

Brett Charlton – Overview of Freight

Thank you to Ian of the “Other Side” and the Tasmanian Fruit and Vegetable export facilitation group for hosting us today. I would also like to acknowledge my fellow presenters that have significantly challenging roles. Thank you to Michael Byrne in heading up the IFAM program which is essential to the success for many Australian and indeed Tasmanian exporters. I am sure Peter Liddell’s perspectives from living in Shanghai for three years will be valuable for this session.

For those online that attended the TASMANIAN FREIGHT AND LOGISTICS UPDATE WEBINAR a few weeks ago I apologise as there will be some repetition today.

Since the beginning of the COVID-19 pandemic the transport and logistics industry have met regularly (virtually) through fortnightly meetings chaired by Minister Ferguson. If one can find positives in a mad world then it is the collaboration between government and industry on all levels – and from my observations the transport and logistics industry have excelled at being open and engaged from the outset and continue to be so. From exemptions for international services calling Tasmania to implementation of COVID – 19 protocols for warehouses and trucking operations as well as general open discussion around challenges and solutions – the industry has shined in this regard. The often understated transport and logistics industry has come to the forefront as an essential service and living on an island at the bottom of the planet (whilst definitely has excellent advantages) always has few extra layers of complexity to overcome when it comes to transport and logistics supporting inwards and outwards trade.

Tasmania is handling the current situation well, the COVID 19 plans are in place, the distribution centers are working on contingencies for maintaining stock supplies, our services across Bass Strait are working well and effectively with high caution, airfreight is being directed to Sydney to assist perishable exporters with a federal government IFAM program extended to support, international carriers are servicing importers and exporters There are challenges, but by and large toilet paper is available and I have had no reports of concerns that currently shows a disruption to the supply chain in or out of Tasmania that directly relates to transport or logistics issues presently. That said, this does not mean we take this period of time for granted – we are in our “low period” presently and despite

COVID-19 we have had challenges in the past with industrial actions, ship repairs, congestion and cyber-attacks – all disruptive to the flows to and from Tasmania and usually at the most critical time (peak season). Whilst COVID19 is our main focus at the moment, these issues should be very much in our forward vision.

In regards to COVID 19 - The Tasmanian Transport Association should be praised for their extensive work on COVID – 19 safety plans for the industry – I very much recommend that anyone working on such plans for their industry or work place review the TTA website – many of our contemporaries on the Mainland use Tasmania as an example as to how it should be done.

Whilst the movement of goods to and from Tasmania is working effectively, I did mention there are challenges.....and here are some of the ones that we deal with on a daily basis.

Importers are having a very difficult time of it at the moment. This time last year Australia had the ability to move 38,000 20' containers a week into Australia ex China. At the moment the shipping lines have the capacity to move 28,000. This is on the assumption that trade would contract considerably between China and Australia – however this has not been the case in Australia and we find ourselves in what would be considered peak season conditions in what is traditionally the low season for freight. When there is less space and more demand think like oil – you turn the tap back to flow less oil and the fuel prices go up – it is the same with freight. This time last year a 20' container from Shanghai to the East Coast of Australia would cost around US\$300.00. Now the price is around US\$1200.00 per container with most industry people suspecting it will go to around US\$1400.00 at least by the end of the year. In the shipping world all eyes are on Maersk Line to see if they will implement the YOYO service back into the China to Australia trade (additional tonnage) in September – if this comes there may be a flattening of upward curve in costs (everything is a curve these days) – if this does not happen, we should expect rates to continue to increase as mentioned previously. Add to this port infrastructure fees increasing as well as port costs, fluctuating fuel pricing and other factors – the reality is that at the moment there appears to be no downward trend on pricing expected for some time. A majority of the re use of 40' equipment ex Australia is for the recycled market (or wastes) – recycled paper, plastics and metal. At the moment there is some conjecture around permissions to ship such goods to China (some lines have refused to take bookings for this

commodity to China presently). This can throw the balance out of an exit channel for this type of equipment and if it is not used as cargo paying freight then repositions empty to other markets will have to occur – the lines will look to recover some of these costs so importers using 40' equipment should be watching what happens with waste exports closely as it may impact them financially.

We are not alone in this situation – Freight rates from China to the US have doubled and space is very tight on that trade lane.

India report that there is a shortage of drivers and equipment presently with inland local trucking increasing 25%.

Importers ex China would be wise to think about September and October shipments now with there expected to be significant pressure when China pretty much shuts down for a week in the first week of October (Golden Week) – expect space before and after to be very tight as shippers rush to get goods out of China before the holiday starts and the inevitable congestion for all of those containers that did not make the sailing thereafter.

