMPORTS OF AGRICULTURAL PRODUCTS FROM THE EU-28 IN 2019 (BASED ON 2 CODES)



With a more detailed breakdown by four CN FEA codes, we can identify several other items of the European exports to the PRC that tend to the rail transportation. Firstly, the selection criterion is the technical possibility of carriage in containers. Most of the above-listed goods can be transported by rail in containers, except for perishable goods, some livestock commodities, and several bulk cargoes. Secondly, we should especially mention some items, that are the most important in terms of prices, as per four CN FEA codes (see the table below), as well as some items with a high share of EU products in the PRC market.

PRC IMPORTS OF AGRICULTURAL PRODUCTS FROM THE EU BY INDIVIDUAL ITEMS IN 2019

CN FEA	Designation	PRC imports from EU ($ thous.)	EU share in PRC's imports	Total PRC for this item
1901	Malt extract; prepared foods made from flour, meal, cereals, starch, or malt extract	3,789,540	65%	5,844,129
0203	Fresh, chilled or frozen pork	2,859,375	63%	4,508,557
2208	Undenatured ethyl alcohol with a concentration of less than 80 vol.%; alcoholic ratafias, liqueurs	1,378,869	85%	1,627,603
0206	Fresh and chilled edible offal of cattle, pigs, sheep, goats, horses, donkeys, mules, or hinnies	1,375,746	69%	1,999,212
2204	Natural grape wines, including fortified wines	1,068,677	44%	2,444,671
2106	Food products not elsewhere specified or included	593,342	19%	3,148,161
0401	Milk and cream, non-condensed and without added sugar	520,323	47%	1,101,453
2203	Malt beer	501,210	61%	820,006
0402	Milk and cream, condensed or with added sugar	416,483	13%	3,179,915
0404	Milk whey	392,163	65%	607,648
1003	Barley	282,160	18%	1,561,312
1806	Chocolate and other prepared foods containing cocoa	213,675	44%	482,852
0504	Intestines, bladders, and stomachs of animals (except for fish)	184,250	44%	418,298
1509	Olive oil and its fractions	169,845	96%	176,682
2309	Products used for animal feed	134,630	24%	552,527
1209	Seeds, fruits, and spores for sowing	91,466	21%	427,107
2007	Jams, fruit jelly, marmalade, fruit or nut puree	55,770	59%	95,272
1704	Sugar confectionery (including white chocolate) not containing cocoa	52,031	18%	283,872
0403	Buttermilk, curdled milk and cream, yogurt, kefir, etc.	48,855	83%	58,831
1702	Other sugars, including chemically pure lactose, maltose, glucose, and fructose	42,277	21%	198,858
1210	Fresh or dried hop cones	36,542	90%	40,682

Next, we make an assumption about the potential volume of rail traffic, based on the assumption that the share of railways can reach the promising mark of 10% of the total trade in goods. In 2020, the share of container traffic by rail along the China – Europe – China route increased up to 6–8% in the structure of traffic by modes of transport and, according to some forecasts, it can reach a value of 10% while maintaining the same dynamics – this fact justifies the chosen cutoff.

In 2019, 1.4% of exports and 1.7% imports from and to the European Union were carried by rail. The largest share of railway transport in foreign trade (exports) is typical for some countries, such as Slovakia (12.9%), Czech Republic (12.2%), Lithuania (8.5%), Bulgaria (5.4%), Austria (4.1%), and Germany (1.9%). When assessing the opportunities, we should not take into account the exports to the PRC from the EU countries that do not use or only use to a small extent the railway transport, according to the EU statistics.

