

NEWSLETTER

LOGISTICS & TRANSPORTATION

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China's national railways transported 1.31 billion tons of freight in the first four months of 2026

From January to April 2026, China's national railways transported 1.31 billion tons of freight, a year-on-year increase of 0.9%; rail-water intermodal transport reached 5.957 million TEUs, an increase of 10.7%; and the China-Europe and China-Central Asia freight trains operated 12,213 trains, an increase of 13.4%, with significant growth in the transport volume of key goods. **(CCTV)**

The number of China-Europe freight trains exceeding 2,000 trips has reached a new high

On June 2, 2026, a train loaded with 55 containers departed from Erenhot, marking the year-on-year milestone for the China-Europe freight train service along the central corridor. Currently, 75 routes connect to more than ten countries, and logistics efficiency continues to improve thanks to optimized port operations and digital customs clearance. **(Tencent News)**

Qinghai-Tibet's first ASEAN freight train left shuangzhai station

On May 27, the first direct freight train from Qinghai-Tibet Railway Group to The Association of Southeast Asian Nations (ASEAN) departed from Shuangzhai Station in Xining. With 35 containers of nearly 1,000 tons of PVC, passed through Pingxiang and arrived in Ho Chi Minh City, Vietnam, marking a breakthrough in direct rail freight transport from the Qinghai-Tibet Plateau to ASEAN countries. **(People's Daily)**

Two ministries support upgrading freight hubs

In April, the Ministry of Finance and the Ministry of Transport issued a document planning to support approximately 30 cities (clusters) over three years in improving their comprehensive freight hubs. The support will be differentiated by region, focusing on upgrading multimodal transport hardware and software, and establishing a sound modern integrated logistics hub system. **(CCTV)**

2026 China logistics electrification toward zero-carbon supply chain

In 2026, China logistics electrification shifts from policy to economic drivers. State special debts subsidize replacing China's National IV diesel trucks with electrical vehicles. Megawatt charging lanes and photovoltaic-storage-charging logistics parks grow standard. Light urban delivery vehicles widely adopt EVs, while electric heavy trucks expand into long-distance transport to build zero-carbon supply chains. **(CHINAIRN.com)**