The volumes for trade are all skewed at the moment and the shipping lines are in the difficult position of trying to accommodate what will be moving. Lock downs, consumer spending, warehouse stocks, manufacturing trends all are rapidly evolving beasts that need to be considered when planning vessels and trade routes – it is a tough gig presently.

Take approx. 10,000 containers out of the weekly mix coming into Australia and this causes issues for exporters. Tasmania is traditionally a 40' container importing State and traditionally a 20' container exporting state. With less containers coming in to match the export demands, exporters need to think very carefully around their volumes and where the equipment will be coming from. At the moment we hear stories of lack of export equipment for certain trades that causes issues and costs for exporters where they find themselves either delaying contracts until equipment is available or needing to look for alternatives to accommodate export movements (usually at a higher price to what they are used too). Some commentary is that the East Coast grain trade will be significantly better this year. A lot of these commodities move in 20' containers – this could add additional strain to Tasmania having the equipment to accommodate our export markets. Reefer containers are in short supply around the world and before December this year we will need to learn which lines are looking to support our chiller freight ex Tasmania. Shipping

Lines that use domestic Bass Strait carriers to move containers to Tasmania will have to potentially look to accommodate empty container repositioning in the peak seasons, but the risk is that we may be competing with other States more so for the equipment allocation. Those lines that use Bell Bay have a bit of an advantage in that they can use their own vessels to reposition empty containers from Sydney (where there has traditionally been a bit more of a surplus of equipment).

There is a lot to consider.

Airfreight is a significant challenge for exporters and importers presently. All would be aware that the passenger aircraft trade has fallen off a large cliff and accordingly this has removed a lot of the capacity for carrying freight. The Tasmanian Government have successfully tapped into the IFAM (international freight assistance Mechanism) with the Australian Government committing an additional A\$241.9M to keep international trade routes operating until the end of the year. Tasmania has a charter flight leaving Hobart twice a week (Wed / Friday) to Sydney on this program but there are challenges in getting connecting flights and exporters need to be very connected with their freight companies in these discussions. International Flights are going, but at a reduced capacity and this is ever evolving. The Government have a working group in place looking at the volumes coming up to the peak season (cherries, seafood, meat, asparagus etc) and the forecasting of market demand and volumes will be a significant task to work out solutions to accommodate capacity to support our exporters – this is being worked on.

General cargoes are moving, but pricing is significantly higher than what it used to be and is likely to be so for some time as freighter aircraft and (P2C — Passenger to Cargo Aircraft) are the majority of the ways that airfreight can move. If you need to airfreight something inwards or outwards of a general nature, it can be done – it just comes with a large price tag I am afraid.

Like the sea freight piece, no one can definitely state when “normal” will return – but we are all wishing for it.

Finally – the Tasmanian Logistics Committee have been actively focused on pushing for the implementation of the TFES South Bound Extension for international freight (predominately for inputs into export driven businesses) – the extension was approved last year, it is simply an implementation thing and understandably the Federal Government are focused on COVID19 matters, but we (as well as

businesses that will benefit from the scheme extension) certainly see the South Bound TFES as something that will inject much needed revenue into their business and you could almost consider this to be a recovery package of sorts for the future – we will continue to push for this to be resolved and only recently sent a new suite of letters to Federal senators and State Ministers updating the current situation – we have received a number of supportive replies committing to pushing this up the agenda – we are hopeful for this sooner rather than later.

FACT SHEET

INTERNATIONAL FREIGHT ASSISTANCE MECHANISM (IFAM)

JULY

INTERNATIONAL AIRFREIGHT SUPPORT FOR GLOBAL SUPPLY CHAINS

On 3 July, the [Australian Government committed an additional \\$241.9 million](#) to continue the International Freight Assistance Mechanism (IFAM), helping keep international freight routes and flights operating until the end of the year.

The new funding will keep perishable exports and vital imports, such as medical supplies and other essential items, flowing as we continue the economic recovery from the COVID-19 crisis. It will also re-establish domestic connections for producers and growers in regional and rural areas that rely on air freight to get their products to customers.

This funding is in addition to the \$110 million announced in April to establish the IFAM under the \$1 billion Relief and Recovery Fund to support regions, communities and industry sectors disproportionately affected by COVID-19.

With few international passenger flights at present, restoring global supply chains has been vital to maintaining relationships between Australian businesses and their customers around the world. Since April, the IFAM has made it possible to keep goods flowing into and out of Australia and has been critical to the nation's response to the global pandemic.