GOODS THAT COULD SHIFT TO RAIL, EU EXPORTS TO THE PRC

CN FEA	Designation	EU exports to PRC in 2020 ($ thous.)	Exports to PRC by rail in 2020 ($ thous.)	10% target for the trade volume ($ thous.)	Potential ($ thous.)
0203	Fresh, chilled or frozen pork	6,564,951	204	656,495	- 656,291
0206	Fresh and chilled edible offal of cattle, pigs, sheep, goats, horses, donkeys, mules, or hinnies	1,637,925	39	163,792	- 163,753
2204	Natural grape wines, including fortified wines	750,263	6,261	75,026	- 68,765
2208	Undenatured ethyl alcohol with a concentration of less than 80 vol.%; alcoholic ratafias, liqueurs	619,303	1,728	61,930	- 60,202
0401	Milk and cream, non-condensed and without added sugar	643,938	5,562	64,393	- 58,831
0402	Milk and cream, condensed or with added sugar	500,664	4,044	50,066	- 46,022
0404	Milk whey	412,518	1,620	41,259	- 39,639
2203	Malt beer	428,908	5,691	42,890	- 37,199
2106	Food products not elsewhere specified or included	402,656	6,153	40,265	- 34,112
1806	Chocolate and other prepared foods containing cocoa	131,445	7,563	13,144	- 5,581
1901	Prepared foods from flour	2,986,731	401,881	298,673	+ 103,208

Source: based on the data provided by Trendeconomy.com and Eurostat.

As shown by our analysis, for the 1901 commodity item (prepared foods from flour), the railway has already "attracted" a significant share of the freight traffic. However, the following product groups have a significant potential requiring a further study:

- meat and offal (02), including pork;
- water, drinks, alcohol (22), including wines, liqueurs, beers, and mineral waters;
- dairy products (04), including baby food and formulas, yoghurt, cream;
- various food products (21), including oils and fats;
- cocoa and cocoa products (18), including chocolate.

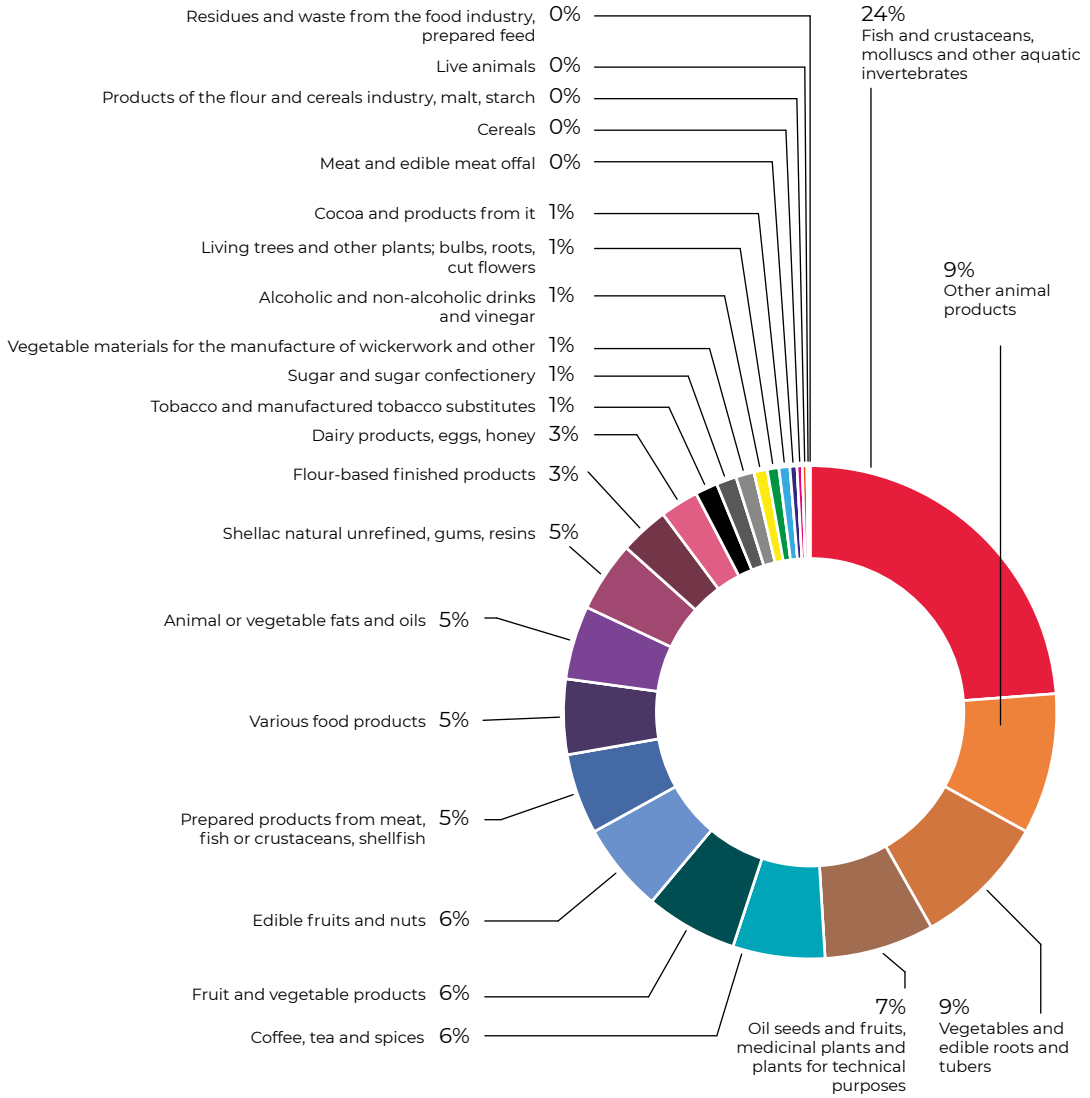
At the same time, for many items, the European Union's share is close to monopoly – primarily in the specialized niches, where European products have competitive advantages (baby food, high-quality food, etc.). Bulk cargoes, due to the specifics of the EU exports to the PRC, will have no effect on the commodity range along the route.

