









## SUPPLY CHAIN DASHBOARD (APRIL 2023)

### AN OVERVIEW OF CONDITIONS AND CHALLENGES ALONG THE RETAIL SUPPLY CHAIN

STATUS TREND	STATUS TREND	STATUS TREND	STATUS TREND	STATUS TREND	STATUS TREND	STATUS TREND	STATUS TREND
							
SHIPPING	CUSTOMS & QUARANTINE	PORTS	PALLETS	WAREHOUSE LABOUR	ROAD TRANSPORT	RAIL TRANSPORT	PARCEL AND FREIGHT
<p>Current capacity outweighs demand, with shipping lines slow to react to the drop in demand. Schedule reliability continuing to improve.</p> <p>Over-correction in rates and demand should normalise over next three months.</p> <p>Capacity under pressure in coming months with vessels withdrawn from service for maintenance to achieve new emissions targets.</p> <p>Spot rate market likely to normalise above NAC levels as the market moves into peak. Overall a more 'normal' peak is expected for 2023.</p>	<p>Document processing by DAFF currently within two days. Inspections at site are currently delayed up to ten days.</p> <p>Discussions around new global measures to avoid container contamination have commenced.</p> <p>If introduced, custodial responsibility for the shipper to ensure cleanliness, would have a significant impact on International Trade operational and reporting practices.</p>	<p>Australian terminals are operating at efficient speeds and well under capacity thresholds.</p> <p>Container parks in Australia are under capacity. Wharf cartage services are running well with minimal service delays/failures</p> <p>Auckland and Tauranga terminals (NZ) are congested with empties. Ports of Auckland and NZ government do not have a strategic plan to manage the future volumes and growth to this market. Likely to see challenges in NZ through 2023.</p> <p>No imminent industrial action or bargaining periods in Australian ports on the horizon.</p>	<p>Still a lack of pallets in the pallet pool provided by Chep and Loscam.</p> <p>Retailers are starting to cycle through the network but this will take some time to rebalance.</p> <p>Pallets issued from the pool providers are still ad-hoc and the quality of the pallets in the network are poor and create a risk for users.</p> <p>Supply issues likely to continue in peak periods but not as acute as prior years.</p>	<p>Shortages of quality casual labour are still being felt by retailers, with the ongoing need to offer higher rates to attract quality labour.</p> <p>Whilst demand in the market is not as high as peak periods, the experience and performance of current team members is below prior years.</p> <p>Availability of labour will again become more acute and will remain an issue for the upcoming peak if the unemployment rate stays at current level.</p>	<p>Cost increases and shortage of skilled labour shortages continues to impact time performance.</p> <p>Collapse of Scotts Transport highlights fragility of even larger fleet operators, with restrictive customer contracts being named as key contributor.</p> <p>Simultaneous flooding in Central and Northern Territory and North Coast have placed additional pressure onto already constrained road operators.</p> <p>Market conditions driving review of contract review and negotiation strategy.</p>	<p>Simultaneous flooding in Central and Northern Territory and North Coast have placed additional pressure onto road and rail operations.</p> <p>Rail providers have been slow to recover from disruptions. Limited visibility due to system remains issue from a customer perspective.</p> <p>Aurizon has secured a \$1.8 billion contract with Team Global Express to move containerised freight between Melbourne, Sydney, Adelaide and Perth. This will drive competition.</p>	<p>Australia Post service levels performed well during peak trade and much better than pandemic years.</p> <p>Increased appetite amongst retailers for alternate providers to support point to point delivery which will enable same day / next day delivery. Reverse logistics becoming an increasing focus</p> <p>Concerns around commercial viability of same day / next day.</p>

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