To date, the IFAM has helped secure carriage for over 36,000 tonnes of products between April and August to 50 international destinations. By reconnecting global supply chains, the IFAM has also supported the import of critical medical supplies.

Even though the IFAM is being extended, it's important to remember it is a temporary, emergency measure in response to an extraordinary situation.

The extension will give Australian businesses more time to re-engineer their business models and adjust to a new and tougher trading environment created by COVID-19.

IFAM supported flight information

For detailed route information, pricing, flight numbers and days of operation, please download the:

- › [IFAM flight schedule outbound](#)
- › [IFAM flight schedule inbound](#)



Australian Government

Australian Trade and Investment Commission

FREQUENTLY ASKED QUESTIONS

What is the International Freight Assistance Mechanism?

- › The IFAM is a temporary, emergency measure to help restore critical global supply chains which have been heavily impacted by COVID-19 containment measures around the world.
- › By helping to re-connect global supply chains, the IFAM has made it possible to keep goods flowing into and out of Australia and has been critical to the nation's response to the global pandemic.
- › To date, the IFAM has supported freight flights between nine locations around Australia and 50 international destinations.

Who is overseeing the IFAM?

- › The Australian Government has appointed Mr Michael Byrne as the International Freight Co-ordinator General and Air Vice-Marshal Margaret Staib AM CSC as the Australian Government Freight Controller.
- › Mr Byrne has significant international logistics experience as Managing Director of Australia's two largest logistics companies Toll Holdings and Linfox, as well as a former non-executive director of Australia Post.
- › With over 30 years' experience in the Australian Defence Force and past experience as Chief Executive Officer of Airservices Australia, Air Vice-Marshal Staib brings significant experience in domestic and international aviation and logistics to the role.
- › Air Vice-Marshal Staib will primarily focus on inbound freight of national importance such as medical supplies, while Mr Byrne and the teams across Austrade and Agriculture will focus on commercially oriented freight such as high-value, time-sensitive, perishable products. The two roles will be complementary and work flexibly together to optimise the benefits for Australia and the economy.

What freight is prioritised on outbound IFAM flights?

On outbound flights we have prioritised high-value, time-sensitive and perishable products where Australian businesses have established international customers.

For example, on outbound flights IFAM has supported:

- › Seafood (including lobsters)
- › Premium red meat (including beef, lamb and pork)
- › Dairy (such as fresh milk and yoghurt)
- › Horticulture (such as premium fruits and packaged salad or vegetables).

What imports are prioritised on IFAM flights?

On inbound flights, IFAM is prioritising medical supplies, medicines and equipment to support Australia's health response, as well as items of national importance.

For example, on inbound flights IFAM has supported:

- › Personal Protection Equipment (PPE)
- › Pharmaceuticals and consumables
- › Medical equipment and consumables
- › Inputs to health industries.

How do I access outbound IFAM support?

IFAM is prioritising high-value and time-sensitive perishable products on outbound flights, [please register your interest](#).

Once you've registered and received acknowledgement, contact an IFAM Freight Forwarder or your own Freight Forwarder (who will then work with an [IFAM Freight Forwarder](#)) to access any of the below options:

- › IFAM supported flights - see [IFAM flight schedule outbound](#)
- › Individual consignment (grant) assistance - see [more information](#)
- › Regional and remote flight connections – see [more information](#)

How do I access inbound IFAM support?

On inbound flights, IFAM is prioritising medical supplies, medicines and equipment to support Australia's health response, as well as items of national importance.

Importers can work with their freight forwarder to access freight capacity – see [IFAM flight schedule inbound](#)

If importers are having difficulty accessing freight space for urgent medical supplies please contact airfreight@austrade.gov.au

Which airlines and freight forwarders are contracted to deliver IFAM?

A competitive tender process was undertaken by Austrade to select the network of air freight service providers and freight forwarders listed in the table below. The six IFAM freight forwarders will work directly with the nine airfreight service providers to get your produce on these flights.

Freight forwarders	Air freight service providers
CT Freight Pty Ltd	Cathay Pacific Airways Ltd
Schenker Australia Pty Ltd	Emirates
Kuehne & Nagel Ltd	Etihad Airways PJSC
Air Menzies International (Aust) Pty Ltd	Federal Express Corporation
Toll Group	Japan Airlines Co. Ltd
DHL Global Forwarding (Australia) Pty Ltd	Singapore Airlines Ltd
	QANTAS Airways Ltd
	Qatar Airways Group (Q.C.S.C.)
	Virgin Australia Airlines Pty Ltd

For full contact details see [Appendix A](#).