Therefore, we can highlight, **as target ones, the sectors such as meat industry, bakery, baby food, brewing, alcoholic beverage production, and confectionery industry**. First of all, it is advisable to switch to railways for transportation of goods with a limited shelf life. It is the railway that guarantees consignors a higher delivery speed, as compared to the sea transport, and a lower cost, as compared to the air carriage.

The EU Imports from the PRC

For many reasons, A&F products are exported from the PRC to the EU in smaller amounts. Firstly, small family farms prevail in the Chinese agriculture, whose land allotments average 0.6 hectares, resulting in a lower marketability. Secondly, due to the population size along with limited land resources, the Chinese A&F is aimed largely at domestic consumption. Currently, China is facing many threats and challenges, the most grave of which are the degradation of agricultural lands, depletion of water resources, and environmental pollution.

IMPORTS OF AGRICULTURAL PRODUCTS TO THE EU FROM CHINA IN 2019



The EU imports of A&F products (see the list above, codes 01-24) from the PRC amounts to $ 9,2 billion, that is 54.4% of the PRC imports from the EU ($ 16.9 billion). For most items, the share of Chinese goods is extremely small. In addition, some of them tend to sea freight (fish and crustaceans) due to the geographical factor. The exports of Chinese goods are more diversified, despite the significant share of fish in terms of prices. It is also noticeable that **the share of prepared foods (CN FEA codes 16-24) in the Chinese exports is lower than in the European ones, whereas the share of agricultural products is higher**.

By analogy with the EU exports analysis, we have identified promising PRC export commodity items for shifting to the railway – by selecting the items with the highest weight in the bulk of agricultural products. Besides the agricultural nature, a feature of the PRC exports to the EU for these groups is a significant proportion of narrowly segmented goods, such as nuts, tea, spices, some animal products, as many of them have been traditional in China for many centuries.

