

《渝新欧国际铁路促进中国与欧洲之间的贸易发展》

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In order to strengthen economic and trade exchanges and industrial interconnection between Asian and European countries, the **Yuxinou international railway** transport system, which runs from Chongqing to Europe via Xinjiang has been built. Achieving 80% of the whole cargo transportation value of all China-Europe trains since its launch in 2011, it has become the main carrier of the Grand Railway Corridor between China and Europe.



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"The gap between the rail and sea freight is getting smaller with different train options. So we see the reduction of the rates on the rail freight and as well to be very competitive verses sea freight. Verses air freight I mean there is another advantage from the rail service. The air cargo usually takes 6 to 8 days and we see already trains which are running through 11 to 13 days, and the gap between the both air freight and sea freight is getting smaller so therefore customers can benefit from a faster transit time at a more economic cost," said Thomas Kowitzki, head of Product Development, DHL.

"We implemented the 'one plus N' mode, 'one' refers to the main line, 'N' means we have set up some assembly and distribution stations in different countries and regions according to our customers' needs, so that all the relevant countries along the Silk road can benefit from the Chongqing-Xinjiang-Europe railway channel," said Yang Liqiong, deputy director of Chongqing Economic & Info Tech Commission.

The launching of the Chongqing-Xinjiang-Europe international railway has not only laid the foundation for opening up the west part of China, but also created more convenient conditions for "bringing in and going out", which truly implement and concretize the "one belt one road" strategy.