Do I have to pay anything towards the IFAM flights?

Yes.

Airfreight costs will be more than pre-COVID airfreight rates and Australian businesses will need to make a financial contribution towards the increased cost of their freight. The pricing in the flight schedules is inclusive of the government support but not inclusive of freight forwarders fees or additional costs.

Official

IFAM will temporarily assist in reducing the impacts of COVID-19 on key international supply chains. To this end, the government will help businesses get their products on flights and to international customers quickly.

Australian businesses **must also** use this time to review, adjust and re-engineer their business models for a new, and likely tougher, trading environment.

How does the pricing work?

The cost of IFAM supported flights can be found in the IFAM flight schedules ([outbound](#) and [inbound](#)). These prices are inclusive of the IFAM government support, however, these prices are not inclusive of freight forwarder fees or additional costs.

Can I still use my own freight forwarder?

Yes.

To access outbound flights, once you have registered your interest and received acknowledgement, you can:

- › Use your own freight forwarder, however, to access some of the IFAM flights, that freight forwarder must contact one of the contracted freight forwarders – see [Appendix A](#).
- › Contact the six freight forwarders contracted to deliver IFAM directly – see [Appendix A](#).

To access inbound flights, you can use your own freight forwarder.

I'm not an IFAM Freight Forwarder, what do I do?

Outbound

Freight forwarders have a range of options to access outbound IFAM support for their registered clients:

- › Freight forwarders can work with one of the IFAM Freight forwarders to access IFAM supported flights – see [IFAM flight schedule outbound](#)
- › Freight forwarders can directly access some of the IFAM supported flights – [IFAM flight schedule outbound](#)
- › Freight forwarders may be able to directly access the IFAM support flights within 48 hours of departure depending on capacity
- › Freight forwarders can apply for individual consignment assistance if the IFAM supported flights do not meet your client's needs – see [What is individual consignment \(grant\) assistance?](#)

NOTE: Not all businesses will be able to access IFAM flights. If you are contacted by an exporter that has not yet registered their interest in IFAM please do ask them [register their interest](#). If you have a client that is unable to access IFAM flights, they will still need to work with you to access other freight capacity available – see [What other flight options are available?](#)

Inbound

All freight forwarders have access to all **inbound** IFAM supported flights and the details can be found in the [IFAM flight schedule inbound](#).

Official

What support is available for regional and remote locations?

- › IFAM is committed to supporting regional Australia. There are international IFAM supported freight flights departing from regional locations across Australia, as well as IFAM supported domestic flights connecting to international IFAM supported freight flights – see [IFAM flight schedule outbound](#) for details.

In addition, a commercial domestic service is operational, including [Qantas and Virgin Australia](#), Australia Post and Toll. They are operating a [minimum domestic network](#), servicing the most critical metropolitan and regional routes in Australia.

What is individual consignment (grant) assistance?

If the scheduled IFAM supported flights do not meet an exporter's needs, the exporter may discuss their options with their freight forwarder and consider applying for individual consignment financial assistance through IFAM. Freight forwarders can apply for individual consignment assistance on behalf of the exporter.

Proposals for assistance should be sent from freight forwarders to IFAM@austrade.gov.au.

- › Loads of high-value, time-sensitive and perishable freight of 5 tonnes or greater are more likely to be able to be supported by IFAM individual consignment financial assistance. IFAM cannot provide individual consignment assistance on scheduled IFAM flights (see [IFAM flight schedule outbound](#)). Exporters and freight forwarders are expected to firstly consider the scheduled IFAM supported flights.

What other flight options are available?

In addition to IFAM-supported flights, there is increasing commercial freight capacity, accessible through your freight forwarder – see [Commercial flight options outbound](#) and [Commercial flight options inbound](#) for further details.