THE EU EXPORTS OF AGRICULTURAL PRODUCTS FROM THE PRC BY INDIVIDUAL ITEMS IN 2019

CN FEA	Designation	EU imports from PRC ($ thous.)	PRC share in the EU's imports	Total EU imports for this item
0504	Intestines, bladders, and stomachs of animals (except for fish)	658,643	31%	2,118,448
2309	Products used for animal feeding	591,642	4%	14,945,460
1518	Animal or vegetable fats and oils and their fractions	319,816	12%	2,672,752
1302	Vegetable juices and extracts	285,830	12%	2,403,328
1604	Prepared or canned fish, caviar	209,789	3%	7,668,178
0802	Other nuts, fresh or dried	205,437	3%	7,651,173
0710	Frozen vegetables	204,434	6%	3,441,805
0712	Dried vegetables	202,168	19%	1,038,433
0910	Ginger, saffron, turmeric, thyme, bay leaves, curry	165,285	17%	1,001,122
0904	Pepper of the piper genus; fruits of the capsicum or pimenta genus	150,920	18%	843,293
0902	Tea	149,531	10%	1,463,543
1202	Peanut	129,535	10%	1,271,066
0505	Skins and other parts of birds with feathers and down	119,236	27%	442,987
1207	Seeds and fruits of other oil crops	117,889	9%	1,371,381
1401	Vegetable materials primarily used for platting	67,960	62%	109,307

As a basis for further analysis, we adopted the hypothesis of a target value of 10% of the trade in goods by modes of transport, which could be attracted by railway transportation in the most favorable scenario. In addition, we excluded from the analysis the items that are the least prone to containerization and shifting to the transportation by rail.

Therefore, the following commodity groups have the greatest potential:

- animal products, including various parts of animals, skins;
- animal feed;
- plant extracts, including juices;
- fruit and nuts;
- dried vegetables;
- tea and spices, including ginger, saffron, turmeric, etc.;
- other plant products, including platting materials.

GOODS THAT COULD SHIFT TO RAIL, PRC EXPORTS TO THE EU

CN FEA	Designation	PRC exports to EU in 2020 ($ thous.)	EU imports from PRC by rail in 2020 ($ thous.)	10% target for the trade volume ($ thous.)	Potential ($ thous.)
0504	Intestines, bladders, and stomachs of animals (except for fish)	530,916	577	53,092	- 52,515
2309	Products used for animal feeding	518,591	4780	51,859	- 47,079
1302	Vegetable juices and extracts	294,083	1464	29,408	- 27,944
0802	Other nuts, fresh or dried	186,971	2697	18,697	- 16,000
0712	Dried vegetables	167,419	1106	16,741	- 15,635
0910	Ginger, saffron, turmeric, thyme, bay leaves, curry	154,246	48	15,424	- 15,376
0904	Pepper of the piper genus; fruits of the capsicum or pimenta genus	155,875	347	15,587	- 15,240
0902	Tea	103,916	704	10,391	- 9687
0505	Skins and other parts of birds with feathers and down	75,834	1486	7583	- 6097
1401	Vegetable materials primarily used for platting	63,845	304	6384	- 6080

Source: based on the data provided by Trendeconomy.com and Eurostat.

Nevertheless, when determining the target niches for expanding the cargo range along the Eurasian route in the western direction, it is important to understand the geography of the goods origin in the PRC territory: the regions of origin and processing of agricultural goods. We should also conclude that there are less opportunities for the transportation of A&F goods from the PRC to the EU due to their narrow segmentation.

Food and agricultural products are the most important growth point for trans-Eurasian container transit by rail. For a long time, the key constraints for the modal shift were the Russian counter-sanctions, that limited the trade in and transportation of sanctioned goods through the national territory. In the long term, the transit of agricultural and food products along the Eurasian route will allow not only to expand the range of goods transported, but also to overcome the imbalance in trade flows.

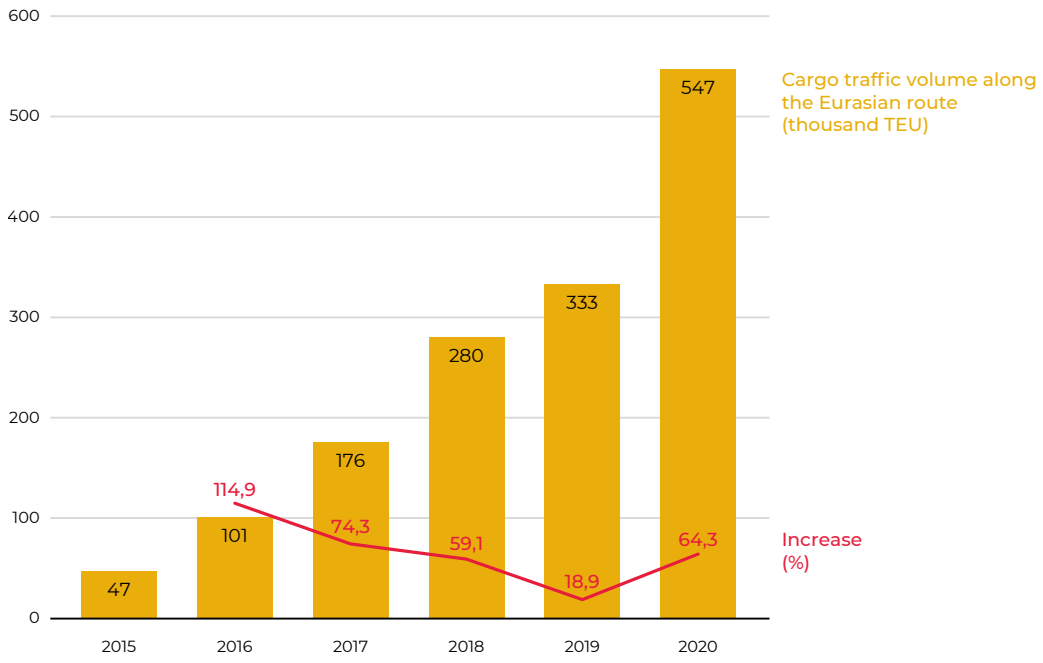
OPPORTUNITIES AND LIMITATIONS OF AGRICULTURAL LOGISTICS IN EURASIA

Sanctions and Counter-Sanctions as a Limiting Factor for the Eurasian Route

After imposing sanctions against Russia in 2014 and following the Russia's countermeasures in the form of the so-called food embargo, the transit of most food and some other products of the agro-industrial complex through the Russian territory has been impossible. Therefore, the development of the Eurasian route and the increase in the traffic thereon did not include these important and promising group of goods.

Originally, the main groups of goods transported along the Eurasian route were electronics and computers (CN FEA codes 85, 84), which are still holding the main positions with a total volume of 149,838 TEU for January-November 2020 with a share of 34%. At the same time, with the route development, the product range is diversified.

TRAFFIC VOLUME ALONG THE EURASIAN ROUTE

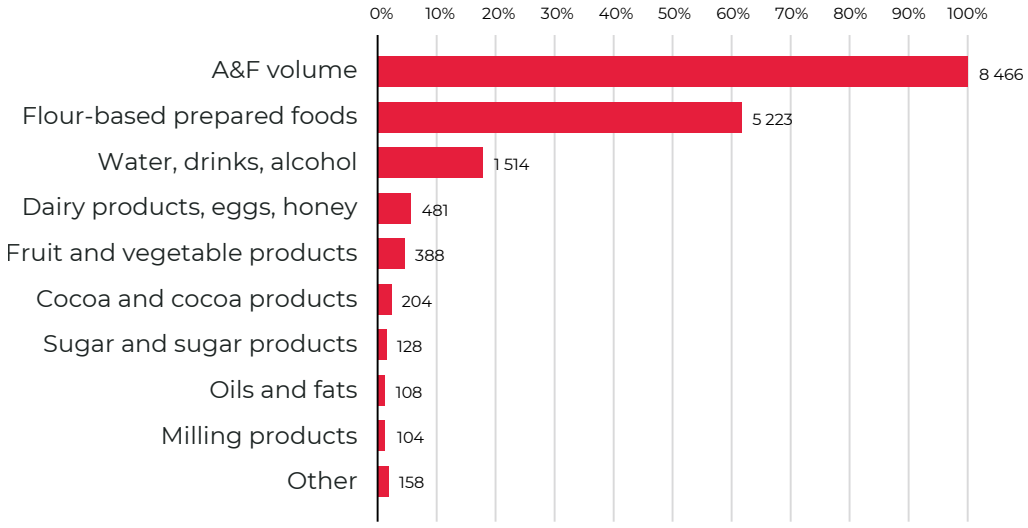


As for the agricultural food sector, according to the data of the ERAI website, the first place in the total volume of goods transported in January–November 2020 is held by floor-based prepared foods (CN FEA code 19) – 5,223 TEU. The total volume (without a detailed breakdown by categories) of A&F goods transported amounts only to 8,466 TEU or 1.92% of the total Eurasian transit.