Qantas and Virgin Australia are also making air freight capacity available on repatriation international passenger services to key destinations, which have already commenced. Contact your freight forwarder, or for more information contact:

- › [Qantas](#) or email freightsalessupport@qantas.com.au
- › [Virgin Australia](#) or email syd.cargosales@fly.virgin.com

FURTHER INFORMATION AND RESOURCES

- › For more information or if you have a question, please email Austrade at airfreight@austrade.gov.au
- › Austrade IFAM landing page: www.austrade.gov.au/news/news/international-freight-assistance-mechanism
- › For detailed route information, pricing, flight numbers and days of operation, please download the:
 - [IFAM flight schedule outbound](#)
 - [IFAM flight schedule inbound](#)
- › For outbound flights, register your interest and complete the dedicated enquiry form: haveyoursay.agriculture.gov.au/international-freight-assistance
- › Ministerial press releases
 - [Securing freight access for Australia agricultural and fisheries exporters](#)
 - [First flight takes off under \\$110 million freight assistance initiative](#)
 - [Western rock lobster back on a roll](#)
 - [High-quality Victorian lamb takes-off](#)
 - [New air freight network to boost agricultural and fisheries exports](#)
 - [1000 tonnes of premium Australian lamb is wheels up](#)
 - [Freight controller appointed to manage airfreight in the national interest](#)
 - [Lift off for South Australian produce](#)
 - [New flights to get seafood exports moving again](#)
 - [Bridging the gap for Tasmanian exporters](#)
 - [South Australian premium produce flying high](#)
 - [Freight flights boost for South East Queensland farmers](#)

APPENDIX A

Air Freight Services and Freight Forwarders Contracted to Deliver IFAM

Freight Forwarders

Air Menzies International (Aust)	sonya.ashcroft@airmenzies.com mike.pattinson@airmenzies.com
CT Freight	wade.bollard@ctfreight.com
DHL Global Forwarding	Bernie.cooney@dhl.com
Kuehne & Nagel	Exports: wes.mcdiarmid@kuehne-nagel.com Imports: roman.degen@kuehne-nagel.com
Schenker Australia	Johan.Sandahl@dbschenker.com
Toll Group	quentin.masson@tollgroup.com

Air Freight Service Providers

Cathay Pacific Airways	nigel_chynoweth@cathaypacific.com
Emirates	Melbourne: sharon.doyle@emirates.com or skycargomel@emirates.com Sydney: jeremiah.wong@emirates.com or skycargosyd@emirates.com Australia Other: greg.johnson@emirates.com
Etihad Airways	ashadid@etihad.ae
Federal Express Corporation	sean.mgee@fedex.com
Japan Airlines	harakawa.s99x@jal.com or takaramoto.jp3p@jal.com
Singapore Airlines	Nicholas_Kok@singaporeair.com.sg
Qantas Airways	freightsalessupport@qantas.com.au
Qatar Airways	Sydney: gatarcargo.syd@worldwidegsa.com Melbourne: gatarcargo.mel@worldwidegsa.com Perth: gatarcargo.per@worldwidegsa.com Adelaide: gatarcargo.adl@worldwidegsa.com Brisbane: gatarcargo.bne@worldwidegsa.com
Virgin Australia Airlines	gary.taylor@virginaustralia.com or syd.cargosales@fly.virgin.com

INTERNATIONAL FREIGHT ASSISTANCE MECHANISM OUTBOUND FLIGHT SCHEDULE AS AT 24 JULY

The Australian Government's [\\$110 million International Freight Assistance Mechanism](#) (IFAM) is a temporary measure to help restore critical global supply chains which have been heavily impacted by COVID-19 containment measures around the world. IFAM is necessary to ensure essential imports such as medicines and medical supplies can be transported to Australia. It also provides the opportunity, on the outbound legs, for producers of high-value agricultural and fisheries products, and other items of national interest, to resume servicing supply contracts with their international customers.

The following information outlines the outbound flights supported by IFAM **at the time of publishing**. To gain access to these flights, Australian exporters should [submit an EOI](#). **Other information about accessing these flights (including relevant freight forwarder information) is available at www.austrade.gov.au/ifam**

If these IFAM-supported flights do not meet export needs for high value agricultural and fisheries produce, exporters' freight forwarders can consider applying for grants-based assistance through IFAM. Proposed packages for grants-based assistance may be sent by freight forwarders to IFAM@austrade.gov.au