When comparing the EU and PRC mutual trade product ranges with the goods transported by rail, we can observe a close correlation there. However, the list of transported goods still does not include the promising group of "meat and meat products", which takes the first place in the PRC import from the EU.

Cargo traffic of meat and meat products to the PRC faces not only non-tariff, but also transport and logistics limitations imposed by China. Currently, the possibility of such traffic is significantly limited due to the lack of special warehouses (approved and certified by a veterinary service) in the PRC territory to accept the controlled goods. Transportation of meat from Europe to China is possible so far only to consignees in Chengdu and Chongqing. Otherwise, it is presumed that the customs clearance of such goods should be carried out at the border when they are imported into the Chinese territory, where the required infrastructure is also lacking.

MAIN AGRICULTURAL PRODUCTS TRANSPORTED ALONG THE EURASIAN ROUTE



Such susceptibility to the Russian food embargo, which is also clearly manifested in the transportation of meat products, is characteristic of the Eurasian railway route, which passes through the territory of the EAEU countries: Kazakhstan, Russia, and Belarus.

Since March 2020, trial transit deliveries of sanctioned food products have been carried out in containers with the use of electronic navigation seals on cars. In October and December 2020, RZhD Logistics, JSC, in partnership with Joint Stock Company United Transport and Logistics Company – Eurasian Rail Alliance (JSC UTLC ERA), sent two complete trains from the EU to China.

As shown by our analysis and the last year's study, the structure and dynamics of demand in China for A&F products are favorable for reorientation to rail transport both in the short and long terms. However, limiting factors are not only sanctions, which can be overcome due to technical solutions. Agricultural food exports are closely related to state security, which means that it depends on the political environment.

Containerization and Sealing as a Way to Overcome Limitations

The key factors in attracting agricultural and food products to the railway are:

- The distance between the consignor and the consignee;
- The geographic environment and infrastructure;
- The cargo type, the availability of required containers;
- Regulatory restrictions.

The unique situation that has developed around the Eurasian transit route due to counter-sanctions, that is, regulatory restrictions, imposes specific conditions for overcoming the existing limiting factors. The way out of this situation is the use of electronic navigation seals.

The technology of using seals on containers was developed centuries ago, but digitalization makes it possible to replace conventional seals with much more advanced electronic ones. **Electronic seals allow for an automatic remote control of access to cargo, a real-time monitoring of transportation parameters and the cargo condition** on different modes of transport, and an immediate data transmission.

The advantages of this technology are the cargo safety and an expanded geography of transport services. In addition, introducing electronic seals can speed up the customs procedures and make digital transport corridors really working. The use of seals is associated with some costs, that are related to the system installation and maintenance. Nevertheless, such costs can be fully neutralized only by increasing the freight traffic volume.

Currently, pilot shipments of goods with electronic seals are already being carried out, which allows the unimpeded transportation of sanctioned goods. In 2020, about 300 containers were transported this way. Cargoes were delivered from Germany, Poland, Latvia, and other EU countries to Chinese cities, such as Xi'an, Harbin, and Chongqing. This service is mainly used to send to China such goods as dairy products, including dry ones, as well as frozen meat, fish, and seafood. After the end of test shipment stage, this method will allow the transition to a full-scale transportation of sanctioned goods.