AIRLINE	FLIGHT NO.	ORIGIN	DESTINATION	COMMENCED	DAYS FLYING	SCHEDULED WEEKS	FREIGHT RATES (PERISHABLE) (per kg) *	HOW TO ACCESS**
International								
Cathay	CX2174	Adelaide	Hong Kong	7 June	Sunday	12	A\$1.40	Any Freight Forwarder
Singapore	SQ0278	Adelaide	Singapore EXTENDED	6 May	Wednesday	18	A \$1.25***	Any Freight Forwarder
Qantas	QF119	Brisbane	Auckland EXTENDED	16 May	Saturday	17	A\$1.35	IFAM Freight Forwarders
Emirates	EK431	Brisbane	Dubai	19 June	Friday	6	A\$3.10 (meat) A\$2.54 (fresh produce)	IFAM Freight Forwarders + Seaway + Vision
Qantas	QF97	Brisbane (via Cairns)	Hong Kong EXTENDED	07 May	Tuesday, Thursday	24	From Brisbane A\$1.10 From Cairns A\$1.20	From Brisbane IFAM Freight Forwarders From Cairns Any Freight Forwarder
Virgin	VA9017	Brisbane	Los Angeles EXTENDED	13 June	Saturday	9	A\$2.75	IFAM Freight Forwarders
Qantas	QF61	Brisbane	Narita EXTENDED	21 June	Sunday	10	A\$1.60	IFAM Freight Forwarders + Vision

AIRLINE	FLIGHT NO.	ORIGIN	DESTINATION	COMMENCED	DAYS FLYING	SCHEDULED WEEKS	FREIGHT RATES (PERISHABLE) (per kg) *	HOW TO ACCESS**
Qantas	QF51	Brisbane	Singapore EXTENDED	05 May	Tuesday	18	A\$1.25	IFAM Freight Forwarders
Ethiad	EY0463	Melbourne	Abu Dhabi	4 June	Thursday, Saturday	12	A\$3.15	IFAM Freight Forwarders + Seaway
Qantas	QF29	Melbourne	Hong Kong EXTENDED	09 May	Wednesday, Friday	18	A\$1.40	IFAM Freight Forwarders
Qatar	QR8892	Melbourne (via Perth)	Kuala Lumpur	30 June	Tuesday, Friday	6	A\$1.25	IFAM Freight Forwarders
Virgin	VA9015	Melbourne	Los Angeles	01 July	Wednesday	6	A\$2.75	Any Freight Forwarder
JAL	JL774	Melbourne	Narita EXTENDED	19 June	Thursday	18	A\$1.60	IFAM Freight Forwarders + Mainfreight
Qantas	QF35	Melbourne	Singapore EXTENDED	07 May	Thursday	18	A\$1.25	IFAM Freight Forwarders
Qatar	QR8843	Perth	Kuala Lumpur	30 June	Tuesday, Saturday	6	A\$1.25	IFAM Freight Forwarders
Emirates	EK2671	Sydney	Dubai	21 June	Thursday	6	A\$3.10 (meat) A\$2.54 (fresh produce)	IFAM Freight Forwarders + Seaway
Qantas	QF6003	Sydney	Los Angeles	27 July	Monday 27 July	N/A	A\$3.00	IFAM Freight Forwarders
Qantas	QF21	Sydney	Narita EXTENDED	05 May	Tuesday	18	A\$1.60	IFAM Freight Forwarders
JAL	JL52	Sydney	Narita*** EXTENDED	17 June	Wednesday	18	A\$1.50	IFAM Freight Forwarders + Mainfreight
Qantas	QF7521	Sydney	Shanghai NEW	5 August	Wednesday	11	N/A	IFAM Freight Forwarders + Link Logistics
Cathay	CX8156	Toowoomba	Hong Kong EXTENDED	14 June	Saturday	12	A\$1.60	Any Freight Forwarder
Singapore	SQ0246	Toowoomba	Singapore EXTENDED	19 June	Thursday	12	A\$1.25	Any Freight Forwarder

AIRLINE	FLIGHT NO.	ORIGIN	DESTINATION	COMMENCED	DAYS FLYING	SCHEDULED WEEKS	FREIGHT RATES (PERISHABLE) (per kg) *	HOW TO ACCESS**
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Domestic								
Toll	TFR51	Darwin	Brisbane EXTENDED	09 June	Tuesday, Wednesday, Thursday	12	A\$0.95 (1kg - 2000kg) A\$0.85 (2000kg+)	Any Freight Forwarder
Pionair	-	Hobart	Sydney	27 May	Wednesday, Friday (TBC)	12	A\$2.30	Any Freight Forwarder

* Note that these rates are subject to change and do **not** include freight forwarder fees or rates. These rates may change for different load quantities.

** Where it outlines "IFAM Freight Forwarders" this indicates that you must contact one of the six IFAM freight forwarders directly (see [website](#) for list of relevant freight forwarders) OR contact your own freight forwarder, who can then work directly with one of the six IFAM freight forwarders.

*** Note that this pricing is a base price intended for usage by South Australian cargo, and Singapore Airlines may refuse to accept cargo originating outside South Australia.

**** Note that on 29 July the landing port is Haneda