Epidemiological limitations, as well as regulatory restrictions, primarily related to the veterinary control in the supply of meat to China, restrain the full growth of this commodity item in the transit between Europe and China. Thus, in 2019, China has temporarily restricted the import of German pork due to swine flu. In 2020, imports were also restricted. However, **the railway has undeniable advantages in the supply of such perishable goods, whereas China shows a sustainable increase in demand for the same**.

Another important factor is containerization of freight traffic, the potential of which in Eurasia is still not exhausted. Due to unification, container services allow for transportation to any location where there is an appropriate infrastructure. They also protect the cargo both from theft and from external impacts. Finally, containers allow to transport assorted cargoes, thus reducing costs and attracting new customers.

Today, the container market is facing the largest imbalance due to the shortage of containers in Asia and their surplus in America and Europe, which led to a significant increase in prices for container services. On the one hand, such a situation is beneficial for Eurasian rail transport, since the presence of imbalances affects mainly sea freight services, while providing a competitive advantage to railways. On the other hand, even the Eurasian railway route was forced to lower the fare for transportation of empty containers to China to reduce the imbalance.

In the context of the topic in question, it is especially important that the shortage of containers along some routes is associated namely with refrigerated containers – primarily due to the situation in China – and an imbalance of trade flows.

Finally, a very important factor is the availability of infrastructure for transportation, including container services. A sharp increase in the transportation of Eurasian transit goods dictated the need to diversify the routes and to enhance the infrastructure facilities, primarily on border crossings. **E.g., the first trial shipment of a container train from China to Europe was carried out along the route from Chongqing, China to Slavkov, Poland** under the order of Belintertrans-Germany GmbH (BIT-Germany) involving the new border crossing Goryn/Udritsk, without reloading containers from the “wide” gauge to the “narrow” one.

Therefore, containerization and use of modern technology make it possible to overcome general and specific constraints, such as counter-sanctions, regulatory encumbrances, and market restrictions due to imbalance in commodity flows. Despite the existing challenges, the development of agricultural logistics in Eurasia is the most important point of growth in the medium and long term.

CONCLUSION. THE "SPILLOVER EFFECT" FOR THE DEVELOPMENT OF EXPORTS FROM THE EAEU COUNTRIES

As shown by our analysis, expanding the product range along the Eurasian transit railway route with agricultural and food goods opens up significant medium- and long-term opportunities.

Firstly, the development of agricultural logistics is facilitated by the nature of the mutual trade between the EU and the PRC. The European Union is a major supplier of these goods to the Chinese market. Chinese exports to the EU also provide some opportunities, although they are constrained by lower volumes and the predominance of primary agricultural commodities.

Secondly, current restrictions, such as the Russian counter-sanctions, are already being overcome through the use of modern monitoring and control technologies.

Thirdly, in the long term, the transit of agricultural and food industry products along the Eurasian route will not only allow expanding the range of goods transported, but also overcoming the imbalance in trade flows. Unlike electronics and automotive products, that are mainly travelling towards the EU, A&F goods are supplied from the EU to the PRC.

The development of agricultural logistics is also closely related to many other factors. Thus, digitalization is required to overcome regulatory restrictions, namely, to reduce the time required to complete customs procedures. Introducing electronic seals directly contributes to this process.

Finally, it should be noted that developing the transit along the China – Europe - China route is extremely important for enhancing the export opportunities in the EAEU countries, through which the Eurasian railway route passes.

The development of transit services contributes to the freight service digitalization, improvement of the shared infrastructure along the route, and containerization of freight traffic. A sustainable growth of transit container services promotes the development of container sites and cargo handling facilities at border crossings and in transport and logistic hubs.

Thus, we get a "spillover effect", when the use of the advantages offered by the Eurasian transit does not compete, but paves the way for the development of exports from the EAEU countries, primarily to China. There is a significant undiscovered potential for the development of agricultural products exports from the EAEU to China. Over the past five years, the exports from the EAEU countries to China have tripled, amounting to $ 3.7 billion in 2019.

Therefore, the Eurasian railway route is becoming a tool for attracting customers to the entire infrastructure of the 1,520 mm track gauge, while contributing to an increase in export supplies and containerization of transport services.